

Latitude 38

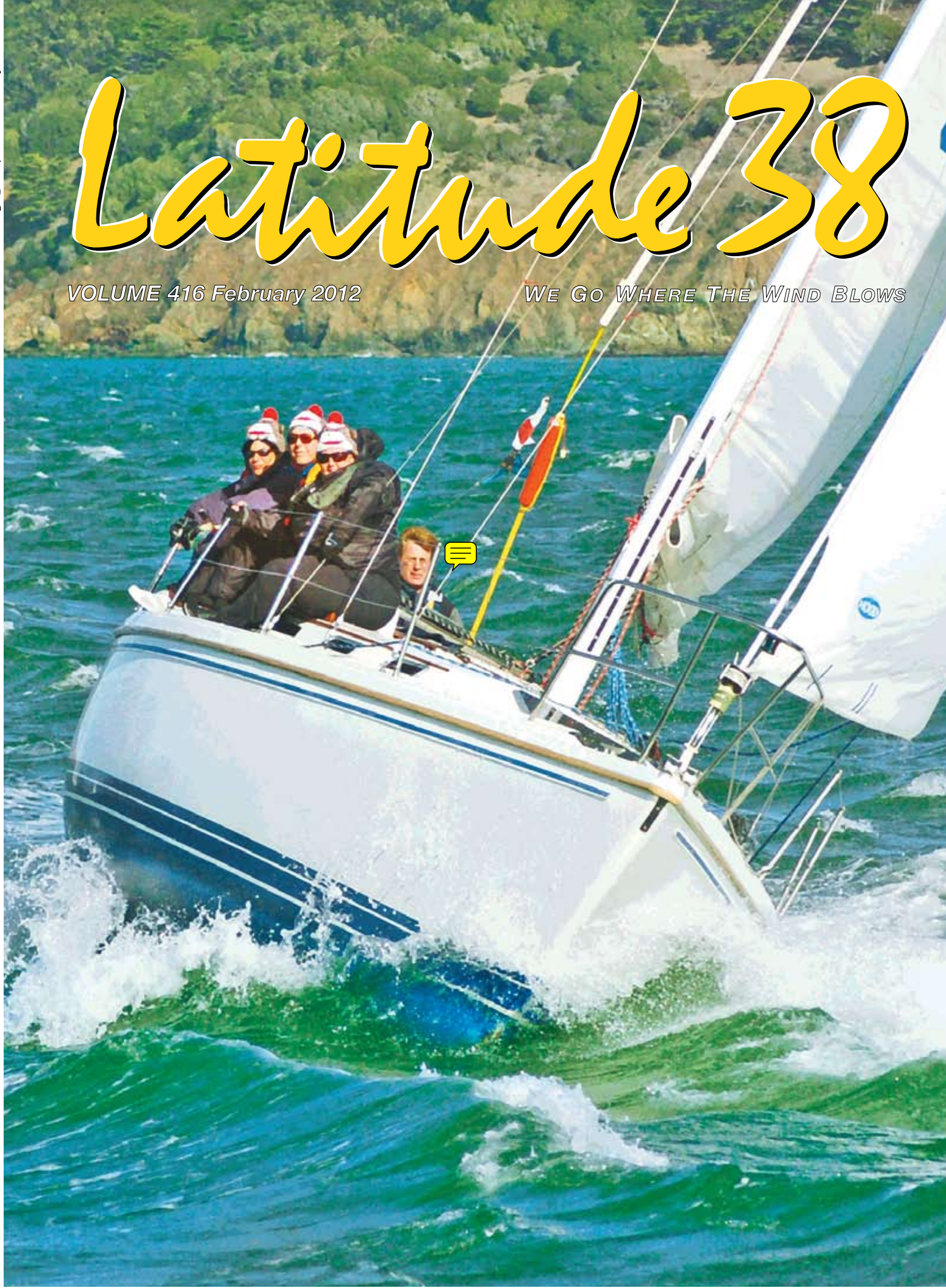
VOLUME 416 February 2012

WE GO WHERE THE WIND BLOWS

Latitude 38

FEBRUARY 2012

VOLUME 416



ROB MOORE — CONNECTICUT YANKEE

The sailing community lost a favored son last month. *Latitude 38* lost a treasured former colleague, and scores of sailors around the nation and the globe lost a personal friend with the passing of Rob Moore, who died peacefully at home on the afternoon of January 5, surrounded by family.



ALL PHOTOS COURTESY LESLIE RICHTER

A consummate joker with a razor-sharp wit, Rob will be remembered for his keen sense of humor as much as for his sailing prowess.

Robert Kent Moore was born on September 26, 1953, in New London, Connecticut, to Kent and Marge Moore. He and younger sister Marnie were raised in Mystic, and their playground was the waters nearby. Rob was a mischievous and energetic youngster, always pushing the envelope for new adventures. His parents were avid sailors on Long Island Sound (young Rob helped his father build several boats in the backyard) and introduced the children to sailing at an early age.

Rob loved sailing from the start, but became easily bored by the sedate pace of cruising and daysailing. His penchant for more excitement soon had him seeking spots on racing boats, where he was a quick learner. By the time Rob enrolled at Brown University, where he would earn a degree in American Civilization, he was already an accomplished sailor and a member of the Brown Sailing Team, along with Eric Kreuter, Brad Dellenbaugh, John Burnham and others. By the time he got his MBA from Columbia, he had several Block Island Race Weeks and Bermuda Races under his belt, and was a sought-after crew and delivery skipper.

Rob first came to San Francisco in

1978, ostensibly to look for a job in finance, but also because he wanted to see firsthand this place where they said the wind blew hard all summer and the tides ran strong. He was not disappointed. His first few sails were aboard various boats, but his first regular big-boat ride was with Bill Twist on Bill's Peterson 3/4-tonner *Stuff*. Rob became so hooked on local sailing that his family remem-

Rob loved sailing from the start, but became easily bored by the sedate pace of cruising and daysailing.

bers he didn't even come back home to pack up the rest of his possessions. He just found a job (eventually working for Twist) and bought new clothes and other necessities as he needed them.

The first boat Rob owned on the Bay was *Urban Guerrilla*, a well-used Santana 20 that had achieved minor notoriety by broaching and sinking during a race on the Berkeley Circle. (There's a great photo taken by legendary Bay sailing photographer Diane Beeston of just the top 4 feet or so of the mast and sail sticking out of the water.) As the story goes, the then-owner tied a floating bottle to it, collected the insurance, went out and raised the boat, hosed out the mud — and sold it to Rob.

Within a year of moving west, Rob met designer Carl Schumacher. The two immediately hit it off and became close friends. Rob eventually bought *Summertime Dream*, the 26-ft quarter-ton designed and put together by Schumacher in 1979. The boat's win in the Quarter Tonner Nationals that year launched Carl's career as a naval architect.

Schumacher was a huge help in 'educating' the Connecticut Yankee in how to sail the Bay's tricky waters. Rob and Carl sailed together many times, and Carl even 'awarded' Rob one of the first major trophies the boat won, which was a half-hull of *Summertime Dream*. No matter where he lived, Rob hung that half-hull in a place of honor in the house, while most of his other silverware from various races — and there was a lot of it — languished on shelves or counters filled with paper clips or M&Ms.

Over the next 20 or so years, Rob also owned and sailed *Sundance* (SC 27), *Grumpy Old Men* (another Santana 20), *Confederacy of Dunces* (Holder 20) and

E Ticket (Olson 25).

One of the great Rob stories was that he 'owned' *Summertime Dream* three different times. Rob financed the first two sales himself. The first owner defaulted on the note and gave the boat back. The second time it went to a rich kid from Brazil (who painted it dark blue and affixed the giant letters BRA to the mainsail). He offered to trade it back to Rob for a Hobie 16! So Rob struck a deal with Seabird Sailing Center in Berkeley for a new Hobie Cat — and got the 'Dream' back again. The third sale was a charm, because it 'stuck'. Notably, Rob sold the boat at a profit each time. (See our feature on this boat in the July 2011 edition.)

Rob first came to the attention of *Latitude 38* when he won his IOR class on *Summertime Dream* in the mid-80s and was featured in our Season Champi-



IN KING NEPTUNE'S COURT

ons series. (This writer recalls his initial impression of Rob as being a cross between a red-haired Mark Twain and the Lion King.) Rob later submitted an article on the 12-Meter Worlds that appeared in the March 1986 edition. Ever one to buck tradition, Rob finally said good-bye to the world of high finance (where he once received a new BMW as a holiday bonus) and hello to the ink-stained, midnight-oil-burning, largely thankless life of a journalist in October of the next year, when he was hired to be *Latitude's* new racing editor.

By that time, Rob had done more racing, and knew more about racing — locally, nationally and internationally — than the entire rest of the staff combined. And that included all the past employees.

With Robin Sodaro driving and Tom Leweck checking traffic aft, Rob trims the kite aboard Damon Guizot's Swan 53 'Katrina' during the 2009 Antigua Sailing Week.

Among the many Left Coast events on his resume by then: A Puerto Vallarta Race (on the SC70 *Citius*), two Cabo Races (Express 37 *ReQuest* and Farr One Ton *White Knight*), two TransPacs (one aboard E37 *Morningstar*), a Kenwood Cup (*Bladerunner*, Bill Twist's then new R/P 47), a handful of Big Boat Series (most aboard *Bladerunner*) and literally every local event on the Bay and in the ocean — back when the latter included brutal, boat-busting 100- or 200-mile courses like the Buckner and Jr. Waterhouse. Once asked if he knew the date that the Australians finally wrested the America's Cup away from the New York YC, Rob immediately replied September



In addition to sailing whenever he could, Rob loved outdoor sports like kayaking and hiking — especially up in the San Juan Islands.

26, 1983. When asked how he knew that, he said, "That was the day we got dismantled on the ocean aboard *Summertime Dream* and had to be towed in by the Coast Guard. Oh, and it was also my birthday."

By the time he stopped making entries in his sailing resume in 2009, Rob had compiled at least a dozen Coastal Cups, 10 MEXORCs, six Ensenada Races, two Swan Worlds (in Sardinia), four Bermuda Races, two Pacific Cups (aboard the Schumacher 50 *Morpheus*), several Key West Race Weeks, and one each: Antigua Race Week and Pineapple Cup (Ft. Lauderdale to Montego Bay, Jamaica, through the famed Windward Passage). He was a two-time winning crew (for Paul Cayard and Ed Baird) in the Bitter End YC Pro-Am, and a four-time winning crew for John Jennings in the St. Francis International Masters Regatta.

That's not to mention the many races he also sailed locally, or the fact that

"That was the day we got dismantled on the ocean aboard 'Summertime Dream' and had to be towed in by the Coast Guard."

Rob often delivered the boats he raced on back from Mexico, Hawaii, Florida or other ports. Or the time he devoted to race management at the Sausalito YC and later Corinthian YC. (He was also a member of the Storm Trysail Club.) Or his longtime duties on the Bay Area PHRF Committee. Or his many years of being part of the selection committee for the Rolex Yachtsman/Yachtswoman of the Year awards.

His rides varied from small craft —



ROB MOORE — CONNECTICUT YANKEE

like *Confederacy of Dunces*, which he trailed to various venues on the Lake Circuit, to big boats like Swans (including *Money Penny*, a Swan 601), and sleds (various SC 70s and the N/M 68 *Pandemonium*). Favorite boats/campaigns/crews over the years included Twist's *Bladerunner*, Lew Beery's Andrews 43 *It's OK!* and with Jim Gregory on both big and small boats: *Morpheus* and *Agent Smith*, an Etchells.

It's also noteworthy that Rob taught sailing, acted as a mentor/coach to many young and/or aspiring sailors, and was a 'master of introductions', whose instinct for matching up people led to many harmonious crews — and to changing many lives for the better. A good example is Jim Gregory. Years ago, Rob taught the 14-year-old Jim to sail. ("He now teaches me," Rob noted a few years ago.) Then, when Gregory moved west, Rob introduced him to Carl Schumacher, which years later led to the design and building of *Morpheus*.

"Rob was always my favorite person to sail with," recalls Jim. "He was the first person I called when I started to pull a racing crew together for *Morpheus*, and he was always the key member of the crew around which everyone rallied."

Epic non-racing highlights of Rob's long sailing career include an all-expenses-paid press cruise to Australia's Whitsunday Islands (he still found it hard to adapt to the relaxed cruising lifestyle), and a Florida-to-Connecticut delivery with Eric Kreuter in hellacious conditions "when we were in college and didn't know any better." ("We were losing crew at every stop," recalls Eric. "Only

One of the best things that ever happened to Rob was meeting the lovely and talented Leslie Richter, who became the love of his life.



ALL PHOTOS COURTESY LESLIE RICHTER

Rob and myself were left when we arrived in Greenwich.") The wind instruments blew off the mast, but later weather reports indicated the young sailors were pounding north in as much as 60 knots.

Rob's 18 years at *Latitude 38* were rife with stress, long hours, occasional all-nighters, 'deadline dinners' consisting of a family-size bag of Fritos and a six-pack of Bud, epic writing, epic friendships, epic creativity, and lots of laughter. Lots of it.

As a writer, Rob was a natural. Right out of the blocks, he had a great feel for the amount of coverage each event deserved. His already encyclopedic knowledge of racing came through with each piece, and he was so fanatical about getting things right that — more than once — he called a source very late, sometimes literally at midnight, to check the spelling of a crewmember's name. ("Is that Tracy with an 'i' or a 'y'?")

Rob's integrity in matters of writing — and life — set the bar high, and elevated all of the writing at the magazine, particularly his oft-phrased admonishment to "add value." To Rob, it made no sense to run something like a press release verbatim. His reasoning was that it was probably going to appear in 100 other publications, and that just "parroting" it added no value. So he add-



One of Rob's best friends and most valued mentors was Hank Easom. They raced together often aboard Hank's 8-Meter 'Yucca'.

ed value — by calling all the principals involved in the release and constructing more of a true article out of it, which usually included much more pertinent and up-to-date information. His original articles were the same way. Everything Rob wrote added insight — and value — to the event and the sport as a whole.

Rob's writing expertise extended beyond recapping single regattas. When 9/11 happened just two days before the 2001 Big Boat Series — and that year's regatta was appropriately cancelled — we were all in shock like the rest of the

As a writer, Rob was a natural. Right out of the blocks, he had a great feel for the amount of coverage each event deserved.

world. But at *Latitude*, we also now had eight blank pages to fill. In just a few short days, Rob put together the Big Boat Series Retrospective, one of the most fun, bittersweet and entertaining pieces ever to run in the magazine. While tracing the BBS from its origins in the '60s to present day, Rob hit all the right

IN KING NEPTUNE'S COURT



buttons and ran all the right photos, mentioning such legendary boats as *Baruna*, *Imp* and *Kialoa*, and running photos of 'young guns' like Dave Ullman, Dennis Conner and Tom Blackaller back when they were still considered mortals.

And when that weather bomb exploded on the 1998 Sydney-Hobart Race fleet, taking the lives of six sailors with more than 55 others being airlifted off maimed and sinking boats, Rob wrote that story, too. To this day, it is the most concise, accurate and dramatic account of that tragedy short of

the book that came out later.

One editorial venture that Rob was particularly proud of was creating the *Ten Commandments of Beer Can Racing* which we still re-run annually.

The most difficult assignment Rob ever had? The memorial article he wrote about friend and mentor Carl Schumacher after Carl's untimely passing in early 2002.

Rob left *Latitude 38* in the fall of 2005. He continued to sail throughout most of 2011, preferring in this phase of life to 'go retro' as part of Hank Easom's crew on the lovely 1937 8-Meter *Yucca*. After all was said and done, after all the big boats and all the great rides and venues he'd experienced, *Yucca* may have been Rob's all-time favorite ride, largely because of the friendship he'd developed over the years with Easom.

In the summer of 2009, Rob developed a persistent cough. When it wouldn't go away, he went to the doctor. Three times he was told it was nothing serious, given medication, and sent home. The cough persisted. Urged to get a second opinion, he did, and it was a shocker. In late '09, he was diagnosed with Stage IV lung cancer — the most advanced stage. He'd never smoked. He was given nine months to live.

He responded well to the initial chemotherapy regimen. His cough went away and he resumed an outwardly robust ex-

After all the big boats and all the great rides and venues he'd experienced, Yucca may have been Rob's all-time favorite ride.

istence. The chemo, combined with living clean, eating healthy, and the love and devotion of his wife Leslie allowed Rob to lead a mostly normal life for two more years. Even the doctors were amazed.

To say he treasured every single day of the time he had left would be an un-

derstatement.

Besides sailing, it was time enough to devote a few more months to another of his loves — hiking and enjoying the outdoors. "Although his career and most of his free time was dedicated to sailing, spending time in the wilderness fed Rob's soul," wrote wife Leslie on the blog-journal "Rob's Adventure — Sailing Upwind In A Storm" (rkmoore.wordpress.com), which they put together to keep friends informed of Rob's condition. Over a period of several years, Rob and Leslie had begun construction of a yurt on a remote piece of land in the San Juan Islands. They dedicated time to finishing it, and spent many a summer month living and hiking in the surrounding wilderness.

Closer to home, they made regular treks to Mt. Tam and other nearby hiking grounds such as Yosemite. But what Rob

REMEMBERING ROB

The following are excerpts of remembrances from some of Rob's friends and crewmates. For more, including some hilarious stories from former and current Latitude staffers, see our online tribute to Rob at www.latitude38.com.

From "Brother" John Gladstone — Some people reading all this stuff about Rob, who did not know him as I and others writing in did, may not get how significant he truly was to those he touched. Someone else said it so well: He made each and every one of us feel more special than we ever felt about ourselves. "I am not worthy," he would say. Guess what? If worthy means having spent time with you Rob, we are so worthy!

*Dave Gendell of Spinsheet Magazine — In the early years on the judges' panel for Rolex Yachtsman and Yachtswoman of the year Rob and I had never met in person, but I knew him by reputation and through the occasional battered and fetishized copies of *Latitude 38* that made their way east back in those days. I completely respected his work and his offbeat vibe. (To wit: He once published a race story featuring a headline lifted from an obscure lyric from The Doors: "Weird Scenes Inside the Gold Mine.")*

*... I was young and I loved *Latitude 38*. It was Rob I wanted to connect with more than any celebrity editor from Newport or any "full access" mainstream media guy.*

*Dana Paxton of Media Pro International — While I was well aware of the scope of *Latitude 38*, it wasn't until I met Rob a year or so into the job and watched him work the dock among thousands of sailors that I truly understood how much he knew about racing on the West Coast (and beyond). He quickly became my go-to guy for trivia, history or an inside scoop that might help me do a better job for the St. Francis YC and the regatta. All I had to do was call or write and name a sailor, race or boat class, and the encyclopedia in Rob's head would open.*

*Philip Lotz — Although I got to know him for only a short time, it is easy to see why there is such an overwhelming outpouring of tributes to Rob. All the statements in *Scuttlebutt* and elsewhere are true — he was great to sail with and a treasure of a person on and off the boat. . . . He made a huge impact on our team and will be remembered and missed by all of us on *Arethusa*.*

Kirk Denebeim — Having re-entered the Bay racing scene in 2011 after a 20-year hiatus, I had the pleasure of chatting with Rob at a regatta last July, and catching up a bit. He vaguely informed me that he was battling some health problems, but honestly, I did not appreciate that it was as serious as lung cancer. His spirits, demeanor, smile, bottomless wit — and those twinkling blue eyes — gave no hint that it would be our final conversation.

Lucie Mewes — I got my second Beer Can tiara (for completing a beer can race every night of the week, within a single week) because of Rob's goading. He got me to say "yes" to the challenge, which got me to do a lot more sailing and meet so many new folks.

Pat Broderick — I first met Rob at the Sausalito Cruising Club when I was running and sailing races down there. He was young with wild red hair and a strong voice at the bar. And he was one hell of a sailor. He'd offer helpful suggestions for managing races better — and I even listened to some of them.

Mark Joiner — I'm so sorry to hear of Rob's passing. I didn't know him well but always enjoyed his articles, which is saying a lot for a long-confirmed non-racer such as myself.

Capt. Robert Strang — Rob was the consummate sailor and fellow crewmember, from my experiences with him in Puerto Vallarta to our beloved Balboa YC and the Bay Area. If Rob wrote it,

ROB MOORE

then it was the bottom line! His memory will be with all of us forever.

Jim Bateman — Rob and I once sailed *Urban Guerrilla* out to the first approach buoy out the Gate, just to ride the swells back in.

Since *UG* was named after Patty Hearst, we sometimes entered the boat's name under the SLN — Symbionese Liberation Navy. An explanation is probably in order for his use of SLN, as well as the Down Town Yacht Club, the Brown Trout Yacht Club, Spooge, and Spooge 3 syndicates when he raced. These were all used in fun, but really because Rob never liked to publish his own name as the winner in *Latitude*.

Pete Caras — One time, Rob came by *Foxen* to try to entice Tracy and me to do a Corinthian Friday night race with him aboard Richard Spindler's Olson 30. Tracy wasn't into it because she felt Rob was too intense when racing and told him so. Rob held up two six-packs and promised it would be a fun, relaxed evening, so Tracy said, 'Let's do it.' All was well until the starting gun went off and Rob had us working our asses off like it was the America's Cup! We won our division and Rob was so stoked he sprang for dinner.



COURTESY DAVE GRUVER

Shortly after Rob passed, his sailing buddy Dave Gruver (standing, white cap) and his crewmates made a 'stache' tribute to their red-haired friend during a Sausalito YC Midwinter Race.

relished most were his trips to southwest Utah to visit places like Moab, Red Rocks and Indian ruins — former stomping grounds of his favorite author, Edward Abbey, who wrote Rob's favorite book, *Desert Solitaire*. Among the many memorable word images from that book:

"May your rivers flow without end . . . where storms come and go as lightning clangs upon the high crags . . . where

something strange and more beautiful and more full of wonder than your deepest dreams waits for you — beyond that next turning of the canyon walls."

Fair winds, old friend. Thanks for adding value to all of our lives. The world will not be the same without you.

— **latitude/jr**

Rob is survived by his wife, Leslie, mother Marge, sister Marnie, her husband, Scott, and her children Philip and Katherine. Anyone interested in honoring Rob with a donation is encouraged to do so in his name to the National Lung Cancer Partnership, (www.nationallungcancerpartnership.org), Hospice By the Bay (www.hospicebythebay.org), or through a special fund set up at the Marin Community Foundation (www.marincf.org).

Tiburon's Corinthian YC will host a celebration of Rob's life February 12, 2-5 p.m. "All friends are invited to attend," says Leslie. "Crew shirts are encouraged, and ties are prohibited."

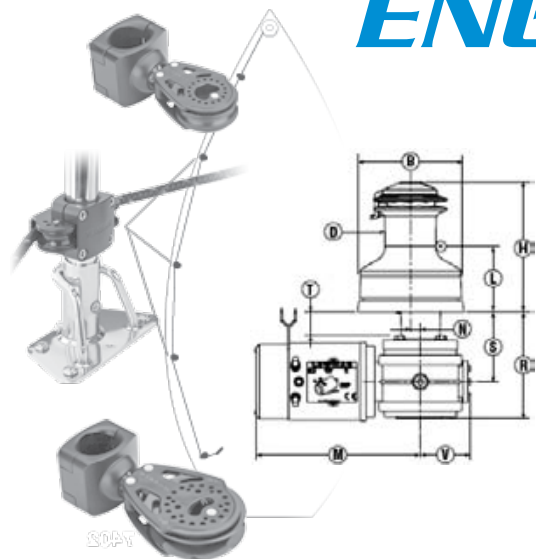
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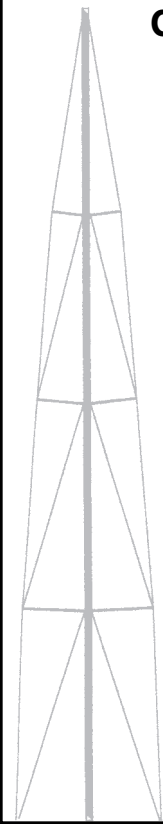
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TO BASH OR NOT TO BASH —

"**B**efore going cruising I focused on all the preparations for the trip south. I don't think I gave more than a token nod to the return trip," recalls Kevin Belcastro of the San Francisco-based Tanton 43 *Toucan*. "Now, I think — no, I know — that deciding how to get the boat home is one of the most important

dodger 30 feet aft of the bow."

The 'bible' on the subject of bashing is the *Baja Bash* by Jim Elfers, who's now harbormaster of Puerto Los Cabos Marina in Baja. He discusses varying strategies and gives detailed info on everything from preparation to emergency anchorages.

The biggest question on the minds of most potential bashers tends to be about timing. From our experience, these days — when the only thing truly predictable about world weather seems to be its unpredictability — there is no longer an ideal time of year to make the trip north. The most important factor in experiencing a relatively easy trip is finding an ideal weather window.

Given the fact that the prevailing winds are usually — but not always — out of the northwest, and the current is always southbound, it would seem that only a fool or a masochist would head north blindly without a game plan. But as you'll read here, strategies differ.

Harry Hazzard of the San Diego-based Beneteau Idylle 15.50 *Distant Drum* explains, "I've always contended that traveling north is a bash, only if you make it so. Going out there and getting yourself beat up just so you'll have something to write and/or complain about isn't quite my cup of tea. I believe that picking your weather windows and places to pull in is a bit smarter. After stopping at Cabo for fuel and/or provisions, our trips in past years have taken as long as twelve days, and have been as short as five."

Ken Roper of the San Pedro-based Finn Flyer 31 *Harrier* is one of the most respected offshore sailors we know — and we're not just saying that because he's a retired brigadier general, or because even at age 82 he could certainly kick our ass. His boat has an engine, but his strategy is all about maximizing time under sail: "I've returned in *Harrier* ten times from various ports in Pacific Mexico. The technique I have settled on can be accomplished by adhering to the following rules: 1) Never get within 20 miles of the coast after dark. 2) Sail on the most favored tack. That is, that tack that takes you most directly to the north. 3) Never forget Rule One.

"Starting from the south, i.e. Cabo, sailing into the prevailing NW wind will take you westerly or even a bit southwesterly. The favored tack in this loca-

tion would immediately run you into land, so it can't be used until you get offshore. When you get out far enough, you can go to a port tack and head northerly for a while. But remember and abide by Rule One! There are areas where your boat can be set easterly by currents and put you on the beach if you're not careful.

The most important factor in experiencing a relatively easy trip is finding an ideal weather window.

"I have found that even though the prevailing northwesterlies will set you somewhat south at the beginning of your return, they will begin to lift you above a westerly course as you get farther offshore, after which you'll probably be able to flip to a port tack and get some northing. Of course, since the coast lies in a SE to NW direction, you'll close on the beach on any northerly course, so don't forget Rule One!

"And if you're really lucky, a NW course spinnaker run would be a great way to do the miles between Cabo and San Diego! I'm afraid I have not experi-



BOB JOHNSON

Bashing home doesn't have to be all misery. After all, it's more time out on the ocean, and who knows, you might even catch dinner.

issues to address before sailing south."

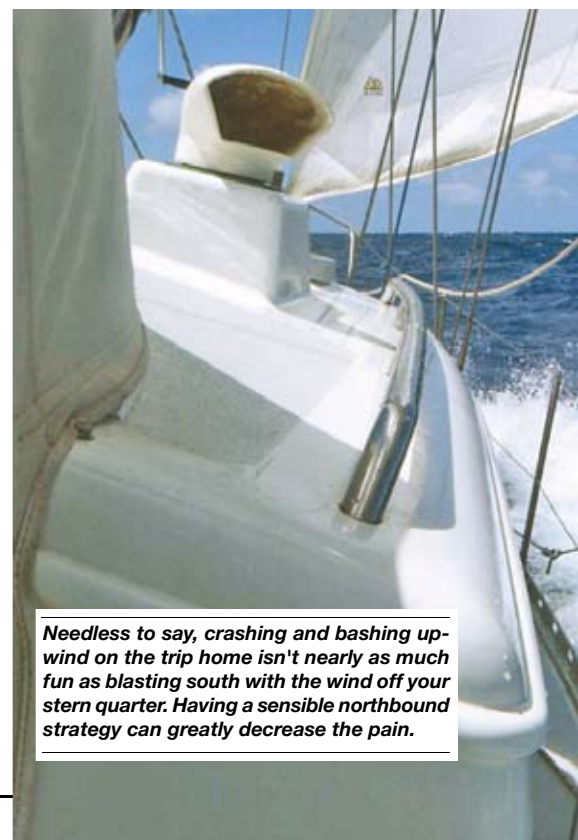
Hundreds of sailboats travel to the sunny latitudes of Mexico and Central America each year, and while some cruise on to the Caribbean or South Pacific, the majority of these southbounders are eventually faced with the predicament of how to get their boat back to their home waters safely.

There are a variety of options to choose from including: motorsailing up the coast, sailing a modified Clipper Route (to the west initially to catch helpful prevailing winds, hiring a delivery crew to sail her home, trucking (or trailering) her home, or shipping her aboard a specially outfitted freighter. Each option has its pros and cons, so the decision is often a tricky one, requiring boat owners to compare the wear and tear, time, and cost that each option would entail.

Sailing Her Home Yourself

The most common method is to sail her home yourself, perhaps due to the apparent logic that, "I sailed her down here, I guess I'll have to sail her back up."

The problem, of course, is that the powerful winds and tall seas that most of us revel in as they drive us south can be something less than fun going north. This recollection by Richard Owens of the Sausalito-based Norseman 535 *Meredith* vividly illustrates our point: "By the time we passed Cedros going inside, the wind increased to 38 knots. Some hours later, we had blue water coming over our hard



Needless to say, crashing and bashing upwind on the trip home isn't nearly as much fun as blasting south with the wind off your stern quarter. Having a sensible northbound strategy can greatly decrease the pain.

STRATEGIES FOR GETTING HER HOME

enced such a return, but one can always dream."

Believe it or not, sometimes you can get a southerly for a period of hours or even days. As Jean Gregory of the ironically named Islander 36 *Southwind* recalls, "After all we had been through we experienced the wonder of wonders: Reaching to Cedros Island the wind shifted and we actually set the spinnaker and headed north, up-island and aimed at the rhumbline for the north end of the Sacramento Reef."

Jean's general advice for bashing is, "Have patience, patience and more patience." She says when a favorable weather window is approaching, "I always leave, or try to leave, at least 6 to 10 hours before the window. Doing this may give you a few hours of the nasties, but you are leaving refreshed and the calm afterward allows you to rest and enjoy the hum of your engine while tweaking the main to get as much speed as possible (maybe 3 knots)."

Additionally, she advises: "1) Make sure your crew has an open time schedule. 2) Expect the unexpected. And 3) bring enough beer to last at least two weeks in an anchorage."

Ask any 10 sailors a question, and you're likely to get 10 different answers. Bashing strategies are no exception. For example, here's David Addleman's approach: "I've done many Baja Bashes. Some much calmer, some much more brutal. Whatever the conditions, I just hunker down and go as fast as possible."

"I don't listen to the nets or the so-called weather forecasts. They just don't apply at the capes where it matters the most. I do download GRIBs and surface charts twice a day to watch for serious weather. I pretty much rhumbline it from cape to cape all the way up, moving inside about 30 miles south of each



COURTESY PAUL MARTSON

For coastal cruising, trailerable folding tris like Paul Martson's 'Sally Lightfoot' have some distinct advantages.

singlehands — but hey, it's gotten him home safely. Most sailors prefer not to bash solo, and some carry more crew than normal.

"We took two extra crew aboard, for a total of four of us aboard," recalls Harold Miller of the Alameda-based C&C 39 *Sea Bear*. "This was the *best* decision I made the entire trip, as we could then do three-hour watches, with nine hours off between. When the going got rough, being well rested made a world of difference."

Having accurate weather info can also help minimize the pain of going north. In addition to downloading GRIB files, "We used the SSB radio to monitor Sonrisanet and Don's Baja Weather, two very good weather resources in Baja that cover the Pacific and Sea of Cortez sides of Baja," writes Bob Johnson of the Berkeley-based Tayana 37 *Charisma*.

"We subscribed to *WeatherRouting.com* and they guided us along," writes Bruce Crockard of the Long Beach-based Beneteau 473 *Tribute*. "It's expensive (\$60/call), but in our book well worth it!" There are other excellent weather sources also, such as Commanders' Weather (which updates the Baja Ha-Ha Rally Committee) and *Buoyweather.com*.

When you're bashing up the coast and conditions get extremely uncomfortable, it's often wise to pull in somewhere to minimize damage to the boat and crew. Elfers' *Baja Bash* comes in handy. "We didn't follow all of his advice," writes John Cogan of the Ventura-based Hylas 49 *Old Moon*, "but his book is right on in terms of strategy and great places to duck into when the weather doesn't cooperate."



COURTESY JOHN CAHILL

John Cahill has done 10 Baja Bashes. How does he pass the time? Catching up on the sailing news in 'Latitude' of course.

cape. I don't anchor waiting for weather. I always go out and try. I've only retreated back behind a cape a couple of times, but sometimes I slow down so as to round capes in the middle of the night rather than in the afternoon.

"I strip the decks clear of everything, tape shut the hatches and ports, sky the unneeded halyards, and stow stuff on the cabin sole instead of in the ends of the boat." (Addleman is now sailing his Santa Cruz 50 X in Palau.)

Not many would adopt Addleman's technique — especially since he often



TO BASH OR NOT TO BASH —

Via Hawaii

For boats that are homeported in the Pacific Northwest, the idea of bashing all the way up the West Coast is pretty daunting. Unless they choose to truck or ship their boats home (discussed later), sailing home via Hawaii can often be the most painless option, as much of the trip can be off the wind — although it adds thousands of miles and many days to the trip. Randy and Sheri Schneider of the Oregon-based Gozzard 44 MkII *Procyon* considered this option last spring: "This is actually a much easier and safer trip than going all the way to Oregon up the coast." But in the end they opted to bash along the coast, as their insurance company would have required a third crew plus an \$800 surcharge. (See Jimmy Cornell's *World Cruising Routes* for an extensive look at going northbound via Hawaii.)

Another approach that's a lot more fun is to do a circuit out to French Polynesia, then up to Hawaii and home. A variation on that theme — if your boat's



Keeping an eye out for sea life — like this orca, found north of Turtle Bay — can break up the monotony of a Baja Bash.

not too big — would be to ship from the islands to San Diego via a PASHA Hawaii Transport roll-on, roll-off cargo vessel.

Using a Delivery Crew

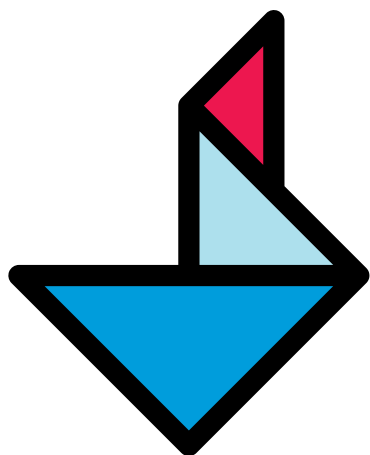
Nels Torberson is a tough old salt who's done more Ha-Ha rallies than we can count aboard his vintage Morgan Out-Island 41 *Bronco*, and he won his class on all attempts but his first. Still, even old salts sometimes see the wisdom

of having 'hired guns' do the dirty work. "I was lazy and spoiled after a season of warmth," writes Nels. "I didn't look forward to singlehanded the boat back to San Francisco, so I worked out a deal with a friend who sometimes does deliveries and also had a crew.

"He picked up the boat in Mazatlan and had it back in San Francisco in less than three weeks. Although I have to admit he didn't treat the boat quite as I would have, it is a long trip into wind and waves, and some wear is to be expected. Overall I would definitely ask him again."

Nels' experience notwithstanding, the subject of hiring delivery crews is a touchy one that inspires a wide variety of cautions. "For every story I've heard of a delivery captain dealing with unreasonable owners and boats in horrible condition, I've also heard a story of damage done to the boat by an irresponsible crew," writes Kevin of *Toucan*.

Both times that Nancy DeMauro sailed *Cat's Meow* to Mexico she used



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STRATEGIES FOR GETTING HER HOME

delivery crews to bring her Catalina 36 home to South Beach YC. "I wish I could say it was a pleasant experience both times, but I can't." In one instance when she received the boat, "The interior looked as if they had taken a water hose and sprayed down the inside. There was nothing that wasn't soaked, including inside cabinets."

These are some of the tips she now gives to others:

- Pay by the mile.
- Put a tracker and a satellite phone on board (turned on).
- Make the contract very clear, including who is to pay for damage to the boat. I would include major damage as well as cleaning fees if need be.

Professional delivery skipper Rory Kremer has brought nearly two dozen boats home to California from the Sea of Cortez. He agrees with many of Nancy's suggestions, and also advises:

- Interview wisely; get references and check them. There are

recreational sailors out there who exaggerate their experience. Hire a skipper who can do underway repairs, especially engine repairs.

Susan French and Tom Rowe hired a delivery crew, and met their Jeanneau 46 'Bateau Frowe' at Ensenada's Marina Coral.



SUSAN FRENCH

• Agree in writing (email contracts are binding), to the parameters of the delivery, such as rate of pay. The average for this run is \$150 per day for the skipper and \$100 per day for each paid crew member, depending on the size of the vessel. Vessel owners are usually responsible for associated airfares, all provisions, fuel, dock fees en route, and basic repairs which might be purchased while en route. Usually, the skipper is sent with a small amount of petty cash for use in an emergency, or for purchase of additional fuel.

• Once a skipper is contracted, do an inventory of the boat's equipment. Confirm that all equipment is functional. Take photos of the vessel and equipment.

• Once the boat has been delivered safely back to the destination port, review the inventory with the delivery skipper to confirm that all on the vessel is intact. And do a debriefing on needed repairs or damage

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TO BASH OR NOT TO BASH —

incurred during the voyage.

"Overall, it's important for owners to keep Murphy's Law in mind in regard to a long beat like this. If something can go wrong, it will. Carry spare parts as well

from Mexico is to plop it onto a trailer and drive it up the highway. But, of course, few cruising boats are small enough to use this method. Still, if you're shopping

next weekend!

"Driving the Baja Highway 1 was no picnic, though. The road surface is generally good, but the road width can be an issue: 8' 6" is the max width I would haul on that road. Even so, the driver needs to be absolutely attentive at all times. We had no issues, but took many precautions such as carrying extra spares, a grease gun, and extra fuel. And we did no night driving."

The more common means of trucking a boat north is to haul her at San Carlos, which lies about midway up the Sea of Cortez on the mainland side, and let professional truckers deliver her to your home waters in a two-step process (explained below). In addition to eliminating predictable wear and tear from hundreds of miles of upwind sailing, this method saves owners loads of time, as they do not need to accompany the delivery — or even stick around to help drop the mast.

Russ Cooper had his C&C 37 *Liberty* trucked home to San Francisco last spring: "Our haulout, mast pull and load



MATT DANIEL

Although Mexican roads can sometimes feel as lumpy as the ocean, it was relatively easy to drive 'Tumbleweed' home to Seattle.


as extra fuel and drinking water. And confirm the good working status of all safety and communications gear."

Trucking Her Home


The fastest way to bring a boat north

for a boat specifically to do a season of near-coastal cruising, this advantage is worth keeping in mind. Consider Matt Daniel's experience bringing his folding F-31 trimaran home to Seattle last year. "I made arrangements to have a friend drive the empty trailer to Cabo where we were able to haul out ourselves. I was sailing in my home waters of Seattle the

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STRATEGIES FOR GETTING HER HOME

dates were all scheduled weeks in advance, and happened on the appointed day with no problem. Because Mexican carriers are not allowed to run over U.S. highways, the boat was set down in Tucson two days after leaving San Carlos, then later picked up by a U.S. carrier for the run to the Bay Area.

"Marina Seca at San Carlos is not the only option to truck your boat, but they've been doing it a long time and have the drill down. Overall, our experience trucking the boat was a good one and we'd do it again."

It's important to note that the system Russ refers to is ideally suited to boats under 30 tons with beams narrower than 13 feet. Fatter boats (up to 16 feet) can be hauled, but the cost rises dramatically, as an escort vehicle is required. Deep-keel boats (more than 7-foot draft) can also present problems, not only because of the depth of the marina, but, as Russ explains: "Ideally, overall height from the bottom of the keel to the highest point on deck — usually the pulpit — should



RUSS COOPER

Purpose-built hydraulic-lift trucks are key to the well-run boat hauling operation at San Carlos' Marina Seca in the Sea of Cortez.

be under 13 feet."

Marina Seca Transport uses specialized "air ride suspension hydraulic trailers" equipped with hydraulic arms that can adjust to any hull shape. If your stateside hauler has a similar rig, rather than a standard boat cradle, you'll save hundreds of dollars in crane charges. Marina Seca will quote you a package

price or à la carte, if you want to select your own U.S. or Canadian hauler.

Russ offers one final word of advice: "U.S. Customs will likely make a mess of your boat below decks. They will open compartments, access hatches, etc., and won't put anything back. Make it easy for them to access those areas to the extent you can — a challenge since all your cruising gear from above decks will be stowed below."

Shipping Her Home

The final option, shipping your boat on the deck of a specially equipped freighter, is the most costly — roughly double the cost of trucking — but has some distinct advantages. The first is that you don't have to pull the mast, and another is that with any luck when you receive her she'll be in exactly the same shape as when you dropped her off for loading.

Dockwise Transport has long been the biggest name in this market, but sadly, they dropped their Mexico-to-British



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TO BASH OR NOT TO BASH

Columbia routes last spring. However, Yacht Path offers a similar northbound service with stops at Panama; Golfito, Costa Rica; Manzanillo, La Paz and Ensenada, Mexico; and Victoria or Vancouver, Canada.

Unlike Dockwise, which uses specially built ships with submersible decks for loading, Yacht Path's vessels can carry sailboats and motoryachts well over 100 feet on deck in (Lloyds certified) steel cradles. A trip from Mexico to Victoria typically takes six to eight days. As you can imagine, it's a complicated business to organize, and we're not surprised that the biggest complaints we've heard about either Yacht Path or Dockwise concern schedule delays.

After cruising Mexico, Bill Thompson and Claudia Cowan took an unusual approach to getting their Mason 33 *Sabbatical* back to her Long Beach home port. "Although we live in Southern California, we found it was nearly as cheap to ship



After weighing their options, Bill Thompson and Claudia Cowan shipped 'Sabbatical' all the way to Victoria on a Yacht Path vessel.

Sabbatical from La Paz to Victoria, BC as it would have been to ship it from La Paz to Ensenada. So we decided to extend our cruise into the Northwest.

"Our boat was transferred from La Paz to Victoria in June 2010, which allowed

us to cruise Desolation Sound and Princess Louisa Inlet before returning to work in September. We left the boat in BC over the winter and will return to it this summer for more Northwest cruising.

"They delivered the boat in good order with no damage beyond a few scuffs where the tie-down straps crossed the toerail. The best part was that we were able to have two cruising seasons — winter in Mexico and summer in British Columbia — during the same year off from work."

So there you have it, a full menu of options for getting your beloved boat back home safely. We suggest you weigh each method carefully before deciding on your own game plan.

Then again, you could also make the less common choice: Shun all these northbound options and continue around the world instead!

— **latitude/andy**

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A WHALE

Over the course of three days around New Year's, cruisers in Mexico reported spotting four whales entangled in drift nets. Three of those whales — including a mother and her calf — were saved, but help came too late for the fourth.

Vince Radice of Sonoran Sport Center in San Carlos has seen far too many entangled whales, and has taken part in a number of rescues. "I think it's all too likely that cruisers will come across this kind of situation," Radice says. "If they do, and they're not comfortable attempting a rescue, they should call the Mexican Navy on channel 16 to wait for help." In the video noted below, Radice goes over what he keeps in his whale rescue kit. But he'd like to see such incidents eliminated entirely.

"Those of us who work in conservation have tried to hold the government responsible for their failures in preventing irresponsible fishermen and inspectors from creating this mess," he said.

While we think the heroic saviors in the two rescues reported in this article were acting selflessly, we — and they — can't recommend that others follow their examples. Approaching a 40-ft, 40-ton animal in distress is not only dangerous, it could easily be fatal.

— **latitude** /ladonna

From Frank Downey, crew aboard the Vancouver B.C.-based Norseman 447 Wendaway:

On December 31, I was crewing for Mark Schneider aboard *Wendaway*, as was Mary Campbell. We were motoring southwest from Isla Isabela toward San Blas when we spotted some whale spouts about a mile away. But we noticed a bright yellow object near the splashing so we altered course. We were sickened by what we found.

A mother humpback whale and her

Vince Radice has saved several whales in Mexico. Scan the QR code with your phone, or go to worldsaquarium.com/blog/female-sperm-whale-calf-rescue to watch his latest rescue.

calf were ensnared in a huge drift net. The yellow object was a plastic 10-liter fuel can that had been tied to the drift net as a marker and a float. The whales were bound tightly together and festooned with yellow rope, red floats and an aqua-colored net. They were swimming northward at about five knots, so we motored along next to them on a parallel course stationed about 150 feet away.

We could see even from a distance that they were in serious trouble. The net covered them tightly from their snouts to behind their dorsal fins. It was apparent to us that if the nets were not removed they would eventually die. They could not swim freely nor could they open their mouths to feed. We had a brief crew meeting to discuss a rescue attempt and agreed unanimously that these magnificent animals were in mortal distress and that we could not leave without attempting to free them.

As skipper of the vessel, Mark maintained his right to call off the attempt if he thought it was too dangerous to continue. Mary volunteered to be responsible for handling the dinghy and I had the job of cutting the net. We donned our PFDs and loaded the dinghy with the ditch bag, the handheld VHF and three folding knives.

We lowered the dinghy into the water and approached the whales from the mother's side, so she wouldn't panic that we were attacking her baby. I was extremely nervous. My mind was filled with concerns about being charged by the whales, having the dinghy capsize, getting caught in the net, or accidentally being struck by an enormous tail or pectoral fin that was literally the size of our dinghy.

Mary raised the outboard out of the water to keep it from being entangled in the net and she began to row toward the mother whale, all the while speaking comforting words to the whales. Upon reflection, I realize the effect that Mary's soothing voice had in calming my own fears. I also believe that the whales heard our voices and, while not being able to understand our words, they may

have sensed our intentions.

Mary rowed us forward of the dorsal fin and we bumped the bow of the dinghy against the body of one of the largest animals on earth. I leaned over the bow, grabbed a handful of net and started cutting. Ensnared along with the whales were numerous dead and dying fish. These fish were bound tightly



to the back and sides of the mother whale. It was a sad and gruesome sight that I will never forget.

As I cut, I began pulling on the net and working our way forward toward the snout of the mother. We had to be really careful, even though the mother was swimming along on the surface and seemed to be cooperating with our efforts. Mary and I were awed by the sound of their breathing. When they exhaled, their breath coming out of their blow holes made a loud whistling roaring sound that reminded us of the enormous size and power of these animals.

Mary kept the bow of the dinghy against the whale and I pulled and cut net as fast as possible. The mother would occasionally submerge to a depth of about six feet. When we sensed she was going down, we had to make sure we weren't tangled up in the net and Mary would row away as fast as possible. We had a few close calls. Occasionally, my hands or fingers would become ensnared and I would be briefly in danger of losing a digit or being pulled out of the boat. I was very afraid.

After about 45 minutes of hard work, we had made our way forward of the





Michael Robertson spent hours trying to free an entangled whale but ultimately had to leave it. With his and Windy's guidance, the crew of 'The Rose' finished the job the next morning.

blowhole to the bumps on the mother's snout. As we approached her snout, we could see close up these large conical bumps about two inches high and two inches in diameter at the base. These bumps were terribly ensnared with the net and were bleeding where the monofilament line had cut into the whale's flesh. It looked really painful. I carefully reached down and lifted the net away from the bumps, in order to cut the line without causing further damage to the whale's skin. I had read about whales and I knew that they were warm-blooded animals, but touching the warm, smooth skin of that magnificent creature somehow seemed to calm my fear and possibly made the whale feel more comfortable with our presence.

About this time, a small *panga* arrived on the scene with two fishermen aboard, and they immediately began to help. After another 20 minutes or so, we noticed that the mother and her calf were able to swim slightly apart. The mother whale began to dive and we had to back away really quickly. The fishermen backed off with us and we watched to see if the whales would reappear near us.

They did! The mother and her calf were now able to swim separately but they still stayed close together. The fish-

ermen decided to leave at this point.

Several amazing changes began to occur in the whales' behavior. The calf's snout was heavily wrapped with net, as was the mother's, and at one point it seemed to be showing us its snout.

The mother was almost net-free at this point, and we felt if we could get the net off her snout she had a good chance to survive. There was a lot of the yellow polypro line wrapped around her mouth so I concentrated on that. I pulled as much of it as I could to the surface and cut it into three-foot pieces. I continued in this fashion and eventually was able to clear her snout. The net then began to slide back on her body and disappear behind her. At this point the mother dove and stayed submerged for some time. When she returned she was completely free of the net! We were all so excited that we shouted and cheered.

Mary began to row us back toward the whales. We tried to approach them from the mother's side so we wouldn't spook her but as we got closer an amazing thing happened. Instead of

protecting her calf, the mother maneuvered herself so the calf was on the same side as the dinghy. We looked down and could see the mother below the calf supporting it with her body. She was holding up her baby so we could have better access. She was actually helping us to free her calf!

With the mother in this position, we were forced to position the dinghy directly over the mother's back. If she surfaced, we'd capsize. But her behavior didn't seem threatening so we moved in. We'd gained enough experience cutting the net by then and were confident enough the whales meant us no harm. I went right to work on the calf's snout.

The calf's situation was still pretty serious. The net still enshrouded most of its body and was wrapped tightly around its mouth. As I cut the ropes closer and closer to the whale's mouth, it seemed to relax a little and I was able to begin working some rope out of its mouth. Occasionally the calf seemed to become irritated and would try to submerge. Because the mother was directly under the calf, it couldn't submerge without thrashing around a little. It would seem to struggle for a few moments, the mother would go deeper and the calf would sink. We would row away a little and wait to see what would happen. Every time, the calf would reappear at the surface with the mother supporting it. When the calf was back in position we would row back and get to work. During one of these episodes, the calf's pectoral fin struck the hard bottom of our rigid inflatable dinghy. The sound it made was terrifying.

Eventually the snout came free and I started working my way toward the tail. As I cut net toward the dorsal fin, the en-

Watch Frank Downey and Mary Campbell, and the crew of a panga, rescue a mother and her calf at vimeo.com/34811494 or scan the code.



WINDY ROBERTSON

MARK SCHNEIDER

A WHALE

tire net loosened and began to slide back along the calf's body. When it was clear of the dorsal fin, the calf sensed that it was almost free and both it and the mother dove. We were ecstatic about our apparent progress but were not entirely certain we'd cleared all the netting.

By this time we had been at it for about three hours and Mark asked us to return to the boat. We climbed aboard, tired but optimistic that we had succeeded. The boat was about 200 feet from the whales and, as they sounded, we saw they were completely net-free.

From Michael Robertson aboard the Washington D.C.-based Fuji 40 Del Viento:

On New Year's Day, my wife, Windy, woke up at 0330, cranked the Yanmar, raised the anchor, and started us on our passage for that day: 52 nautical miles along the Pacific coast of Mexico, from Chacala to an offshore island called Isla Isabela. Late in the day, and nearly to Isla Isabela, I spotted the body of a whale, just 50 yards in front of us.

We saw that it was alive and entangled

in a drift net — a tangle of weighted polypropylene lines, monofilament, and buoys. The whale was hogtied by the netting, lines stretched taut from snout to fluke, with one pectoral fin partially immobilized. Because of this, it couldn't raise its tail and struggled to raise its head. Most of the time, all that was above the water was the smooth, round top of its body, the part between the blow hole and hump.

I got into our dinghy with a knife and headed over to see what I could do while Windy stood off with our two young daughters. In about 45 minutes, I was able to cut away nearly all of the netting and buoys that trailed behind the animal, piling it high in our 11-ft inflatable. But this did little to improve the whale's situation, so I returned the dinghy to *Del Viento* and swam over to the whale.

In the water with the whale, I felt small and vulnerable. The smooth top of its body was now above my head. Treading water about 10 feet away from

a wounded wild animal, I felt scared and stupid. I inched closer.

Curiously, when the whale blew, it sounded like the threatening noise of a big cat. Not the roar of a lion, but the noise Hollywood dubs in when a tiger is cornered. It wasn't a reassuring noise and startled me every time. When my head was underwater, I heard a cacophony of high-pitched squeaks.

Putting my mask in the water was surreal, seeing all that was down there, the size of a city bus, next to me. I let the swells move me closer until I bumped up against it, just abeam of its hump. The body felt firm and the skin slippery. I quickly began stroking it hoping that would help the whale distinguish friend from foe. Then I grabbed a polypropylene line about 18 inches down and cut it. My pulse raced and I felt jittery from adrenaline.

With my life vest on, I couldn't dive far below the surface. Even with fins on, I struggled to control myself in the surge of the two- to three-foot swells. At one point, my fin snagged in the mono-

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filament and pulled at my leg with the surge. I thrust my leg away in a panic. I put the knife back in my pocket and removed my vest, looping it through just one arm and letting it drag behind me. I could now get a bit deeper, but not down to the fluke, about 12 feet below the surface. I swam this way to the front of the



SARA JOHNSON

leeward side, I again met the animal's gaze about a foot underwater. I could see that this pectoral fin was not as tangled, but did have a single polypropylene line passing underneath it, pulling taut from the snout. It was about four feet underwater. I dove down to cut it, but the line

was pressed against the body and the fin moved and spooked me. I was at an odd angle in the water, struggling with the life vest wrapped around my good arm. I would have been more effective with it off completely, but I didn't think that was the right thing to do. I swam forward and again dove to cut a single line that I thought might make a difference, if I could reach it. But then this massive head bowed down even lower and underneath me. I was over the top of it and could feel my body pushed around by the current created by the whale's movement.

The Johnson family discovered this dead whale entangled in netting while sailing to Isla Isabela aboard their Benford 38 'Wondertime'.

the size of an orange.

My head at this time was filled with fears, both rational and irrational, compounding my anxiety. What if he moves, and I get tangled in this mess and drown? What if I dive down and successfully cut something heavy, and get tangled and pulled down with it? Meanwhile, seas were making the operation difficult in addition to the other risks.

Up near the head, this time on the

I'd had enough. I wasn't physically spent, and I even figured I could keep

I was startled when the whale abruptly moved the fin out of my reach. I backed away and swam towards the head for the first time. Before I realized it, I was staring at a blue-gray, human-like eye



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A WHALE

my fear in check long enough to make some real improvement to the situation, but I felt it wasn't wise. I wanted to help this suffering mammal, but I couldn't accept the risks.

It was difficult to motor away, but we felt there was nothing more we could do. We could see it continue to blow as we got farther away. We both were uneasy and troubled.

Once anchored at Isla Isabela, we contacted the other boats about the situation. *The Rose* was game for giving it a shot so I got aboard their boat to find the whale, using the track on our iPad and anticipating a southerly drift. We didn't find it.

That night, Windy studied the iPad track more closely and realized that the drift had to be northerly, even though this was contrary to the wind and swells. The next morning, *The Rose* headed out again using this new information. They found the whale in less than an hour. Its blows were weak and gurgling.

John jumped in with the whale to cut netting and his crewmember, Saskia, stood by in the dinghy near him, ready



YouTube is filled with inspiring videos of whale rescues. Just think twice before attempting a rescue of your own — these creatures are as powerful as they are beautiful.

to assist. After a couple of hours, John was tired and cold, but making progress. Underwater he heard the same squeaking I heard and felt the same fear that I felt. But he knew he didn't have much time left and he finally got angry. He said he felt like one of those doctors on TV who begin screaming at their ER patients, "You will not die on me, man,

not on my watch!" Something clicked and he became resigned to whatever might happen, pushed his trepidation aside, and went for it. John began swimming deep, underneath the belly of the whale, at least 15 feet below the surface. He would cut what he could, surface, and dive again, over and over. He was all over the whale, in front of it, beneath it, and on top of it.

At this time, crew from another boat nearby, *Three Hour Tour*, jumped into the water to assist John. Shortly after this, they cut the last taut lines, the netting fell away, and the tired whale swam along the surface before sounding.

Whoops and hollers of joy sounded over the VHF's of the four boats out there. Windy said she felt a tremendous emotional load lifted.

It occurred to me later that all 15 crew aboard *Boomer*, *Del Viento*, *The Rose*, and *Three Hour Tour* can rest easy knowing that, for the rest of our lives, no matter where we are, we never have to spend a dime on one of those whale-watching tour boat trips.

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SOUTH PACIFIC CRUISING STRATEGIES —

We've always found it curious that most North American sailors will spend years preparing for a dream trip to the South Pacific, but once they finally get started they'll race all the way to New Zealand or Australia in a single season.

From the West Coast to Australia is an enormous distance — almost 8,000 miles — and it's also a paradise for those who enjoy warm weather, clear water, varied cultures, and great safe cruising. With those things in mind, we knew we didn't want to rush through. So by the time my wife Sherry and I passed through the Panama Canal aboard our CSY 44 *Soggy Paws* in September of '08, we'd done lots of research and planning, which has served us well ever since. We intend to spend five or more years in the Pacific.

There are at least four popular route options for cruising boats crossing to French Polynesia from the Americas. Each has advantages and disadvantages, and each requires different timing. Here are those that we considered:

1) Take the most well-traveled route directly to the Marquesas from any Pacific port in the U.S. or Central America.

2) Sail to the Galapagos, on the equator, then take the direct route to the Marquesas.

3) After the Galapagos, sail south to Easter Island, and perhaps Pitcairn Island, entering French Polynesia via the Gambier Islands. Then sail north to the Tuamotus and Marquesas.

4) Sail south to visit Peru and/or Chile. Then, the following season, leave from any of the South American ports directly to Easter Island and continue on as in option 3 above.

Not many cruisers stop at Pitcairn Island, home to descendants of the HMS *Bounty* mutineers. Those who do, find it fascinating.



The South Pacific Milk Run

By far the most commonly traveled route is the first leg of the so-called Pacific Milk Run to the Marquesas. It's roughly 3,000 nm, depending on where you start from, and is typically mostly a broad reach or downwind. The best time for crossing on this route is March-April, so you arrive in the Marquesas near the end of the southern cyclone season. For most, this route will cross the equator and the Inter Tropical Convergence Zone

It's a paradise for those who enjoy warm weather, clear water, varied cultures, and great safe cruising.

(ITCZ), where many boats experience calm or unsettled weather.

Once south of the ITCZ, the sail will be in mostly E-SE trade winds. Of course it's important to note that there are no possible stops along the way to break up the trip. Once in French Polynesia, three island groups are normally visited: the Marquesas, the Tuamotus and finally the Societies (Tahiti and her sister islands).

Via The Galapagos

A crossing to the Marquesas from the Galapagos, which lie about 500 miles west of Ecuador right on the equator, is also about 3,000 nm. However, you will cross the ITCZ between Panama and the Galapagos before heading west.

If you want to spend some time in those unique islands — which inspired Darwin's theory of evolution — be sure to check out the current immigration regulations before leaving the mainland. (See our website below for a description of our stay in the Galapagos from January to March 2010.)

Departure timing and the rest of the Milk Run comments in option 1 above apply here also. In addition to the obvious advantage of seeing the unique animal life of the Galapagos, stopping there potentially al-



ALL PHOTOS DAVE & SHERRY McCAMPBELL

lows for repair work, crew changes, and re-provisioning.

Via Easter Island & Pitcairn

The sail from the Galapagos south to Easter Island (27°S 109°W) is about 2,000 nm and mostly a beam reach. Because this trip takes you well south of the trade wind belt, it should be done earlier than the Milk Run in order to take advantage of the more settled weather during the southern summer. Our research indicates that January and February are good months to leave the Galapagos for this trip.

Once at Easter Island, it is about 1,100 miles to Pitcairn Island (famous as the hideaway of the *HMS Bounty* mutineers), then another 300 miles to the Gambiers. All three stops offer unique experiences. By the time you reach the Tuamotus, in April, cyclone season will be nearly over. If you have planned ahead and obtained a Long Stay Visa for French Polynesia, you'll be able to take your time seeing French Polynesia, with many cruising options. With our Long

AN OCEAN FULL OF OPTIONS



Spread: 'Soggy Paws' lies at anchor at Isla Isabela in the Galapagos, ready to head west into the South Pacific. **Insets:** Sherry with a huge Gambier oyster; Dave gives his bananas a bath to wash off any critters.

Stay Visa we were able to spend our full six months in the Gambiers, Tuamotus and Marquesas. By doing this eastern part of French Polynesia backward from the normal Milk Run route, we avoided the crowded anchorages. This route also positioned us for an easy sail to Hawaii in late September/early October for the upcoming southern cyclone season. (More on this later.)

Via Peru and/or Chile

For those who sail down to Peru or Chile first, it makes sense to leave from any port in western South America and sail directly to Easter Island. If leaving from Chile, the normal route is to stop in the Juan Fernandez Islands, 600 miles out (where Scottish sailor Alexander Selkirk was marooned in the early 1700s, apparently inspiring Daniel Defoe's novel *Robinson Crusoe*).

This area normally has southeast trades, so it will be a broad reach or downwind run. From Lima, Peru, the distance is only about 2,000 miles, but this route sometimes crosses the high pressure area that sits north and east of Easter Island, and you might find lighter winds.

Once south of about 22°S, you are no longer in the trade winds. The most settled weather is in the southern summer, January to March, so that is the best time to make this trip. The remaining comments in option 3 above apply.

Wintering in Hawaii

Even with a six-month Long Stay Visa we felt somewhat rushed to visit the Gambiers, Tuamotus and Marquesas, especially with the superb scuba diving we found in the Tuamotus. So we delayed our progress west by "wintering over" in Hawaii during the southern cyclone season.

From the Marquesas, the last island group we visited, it is an easy 2,000-nm, mostly beam or broad reach, northwest to Hawaii. We had a near-perfect passage with 12-15 knots of wind and light seas all the way, and an easy ITCZ crossing (late September and early October). Of the 500 boats that crossed the Pacific in 2010, we know of about ten that chose to go to Hawaii for the winter. About half of those left from the Marquesas and half from the Societies. The farther east you can get for your departure north, the easier the trip will be due to the wind angle advantage.

On the return to French Polynesia we left at the end of April from Oahu and had a somewhat rough, windy passage for the first week, close-hauled, with winds in the 18- to 22-knot range. After that it settled down and we had a pleasant passage through the ITCZ and during the last two weeks. As with any long passage, timing and good weather information is essential. And it helps to have someone watching the ITCZ for you too.

The Second Year

We arrived in the Western Tuamotus in mid-May. Then, after a month or so, worked our way southwest with the rest of the Milk Runners to Tahiti for the annual Puddle Jump crossing celebration called the Tahiti-Moorea Sailing Rendezvous. Its activities are very worthwhile as an introduction to South Pacific culture.

Afterwards we still had four months to get to Tonga before the start of the southern cyclone season. So we meandered behind the crowds through the Societies, Cooks, Samoas and on to Tonga. We arrived just as the rest of the

For Dave and Sherry, exploring the underwater realms of the islands they visit adds immeasurably to the richness of their travels.



SOUTH PACIFIC CRUISING STRATEGIES —



SHERRY McCAMPBELL

As evidenced by this photo from the *Tuamotus*, French Polynesian kids are among the friendliest you're likely to meet anywhere.

cruisers were leaving for the 1,200-mile crossing south to New Zealand. This can be a dangerous crossing, which must be done again coming north the next year.

For us, the next few weeks involved securing our boat for the two months we would be on vacation back in the U.S. November and December are officially at the start of the southern cyclone season, but because Tonga rarely experiences cyclones then, it was a good time for us to be away from the boat. We used a strong mooring maintained by some former cruisers at Tapana (The Moorings' anchorage 11 on the charts), south of the main harbor at Neiafu, Vava'u. There are also a number of strong moorings available right inside Neiafu harbor.

There are many reasons for taking more than one season to see French Polynesia. Not all are obvious until you've been here for a while and have talked to some of the many international cruisers who have spent multiple years here and in the western Pacific. At present, very few Americans spend more than three months in French Polynesia and only a few take more than six months to cross the Pacific to New Zealand or Australia during their first year. After that the normal Milk Run brings cruisers from New Zealand back north to Fiji or Tonga, then all the way to Australia at the end of their second southern cruising season.

The major reasons most cruisers don't take longer are cyclone seasons and immigration issues. But in some cases it is just poor prior planning. For others it is the rush to get west for one reason or another. And then there are those that just want to stay with their Milk Run buddies.

Wintering Over

Options for avoiding the southern storm season and delaying your progress farther west include: staying in any place within 8° of the equator or anywhere north of it, hauling out at a cyclone-protected boatyard, and tying to a strong mooring in a protected

storm anchorage.

Cyclone season cruising destinations across the Pacific include such places as Hawaii, the Line Islands, Kiribati Islands, the Gilberts, the Marshalls, Micronesia, New Zealand, the Solomons, and Papua New Guinea. In French Polynesia there are a number of good places to haul out (some where they will bury your keel in the sand), including Apataki in the Tuamotus, and Tahiti and Raiatea in the Societies. Farther west, both Tonga (Vava'u) and Fiji (Savusavu/Buda Point) have strong storm moorings in well-protected hurricane holes.

The Western Pacific

From French Polynesia westward to Australia the distances between stops are much shorter, and there are many options for things to see and do. You'll find island groups on both sides of the equator, and thus the opportunity exists to cruise north and south to avoid the cy-

clone/typhoon seasons. Since the trade winds generally flow from the northeast north of the equator and from the southeast south of the equator, moving north and south within about 20° of the equator is relatively easy. It is only when you want to go back east that things get more difficult, although not impossible.

Here's an example of what is possible during a multiple-year Pacific cruise. We're currently in Tonga. In our third year we plan to visit Fiji during the southern winter cruising season, starting in May, then move north to the Mar-

Only a few Americans take more than six months to cross the Pacific.

shalls in October to avoid the southern cyclone season.

In our fourth year we'll remain in the Marshalls over the northern winter and summer for the diving season — as you might have guessed, we love scuba diving. Once the northwestern Pacific typhoon season has died down, probably in January, we'll move west through the Federated States of Micronesia just south of 10° N to Palau. We'll remain in Palau through the northern summer and most of the following winter. In March we'll use the Northwest Monsoon to cruise southeast to New Guinea, the Solomon Islands and the relative safety of the equator. (See chartlet.)

The following year in May, during the southern winter cruising season,

SOUTH PACIFIC RESOURCES

There are many worthwhile resources on cruising the South Pacific. These are some favorites:

• *Charlie's Charts of Polynesia* by Charles and Margo Wood, updated 2007. Very detailed guide covering most islands from Easter and Hawaii to 165 west.

• *Guide to Navigation and Tourism in French Polynesia* by Bonnette and Deschamps, 1999. This hardbound book has nice color pictures and chartlets with good navigation and ashore information, but only covers selected popular islands.

• *Exploring the Marquesas Islands* by Joe Russell, 2000. This small but excellent guide has lots of detailed info for both ashore and navigation, with exceptionally detailed chartlets.

• *The French Polynesia Dive Guide* by Kurt Amsler, 2000. Nice glossy dive guide to 27 selected scuba sites mostly in the Societies. Features 3D dive site maps with many photos.

• *Landfalls of Paradise* by Earl Hinz, 1999

• *South Pacific Anchorages* by Warwick Clay, 2nd ed, 2001

• *The Pacific Crossing Guide* – RCCPF/OCC, 2nd ed, 2003

• *Sailingbird's Guide to the Kingdom of Tonga* by Charles Paul, 1st ed, 2004

• *Moon and Lonely Planet Guides*

• *Soggy Paws' Compendiums* by Sherry McCampbell, 2011. Separate Internet documents cover the Marquesas, Tuamotus, Societies and Hawaii. Each is an extensive island-by-island summary of all the information available on the Internet from cruisers' websites, blogs and forums. Included are references to guide book coverage when available, detailed information on weather forecasting, weather sources, a current estimator and advice for atoll passes, and the best scuba sites. They may be downloaded free at: <http://svsoggypaws.com/files>

— dave & sherry

AN OCEAN FULL OF OPTIONS

we'll continue south, then west, through Vanuatu and New Caledonia to Australia.

Major Cruising Issues

Below are three of the more difficult issues you must deal with when deciding how to cross the eastern Pacific through French Polynesia:

Immigration — Unless you obtained a Long Stay Visa prior to arrival, French Polynesia allows U.S. citizens to stay only 90 days in a six-month period, although the boat can stay for a year. No exceptions. (For Long Stay details see: www.pacificpuddlejumps.com/longstayvisa.html)

Keep up to date on the regulations at Jimmy Cornell's website, www.noonsite.com. EU citizens are allowed to stay in French Polynesia for two years without having to do any extra paperwork.

Tropical Storms — Storm seasons drive timing for a safe cruise across the Pacific. Warm water and air enhance



What's the rush? Rather than making a beeline for 'Oz', Sherry and Dave plan to visit many parts of the Pacific over five years.

storm formation; therefore summer is storm season in both hemispheres. El Niño years allow warm water, and therefore storms, to move farther east. Cyclone season in the southwest Pacific, including most of French Polynesia, is November to May. Hurricane season along the Central American coast is June to November. Typhoon season in

the western North Pacific is June to November, but there can be typhoons any month. Only the area within about 8° either side of the equator is a relatively safe zone.

The ITCZ — The Inter Tropical Convergence Zone (ITCZ), not to be confused with the SPCZ further southwest, is an area of frequent thunderstorms and squalls of variable magnitude, within about 10° of the equator. Crossing it safely involves careful boat preparation, timing, and good access to weather resources.

We hope some of you reading this will consider planning a multiple-year visit to the South and Western Pacific. We think you'll find this vast and beautiful area to be one of the highlights of any 'round-the-world voyage.

— dave mccampbell

To study details of Dave and Sherry's cruising plans, along with chartlets, see: www.svsoggypaws.com.



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AMERICA'S CUP 34

With just 18 months to go before what most local sailors hope will be the Finals of the 34th America's Cup on San Francisco Bay, we thought we'd reset the scene with an Insider's Guide. After all, it's been confusing because of the new format, the many changes, and the potentially game-changing variables that have yet to be fully resolved.

The biggest possible game-changer to what will likely be the wildest sailing event in history, given the yet-unfinished and unsailed 72-ft cats with 40-knot potential, is that it might not even happen on San Francisco Bay.

The assumption has always been that the America's Cup Finals will be held on the Bay, and that there will be many changes on the San Francisco waterfront to accommodate these events. But as we said when the San Francisco venue was first announced, it provides a once-in-a-lifetime opportunity for any number of petty bureaucrats and/or activist groups, be they serious or merely The Friends of Bedbugs and Mosquitoes, a chance to throw a wrench into the works and/or even keep it from happening.

Yes, it's true that in December the San Francisco Planning Commission voted unanimously to certify the Environmental Impact Report for the '13 America's Cup. But that was just a start, because now more than a dozen agencies need to consider the issues within their jurisdictions before the event can get final approval. And then there are the various activist and environmental groups. Despite the widespread cooperation from many environmental groups, a few have complained that the "final"

EIR did not sufficiently detail the scope of mitigation programs, and does not guarantee the sources of funding under certain scenarios.

It's hard to know which group's objections are genuine, and which, if any, are motivated

primarily by a desire to derail the Cup. But the one thing we know from going to Berkeley in the '60s, and from page 18 of our autographed copy of Saul Alinsky's *How to Screw Up Anything*, is that an effective strategy is to vocally

support some cause you really oppose, but then complain that you can't support it because it doesn't go far enough. As in, "The America's Cup's guarantee to build a waterfront so clean you can eat off the ground is an encouraging start, but just doesn't go far enough in cleaning up the area." Or, "Yes, we believe the Cup will create jobs, but until every person in San Francisco can be guaranteed a 20-hour-a-week job that will allow him/her/unsure to afford a new house, a new car, and luxurious retirement at age 40, the jobs just aren't adequate."

After the Planning Commission's approval, the groups had 20 days to file an appeal. Alas, we had to write this before any group decided whether to appeal. If they did appeal, the Board would then have 30 days to take action. The combination of the appeal and response periods means that the Board of Supes would have to take action in or before early February. The Board could approve the FEIR, or request modifications before eventually voting to uphold the FEIR, while a settlement could also be agreed between the parties before or after the Board takes up the matter.

Experts say that such back-and-forth on certifications and appeals is not unusual in the California Environmental Quality Act process, and does not mean a lawsuit is imminent. And the language of the various members of the coalition asking for delay is not entirely hostile. "I think it will be approved in a timely fashion," Jon Golinger, president of the Telegraph Hill Dwellers, told the *San*



groups can take the matter to court. As we remember from the 33rd America's Cup, once the matter hits the courts, there is no telling what might happen or how many delays there might be. Given all the work that needs to be done on the San Francisco waterfront for the Cup,

and how little time there is to get it done, it's not out of the question that the Cup will have to be postponed or moved to another venue.

While a cloud of uncertainty would not be welcome, even if a lawsuit did result, it does not necessarily mean a court would issue an injunction preventing the event from

going forward. More likely, the length of the process and the uncertainty of the outcome would prompt negotiation. If we understand the word 'negotiation' in this context, it's French for being bought off with a sufficient amount of money. But

REALITY CHECK

We think many objections to the Cup on the Bay have been motivated by a fervent desire to strike out at the Filthy Rich. The FR are conveniently personified by Oracle's Larry Ellison, estimated by some to be the third wealthiest American with a net worth of something like \$33 billion. That got us musing about how much Larry really cares about the America's Cup.

It's total speculation, but at age 67, and having already won the America's Cup once, we imagine Ellison probably cares most about are: 1) his family; 2) his health; 3) Oracle; 4) his many residences. After that, we're not sure what. Maybe his jets.

The way we see it, Larry hired Russell Coutts, at many millions of dollars a year, to be his paladin to 'take care' of the America's Cup. But he, Larry, doesn't have that much of his personal wealth or passion invested in it. As a result, we don't think he loses a minute's sleep worrying about whether or not the America's Cup will be held on San Francisco Bay. You'll remember that Ellison made a bid to buy the Golden State Warriors last year, and could have easily outbid anyone by billions. But when it reached a certain price — peanuts to Ellison — he simply lost interest. We think he's probably got the same attitude toward the America's Cup on San Francisco Bay. If it's not going to cost too much in terms of money and annoyances, fine. But if it becomes a pain, he'll just have Coutts and crew take it elsewhere. So if anyone thinks they are making Ellison's life miserable by all the objections, it's our opinion that they're mistaken.

Francisco Chronicle. "Other projects have come in with a high-handed manner. That was not the case here. We're mostly happy." Cross fingers.

But if the Board doesn't take action that satisfies the activist groups, the

— INSIDER'S GUIDE



One of the goals of racing the AC45s in the World Series is to teach the crews how to sail wing-sail boats before graduating to the big girls.

about 50% more than it does in the United States.

Among those left standing include Artemis from Sweden, the Challenger of Record ever since the Club Nautico di Roma's Mascalzone Latino dropped out. This Swedish syndicate is being headlined by Marin native and St. Francis YC member Paul Cayard. For previous America's Cups, Cayard has famously been an Italian, a San Diegan, a San Franciscan, and we're not sure what else. It's not that Cayard is a man without a country (or region), it's just the way the America's Cup game is played.

There's also the strong Emirates Team New Zealand. The United Arab Emirates (UAE), a federation of seven sheikdoms on the Persian Gulf and in the Gulf of Oman, was never known for sailing tradition or skill, but then they bought New Zealand, moved it to eastern Arabia, and have become contenders. Or it could be that the largest airline in the Middle East, Emirates, is Team New Zealand's primary sponsor. One of the two.

The two French teams are Aleph and Energy Team. Despite their many attempts, beginning with Baron Marcel Bich, who brought lots of disposable Bic pens and 12 Meters to America, the French have never done well in the America's Cup. They excel in exotic singlehanded events and setting round-the-world records in giant multihulls.

There's also a Chinese team, which delights us no end, as it's our belief that the Communists have boycotted this 'worker's event' for far too long.

Team Korea, which has also sailed under the name White Tiger, gives hope that the Bay Area will finally see a better class of Korean BBQ and kimchi. And lastly, there is Green Comm from Barcelona, Spain, and the Lombardy region of Italy, which will be flying the flag of 'Spitaly' and

It's hard to tell but Larry Ellison was delighted to go for a spin aboard an AC45 with Jimmy Spithill.

that's probably just the cynic in us.

In any event, the uncertainty gives hope to Newport, Rhode Island, which would love to have the America's Cup back. But other venues might battle for it, too. If we were betting sailors, we'd say there's a 60% chance the event will be held on San Francisco Bay, 20% in Newport, and 20% in Italy. For what it's worth, Ellison bought a big mansion in Newport, and despite a blip in the stock price of Oracle Corporation, could afford to buy all of Italy, particularly now that it's on sale.

WHO'S INVOLVED

Oracle Racing was to be the default Defender. But in December, a North Carolina entity called African Diaspora Maritime Corporation, headed by unnotable sailor Charles Kithcart, filed suit against the Golden Gate YC, saying ADM should be allowed to compete to be the Defender. ADM was previously last heard from — and only briefly — in '95 when they announced they were thinking of being a participant in the San Diego America's Cup. This time around ADM has asked the Supreme Court of the State of New

York to force GGYC not only to accept their application and hold a Defender Series, but also to provide the group with at least two 45-ft catamarans and pay damages in excess of \$1 million.

"We believe the lawsuit was late, lacking and lamentable," responded GGYC Vice Commodore Tom Ehman in a burst of alliteration. If the lawsuit gains any traction, we also expect a similar lawsuit from something probably to be called Occupy the America's Cup. But unless Diaspora and Occupy win their court decision and get money to start their own defense challenges, there will be one America's Cup Defender, and that will be Oracle.

As best we can tell, there have been a total of 14 real or imagined Challengers. Six have gone down the drain. Three of these were apparently too shaky to ever want to identify themselves. There were two others from Italy, a country which has severe financial problems. And one from Australia, where everything costs



GUILAIN GRENIER

GUILAIN GRENIER

AMERICA'S CUP 34

is dedicated to "sustainability." Really.

A third Italian team recently joined the fracas in the rule-bending way that's to be expected with the America's Cup. Patrizio Bertelli of House of Prada fame announced in November that his Luna Rossa team was officially challenging. To make up for lost time, Bertelli hopped on the elevator — the one that goes straight to the penthouse — by way of a deal with Emirates Team New Zealand to share design info. (Ironically, the two teams clashed in the Louis Vuitton Cup Finals for the right to challenge Alinghi in AC32.) This time around, their "cooperation agreement" gives the Italians, among other things, the plans for ETNZ's AC72 design and access to some data. For their trouble, the Kiwis get a sparring partner and more cash to fund their own campaign.

Of course, this being the America's Cup, there was bound to be fighting. Oracle and Artemis asked the International Jury to issue a verdict on the ETNZ/LR deal. The final answer: yes, but with a few restrictions. The bottom line is that the arrangement stands.

LR launched its AC45 last month in Auckland, but since they haven't raced in any ACWS events yet, it remains to be seen how they will fare.

This means that every nation with a significant sailing history will be competing. Well, except for England, Germany, Australia, Denmark, Canada, Singapore, Antigua, and Trinidad & Tobago.

With Oracle defending on behalf of the Golden Gate YC, you might expect that local sailors would be occupying many of the crew positions on the team's AC 45s that have been sailed to date. Alas, to our knowledge only John Kostecki, who came up through the Richmond and St. Francis YCs to international sailing glory, has been on the water on a regular basis. The other Northern California big name is, of course, Paul Cayard, but he's running the Artemis show, although not from the tiller.

rassingly weren't as fast as a lot of other boats, Oracle went nuclear by challenging Alinghi in the 33rd Cup in Valencia with a 90-ft trimaran, the wing mast of which wouldn't have fit beneath the roadbed of the Golden Gate Bridge. The Swiss answered with a 90-ft catamaran. Never had so much money been spent to design and build two boats for what turned out to be just two races. The two multihulls in the 33rd America's Cup were spectacular beasts, but the two-race series wasn't very satisfying.

After winning, Oracle embraced the idea that America's Cup boats should be among the fastest and most exciting boats in the world. The result has been identical 45-ft cats for the America's Cup World Series road show that precedes the big event, and to use as practice vehicles, and the monster 72s that will primarily be used in the Louis Vuitton Cup and the America's Cup Finals.

The idea of competing with a ball of one size in the regular season, and a differently sized ball in the playoffs and Finals is one that has taken the world of sports by storm. Baseball Commissioner

THE BOATS

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— INSIDER'S GUIDE

Bud Selig has announced that starting next year, Major League Baseball will use oversized yellow softballs for the regular season, saving the familiar hardballs for the World Series. Similarly, the National Basketball Association's David Stern announced that starting next year, the NBA will use

the smaller-sized women's basketballs for the regular series, but revert to the familiar larger balls for the playoffs and Finals.

A lot of traditionalists grouched that the multihulls would be a disaster for the America's Cup, as it would no longer be as tactical a competition, nor would there be as many passing opportunities. But thanks to a tweaking of the courses and the inherent instability of the 45s, this has proved not to be the case. Even the slowest of the teams have found that it's easy to pass the fastest after the opposition's cat has flipped. We don't know how many times the cats



GUILAIN GRENIER

paring the speed and power of the 45s to the 72s is like comparing a go-cart to an Indy car. There are going to be a lot of terrified sailors on the Bay in '13, and lots of underwear that will need de-browning after every race.

As Paul Cayard told sailing journalist Michelle Slade, "It doesn't take a brain surgeon to figure out that the handle-ability of this seriously over-powered boat, which is under-crewed on an extremely short course in the windiest venue in the world — you multiply all that together and you have a shitfight on your hands."

It doesn't help that the 72s will be as complicated as they are big. As Cayard told journalist Kimball Livingston, there are 38 hydraulic cylinders needed to control the 130-ft tall wing sail on the Artemis 72 now under construction. "We want to avoid running hydraulic piping to each of them because that would be heavy, so we have electro-valves embed-

There will be at least five more World Series races in which the AC 45s will go head-to-head.

have flipped in racing to date, but there have been enough capsizes to keep folks interested. And in any kind of decent wind, flipping is always a possibility. In previous America's Cups, tactical skills and brute strength were very important for crews. In the 34th Cup, there will be a greater emphasis on big *cojones* and nimble athletic ability.

With the 45s being so edgy in even moderate conditions, the 72s, which are designed to a box rule, are going to be downright scary on windy summer afternoons on San Francisco Bay. Com-

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AMERICA'S CUP 34

ded in the wing to actuate the hydraulics. But if you had two wires, positive and negative, running to each electro-valve, your wing would look like a PG&E substation, and that's heavy, too, so we use a CAN-bus [controlled area network] with far fewer wires. Still, it's incredibly complex."

While the 72s will be launched this year, they apparently won't be used for racing until the summer of '13.

So far there have been three World Series events: Cascais, Portugal, last August; Plymouth, England, in September; and a rather damp San Diego in November. There are currently three events remaining for the '11-'12 season of World Series: April 7-15 in Naples, Italy; May 12-20 in Venice, Italy; and June 23-July 1 in Newport, Rhode Island. If some venue wants to pony up the bucks, other sites could be added. And then it gets really interesting, because the first two scheduled World Series events of the '12-'13 season will be held on San Francisco Bay August 11-19 and August 27-September 2, when there is a good chance the wind will blow hard.

Once the World Series racing is over in '13, everybody gets out of their 45s and into their 72s — assuming each team is actually going to build one. (There are doubts about that.) The Louis Vuitton Cup will be July 4-September 1, 2013. If the Diaspora or Occupy win court cases, there might even be a Defender Series. Don't bet the pink slip to your boat on it. If all goes well, the America's Cup Finals will be held on the Bay September 7-22.

WHO'S DOING WELL

Who has been kicking ass to date? Well, you've got the Kiwi Emirates, which is no surprise, as Kiwis have had as great an impact on the America's Cup as African Americans have had on basketball. Tied with them in first place in the Overall Fleet Racing Championship is Oracle Racing Spithill, which is also just one point behind the Kiwi Emirates in the overall match racing standings. Emirates is being driven by Dean Barker, a Kiwi. Oracle Spithill is being driven by James Spithill, an Aussie. And Oracle Coutts

has sometimes been driven by Russell Coutts, a Kiwi, and more recently, Simon Daubney, also a Kiwi. See what we mean about the Kiwis?

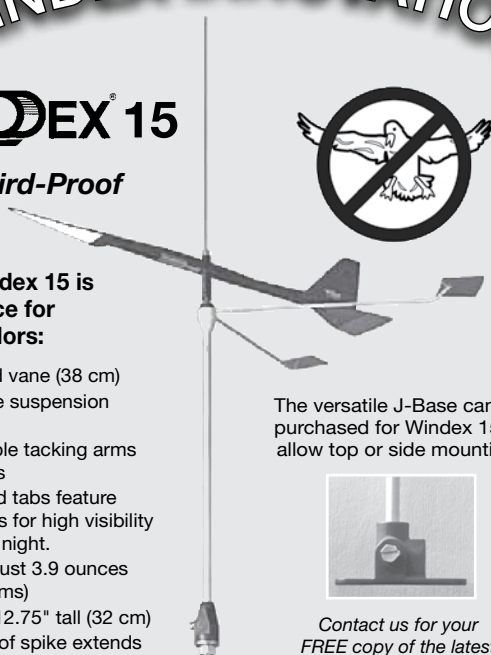
Down a notch or more for a variety of reasons are Artemis, Team Korea, Energy Team, and Aleph. Consistently at the bottom are China and Green Comm Racing. For the environment, we hope that the 'sustainability' is indeed sustainable.

THIS JUST IN!

In mid-January, youthful Brit sailing legend Ben Ainslie made a two-part announcement. The first is that he has signed with the Oracle team for the 34th America's Cup. The second is that he'll be putting together his own America's Cup team for the 35th America's Cup, wherever and whenever that might be. But the most controversial aspect of his announcement was that he will be putting together his own team for the rest of the World Series events, then jump ship for the Finals to sail with Oracle.

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— INSIDER'S GUIDE

Ben brings some welcome 'bad boy' cred to the America's Cup, as during December's Finn Worlds in Perth, Australia — a really big deal in really small boats — he created quite a ruckus. Feeling that the wake of the press boat had interfered with him, he leapt off his Finn, climbed onto the photoboat, and angrily confronted a cameraman. Officials disqualified him from two races for behavior unbecoming an officer and a gentleman — or something like that — and there went his Worlds. Ainslie hasn't become what John McEnroe was to tennis back in the '80s, but there's hope.

In other news, if bureaucrats and activist groups don't derail the America's Cup on San Francisco Bay, current plans call for the team bases to be to the south of the Bay Bridge, between the bridge and South Beach Harbor. The start/finish line, as well as the big video screens and all the rest, will be at Pier 19.

Under the guise of political correctness, the Private Spectator Yacht Marina, which was to be northwest of the Bay Bridge, has been eliminated. Since this marina was to be for the megayachts owned by

the 1/100th of 1%, it had suddenly become the favorite viewing area of the Bay for a vocal segment of the other 99.99%. Alas, we think it was a 'cut off your nose to spite your face' move because, like or

not, the gathering of dozens of 150- to 250-ft boats would probably be the biggest single attraction of the America's Cup. Bigger than even the racing. It's a guilty pleasure of almost all the aspirational folks to gawk at the trappings of tremendous wealth. And if anyone would be more attracted to the megayachts than the aspirational, it's the progressives, who hate them with every cell in their bodies. Losing the residency of those yachts is going to cost San Francisco a whole lot more money than we think most people realize. And



Ben Ainslie is bringing his bad self to the Oracle team.

GILLES MARTIN-RAGET

therefore jobs. But hey, ideological purity is everything. Just ask anyone who has been condemned to live in Cuba for the last 40 years.

With hardly any Americans sailing on the American boats, and with Northern California's perhaps most accomplished sailor running the Swedish team from shore, it's kind of hard to feel a lot of home court pride in the event. And it is a billionaire's game that's hard for most people to identify with. Nonetheless, we support it for the simple reason that we expect it will provide the wildest sailing action the planet has ever seen. It's going to happen somewhere, and the money is going to flow, so why shouldn't it happen and flow on San Francisco Bay?

A lot of sailors we've talked to said they are going to watch the event from their boats, from Angel Island, from Pier 39, this or that yacht club, or what have you. We suppose we'll do some of each of those over a period of weeks. But when it comes to the last races of the Finals, we want to be with the hordes at the AC Village. We hope to see you there.

— **latitude/richard**

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MAX EBB

It had been a very late night at the office for my entire work group, finishing a major proposal just barely ahead of a tight deadline. And this was followed by an early morning because it had fallen on me to personally drive the package to the client's office in Marin.

I got it there on time, but as I was about to pull onto the freeway to drive home for some badly needed sleep, I remembered that I had one more errand in this neck of the woods: A friend was putting his boat up for sale, and I'd volunteered to drop off the *Classy Classified* ad copy, with photo, at the *Latitude 38* office. The deadline for classified ads was the day before, but I hoped that if I caught them early in the day — and begged and pleaded — I could get the ad in under the wire for next month's issue.

I groped for one of the copies that usually clutter up my back seat, found the address, keyed it into my car's GPS, and a few minutes later I was on a quiet street just off Mill Valley's main drag, in front of an old frame house.

This didn't seem right — I expected the *Latitude 38* editorial office to be a large modern building in the business district with contemporary corporate styling. I double checked the address and looked again at my GPS. This had to be it.

No one answered the doorbell and there was no response to my knocks. The door was open, so I let myself in.

This was the *Latitude 38* World Headquarters, all right. Posters of past covers lined the walls, files and folders covered the desks, computer monitors displayed page layouts and ad copy. File cabinets and shelves filled up every available bit of space, and every horizontal surface was three-deep in papers, folders, magazines and random sailing artifacts.

This didn't seem right — I expected it to be a large modern building in the business district.

"They all must be out to lunch," I concluded, noting that it was already a few minutes past noon. So I found the one unobstructed chair in the office and sat down to wait for the staff to return.

A couple of minutes later I became aware of a very faint sound that seemed to be coming from the middle of the building, around a corner just out of

sight. It was a rapid clicking sound, like the sound made by those old IBM PC keyboards. Maybe someone was in the office after all.

I followed the sound to a door and pulled it open. Luckily I didn't just barrel through as I was greeted by a gaping hole. There was a ladder down to the basement level of the house, but it was way too steep to be up to code as a stairway — it was more like the companionway of a large sailboat. I turned around and climbed down, facing the stairs in good nautical form.

The sound became louder, and I followed it past another set of desks, these even more cluttered than the ones upstairs, and then around the last corner to the left. There was one last desk, and one person hard at work at his terminal, typing at high speed.

He looked exactly the way I always imagined a sailing journalist should look: Kind of big and athletic but not at all slender, with reddish hair and a bushy mustache, and a slightly weathered face. He wore shorts and flip-flops, even though it was a cold day in the middle of winter, and a shirt from a Big Boat Series held 10 years ago.

The desk was piled high with sailing magazines from all over the world. There were stacks of race results, photos of top-end race boats, and a large three-speed winch. There was a large broken rudder blade leaning against the opposite wall, and sailbags on the floor.

"Ahoy!" I hailed to get his attention.

The writer glanced over in my direction. "Cone of silence, please," he whispered with a finger in front of his lips. He turned back to his keyboard to finish a paragraph, then swiveled around in his chair to face me.

"Hi, Max," he said. "What brings you down to the dungeon?"

"I just came by to drop off a *Classy Classified* for a friend," I said, a bit sur-

prised that he knew my name since I couldn't recall ever meeting him. Sensing my confusion, he rattled off the name and class of my boat, and how I'd done in the last couple of regattas.

I handed over the folder. "Here's the copy and photo, and the check," I said hopefully.

"Deadline was yesterday, you know. And we are very very strict about the classified deadline. But for you, Max, we can slip it in. Heck, we probably won't start laying it out till next week anyway, so if you promise not to tell anyone I'll sneak it into the middle of



Believe it or not, this modest little house is where the 'Latitude 38' magic happens.



WEIRD SCENES INSIDE THE GOLD MINE

the pile."

"Thank you, thank you!" I blurted, still taking in the perfectly organized mayhem that engulfed the racing desk at *Latitude*.

"You know, you'd do a lot better with that old boat if it had a transom scoop and a new number one," he advised.

"I'm impressed," I said, admitting that a new jib was at the top of my upgrade list. "You must know secret details about every racing sailboat on the Bay."

"You wouldn't believe some of the spooze I deal with," he sighed, leaning back in his chair, blue eyes twinkling. "Look at this one — some wingnut wins a beer can race with his Rub-A-Dub 26 and thinks his boat should have a feature story and a centerfold spread."

"Still," I said, "I have to admire the way

you guys write about the same events year after year, and always manage to make it sound fresh."

"Yeah, it doesn't always come easy," he admitted. "And then there's the travel. You can't write anything worthy about the BVI Spring Regatta, or the Admiral's Cup, or Antigua Race Week unless you go there."

"Hey, somebody has to do it," I reminded him.

"But why me?" he complained, although his overacting gave him away. "I've got more swag than I can use in a lifetime. Here, take one of these little magnetic compasses they were giving out in St. Martin — it slips right onto your watch band."

As Max made his way deeper into the editorial dungeon, the tapping grew louder . . .

"Thanks," I said, as I confirmed that the compass really worked. "This is a great little party favor."

"Max, you should take over this job!"

"I couldn't do that," I joked as I dropped the gift into my jacket pocket. "I can tell you love it too much to ever give it up."

He rolled his eyes, but not convincingly. "Okay, here's a more serious proposition: I need one more crew for the race on my boat this weekend — haven't had time to even make the crew calls."

"I thought you sold that thing," I said.

"I repossessed it . . . for the third time!" he said. "It's been a great source of supplemental income, and usually comes back in better condition than when I sell it. Hey, this last time it came back with a new 3DL main and a couple of tape drive headsails. I should sell it more often!"

The crew offer was tempting. A chance to play with the cool kids. But I'd made other plans for the weekend, and more likely than not I'd be called back to the office to prepare supplemental information to add to our big proposal.

"I'll have to pass this time," I said. "But put me on your crew list. And thanks again for getting in my friend's ad."

"Aw, don't mention it," he said as he turned his attention back to his keyboard. "But can you do me a favor and tell Lee, if you see her, to be a little early? We're going to do some practice sets before the race."

"This guy knows everything about everyone," I thought to myself as I agreed to get the message to Lee, if I could.

I loitered for another few seconds to take in the ambiance, marveling that I was inside the very belly of the beast. My eye was drawn to the one photo in this corner of the office that depicted something of great natural beauty other than a sailboat. "Is that your girlfriend?" I asked.

"Max, you are out of touch with popular culture. That's supermodel Heidi Klum; she sailed with us at the Bitter End Yacht Club Pro-Am event."

"You do have it rough," I said to the writer. "Anyway, I should be heading home. Coffee break's over, back on your head!"

He nodded to acknowledge that he got the joke. "Spooze on!"

I made my way back up the ladder to the main floor, but nearly tripped over a loose shoelace so I sat down again



PHOTOS LATITUDE / LADONNA

MAX EBB

in that one empty chair to secure it. I yawned and stretched, aware again of how tired I was after the very short off-watch at home the previous night. Then the door opened and in walked two women from the *Latitude* staff, back from lunch.

"What can we do for you?" one asked.

"Actually I'm all set," I said. "I just stopped by to drop off something with your racing editor downstairs."

"That's odd," she said. "We don't have a racing editor."

"Really?" I said with much surprise. "Then who was I just talking to down there?"

"There's nobody downstairs," she repeated.

"But I just gave him some papers," I insisted.

The two women looked at each other, then looked back at me suspiciously. It wasn't clear if they were more concerned that someone had let himself into the building or that I was losing my mind.

"Let's go down and have a look," one of them suggested.

I followed her down the steep ladder again, past the work stations on the lower level and around the corner to the racing desk. But the desk was clean! There was no computer terminal, and no regatta posters, no sailbags, no

The desk was clean! No computer, no posters, no three-speed winch, no photo of Heidi Klum.

three-speed winch, no picture of Heidi Klum. And no folder with the ad copy and photo — the counter I'd just seen the writer put it on was bare.

"That's weird," was all I could manage as we returned to the main floor.

"I guess I must have dozed off while sitting here waiting for you to come back from lunch," I said, pointing lamely to the

chair, "and dreamed the whole thing. My apologies."

Then I tried to explain that I had been up most of the night. But what happened to those papers I'd had with me?

"I'm sure you'll be fine after you get some rest," they assured me as they gently pushed me out the front door.

"So much for getting my friend's ad in for next month," I sighed when my search for the ad copy in the car didn't turn up anything except more old back issues of *Latitude*.

But there's still something I can't figure out. The ad showed up two days later in the online version of the *Classics*, and when the next hard-copy issue came out, there it was. I suppose the folder could have fallen behind the chair, and when the staff found it they didn't know it was submitted late. But my friend said his check never cleared.

And I still can't explain where this little compass on my watch band came from

— max ebb

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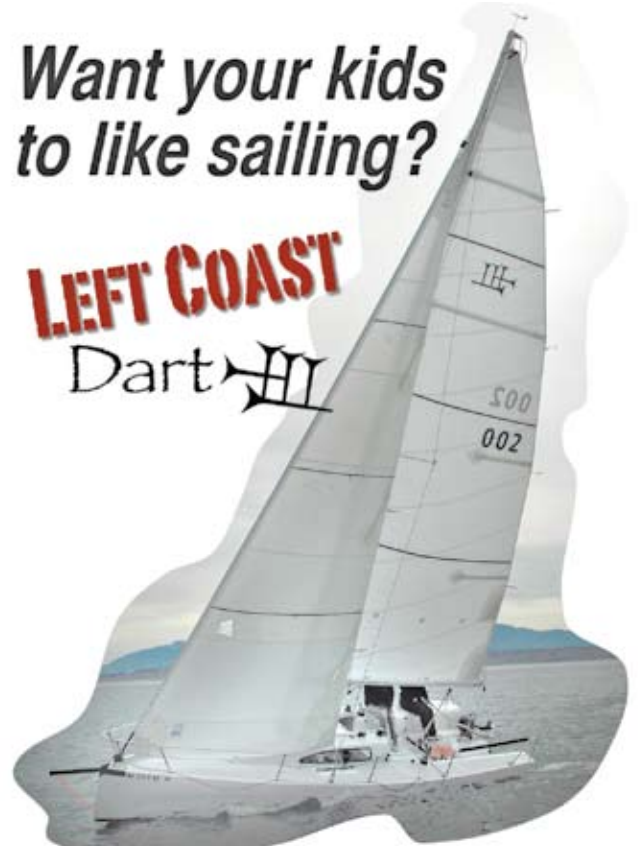


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THE RACING

January saw a mix of weather conditions for local racing, such as the **RegattaPro/SYC Midwinters**, **EYC's Jack Frost Midwinters** and **CYC's Midwinters**. A West Coast sailor wins the **Rolex Yachtsman of the Year** and the **Volvo** gets weird. And, as usual, **Race Notes**.

Rolex Yachtspeople of the Year

San Diego's Bill Hardesty, reigning Etchells World Champ, attracted the national spotlight last month when he was named the 2011 Rolex Yachtsman of the Year. Joining Hardesty on the podium is Anna Tunnicliffe of Plantation, Florida, the first woman to be honored with the award four years in a row!

Besides winning the Etchells championship and other major Etchells regattas as skipper, Bill has excelled as tactician over the past year, with diverse and far-flung wins such as the Congressional Cup in Long Beach, the Monsoon Cup in Malaysia, the Portimão Portugal Match Cup, the Stena Match Cup in Sweden, the Open de España Match Race in Spain, and the CMRC Grade 2 Invitational in Chicago.

"This is a huge honor," said Hardesty. "The long list of past winners is very impressive and includes people who I have always considered to be the best in the world. A lot of credit goes to the teams I raced with this past year. Sailing is truly a group effort and winning this award would never have been possible without great teammates: the Etchells World Championship team of Steve Hunt, Mandi Markee and Craig Leweck,



MANDI MARKEE/AMORY ROSS/USSTAG

San Diego's Bill Hardesty and Florida's Anna Tunnicliffe were named the 2011 Rolex Yachtsman and Yachtswoman of the year.

and Team GAC Pindar skippered by Ian Williams."

Anna Tunnicliffe led her women's match racing Team Maclaren (with crew Molly Vandemoer of Stanford and Debbie Capozzi of Bayfield, NY) to an ISAF Sailing World Championship that qualified them for a berth in the Elliott 6m keelboat event at the '12 Olympics. Other winning venues for the team this year include Skandia Sail for Gold in Weymouth, UK, and the Santa Maria

Cup in Annapolis.

The pair will be honored at a luncheon on February 22 at St. Francis YC.

— latitude / chris

RegattaPro/SYC Winter One Design

Thirty-three boats turned out for the January installment of the RegattaPro/SYC Winter One Design Series (third of four), which featured clear skies and more wind than forecast. With winds hovering around eight knots and steady all day from the northwest, the day's two races were both completed. Sitting just west of the Circle, the venue saw an all-day ebb. The forecast had said the wind would clock from NNW to W and then to SW, so when the breeze began to die off about three-quarters of the way through the first race, the RC began discussions on how to quickly reset for the impending shift. However, just as the last boats were finishing the first race, the pressure built back up, the wind still coming from the northwest.

In the first race, several boats in the J/120 fleet decided to go shrimping at the leeward mark. Remaining fleets managed to fight off the urge, but had issues of their own, such as wraps, slow hoists, and so on. In the second race, everyone had figured out the preferred side of the course, which made the RC a bit nervous over the J/105 start since it had 16 boats on the line. However they were all gentlemen/women and behaved themselves, with Walter Sanford's *Alchemy* executing a textbook start, dead on the line at the gun.

Aside from wanting to put on good races, the RC had to deal with one other challenge: get two good races off, yet get the fleets back in time for the second half of the Niners game. Mission accomplished!

— jeff zarwell

REGATTAPRO/SAUSALITO YC WINTER ONE DESIGN SERIES STANDINGS (1/14; 6r, 1t)

J/120 — 1) **Grace Dances**, Dick Swanson, 8 points; 2) **Desdemona**, John Wimer, 10; 3) **Chance**, Barry Lewis, 15. (7 boats)

J/105 — 1) **Wonder**, Tom Kennelly, 15 points; 2) **Walloping Swede**, Theresa Brandner, 16; 3) **Wianno**, Ed Walker, 20. (18 boats)

MELGES 24 — 1) **Personal Puff**, Dan Hauserman, 5 points; 2) **Wilco**, Douglas Wilhelm, 11; 3) **Smokin'**, Kevin Clark, 13. (6 boats)

ANTRIM 27 — 1) **Always Friday**, John Liebenberg, 5 points; 2) **Abracadabra**, Ian Chamberlin,



JEFF ZARWELL / REGATTAPRO

10; 3) **E.T.**, Tony English, 14. (4 boats)

Complete results at www.regattapro.com

Volvo Ocean Race

The second leg of the Volvo Race — which started 11 editions ago in '73 as the Whitbread Around the World Race — from Cape Town to Abu Dhabi, was one of the weirdest in yacht racing history, all to avoid the pirates of the Arabian Sea. The six entries, with sailors from 15 countries, all competing in Volvo Open 70 V3s, raced to an undisclosed location in the Indian Ocean, where they were loaded onto a ship, taken past the danger area, then dropped off not far from Abu Dhabi to resume racing.

Second leg honors went to Franck 'Multihull' Cammas and his French crew aboard *Groupama*, who are noted primarily for their for bold tactical moves. Nearing the finish they rolled Spain's *Team Telefónica*, which nonetheless continues to hold the overall lead. The biggest American personality in the event is New Englander Ken Read, skipper of *PUMA*, making his second Volvo run. While leading in the very early going of the third leg to Sanya, China, *PUMA* is way down in



Mellow conditions allowed the RegattaPRO fleet to make it back in time for the game.

points because she lost her mast in an earlier leg. But there are six legs to go before it's all over in Galway, Ireland, in July, and anything can happen.

The Volvo Race has an absolutely terrific website at www.volvoceanrace.com, which is clear and easy to use, but at the same time provides a staggering amount of information for those interested in all the nitty gritty. Well done! And yes, this is the event that San Francisco Bay sailors Paul Cayard and John Kostecki both won a few years ago.

— latitude / richard

Jack Frost Midwinter Series

It was a wet and wild day of sailing on January 21 for Round 2 of Encinal YC's Jack Frost Midwinter Series. With breeze in the mid-20s, puffs nearing 30, and a five-knot ebb, it was one of those Midwinter races that had a decidedly summer-like feel. The intimidating conditions on the Central Bay led to only 22 boats taking the start, as several competitors bailed at the last minute, while many never even left the dock. Owing to

the carnage in the first race, most of the fleet never popped a chute in race two, with nearly half the fleet tucking in a reef instead.

In the PHRF 119 and under class, Don Ahrens' Farr 36 *Red Cloud* recovered from a blown jib halyard in the first race to turn in a consistent 3-2 scorecard for the day, claiming the top spot on the score sheet. Tony Pohl's Farr 40 *Twisted* won the first race before Daniel Alvarez's JS9000 *Jet Stream* bounced back from a DNF in race one due to a kite around the keel to take a close win in race two.

In the SF30 class, George Ellison's Schumacher 30 *Shameless* sailed to a pair of wins, increasing his series lead over Scott Christensen's active J/29 *Audacious*. The Wyliecat 30 class saw Steve Wonner's *Uno* trade wins with Dan Benjamin's *Whirlwind*, with the latter claiming top honors of the day. In PHRF 120 to 233, it was Tim Stapleton's well-sailed Cal 2-27 *Ypso* winning

the day, further extending his lead in the overall series standings. With the challenging conditions on the day, only three Santana 22s took the start, with Anna Alderkamp's *Byte Size* trading bullets with Jonathan Andrews' *Bonito*.

— ronnie simpson

ENCINAL YC JACK FROST SERIES STANDINGS (1/21; 4r, 0t)

PHRF ≤119 — 1) **Jet Stream**, JS9000 Dan Alvarez, 11 points; 2) **Vitesse Too**, Hobie 33, Grant Hayes, 14; 3) **Red Cloud**, Farr 36, Don Ahrens, 14. (6 boats)

SF30 — 1) **Shameless**, Schumacher 30, George Ellison, 5 points; 2) **Audacious**, J/29, Scott Christensen, 9; 3) **Elusive**, Olson 911, Charles Pick, 11. (4 boats)

Wyliecat 30 — 1) **Uno**, Steve Wonner, 5 points; 2) **Whirlwind**, Dan Benjamin, 9; 3) **Crinan II**, Bill West, 16. (3 boats)

PHRF 120-233 — 1) **Ypso**, Cal 2-27, Tim Stapleton, 6 points; 2) **Synchronicity**, Olson 25, Steve Smith, 11; 3) **Osituki**, Cal 28, Rodney Pimentel, 13. (4 boats)

SANTANA 22 — 1) **Byte Size**, Anna Alderkamp, 7 points; 2) **Bonito**, Jonathan Andrews, 11; 3) **Zingaro**, Jennifer McKenna, 20. (3 boats)

Complete results at www.encinal.org.

Corinthian YC Midwinters

"I can't remember when we've had wind like this at a Corinthian Midwinters," said Ian Matthew aboard his C&C 29 *Siento el Viento*. The weather gods had surely smiled, for Saturday's miserable forecast had given way to a simply beautiful race day with decent — if a little squirrely — winds and dry conditions. A strong ebb made for longer downwind runs but brought a risk of the traditional pile-up near the finish if the wind died. A few spinnaker boats, once on the water, found the conditions not to their liking ("Uh, Race Committee? We're changing to non-spinnaker division.")

PRO Don Wieneke split the fleets,

'Team Telefónica' has had some stiff competition in the VOR but has managed to hold onto the lead.



THE RACING

TOP ROW PHOTOS FRED FAGO



ALL PHOTOS LATITUDE / ANDY EXCEPT AS NOTED



Top row: Windy racing in the Jack Frost. **Left to right:** Don Ahrens' Farr 36 'Red Cloud' in pre-start mode; Olson 25s 'Samba' and 'Synchronicity'; 'Red Cloud' at a finish; Tim Stapleton's Cal 2-27 'Ypso'. **Second and third row:** Same day, at the Corinthian Midwinters. **Clockwise:** the Robinsons' Santana 22 'Belafonte'; Mark Thompson's Catalina 380 'Seaya'; Tom Hintz's Express 27 'Opal'; Gary Proctor's C&C 30 'Meritime'; Bob Rogers' Seaborn 35 'Sunda', Christine Weaver's Laser 28 'Stink Eye' and Rich Korman's Moore 24 'JR'; Jeff McQueen's Tartan 30 'Isle of Skye'; Ron Young's IOD 'Youngster' closes in on Non-Spinnaker 'Seaya'.

sending the bigger boats on a customary point-to-point romp to Yellow Bluff, down the Cityfront to Blossom Rock, around Southampton Shoal platform and then to the finish, while smaller (read: slower) racers took a couple of loops in the Central Bay.

Gusts and the strong current placed an emphasis on boathandling and reading the water. Many positions were gained or lost due to failure to gauge the cost of heading straight for a mark in the current. Mark roundings, particularly at Yellow Bluff, were complicated by the

north-to-south ebb, forcing several attempts at rerounding by more than one competitor. Once around Yellow Bluff, the bigger fleet dashed to the Cityfront for current relief and a spinnaker show as they ran toward Blossom Rock and then home.

The relatively short courses got the fleets in by about 3 p.m., just ahead of the wind's dying. As results were calculated, we were pleased to see John Clauser's developing program on *Bodacious* eke out a first over Bill Helvestine's *Deception* by a slim six seconds. *Yucca*,

touchingly flying a pennant emblazoned with 'ROB', took first in her division.

Sunday's forecast: rain all day with comparatively light wind. They got the rain right, but steady wind in the 15-knot range made for excellent, if chilly, sailing. The currents were, of course, pretty much a replay of the day before. All fleets were sent toward the East Bay, for a with-the-current finish. Nobody complained about the comparatively short courses because they got the fleet



LATITUDE/PENNY



in early enough to warm up, get home, and watch a football game. Speaking of consistency, though, 11 of the classes are topped by double aces, boats taking first both days. This is not something CYC Mids see in our normal light-air "wildcard" weekends.

— michael moradzadeh

CORINTHIAN YC MIDWINTERS STANDINGS
(1/21-22; 2r, 0t)

PHRF 1 — 1) **Topzy Turvy**, J/111, Warren Konkel, 4 points; 2) **Bodacious+**, 1D48, John Clauser/Bobbi Tosse, 4; 3) **Deception**, Santa Cruz 50, Bill Helvestine, 4. (11 boats)

PHRF 2 — 1) **8 Ball**, Farr 30, Scott Easom, 2

points; 2) **Trunk Monkey**, Farr 30, Jody McCormack, 6; 3) **Encore**, Sydney 36, 8. (10 boats)

PHRF 3 — 1) **Yucca**, 8-Meter, Hank Easom, 2 points; 2) **Baleineau**, Olson 34, Charlie Brochard, 4; 3) **Ahi**, Santana 35, Andy Newell, 6. (10 boats)

PHRF 4 — 1) **Arcadia**, Modernized Santana 27, Gordie Nash, 2 points; 2) **Fjaer**, IOD, Richard Pearce, 4; 3) **Youngster**, IOD, Ron Young, 7. (9 boats)

NON-SPIN A — 1) **Min Flicka**, Hanse 370, Julie Le'Vicki, 2 points; 2) **Sea Ghost**, Beneteau First 42, Ron Roberts, 4; 3) **Beowulf**, Swan 51, Hakan Bille, 7. (3 boats)

NON-SPIN B — 1) **Seaya**, Catalina 380, Mark Thompson, 2 points; 2) **French Kiss**, Beneteau 350, David Borton, 6; 3) **Kira**, Cal 33-2, Jim Erskine, 6. (10 boats)

NON-SPIN C — 1) **Raccoon**, Cal 20, Jim Snow, 2 points; 2) **Can O'Whoopass**, Richard vonEhrenkrook, 4; 3) **Belafonte**, Santana 22, Jim/

Woody Robinson, 7. (10 boats)

EXPRESS 27 — 1) **Shenanigans**, John Collins, 2 points; 2) **Tule Fog**, Steve Carroll, 6; 3) **Opal!**, Tom Hintz, 6. (4 boats)

SF BAY 30 — 1) **Gammon**, Tartan 10, Jeffrey Hutter, 2 points; 2) **Heart of Gold**, Olson 911S, Joan Byrne, 4. (2 boats)

J/105 — 1) **Roxanne**, Charles James, 2 points; 2) **Donkey Jack**, Rolf & Shannon Kaiser, 5; 3) **Joyride**, Bill Hoehler, 5. (4 boats)

CATALINA 34 — 1) **Amandla**, Kurt Magdanz, 3 points; 2) **Jet Lag**, Torin Knorr, 5; 3) **E Ticket**, Michael Mullen, 5. (3 boats)

EXPRESS 37 — 1) **Stewball**, Bob Harford, 2 points; 2) **Golden Moon**, Kame Richards, 4; 3) **Eclipse**, Mark Dowdy, 6. (6 boats)

MULTIHULL — 1) **Caprice**, Seawind 1160, Dan Seifers, 2 points; 2) **Serenity**, Seawind 1160, J.E.B. Pickett, 4. (2 boats)

Complete results at www.cyc.org.

THE RACING

Race Notes

The 628-mile Rolex Sydney to Hobart Race is one of the two great middle-distance ocean races in the world — along with the Fastnet Race — and is often rough. Eighty-eight boats answered the call on Boxing Day and were blessed with running conditions in the early going. But thanks to a 180-degree windshift that resulted in up to 40-knot winds clashing with a northerly swell from what was left of Tropical Storm Fina, the conditions turned miserable.

The battle for line honors turned out to be the fourth closest in the 67-year history of the race. Antony Bell's 100-ft Maxi *Investec Loyal* crossed the finish line just 3m, 8s ahead of *Wild Oats XI* after trading the lead several times. According to Bell, the Maxi's "secret weapon" was none other than navigator Stan Honey of Palo Alto.

The top boat under IRC was the Reichel Pugh 63 *Loki*, but special recognition is due Syd Fischer who finished third in IRC



DAN THIELMAN

'Tai Kuai' gets dressed up. Her name means 'Too Fast' in Mandarin Chinese. "We like how the Asian characters look on the big spinnaker when we're bearing down on the competition!" said Dan.

and first in IRC C with the modified TP52 *Ragamuffin*. Fischer is 84 years old! Heck, he was no kid in the early '80s when he was doing Hawaii's Pan Am Clipper Cup.

New kid in town — Dan Thielman's new-to-him Reichel Pugh 44, *Tai Kuai*, plans to make her San Francisco Bay racing debut at the Corinthian Mid-

winters this month. Built in '04 in Trinidad for San Diego sailor Les Crouch, *Tai Kuai* (ex-*Storm*) was recommissioned last month at Berkeley Marine Center after spending her youth in the Caribbean.

"I got a heads-up before the boat was listed on the market," said Dan. "I moved quickly when I learned how famously well-built this boat is, and about the boat's

racing exploits, including victories at Key West and Antigua Race Weeks.

"This year we hope to compete in the YRA races, Big Boat Series, Spinnaker Cup and Coastal Cup. I also aspire to some day compete in a TransPac Race to Hawaii."

Dan recently sold his Sabre 386 *Kuai*. "I started campaigning a Melges 20 in 2010 at circuit events around the U.S. and it became clear to me that my racing aspirations had grown bigger than what I could accomplish in the Sabre."

— latitude / chris



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Entry Form
next page!



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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 be 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.

Signed: _____ Date: _____

Make check payable to YRA. To pay by MasterCard or Visa please provide card info below, including billing street address and zip code

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WORLD

With reports this month on **Increased Buying Power in the Eurozone**, **A Carefree Cruise Through Croatia**, and a **BVI Charter Addict's Reasons for Returning Again and Again**.

Trending Now: More Bang for Your Bucks in Europe

You have to look pretty hard to find anything positive in the news these days. But believe it or not, there's actually some very good news in the financial pages — at least if you're a potential traveler. Although most financial analysts agree that America's economic recovery is still only sputtering along, it looks absolutely gold-plated lately compared to that of Western Europe. So if you haven't even considered a European vacation for the past decade or so, it may be time to reassess.

Suppose you'd squirreled away \$5,000 for a sailing vacation. In June of '07 or '08 that would have netted you 3,150 euros at a currency exchange. But today, you'd get 3,950 euros — an increase of about 25%! That's not to say that Western Europe has become dirt cheap, but this trend is certainly worth noting. Imagine your reaction, for example, if you'd been itching for a European sailing getaway for years, and you were suddenly offered a 25% discount on all goods and services. Enticing, no?

So let's take a look at the options. In addition to the vast fleets of crewed charter yachts available in European ports — which include some of the most luxurious sailing yachts in the world — there are hundreds of late-model bareboats based in the Mediterranean, Adriatic and Baltic Seas. From Malta to Finland and every waterside nation in between there

Yachts and tour boats moor beneath the ancient battlements of Bodrum Castle, on Turkey's Turquoise Coast.



KIRIACOULIS YACHT CHARTERS

are several thousand miles of enticing cruising grounds whose topographical attractions range from the glacier-carved fiords of Norway and Sweden to the sun-baked beaches of Greece and Turkey.

It practically goes without saying that Western Europe's rich cultural history is one of its most alluring attributes. From the ancient Mediterranean harbors where international commerce boomed long before Columbus set foot in the New World, to ruins found in Greece and Turkey that pre-date written history, Europe offers historical significance to travelers unmatched by any other sailing region.

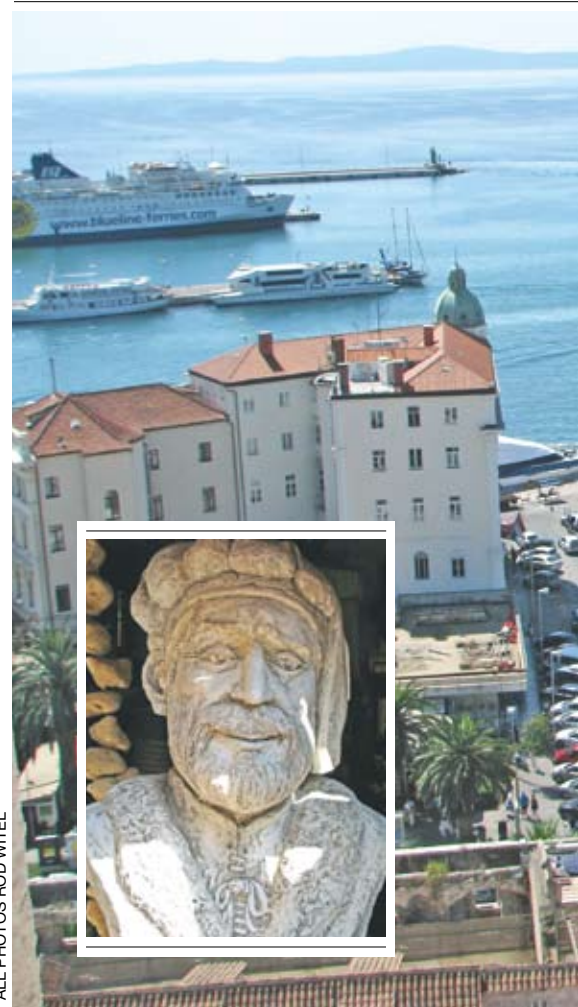
Because of this, it's an ideal place for a so-called surf-and-turf vacation. The idea is to dedicate part of your travel time to land travel and part of it to exploring under sail. We highly recommend designing such a combo-plate itinerary as a way to introduce kids or neophyte charterers to the joys of vacationing under sail. But be sure to schedule the sailing portion last, as it will almost certainly be the highlight.

Deciding which European venue to charter in depends on your social style and the activities you enjoy. For sun worshipers, the southern latitudes of Greece and Turkey are a perennial favorite, with the bonus that remnants of ancient history are everywhere. (Turkey does not yet use euros, by the way, but it is very inexpensive.)

In addition to the chic and sophisticated French Riviera in the south of France, Brittany, on the Atlantic coast, is a splendid sailing center with fascinating cosmopolitan history.

There are at least three regions of Italy with charter bases, including Sicily, which gives access to the charming and timeless Lipari Islands, where old-world traditions are still strong. (Imagine a surf-and-turf trip that included an art tour of Florence and a week of sailing in the Med.)

Both the French island of Corsica and the Italian island of Sardinia have charter bases, as do Spain's Balearics, all of which offer a balance of semi-secluded anchorages and bustling towns with world-class din-



ALL PHOTOS: ROD WITEL

ing and nightlife. Farther north, you can find bareboat bases in the British Isles and Scandinavia that give access to mazes of stunningly beautiful cruising grounds that would take years to thoroughly investigate.

If you can't find a boatload of friends or family members to join you, be aware that Europe's biggest charter operators, Sunsail, The Moorings and Kiriacoulis, all offer pay-by-the-berth flotilla charters, as do smaller companies such as the Greek specialist, Albatross.

For most Americans, a vacation to Europe is always a bit of a splurge, but with the euro getting weaker, this summer would seem to be an ideal time to finally make your European sailing fantasies come true. We'd advise you not to procrastinate in locking in a boat, though. The summer season will be here before you know it.

— latitude/andy

Sailing Through History in Culturally Rich Croatia

I don't have the sailing pedigree of many *Latitude 38* readers, but I do love warm water chartering and wandering

OF CHARTERING



Every port along the coast seemed to be torn from the pages of a storybook. Left: Marco Polo's bust. Right: Rod strums a tune.

the world.

That was enough impetus to cross the pond and a few more seas to reach Croatia with my sailing buddy Chuck Dell'Ario last September for a one-way charter from Split to Dubrovnik.

We chartered from a small local company called SunLife (www.sunlife.hr). We were pleased with their service as well as the quality and price of our boat, a 2006 Elan 384 Impression monohull named *Navis*. This being our first visit to the former Yugoslavia, we felt trepidation about language, currency and navigation. All our worries were for naught as the staff of most businesses were multilingual. We fared better with kunas (the Croatian currency) than euros, and navigation was line-of-sight. We attempted to speak Croatian (albeit feebly), but even the locals admit that their language is "very difficult and has too many letters." We Americans are lucky that much of the world speaks English.

Day temperatures hovered in the mid-80's, and the nights cooled for very

comfortable sleeping. Winds were light in the morning and picked up to 10 to 12 knots in the afternoon. Much of Europe enjoyed a warmer and drier September than usual. In fact, the only rain we saw for 14 days was on our second morning. It lasted for just over one hour. We were in shorts or bathing suits day and night. It was charter heaven.

We departed from Split, a large, beautiful, ancient walled city, and zig-zagged our way south-east through Croatia's famed Dalmatian archipelago, exploring a different island every day. Some of the highlights were:

- The seductive city of Trogir protected by its Kamerlengo Castle.

- The quaint town of Milna on the isle of Brač (one of our favorite stops, where we bought some local olive oil, wine and grappa).

- Zlatni Rat (Golden Cape), one of the most

famous beaches in Croatia (also on Brač).

- The spectacular blue caves on the island of Bisevo (our westernmost port of call and a must-see).

- The notorious party town of Hvar Town on the island of Hvar with its obligatory 87-meter climb to Fortress Spanjol, which overlooks the harbor.

- The tourist Mecca of the fabled walled city of Korčula (home town of Marco Polo).

- The island of Mljet, its National Park and salt water lakes.

- And finally the great walled city of Dubrovnik, which no one should miss if they are ever to visit Croatia.

Our daily routine usually consisted of breakfast on the boat before strolling the small farmers' markets and bakeries to gather fresh provisions. Mid-morning we'd cast off and motor or sail until early afternoon, when we'd find an idyllic cove where we would anchor for lunch and a swim in the warm, blue Adriatic Sea.

If you are used to snorkeling the Caribbean or South Pacific coral reefs, you'll be somewhat disappointed in the Adriatic, as there's not as much to see underwater. Anchoring proved a bit difficult as the sea bottom is a combination of rocks and grass and our boat had a Danforth anchor — not a good combination. We did have an all-chain rode, however, which helped in the deep waters that surrounded all the islands

Another day, another amazing destination. Chuck prepares to get underway at the coast town of Milna on the isle of Brač.





In every photo they sent us, Rod and Chuck were smiling. From that we surmise that they had a splendid trip.

we visited.

After weighing anchor we would sail to our evening's destination, where we would Med-moor (stern-to) at one of the large ACI marinas. ACI has a chain of marinas in the larger cities, with ultra-modern facilities, restaurants, sailing schools, pools and tennis courts. With shore hookup for AC and water they were about \$93 per night. In smaller, more quaint locations, we'd tie up to the city dock, where there was no charge, but no guarantee of AC or water.

More often than not, our stern would be only steps away from restaurants and/or castles. Unlike the BVI, there was no rushing for mooring balls or slips, but we did hear that in July and August some areas can be inundated with tourists and charterers. We also anchored out a few evenings for the sheer beauty of it.

Many times late in the evening we'd hear groups of folk singers performing at pubs and restaurants, their beautiful four-part harmonies resonating through the harbor. We felt privileged to be privy to such local charm.

In summary, we traveled approximately 300 nm, yet saw very few Americans — except in Dubrovnik where the cruise ships congregated. We did see far more monohulls than catamarans, with the majority of the monohulls utilizing in-mast furling mainsails. One of the only negative things I have to report is that Croatia, sadly, still allows the dumping of sewage anywhere. Holding tank usage is not required or even encouraged.

Still we fell in love with the country, its people, its food — especially the delicious gelato, which we ate way too much of — and, of course, the sailing. But please don't tell anyone, as I want Croatia to be just as I left it when I return — right after I work my way down my must-do list that includes Bora Bora, Turkey, Italy, and others.

— rod witel

Working Vacation in a Third World Nation

Feels like I'm living the lyrics of a Jimmy Buffett song: "Working vacation in a third world nation." Not that the British Virgin Islands meet the classic definition of Third World, but this lovely group of islands seems far removed from any semblance of so-called First World society.

I first fell in love with the BVI when Captain John and I rented a bareboat on our honeymoon in 1994. On that wonderful cruise we discovered the "nature's little secrets" that the BVI Tourism Board so often touts in their ad campaigns.

A couple years later, we returned after stumbling into this crazy job — running charter yachts — that actually paid us to sail on beautiful boats, go snorkeling ev-

ery day, lead nature hikes, and make a few fancy meals. There must be a catch, we thought. Oh yeah, you should probably like people. Hosting total strangers in a very intimate environment is never boring and usually at the end of the week, they leave as friends.

After several years working in the crewed yacht industry running company-owned boats, plus a five-year stint running our own charter yacht, we keep getting drawn back to the islands, their people and the wonderfully appealing Caribbean lifestyle.

I still love sharing the BVI with first-timers and getting to re-live it through new eyes. When our neighbors from Bel Marin Keys

(who are veterans of the '08 Baja Ha-Ha) asked us to organize a bareboat trip, we jumped at the chance to once again show off the islands to a group of "virgins." Early last December, we rented the Leopard 45 cat 'ti *Profligate* from BVI Yacht Charters and revisited our favorite spots.

Do you want a quiet cove to yourselves or a hub of watersports activities and nightlife? The close proximity of islands in the BVI and the variety of anchorages provide something for everyone.

One of my favorite BVI destinations is Anegada, a low-lying coral-formed island that contrasts with the rest of the archipelago's tall, volcano-formed isles. Because Anegada lies well away from the rest of the chain, the first-timers might wonder if they were headed across the

Blasting across open water aboard a smooth-sailing catamaran, powered by the warm Caribbean trades — it doesn't get much better.



OF CHARTERING

Atlantic, as you can't see this flat, coral and limestone island when you first start heading there. It's the longest island-to-island sail in the territory, and usually one of the nicest, as the easterly trade winds provide a lovely beam or close reach from Virgin Gorda. Anegada offers visitors miles of pristine, uncrowded beaches, lobster barbecues, fabulous snorkeling, perhaps a flamingo sighting, and a magic atmosphere with a laid-back vibe. Some people get it the minute they land ashore, others may take awhile to learn how to live by the rhythms of nature, unplugged from the busy lifestyle they are used to.

In addition to the well known "must-see" destinations in the BVI, it's always fun sharing our favorite secrets, such as lesser-known snorkel spots, the funkier of beach bars, or rarely traveled hiking trails. If you are first timers to the BVI, try to find locals willing to share a few



Is there a BVI sailing vacation in your future? If so, Lynn recommends making the crossing to laid-back, low-lying Anegada.

of their favorite secrets in exchange for some chilly beverages — you just might end up with some salty sea stories as a bonus.

On our recent trip the islands worked their magic as always. Our neighbors be-

came smitten with the BVI and are already planning another trip.

After we returned the boat and were walking around Village Cay Marina on Tortola, we bumped into Bob Carson, yacht broker and manager of several private crewed yachts, and he was in a bit of a dilemma as the crew he had hired to operate a brand new 45' catamaran had just quit shortly before the first charter.

We signed on immediately and climbed back in the saddle. After provisioning, we picked up our guests and had the pleasure of showing off the BVI once again — and even got paid to do it!

— Lynn Ringseis

Thanks Lynn. We appreciate you doing this tropical reconnaissance in order to bring our readers a BVI update. Tough duty!

— Ed.

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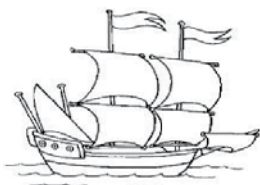
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CHANGES

With reports from **Flashgirl** in New Zealand on Commodore's upcoming 80th birthday party to be held in Sausalito; from **Sea Level** in Indonesia on the way to Thailand; from **Curare** in Valdivia, Chile, on a less-traveled route; from **Pacific Breeze** on four summer weeks in Greece; from **Rascal** in Southeast Asia; and an unusually large helping of **Cruise Notes**.

Flashgirl — Wylie 38+ Commodore and Nancy Tompkins PNG, Micronesia, Vanuatu (Mill Valley)

Just before the end of the year, we had a Wild Toad's ride from Vanuatu to Opuia, New Zealand, running before tropical cyclone *Fina*. Just before setting sail, we took the time to reflect on the things we did this past year.

In addition to holding loved ones near and dear, we sailed a distance of 5,500 miles and visited 34 islands. We started the beginning of the year at Thursday Island, which is north of Cape York, the northeasternmost tip of Australia. We then sailed through the Gulf of Papua and the Coral Sea. We spent the month of January cruising PNG, then headed north across the equator to Micronesia, stopping at the remote atolls of Kapingamarangi and Nukuoro enroute to Pohnpei.

We moored *Flashgirl* in Pohnpei for six months, and Nancy flew home to visit her family and take care of business. She returned to the boat in mid-June, and we enjoyed Micronesia for about six weeks before heading south across the equator, which was Nancy's fourth crossing. Our next stop was the Solomon Islands. We

Commodore's favorite Vanuatu string band, all dressed up as Santas to get into the spirit of Christmas in the South Pacific.

cleared into Honiara on Guadalcanal, and then headed east to the remote Temotu Province where we visited Utupua and Tikopia. Tikopia was a highlight for us. A small island less than two miles long and half a mile wide, it has been inhabited by Polynesians since 1200 B.C. It is still ruled by four chiefs, called *arikis*, and much of their culture is still intact.

After a few weeks we moved on to Vanuatu, where we spent three months. In mid-December we left Port Vila for Opuia, Bay of Islands, New Zealand on what was a thrilling 1,200-mile sail. We saw 25-30 knots under gray skies most of the time, and the apparent wind angle was 40 to 60 the whole way. Ugh! But we covered the 1,200 miles in just seven days, so *Flashgirl* rocked!

We are so glad to be tucked away in port here at Opuia, as the nasties that chased us most of the way — tropical cyclone *Fina* — finally made landfall here, although only as a tropical depression. After all the hot and muggy days in the tropics, we're enjoying the cooler weather.

— nancy and commodore 01/01/12

Readers — We'd like to remind everyone that Commodore, who has been sailing across oceans for 79 years, will be celebrating his 80th birthday on February 26 at the Presidio YC at Fort Baker (Marin Headlands). The celebration is from noon until 4 pm, and all his friends, as well those who love sailing, are invited.

Sea Level — Schionning 49 Jim and Kent Milski Indonesia to Singapore

(Lake City, Colorado)

As the night faded into day, we counted five volcanoes in the distance off to starboard. I wondered how many places in the world it would be possible to do that. And it brought to mind the Johnny Cash song titled *Ring of Fire*. It burns, burns, burns, the ring of fire.

My wife Kent and I have been cruising the southern coast of Java, a 550- by 100-mile island with the Java Sea to the north and the Indian Ocean to the south. Java has a population



of 135 million, making it not only the world's most populated island, but one of the world's most densely populated regions. Sixty percent of Indonesians live on Java, and much of Indonesian history has taken place here. For example, it was the center of powerful Hindu-Buddhist empires and Islamic sultanates, the core of the colonial Dutch East Indies, and was at the center of Indonesia's campaign for independence. Java dominates Indonesian social, political and economic life.

The preferred route for cruisers heading west is the north shore of Java, as it's the shortest route to Singapore and the sailing paradises of Langkawi, Malaysia, and Phuket, Thailand. But except for the adverse current at this time of year, the south coast of Java is itself a cruisers' paradise. Parts of the southeast coast are amazingly pristine, with plenty of protected anchorages and undiscovered surf spots. And we've found the people

NANCY / FLASHGIRL



It takes a real man to drive holding an umbrella.

NANCY/FLASHGIRL



IN LATITUDES



PHOTOS COURTESY OF INDO PHOTOBANK

Java is an island of big contrasts. Spread; One of the many great waves along the often pristine south coast. Inset above; With 20 volcanoes being active in recent years, Java is Volcano Central. Inset left; Thanks to severe overpopulation, the Citarum River is almost a solid mass of plastic bottles.

to be extremely gregarious and helpful — although this has been the case almost most everywhere we've been. The Javanese are also very curious about our catamaran.

The Indonesian Coast Guard helped us resupply with fuel at our last stop. This is noteworthy, because while getting fuel for yachts isn't a problem along the cruiser 'milk run' on the north coast of Indonesia, including Bali, it's a different story on the less-traveled south coast. The problem is that Indonesian filling stations aren't allowed to sell fuel in jugs to just anyone. You need to be a fisherman with a permit. We hadn't planned to use as much fuel as we did, but at this time of year the wind and current are against westbound boats.

Our plan is to make our way up the west side of Sumatra — the other big

Indonesian island — to visit the offshore Mentawai Islands, which are famous for great surf. Then in mid-January we will cross the Andaman Sea to Langkawai, Malaysia.

We were traveling alone at this time because of our route and because we were running a little late compared to most cruisers for a trip from Indonesia to Singapore and Malaysia. But we certainly enjoy buddy-boating when given the opportunity, as we think it's much safer and more fun.

To turn back the clock for a moment, we spent most of the last winter cruising

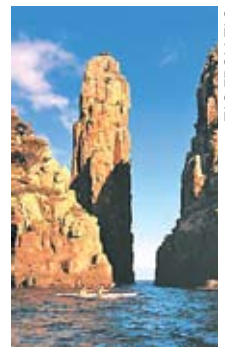
Down Under. We sailed as far south as Tasmania, then back up the length of the east coast of Australia. By the way, the length of the east coast of Oz is about 3,000 miles! The island of Tasmania was our favorite part of Australia.

Cruisers headed to Australia need to be aware that Oz is much more expensive than the United States! That's why so many Aussies have been flying to California to buy boats. And why so many Aussies cruise Indonesia, Malaysia and Thailand, which are all extremely inexpensive by comparison. Australia's Gold Coast has the best yacht services, however.

In May we made the crossing, with Northern California friend Chuck Hooper as crew, from Oz to the Louisiade Archipelago of southeast Papua New Guinea. During this time we buddy-boated with our dear — and newly married — friends Steve and Manjula May of the Gualala-based Farrier 41 cat *Endless Summer*. What we all remember about the Louisiades is the outstanding fishing and diving.

Our most memorable sight in the Louisiades was that of the local proas under sail. The people of the Louisiades archipelago are true watermen. Their rough-hewn sailing canoes have a main hull and one outrigger, the latter always being kept to weather. They fly a hybrid of a lateen and lug sail, and the canoes are very fast and extremely weatherly. In order to tack, the single sail is reversed,

Something about this 3-ft clam looks familiar. The Seventh Day Adventists of PNG don't eat shellfish, leaving plenty for cruisers.



Cradle Mountain, Tasmania, Oz.

TAS FROM TAS



SEAL LEVEL

CHANGES

and the helmsman moves from bow to stern. Sail is shortened by rolling it on the boom. But most of the time ballast, in the form of people or cargo, is moved from the main hull out on a platform which attaches the *ama*.

On several occasions when the villagers saw us coming, they jumped into their canoes to come out and sail with us. Their sails are made of anything they can get their hands on — usually plastic tarps. Fuel here is very expensive in the Louisiades, so the tradition of sail

lives on from necessity. But it's a wonderful thing to see.

It was in the Louisiades that we met up with fellow cruisers Adam and Leonie, and their two young boys, on the Dutch monohull *Elena*. We'd crossed the Pacific with them, but hadn't seen them since New Zealand the previous year. Our arranged meeting took place in Buka, which is on the northern end of Bougainville Island. There is still plenty of political turmoil on the island, so we heard gunshots during the night. It reminded us of when we lived aboard in Vallejo. Other than trying to kill each other, the people were extremely friendly. We only hope they can resolve their differences without further bloodshed.

Our three boats — *Elena*, *Endless Summer* and *Sea Level* — then started our journey north and west to the outlying islands across the top of New Guinea and Irian Jaya. This route is not much traveled by yachts, so we and the natives

If you're going to reprovision in Indonesia, Bali is one of the better and easier places to do it. But English is not widely spoken.

we encountered were equally curious about each other's lifestyles. Other than our traveling companions, we didn't see another cruiser until the island of Ambon, three months after leaving Australia!

Endless Summer then headed up to Palau from the Hermit Islands, while we and *Elena* continued on toward Bali. Our route over the Bird's Head Peninsula took us through Raja Ampat, more specifically to the island of Kri. There we met Max Ammer (papua-diving.com), who runs a dive resort and is a wealth of information on the whole area.

Of Dutch descent, Max came to the area 40 years ago to dive on WWII wreckage. But he fell in love with the place and never left. Max puts a lot of effort into not only protecting the area, but training the locals how to deal with us outsiders. We spent a week at his resort diving on what some experts claim is the best diversity of coral on the planet.

We and *Elena* spent the following month meandering down through Indonesia, where we eventually made it to Bali. Leaving our boat on a mooring, we returned to the States for two months to visit family and friends.

As anybody who has been to Indonesia can attest, the bureaucracy can be a nightmare. To get a CAIT — the cruising permit — and all other such paperwork services, we highly recommend Ruth and Nathan of islemarine.com in Serangan Harbor at the Bali YC. These are truly two of the most helpful and professional people we have had the good fortune to work with.

Back to the present. So much for best-laid plans. The winds that were supposed to be light and help us move to the west along the south coast of Sumatra were replaced by the northwest monsoon. We ultimately had to tuck our tail between our legs and head for Singapore. We passed right by Krakatau volcano, which is famous for exploding in 1883 with a force equivalent to 10,000 times that of the atomic bomb dropped on Hiroshima! At least that's what the guide book says. At the moment, we're enjoying a nice spinnaker run up through the Sunda Strait between Java and Sumatra. We should be in Singapore before long.

The cost of cruising Indonesia has been similar to the cost of cruising in Mexico, but provisioning is not as



PNG proas are crude, fast, and weathery.



easy. Alcohol is very expensive — when you can find it. To our knowledge good wine can't be found in Indonesia. Beer is easier to come by than spirits, but it's not as cheap as in Mexico. Resupplying with fuel is much more difficult, and the bureaucratic paperwork is over the top! Just as in the bad old days of Mexico, you're expected to check in at every port of call.

Anchoring is more difficult because most anchorages have more coral and less sand on the bottom. The Indonesian surf is some of the best in the world, but most of it breaks onto coral, so it's a bit risky for an old longboarder such as myself. The diving is so fantastic, however, that it alone would justify a visit. The locals are all very friendly, but learn some Indonesian before you arrive because English speakers are rare.

Indonesia has 17,000 islands, and most have natural wonders or interesting ruins. A cruiser could easily spend



SEA LEVEL

IN LATITUDES



ALL PHOTOS COURTESY CURARE

'Curare', the Goodalls' Bowman 36, on the hard in Valdivia, Chile. Unusually, the couple — seen at Loreto Fest in the upper left inset — didn't continue across the Pacific after Easter Island, but headed to South America. Lower left inset; One of the spectacular sunsets in western Panama.

numerous seasons in Indonesia, and explore a different island every season. Services for yachts are few and far between, however. We feel blessed to be able to tour such a fascinating country. Nonetheless, West Coast cruisers might be interested to know that our favorite cruising areas are still Mexico and British Columbia. We look forward to cruising both of them again sometime.

— jim and kent 01/06/12

Curare — Bowman 36 Geoff and Linda Goodall Cruising to Southern Chile (Vancouver, B.C.)

We started 2011 by crossing the Gulf of Panama on New Year's Eve, and spent a few days in Las Perlas islands before moving on to Panama City. What a dynamic and entertaining place! Anything

seems possible, and every imaginable boat repair can be accomplished. Within a week we had our liferaft inspected, the radar/chartplotter repaired, and parts and batteries flown in from Miami, and got new charts for heading farther south. The best entertainment, of course, was watching all of the cruisers preparing for or finishing off their Canal transits, with all the tires hanging from every stanchion.

The highlight of last year's cruising was our 950-mile sail southwest from Panama's Las Perlas islands to the Galapagos. We kept in radio contact with five other boats, and all of us experienced the idyllic conditions of broad reaching in 15 to 20 knots of wind. We even had favorable current.

So we covered the nearly 1,000 miles in seven days, most of it under spinnaker. *Curare* even turned in her best 24-hour run — 180 miles. The five boats arrived at the Galapagos within 20 hours of each other, and all of us agreed it had been the sail of a lifetime.

After a week at anchor off Santa Cristobal, and observing as many of Darwin's creatures as we could, we set off for Easter Island, 2,200 miles to the SSE. We again had reasonable weather on this passage, making the trip in 19 days. Although there is no secure anchorage at Easter Island, we did manage to get our dog Jessie ashore for some much needed exercise.



Jessie and Geoff at Easter Island.

We made a quick trip around the mysterious island before the winds started building in the Hanga Roa anchorage. But we were too late to leave, so we ended up riding out a three-day blow with winds to 25 knots and seas in the 15-ft range. The experience was all the more thrilling because a singlehander with a partially disabled boat managed to anchor, with the assistance of the Armada, upwind of us. Later that morning one of her anchor rode parted. Fortunately, two cruisers came to her assistance and managed to secure her with a second line and anchor.

After provisioning with fresh produce at Hanga Roa, we departed for the 2300-mile trip southeast to Valdivia, Chile. We had some contrary winds, a gale and periods of calm, so we averaged only 100 miles a day. We tried to avoid get-

Geoff and Linda had a good trip from the Galapagos to Easter Island, but nothing like the idyllic one from Panama to the Galapagos.



CURARE

CHANGES

ting below 40 degrees latitude, but had to duck one weather system that took us to 42 degrees south.

Valdivia, a lovely city nine miles inland with a population of 150,000, has been a comfortable place for us and our boat, something the Spaniards figured out back in 1550 when they made it their Pacific Coast hideout. We enjoy trips into town, where we can get a four-course meal with a glass of fine Chilean wine for just \$4, and salmon for \$2.75 a pound. With the fresh produce from nearby,



Valdivia YC docks.

provisioning is excellent.

We arrived at the Valdivia YC in May, returned to Canada for some time, and are now at Marina Estancila near Valdivia, where I've been working on maintenance tasks for the past several weeks. As it's the austral spring heading toward summer, we're in no hurry to move on. The weather has been great and is expected to get even better, and there is so much coast to explore.

During our time in South America, we took the opportunity to do some inland travel. We visited the 12,000-ft-high altiplano of landlocked Bolivia, where the air is thin, crisp and clear. The salt flats at Uyuni are the largest in the world, and home to large flocks of pink flamingos. Lake Titicaca, at the border of Bolivia and Peru, is the largest high-altitude — 12,500 feet — lake in the world. It's the birthplace of the Aymara Indians, who were overtaken by the Inca. Transportation throughout the region was easy by car, plane, bus — and even boat.

We can't really comment on cruising

For a change of pace, the Goodalls visited Lake Titicaca, the highest lake in the world and Tristan Jones' old stomping grounds. Brrrr.



TITICACA TOMM

in Patagonia, but will have more to report in two months. Right now the Valdivia YC, the largest in Chile, is getting ready to host the World Cup for Pirat (sic) class 5 Metre boats. Over 70 entries and 300 sailors from all over the world are expected. It looks like it's going to be fun.

— geoff 01/05/12

Pacific Breeze — Spronk 78 Cat Guido Polko and Stefanie Ender Four Weeks Cruising Greece (Sausalito)

I arrived in the Greek industrial city of Thessaloniki on August 22 to meet my friends Captain Paul, from Germany, and Dada, his Bosnian wife, aboard their Spronk 78 catamaran. The plan was that I would join the former Heidelberg restaurateurs to diplomats for two weeks of cruising in the Greek Isles, at which time we'd be joined by my girlfriend Stefanie in Athens for an additional two weeks of sailing pleasure.

Scores of Spronk catamarans had been built in the Caribbean over the last 30 years, the publisher of *Latitude* informed me, and they all had a curious feature the designer had insisted on — heads that consisted of a toilet seat atop an open hole into the ocean! Needless to say, *Pacific Breeze*, which had just come out of a \$1.5 million refit, and which caters to \$60,000/week charter clientele, has a more sophisticated waste disposal system.

After a wonderful welcome that included fine wine, a delicious dinner and wonderful conversation, the three of us departed the next afternoon for the Sporades. Located in the northwest Aegean about 150 miles south of Thessaloniki and about 120 miles north of Athens as the crow flies, the Sporades are among the most beautiful — and green — Greek Islands. They also feature many great places to anchor and explore. We enjoyed a lovely evening sail, although we had to keep our eyes out for fishing vessels, as Greek fishermen either don't know or don't care about showing the proper lights. We even saw some boats with pink and blue running lights.

At midnight we arrived at Nea Moudania, where Paul set double anchors. Perhaps because he's German, Paul always sets two anchors, and sometimes a stern anchor. That way he



can enjoy a good night's sleep even if the wind shifts. German tradition dictates that after anchoring, everyone partakes in an *Anlegerbier* — which literally translates as 'pier-beer'. It's an excuse for the first beer of the day or night. We didn't break with tradition during our time in Greece, and enjoyed many a delicious Mythos beer.

We awoke to a typically beautiful August day: 87 degrees with lots of sun and blue skies — and a 20-knot *meltemi*. The *meltemi* is the dry north wind of the Aegean Sea that is caused by a combination of high pressure over the Balkans and low pressure over Turkey. *Meltemis* can be dangerous for sailors because they come up in clear weather, sometimes without warning, and because they can blow up to 40 knots. But this *meltemi* stayed around 20 knots, so with the big chute up, the long, lean cat effortlessly covered the 90 miles down to Skiathos town. We were often visited by leaping dolphins, which made the passage all the

IN LATITUDES



COURTESY PACIFIC BREEZE



Having designed, built and raced catamarans in mostly the Caribbean for more than 40 years, Peter Spronk had a huge influence. 'Pacific Breeze', like most of his designs, had very narrow hulls and surprisingly low freeboard. Unlike most Spronks, 'Pacific Breeze' has modern marine heads.

more enjoyable.

Despite the huge size of the cat, Paul and I basically did all the sailing. The genoas are on electric furlers controlled from the cockpit, and even the daggerboards can be raised or lowered from the cockpit. The only hard part is having to let one running backstay off and put the other one on when gybing or tacking. We flew an asymmetrical chute on a roller furler without using a pole.

When we arrived in the late afternoon, Skiathos town appeared to be a pleasant, sleepy little place. The terror started at 11 p.m., as that's when the loud — and I mean *really* loud! — music erupted at a couple of the clubs. The music was so loud that earplugs offered no relief. We were honestly audio-tortured until the music stopped at 5 a.m. Our advice is to never spend a night on a boat anywhere near Skiathos town — or any of the oth-

ers where music is allowed to blast like that until dawn.

After such a dreadful night, we wanted to leave at first light. Alas, we couldn't get our primary anchor — a huge aluminum Fortress fluke model — off the bottom. We tried everything to bring her up, but to no avail. Not wanting to spend another God-awful night at Skiathos town, not wanting to lose the primary anchor, and not being able to reach the anchor by free-diving, Paul tracked down a diver.

Theo, like all the Greeks we met, was friendly and helpful. And he immediately found the problem. Our anchor chain, not our anchor, was trapped beneath a huge old anchor, and there was no way we could get it back up without additional help. Paul decided that we had no choice

but to cut the anchor free of the chain. We were able to get the anchor and the anchor end of the chain up onto the boat, at which time I used a power grinder to cut the chain off at the anchor. You should have seen the sparks fly! We had to leave 330 feet of high-quality German chain on the bottom, but Theo promised he'd get it up later and contact us. He was true to his word, so after stops at a few other places, we returned to Skiathos to pick up the chain. Theo's bill of \$500 wasn't cheap, but it was less expensive than having to buy replacement chain.



Better on the boat than on the bottom.

Free once again, we took off toward Skopelos in 30 knots of wind and swells to 15 feet. These were the kind of conditions that *Pacific Breeze* loves, and we hit speeds of up to 18 knots. It was a far cry from what our Ericson 27 back in Sausalito would have done in the same conditions. (By the end of our trip, Stefanie and I would go over to the dark side of sailing. Our next boat, especially for cruising, will be a catamaran.)

Boats in Skopelos moor Med style, which means you put your stern into the wind by setting the anchor, then backing up to the quay. I expected that the strong winds would make it difficult for the 78-by-35-foot cat, but *Pacific Breeze* didn't have any 'prop walk' to complicate the matter. We enjoyed a lovely day in town and a nice dinner at a local's place in the old town.

After enjoying some other spots, we needed to get to Athens quickly in order

Guido and Stefanie in Greece last summer. He got the better deal, as he spent a month, not just two weeks, aboard 'Pacific Breeze'.



PACIFIC BREEZE

CHANGES

to pick up Stefanie, who was flying in from Sausalito. We decided we'd take the 120-mile channel between the Greek mainland and the big island of Evia. Boats headed north into *meltemis* often use this channel rather than the open Aegean, as it's more sheltered. But even

if you were headed south, as we were, the scenery in the channel is more beautiful. You can always count on the wind blowing out of the north in the summer. Well, almost always, as we had wind out of the southwest, meaning on the nose.

We had a nice sail, but we had to Med-moor for the night at the little town of Atalani, where there were nothing but small restaurants for locals. We enjoyed our dinner, but were surprised by the cost of the fish. They charge by the kilo in Greece, and it's always in the range of 60 to 80 euros, which means it was \$30 to \$50 a pound!

The most interesting feature of the channel is the 'sliding bridge' at Chalcis at the southern end. The sliding bridge — similar to the one in Barcelona — retracts the roadway from over the narrows and allows boats to pass. The current is very strong in the narrows and is said to reverse itself every six hours. Legend has it that philosopher Aristotle became so frustrated with his inability to understand the currents that he threw himself off one of the ancient bridges in frustration. If the story is true, he's lucky to have survived, because many others

One unfortunate thing about Greece is that the fish are as small as the price for them is high. A side of veggies would be nice, too.



Big sloop-rigged boats mean towering masts.

have drowned doing the same thing.

The bridge is only open for about one hour at about midnight, and this is something of an event. Because we were on such a big cat, people assumed that we were VIPs, so we were the focus of much attention and waving. It happened many other places, too.

The next day we picked up Stefanie and brought her to the boat at somewhat quiet Porto Rafti. She'll take up the story of the last two weeks of our adventure in the next edition of *Latitude*.

— guido 10/15/11

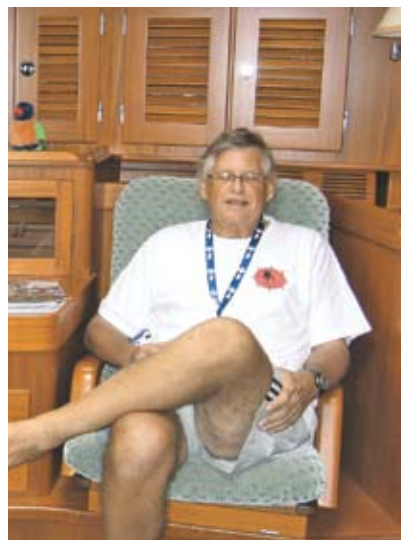
Rascal — Hallberg-Rassy 53 Henry Mellegers, Glenys Henry Malaysia's Raja Muda Regatta (Oakland)

What's the best way for cruising yachts to make part of the passage north up the Malacca Strait in mid-November to begin the cruising season in northwestern Peninsular Malaysia and Thailand? We nominate the Raja Muda Regatta, which is organized by the Royal Selangor YC of Malaysia, and takes the fleet from Port Klang (Kuala Lumpur) up to the big cruising center of Langkawi via the islands of Pangkor and Penang.

Our nomination is based on the experience we recently had crewing aboard Gavin and Carol Welman's Langkawi-based *Rascal* for a 10-day, 300-mile sail. It included six races, three of them passage races of 90, 60 and 55 miles, and three 25-mile day races held in Penang and Langkawi harbors.

And guess what? We won our class, taking every race except for the one we'd gotten mixed up with a lay day. Our crew consisted of Gavin the skipper, Carol the Admiral, an old British Navy guy named Tony, and the two of us. The average age of our crew was 63, and we had more than 180 years and 250,000 miles of sailing experience. There's something to be said for us old farts with grey hair!

We met *Rascal* at the Royal Selangor YC in Port Klang after a long and convoluted trip from our Cal 3-46 *Dream Catcher* in Singapore. We had a lot of fun in Port Klang — the regatta organizers see to that at every stop — but were disturbed by the staggering amount of plastic and other garbage that flows down the river. There were islands of it, and it was not attractive.



The first race was an overnighter to the funky seaside town of Pangkor. After some nice sailing, the wind died. Boats are allowed to use their engines in the Raja Muda, but pay a steep penalty for doing so. Our skipper elected to gut it out. It was a smart decision, as the wind returned and we kicked butt.

We loved Pangkor. Although it's the center of the sardine fishing industry, it nonetheless has a pretty anchorage flanked by wooded hills. After a delicious lunch, we took a walk through the fishing boat harbor. There we saw women sitting cross-legged, sorting the millions of sardines by hand — and one cat who had his choice of more sardines than he could eat in a lifetime. After they are air-dried, sardines are called *ikan bilis*, and are a key ingredient in many Malay dishes. Anyway, the party and prize-giving were great, and a bit of rain made life less dangerous for the fire eaters.

The second day was the second passage race, this one to the 60-mile-distant island of Penang. After a delay due to



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start, but at the wrong time. Fortunately, the headstay on the boat of our main competition failed, leaving us still in the hunt for regatta honors.

We kicked butt in the final race to win our class. By this time we were wearing, but it didn't stop us from partying at the Royal Langkawi YC for the final prize-giving shindig.

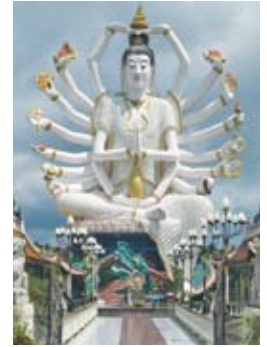
We had a leisurely breakfast after the regatta, then took the boat back to her homeport at Telaga Harbour, which Gavin claims is the prettiest marina in the world.

Winning our class was a substantial thrill. As Henry and I have now done five Phang Na regattas in Thailand, one King's Cup also in Thailand, and one Raja Muda in Malaysia, we're now thinking of entering our Cal 46 *Dream Catcher* in the Raja Muda next year. Anyone want to crew?

By the way, my overview of cruising in Southeast Asia, which was slated for this issue of *Latitude*, will appear in the March issue. If cruising an inexpensive area with many rich cultures appeals to you, be sure to check it out.

— glenys 12/19/11

Multicultural Malaysia has a different look than Mexico.



PHOTOS COURTESY DREAM CATCHER



Scenes from a Raja Muda Regatta in Malaysia, starting from top right. Henry and Glenys of the Oakland YC-based Cal 3-46 'Dream Catcher'. Raja Muda conditions vary from light to heavy. Henry luxuriating aboard 'Rascal'. Malaysian women sorting sardines. Temple House of the Khoo Clan.

light winds, we sailed hard through the night until 3 a.m., and once again took our class. Trying to find the flashing lights of the finish line against the brightly illuminated city of Penang was a challenge, as was motoring two hours upriver past countless hazards to reach the new Straits Quay Marina.

I had last visited Penang in the early '70s, and my goodness was I shocked at the changes! It now has a population of 1.5 million and countless high-rise condos and office buildings, all against a backdrop of big hills. Penang is a melting pot of Chinese, Indians and Malays, so it presents a diverse architectural face of Burmese temples, decrepit shop-houses, grand colonial homes, and flashy condos. The venue for the second race prize-giving was the amazingly ornate Chinese temple that is the clan house for the Khoo Clan.

When the start of the next race was

postponed, Admiral Carol, a black belt foodie, got out the smoked salmon, wine and cheeses, and made an elegant lunch with a fabulous salad. We had some spinnaker misadventures when the race finally started, and with the wind gusting to 27 knots, it was good we got it down and kept it down. During the more anxious hours in the middle of the night, Carol, who was standing in the cockpit, was struck by a fish! After a rip-roaring sail, we crossed the Langkawi finish line at 11 p.m., victorious again. It was late, but not too late for some French champagne and a late dinner onboard.

While setting off for town the next day for lunch, someone asked why we weren't headed to the starting line. Somehow we got confused about the lay day! We managed to get a great

Cruise Notes:

Having read Guido Polko's *Changes* this month about fish costing \$60 to \$100 a pound in restaurants during his cruise in **Greece** last summer, we couldn't help comparing it with the cost of food in the **La Cruz - Punta Mita** area of Mexico. Yesterday a friend bought a fresh snapper to feed four from the **pes-**
Fish is a little more expensive at the market at the La Cruz Marina than direct from the pescadors in Punta Mita, but it's still a bargain.



LATITUDE/RICHARD

CHANGES

cadors at Punta Mita. It cost \$2, or 50 cents a serving. We just got back from Sayulita, where we enjoyed a large breakfast mole taco and a chicharrón taco from a **taco cart** run by a couple of sweet older *mujeres*. The total came to \$1.50, including all the garnishes and secret sauces. On Wednesdays and Fridays you can get mouth-watering shrimp,



De Mallorca loves the 50-peso tortilla soup — and view — at the yacht club.

Tacos or Tacos on the Street, also in La Cruz, you can get tacos with all the trimmings — plus have a great chat fest with other cruisers — for about \$1 a taco. Three bucks and you're stuffed. And there's no corkage fee when you bring your own wine — which you'll want to do. The special breakfast at **Octopus' Garden** in La Cruz that includes coffee, orange juice, eggs, bacon, sausage, beans and bread is less than \$6, and you get to enjoy it in a garden setting reminiscent of Mallorca. And on Saturday mornings, you get terrific live music, too. Many other places offer breakfast specials for under \$3. Other favorites are the fabulous **Como No?**, and **Casa de Pinter** in Punta Mita. The list of wonderful places to eat inexpensively goes on and on. Just ask any cruiser.

Jeff Heald and Abdon Legrand, who owned a home decor and gift shop in Sacramento for 20 years, now run the very popular Como No?



BALTIC YACHTS

On too tight a budget to splurge so extravagantly on dining out? Or want to make sure you get plenty of veggies in your diet? We recently swung by a local *bodega* — they're on every other corner — and picked up two tomatoes, a big avocado, two zucchini, and two cucumbers for less than \$1.70. As we recall, that's just a tad less than it all would have cost at a Whole Foods in the States. If we'd picked up half a cabbage for less than 50 cents, we could have made a big salad or, after adding lentils, a killer soup. Booze and food in fancy tourist restaurants naturally shatter a cruiser's budget, but the less expensive places usually seem to be more fun and often have better tasting food. Thirsty? Corona and other beers sell for less than \$1 a bottle when bought by the case and even in some restaurants.

Thirty-one boats from 12 countries — including eight from the United States — departed St. Lucia on January 8 on the 15-month, 26,000-mile **World ARC Circumnavigation**, hosted by World Cruising Ltd. Eight other boats, five of them in Panama, are expected to join the fleet for at least part of the adventure. Ted Bainbridge and Bernard O'Hanlon's Australia-based Beneteau Oceanis 393 **Glamorous Galah** is the smallest boat in the fleet, while **Sapphire II**, John O'Connor's U.S.-based Discovery 67, is the largest. The fleet includes five catamarans, three of which started in St. Lucia, the smallest being Steve Spracher's U.S.-based Lagoon 380 **Southern Cross**; the largest is Phil May's France-based Catana 52 **Fantasia**. The event is a combination of organized stages and 'free cruising'. Entry fee for the entire event, which includes Canal fees and Galapagos permits, runs from \$18 to \$19.5k. If anyone would like to join the event in progress, they can do so in Australia for between \$10.5 and \$11.25k. In recognition of the ongoing troubles in the Arabian Sea, the fleet will

go around South Africa's Cape of Good Hope and up the South Atlantic to Rio for Carnival and to the St. Lucia finish rather than via the Red Sea, the Med and the North Atlantic.

Government mischief all over the cruising world? You bet. Let's start in **French Polynesia**, where authorities are beginning to make spot checks to make sure all arriving cruisers have



— **health insurance**?! *Mai oui!* Apparently it's an old legal requirement they've dusted off to promote tourism — just kidding — and are starting to enforce. Admittedly, it's understandable that a lightly-populated tourist area doesn't necessarily want to pick up big medical bills for visitors. If you can't prove you have health insurance, you're subject to being forced to leave or denied entry to French Polynesia. But we haven't heard of anyone who has gotten the boot so far. *A santé!*

Although we're not endorsing it, one of the better health insurance options might be to get coverage from **Divers Alert Network (DAN)**, a highly-regarded non-profit organization established long ago to provide limited-duration health and medevac insurance for divers traveling to the far reaches of the globe. Rates are said to be reasonable.

And down in San Diego, there's been a big hubbub about **Mexico** supposedly now requiring visitors by sea, and even

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VISIT ITALY NOW

Sure, the east coast of Italy has its spectacular spots. But as they say, 'there are lots of fish in the sea', particularly when it's the Med Sea.

those coming within 24 miles of shore, to obtain **visas in advance**. There's a lot of confusion about the new law, and it's beginning to look as though it's only intended for folks on the commercial fishing boats. As Bob Hoyt of Mag Bay Outfitters told *Latitude*, the visa fees are not unreasonable, as U.S. fishermen cross into Mexican waters to take lots of fish. Only time will tell how this all plays out for cruisers.

Then there's **Italy**. Having pissed away their treasury and gone into unsustainable deep debt — sort of like the Golden State — the Italian government has come up with an 'austerity measure' that is more accurately a big **new tax on Italian and foreign yachts**. A tax we suspect is going to drive the beautiful but beleaguered country even further into the fiscal hole. According to the British Cruising Association, starting on

May 1 — just before the beginning of the high season — all yachts in Italy will be subject to a new daily tax. It comes to \$312/month for 37- to 42-footers, \$390 a month for 43 to 53-footers, and over \$1,260 a month for 58-footers. It's unclear if Italian legislators realize that boats, particularly foreign boats, can simply throw off their docklines and leave Italy and Italian taxes in their wake. After all, as wonderful — and expensive — as places such as Portofino, Capri and Sardinia are, it's only a short distance to the wonderful cruising attractions in France, Spain, Croatia, Greece, Malta and Tunisia, where either there aren't any such taxes/fees, and/or they aren't anywhere near as high as Italy's. And, we might add, where there aren't any chickenshit captains fleeing cruise ships after holing them on reefs.

Who would get hurt, for example, if **Profligate** was in Italy on May 1? Not us, because we'd take our catamaran and the

\$1,260 a month we would have had to pay in tax to a less punitive country. No, the ones who are going to get hurt are the Italians who are no longer going to have jobs in the boatyards, chandleries, waterfront bars and restaurants, and travel industries. Which means the Italian treasury takes a hit, too.

In years past, **Dockwise Yacht Transport** has been a popular — albeit



LEONARDO

Less boats means less euros for Italy.

pricey — way for cruisers to get their boats from Mexico to British Columbia in the late spring. Dockwise is no longer offering that service. Be advised that in any event, yacht shipping schedules are not something that can be guaranteed.

We had hoped to put our Olson 30 **La Gamelle** aboard a **Yacht Path** ship from Port Everglades to the U.S. Virgins in mid-January. Alas, it turns out that Yacht Path won't have a ship to the Virgins until at least March, which screws up our plans and is going to cost us some bucks. Had we known, we could have just as easily gotten *La Gamelle* on their December ship. We nonetheless appreciate the problems shipping companies have with loads and schedules, and just want potential customers to be forewarned.

Like all great adventures, the *La Gamelle* one is having all kinds of unexpected twists. It's now very likely that the boat will be shipped to Martinique on Dockwise, after which we'll single-hand her to St. Barth via Dominica, the Saints, Guadeloupe and Antigua. That's 220 miles of close- to beam-reaching in the Caribbean trades, which might be a whole lot better than 120 miles of beating into the trades from St. Thomas to St. Barth. It could be fun.

'La Gamelle', in the slings and in limbo in Port Everglades, Florida. Her ship didn't come in, so her next stop may be . . . Martinique?



LEANDREO NAPOLEANO

CHANGES

By the way, a special *Latitude* thanks to Seattle-based Gerald Dudley of **Dudley Yacht Transport**, who really came through for us in a pinch after another trucking company failed to honor their commitments and at the last minute tried to jack the price by 33%. Two days later they were calling back begging for the business. Gerald, by the way, told us he's getting his 70-ft sled, the old TransPac-winning **Drumbeat**, ready for a South Pacific cruise. He'll have some karma going with him.

A group of North American cruisers enjoying New Year's fireworks over London's Big Ben? It sounds crazy, but it's true.

"*Latitude* has fueled our cruising dreams from way back when we lived in Des Moines, and the publisher's commentary on all things has guided us well over the years," report Ed and Sue Kelly of the Catalac 36 cat **Angel Louise**. "As planned, we're berthed for the winter at St. Katherine Dock, which is next to historic Tower Bridge in London. We actually have a contingent of 10 North American cruising boats in the marina.



ANGEL LOUISE

An unusual cruising view: Big Ben at precisely midnight Greenwich Mean Time, as the new year moved into the western latitudes.

We're loving our great 'after retirement retirement' cruising life."

"I had a wonderful solo sail from Majuro in the Marshall Islands to Fiji's Savusavu, with brief stops at Kiribati and

Tuvalu," reports Jim Coggin of the Richmond-based Schumacher 40 **Auspice**. "Three key factors made it a highly enjoyable experience for me. First, having a well-found, high-performance boat. Even utilizing a conservative sail plan — i.e. "reef early and reef often" — she rarely sailed at less than six knots no matter the point of sail. As measured by noon-to-noon positions, with the wind forward of the beam the entire trip, *Auspice* averaged just over seven knots. The second factor is being well rested. I'm not the kind of guy who enjoys a passage trying to get by on 20-minute snippets of sleep, and don't think I'd make good decisions if I were sleep deprived if the shit hit the fan. So I rely heavily on AIS, radar, the radar detector, the radar reflector, and VHF to be additional eyes and ears. I try to sleep solidly during the day so I can be alert most of the night. My biggest worry isn't big ships, but rather the smaller vessels with nobody standing watch. There's nothing that can be done about semi-submerged containers. I just have to trust my luck. But I carry an EPIRB,

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life raft and satphone just in case.

"The last key," Coggin continues, "is having the patience to wait for the best weather window. Being on a schedule, real or imagined, has induced many a mariner to leave port too soon and then have to pay the price. Knock on wood, my wife Kim and I have been lucky in all our passages in the South Pacific. We recently did the feared 1,100-mile Fiji to New Zealand passage. We enjoyed 15 knots on the beam for the first five days, but then the breeze built to a bit of a gale for the last 36 hours. Not bad. While I enjoy good company aboard, I also find it delightful to have the boat all to myself for a time. After all, it means I don't have to defend my sail trim, I can cook whatever I want whenever I want, and can pee over the side and fart when I damn well please. While I hope that my wife Kim and I can share many more offshore miles, I will always look forward to chances to sail solo in the tropics."

ShantiAna Bartlett of the San Francisco-based Columbia 38 **ShantiAna**, is the latest to tell us about the new marina

in Topolobampo, which is 200 miles north of Mazatlan. "It's a small marina affiliated with Marina Palmira in La Paz. There was only one other sailboat in the marina when we were there, and maybe 10 small fishing boats. The staff is wonderful and the security great. We checked in with the port captain eight days after arriving — oops! — by calling him on the phone. He came down, looked at our crew list, and that was it. No fees, no copies, no *nada*. There is fuel close to the marina, but no pump-out station. They told us to just pump our waste into the marina. What?"

"Bill and I came to Topolobampo to do the train trip to **Copper Canyon**, which is seven times bigger than our Grand Canyon," continues Bartlett. "Mexico's only passenger train actu-



The 70,000-square-mile Copper Canyon National Park makes the Grand Canyon seem like a relative pothole. But it's a 14-hour train ride.

ally starts in Los Mochis and ends 14 hours and countless mountains later in Chihuahua. Thanks to the 126 bridges, 87 tunnels, and a 360-degree loop of an entire mountain, it only took 100 years to complete. As you can imagine, the scenery is spectacular! We continued on to the town of **Creel**, which is at 7,800 feet. Every home, store, hotel room and restaurant has a fire burning to keep

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CHANGES

people warm. Our room was nice and clean, had lots of hot water for showers, and cost just \$18. A great vacation from the boat."

After Jenny Halidman and Randy Ramirez aboard the Stockton-based Mariah 31 **Mystic** reported using just 12 gallons of fuel during their nine-month crossing of the Pacific to New Zealand, we asked ocean advocate Liz Clark of the Santa Barbara-based Cal 40 **Swell** about her use of fossil fuels.

"The Tuamotus are perfect for wind and solar power," she responded, "as no mountains block the trades or attract cloud cover. So in the last six months, I only had to use one gallon of gas to run my little Honda generator to supplement my electrical supply for daily needs such as lights, the reefer, the computer and music. During that same period I used less than eight gallons of diesel for *Swell's* main engine. As I'm not in a hurry, I can always wait for a favorable wind direction before I set sail for a new destination. I used the most fuel — 12 gallons of gas — for my dinghy outboard. While I row my dinghy most of the time, sometimes a girl just has to get to the



COURTESY SWELL

Some people preach the simple life from private jets and limos. Others, like Liz, don't pretend to be perfect, but try their best to walk the talk.

waves quickly! But I say 'green hats' off to Jenny and Randy for their truly green cruising."

"We and friends Mark McClellan and Anne MacDonald of the McCall,

Idaho-based Deerfoot 50 **Blue Rodeo** just returned from a great evening at the **Oasis Hotel** here in Santiago Bay," report Roger and Diana Frizzelle of the Alameda/Mexico-based Catalina 470 **Di's Dream**. As always, the service was fabulous. The real reason we're writing is to let everyone know that Diego, the Oasis manager, is now providing dinghy service to and from the hotel for only 20 pesos — about \$1.50 — to sailors who hail him on Channel 23. This is great news for cruisers who want to go to shore at Santiago, but don't want to go to the trouble of launching their dinghy. Contact Diego on 23 for all the specials they have during the week. P.S. It's mid-January and the water temperature is a lovely 80 degrees.

"The coldest winter I ever spent was a summer in San Francisco," is Mark Twain's famous quip about the City by the Bay. The **Vallarta Coast variation** is, "The worst winter day on Banderas Bay is better than the best summer day on the coast of even Southern California." The latter is only true, of course, if you like highs in the 80s, lows in the 60s,

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uncrowded surfing in the morning without a wetsuit, tropical flat water pleasure sailing in the afternoon, spectacular sunsets at dusk, delicious \$6 dinners, and maybe a little nookie before you crash. No wonder so many cruising couples proudly say, "We're Mexicans now!"

When we write things like the above, some people think we're trying to slam California. We're not. California does have some great things to offer. Nor are we trying to oversell Mexico, which does have its share of problems. We're just trying to cite some of the reasons so many cruisers love Mexico.

By the way, the Nayarit Riviera towns of **San Pancho, Higuera Blanca, La Cruz, and Sayulita** — the latter two big favorites with cruisers — have all been designated 'magical places' by the federal government and are therefore now getting major infrastructure makeovers. That means new plazas, new central district streets free of parked cars, utility wires underground, and general beautification. The only puzzling thing is why they're doing it at the height of the tourist season.

As for the 'bad' of **Mexico**, 67-year-old Rob-in Wood of Vancouver was shot and killed during a robbery at fellow Canadian Arvid Chalmer's house in Melaque on January 3. According to Chalmers, Wood was shot when he began battling for a suitcase the robbers had taken. Jorge Luis Murillo Torres and Ernesto Manuel Esparza Leon, two 18-year-olds with a history of violent crimes, have been arrested. Wood was not a sailor, but we mention this crime because Melaque, a very popular winter destination for Canadians, shares the same bay with the cruising center of Bahia Navidad.

Even closer to most cruisers was a late-evening incident in early January when a non-sailing Canadian friend of ours and his wife — they asked not to be identified — left Philo's Music Studio and Bar in La Cruz, went around the



Another bad thing that can happen in Mexico: boats go on the beach. Fortunately for 'Sparviero', she wasn't badly damaged.

corner, and got into their super-duper new double-cab pick-up. As the man was getting into the driver's seat, he was assaulted by four Mexicans, one of whom struck him in the head with a gun. The man's wife ran back to Philo's and got the 20 patrons still there to help. By the time they reached the scene of the crime, her husband had managed to fight the assailants off, but was bleeding from the head, and the thieves were high-tailing it down the road in the couples' truck.



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Sailing Elsewhere by Matt Johnston

Matt's book was an enjoyable read. I had 'cruised' in the Sea of Cortez 12 years ago on a sailboat and relived my experiences through his eyes. He and Judy, of course, went far beyond Mexico and I eagerly read on. What a wonderful, challenging life they experienced on s/v *Elsewhere*. Highly recommend reading *Sailing Elsewhere*.
 — from an Amazon review



This is not a 'disaster at sea' story, nor a survival tale. It is the record of nine-and-a-half wonderful years spent cruising in the Pacific. We started in San Francisco with family aboard, but after Cabo San Lucas it was just my wife Judy and I. We picked our way along the Pacific Coast, through the 'Forgotten Middle' of Central America, and all the way to Ecuador and then across to the Galapagos, the Marquesas, and on through French Polynesia, the Cook Islands, both Samoas, Tonga, and finally north to the Marshall Islands. We were not on the tourist route. There are no hotels in Penrhyn or Niuatoputapu for instance. My hope is that you will enjoy this book whether you are an 'Armchair Sailor', someone who might just sail away eventually, or someone who wants to hear about strange out-of-the-way places.
 — from Matt Johnston, the author

Available at:
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CHANGES

Philo told *Latitude* that it was the first time in the 11 years he's been in La Cruz that something like that had happened. He notes that fancy new trucks, which are worth as much as \$65,000, are extremely popular targets for thieves in Mexico. Particularly trucks with out-of-country license plates.

In less violent but nonetheless still unpleasant news, **two dinghies were stolen** from cruising boats anchored in Matanchen Bay just south of San Blas. One of them was from Rob and Kai Sanderson's Ingrid 38 **Vellavella**. "The dinghy and outboard were cabled and locked to the boat," reports Rob. "The thieves cut the lock sometime during the night while we were aboard. It was one of the few nights we hadn't shipped the engine. It's a huge bummer because dinghies are hard to come by and very expensive in Mexico. For the record, it was a '91 Achilles 8-ft RIB with oars and a '92 8-hp, 2-cycle Johnson. Despite our loss, we want all cruisers to know that we found San Blas to be a wonderful place with great people. We highly recommend a stop — just ship your outboard!"

The San Blas estuary and nearby

Matanchen Bay seem to have become a hotbed of thefts from cruising boats in the last eight months. For what it's worth, Norm Goldie has told cruisers that five outboards were stolen from cruisers last year.

From Cuba, with love. "It pleases me to invite *Latitude 38* readers to join us at the **Hemingway International YC of Cuba** in celebrating our 20th anniversary," writes our old friend Commodore Jose Esrich. "The many activities — sailing in Optimists, Lasers, Hobie Cats, as well as fun races for cruising boats, kayaks and canoes — will start in April and run through May. Among the many activities will be a sail on April 27 from Marina Hemingway to Havana's Morro Castle, a commemoration of the Tampa to Havana Race that took place in 1930." Yes, you can take your boat to Cuba, because politically the Obama Administration can't do anything about it.

"The fish management plan for **Es-piritu Santo**, the beautiful island just

outside of La Paz, is being changed to allow the full use of gill nets up to the shoreline," report the dismayed Chuck Houlihan and Linda Edeiken of the Puerto Vallarta-based Allied 39 **Jacaranda**. "This change will kill all the reef fish and also affect the sea lion population. Unlike most other places in Mexico where there is a law but no enforcement, La Paz Bay is patrolled and illegal-fishing laws are enforced. But the new plan could scuttle those efforts. We urge all readers to take just a few minutes to go to <http://islaespiritusanto.org>, make a few clicks, and express their feelings. It doesn't matter that the original deadline has passed."

In good news, Robert Gelser, 'the Mayor of Tenacatita Bay', and his wife Virginia, of the Alameda-based Freeport 41 **Harmony**, report all is well at Tenacatita, which has a great amount of sea life. And, Myron and Marina Eisenzimer of the San Geronimo-based Swan 44 **Mykonos** report the Mayor of Chemala says the little village survived hurricane **Jova** with very little damage.

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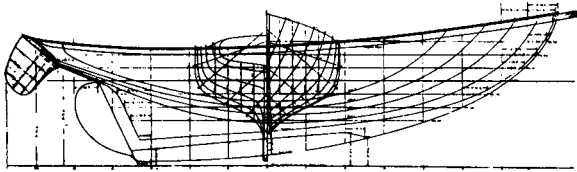
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DINGHIES, LIFERAFTS AND ROWBOATS

9-FT LIVINGSTON8, MODEL 9, 2006. Emeryville, CA. \$550. Certified for 4 passengers and up to 8hp. Lightly used and in excellent condition. Very stable/easy boarding. Includes oars, locks, and SS snap davits. jhbuetto@surewest.net.

24 FEET & UNDER

23-FT RANGER, 1973. Marina Bay. \$2,800. Hood mainsail, Mercury outboard, marine head, lifelines and much more are relatively new. Halyards led to cockpit. A Gary Mull-designed masterful Bay cruiser. ruthmoxley@gmail.com or (530) 622-7671.



J/24, 1981. Brickyard Cove. \$8,000. In very good condition. One set of sails. Recently replaced most deck fittings and mainsheet traveler. New running rigging and halyards. Includes single-axle trailer, new 5hp Mercury outboard. Check out the website for additional photos. www.flickr.com/photos/70367995@N07/sets/72157628114491273/show. Contact mbranco55@yahoo.com or (925) 487-0588.

24-FT FLICKA, 1983. Alameda Marina. \$30,000. Yanmar 1GM, bronze ports, brown hull, barrier coat, teak ceilings, Hogan main & 80%, storm jib, trysail, drifter, cruising spinnaker, 120%, 140%, small dodger, Bruce 22#, all lighting LED, 2 AGM batteries, winter and summer boom tents. Contact (510) 703-7050 or flickasf@aol.com.

J/24, 1980. Treasure Island. \$1,500. Ex-St. Francis racer. Full set of sails: 3 jibs/genoa, 1 reefable main, spinnakers and several racing sails. Engine, PFDs, running lights. Good bones but needs TLC. Check pics. http://ow.ly/8ubX6. Contact french3368-j24@yahoo.com or (415) 287-3250.

19-FT WEST WIGHT POTTER, 2000. \$11,500/obo. Lightly used, too many extras to list. Includes new 2.6hp OB. Call for more info. (707) 763-3444.

25 TO 28 FEET



26-FT MACGREGOR, 1988. Richardson Bay Marina. \$4,000. Shallow 18" draft. Very clean - in and out. 5hp 4-stroke long shaft Honda OB. Marine battery, compass, depth alarm, sails and rigging in good shape. Dagger board keel with water ballast tank. More photos at http://riccosworld.com/1988mcgregor26.htm. Call Richard (415) 378-7380.

28-FT PEARSON TRITON, 1962. San Carlos, Sonora, Mexico. \$8,500. Modified for offshore cruising. Masthead rig with bowsprit, heavy duty mast support, hard dodger, cockpit enclosure, Westerbeke 10hp diesel, autopilot, radar, roller furling, solar panels. Ready to go! http://sancarlosyachtsales.com/sail-boats-for-sale?item=2407969. Contact (503) 342-2065 or svcoconutexpress@hotmail.com.



28-FT ALERION EXPRESS, 2007. Sausalito. \$89,000. *Lizbeth*. Hull #359. One of a kind, fully loaded. Seeing is believing. Bristol, fully maintained and varnished yacht. Contact Michael. www.lizbeth359.com. (415) 608-6919 or mland2@ix.netcom.com.



27-FT HILLYARD, 1938. Ventura. \$9,000/obo. Great opportunity to own classic English sailboat! This well maintained stout sloop is a great island boat and true example of fine material and craftsmanship. Sell or trade for nice RV. More at http://yachtsoffered.com/yachtsoffered.cfm?yachts_listingid=1291767&returntype=3. Contact ketchwind@hotmail.com or (818) 235-6291.

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28-FT S2 CRUISER-RACER, 1980. SWYC, San Diego. \$19,000/obo. Great example of S2 quality. Beautiful dark blue hull, nice interior with teak and holly sole. Over \$20k in retrofit/upgrades over last several years include rebuilt Yanmar and following new items: sails, standing rigging, Harken rollerfurling, autopilot, masthead wind instrument, fresh/salt-water head system, depth gauge, DSC VHS, stereo and more. Ready to give new owner many years of service. Moving up to larger boat. Contact (858) 245-9004 or ken@oces.com.



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.



25-FT SANTANA 525, 1979. Folsom Lake Marina, CA. \$10,500. Santana 525 in exceptional condition. Recent topcoat refinish, keel fairing, and epoxy bottom by dealer Morrison Marine. Includes all safety gear, large sail inventory with a beautiful main, anchor, 2hp outboard, recent running rigging, replaced main bulkheads and keel flooring. Contact (916) 343-1811 or rich.askew@yahoo.com. 8404 Sundrop Way, Antelope, CA 95843.



25-FT PACIFIC SEACRAFT, 1976. Red Bluff. \$35,000 w/trailer. A beautiful loaded Pacific Seacraft 25 and like-new EZ Loader trailer for sale. Boat is cruise equipped. No expense spared on this beauty. Must see! (530) 354-4885 or (001-507) 6111-6450 or vjohannesr@gmail.com.



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27-FT SANTA CRUZ, 1982. Corpus Christi, TX. \$9,900. Well equipped, ready to race. 2005 Trailrite trailer in excellent shape. Good sail inventory. High tech halyards and sheets. New stereo with XM and wired cockpit remote. VHF and instruments. Bottom stripped, barrier coated with 2000e, and painted with Trinidad SR in 2010. Sides epoxy primed with polyurethane top coat 2010. Call or email for more information. Richard. (361) 460-0120 or rwm4b@yahoo.com.

26-FT CATALINA/CAPRI, 1997. Tahoe. \$14,950. Fresh water boat. Diesel, wheel steering, bimini, depth, speed, autopilot (not installed), VHF, shore cable, teak cockpit table. Covers for main/pedestal/companionway. Compass, Genoa, tandem axle trailer. Boat is in great condition but needs mast, rigging, mainsail. Email tahoe.sorge@gmail.com.

29 TO 31 FEET



30-FT BABA, 1980. Berkeley. \$45,000/owner finance. Beautiful, bluewater cruiser. Diesel 70 hours. \$15k 2010 haulout: mast, re-rigged, barrier, furler jib, batteries. Teak decks, windlass, autopilot, diesel heater, bristol 6'6" interior. Recent upgrades. http://yachtsoffered.com/yachtsoffered.cfm?yachts_listingid=1291697&returntype=3. (510) 258-4053 or jchristianlloyd@yahoo.com.



30-FT CATALINA, 1984. Oakland Yacht Club Marina, Alameda, CA. \$31,000. Immaculate. Fully restored, all rigging, sails, self furling jib, re-built transmission, traveler, custom built dodger, electrical, instrument panel, etc. Sails like a dream. Must see. (925) 803-4488 or (925) 895-6629 or danmariaindublin@yahoo.com.

31-FT HUNTER, 1987. Alameda. \$18,500. Roller furling, Yanmar diesel. Interior like new, diesel like new, Force 10 stove and oven and cabin heater, hard dodger, DS, KM, new bottom paint 2011. (510) 927-7322.



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 mbritt@eyedocs.com.

29-FT J/BOAT, 1984. Redwood City Marina. \$15,000. *Smokin J*, SF Bay class champ. Main, new jib, genoa, 2 spinnakers, 4-stroke OB 6hp, all safety equipment, VHF radio. Call Rich (650) 363-1390 or rich@spinnakersailing.com. 451 Seaport Ct, Redwood City, CA 94063.

30-FT CATALINA, 1995. Alameda. \$49,900. Like new. Walk-through transom, full canvas including new bimini, sail and pedestal covers. Low engine hours, self-tending jib, 135 Genoa, Dutchman. Autohelm, depth, windspeed. Anchors, props. TV, DVD, microwave, hot water. Professionally maintained. Pics available. (510) 220-1952.

30-FT CATALINA, 1984. Berkeley. \$18,000. Great day sailer or liveaboard. Clean interior and exterior. Universal diesel, tabernacle mast, standard rig and keel. Currently in Berkeley Marina, from Santa Cruz Harbor, with 1 year Santa Cruz slip sublease available. (415) 828-1354 or arthur.coulston@gmail.com.

32 TO 35 FEET

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32-FT WESTSAIL, 1972. Richmond, CA. \$26,000. 32-ft Westsail factory finished, original Crealock layout. Pre-blisther era resin, heavy construction. Volvo 25hp MD11D installed early 80s, considerable recent maintenance investments. Some things are needed. Realistically priced at \$26,000/obo. Please, serious inquiries only. Contact (510) 222-7882 or richard.robert@sbcglobal.net.



35-FT YOUNG SUN CUTTER, 1981. San Carlos, Mexico. Best offer for this proven bluewater cruiser, ready to sail the world, fully cruise equipped. Designed by Robert Perry, same layout as Tayana 37. Was \$62,800. More information: <http://youngsun.squarespace.com/specs>. Contact mohrmonte@gmail.com or (970) 259-5102.

ISLANDER 32 MK II, 1977. Marina Village. \$11,500. New main and jib, new batteries. Recent major service on Atomic Four including new alternator. VHF, D/S. 6'4" headroom, a very well maintained stock Islander. Will consider reasonable offers. Call during business hours. (925) 284-4433 or (925) 285-1737 or davesneary@aol.com.



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33-FT CS, 1981. Richmond Yacht Club. \$29,900. Awesome CS 33. 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. Contact (530) 448-6167 or truckesailor@hotmail.com.

32-FT ERICSON, 1969. Owl Harbor. \$10,000. Well built and well maintained vintage boat. Suitable for cruiser or liveaboard. New bottom paint and zincs last year. Atomic 4, autopilot, GPS, holding tank, VHF, stereo, microwave, barbecue and stove on propane system, four sails. Contact phillips.fred5@gmail.com or (209) 572-2934.

32-FT WESTSAIL. Pillar Point Harbor, Half Moon Bay. \$40,000. Hull #417. Teak/mahogany interior: center table/fwd locker layout. 3 headsails, 1 stay sail, 1 drifter. Perkins 4-108. Needs new mainsail and boom. Contact (650) 303-3901 or pgclausen@gmail.com.



34-FT ISLANDER, 1974. Santa Cruz, CA. \$25,000. Ready for cruising and liveaboard! She's in great shape with very recent haulout. 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.

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

33-FT RANGER. Alameda. \$15,500. Universal diesel, Spectra H2O maker, large sail inventory, mostly Pineapple, 406 EPIRB, 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 (510) 507-0200.

34-FT CATALINA, 1989. Richmond. \$34,000. Very good condition, recent engine work, and painted bottom, teak restoration, nice galley, excellent coastal cruiser or liveaboard. Bargain at \$34,000. Contact mcchill@surewest.net or (916) 791-0833.



34-FT MASON, 1989. Fort Lauderdale, FL. \$125,000/obo. Beautiful Tashing-built sloop. Imported by PAE in CA. 35' LOA. Totally equipped. Roomier than most 36s. Ready to sail around the world. Free slip available. www.sugartime.net. Contact (954) 815-6364 or moon@sugartime.net.

33-FT TARTAN 10, 1978. Alameda. \$4,500. Needs TLC. Yanmar engine-works, main, jib, spinnaker, anchor included in sale. Needs fiberglass work in mast support area. Email for photos. Contact Jayne at jayneklugs@aol.com or Glen at (510) 339-9451.

33-FT SPAULDING, 1962. Sausalito. \$10,000 FIRM. One of a kind, *Pegasus*, is exceptionally seaworthy and easy to sail. **SOLD**

33-FT RANGER, 1977. Ventura. \$22,500. Excellent condition. Refit to cruise Channel Islands, ready for Mexico. Universal diesel, new windlass, large sail inventory, inflatable, 6hp outboard, very clean, lightly used. www.flickr.com/photos/ventura-boatdoctor/sets/72157628129538512/?share=mail. Contact (415) 602-7302 or chris@onereef.org.



33-FT HOBIE, 1979. Marina del Rey. \$22,000. Turbo Hobie 33 with retractable keel, many new sails, carbon boom, open transom, kelp window, outboard, LED tri-light, boat battery, autopilot, etc. Email for photos bhuffman33@gmail.com.

36 TO 39 FEET

36-FT ISLANDER I-36, 1974. Berkeley, CA. \$27,500. Survey Jan. 2011. Bottom paint, zincs, cutlass bearing - May 2011. New full cockpit enclosure and bronze tint windows, UV protection added to 2 headsails, 2 Harken #46 2-speed self-tailing winches. Farymann R30 diesel engine, radar, GPS. Contact (503) 481-9769 or cahhiway@aol.com.

37-FT RAFIKI, 1978. Long Beach. \$59,995. Cutter, furling, excellent shape, moving up, no teak decks, hull and topsides LP. Updated electronics, radar, depth, GPS, Auto, knot, wind, autopilot. New lower cushions, has reefer and freezer. Water heater and pressurized water system, fresh varnish always maintained. (310) 251-8860.

36-FT ISLANDER, 1978. Stockton. \$23,000. Documented, roller furling, 2 jibs, full batten main, 2-speed winches, dodger/bimini, reliable Perkins 4-108, 2 new batteries and charger, recent bottom paint, propane stove, VHF radio, pressure H2O, dinghy, needs cosmetic work. Contact lyricschipper@hotmail.com or (209) 609-5350.

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.



37-FT COOPER LIMITED ED. pilot-house 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.

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. (510) 523-4081 or roystark@aol.com.



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, windvane, autopilot, cabin heater, HF/Ham radio, hard dodger, and much, much more. See at <http://sailsugata.com/forsale>. Email hc38@gabrito.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.

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. Kycocera 125 solar panels, air marine wind generator, Avon 10'2" RIB, Yamaha 15, full cockpit enclosure, many extras. Contact (831) 600-7232 or nettiemont@hotmail.com.



38-FT GAFF-RIGGED. Centerboard yawl, San Rafael. \$35,000. Bill Garvie found drawings in *Yachting*, Dec. 1938 of gaff-rigged 38-ft centerboard yawl, designed 1892. Faithful reproduction, precisely built, *Sarah*, launched 2006. Sound, fully found, sails by Nat Wilson, Yanmar diesel. Email florencegarvie@gmail.com.

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



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38-FT HALSEY HERRESHOFF. Cat ketch, 1983. San Rafael. \$49,000. Fast, beautiful, easily handled liveboard cruiser. Unstayed carbon-fiber masts. Diesel. Impressive wood interior. Two sleeping cabins. Two heads one w/composting toilet. Brand new sails and Awlgrip. Extremely well equipped. Canister liferaft. (707) 254-0220.

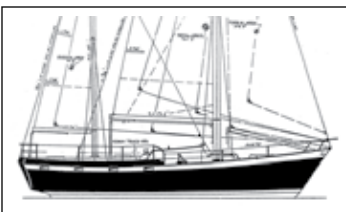


40-FT NEWPORTER KETCH, 1957. Berkeley Marina. \$57,000/obo. Isuzu inboard diesel engine, 13 sails, Dickinson heater, freshly painted, beamy cushioned salon, galley, dinette, head, ample supplies, equipment, storage. Full-cushioned cockpit, bright, warm pilothouse. Contact (415) 971-0361 or (508) 776-2440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

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



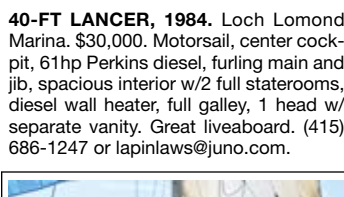
40-FT VALIANT 40-112, 1975. Long Beach, CA. \$119,500/asking. Ready for immediate cruising! Pre-blister V-40 built in Bellingham, WA. Features include fully battened mainsail, roller furling jib and staysail and navigation computer. Major upgrades to all systems - high output alternator, refrigerator, 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.



42-FT TARTAN T.O.C.K., 1976. \$89,900. S&S design to world cruise (great liveboard). 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 YachtsOffered website: <http://yachtsoffered.com>, listing #1291773. Contact (510) 834-3261 or rfhumphrey@sbcglobal.net.



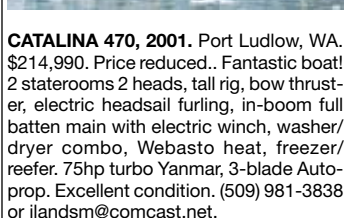
36-FT CAL, 1966. Richmond YC \$27,900. *Holiday*. Beautiful, strong, comfortable. Major refit including complete electrical rewiring. Refrigerator, propane stove, cabin heater, roller furling, autopilot, radar, Westerbeke diesel, electric windlass, 2011 bottom paint, too much to list. Detailed specs, photos: (916) 705-3200 or mikesrobinson@hotmail.com.



40-FT LANCER, 1984. Loch Lomond Marina. \$30,000. Motorsail, center cockpit, 61hp Perkins diesel, furling main and jib, spacious interior w/2 full staterooms, diesel wall heater, full galley, 1 head w/ separate vanity. Great liveboard. (415) 686-1247 or lapinlaws@juno.com.



40-FT X-402, 1986. San Diego. \$149,000. X-Yacht racer cruiser with Kevlar/Divinylcell hull and deck and rod rigging. Repowered (2010: 3YM30 + KM3V, all new propulsion system: MaxProp, shaft, P-strut, and PSS). New barrier coat, antifouling, and autopilot (2011). 13 good sails: complete racing and cruising sets. 2 double aft cabins, V-berth, wing berths, full cockpit enclosure, Webasto heating, 8-person Zodiac recertified (2012) life raft and hard dinghy. Contact us for visit or test sail at saltyenergy@gmail.com or (619) 955-0986.



CATALINA 470, 2001. Port Ludlow, WA. \$214,990. Price reduced.. Fantastic boat! 2 staterooms 2 heads, tall rig, bow thruster, electric headsail furling, in-boom full batten main with electric winch, washer/dryer combo, Webasto heat, freezer/refreezer. 75hp turbo Yanmar, 3-blade Autoprop. Excellent condition. (509) 981-3838 or jlandsm@comcast.net.



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 headroom, walk-in engine room, huge center cockpit. Ideal for cruising. See website for details: www.totalgood.com/australis. (904) 297-3229 or larissa@totalgood.com.

40 TO 50 FEET

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 woodeneye53@yahoo.com or (805) 459-1909.



46-FT SLOOP WOOD HULL. F.S.Ford design, 1961. Marina Mazatlan, Mazatlan, Mexico. \$61,000. Cold molded 3-layer red cedar over classic wooden hull. South Pacific veteran. SS rigging, aluminum mast, boom, spinnaker pole. Contact for photos: kd6pgz@aol.com or (530) 656-2157.



41-FT CT, 1976. Vallejo. \$65,000/obo. Veteran cruising yacht. Owned by the same owner since 1976. It has many cruising extras. Sails, anchors, and ground tackle. Set of world charts. 75hp Volvo diesel. (415) 726-3322 or maspragg@aol.com.

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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 ntuesday1995@hotmail.com or (206) 295-1024.



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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.



41-FT NEWPORT 41S, 1977. Cabrillo Marina, San Pedro, CA \$28,500. This is an offshore capable cruiser, Bay fun boat, or comfortable liveaboard. More new sails than you can wear out. Spinnakers, reachers, drifters. Perkins 4-108, new fridge, AIS/VHF radio, A/P, davits, etc. New Interior: cushions, headliner, propane system, etc. Contact raytostado@msn.com or (213) 250-2893 or (213) 300-3446.



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/tmsser/Morgan%20462%20Cruising%20Sailboat/?albumview=slideshow&tr>. Contact (707) 334-3670 or baryb@aol.com.



50-FT FD-12, 1981. Sea of Cortez. Un-sinkable turn-key blue water cruiser, AK/Mex/SoPac vet. Superb galley in pilot-house. Berths for 5-6 w/2 staterooms fwd and master stateroom aft, ensuite heads and great fore/aft privacy. See website for details: www.svdaydreamer.com.

40-FT ACAPULCO, 1976. Mazatlan, MX. \$59,000. Designed and set up for cruising, safe with easy motion at sea. Two dinghies, hydraulic and wheel autopilots, Monitor windvane, solar panels, Technautics refrigeration, new radar, new Yanmar 3JH5E engine. <http://TotalYachtSales.com>. (866) 380-8522 or (669) 913-4272 or jaw1962@att.net.



44-FT 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! Contact amgjohn@sbcglobal.net or (530) 318-0730.



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.



41-FT CORONADO, 1972. Loreto, BC \$41,000. Center cockpit ketch. Turn-key condition. Perkins 4107. Watermaker, radar, solar, Hypalon 310 RIB, 15hp outboard, davits. Too much to list. Sails great, shows well, and is roomy. In Puerto Escondido, BC on private mooring (included). Contact (310) 663-7776 or thesolarequity@yahoo.com.



50-FT FERRO-CEMENT SAILBOAT. 1980. SRYH. \$75,000. Converted for liveaboard 700+sq ft. 3 bedrooms, bath and 1/2. Hardwood floors throughout, except galley is tiled. 190,000 BTU tankless hot water, washer/dryer, 40,000 BTU central heat and wood burning parlor stove. More photos at <http://picasaweb.google.com/mikemacleancotten/50FootLiveaboard>. Contact (415) 601-9559 or m.cotten@yahoo.com.

51 FEET & OVER

59-FT SAMSON KETCH, 1972. Newport Beach, CA. Video available via email. Custom built 3 staterooms, two heads, seating for 8, inside steering station. Mahogany interior. 9 knot calculated speed. Never been in water. In drydock in Newport Beach, CA. (714) 963-9282.

52-FT IRWIN, 1984. Puerto Vallarta, Mexico. \$245,000. 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. (530) 342-1665 or freya52@live.com.



63-FT STAYSAIL SCHOONER, 1976. Coronado, CA. \$125,000/Asking. Classic naval architect-designed/professionally built 63-ft LOD Samson "C-Witch" ferro cement 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 captain/professional yacht builder. Must sell due to age/health. More than \$450,000 in construction costs. Please see URL link for details/pictures. www.schooner4sale.com. Email captjmich@gmail.com.

CLASSIC BOATS



40.5-FT NORDEREY, 1952. Moss Landing Harbor, dock A71. \$20,000/obo. Built in St. Monans, Scotland. All wood. Hull in excellent shape. Needs work. One owner for 35+ years. Perkins 4-108 engine. Full sail inventory plus, Aries self steering. Looking for a good steward. Contact Tim: norderey1@yahoo.com or (209) 570-9951.



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. A-tohelm. Master Mariners and Jessica Cup competitor. New full boat covers. New spinnaker. New LPU topsides. 35hp BMW diesel; runs, needs work. picasaweb.google.com/109279823363611668825/Valiant45SparkmanStephensSloop. (510) 846-4178 or jmcnish@earthlink.net.

MULTIHULLS



38-FT SPIRITED 380, 2010. Ventura. \$425,000. 1.5 years new. Custom built Jim Betts. High quality fit/finish, Volvo saildrives, sleeps 6, 2 heads, watermaker, 2 steering stations, GM Sails Australia, carbon daggerboards w/spare, carbon retractable sprit. www.bayadere.info. Contact dabney@cox.net or (805) 689-7306.



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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.



30-FT AUGNAUGHT, 1995. Moss Landing, CA. A practical, trailerable trimaran you can take home with you. Waiting for you in Monterey Bay, California. Go to www.yachtsoffered.com and under "search for a boat section" type in Listing #1291771. No reasonable offer refused. \$500 referral fee for when Zoom sells. Contact hawknest1@prodigy.net or (831) 247-7939.



33-FT SEAWIND 1000, 2002. Paradise Village, MX. \$175,000. Seawind 1000 33' catamaran in Puerto Vallarta - enjoy the rest of the season! Substantial refit this year. New Code Zero on Farcnor furler, Furling jib, main on Harken bat-cars, lazyjacks (easy to handle with 1-2 people). Asymmetrical in sock. New Garmin 740s chartplotter w/chip (NA/Mex), new Garmin HD Radar, 80% LED lighting, New Rocna anchor, No leaks, bone dry. New 130w solar panels (x2), 4 new AGM batteries (360 amp hours), new MPPT BlueSky controller. Insulated canvas enclosure. Xantrex 2000 inverter, AB aluminum RIB, Yamaha 8hp. Excellent and seaworthy cat! <http://picasaweb.google.com/100296617853657885709/Seawind1000?authkey=Gv1sRgCM6Hr dnvjZLQjwE&feat=email>. Contact (415) 683-1990 or memymo@gmail.com.

POWER & HOUSEBOATS

17-FT BOSTON WHALER MONTAUK, 1975. **SOLD**



53-FT KRISTEN STEEL TRAWLER, 2005. La Paz, Mexico. \$850,000. *Mystic* is a rugged offshore raised pilothouse trawler built to the highest specifications by Kristen Yachts in Sidney, BC. She can easily be handled by two people and features a steel hull with a luxurious cherry interior. She was cruised extensively in British Columbia for 5 years, including two circumnavigations of Vancouver Island, before making the passage from Canada to Mexico in 2010. *Mystic* has the range to make ocean crossings and is ready take her new owners anywhere in the world. 300hp John Deere, 16kW Northern Lights, get-home, stabilizers, hydraulic bow and stern thrusters. Furuno and Simrad instruments. 6-man Viking liferaft, 2 dinghies, 2 outboards. See website for full details: www.mystic53.com. Email david@fullagar.net.



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



37-FT HERSHINE, 1979. Emeryville. \$74,500. Your front-row seat to America's Cup! Cruise the Bay, dawdle on the Delta, cruise to Mexico, or liveaboard this roomy, tri-cabin classic trawler with gobs of interior upgrades and exterior canvas plus nifty electronics such as Garmin 4208 chart plotter, RM AP w/remote. Easy-on-the-wallet single 120 hp Lehman diesel. A stern thruster makes even cross-wind docking easy. Transferable slip with first month free rent. Email for full specs and photos: jhbueto@surewest.net.



49-FT CUSTOM TRAWLER YACHT. Liveaboard cruiser, 2005. La Conner, Washington. \$275,000. Urgently need to sell ASAP! Reduced from \$399,000! Spacious, beautiful, loaded with systems, impeccably maintained, comfortable, classy. www.shipshapessystems.com/MaverickForSale.html. Contact (360) 298-1793 or maverick08@earthlink.net.

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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_currant2002@yahoo.com.

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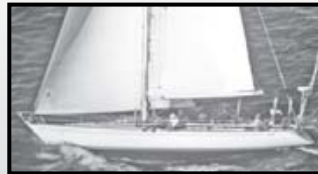
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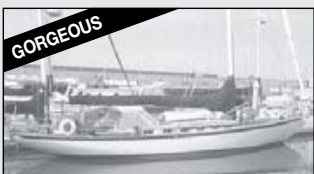


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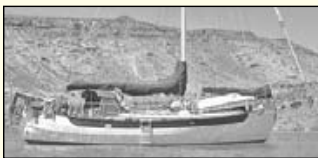
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