

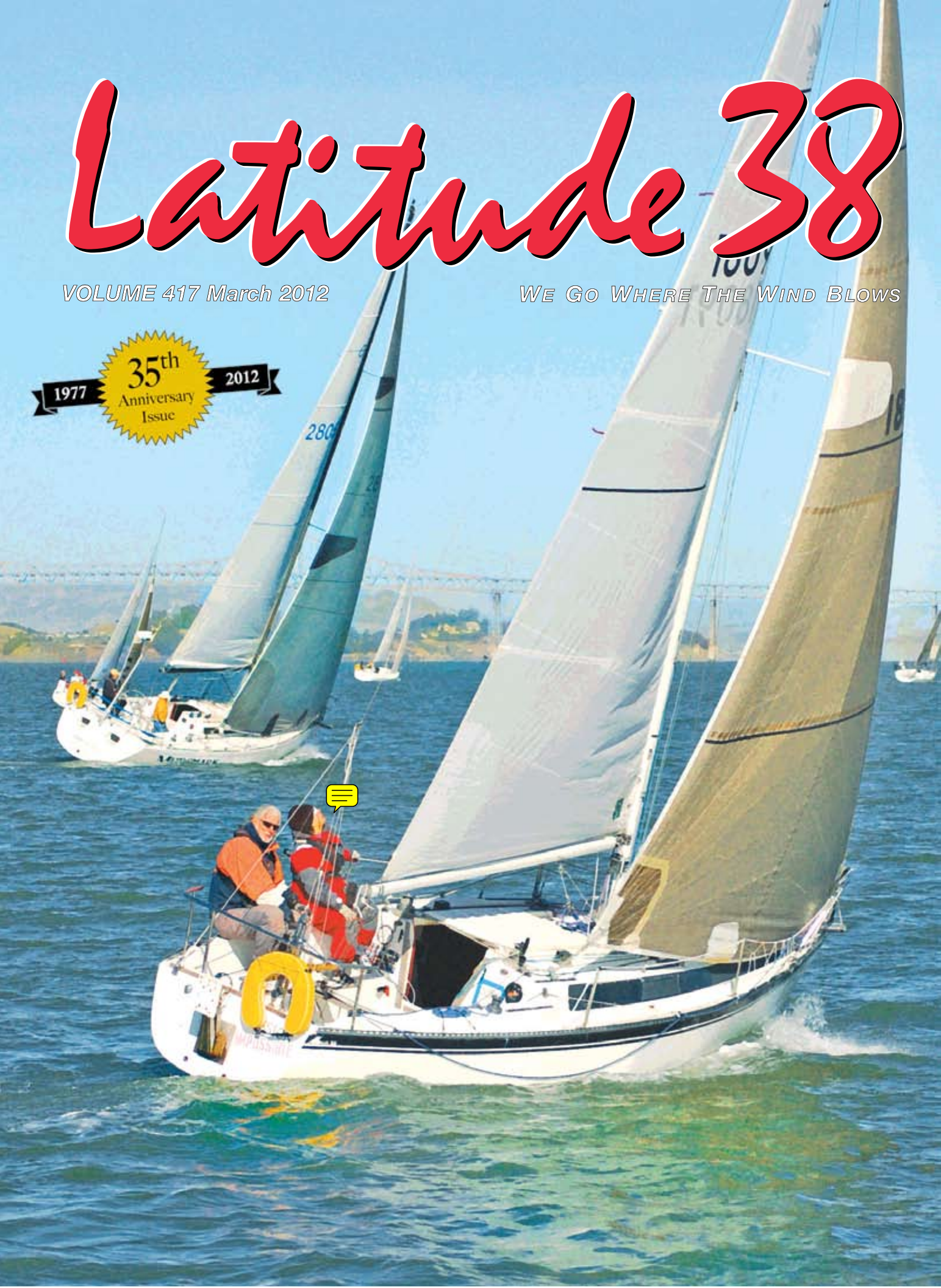
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VOLUME 417 March 2012

WE GO WHERE THE WIND BLOWS

1977 **35th** Anniversary Issue 2012



MARCH 2012

VOLUME 417

THREE BRIDGE FIASCO —

Sunny skies set the stage for a glorious Bay tour on Saturday, January 28, during the Singlehanded Sailing Society's annual Three Bridge Fiasco.

A record fleet of 312 boats gathered off the Cityfront as the curtain rose at 8:50 a.m. for the opening scene in front

est boats starting first and the fastest boats starting last — in hot pursuit of the leaders. So the order in which each boat finishes is the same as its place in the final standings.

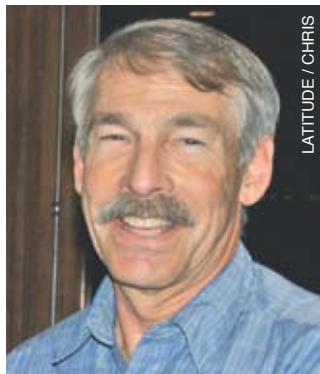


LATITUDE / ANDY

The Fiasco is the only race we know of where it's cool to cross the starting line in either direction. Remarkably, there were few problems.

of the Golden Gate YC. Cue the sound effects: three blasts from the starting gun, five minutes apart. Cue the actors: The first of many boats — all sailed either single- or doublehanded — glided across the start line in light air in whichever direction they chose, entering from both stage right and stage left.

The aptly-named Fiasco is a unique event on San Francisco Bay's racing calendar. Its racing directions are simple, yet allow for a wide variety of strategies, as you'll read in the firsthand reports that follow. After crossing the starting line either eastbound or westbound, competitors must sail



LATITUDE / CHRIS

Like most skippers, solo fleet winner Dan Benjamin chose to run the course clockwise on 'Whirlwind'.

around three marks in any direction and in any order: Blackaller Buoy, east of the Golden Gate Bridge; Red Rock, south of the Richmond-San Rafael Bridge; and Yerba Buena/Treasure Island, in the middle of the Bay Bridge. And they can cross the finish line back at GGYC from either direction up until 7 p.m.

Handicapped under PHRF, the Fiasco is set up as a pursuit race, with the slow-

early on to go to Treasure Island first, avoiding a dead upwind leg to Red Rock. We made T.I. in about 20 minutes on a nice reach. We sat a bit at the Berkeley Pier, then hooked into nice pressure from the Berkeley Hills, which propelled us to Red Rock." They had more fast reaching around Angel Island, then "parked up a half mile from Blackaller. We were pretty far ahead, but no lead is safe in catamarans! We got the puff that was bringing in *BridgeRunner*, rounded the mark, then to the finish, less than a minute ahead at the end!" They finished at 2:21.

Rocket 88 was designed by Howard Spruitt and built by Serge Pond in '87. "Serge and Jay Crum set the Delta Ditch Run record in 1998," explained Ian, "which she still holds. Brendan Busch bought her from Serge and sailed a bit, then put her away for a while. I got Brendan sailing with us on the 78-ft sled *Akela*, where owner Bill Turpin expressed interest in reviving *Rocket 88*. Bill sails with us in full-crew events. We plan on sailing in the Great Vallejo Race, Ditch Run, Silver Eagle, and the Big Daddy and Great Pumpkin pursuit races. The fast cat fleet is growing and becoming very competitive, with lots of good sailors. Good times ahead for sure!"

BridgeRunner, the second fin-

First to Finish – Again!

The 34-ft D-class catamaran *Rocket 88*, sailed by Ian Klitza and Brendan Busch, was the first boat to finish — just as they were last year. "We're really happy about winning two in a row!" said Ian. How did they pull off the repeat? "The wind was to be NNE all day, so we decided

isher, is a brand new SL33 cat built by Morelli & Melvin, and sailed by Urs Rothacher of Oakland. "I took delivery of the boat in December," said Urs, "and this was her first race." He and Matt Noble elected to do the circuit clockwise, heading north through Raccoon Strait right after the start. They rounded Red Rock and T.I., then Blackaller last. "The boat's performance is wonderful," said Urs. "She sails very easily in below 15 knots of wind — an absolute joy. Doublehanding is easy with foresails on furlers. A full crew is four to five people, and we'll need them in the summer for righting moment in more wind." They'll have chances for a rematch with *Rocket 88* this spring, as they plan to enter both the Great Vallejo Race and the Delta Ditch Run.

You may recognize Urs' name from wins in the '10 and '11 Doublehanded Farallones races in the borrowed F-9RX trimaran *Tatiana*. "The owner moved to Seattle and took her with him, so I had to get a new ride," explained Urs.

First Monohull to Finish

Multihulls nabbed the top nine positions on the scoresheet. The tenth spot was claimed by the monohull *Checkered Past*. Kim and Anna Desenberg borrowed this Wyliecat 39 from friend Chris Gibbs.



Spread: Early starters had plenty of breeze to reach Blackaller. Inset: Ian Klitza and Brendan Busch were first to finish yet again on 'Rocket 88'.

A GLORIOUS BAY TOUR

Back in the '80s, Kim worked for Tom Wylie building Hawkfarms, Wylie Wabbits and Wylie 34s. "I liked the idea of the Wyliecats," explains Kim. "Chris is gone for a while, and he asked me to take care of his boat. On Friday before the race I asked Tom and Karin Knowles, who own the Wyliecat 39 *Lilith*, how to sail the boat. They were generous with information."

The Desenbergers sailed a simple clockwise course. "I'd gone counter clockwise for a few years, and I thought it was time to change and do something different. Also, the people who started ahead of me were going clockwise, and I figured they must know something. And I wanted to go with *Lilith* — they know what they're doing. The Moore 24s had a good breeze for their start and cleared Blackaller, then the Wylie Wabbits started and lost the breeze about halfway to Blackaller. A lot of boats were drifting around at the mark. So we went out in the middle for more breeze and

more ebb."

Checked Past finished at 2:45. "It was faster this year because of the light currents, Kim notes." He ought to know, as he's been a regular in the race since winning it in his Wylie Wabbit in 1990. "It's a good formula; not as serious as most races. It's exciting now because it's become so popular."

First Singlehander to Finish

Dan Benjamin, the first singlehander to finish, recapped his race aboard his Wyliecat 30 *Whirlwind*: "By my start time, there was a lot of confusion on the line, however, the fleet clearly favored a clockwise race. So off I went toward Blackaller. The wind was getting seri-



LATITUDE / CHRIS

For many short-handed sailors, the Fiasco is an annual favorite. The bright yellow Moore 24 'Legs' (foreground) won the first Fiasco in '84 with then-singlehander Lester Robertson at the helm. Lester and Mary Robertson doublehanded this year.

ously light after whitecaps only a half-hour earlier. I rounded Blackaller before the wind shut off behind me. The reach across the mouth of the Golden Gate was quick and I began short-tacking up the Marin side into the ebb. A look back to Blackaller showed that no other boats had made it around yet. There was a huge stack up in front of the Golden Gate YC."

Dan continued up to the west side of Angel Island in the lee of the ebb. "This shot me forward and I entered Racoon Strait almost with *Uno*, the leading doublehanded Wyliecat 30. Once in the North Bay heading for Red Rock, I managed to pass a lot of boats including *Uno*." He rounded Red Rock from west to east. "With boats going both ways around the island it's difficult to assess exactly how you are doing in the race. There were a few singlehanders, but mostly doublehanded boats. Roughly off Richmond Harbor on the way down to Treasure Island is where I usually learn which way is best. Nobody was coming north — a good sign.

"The wind had been out of the north and northwest for most of the day, but as we sailed south toward T.I. it began to go light and shifty. When the new breeze — coming out of the east — got to *Whirlwind*, we were off and reaching at full speed to the east side of T.I.

"This race is known for lots of starts and stops. Stop we did. All of us! On the south side of the Bay Bridge (old and new) the Bay was like a mirror. With careful attention



LATITUDE / ANDY

THREE BRIDGE FIASCO —



ZAC TURPIN



ZAC TURPIN



ERIK SIMONSON



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Top row, left to right: An upwinder threads its way through a bevy of downwinders; Scott Easom steers 'Eight Ball' behind his back as he and crewman Matt Siddens assess the breeze near Red Rock; there's more than one way around the Rock; a shift allowed later classes to spinnaker reach toward Blackaller. **Middle:** Hiked out and having fun aboard the 'Furrari'; 'Rocket 88' plays the Central Bay shifts; a steady breeze met boats beating out of Raccoon Strait; Mike Vergalla trims the chute on 'Expeditious' while Bartz Schneider drives. **Bottom:** traffic jam at Yerba Buena; a parade of spinnakers east of Red Rock.

to my Windex and some good drifting on the new flood, I made my way around the south end of the island and up really close to the west side, locked in a battle with *Uno*. I lost. They found some breeze and took off toward the Cityfront. I crawled west and grimaced as boat after boat slid south and north of me like I had the pox. When I settled down and just sailed, I started to gain momentum and was once again in the race." Dan finished at 3:04. "All I heard was this pitiful little squeak of a horn." He assumed he hadn't

done very well, but he'd actually beaten the 36 other singlehanders.

Moore 24 Roadmasters

As in years past, the biggest one design class by far was the Moore 24. The Three Bridge Fiasco kicks off their 13-race Roadmaster Series. Thirty-two Moores started the Fiasco, and the local fleet was pleased to be joined by some seldom-seen members and out-of-towners.

Fitting into neither category, Roe

Patterson and Peter Schoen's *Mooretician* stretched out a huge lead going clockwise, circling Red Rock to port (the 'buttonhole' rounding) in first place, followed closely by *Banditos*. But Simon Winer and Bart Hackworth on *Gruntled* eventually pulled off the division win.

"Bart and I were sailing our butts off and going so slow," recalled Hackworth. "We were cursing our tired #1 and were just trying to hang with the fast guys. It didn't help that we stopped in at Sausalito for a latte while most everyone shot

A GLORIOUS BAY TOUR



right through Raccoon Strait without even a friendly wave to acknowledge our misfortune. We were left with a gloomy feeling that was only lifted by thoughts of the freezing cold Lagunitas IPA down below. We began to cheer for *Mooretician*, which had pulled out a huge effin' lead, and we were hoping for a first overall for Peter and Roe. We settled in and tried to accept our fate, and were saying that the only way we could get back into this rodeo was if the wind quit and it got really funky."

Gruntled was sailing the course clockwise, Blackaller first. "Bart is a ferry captain and is on the water everyday," explained Simon. "A significant advan-

tage for sure relative to the rest of us who drive desks for a living. All that current strategy can do for you is help you decide which way you should go — if there is wind. We planned on clockwise all along and we went for the buttonhole around Red Rock just because we were kind of on the east and the wind shifted to the east a bit more.

"Now, I have been living a pretty clean life so far — well, at least in 2012. So I thought that the gods might smile on our small boat and big problem, but it hardly seemed likely. I don't know what the rest of our fleet had been doing, but they really must have been misbehaving because we got just what we hoped for.

It got funky right on time, right before *Mooretician* could get past Yerba Buena Island. The breeze was from the east on the shore and there was a big nothing in the middle. We quietly slipped in there on the inside next to the island.

"We almost effed things up really bad right there as we suddenly had a wild hair moment and thought that perhaps we should buttonhole Treasure Island as well, as there was nice breeze on the west side of the island. Bart came to his senses at the last moment, though, and we coasted past the island on the normal side with no wind, but a trickle of friendly current all the way to the Coast Guard station. We were just kinda goofing off

ALL PHOTOS LATITUDE / ANDY EXCEPT AS NOTED

THREE BRIDGE FIASCO

looking at the new bridge when we saw the flag at the very top start to show a nice easterly. We got the kindest little puff and were off before the others.”

A Touch of Dramatic Tension

Lest we leave you with the impression that all was sweetness and light in this regatta, we must make mention of an unfortunate by-product of the race's popularity. It seems that some of the SSS's cherished "Corinthian spirit" was not embraced by every entry. The Race Committee was distressed by: multiple violations of at least three restricted zones, the failure by many of those racers to voluntarily withdraw from the race, motoring within a minute before starting, and other unsportsmanlike behavior.

"There are still some bad feelings floating around," said SSS Commodore Max Crittenden. Some long-time SSS members spoke at the trophy meeting about the problems, especially the violations of restricted areas, after which Simon Winer wrote to the Moore 24 fleet, "I was getting very grumpy after 40 minutes of being berated for sailing



Matt Noble drives 'BridgeRunner' from the hiking rail, as Urs Rothacher takes a moment to snap a memory from her first race.

someplace that I didn't!"

A Fiasco of a Finish

"In 2012, there will not be a race anywhere in the world with only single-handed or doublehanded boats that has more than 300 entries," said SSS race committee volunteer Matt Beall. "Ninety percent of them finished, making this the largest number of boats ever to complete the Three Bridge Fiasco. The boats that finished 13th through 227th crossed the finish line within the span of 70 minutes. That's an average of three boats per min-

ute — a true Fiasco fiasco, and very exciting. At the same time, there were boats going to Blackaller, boats finishing and coming back across the line, and sometimes six or seven boats on the line at the same time."

Duplicate sail numbers added to the challenge of sorting out the finishers. "Two of the top finishing catamarans had the sail number USA-1," noted Matt. "Two Corsair trimarans have the sail number 7. Some of the

Moore's changed sail numbers at the last minute and loaned each other sails with the same sail numbers." A storm of emails ensued, and race deck video was extremely valuable in figuring out the correct finish order.

And so the curtain falls on an epic Three Bridge Fiasco. But this is only the first of many single- and doublehanded events on the Singlehanded Sailing Society's annual calendar, and we hope to report on many of them — including the SSS Corinthian Race on April 7. See you there.

— *latitude/chris*

SSS THREE BRIDGE FIASCO RESULTS

SINGLEHANDED:

Multihull – 1) **Cross 40**, Steve Brodie. (2 boats)
Sportboat – 1) **Outsider**, Azzura 310, Greg Nelsen; 2) **Sunshine**, Moore 24, Stanly Martin; 3) **Mirage**, Express 27, Terry Cobb. (8 boats)
PHRF < 108 – 1) **Gavilan**, Wylie 39, Brian Lewis. (4 boats)
PHRF 111-150 – 1) **Whirlwind**, Wyliecat 30, Dan Benjamin; 2) **Moonshadow**, Wylie 31, David Morris. (6 boats)
PHRF > 153 – 1) **Summertime Dream**, Schumacher 1/4-ton, Scott Owens; 2) **Egret**, Tartan 30, Tom Boussie; 3) **Horizon**, Islander 28, Bill White. (9 boats)
NON-SPIN – 1) **Sobrante**, Catalina 320, Paul Descalso; 2) **Hatikvah**, Cal 29, Scott Cyphers; 3) **Mephisto Cat**, Pearson Commander, Antonio Rico. (8 boats)
Singlehanded Overall: **Whirlwind**.

DOUBLEHANDED:

Multihull – 1) **Rocket 88**, D-class cat, Brendan Busch / Ian Klitzka; 2) **BridgeRunner**, SL33, Urs Rothacher / Matt Noble; 3) **HMB Boys & Girls Club**, D-class cat, Alan O'Driscoll / Tony Basso; 4) **Curved Wood**, Nacra F20c, Eric Willis / Bruce Edwards. (19 boats)
Sportboat – 1) **Intruder**, Melges 32, Greg Dyer / Chris Shepherd; 2) **Layla**, Ultimate 20, Tom Burden / Ann Levine; 3) **Centomiglia**, Flying Tiger 10,

Fabio Maino / Felice Bonardi; 4) **Eight Ball**, Farr 30, Scott Easom / Matt Siddens. (33 boats)
PHRF < 108 – 1) **Checked Past**, Wyliecat 39, Kim & Anna Desenberg; 2) **Punk Dolphin**, Wylie 39, Jonathan Livingston / Andrew Hamilton; 3) **California Condor**, Antrim Class 40, Buzz Blackett / Jim Antrim; 4) **Yucca**, 8-Meter, Hank Easom / Kevin Burrell. (35 boats)
PHRF 111-150 – 1) **Uno**, Wyliecat 30, Steve Wonner / Bren Meyer; 2) **Arcadia**, Mod. Santana 27, Gordie Nash / Ruth Suzuki; 3) **Life Is Good**, Wyliecat 30, Andy Hall / Chris Penn; 4) **Stink Eye**, Laser 28, Jonathan Gutoff / Christine Weaver. (26 boats)
PHRF > 153 – 1) **Youngster**, IOD, Ron Young / Doug Wilhelm; 2) **Shark on Bluegrass**, Olson 25, Tom Nemeth / Falk Meissner; 3) **Zeehond**, Newport 30 MKII, Donn Guay / Mike Simpson; 4) **Pocket Rocket**, Mull 22, Brad Cameron / Steve Cameron. (34 boats)
NON-SPIN – 1) **Q**, Schumacher 40, Glenn Isaacson / Joss Wilson; 2) **Another Girl**, Alerion Express 38, Cinde Lou Delmas / Bill Ferguson; 3) **Iolani**, Hughes 48, Barry & Sylvia Stompe; 4) **Escapade**, Sabre 40-2, Nicholas Sands / Doug Ford. (25 boats)
Express 27 – 1) **Witchy Woman**, Tom Jenkins / Eric Kownacki; 2) **El Raton**, Ray Lotto / Steve Carroll; 3) **Dianne**, Steve Katzman / Mike Pastrone; 4) **Shenanigans**, Nick Gibbens / John Collins. (20 boats)

F-27 – 1) **Chaos**, Travis Thompson / Jason Smith. (4 boats)
J/105 – 1) **Jam Session**, Adam Spiegel / Matthew Clark; 2) **Nantucket Sleighride**, Peter Wagner / Al Sargent; 3) **Donkey Jack**, Stephen Kleha / Shannon Ryan. (11 boats)
Moore 24 – 1) **Gruntled**, Simon Winer / Bart Hackworth; 2) **Banditos**, John Kernot / Scott Sorenson; 3) **Mooretician**, Peter Schoen / Roe Patterson; 4) **Penguin**, Matt Dini / Tim McTighe. (29 boats)
Olson 29/30 – 1) **Dragonsong**, Olson 30, Sam McFadden / Don Schultz; 2) **Hoot**, Olson 30, Andy & Annette Macfie. (5 boats)
SF Bay 30 – 1) **Firebolt**, Laser 28, Mike Holden / Rob Gewecke; 2) **Ione**, J/30, Peter Jermyrn / Curt Brown. (5 boats)
Wylie Wabbit – 1) **Bad Hare Day**, Erik Menzel / Mark Briner; 2) **Just a Hare**, John Gray / Matt Van Rensselaer. (6 boats)
J/24 – 1) **Badfish**, Tim Bussiek / Helmut Kaiser; 2) **Zingara**, Steve & Jocelyn Swanson. (6 boats)
Islander 36 – 1) **Califfia**, Scott Lynch / Tommy Pastalka; 2) **Shut Up and Drive**, Val Lulevich / Zane Starke. (5 boats)
Merit 25 – 1) **Hard N Fast**, Tim Harden / Mike Streatly; 2) **Mission Impossible**, David Hamilton / Valerie Suzawa. (5 boats)
First to Finish and DH Overall: **Rocket 88**.
Complete results at www.sfbaysss.org

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AROUND THE WORLD WITH KARA —

When we were first introduced to Kara in Zihuatanejo in 2007, she was only four years old — one of the youngest long-term cruisers we'd ever met. She was also one of the cutest. Today, five years and roughly 35,000 miles later, she's still as cute as can be, but

was that Kara was young enough that we weren't really taking her away from good friends and all that." Because she was only four when they left, she'd never actually gotten into a regular school routine, and she quickly adapted to life aboard *Magnum*. "I was a little nervous at first about moving Kara onto the boat," Anne recalls. "But the first night she went aboard, that was home."

"I think this has been the best education you could give a kid," says Uwe, "and we also benefited as parents. One of the great advantages of traveling with a kid is that you meet the other 'kid boats' and you have something in common. All the kids we met were great.

"Also, you never really meet weirdos, because they're all families that are capable of living together on a boat — being together 24 hours a day. We didn't really meet any dysfunctional families."

The idea of cruising with a kid, or kids, struck Anne and Uwe long before Kara was even born. They were on their first big sailing adventure, a trip from

"In hindsight I think four was the perfect age, and nine was the perfect age to come back."

Darwin, Australia, up through Indonesia, Micronesia, the Solomon Islands and back in '97. As Anne distinctly remembers, "We saw a lot of cruisers with kids during that trip, and decided we wanted to do that ourselves someday."

Uwe immigrated to San Francisco from East Germany in 1980, and met Anne shortly after she moved to the Bay Area from Ireland in '95. Neither had grown up sailing, but Uwe had become enthralled with the sport after being mentored by avid Folkboat sailor Peter Jeal.

They flew to Australia, bought a 52-ft gaff-rigged wooden yawl, and took off — apparently with a lot more enthusiasm than



experience. "We were completely naive," admits Uwe with a laugh. "That was our 'Harvard education,'" he adds, "putting all that money into a leaky old wooden boat." When their cruising kitty ran dry, they had no other option but to sell the boat very cheaply and return home. But they never lost sight of their long-term cruising dreams.

"We came back and worked, saved up, and eventually bought *Magnum* in 2000," Anne explains. "We'd initially wanted to leave when Kara was two or three, but in hindsight I think four was the perfect age, and nine was the perfect age to come back also."

After their experiences with that old woodie, they had some well-defined requirements for their next boat: a solid boat from the late '70s or early '80s with a 3/4 keel, hard dodger, cutter rig, aft cabin, and the rudder behind the prop, so if the shaft slipped out they wouldn't lose it — a requirement later proved to be prescient. *Magnum* fit the bill, and

ALL PHOTOS MAGNUM



A couple of years into the trip, Kara ponders the beauty of a chambered nautilus. Needless to say, the underwater world amazed her.

has a wealth of experience and an air of maturity well beyond her years.

We caught up with Kara and her parents, Uwe Dobers and Anne Crowley, last month not long after they'd completed a circumnavigation aboard their Peterson 44 *Magnum* and made their San Francisco homecoming.

Some might think that a four-year-old is a bit young to take cruising, but this family's experience contradicts that notion: "It was a wonderful experience for all of us," says Anne. "One of the best things about the timing of our trip

The family sails the Bay aboard 'Magnum' in 2006. Before they headed south, they got to know her from stem to stern.



A GLOBAL EDUCATION



Spread: *Winging downwind on a dreamlike stretch of the Indian Ocean near the Maldives.*
Inset: *The family arrives homes.*

had the added advantage that she'd been thoroughly sea tested by previous owner Dusty Trembley de Vallejo, who'd made a number of long-range trips aboard her, including a singlehanded voyage to New Zealand at age 83! "If you don't go at least 1,000 miles, it's not worth raising the sails," he told them.

After studying Dusty's logbook, they found out that he'd once dismasted in the South Pacific, but they had no such calamities. In fact, according to Uwe, "On the whole trip we had really no big troubles with anything." Their mainsail did shred from top to bottom during a sudden blow in Greece, however, when the wind accelerated from zero to 50 knots in seconds. "I hid in the cockpit with a quilt over me and my toys," recalls Kara with an cherubic smile. Other than that, the most wind they saw all the way around was 35 knots from astern when going from the Society Islands to the Cooks.

It would seem that they had exceptionally good luck. But we think their attitudes also had a lot to do with their smooth sailing.

Regarding maintenance Uwe says: "Picking the right boat is important. Then you should do all the necessary upgrades before you leave. Take the boat apart, front to back, so you know her intimately."

They spent plenty of time in the company of other cruisers — especially kid boats — but they made it a rule never to sail on someone else's timetable. "We never made arrangements to meet someone on a specific date," Uwe explains, "because we watched too many people do that and get hammered. We always tried to make our situation

as comfortable as possible. Of course, you can always encounter bad weather once you get out there.

"My attitude is, don't really listen to anybody. When you feel it's right, you should do it. Don't ask someone else to make that decision for you. A lot of

"I hid in the cockpit with a quilt over me and my toys."

cruisers do that."

Anne adds, "If the weather didn't feel good to us, despite 10 people in the marina thinking it was, we wouldn't go. The passage itself had to be on our own terms."

One such decision was whether to head west across the Gulf of Aden in March 2010 to access the Red Sea and the Med. Their luck saw them through safely, despite their traveling in company with only one other boat, the Brazilian kid boat *Kleiner Bar*. Less than a year later, however, the Somali pirates changed their game substantially with the murders of the American crew of *Quest*.

"The way things have developed with the pirates I wouldn't go that way again," says Uwe. But he cautions not to condemn an entire region due to the actions of a minority of thugs and terrorists. "We're all conditioned by what we learn from the media, such as how radical

You know you've become accustomed to the exotic when an elephant passing by barely warrants a glance.



AROUND THE WORLD WITH KARA —

people are in Muslim countries. But when you travel there you find they are regular people who just want to live, have a job, have a house, and have a family. They invite you into their homes. They don't ask you to do anything that's not Christian. They are not terrorists. They just live there. Coming to that understanding was a really good experience."

Of course, due to 'the Kara factor,' we suspect the *Magnum* crew often got the VIP treatment. One example was that as they were leaving Yemen the harbormaster called on the radio specifically to say, "Goodbye Kara." Whether it was due to having Kara along or not, they "never had any negative experiences with officials anywhere."

Being an angelic little blonde child did sometimes have its drawbacks, however, such as during the family's visit to the

Andaman Islands. Due to the relatively primitive nature of the culture there, and the islands' unspoiled natural beauty, the Andamans, which lie in isolation 300 miles west of Thailand, were a favorite destination. "It was like going back in time," Uwe says. However, the people there did have cameras: "The only problem was wherever we went everybody wanted to take their picture with Kara, while completely ignoring us. There were many huge family photos taken with Kara in the middle."

Other favorite places included many South Pacific islands, Australia, Eritrea, Sudan, Malta and Turkey.

The trip obviously molded Kara into to the worldly, well-rounded child that she is today — a cruiser once told Anne and Uwe. "It's great that I can actually have a *conversation* with your daughter." But we wondered how five years of world voyaging had changed Anne and Uwe.

"I think I'm pretty much the same person that I was when I left," says Anne. "But I've definitely learned to appreciate being out of my comfort zone, and how that benefits me as a person. You feel much better about yourself when you have really achieved something."

"There's a positive and negative to everything, and I think in this case the

Clockwise from upper left: Kara chills out in the Surin Islands; there were plenty of kids in the Canaries; the splendid San Blas Islands; stern-to in Sardinia; Kumai river trip; friendly Fijians; Phuket's pinnacles; "On-belay!" in Indonesia.



A GLOBAL EDUCATION

benefits far outweigh the negative stuff. But like with a lot of things, the experience afterwards can sometimes be more positive than living the experience itself. Like, I got seasick a lot, but then you get to port and you quickly forget about that."

Uwe reflects, "Well I'm a little grayer, but not because of the trip. Completing a trip like this gives you a great sense of accomplishment. It was certainly a big thing in our lives. Although it seems like lots of people circumnavigate these days, in the grand scheme of things that number is pretty small.

"We were also pretty lucky. I think that's a big part of successful cruising. So my advice is: Be careful, respect the sea, and be lucky!"

To hear him talk about the trip, we're pretty sure Uwe believes in the power of positive thinking and 'creating' your own

"I've definitely learned to appreciate being out of my comfort zone, and how that benefits me as a person."

luck. "This is going to sound funny, but if you're about to set off on a passage with a group of boats, before you join them ask them about their experiences with weather. If you talk to someone who has lots of stories about heavy weather and big seas, don't sail with them. You

should sail with people who say they always have a good time and good conditions. I don't know what it is, but it's true. Some people just seem to attract bad luck, while others, a day away, are having fine sailing."

Remember our comment earlier about the shaft slipping out? That was a classic case of *Magnum* luck: "Overall, things always worked out," he says. "Like suddenly the shaft slipped out in the open seas. I had to drill a hole through the shaft and put a bolt through it. I found only one drill bit that was sharp enough to do it, and that happened to be the right size to fit the bolt."

When we learned that Anne often struggled with seasickness during thousands of miles of ocean travel, we knew

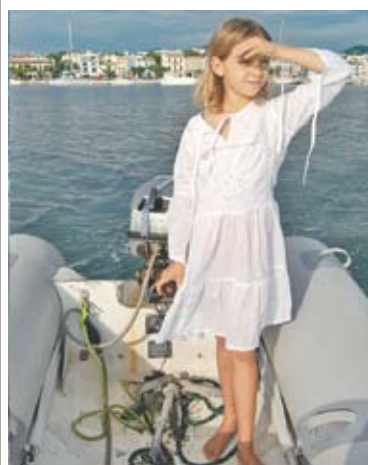


AROUND THE WORLD WITH KARA

she was a real trouper. "She was a great sport to stick it out," says Uwe. "I couldn't have wished for anyone better."

"That was my choice," explains Anne. But she points out that she and Kara elected to skip the initial 3,000-mile passage from Zihua to French Polynesia, flying out instead. And she would urge other sailors with serious concerns — be they male or female — or parents with kids to do the same. "There's more than one way to do this. For me the most important thing was not the actual sailing but just being together as a family traveling around the world, and exposing Kara to different cultures. So this was the only way to go. Of course you have to be in a good relationship for it to work, and have a good relationship with your kids."

One of the additional challenges of sailing with young children, of course, is home-schooling them along the way.



Kara, then and now. We don't know what the rest of her life will hold for her, but she's certainly gotten a strong foundation to build from.

With Kara, Anne and Uwe used the popular Calvert system, which put her right on track when she returned home. We asked her what it was like to start attending a regular school: "It was scary for at least an hour. But now I have all these really nice friends, and the best teacher!"

"Some people are put off by the idea of traveling with young kids," Anne says.

"But I would stress that it's invaluable for them to have such an experience. It's very easy to make excuses, but if you do it, it's well worth it."

Uwe, who makes his living as a contractor adds. "The lamest excuse is, 'If we had your kind of money then we would do it.' But how do they know how much or how little we have? Some people have the attitude that you can't cruise the world unless you're rich. But if your boat is paid for, it's a lot cheaper to cruise than to live on land."

"By the way," he adds, "Latitude 38 played a big part in inspiring us to go. We know all the sailing magazines in the world now, and Latitude is still the best because it's so real."

That comment definitely made our day. If we've given folks like these even an ounce of inspiration, then all the long days we spend pounding on our keyboards have been rewarded.

— **latitude/andy**

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EYE ON THE BAY —

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SUNNY WINTER SAILING



One of the best things about sailing — especially on San Francisco Bay — is that you can enjoy it at any time of year. Of course we do get nasty weather occasionally, but even in the middle of winter the tally of clear-sky days with light winds and flat seas far outnumbers the nasty ones. And this winter there's hardly been any nastiness at all.

So we suggest you follow the lead of the sailors pictured here and get out on the water as often as possible. We think you'll find that, after a spin around the Bay, you'll have a much more upbeat attitude than when you untied the docklines a few hours earlier. Plus, you'll have gotten some

Spread: The venerable J/24 'Foddom Bkipix' glides across the Central Bay on a light afternoon breeze. Clockwise from upper left: The J/105 'Arbitrage' carries a multi-generational crew; the replica junk 'Grace Quan' ghosts along North Beach; San Francisco sea scouts short-tack 'Viking' off Crissy Field; the Jeanneau 41 'Dancin' Bare' claws north; Sausalito YC junior sailors do a buoy dance.



EYE ON THE BAY

light exercise, spent quality time with your boatmates, and bonded with Mother Nature.

Is it cold out there? Yeah, it can get a bit nippy. But as with other winter sports, the key to staying comfortable is to simply layer up and be prepared for the worst. Actually, when the wind is honkin' in the middle of summer, you might find it colder on the Bay — due to the wind chill — than during the winter months.

Here's something else to consider: Remember those amorphous blobs of chilly gray mist that hang over the City and much of the Bay during the early summer months? You know, fog? News flash: It hasn't arrived yet. So as odd as it sounds, during this abnormally mild winter, you might actually see more clear days than in the first months of our so-called summer.

The first day of spring occurs on March 20, and with the spring season



LATITUDE/ANDY

Old meets new: The late-model sloop 'Avanti' works her way north from Aquatic Park, with the towering masts of 'Balcutha' in the distance.

comes later sunsets and more daylight hours for sailing. On March 1, for example, the sun will set at 6:04 p.m. But by the end of the month that fiery orb that gives us life will descend over the horizon at 7:30. Think of the possibilities!

If you don't have a boat of your

own, and your sailing buddies are preoccupied with the minutiae of everyday life, remember that there are literally hundreds of well-maintained sailboats available for hire from local sailing schools and clubs, as well as from community sailing outfits. (See our April '11 *World of Chartering* at www.latitude38.com for complete listings.)

If your skills aren't up to skippering and/or you just prefer to go along for the ride, check out our free

online *Crew List* (on www.latitude38.com). Believe it or not there are dozens of friendly skippers listed there who are eager to go daysailing, but don't have reliable crew. (You can also find rides farther afield, as well as rides on race boats, charter sharing, and more.)

So do yourself a favor, grab some snacks, layer up, and go pursue your passion.

— **latitude/andy**

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BUDGET CRUISING —

The earth is round, and on the other side of it from Northern California is the amazing cruising grounds of Southeast Asia. For the geographically challenged, this is the part of Asia that spans 10 degrees on each side of the equator, and, for cruisers, includes the countries of Indonesia, Singapore, Malaysia

and Thailand. So if your old salty bones are feeling the cold, and if you're looking for uncrowded anchorages, rich and welcoming cultures, tantalizing food, and a spoilt-for-choice smorgasbord of islands, then come on over!

Did we mention that Southeast Asia has mostly very low-cost cruising? We've found that cruising in Southeast Asia can be as inexpensive as in Mexico and Central America. As is the case the world over, the big expenses are marinas, tourist restaurants and bars, and boat repairs and maintenance. But we've found that we can cruise comfortably and enjoyably in this area on \$15,000 a year.

For the record, we're from the Oakland YC and did the '03 Ha-Ha with our Cal 3-46 *Dream Catcher* before making our way to this part of the world. We still live aboard, but we've decided to make Singapore our home base for the remainder of our lives. Yes, we like Southeast Asia that much.

Cruisers quickly discover that Southeast Asia has a totally different look and culture from that of either Mexico or the South Pacific.



Glenys.



Compared to in the United States and Europe, pleasure cruising is a relatively new phenomenon in Asia. But it's catching on fast, and there is a growing awareness on the part of governments that it makes fiscal sense for them to enhance what pleasure boating resources they have and build new ones.

The upside of the fact that pleasure cruising is less developed in Southeast Asia is that there are lots of uncrowded anchorages. The downside is that there is no one-stop shopping for boat bits. Most of the stuff is there, but you have to put in a little more legwork to find it. Of course, you can also simply park yourself at the chart table and email your orders to West Marine and have them delivered to 'Vessel In Transit' at a local marina.

Speaking of marinas in Southeast Asia, they all answer to VHF channels 69 through 73, have helpful staff that are fluent in English, and have WiFi. We found that cell phone service is good all the way from Indonesia to Thailand — but watch out for the roaming charges!

When north of the equator, there are two distinct weather seasons: the northeast monsoon and the southwest monsoon. The northeast monsoon is from November to April, and favors sailing on the western side of the Malay Peninsula — such as from Singapore up to Langkawi, Malaysia, and Phuket, Thailand. The southwest monsoon, from May to October, favors the assorted islands of eastern Malaysia such as Tio-man and Terenganeu, and Koh Samui in Thailand.

Keen sailors will branch 400 miles east to the large island of Borneo in order to explore the equatorial rivers and orangutan territory, as well as enjoying the lovely marina at Kota Kinabalu. No matter where you are in these latitudes, you must be prepared for brief storms, particularly in the late afternoon and early evening.

If you don't want to make the full-on commitment of sailing your boat to Southeast Asia, or just want a quick look-see before taking the plunge, there are several charter companies, including Sunsail and The Moorings, in the region.

Another great way to sample sailing in Southeast

Asia is to snag a crew position on a racing or cruising boat in any of the bigger regattas. The best known is Malaysia's Raja Muda in November, which takes the fleet 300 miles up the Malacca Strait to Langkawi in six races. The really big one is the King's Cup off Phuket in December, a serious week-long affair. There's also the Langkawi Regatta in January, and Thailand's Phang Na Bay Regatta in February.

These regattas are fabulous fun, and thanks to government and business support, are extremely well run and hosted. As for the parties, there is one after the other, and many are real wingdings. The regattas are open to everything from slow cruising boats to hot racing machines. And talk about international participants! They are so fun that most serious and/or fun-loving sailors in the region try to do them all. We're even going to enter our Cal 3-46.

If you've Puddle Jumped across the Pacific and are wondering what cruising is like beyond New Zealand and Australia, take heart, Southeast Asia offers terrific cruising. The same goes for those of you who have abandoned plans to circumnavigate because of Somali pirates.



Different gods.



ON THE OTHER SIDE OF THE WORLD

And the passage-making from Australia is easy. When in Darwin, we recommend signing up for the Darwin/Kupang Rally, which will get you to Kupang, Timor. Unfortunately, Kupang is no garden spot, but from there you can make your way to Singapore, either



Different landscapes.

individually or with a group of boats that continue on in an informal rally through Indonesia's multitude of islands.

To help you get around safely, there are very good cruising guides, many with chartlets that give detailed information. Among them are the *Andaman Sea Pilot*, and *Cruising Southeast Asia* (Volumes I and II). By the way, don't forget to stock up on your favorite wines before departing Australia, as alcohol is hard to find and expensive in Indonesia.

The following is our thumbnail overview of the different countries you can cruise in Southeast Asia:

Indonesia — Thanks to 240 million people, this country of more than 17,000 islands is the fourth most-populated in the world, trailing only China, India and the United States. While Indonesia is mostly Muslim, it's also democratic

Regattas in Southeast Asia are a blast, for both serious racers and cruisers.

and pluralistic, so visiting sailors are treated with respect.

From Timor you'll work your way west, during which time you'll want to stop at Bali, a Hindu stronghold, which will expose you to a rich and fascinating culture that is thousands of years old. With Bali's Hindu trappings, colorful ceremonies, extensive local and international restaurants and resorts, it's a 'must not miss' destination.

Bali has a marina with a very nice clubhouse. Similarly nice things can't be said about the marina's docks, which are constantly assaulted by the wakes of passing ferries and are generally in poor condition. Moorings are available outside the marina. Anchoring around Bali can be tricky, as there are many reefs and surf breaks. But if you check your charts, you'll find spots.

Provisioning in Bali is excellent, from the large Carrefour (French) supermarket and the Hypermart, both of which are similar to Walmart. Trinkets, fabrics, baskets and art abound in Bali, so make sure you leave room on your boat for some non-food purchases.

You'll want to bring your own boat bits to Bali, because there are none available. You'll be able to get the most basic boat work done on the island, but there is no hardstand or chandlery. Fuel and water



Different colored foods.

are readily available, although tap water isn't potable.

Bali is so friendly, interesting, and culturally compelling that you might even want to put your boat in the marina and enjoy some time in a villa or a resort. Make sure you visit the mountains in the north, which have stunning rice paddy scenery. English is not the first language of Bali, so be patient, or learn some rudimentary Bahasa on your way there.

From Bali it's about a 700-mile passage northwest to Singapore. There are countless possible stops along the way, which you can investigate through the various cruising guides. When headed to Singapore, watch out for the shallow spots between Batam and Bintan, and for heavy shipping traffic.

Singapore — This prosperous island-country of five million at the southern tip of the Malay Peninsula is where one of the four Asian Tigers meets the 21st century. Called 'Asia 101' by corporate types referring to its status as the largest transshipment center in the world and the fourth largest financial center, and 'A City In a Garden' by others, it's friendly, fun and unusually clean. It's also tropically lush and humid, and quite expensive compared to most other places in Southeast Asia.



Taller buildings.



BUDGET CRUISING —

But the food! With large populations of Malays, Chinese and Indians, you can only imagine the ethnic delights. Thanks to the wealth, there is excellent European food, and if you really must, American fast food.

Provisioning in Singapore is outstanding, and there are big hypermarkets that will deliver to your marina. Other local supermarkets are just as good and cheaper, but may not stock as much sophisticated and/or eccentric food. But how many varieties of caviar do you need? Fresh fruits and veggies are plentiful, but they have to be flown in from New Zealand or Australia, so they are expensive.

Singapore is the world's busiest port, so there are plenty of people with maritime skills — although mostly skills more appropriate to ships. Nonetheless, you can find skilled diesel mechanics, refrigeration and AC technicians, and canvas workers. These folks are in demand, however, so don't leave your job to the last minute. There are several chandleries, but they are small by U.S. standards. Good quality stainless steel



items — such as shackles — are in plentiful supply at about half the price of those found in the U.S.

Forget about anchoring off Singapore, as the government is rightly paranoid about foreign vessels anchoring in the very busy shipping lanes. There are anchorages in the pretty islands to the south, but they are day anchorages.

Singapore has five marinas, most of

which have swish clubhouses. A couple are world-class by anyone's standards. All have fuel docks. Two of the marinas have big Travelifts and haulout/hardstand facilities. But haulouts are not cheap, so if you can postpone your haulout until you get up to Langkawi, you can save a lot of money. Reasonably priced moorings are available at the rustic and enchanting Changi Sailing Club.

The winds are generally light and variable around Singapore, but late-afternoon thunderstorms are frequent, so be prepared for strong winds and rain.

Singapore is sophisticated, yet casual, and many cruisers decide to stay an entire season, living aboard and sometimes finding work. Others — ourselves included — have decided to live out our lives here.

Malaysia — A pluralistic country of 27 million geographically divided by the South China Sea into Peninsular Malaysia and Malaysian Borneo, it's further



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ON THE OTHER SIDE OF THE WORLD

divided by religion and ethnicity. Sixty percent are Malays, who the constitution dictates must be Muslim. They are ruled by Shariah law. Twenty percent of the population is Chinese, and 86% of them are Buddhist. Ten percent of the population is Christian. The Malay constitution protects freedom of religion.

The bottom of Peninsular Malaysia is just a stone's throw across the water from Singapore, but it's best to make the crossing during the day because of the tremendous number of ships transiting the Malacca Strait that separates the two countries. The best cruising grounds are several hundred miles up the west coast of Malaysia.

Now hear this! There are no pirates in the Malacca Strait. There used to be, but a tripartite effort among Malaysia, Indonesia and Singapore took care of the problem more than a decade ago. We've sailed across the Malacca Strait six times on our Cal 3-46 and never had a problem. Furthermore, we've never heard of another cruiser having a problem. Malaysia is a democratic, benign Muslim

nation with friendly people, so it's incumbent on cruisers to respect their culture by not doing things like dancing naked on the foredeck.

Pulau Pangkor and Penang, about halfway up the 450 miles of the west coast of Peninsular Malaysia to the best cruising grounds, are definitely worth a couple of days' stop. The latter is an eclectic and diverse society reflecting colonial, Chinese, Malay and Peranakan cultures.

Thanks to the change in monsoons, when the weather on the west coast of Peninsular Malaysia turns sour, it's great on the east coast of Peninsular Malaysia. So just as cruisers in Mexico migrate between the mainland and the Sea of Cortez with the seasons, many cruisers in Southeast Asia migrate between the west coast of Malaysia — and as far north as Phuket, Thailand — and then



Danga Bay Marina doesn't charge for slips. Think that will catch on in the States?

go back to the east coast of Malaysia via Singapore.

The provisioning in Malaysia is good for Chinese and Malay cuisine, which means lots of fresh veggies, tropical fruits and spices. But there is also a big Tesco — similar to Safeway — in Penang. Provisioning is particularly good in Langkawi, a duty-free port that is the cruiser headquarters on the west coast of Malaysia and less than 200 miles south of Phuket. So when in Malaysia, the indulgent sailor stocks up on wine, liquor and chocolate. Rice is the staple



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BUDGET CRUISING —

carbohydrate, so the quality of bread is poor. Bring a breadmaker.

Fuel and water are both plentiful, although we recommend bottled water. There are a couple of very nice marinas in southern Malaysia within spitting distance of Singapore — one of them being a very nice one that doesn't charge for the use of a slip! Anchoring is possible anywhere along the Malacca Strait between the shipping lane and the shore, and but there are some particularly desirable islands to anchor off along the way.

Langkawi, a group of 104 islands in the Andaman Sea just off the west coast of Peninsular Malaysia and 450 miles up from Singapore, is the crown jewel of both Malaysian and Southeast Asian sailing. With only two of the 104 islands populated, it has great natural scenery, pretty beaches, easy anchoring — and lots of monkeys running wild. There are three good marinas, and one of them, Rebak, has a boatyard that is very popular with cruisers.

For many sailors, sailing in Malaysia means Langkawi, so they tend to make the passage up the Malacca Strait from



Langkawi monkeys are cute... but they are nasty buggers too!

Singapore quickly. While there is no danger from pirates, sailors need to keep a weather eye out for *Sumatras*, which are quick storms with winds to 45 knots that come out of the west. You can usually see them coming, so reef early and often. Other dangers include unpredictable currents, and fishing boats and traps,

particularly at night.

Thailand — This county of 70 million, most of whom are ethnic Thais who practice Buddhism, is the shape of a backwards apostrophe. Sailing is extremely limited to the south of Bangkok in the Gulf of Thailand, but thrives at the extremely popular island of Phuket, just 150 miles north of Langkawi.

Phuket is famous to cruisers for two things — fabulous Thai food and stunning scenery, including the signature *karsks* towering out of the water. Well, Phuket and the rest of Thailand might be famous to some male singlehanders for a third thing, but we won't go into that.

Thanks to the flat water on the west side of the big island of Phuket during the season, sailing along the 50-mile west coast is a treat. You can dinghy ashore at any of the beaches for a great seafood lunch at an expensive resort, or you can enjoy delicious but very inexpensive Thai food from a rustic stall. An additional sailing option is to continue 90 miles further north to the Similan

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ON THE OTHER SIDE OF THE WORLD

islands, where you can enjoy some of the best diving and snorkeling in the region.

Phang Na Bay, between the island of Phuket and mainland Thailand, is nothing short of spectacular. The seascape consists of islands that were once limestone mountains, now worn down by the elements to towering blocks, thick with vegetation and sea birds. This is a marine wonderland, and even the most seasoned and crusty sailor will be enchanted.

Provisioning in Thailand is very good, with many small supermarkets and delis, excellent fresh Asian veggies (although not fresh cold-weather vegetables), and an abundance of tropical fruits and coconuts. Most boat bits are easy to come by, as there are several chandleries and well-established boatyards. Getting fuel is easy if you get it from a fuel dock, but if you have to raft up and bunker from a fuel barge, you're bound for more excitement than you need.

There are several marinas on Phuket's east coast, all with fuel docks. Anchor-

ing is permitted everywhere on Phuket's east and west coasts, and Phang Na Bay is a paradise for anchoring, as there are countless protected, scenic anchorages. The waters around Phuket are not deep, so you have to keep an eye on the sounder.

Thailand has generally light to moderate wind during the season, the scenery is stunning, the people are friendly, and the food is fabulous. To our thinking, it just doesn't get any better than Thailand. Seriously.

Singapore, Langkawi and Phuket all make great bases for exploring each of these four countries more extensively by land. Then there is the rest of Southeast Asia, including Vietnam, with somber Hanoi, pulsating Ho Chi Minh City, the



Cruising doesn't get much more exotic than sailing through the limestone pinnacles of Thailand.

old imperial city of Hue and the charming old Chinese trading port of Hoi Anh. And the Vietnamese love Americans! From near Ho Chi Minh City — where Corsair trimarans and 50-ft cruising cats are now built — you can take a river boat up to Cambodia's Phnom Phen and Angkor Wat. There's also Laos, considered by many to be the gem of Southeast Asia. And it's not that far to Hong Kong.

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— *glenys henry*

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There was something familiar about the size and shape of that slender figure in the Tyvek space suit. I couldn't see a face or hear a voice, but the way the person in the suit moved and walked seemed almost recognizable.

The suits are necessary because the boatyard doesn't let us wet sand anymore. In wet sanding, the water carries away all the dust. But the City's environmental regs don't permit a single drop of toxic bottom paint runoff to touch the ground, so all the sanding has to be dry — and for bottom work we have to gear up for a lunar landing.

As a consequence you never know who's working on the boat next door till they stop for a break. And whoever it was working next to me was making heavy weather of it. Their boat, even though it was a little smaller than mine, was a much newer design with a keel about twice as deep as normal for a boat that size. The small person with the sander needed staging just to reach the boat bottom.

My own project was going well. These days I let the yard do all the bottom prep, having already breathed more than a lifetime allowance of boat dust. And even though I'm not racing to Hawaii, I still like to give the bottom a quick once-over for a final polish.

Meanwhile, over at the next boat, the small person with the sander was perched on the edge of a plank, and would have to climb down to re-position the staging to keep going. I decided to do the neighborly thing and move the next board in place so their work wouldn't be interrupted.

"Thanks, Max," said Lee Helm through her protective hood after I had moved some boards onto different saw horses.

"I had a feeling it was you inside that space suit," I said. "Whose boat and what's the project?"

"It's, like, my Pac Cup ride," she explained. "We've got some serious fairing to do before we paint."

"Looks fast," I said, as I felt around the leading edge of the keel. "And feels really smooth, too."

"Smooth, but not fair," she said as she kept on working with the long board. "There's a difference."

I didn't ask, but she went on to explain.

"Smoothness you can, like, feel with your fingers. Fairness is a more large-scale problem, a waviness in the surface

or a discontinuity in the higher derivatives of the shape."

She held the fairing board over a part of the hull that she thought would illustrate the point. "See, there's light under the board, indicating a very slight hollow compared to the curvature on either side. This part will need some filling in."

"Looks good to me," I said, not being able to see anything different about the section of hull she was working on. "But I suppose if you want to maintain laminar flow all the way to the stern, it has to be perfect."

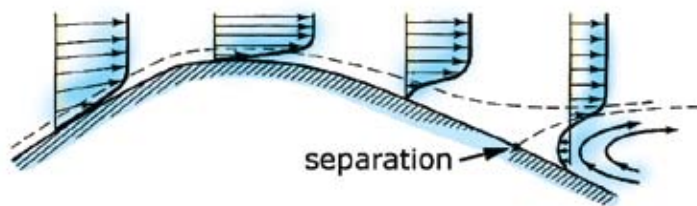
"Give me a break, Max. Laminar flow is only found at Reynolds numbers below ten-to-the-sixth, and even that's a stretch. We're way above that once we get two feet from the bow, so no way the flow will be laminar. And never mind all the wave turbulence. Maybe down along the keel we can keep it laminar up to the maximum thickness point, as long as it's not loaded up too heavily with side force. But laminar flow is right out for most of the flow field."

"Oh," I said. "Then what happens aft of that first two feet? Does the flow separate that soon?"

"BLT 101," she announced as she climbed down from the staging, put down the sander and the fairing board, and pulled the hood off her head.

"Ready for a lunch break already?" I said. "I can get a BLT from the deli right up the road."

"Boundary Layer Theory," she corrected me as she started to walk over to



Flow around a curved object, showing the point of separation.

my boat. "Anything over there I can draw on?"

Not finding anything, she started drawing lines in the sanding dust on a dry part of my boat's hull using her plastic-gloved fingers.

"In laminar flow," she began, "the water moves in layers, like this. The flow is parallel to the surface, and the water in one layer stays in that layer. That's why they call it laminar flow. Theoretically



there's zero relative velocity right up against the surface, and the speed of the water increases gradually as you get farther away. This region is called the boundary layer, and it grows according to a fairly complex formula as the flow moves back from the bow or the leading edge of the keel or rudder."

"Okay, simple enough so far," I said.

"What's important about laminar flow," she continued, "is that the shear stress on the water is very low, because the velocity increases very gradually as you move away from the surface. So the drag on the surface is also very low. But as the boundary layer gets bigger it becomes unstable, and transitions to turbulent flow."

"Is this where the water at the surface of the hull is moving backward?" I asked.

"No way, that comes later, when the flow separates. In turbulent flow, the water has an unsteady motion component at right angles to the surface. The motion is a lot more random and there's



JEAN BUBAK

a lot of mixing between inner and outer layers within the boundary layer. So, like, instead of the orderly flow in layers, the flow is all mixed up, and fast-moving water from the outer parts of the boundary layer keep mixing it up with the inner layers. So the part we care most about — the flow right along the hull surface that produces the frictional resistance — sees a much higher velocity gradient and causes much more drag."

"Okay, that almost makes sense," I allowed.

"Turbulent flow is pretty much guaranteed for Reynolds numbers over about two million, but it usually transitions from laminar much sooner."

"Reynolds numbers?"

"Just a non-dimensional way of describing how important the viscous forces are compared to the inertial forces. If you move faster, or you move around things that are bigger, the momentum of the fluid is more important. If things are very small or moving very slowly, the viscosity is more important. It explains the difference in wing design between large birds and small insects. And, like, microscopic bugs can't use wings or fins

Working on your boat's bottom requires dressing up like the bad guys from 'E.T.'

at all; they need whip-like flagella that use viscosity, not momentum, for propulsion, because they know how small their Reynolds numbers are."

"What units are Reynolds numbers expressed in?" I asked, hoping to get some insight. "Is that one million limit in English or metric?" It was an old trick I learned in college — ask for the units if you need more time to understand something.

"It's non-dimensional, Max. No units! Let's prove it: I'll use L for the length unit, t for the time unit and M for the mass unit, just to keep it simple.

"Reynolds number is speed times length times density — that's the inertial forces part — divided by viscosity, which is the viscous forces part.

"First the units for inertial forces: Speed is distance per time or L/t. Length is L, and density is mass per volume, or M/L³. So we have L/t x L x M/L³ which simplifies to M/Lt, mass over length times time. See how this works?"

Even through my particle mask, my

expression must have made it clear that I didn't.

"Think of it as kilograms over feet-seconds if you need real units.

That only helped a little, but Lee pressed on.

"Now for the dimension of viscosity. It's the shearing force per velocity gradient. Force is mass times acceleration, you know, like, kilogram-meters per second squared, or mass-length per time squared, which is ML/t² in our generalized notation. But the force is applied over an area, so it's really a pressure. So divide by L², and it becomes M/Lt². And this pressure is proportional to velocity gradient, or change in speed of the fluid per change in distance from the wetted surface. Speed is L/t, speed gradient is L/t/L or 1/t. So viscosity — viscous shearing pressure per velocity gradient — is (M/Lt²) / (1/t). And we have the units for viscosity as M/Lt after we divide by 1/t."

"I'm still having trouble with anything that has the dimension of one over time."

"Don't worry, it all cancels. We have M/Lt for the dimension of the inertial forces, and M/Lt for the dimension of the viscous forces, so comparing the two is a non-dimensional ratio. Cool, huh? It doesn't make any difference what units you use to measure length, mass and time; as long as you're consistent you'll get the same Reynolds number in any system of measurement."

Lee waited for me to respond, but I was still a few steps back.

"It's like, length-to-beam ratio," she said. "No matter if you're using feet or meters or inches, the length-to-beam ratio for your boat is still three to one."

"So you're saying a Reynolds number of two million is the upper limit for laminar flow? If I'm going six knots, how far back can I expect laminar flow to work?"

"About 15 inches, on a good day, 30 inches at three knots, and maybe a whole five feet at a knot-and-a-half. It helps if the flow is accelerating around the bow or around the forward part of an airfoil section. The acceleration of the water causes a favorable pressure gradient that helps keep the flow laminar. But after the point of maximum thickness, the pressure starts to increase as the water slows, so the pressure gradient goes negative and it's pretty much impossible to maintain laminar flow past that. That's why gliders with 'laminar' airfoil wings have the maximum thickness of the wing section so far back."

"So then, for a boat," I said, trying to

MAX EBB

pull something useful out of Lee's lecture, "I should pay really close attention to the forward five feet of the bow, and to the part of the keel and rudder ahead of the maximum thickness point."

"For sure. But the five feet is only if you can keep laminar flow up to a Reynolds number of one million at low speed. Much less than that is more normal, especially with that washboard you're calling a racing bottom."

"It's not like I'm racing to Hawaii," I said. "And besides, they took away my favorite tool."

"That sander should do a good job for you," said Lee.

"Back in the day," I reminisced, "bottom work was a much more hands-on thing, and a better social event, with the whole crew turned for that final burnish with pads of wet-dry number 800. All we needed was a hose and a pad of sandpaper for each crew. No suits, no vacuums,

just a lot of water to carry away the dust. This big power sander with the vacuum dust collector makes it hard to feel all the little lumps and hollows like I could with my pad of sandpaper. Look, I snuck

"Hey!" shouted a stern voice from behind me. "You're not allowed to sand like that!"

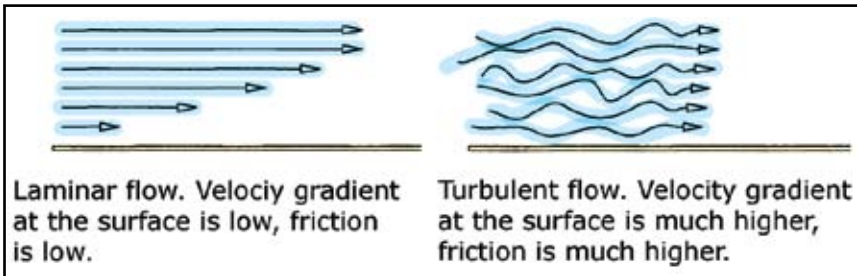
Fortunately it was not the yard manager or the City sanding police, but the owner of the boat on the other side of the one Lee had been working on. He had come over to see if he could audit the rest of Lee's BLT class.

"It's just a quick demo," I said as I turned off the hose. But the faucet valve was old and I didn't turn it far enough

to completely stop the flow of water.

"See, now the flow as gone laminar!" Lee said excitedly as she took the end of the hose from my hand and held it horizontal. Instead of the water pouring out in a solid stream, some of it was dribbling down around the end fitting, some was falling almost straight down, and some water was arcing out slightly from the end of the hose.

"See the evidence of laminar flow?"



a piece in"

I produced a single sheet of #800, then I wet down a patch of hull with a nearby hose. I looked over my shoulders to make sure none of the yard employees were watching, and demonstrated wet sanding of bottom paint.

"Ew," Lee reacted. "There's bottom paint juice running up your sleeve!"

"But I can really feel what I'm doing this way," I insisted.

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— Herman Melville, *Moby Dick*, Chapter XXVI



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The layers of water near the sides of the hose are going so slow that they just drop straight down, but the faster layers from the middle have more momentum and go out more, with the whole speed profile represented by different arcs of water. Watch what happens when we turn it up a little."

On her signal I increased the flow rate very gradually, and the dribbling suddenly stopped — now the water was exiting the hose in a solid stream once again.

"Yo u ' d think boys would have a better intuitive understanding of this than girls," Lee surmised. "They get to observe fluid exiting a pipe of variable length under variable pressure, from a very early age. But noooo, I still have to explain this to you guys."

"**B**ack to boat bottoms," I said. "Where does separated flow come in?"

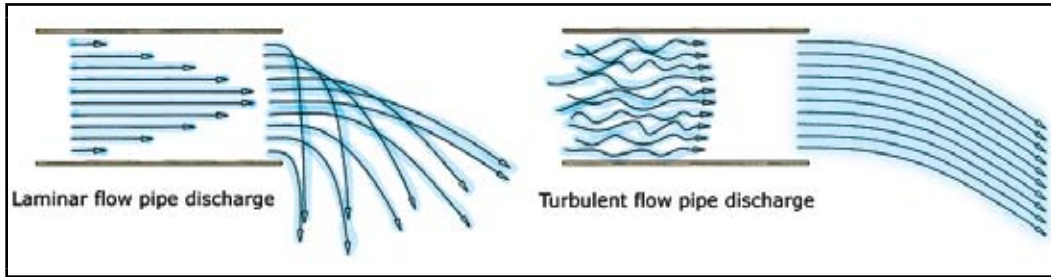
"That's when the flow right along the hull goes the wrong way," she explained. "In turbulent flow, the turbulence is all inside the boundary layer. In separated flow, there are large scale flow reversals and backwash. It's what happens behind a flat plate or an oar blade being dragged

see on top of airplane wings?" asked the owner of the boat next to Lee's.

"Same idea," said Lee. "But your boat has a pretty clean run. It's no ultralight, but the stern is very wide with almost no overhang, and it doesn't make the water turn the corner too fast, either inward or upward."

Lee and the boat owner started to walk back in the direction of the boats they were working on, and I followed to have a look at what she meant. His boat was a fairly new cruising design with a big wide transom and built-in swim platform that came almost down to the waterline.

"See that crab-crusher over there with the apple-cheek stern?" Lee said as she pointed to a round-sterned cruiser. "Totally ugly at high speed. I mean, I did a race down the coast in one of those things once, and there was so much



through the water, or a stalled-out rudder turned too far, or the wake of a heavy old IOR boat with a pinched-in stern. Funny thing is, more turbulence can sometimes suppress separation, for a net reduction in drag."

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noise coming from that stern, it was like trying to sleep next to a waterfall. Not the nice clean hiss of an aerated transom with a rooster tail wake. This was the sound of water being tortured."

"I never considered the sound of my stern wake to be unpleasant," said the boat owner.

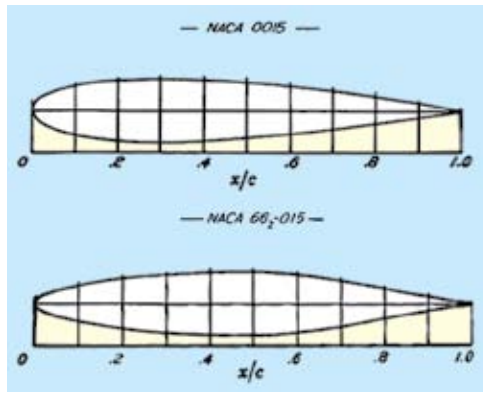
"Your boat should power up real good with a big spinnaker," Lee predicted. "Short overhangs, lots of buoyancy right back to the stern, nothing that tries to fool the water into making a sharper turn than it wants to. That boat's got Hawaii race written all over it."

"We're getting ready to go cruising this summer," the owner confirmed. "But there's no way we would gear up for racing."

"What's to gear up?" Lee countered. "This year there's an Aloha Division. You have to have roller furling or hanked-on headsails, you have to race with a dodger, you can only bring two spinnakers and they have to be cruising asyms, and you have to carry a dinghy. And they're even allowing satphones this year for check-in, so you don't need to mess with

the SSB installation."

"They still require a long list of extra gear," he noted. "Like the emergency rudder. That's a big expense that most



Two NACA airfoil sections. The one with maximum thickness farther aft is designed to extend the region of laminar flow.

cruisers do without."

"Piece of cake," Lee assured him. "I can build a soft rudder in less than a day out of broken windsurfer parts. Well,

okay, for a boat as big as yours I'd have a sailmaker make the actual soft rudder blade, but it's still pretty cheap, light and easy to stow, and works great. You're out of excuses!" she concluded.

"I guess I'll have the liferaft and most of the other safety gear anyway," he said. "Do they allow autopilots? I'd hate having to steer all the way to Hawaii."

"No problem," Lee answered. "Max, you should sign on as crew."

We swapped business cards, mostly because Lee insisted, before we both headed back to our boats.

"She just wants another boat in the race that she knows she can beat," I joked.

"It wouldn't be a bad way to kick off our cruise," allowed the owner. "We've never done a long passage before, but this would be good way to do it with a lot of support. I'll run it past my partner. You never know."

"I'll be here again tomorrow morning," Lee announced. "We'll do Strouhal numbers, the non-dimensional number that describes unsteady vortex shedding."

Maybe I'll race to Hawaii after all.

— max ebb

The advertisement features a background image of a large crowd of people at an event. In the foreground, there is a globe with a yellow sailboat on it. A red banner across the globe says "I've Been Around!". Text around the globe includes "Latitude 38 1/2" at the top and "Circumnavigators' Rendezvous" at the bottom. To the right, large blue text reads "Circumnavigators Rendezvous Friday, April 13 3:30 p.m. at Strictly Sail Pacific". At the bottom right, red text says "Save the date - details to come!". At the top, large red text asks "HAVE YOU BEEN AROUND?".

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THE RACING

February may have been light on breeze but the summer-like conditions gave racers in **RYC's Small Boat Midwinters**, **CYC's Mids**, **OYC's Sunday Brunch Series**, **RegattaPRO/SYC's Mids**, **BYC's Mids**, **IYC's Island Days** and **SCYA's massive Midwinter Regatta** some lovely days on the water. If you need more, there's always **Race Notes**.

Richmond YC Small Boat Midwinters

An astonishing number and variety of small boats had just enough breeze on Super Bowl Sunday for racing on the Richmond Riviera. The El Toro Seniors, sailing on the inside course, opted for five races with no lunch break, and got them all in with half an hour left to put their boats away before kickoff.

The slightly larger dinghies on the middle course just within the breakwater of Richmond Harbor were able to get in two races before lunch and two after. And the 'big' boats out on the Southampton course managed three races. This year's series has been experiencing a serious wind deficit.

This low-key but popular small-boat regatta is run in an efficient and friendly manner by Richmond YC, explaining the more than 300 entries — almost as many as the Three Bridge Fiasco — of 34 different designs. The biggest fleets belong to the El Toro Juniors (35), Lasers (24), and Laser Radials (22). Forty-three Optimists have the race course to themselves on Saturdays.

The series, which began on the first weekend in December, concludes March

were left drifting around as a giant hole settled over the starting area. Eventually a westerly filled in from Richardson Bay, allowing the RC to resume the starts, and leaving boats that were already racing and working the left side of the course in the dust.

Sunday saw partly cloudy skies and a diminishing southwesterly — and another postponement while the RC waited for a westerly to fill in. The breeze eventually shifted to the west, but not as much as anticipated, leaving the starting line with a heavy pin-end favor. As a result, boats piled up around the pin, forcing several over the line early. Big boats got a Cityfront tour, heading to Blackaller, Blossom Rock, back to Blackaller, then around Elephant Rock to finish, with the smaller boats looping around Blackaller or Harding Rock, then Elephant Rock to finish.

Despite the forecast for five knots, the breeze settled into the 10- to 18-knot range. As it had the day before, the ebb played a big role in tactics, and boats on the Cityfront were treated to a jibe-fest in an attempt to stay in the current relief near the beach. Several fleets saw straight bullets in the top spot, including Charles James' J/105 *Roxanne*, Julle Le'Vicki's Hanse 370 *Min Flicka*, and Jeffrey Hutter's Tartan 10 *Gammon*.

— jay hickman

CORINTHIAN YC MIDWINTERS (FINAL 2/18-19; 4r, 0t)

PHRF 1 — 1) **Topzy Turvy**, J/111, Warren Konkell, 14 points; 2) **Ragtime**, J/90, Trig Liljestrand, 16; 3) **Deception**, Santa Cruz 50, Bill Helvestine, 23. (17 boats)

PHRF 2 — 1) **8 Ball**, Farr 30, Scott Easom, 6 points; 2) **Hawkeye**, IMX 30, Frank Morrow, 15; 3) **Jarlen**, J/35, Robert Bloom, 18. (15 boats)

PHRF 3 — 1) **Yucca**, 8-Meter, Hank Easom, 5 points; 2) **Baleineau**, Olson 34, Charlie Brochard, 12; 3) **Vuja De**, Ultimate 24, Chris Kim, 16. (13 boats)

PHRF 4 — 1) **Arcadia**, Modernized Santana 27, Gordie Nash, 6 points; 2) **Sunda**, Seaborn 35, Robert Rogers, 13; 3) **Fjaer**, IOD, Richard Pearce, 14. (12 boats)

NON-SPIN A — 1) **Min Flicka**, Hanse 370, Julle Le'Vicki, 4 points; 2) **Sea Ghost**, Beneteau First 42, Ron Roberts, 12; 3) **Q**, Schumacher 40, Glenn Isaacson, 12. (9 boats)

NON-SPIN B — 1) **French Kiss**, Beneteau



ERIK SIMONSON / WWW.H2OSHOTS.COM

350, David Borton, 9 points; 2) **Kira**, Cal 33-2, Jim Erskine, 12; 3) **Seaya**, Catalina 380, Mark Thompson, 13. (13 boats)

NON-SPIN C — 1) **Raccoon**, Cal 20, Jim Snow, 5 points; 2) **Can O'Whoopass**, Richard vonEhrenkrook, 7; 3) **Gannet**, Knarr, Bob Thalmann, 13. (10 boats)

EXPRESS 27 — 1) **Shenanigans**, John Collins, 9 points; 2) **Tule Fog**, Steve Carroll, 10; 3) **Moonlight**, Jim Gibbs, 14. (6 boats)

SF BAY 30 — 1) **Gammon**, Tartan 10, Jeffrey Hutter, 2 points; 2) **Heart of Gold**, Olson 911S, Joan Byrne, 4; 3) **Shameless**, Schumacher 30, George Ellison, 11. (3 boats)

J/105 — 1) **Roxanne**, Charles James, 4 points; 2) **Donkey Jack**, Rolf & Shannon Kaiser, 9; 3) **Joyride**, Bill Hoehler, 11. (3 boats)

CATALINA 34 — 1) **Surprise**, Peter Birnbaum, 9 points; 2) **Amandla**, Kurt Magdanz, 9; 3) **E Tick-et**, Michael Mullen, 11. (4 boats)

EXPRESS 37 — 1) **Golden Moon**, Kame Richards 8 points; 2) **Stewball**, Bob Harford, 9; 3) **Eclipse**, Mark Dowdy, 10. (6 boats)

MULTIHULL — 1) **SeaYa**, Seawind 1000, Joe Weathers, 7 points; 2) **Caprice**, Seawind 1160, Dan Seifers, 7; 3) **Lanikai**, Seawind 1160, John Brady, 11. (4 boats)

Complete results at www.cyc.org.

Oakland YC Sunday Brunch Series

In the midwinter series that is quickly becoming known as "The Endless Summer," Oakland YC Sunday Brunch racers enjoyed their fourth consecutive shorts-



WWW.NORCALSAILING.COM

This start in the El Toro Seniors fleet resulted in a general recall. They managed to avoid the dreaded black flag, though.

3-4. To see who's ahead in each division, go to www.richmondyc.org.

— latitude / chris

Corinthian YC Midwinters

Racers showing up for the final weekend of the Corinthian YC Midwinters on Saturday, February 18, were greeted by sunny skies and a light breeze from the south-southwest. After a one-hour postponement, there was enough wind to get the first two fleets started on a double sausage course between Yellow Bluff and Knox, then around the Elephant Rock mark to finish. The rest of the fleets



L to r, 'Double Trouble', 'Wicked' and 'Tai Kua' chuting along during CYC's finals.

and-t-shirts race on the Oakland Estuary on February 19. With shifty breeze, a large fleet of Optis to contend with and just a bit of ebb, racers had their hands full on another beautiful Northern California winter day.

The Merit 25/168 PHRF fleet was the largest of the day with eight boats. Off the line, Steve Bayles' J/24 *Dire Straits* had speed, but quickly got surrounded by the ever-present fleet of Merits. Laraine Salmon's Merit 25 *Bewitched* (a drop-in for one race of the series) moved into the lead on the first downwind leg, and, as is often the case in yacht racing, the rich got richer as the fleet neared the leeward mark. Jibing down into Brooklyn Basin next to Coast Guard Island, the fleet was channeled into a narrow body of water. *Bewitched* doused the kite and rounded the mark just as a puff hit, which created problems for the rest of the fleet that was in the process of coming into the leeward mark with spinnakers up. Sailing upwind with the jib up, *Bewitched* was off to the races, leaving a tight pack to duke it out for second place.

Just three boats took the start in the

PHRF ≤ 150 division: a 41-footer and two ULDBs. With the fleet nearly even off the start, Bill Mohr's J/124 *Spirit of Freedom* quickly waterlined the two ultralights, setting up a two-boat Santa Cruz match race between this writer's green Moore 24 *US 101* and Bart Goodell's blue Santa Cruz 27 *Vitesse*. *Vitesse* rolled *101* on the first upwind beat, before we picked up a shift and moved back in front. With *101* leading downwind, *Vitesse* rolled us again. Jibing down into Brooklyn Basin to round the leeward mark, the two boats ran into a congested mark rounding and *101* squirted out front. Racing very close, the two boats rounded the next windward mark together, coming within inches of each other. In a downwind duel, the two boats passed back and forth before *101* was able to finally move ahead in traffic. The ULDB battle was only for second place, however, as *Spirit of Freedom* smoked around the course to win by nearly five minutes on corrected time, continuing her streak of straight bullets in the series.

In PHRF 151-200, Mike Jackson's beautifully restored Columbia 5.5 *Wings* sailed to a close win, but the real action was farther back in the fleet. Coming out of a tack after a mark rounding, the Newport 30 *Zeehound* cut it a bit too close, crushing the stainless-steel life-ring holder on the transom of the Cal 2-29 *Nice Turn*. The mangled piece of metal made its rounds at the OYC bar after the race, to the applause of the crowd.

The Non-Spin ≤ 200 class saw Michael and Judith Maurier's Alerion Express 28 *Scrimshaw* scoot around the course to a comfortable win. In Non-Spin ≥ 201 , Lee Perry's Harbor 20 *Obsession* won for the second time, claiming the series lead.

With great racing, a delicious brunch before the race, and a great after party at a beautiful clubhouse, OYC's Sunday Brunch truly is the perfect way to enjoy a midwinter afternoon of sailing.

— ronnie simpson

OAKLAND YC SUNDAY BRUNCH STANDINGS (2/19; 4r, 1t)

NON-SPIN PHRF ≤ 200 — 1) *Scrimshaw*, Alerion Express 28, Michael Maurier, 3 points; 2) *Some Day*, Islander 36, Roy Samuelson, 6; 3) *Music*, Catalina 34, Bob Engelhart, 7. (6 boats)

PHRF 151-200 — 1) *Wings*, Columbia 5.5, Mike Jackson, 3 points; 2) *Nice Turn*, Cal 2-29, Richard M. Johnson, 7; 3) *My Tahoe Tool*, Capri 25, Steve Douglass. (9 boats)

MERIT 25/168 RATERS — 1) *Rapture*, Capri 25, Jerry Johnson, 5 points; 2) *Faster Faster!*, Merit 25, David Ross, 7; 3) *Bandido*, Merit 25, George Gurrola, 8. (8 boats)

PHRF ≤ 150 — 1) *Spirit of Freedom*, J/124, Bill Mohr, 3 points; 2) *US 101*, Moore 24, Ronnie Simpson, 7; 3) *Sparrowhawk*, Moore 24, Tom Condy, 8. (6 boats)

NON-SPIN PHRF ≥ 201 — 1) *Obsession*, Harbor 20, Lee Perry, 4 points; 2) *Kitten*, Santana 22, Kristy Lugert, 5; 3) *Wind Singer*, Merit 22, Pat Broderick, 7. (7 boats)

MULTIHULL — 1) *Triple Play*, F-31, Richard

The Merit 25/168 Raters division in OYC's Sunday Brunch series snuggled up in light breeze.



THE RACING



PHOTOS THIS PAGE EXCEPT SPREAD JEFF ZARWELL / REGATTAPRO

This page (except spread): The RegattaPRO/SYC series closer saw a frustrating postponement but eventually gave patient racers a lovely day of sailing on the Bay; **Next page:** On the same day, Berkeley YC closed out their own midwinter series with two more days of rainless racing.

Keller, 4 points; 2) **Evanescence**, Ken & Liz Williams, 5; 3) **Sea Bird**, F-27, Rich Holden, 6. (5 boats)
Complete results at www.oaklandyachtclub.net.

RegattaPRO/SYC Winter One Design

Saturday, February 11, saw the conclusion of the RegattaPRO series with 28 boats racing. The fleet enjoyed rainless race days for the entire series, despite the last race day's forecast of scattered showers and wind from the west.

As the wind had been steady from the WNW for over an hour, the RC went into sequence as scheduled at 11:30 a.m. Of course it was exactly that moment that the wind chose to die. Breeze could be seen building from the Gate, so the start was postponed to await the westerly. Within 30 minutes, a nice breeze varying between six and nine knots had built

from the southwest.

In the first race, Dick Swanson's *Grace Dances* took yet another bullet in the J/120 fleet, as did Dan Hauserman's *Personal Puff* in the Melges 24 fleet and John Liebenberg's *Always Friday* in the Antrim 27 fleet. There were lots of place changes during the first J/105 race, with Adam Spiegel's *Jam Session* taking the line.

In the second race, *Grace Dances* went two for two. The J/105 start got a freebie on what should have been at least three boats OCS at the pin end, but due to an OCS flag issue — it wasn't visible — they got a pass. However, of those who were identified, none finished better than 10th. *Personal Puff* and *Always Friday* maintained their dominance in their fleets.

With a flood tide and wind from the

west, the smooth conditions made for a good day for boat handling. No one went shrimping, and all the boats played well together (no protests were filed). On top of that, we never saw a drop of rain. In fact, the skies cleared early and it turned out to be a gorgeous day. The perfect way to cap off a very successful series.

A big thank you to Sausalito Yacht Club for again helping out on this event, and thanks to the fleets for coming out.

— jeff zarwell

REGATTAPRO/SAUSALITO YC WINTER ONE DESIGN SERIES (FINAL 2/11: 8r, 2l)

J/120 — 1) **Grace Dances**, Dick Swanson, 8 points; 2) **Desdemona**, John Wimer, 13; 3) **Chance**, Barry Lewis, 14. (7 boats)



PHOTOS THIS PAGE JOE BOONE

J/105 — 1) **Wonder**, Tom Kennelly, 18 points;
2) **Walloping Swede**, Theresa Brandner, 24; 3)
Godot, Phillip Laby, 25. (19 boats)

MELGES 24 — 1) **Personal Puff**, Dan Hauserman, 6 points; 2) **Wilco**, Douglas Wilhelm, 12; 3)
Smokin', Kevin Clark, 17. (6 boats)

ANTRIM 27 — 1) **Always Friday**, John Liebenberg, 6 points; 2) **Abacadabra**, Ian Chamberlin, 11; 3) **E.T.**, Tony English, 17. (4 boats)

Complete results at www.regattapro.com

Berkeley YC Midwinter Series

Wow! Four for four! The 2011-12 Berkeley YC Midwinters were gifted with four weekends of no rain and no gales. To be honest, no one in the club can remember ever having been this lucky before.

On February 11, a 15-minute postponement was needed in order to wait for a light breeze to manifest itself. The breeze appeared but was a bit unsettled.

A second postponement became necessary after the first two divisions were crowding each other at the peg instead of using the nice long line that was offered. So the RC decided to move, but the wind also changed direction.

But the sun came out, the breeze settled down and all 67 starters finished the eight-mile windward/leeward course before 4 p.m.

The next day dawned with a threat of rain and heavy wind. At race start time, the breeze was very light and again unsettled on which direction it wanted to blow. At one point, the fleet saw a westerly, a southerly and a southeasterly. The RC settled on a course that went to the south, but about halfway into the race, the promised strong westerly appeared and many of the legs became a fast reach. None of the 24 boats seemed to mind finishing a little early since, by

2:30 p.m., the cold breeze was on and the promised rain seemed about to hit.

The last event of this season's midwinters was the trophy winners' race — aka Champion of Champions — on February 26, which was after this issue went to the printers. Go to www.berkeleyyc.org for the results of that race.

— bobbi tosse

BERKELEY YC MIDWINTER SERIES SATURDAY (FINAL 2/11; 4r, 0t)

DIVISION A — 1) **Ragtime**, J/90, Trig Liljestrand, 12 points; 2) **Split Water**, Beneteau First 10R, David Britt, 12; 3) **Family Hour TNG**, Henderson 30, Bilafer Family, 17. (10 boats)

DIVISION B — 1) **Hoot**, Olson 30, Andrew Macfie, 4 points; 2) **Shameless**, Schumacher 30, George Ellison, 12; 3) **Flexi Flyer**, Soverel 33, Mitchell Wells, 18. (10 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Zach Anderson, 9 points; 2) **Wile E Coyote**, Dan Pruzan, 17; 3) **Peaches**, John Rivlin, 17. (19 boats)

THE RACING

MOORE 24 — 1) **Banditos**, John Kernot, 15 points; 2) **Numa Boa**, Mark English, 15; 3) **Armored**, Pete Rowland, 17. (9 boats)

OLSON 25 — 1) **Shark on Bluegrass**, Falk Meissner, 5 points; 2) **American Standard**, Bob Gunion, 9; 3) **Synchronicity**, Steve Smith, 11. (6 points)

DIVISION C — 1) **Pocket Rocket**, Mull 22, Brad Cameron, 7 points; 2) **Hard N Fast**, Merit 25, Tim Harden, 10; 3) **Warhawk**, Hawkfarm 28, Bill Travis, 12. (12 boats)

DIVISION D — 1) **Crazy Horse**, Ranger 23, Nicholas Ancel, 11 points; 2) **Tiare**, Catalina 22, Paul McLaughlin, 15; 3) **Dumbo**, Catalina 22, David Torrisi, 17. (10 boats)

CAL 20 — 1) **Can o' Whoopass**, Richard vonEhrenkrook, 6 points; 2) **Recluse**, Howard Martin, 11; 3) **Fjording**, Tina Lundh, 12. (5 boats)

J/24 — 1) **TMC Racing**, Michael Whitfield, 10 points; 2) **On Belay**, Don Taylor, 12; 3) **Shut Up and Drive**, Valentyn Liulevych, 12. (7 boats)

BERKELEY YC MIDWINTER SERIES SUNDAY (FINAL 2/12: 4r, 2t)

DIVISION 1 — 1) **Stewball**, Express 37, Bob Harford, 10 points; 2) **Hoot**, 10; 3) **Split Water**, 14. (10 points)

EXPRESS 27 — 1) **Motorcycle Irene**, 10 points; 2) **Great White**, Rachel Fogel, 14; 3) **Wetsu**, Phil Krasner, 15. (9 boats)

DIVISION 2 — 1) **Twoirrational**, Moore 24,



STEVE WATERLOO

Playing the current close to shore was more important than chasing breeze during February.

Anthony Chargin, 7 points; 2) **American Standard**, 7; 3) **Nicole**, Orion 35, Mel Morrison, 11. (6 boats)

DIVISION 3 — 1) **TMC Racing**, 11 points; 2) **Twilight Zone**, Merit 25, Paul Kamen, 11; 3) **Froglips**, J/24, Richard Stockdale, 14. (9 boats)
Complete results at www.berkeleyyc.org

Island YC Island Days Midwinters

Twenty-two boats lined up on February 12 for round four of Island YC's Island Days series of midwinter racing on

the Estuary. Sailing under mostly sunny skies, racers were challenged with shifty, variable breeze from a passing front and a bit of flood tide. Starting between Coast Guard Island and Svendsen's Boat Works, the four racing fleets were treated to a classic lap of the Estuary.

In Spinnaker 1, 10 boats took to the line in a confused manner owing to a massive left shift. After the entire fleet crossed the line late, they took off on a port tack headed toward Jack London Square. The fleet was quick to separate in the constant shifts, which caused boats to be lifted or headed by up to 50 degrees. At the front of the fleet, Greg Nelsen's *Azzura 310 Outsider* and Grant Hayes' *Hobie 33 Vitesse Too* fought for line honors as they waterlined the fleet in the moderate breeze conditions. Just behind was Aaron Lee's Moore 24 *Crazy Eights*, with a bit of a gap between the rest of the fleet. Shortly after the rounding, the wind freed and the entire fleet sped down to the day mark off Coast Guard Island before heading back up to Jack London and doing it all again.

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In the end, *Crazy Eights* sailed a near-perfect race, playing several big shifts to claim a resounding 2m, 40s win (on corrected time) over *Outsider*. The two Express 27s, Joe Balderama's *Archimedes* and George Lythcott's *Taz!!*, finished just three seconds apart with *Archimedes* getting the nod.

The PHRF 168 class was a Merit 25 match race as just two boats took the line. Laraine Salmon's *Bewitched* beat David Ross' *Faster Faster!* by about a minute to claim honors for the day and increase their lead in the series to two points.

Six boats took to the line in Spinnaker 2 with John New's *Islander 30 Wuvulu* romping around the 4.5-mile course for a class win by more than four minutes. Mike Jackson's *Columbia 5.5 Wings* had an off day, finishing in sixth, but through consistent finishes in the first three races, managed to hold onto the class lead heading into the final round.

The Non-Spinnaker division saw two flush-decked beauties duke it out for the win, with Ken Viaggi's *Aphrodite 101 Galatea* narrowly beating out Glen

Krawlec's new-to-him Tartan 10 *Centurian's Ghost*. Kristy Lugert's *Santana 22* finished third on the afternoon and holds onto a two-point lead in the series standings.

— ronnie simpson

**ISLAND YC ISLAND DAYS
MIDWINTER SERIES
STANDINGS (2/12; 4r, 1t)**

SPINNAKER 1 — 1) *Crazy Eights*, Moore 24, Aaron Lee, 4 points; 2) *Snafu-U*, Moore 24, Rob Brobolk, 5; 3) *Taz!!*, Express 27, George Lythcott, 8. (9 boats)

ONE DESIGNERS — 1) *Bewitched*, Merit 25, Laraine Salmon, 3 points; 2) *Faster Faster!*, Merit 25, David Ross, 5; 3) *Bandido*, Merit 25, George Gurrola, 9. (4 boats)

SPINNAKER 2 — 1) *Wings*, Columbia 5.5, Mike Jackson, 6 points; 2) *My Tahoe Too!*, Capri 25, Steve Douglass, 7; 3) *Wuvulu*, *Islander 30*, John New, 10. (9 boats)

NON-SPINNAKER — 1) *Kitten*, *Santana 22*, Kristy Lugert, 3 points; 2) *Galatea*, *Aphrodite 101*, Ken Viaggi, 5; 3) *Centurian's Ghost*, *Tartan 10*, Glen Krawiec, 9. (5 boats)



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Nearly 30 yacht clubs joined in for SCYA's popular Midwinter Regatta.

SCYA Midwinter Regatta

"Come up! Come up! Three, two, one . . . BANG!" was the call heard on every start line from Santa Barbara to San Diego and Arizona in the Southern California Yachting Association's 83rd Annual Midwinter Regatta on the weekend of February 18-19.

In 1928, SCYA and the Los Angeles Junior Chamber of Commerce cosponsored the first Midwinter in an effort to promote the area as a "sports paradise." Los Angeles Harbor was the only venue for many years. The first expansion

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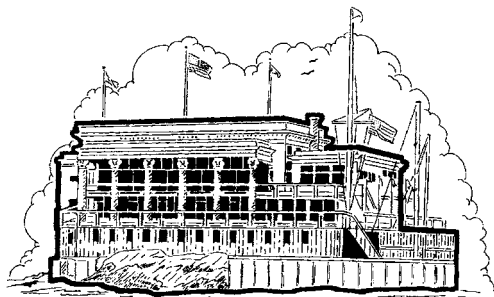
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THE RACING SHEET

added Alamitos Bay. In '73, Marina del Rey and King Harbor were added. In '77, entries reached a record 1,200.

This year's event involved 27 yacht clubs. "All combined, fleets continue to rank the Midwinter Regatta as one of the largest sailing events on the West Coast," said Regatta Chair Gary Green.

Racers in the Dana Point PHRF classes enjoyed above-average winds, no rain, and a little sunshine during the five windward-leeward races.

Preliminary results ranked Alamitos Bay YC as the largest venue for one design classes with 87 entries, followed by 62 entries at Mission Bay YC in San Diego. Newport Harbor Yacht Club had a stellar turnout of 52 Sabots.

See www.scya.org for results.

— tamara tatich

Race Notes

Finn sailor Zach Railey finished December's World Championships in Melbourne, Australia, in a disappointing ninth place. So when he prepped for January's Rolex Miami Olympic Classes Regatta, he totally refocused. "I really



ROLEX/DANIEL FORSTER / WWW.YACHTPHOTO.COM

StFYC's Zach Railey dominated the Finn class at the Rolex Miami OCR January 22-28.

had to change the way I approach my regattas," Railey said. "I wanted to come here and show that all of the training we've been putting in is paying off."

It paid off big time as Railey scored bullets in six out of 10 races to win his first ISAF Sailing World Cup gold medal.

Railey won a silver medal at the Beijing Olympics in '08, and he'll be back for another try in London this summer. Although he calls Clearwater, Florida, home, he sails for St. Francis YC.

The '12 Tahiti Race, sponsored by the Transpacific YC, had two entries at press time: Steve Rander's Wylie 70 *Rage* and Cameron Ward's Blue Water 80 *Beau Geste*. Anyone care to join them? You have until April 2 to enter, and can start from Los Angeles on April 20 or from Honolulu on April 21. The course is simple: Leave Catalina and the Mataiva Atoll in the Tuamotus to port, and finish near Pointe Venus, Tahiti. Find out more at www.transpacrace.com.

The Corinthian YC has designated their March 17 Midwinter Bonus Race as "Rob's Race" in memory of Rob Moore, who ran the midwinters and then coached their PRO for many years, contributing substantially to the series' enduring popularity. The pursuit race is free if you signed up for the earlier series; otherwise a modest fee applies. See <http://cyc.org/race/midwin>.

— latitude / chris

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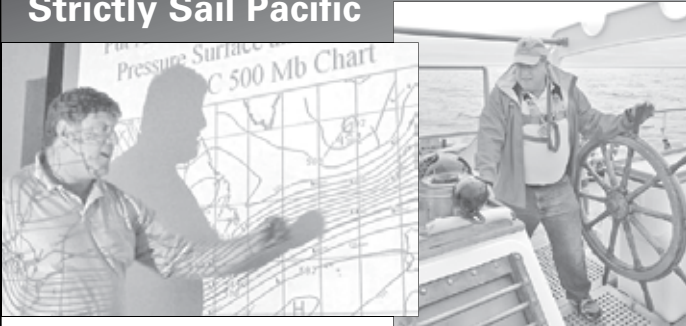
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WORLD

We'll test the worldliness of your gray matter this month with a fun and informative **Geographical Trivia Test**.

Know Before You Go:

The Worldwide Chartering Quiz

To our way of thinking one of the best things about the sailing vacation concept is that such trips take you not only to splendid sailing venues, but also to places with fascinating cultural traditions and rich, colorful histories. In our experience, the more homework you do on whatever vacation destination you're about to visit, the more rewarding the trip will be — not only because you'll know more about your surroundings as you cruise, but because you'll be able to put yourself there, so to speak, well in advance of actually arriving, if you catch our drift.

You see, if you really savor the experience of traveling, as we do, the anticipation and forethought you put into a special vacation can ultimately extend the pleasure you derive from it — just as fond memories do on the back end.

This is a roundabout way of telling you that we're departing from our normal narrative style this month to revisit a fun little exercise we call the Worldwide Chartering Quiz. The idea is for you to test your knowledge of prime destinations, while hopefully learning a thing or two in the process. We apologize in advance for including a few truly obscure questions.

While some questions are new, regular readers may recognize that many have run before, perhaps making the challenge more about trying to remember the correct answers they learned the last time, a year or two ago.

The Turquoise Coast has wonderful cultural traditions. Do you know what country it's located in?



In any case, we hope the exercise brings you more fun and fulfillment than frustration, because we always enjoy putting these little brain teasers together. (Answers appear at the end.)

1) Christopher Columbus took his first steps in the New World on one of these islands, which comprise a British Crown Colony. Much of its population is descended from slaves who were freed in 1834 when Britain abolished slavery.

- a) Grenada
- b) Cuba
- c) Anguilla
- d) The Bahamas

2) This chartering venue is the largest estuary in the U.S.

- a) Sacramento Delta
- b) Mississippi Delta
- c) Chesapeake Bay
- d) Penobscot Bay

3) In 1776, a few months after the American Revolution, this tiny island made history by becoming the first foreign entity to acknowledge U.S. sovereignty, by way of a salute fired from Fort Oranje in reply to a salute by the American brigantine *Andrew Doria*.

- a) Bequia
- b) Guadeloupe
- c) St. John
- d) St. Eustatius

4) Which South Pacific charter venue was never colonized by a European power?

- a) New Zealand
- b) Tahiti
- c) New Caledonia
- d) Tonga

5) In 1784, the French gave which Caribbean island to Sweden in exchange for freeport rights in Europe?

- a) St. Martin
- b) Marie-Galante
- c) Martinique
- d) St. Barth

6) At a certain time of the year in this popular South Pacific bareboating destination, vacationers enjoy observing and swim-



ming with humpback whales.

- a) The Marquesas
- b) Tonga
- c) The Solomon Islands
- d) The Marshall Islands

7) Where is the dramatic glacier-carved region called Desolation Sound located?

- a) Baja California
- b) British Columbia
- c) The U.S. Virgin Islands
- d) Penobscot Bay

8) In what country will you find a popular chartering area called the Turquoise Coast?

- a) New Caledonia
- b) The Seychelles
- c) Antigua
- d) Turkey

9) On which Eastern Caribbean island was Alexander Hamilton born?

- a) Nevis
- b) St. Croix
- c) Barbuda
- d) Dominica

OF CHARTERING



The spectacular Desolation Sound region is a place to relax, soak in the beauty of nature and forge lasting memories.

10) The largest and most populous of Canada's Gulf Islands, this isle was originally settled in 1858 by ex-slaves from Missouri at the invitation of British Columbia's governor.

- a) Orcas Island
- b) Saturna Island
- c) Saltspring Island
- d) Vancouver Island

11) Which Caribbean charter venue is said (by marketers) to have a beautiful beach for every day of the year?

- a) Anguilla
- b) Tobago Cays
- c) Antigua
- d) Dominica

12) This popular European chartering destination on the Adriatic Sea contains more than a thousand islands.

- a) Malta
- b) Croatia
- c) Corsica
- d) Denmark

13) All waters of this charter venue are part of a protected marine preserve.

- a) Greece
- b) Turkey
- c) New Zealand
- d) British Virgin Islands

14) Which Greek island in the Cyclades is said to have been the birthplace of Apollo, son of Zeus?

- a) Mykonos
- b) Rhodes
- c) Delos
- d) Lesbos

15) One of the newest areas to offer bareboat chartering, this archipelago of islands is located less than 100 miles off the West African coast, but belongs to Spain.

- a) Gibraltar
- b) The Balearics
- c) The Azores
- d) The Canaries

16) The local resi-

dents of this area are referred to as Conchs, after the edible mollusks that are abundant in near-shore waters.

- a) The San Juan Islands
- b) The Canary Islands
- c) The Florida Keys
- d) The Channel Islands

17) Adjacent to which Caribbean island did the Cousteau family establish a marine preserve?

- a) St. Thomas
- b) Guadeloupe
- c) Dominica
- d) Bequia

18) In which charter venue will you find a spectacular white sand beach called Whitehaven?

- a) The Leeward Islands of Tahiti
- b) Australia's Whitsundays
- c) Spain's Balearic Islands
- d) The San Juan Islands

19) Which island off the West Coast of North America contains the famous Painted Cave, which, at 1,227 feet long, is the world's second longest sea cave? It is large enough to take a 40-foot boat inside, with an entrance that is 130 feet high.

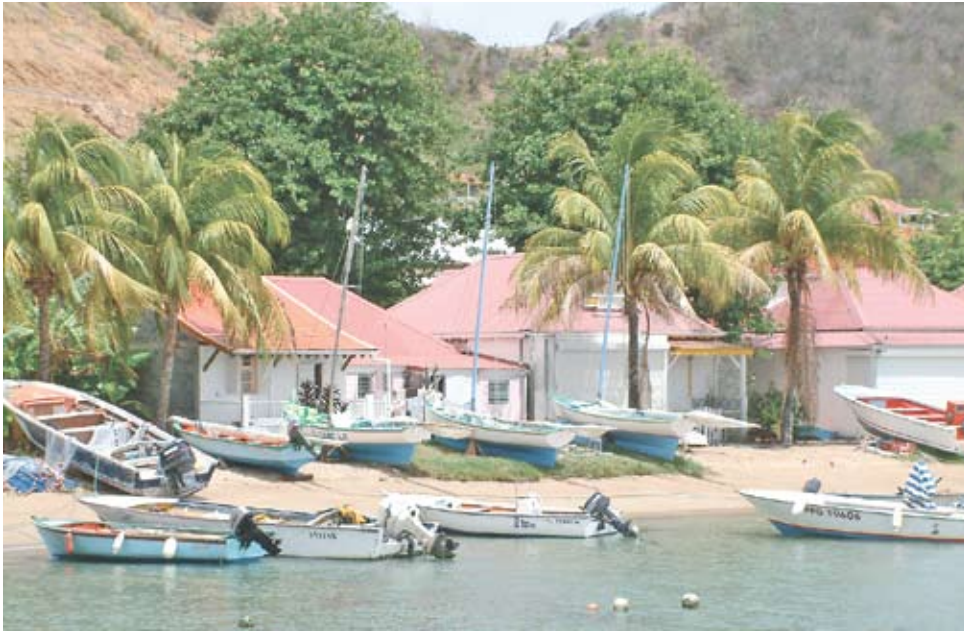
- a) Cocos Island
- b) Santa Cruz Island
- c) Coronado Island
- d) Vancouver Island

20) At which island does the Caribbean's largest annual regatta take place?

- a) St. John
- b) St. Barth

Croatia's distinctive architecture adds much to the charm of its coastal cities, such as Hvar, pictured here.





LATITUDE / ANDY

You'll find sleepy island scenes like this throughout the French West Indies, each of which has its own fascinating history.

- c) Montserrat
- d) Antigua

21) This popular tropical chartering destination was once part of the Mayan civilization. After a long turf war between the Spanish and British, it became a British colony in 1854.

- a) Belize
- b) Jamaica
- c) Panama
- d) St. Croix

22) After 162 years as a British territory, this dramatically beautiful cluster of islands in the Indian Ocean gained its independence in 1976.

- a) Madagascar
- b) Chagos
- c) Kiribati
- d) The Seychelles

23) This 2.2-square-mile island is unique within the Eastern Caribbean chain, as it has long been the vacation home of many rock stars, royals and tabloid celebs, including Mick Jagger, David Bowie and Tommy Hilfinger.

- a) Nevis
- b) Mustique
- c) Grenada
- d) Saba

24) Lying off the eastern coast of Spain, the four major Balearic Islands are Majorca, Minorca, Ibiza, and...?

- a) Chubasco
- b) Gaviota
- c) Formentera
- d) San Sebastian

25) Grenada earned the nickname "Island of Spice" due to its prolific cultivation of which spices?

- a) cardamon and sage
- b) nutmeg and mace
- c) rosemary and thyme
- d) salt and pepper

26) While sailing among these islands you'll have a good chance of spotting orca whales.

- a) St. Kitts and Nevis
- b) The Gulf and San Juan Islands
- c) St. Thomas and St. John
- d) Tahiti and Moorea

England's West Indies Squadron once made this now-restored Dockyard in Antigua its Caribbean home base.



LATITUDE / ANDY

27) Which young English Naval officer — who would later become famous — was sent to Antigua in 1784 as head of the West Indies Squadron, and eventually developed the Naval facilities at English Harbor?

- a) Benjamin Disraeli
- b) Napoleon Bonaparte
- c) Horatio Nelson
- d) Admiral Rodney

28) At what charter venue could you expect to be served lobster baked in a hole in the ground, under a pile of seaweed?

- a) Tortola, BVI
- b) Downeast Maine
- c) Mexico's Sea of Cortez
- d) Guadeloupe's Pigeon Island

29) Roughly two thirds of this Caribbean Island was purchased by members of the Rockefeller family, who built a swank resort on a piece of it, and gave the rest to the U.S. government with the understanding that it would be turned into a National Park.

- a) Dominica
- b) Puerto Rico
- c) Aruba
- d) St. John

30) On which island, now a popular charter destination, did the Pig War take place in 1859? The conflict, which had to do with a dispute over the boundary between the U.S. and British North America, began when an American farmer shot a British pig that was rooting in his garden.

- a) Apostle Island
- b) Catalina
- c) San Juan Island
- d) Ellis Island

31) Under American law, U.S. citizens are allowed to travel to this tropical destination, but they aren't allowed to spend money there.

- a) Anguilla
- b) Cuba
- c) St. Maarten
- d) Haiti

32) This charter base is ideal for those in search of solitude and marine life, as most anchorages and nearby islands are uninhabited.

- a) France's St. Tropez
- b) The Bahamas
- c) St. Kitts and Nevis
- d) Mexico's Sea of Cortez

33) French post-impressionist art-

OF CHARTERING

ist Paul Gauguin developed his artistic style called primitivism in this group of islands, which are now popular with both charterers and cruisers.

- a) French Polynesia
- b) Tonga
- c) The Balearics
- d) The ABC Islands

34) Nearly 300 years before Christ, a 110-foot-high statue of the god Helios straddled the mouth of this island's harbor. At the time it was considered to be one of the seven wonders of the ancient world.

- a) New York
- b) Bali
- c) San Salvador
- d) Rhodes

35) The Aeolian Islands or Lipari Islands comprise a delightful, laid-back cruising ground near which larger European island?

- a) Corsica
- b) Sicily
- c) Sardinia



LATITUDE / ANDY

Why do you suppose that tall distant island is smoking? What's its name? And where is it located?

- d) Malta

36) This island, which is a British Overseas Territory, has the Eastern Caribbean's most active volcano.

- a) Carriacou

- b) St. Vincent
- c) Montserrat
- d) Virgin Gorda

37) Now a sleepy Dutch island with little tourism, this island was the busiest commercial center in the Eastern Caribbean during the 1700s, and was dubbed The Golden Rock.

- a) Antigua
- b) Aruba
- c) St. Maarten
- d) St. Eustatius

38) Its indigenous Maori people dubbed this island nation the "land of the long white cloud."

- a) Tahiti
- b) New Caledonia
- c) New Zealand
- d) Australia

39) On which British Virgin Island will you find Throw Away Wife Bay?

- a) Tortola
- b) Great Camanoe
- c) Jost Van Dyke

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WORLD OF CHARTERING

d) Virgin Gorda

That's probably enough brain-teasing for one session, so we'll end our little quiz here. But we hope you've enjoyed playing along — and perhaps even learning a thing or two along the way.

If you scored high — indicating that you are a truly well-traveled sailor — perhaps you'd like to supply us with a few questions for next year's quiz.

And if you visit one of the places mentioned here, we'd be thrilled if you would email us a few choice photos and several paragraphs on your experiences. Have fun out there.

— latitude/andy

1) d, The Bahamas; 2) c, Chesapeake Bay; 3) d, St. Eustatius; 4) d, Tonga; 5) d, St. Barth; 6) b, Tonga; 7) b, British Columbia; 8) d, Turkey; 9) a, Nevis; 10) c, Saltspring Island; 11) c, Antigua; 12)



Looking out across smooth waters towards The Indians in the British Virgins, the most popular charter destination in the world.

b, Croatia; 13) d, British Virgin Islands; 14) c, Delos; 15) d, The Canaries; 16) c, The Florida Keys; 17) b, Guadeloupe; 18) b, Australia's Whitsundays; 19) b, Santa Cruz Island; 20) d, Antigua; 21) a, Belize; 22) d, The Seychelles; 23) b, Mustique; 24) c, Formentera; 25) b, nutmeg and mace; 26) b, The Gulf and San Juan Islands; 27) c, Horatio Nelson; 28) b, Downeast Maine; 29) d, St. John; 30) c, San Juan Island; 31) b, Cuba; 32) d, Mexico's Sea of Cortez;

33) a, French Polynesia; 34) d, Rhodes; 35) b, Sicily; 36) c, Montserrat; 37) d, St. Eustatius; 38) c, New Zealand; 39) b, Great Camanoe.

Charter Notes

Our one and only charter note this month is a reminder to check out our annual overview of the Greater Bay Area charter industry (sail only, of course) including Lake Tahoe. It will be complete with listings of every single keelboat available for hire, as well as every professionally crewed charter boat, from schooners to catamarans.

Timed to coincide with Strictly Sail Pacific, it's a great 'keeper' resource for comparing fleets and planning special-occasion charters. And if you have friends who are running a legit charter operation, but may be new to the scene, be sure to let them know to contact us with their info and a photos at editorial@latitude38.com.

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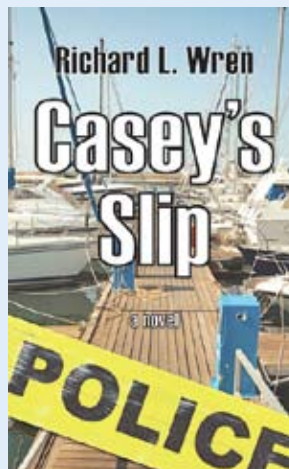
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CHANGES

With reports from Camelot on **Geary Ritchie**, the Sonrisa Net's Concepcion Bay-based weatherman; from **Pacific Star** on a magnificent year of cruising from the Indian Ocean to London, via Rome and Paris; from **Maya** on making it from Panama to the Eastern Caribbean; from **Pacific Breeze** on cruising in Greece; from **Cirque** on adventures in Southern Mexico; from **Angel Louise** on winter in London; from **Groovy** on 'six on, six off'; and **Cruise Notes**.

Geary Ritchie, Weatherman An Appreciation By Tom and Lori Jeremiason (Berkeley)

On behalf of the Mexican cruising community, we want to say 'thank you' to Geary Ritchie, a Sacramento native who for the last 17 years has provided Mexico cruisers with daily weather reports, local knowledge and general assistance — without asking anything in return. For the last four years



Ritchie's forecasts help cruisers in Mexico.

Geary has been the primary weatherman on the Sonrisa Net, getting up at 5 a.m. to do the research. His 15- to 20-minute broadcasts have become so popular that many cruisers won't move without listening to the latest one. Ritchie's Daily Weather Reports are also available on the Sonrisa Net website in both text and as a podcast. The Sonrisa Net comes on each day on 3.968 LSB at 1445 GMT (1345 GMT Daylight time). The Sonrisa Net web pages can be found at: www.sonrisanet.org.

A retired manager of a grocery chain, Ritchie came south 17 years ago with the Rotary Club to set up a dental clinic in Mulege. Falling in love with the area, he built a spectacular home at El Burro Cove in Bahia de Concepcion on the east

Geary Ritchie, hot dog hat on his head, has been a huge asset to cruisers and others in Mexico, and in Baja in particular.

side of Baja California Sur. Spectacular in the sense that it's a solar-powered energy-independent home with a composting toilet — and has a porch right on the water where cruisers and expats like to gather.

Ritchie, as he's done several times a week for years, drives 14 miles up Highway 1 to Mulege, giving cruisers the opportunity to stock up on groceries and/or use the internet cafe. Ritchie also provides free hot dogs and music for his annual Fourth of July Picnic, which brings a little bit of the US of A to Baja. Last summer the picnic attracted several hundred Mexicans, expats, and over 40 cruising boats. The picnic culminates with a huge fireworks display provided by . . . well, you know who!

— tom and lori 12/25/11

Pacific Star — Island Packet 35 Horst Wolff and Julia Shovein Istanbul to London (Paradise)

An alumna of the '07 Ha-Ha and the '08 Puddle Jump, *Pacific Star* has continued on her circumnavigation, and arrived in London this past October. She has remained there for the winter.

To recap our recent adventures, we crossed the Indian Ocean, the Gulf of Aden and the Red Sea in '10, then traveled up the Greek Islands, through the Dardanelles and across the Sea of Marmara, and then wintered in Finike, Turkey. It was while we were home in Paradise in February of '11 that we got the horrible news about the murders of the four West Coast sailors on the Davidson 58 *Quest*, and of the kidnapping of the seven Danes, including three children, aboard the *Ing*.

During this time we received frantic, fear-filled emails from those on their way to Oman. The crew of *Scorpio*, a Finnish sailing vessel, wrote us from the Maldives to say they had decided to turn around and return to Thailand. The crew of *Margarita*, a Danish cruiser, wrote that their good friends on *Ing* had been taken hostage, but they decided to go ahead and motorsail as rapidly as possible through the danger area and up the middle of the Red Sea. The crew of *Cyan*, an



American boat, also decided to proceed, but said many of the vessels they left in Oman were waiting for a freighter that would transport the boats to Europe for \$20,000/vessel. It was a very troubling time.

We returned to Finike in March, and were greeted by many of the cruisers who had remained there throughout the winter. We sat around the cruisers' clubhouse amid barbecues, games, and music-making, and discussed plans, cruising routes, and visa problems for those non-EU boats such as ours traveling to Schengen Agreement countries.

In April, we made the four-day passage to Crete. We spent almost a month at Agios Nicholaos and Spinalonga, two great spots on this beautiful Greek island. There were dozens of British boats that had wintered there, and we were warmly welcomed by their crews and encouraged to participate in their organized walks and other activities. We



IN LATITUDES



PHOTOS COURTESY OF PACIFIC STAR AND MED PHOTO



LATITUDE/RICHARD

Sure, Capri is spectacular, but \$320/night for a 35-footer?!

as in the myths.

We sailed across the Ionian Sea from Ithaca to Santa Maria di Leuca, which is the tip of the heel of the boot of Italy. We had never eaten such delicious food as we then enjoyed in the Puglia region of Italy. But the first thing that we noticed was that as Greece had been more expensive than Turkey, Italy was more expensive than Greece. Although Italian marinas were not nearly as good as those in Turkey, the prices were really high, ranging from 40 euros — about \$52/night — in Puglia, to 240 euros — about \$320/night — on the island of Capri near Naples. Fortunately, we met many cruisers in Italy who gladly gave us advice about anchorages and less expensive but harder-to-find marinas.

While in Rocella Ionica, we met an Australian couple and an American couple who had been in the Mediterranean for years — eight and four, respectively — and they shared advice about where to go, how to obtain the Constitudo (an Italian cruising permit that most ports want nothing to do with, but if you don't have one and go to Elba, you get fined \$300), and how to avoid the VAT. You accomplish the latter by leaving the EU every 18 months for a few weeks. We also learned how to avoid visa problems, which is by keeping a low profile and being nice to everyone.

We rounded the southern tip of Italy and moved up the Messina Strait, passing ***Cruising sailboats aren't fast, but if you keep moving, the miles really add up. You might even see Rome, Paris and London in one year.***

Spread; Horst and Julia, a perfect example of just how far a Ha-Ha couple can go with a modest sized production boat and a little bit of determination. Insets; Because Crete was sort of not entirely Greece, the couple spent almost a month at Agios Nicholaos, bottom, and Spinalonga, top.

also shared a car rental so that we could explore the whole island.

Unlike the other Greek islands, there seemed to be no expectation that we would check-in officially or even obtain a cruising permit. We took advantage of the fact that Crete feels somewhat independent of Greece to avoid our official European Union check-in. (Officially, a non-EU boat can stay in Europe for 18 months without paying the Value Added Tax of 20% of the vessel's value, but the occupants of the boat can only stay in Europe for 90 days within a six-month time period!)

We rounded the southern coast of the Peloponnese on our way from Crete to Ithaca in gale force winds that hadn't been forecast. Our autopilot couldn't handle the huge and steep seas, so we hand-steered under a double-reefed

main and staysail. We had been warned about taking this notoriously windy route, as most sailors opt to use the Corinth Canal to cut through the Peloponnese. Despite the bad weather, we didn't regret our decision, as the route allowed us to marvel at the wildly rugged beauty of this seldom passed part of the Med.

Along the way we anchored in beautiful, small bays among the islands. While at the sheltered anchorages, we were constantly reminded of the stories of Odysseus and Jason and the Argonauts, as ancient names on the charts were the same



PACIFIC STAR

CHANGES

ing Scylla and Charybdis on our way up the west coast. In Bagnara Calabria we were welcomed in New York-accented English by the marina worker. Everyone in this small town has relatives in

New York, and as Americans, we were given every courtesy and kindness — and a hefty marina discount! Onward to the fireworks of Stromboli, the 200 steps of Tropea, and the fantastic Amalfi Coast, where we noticed that our sailboat with a San Francisco hailing port became part of

the spiel of the tour guides.

While on the coast near Rome, we stayed in the Fiumicino Canal at the Constellation Nautica Marina. This was amid the fishing vessels of this working town. There were 26 cruising boats rafted up three abreast, all willing to do so because it was a much less expensive option. Just outside the marina gate was the bus stop for the quick bus ride to the Rome metro. We stayed a month — the total cost for berthing was just \$320 — and explored Rome each day.

While at the workingman's marina, we made some wonderful friends. During dinner one night aboard the Irish boat *Safari*, we met an Italian cruiser who was a conductor — of a symphony, not a train. He had sold his Rome apartment to live on his boat. "I told my agent that from then on I will only perform in cities where I can arrive by sea." He says he gets some funny looks leaving his boat in his tuxedo to go to work.

Making our way north, we spent more

Thanks to the Constellation Marina being close to the bus to the Rome Metro, Horst and Julia spent a lot of time in the great historic city.



Stromboli, letting off steam in '06.

than a week in Elba, a gorgeous island with numerous picturesque anchorages. Napoleon escaped this beautiful place after a short time in exile. From here we sailed to La Grazie, Tuscany, where we took a short train ride to do the most drop-dead gorgeous coastal hike in the world — the Cinque Terre National Park Walk.

We left La Grazie for San Remo on an overnight passage that should have been uneventful. However the Med can be obstinately quiet with no wind or the opposite with very high, steep, choppy seas. When the seas get big, they often get confused because of a combination of wind direction, current and various land masses.

The mistral had been blowing down the Rhone Delta for three weeks at 20–30 knots, but according to the forecast, it had pretty much blown out. Visitors waiting for us in San Remo contributed to our poor decision to leave a day earlier than we should have, as the waves were still quite big and we had to go to weather. I broke my arm when I was thrown across the salon. Horst thought our trip was over at this point, and was trying to figure out how to get me home and sell the boat. He notified the Italian Coast Guard, and they came out to guide us into San Remo, where an ambulance was waiting. I got great care at the Italian hospital, and ended up with a restraining brace on my arm and shoulder for six weeks, but didn't have to have surgery. Then I was good to go again.

Our next stop was Port St. Louis, France, where we had our mast unstepped because our air draft was not to exceed 6.5 feet. Our bubble-wrapped mast was shipped north by truck to Rouen, while we motored 1,000 miles through the French canals. Our Island Packet needs five feet of water, and there was just enough depth in the canals. We bought bikes so we could get around

when we arrived at a new village each afternoon. We would usually find a dock or town quay, or sometimes just drive stakes into the shore to tie up for the night. One village had a barbecue in our honor the evening we arrived because we were the first U.S. vessel to have ever stopped there!

The French people



were especially welcoming to us Americans, and we couldn't get over how friendly they were to us. The countryside was gorgeous, with castles and cathedrals dotting the landscape, and picturesque villages tucked into the countryside. A true fairyland.

We worked hard going through the locks, passing through as many as 28 in one day! It was exhausting. When we finally arrived at Arsenal Marina in the center of Paris, we had 10 relaxing days to just play tourist. When we got to Rouen, we passed through the final lock to enter the tidal Seine. The mast was resteped, as we now had adequate bridge clearance, and we headed at 10 knots down to Honfleur at the confluence of the Seine and the English Channel. Taking advantage of the huge outgoing tide was a lot of fun. From beautiful Honfleur, we explored the Normandy beaches, visiting the American cemetery where acres of white crosses indicate



ROME PHOTO

IN LATITUDES



PHOTOS COURTESY OF PACIFIC STAR AND OTHERS

Spread; London calling to the faraway boats — "If you're gonna do Rome and Paris, there's no bloody reason you shouldn't sail over and visit us, too." Inset top; Italy was another great stop for 'Pacific Star' last year. Inset bottom; 'Pacific Star's view in the French Canals.

where so many young soldiers are buried.

Our crossing of the English Channel was quick and uneventful. We were right on schedule to arrive at our final winter destination of London by the middle of October, thus avoiding any winter storms. We arrived in Ramsgate to have our lines received by two old English friends — thanks Google! — that I hadn't seen in 39 years. They brought a bottle of Champagne and fluted crystal glasses to celebrate our arrival. We had arrived on an island where sailors are truly appreciated.

Now for the first time in our travels, we had to negotiate 24-foot tides and the incredible currents that go with them. We made our way up the Thames Estuary, riding the tide past the Thames Barrier, and arrived at St. Katherine Docks in

good time. As we locked into St Katherine Basin right next to Tower Bridge and the Tower of London another great, challenging and adventurous sailing season came to an end.

— julia 02/04/12

Maya — LaFitte 44 Rick Meyerhoff Panama to the Eastern Caribbean (Sausalito)

From Mexico to Martinique! I did the '09 Ha-Ha, cruised as far south as Zihua, then left my boat in Paradise Marina for the summer of '10. That fall I cruised down to Acapulco for New Year's Eve, then continued on to Panama. After transiting the Canal, I left *Maya* on the hard at

Shelter Bay Marina for the rest of '11. That left me with the real work — figuring out how to make it 1,100 miles upwind and upcurrent to the Virgins/Eastern Caribbean before the 'Christmas Trades' — which are much stronger than normal trades — kicked in.

In doing my research, I found that there really is not much written about how to get from Panama to the Eastern Caribbean, which, because it's upwind, actually becomes more like 1,500 or more miles through the water. I decided that I would use weather router Bob Cook of Ocean-Pro Weather Services for the first leg, 480 miles from Panama to Jamaica. I was primarily interested in making sure that I wouldn't be surprised by a late-season hurricane. It was Cook who informed me that in addition to the wind and the waves on the nose almost all the way to Jamaica, I would also have to contend with three different currents.

We departed Colon on November 1 in calm conditions, and headed east to get the easting needed to counter the current that would push us west. We ended up getting so close to Cartagena in decent weather that I decided it would be a shame not to visit the oldest walled city in the Western Hemisphere. Making the 250-mile transit from Panama to Cartagena is usually not that difficult, and it wasn't in our case either.

Finding a nice weather window, we then set sail from Cartagena to Kingston, and covered the 470 miles in 4.5 days of fairly benign conditions. It turned

If you're careful about where you go, Kingston isn't dangerous — except maybe for the likes of playful women such as Tanya.



MAYA

Rick Meyerhoff with a tropical smile.



MAYA

CHANGES

out that Kingston, which is fairly lively despite being mostly industrial, wasn't as dangerous as the mainstream press makes it out to be. As in most places, you just have to stay out of the bad areas.

From Kingston we sailed over to Port Antonio, where I found the Jamaica



It was in Jamaica that Rick found the tropics he was looking for.

I was looking for. What a beautiful, quaint place, and what very friendly people! I felt as though I was finally realizing my dream of being able to enjoy the flavor of the tropical Caribbean. And having made it to Jamaica, I had made my northing, too, as I was then at

the same latitude — 18 degrees — as St. Thomas in the U.S.

Virgins. St. Thomas, unfortunately, was still 650 more miles to the east.

After waiting for another good weather window, we made the 150-mile crossing of the southern part of the Windward Passage, making landfall at Île de Vache, Haiti. Having reached Hispaniola, we stayed in the lee and made our way to Cape Beata, which is halfway across the 360-mile width of the island. Rounding Cape Beata, we were finally in the Dominican Republic part of Hispaniola, and headed for Santa Domingo. As there was really no place to anchor, we stayed in Boca Chica at the lovely marina built by Frank Virgintino. Frank is also the author of many fine sailing guides to the Caribbean, which we were able to download from the net — for free!

Having waited for another weather window, we crossed the 80-mile-wide Mona Passage to Puerto Rico, where

When you've made it to the crowded harbor of Charlotte Amalie, St. Thomas in the U.S. Virgins, you've made to the Eastern Carib.

we spent Christmas at Bahia Salinas, halfway across the bottom of 100-mile-wide Puerto Rico, waiting out inclement weather. When there was yet another weather window, we made the 80-mile crossing of the Vieques Channel to St. Thomas, arriving on December 27. Whew! It had been a long way.

Although we had the wind and waves on the nose almost the entire trip, thanks to patiently waiting for weather windows, we had a fairly benign trip on what can be a wicked passage. True, it sometimes blew 20 to 25 knots, but as we managed to wait out these uncomfortable periods in port, it wasn't too bad. When it comes to crossing the Caribbean west to east, discretion really is the better part of valor.

We've since cruised through the Virgin Islands, then continued over to St. Martin and St. Barth. While in St. Martin, I was saddened by the sight of the late Mike Harker's Manhattan Beach-based Hunter 49 *Wanderlust III* being for sale. Mike had been an inspiration to me.

We also saw the Wanderer's Leopard 45 cat *'ti Profligate*, which was being chartered by a wonderful group of folks. What a nice boat! The charterers had no idea who the Wanderer is, but they sure were enjoying their charter experience. They were part of a group who had chartered four cats, and who were cruising the Virgins as a big group.

We are now on our way 'down island' to Grenada, which I hope will become my base for cruising the Caribbean for the next several years. Currently we're in Nevis, so there's a chance we might cross paths with the Wanderer as he sails from Martinique to St. Barth with his Olson 30 *La Gamelle*. It would be great to give him a fond "yoo hoo" in the spirit of Bob Klein, an old and dear friend whose Peterson Two Tonner *Leading Lady* was the subject of many recent letters in *Latitude*.

— rick 02/04/12

Readers — Rick also did the '04 Ha-Ha with his Westsail 32 Maya. Having found himself without crew after the first leg, he was naturally dejected, and we thought he might give up cruising almost before he started. We're pleased to see that he persevered and is now having such a great time.



Pacific Breeze — Spronk 78 cat Stefanie Ender and Guido Polko Cruising Greece with Friends (Sausalito)

[Continued from last month's report on last summer's cruise in Greece.]

My boyfriend Guido and the crew of *Pacific Breeze* picked me up at somewhat quiet Porto Rafti and took me out to the couple's giant catamaran. The sight of *Pacific Breeze* on the hook never ceases to impress me. Once aboard, the four of us watched the sunset while I enjoyed my first Mythos beer of the season. Then I alone took a dip in the refreshing water, as the others prefer Caribbean water temps. After my swim, the four of us were content to sit on deck and watch the stars come out, sip our Greek wine, and chat the night away — just as we'd done the summer before in the Dodecanese. It made it easy for me to understand why Paul and Dada had given up their successful restaurant in Germany to return



IN LATITUDES



Spread; Stefanie, looking smashing on the beach of one of the many anchorages where 'Pacific Breeze' stopped during her two-week visit. She only has about 680 Greek islands left to see, some of which are as dry as the Sea of Cortez. Inset; Guido at the helm of the mighty 'Pacific Breeze'.

to the sea.

I love the sounds of Greece, and have noticed that every island seems to have a different one. At Porto Rafti, the sound was the low, thick melody of millions of crickets that provided the sound track for the evening. It was a much more welcome 'music' than what I would later hear emanating from various discos.

I was awakened my first morning aboard by the sound of water lapping against the hull, the sight of the sun pouring through the cabin hatches, and the hum of the city awakening. It was another gorgeous day in Greece. Shortly after noon we departed for Kea, an island in the northern Cyclades where many wealthy Athenians maintain vacation homes. With the wind gusting to 30 knots and a good swell running, we hit a top speed of 18 knots and covered the 24 miles very quickly. We then had dinner

aboard, featuring Dada's fabulous Greek salad and chicken souvlaki.

Sifnos, a six-hour trip east, was our next stop. Despite the strong winds, we flew the giant spinnaker. What an awesome new experience for me! But the wind suddenly died, as *meltemis* often do. So instead of motoring to Sifnos and arriving at night, we decided to anchor at Ormos Apokreiosis, a peaceful bay on the west side of rugged, dry Kythnos. Anchoring was somewhat tricky, as the bottom — as is the case in many places in Greece and Turkey — was covered in seagrass. Bottoms covered with sea grass are notorious for poor holding. After a couple of unsuccessful attempts, I jumped in with a mask

and snorkel to find some real sand. Two anchors later, we were set and secure. The evening routine then began again, with me swimming in the calm waters followed by eating, talking, and enjoying the quiet night under the moon and stars. I couldn't hear any crickets, but the goats on the hillside made their presence known.

I could go on about the other stops we made — Siphos, Ios, Paros, Mykonos — but one wasn't that much different from or better than the others, at least in terms of what I was looking for. For me, the pleasure was all about contentment, not wild excitement.

Paros was one of the few places where we actually got off the boat and did a little exploring on land. After an interesting car ride on the narrow Greek roads — shared with large buses, motorbikes, and bravely driven automobiles — we arrived at the very traditional yet charming Greek fishing village of Naoussa. It's a place that has become very popular with Greeks and foreign travelers alike. I was glad to have arrived on a Sunday, as the village was less crowded than normal, but all the many cafes that lined the bay were still open. We got to watch the fishermen do their work, hanging fresh octopus and mackerel to dry in the sun, and to tend to their boats. We meandered through the streets of town, which were designed narrow to provide much appreciated shade during the hot days of summer. While I liked Naoussa and being among travellers, I preferred

Undeterred by the coolish Greek water temperatures, Stefanie repeatedly dove right in for refreshment.



Octopus drying in the hot sun.



COURTESY PACIFIC BREEZE

PACIFIC BREEZE

CHANGES

being on the cat, as it was cooler and more relaxing.

Dining out during our cruise was, of course, always a pleasure. I love Greek food and the unique smells of the way they prepare lamb, other meats and fish. Cats apparently like it, too, as there

would always be a few moving skittishly from one table to the next hoping to fill out their thin bodies. I also like the Greek tradition of customers walking into the kitchen to select what fish they want for dinner.

Another thing I loved was not being hounded by email. What a

Greece + meat = lamb.

pleasure that was!

Our last night aboard *Pacific Breeze* is always a bit of a sad one. Guido's four weeks and my two weeks seemed to pass so quickly. But at least we had the memories and something even better to look forward to — another cruise on the big cat next year in Greece.

— stefanie 12/15/11

Cirque — Beneteau First 42s7 Louis Kruk and Laura Willerton Beyond Mexico (San Francisco Bay)

Five years ago, we intended to cruise Mexico for a couple of months. Plans change, and this is our fifth winter season aboard *Cirque* in the tropics. After saying goodbye to our many good cruising friends in Mexico, we've continued south to El Salvador. On our way south, we stopped at the cruiser favorites of

The colonial mountain villages of southern Mexico are very different, climatically and otherwise, from coastal Mexico.

Las Hadas, Zihua, Acapulco, Huatulco and the new marina at Puerto Chiapas. While they still hadn't gotten the water and electricity hooked up, it's a great new facility, and Enrique, the harbormaster, couldn't have been more helpful.

Using Puerto Chiapas — previously known as Puerto Madero — as a base, we took a land trip to several colonial towns in the mountains. After becoming accustomed to tropical temperatures at sea level, we found the temperatures at 7,000 feet to be on the chilly side. Nonetheless, it made for an enlightening and picturesque trip.

Every photo tells a story, so I picked seven — at the right — to share with you. Clockwise from the lower right:

1) While on our way to Zihua, I landed a 42-inch bull dorado. Notice me wearing what Laura calls my "official Cabela's fishing ensemble".

2) While in Acapulco, we enjoyed a 'tourist day', stopping to see the cliff divers at La Quebrada and the ancient Fort Fuerte de Santiago. Laura appreciated how buff the divers were.

3) This church is located in the mountain village of San Juan Chamula, and dates back to the 1500s. It was built as a Catholic church, but over time the locals reverted back to their original beliefs. After this, the pews were removed and replaced with straw for sitting on. Most of the Catholic icons are gone, and instead of priests, there are shamans outfitted in colorful garb, chanting and sacrificing chickens.

4) On our way south, we stopped at the little fishing village of Papanoa, where we were glad to see that our old friend Frank Brink, at 86 years of age, is still in good health. A 15-year resident of the village, he's the only *gringo* in town. We first met him three years ago and found him to be delightful.

5) We've seen countless dolphins over the years, but until I took this shot, never a Risso's dolphin. The Risso's are the largest of the species and huge compared to the others. They have a bulbous head but a nearly imperceptible beak.

6) In order to leave Mexico, we needed to get an international *zarpe*. The process included a lot of paperwork, payments to



various agencies — and a visit by a drug sniffing dog. This guy wasn't going to find anything of interest on *Cirque*.

7) Street vendors are always colorful. These were at 7,000 feet, where the thin air made the colors seem even more vivid.

What I really couldn't photograph well were the yellow-bellied sea snakes. When I first saw the snakes, I wasn't sure I could believe my eyes. But then we came across dozens of them several miles farther out at sea. Doing a little research, we learned that the yellow-bellied is the most prevalent sea snake in the world, and as befits a member of the cobra family, has a highly neurotoxic venom. Fortunately, they live their lives at sea and spend 90% of the time beneath the surface.

The next several months should find us continuing on to Nicaragua, Costa Rica and Panama. We intend to transit the Canal in April, then find a marina on the Caribbean where we can leave *Cirque* for the summer months.



IN LATITUDES



PHOTOS COURTESY CIRQUE



across the English Channel to Holland. From the Netherlands, we'll navigate the Rhine from the Atlantic side, up to where it joins the Main River. Then we'll proceed through the canal between the Main and the Danube River — to an altitude of 1,200 feet! — before passing Vienna, Budapest and through the 10 Eastern European countries through which the Danube flows. By the time we reach the Strait of Bosphorus that divides Asia and Europe, we'll have completed a 2,000-mile passage to and through the Black Sea.



Stonehenge in the snow. Who would have known?

But solving the problems of cold have been less an issue than solving bureaucratic issues of the European Union countries. Their Schengen Treaty provides for effortless passage by the E.U. citizens without passports, but it limits non-E.U. members to just three months every six months inside the E.U. There is, however, some provision for a three-month extension before the first three months are up. The United Kingdom and Norway have been refuges from Schengen — as have the Channel Islands, which don't have the 20% VAT either. Foreign mariners can keep their boats in E.U. countries for 18 months before VAT is applied.

None of this would be so bad had not Turkey suddenly decided to only allow foreign boats to stay three months out of any six-month period. So there's no more popping over to Greece to restart the clock. We'll have to see how this *'Angel Louise', an older modest cat with big aspirations. After the Carib and London, she'll head to Turkey via the Danube.*

Having decided that we really like cruising, after all these years we finally invested in a dodger. They're actually a pretty good idea for the tropics.

— louis 02/04/12

**Angel Louise — Catalac 41 Cat
Ed and Sue Kelly
London, England
(Des Moines, Iowa)**

Sue and I are down to just 98 days left at St. Katherine's Dock here in London. We don't want the time to end, as we're greatly enjoying ourselves. We've found the winter climate here to be like that of Seattle, as they have fewer than 50 hours of sunshine in a typical January. But the moderating influence of the maritime climate and the Gulf Stream somewhat make up for the lack of sunshine.

Our biggest problem has been preparing for a feared week-long freezing stretch. We've never had our boat in Iowa, so she's not set up for such cold temps. Our cat's engine compartments and the three lazarettes at the back of

the cockpit have no heat or way to be winterized, so we resorted to purchasing five tube-style 1-ft- and 2-ft-long greenhouse heaters to provide gentle heat under all the pipes aft.

As much as we've enjoyed London, we've resolved to spend next winter in warmer Turkey. Native Iowans who once had what it took to deal with temps of 20 degrees below zero and 10-day stretches of below freezing, we turned into warm weather wimps after cruising in the Caribbean. So we have cranked up *Angel Louise's* Sig Marine 170 diesel-fired fireplace to keep us toasty during the London winter.

We've also decided that we'll go to Turkey the hard way, meaning the way Charlemagne — aka King of the Franks (768) and Emperor of the Romans (800) — dreamed of doing a millennium ago. That means we'll drop *Angel Louise's* mast, engage her twin 38-hp diesels, and head



ANGEL LOUISE

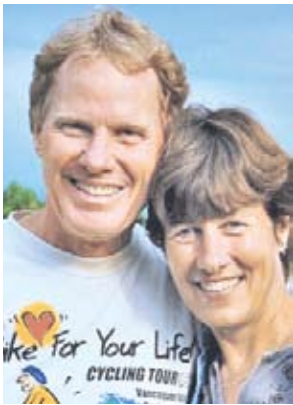
CHANGES

all shakes out, but it sure wouldn't be good for marinas or coastal tourism in Turkey.

— ed 01/12/12

Groovy — Hunter 44 Mark and Emily Fagan Acapulco (Always On The Move)

There was a lot of on-the-water action in Acapulco on January 15. We had just dropped the hook at Isla Roqueta, one of the islands in the bay, after a 13-



Mark and Emily — believers in the simple but active life, on land and sea.

hour sail down from Papanaoa, and were finishing our bean burritos when a fleet of large sailboats came racing up the channel. What a fantastic sight it was, with Acapulco's famous Honolulu-like beachfront high-rises in the background, and the banana boats, jet skis and recreational boaters weaving in and out of the race course. When the leader, *Vincitore*, got a little close to *Patches* — they're both TP 52s — as they tacked, my husband Mark said, "They're gonna hit!"

"Nah," I responded, "that would never happen."

Then *crunch!* The next thing we saw, the *Vincitore* crew had doused the jib and were driving the boat back to her berth. But anchored just off the beach, we had perfect 'front row seats' as the rest of the fleet soared by, spinnakers flying. What a great afternoon!

Acapulco is one beautiful place. Its

A couple of Farr 40s tear up the race course on Acapulco Bay, one of the most beautiful natural harbors in the world.

three-mile by three-mile tropical bay is a little smaller than that of cruiser favorite Tenacatita Bay, 500 miles to the north. But unlike Tenacatita Bay, Acapulco is a major tourist center, and also has a port and a naval base. In addition, it's warmer, rimmed by taller jungle mountains, and has two million people living in the immediate area.

Acapulco exploded from a village of 4,000 in the '40s to a huge city in the '60s as a result of becoming popular with Hollywood types and international travelers. Acapulco's popularity with the international set has declined in recent decades, but it has become more popular with Mexican tourists. Part of the reason is that it's only 190 miles from Mexico City's 20 million residents. The Acapulco area, including some malls and the nightclub area, have sporadically been the scene of some horrific narco-on-narco violence. But according to United Kingdom government travel advisories, only two foreign tourists were killed by gunfire last year.

We want to thank *Latitude* for reporting on crime in Mexico, as you always seem to cover the info in terrific detail and with lots of common sense. We've felt very safe down here, and love the Mexican people. But last year some cruising friends accidentally ended up scarily close to crossfire in Acapulco, and other friends had their outboard stolen off the back of their dinghy — which was on the davits! — while in Mantenchen Bay. That was spooky, because our boat and another boat were nearby. So there are pockets of problems, even in the coastal areas.

People often wonder how people get to cruise, so we'll share our story. Mark, now 58, was a customer service engineer for Xerox for 26 years, and I, now 52, was a software engineer for 10 years and the co-owner of an IT consulting firm for another 10 years. I left the corporate world in '01, and Mark in '05, and we simplified our lives. Mark then ran a boutique bicycle shop out of our garage, and I was a personal trainer for five years. It was during that time that we learned to live on very little.

In May of '07 we decided to embark on a life of adventure travel. So we rented out our Arizona house and moved into a travel trailer. For 2.5 years we crisscrossed the United States. In January of '10,



we decided to take to the sea, so we purchased a Hunter 44 and headed to Mexico. Our goal is to spend six months cruising in our motor home and six months cruising on our boat: the old 'six and six' that is so popular with so many cruisers.

There are so many ways to cruise Mexico, and we were surprised that so many people do it on budgets that are so much larger than ours. Most cruisers in Mexico spend a lot of time in marinas, probably because they are used to cruising that way from sailing the West Coast, where anchorages tend to be roly. Having come from New England and Caribbean sailing backgrounds, we never budgeted for marina stays. In fact, it wasn't until a month ago that we made our first real stay in a marina while cruising. Because anchorages in Mexico are often roly and shore access can be difficult, we'd advise cruisers to budget for spending 50% of the time in marinas. This is very different from Maine and



IN LATITUDES



CHRYSA LIS II

Dave and Leiann (inset) Scee's 'Chrysalis II' hoisted out at the Singlar yard in San Blas. Don't be knockin' the yard or San Blas, they say.

totally unlike the Caribbean.

For those looking for a specific number on our basic cost of cruising in Mexico, we'd say we probably spend \$750 to \$900 a month on living expenses. That includes fuel, food and laundry, which is about all we spend money on in Mexico. For further details, I'd direct people to our website at <http://roadslesstraveled.us/MexicoTips2.html>.

— emily 01/10/12

Readers — Mark and Emily's Mexico Tips #1 and #2, which can be found on their website, are the best we've ever read. If you're headed to Mexico for the first time, they will answer a million questions. That said, we don't think Mexican anchorages are any more rolly than those in the Caribbean, and know that many people spend entire seasons in Mexico without spending more than a couple of

days in marinas.

Cruise Notes:

"We've been hoisted out at the Singlar yard in San Blas, Mexico, for the last month and have loved it," report Dave and Leiann Scee of the Port Townsend-based Cascade 42 **Chrysalis II**. "Despite gringo local Norm Goldie ranting over the VHF that San Blas is unsafe at night, we and our friends haven't found that to be the case. In fact, we enjoy ice cream in the central plaza almost every night, then walk the dark streets back to the boatyard, and haven't had any trouble. Norm also tells everyone that they can't get into the San Blas estuary without his help. Nonsense! Using our GPS, we made it in three hours after high tide, and never saw less than eight feet of water. Things may change after the summer rains or hurricanes, but we found entering to be easy. The best way to enjoy San Blas is to start by turning off your VHF so

Norm can't get into your life, cross the bar, then tie up at the marina. If you need to haul, we think San Blas offers what may be the best bang for the buck on the Pacific Coast, as they charge only \$1/ft/day, and they let you do all your own work. They're great folks, too. San Blas is wonderful old Old Mexico, so please don't let Norm or anyone else drive you away."

A number of folks in this year's cruising class tell us that the always controversial Norm Goldie has been bad-mouthing his hometown, and without justification. True, a few outboards have been stolen, but we haven't had any reports of hostility toward cruisers, most of whom have told us they loved San Blas.

"I checked into Ensenada on February 10, and not only was there no mention of the **supposed new visa policy**, nobody had even heard of it," reports Eric Sorensen of the Half Moon Bay-based Ericson 29 **Nanu**. "In fact, it was my easiest check-in to Mexico ever, taking only 45 minutes from start to finish. I'm a little behind the crowd this year, but I'm sure there will still be plenty of sun and surf."

Arnaldo Dallera of the Sausalito-based Silverton 40 **Aldalisa** reports that he also cleared in at Ensenada on a cruise from San Francisco to La Paz, and it was a "**walk in the park**." Using an agent, the paperwork was completed in less than two hours — oddly enough, more than an hour longer than it took Sorensen to do it himself. "The new law does not affect cruisers," Dallera was told.

Want more proof that **Mexico is a cruising bargain**? A month ago Gabri-Guess how much all this food cost — there's two pounds of swordfish and Pismo clams, too — in Puerto Vallarta. No, less than that.



Dave Scee.

CHRYSA LIS II



LARRAKIN

CHANGES

ela Verdon of the Australia-based Catalina 42 **Larrakin** went to the market in downtown Puerto Vallarta where the restaurants shop, and bought what she reckoned was two weeks' worth of fresh fruit and veggies, with a bunch of seafood thrown in. More specifically, she got a couple of pounds of swordfish, five Pismo clams, 13 limes, seven tomatoes, five carrots, four avocados, four bananas, four cucumbers, three apples, three pears, a pineapple, a bunch of broccoli, onions, bell peppers, zucchini, garlic, sprouts, lettuce and other greens, string beans, and whatever else you see in the photo on the previous page — all for \$32. It was good quality stuff, too. Can't do that at Whole Foods or any other store in the States. Or in the Caribbean. Or in the South Pacific. Or in Europe. You can, however, do it in parts of Southeast Asia.

"We couldn't agree more with *Latitude's* evaluation that the Sea of Cortez is one of the great cruising grounds of the world," writes Paul Martson of the Ventura-based Corsair 31 trimaran **Sally Lightfoot**. "We — meaning myself and




SALLY LIGHTFOOT

One of Baja's big cacti and 'Sally Lightfoot' crew Genevieve Peterson, with 'Sally Lightfoot' in the Baja background. It was a five-day cruise.

my San Francisco-based crew Jared Brockway and Genevieve Peterson — are just back from a five-day weekend on *Sally*, which is currently 'springing' out of Puerto Escondido. We circumnavigat-

ed Isla Carmen, and saw lots of jumping rays, a couple of whales, and even some Sally Lightfoot crabs, from which my boat got her name. The crabs and my tri share the same characteristics of being wide, light and swift."

Not all Bashes are bad. "I just received a video of my husband Stephen and his two crew aboard our Santa Barbara-based Catalina 42 **MoonShyne** taking advantage of favorable winds to sail up the coast of Baja at speeds up to 8.5 knots," reports Bente Millard. "Crewing for Stephen are two friends he made in La Cruz. One is Hans, a world traveller from the Netherlands by way of New Zealand aboard a wooden boat he built himself. The other is Kenny, aka Santa Claus, of the Hunter 44 **Sangria**, who usually has a parrot on his shoulder. The trio left La Cruz at midnight on January 30th, made stops in Cabo, Mag Bay and Turtle Bay, and are now en route to Ensenada with a still-perfect weather window. We're going to party like it's 1999 here at the Santa Barbara YC when *MoonShyne* pulls into her empty and lonely slip. On the

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other hand, we can't wait to go cruising again."

Giddyup! "My husband Bill and his 20-year-old son Keene had never ridden horses until we got to Stone Island, Mexico, near Mazatlan," reports ShantiAna Bartlett of the San Francisco-based Columbia 39 **ShantiAna**. "I wanted to take my guys somewhere easy for their first ride, and figured that Stone Island, with miles of white sandy beach lined by coconut palms, would be the perfect place. The horses were a little rough around the edges, and the 'saddles' were made of fiberglass with no padding whatsoever! So I suggested my guys wear pants with underwear instead of their swimsuits in order to protect 'their guys'. But did my guys listen? Of course not.

"The horses loved to trot," ShantiAna continues, "which for the boys to become men was really painful. I told them they needed to kick their horses harder to make them gallop, which would be easier on the guys' *cojones*. Well, when they did that, the horses took off on a dead run! Fortunately, both guys managed to stay

aboard, and from time to time our guide — 'The Marlboro Man' because of the ever present cigarette in his mouth — would cut them off to get them to stop. After we got five miles down the beach, our time was up. Horses love to head back to the barn, of course, so they took off on a dead run again. My cowboy hat flew off, Keene's stirrup flew off, and Bill's saddle and Bill got completely sideways on the horse before he made a miraculous recovery. Bill didn't hang onto the reins when he got off his horse to fix the 'saddle', which was a mistake, because the horse took off for home without him. I almost peed in my pants watching Bill in pursuit of the horse. "Sheeet happens", said the Marlboro Man in a Mexican drawl. Bill



Despite the custom Mexican fiberglass saddle, the horse riding at Stone Island started out well enough. Then the trotting started.

had to ride back with me on my little pony. For a mere 300 pesos — about \$25 bucks — horse riding at Stone Island is a 'must do' — at least for those with the *cojones* to handle it. But if you're carrying a saddle on your boat, you might want to bring it."

"We're finishing up this issue of

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CHANGES

Changes from our spring office aboard **'ti Profligate** anchored off St. Barth. We'll have a lot more on the Caribbean in the next issue, but we wanted to mention that we got to the island just in time for the party that 86-year-old Marius Stakeborough, owner of the notorious **Le Select Bar** for over 60 years, threw for the 68th birthday of **Jim Green** of Martha's Vineyard. Among many other things, Green, a major figure in the outlandish partying history of old St. Barth, did a stint married to a famous actress, knocked off 40 bottles of champagne with buddy Jimmy Buffet one night at Autour du Rocher to celebrate one of their 40th birthdays, married a Swedish babe 20 years his junior who was cooking burgers at Le Select, and started one circumnavigation with just \$150. Despite his age, everything about Green is big and strong — right down to his teeth. For instance, you could slip some gravel in with his morning flakes, and he'd grind it up with those big teeth, digest it, crap it out, and be none the wiser. But that's the kind of guy it takes to do what he's done.

One day Nate Benjamin — designer,



COURTESY ED

After three times around in a daysailer, Jim Green is still going strong. In mid-February, he started sailing back up to the Vineyard.

builder and restorer extraordinaire of wood boats — spent a few minutes gazing at Green's **Tango II** lying at anchor. "What you've got there," he finally said to Jim, "isn't even an overnighter, she's a daysailer." Green laughed and said,

"Maybe so, but I've sailed her around the world three times." Mind you, at 47-ft, **Tango II** is a little longer version of Hank Easom's sometimes submarine-like **Yucca**, but with a very small house. And **Tango II** was buried in Norway before she was launched to keep the Nazis from getting their hands on her. When asked by a non-sailing guest about the longest passage on his circumnavigations, Green said that it was the 3,000 miles from the Galapagos to French Polynesia. "But on my second and third trips around, I bypassed French Polynesia and sailed 5,000 miles to Suva, which took me 40 days the first time and 37 days the second time." Why not stop at French Polynesia? "The *gendarmes* had caught me smoking a little herb the first time, and told me they put my name on a list and that I better never come back."

Green has a billion stories. "I met this great old guy in Saipan who had lost an arm to a shark at age 15. Not only that, he was going to college in Japan when World War II broke out and had to stick it out for the duration. Anyway, he became very successful and built a big house



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near the ocean. But instead of living in the fancy house, he lived in a little shack on the water. He liked it better. Before I left, he asked me what he could give me for a gift. I told him I wanted a giant clam shell. So he walked down to the end of the dock and dove into the water. A little while later this old one-armed guy came back with a clamshell about two feet across. We cooked it, ate the meat, and now that shell is on my front porch in the Vineyard."

It's been to everyone's benefit that Green has mellowed a bit over the years, but he still gets miffed at things like the Social Security Administration. "I don't have a problem with my regular Social Security check, but shouldn't a 68-year-old guy get a little extra for having a two-year-old daughter?"

"Panama, the Galapagos, the Marquesas, Fiji, New Zealand — here I come!" writes young **Rachel Edwards**, formerly of Portola Valley and Santa Barbara, but more recently a graduate of Bates College in Maine. "My friend Bradley Farrand, who my boyfriend Jeremy and I lived and sailed with in Keri Keri, New

Zealand, needs help delivering his Beneteau 50 back home, so I found a way to get back on the water." A family friend of *Latitude* and frequent crew aboard **Profligate**, Rachel cruised the Pacific for five years with her family aboard their Marquesas 53 **Harmony** starting at age seven. Fun-loving, smart, fit, and poised, Rachel could be a poster girl for the benefits of cruising during one's youth.

Before we left Mexico, we had dinner at the La Cruz home of **Jack and Muriel Taylor**. We can't remember the last time we'd eaten with a 91-year-old who lived in a four-story place with no elevator. But Jack is an unusual guy, an engineering graduate of the University of Michigan who went on to a full life of building boats and houses and delivering boats. He built four boats he named



Muriel and Jack. Although now 91, he still hasn't completely given up the dream of sailing his small trimaran to Hawaii.

after birds — the 28-ft **Teal**, the 28-ft cat ketch **Murre**, the 50-ft ferro-ketch **Skua** he sailed to New Zealand and back over a period of four years, and **Blue Bird**, a 28-ft folding tri he wants to sail to Hawaii. Over a career mostly on the East Coast, Taylor got to know and often worked for sailing greats such as Ted Turner, Ted Hood, the Gougeon Brothers and many others.

"We were doing the Miami to Ochos

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CHANGES

Rios Race ages ago," Jack remembers, "when the boat I was racing on was passed by Ted Turner's 'Cal 40 killer' **Vamp**. It was blowing hard, and though it's probably been 50 years, I'll never forget the steely-eyed look of the man at the helm of *Vamp*. I later learned he was 'Commodore something'.

"Commodore Tompkins?"

"Yes, I think that was his name. A real steely-eyed helmsman he was. Anyway, this was so long ago that after the race Turner walked around the dock trying to scrounge up people to help him deliver the boat back to Miami. He 'sold' it as a pleasant trip in the sunny Caribbean, and managed to enlist his wife of the time, a Jamaican boy who slept all the way, a doctor and wife who had absolutely no idea what they were getting into, and me. Ted was real happy when I offered to stand in for him on some of the middle-of-the-night watches."

Speaking of Commodore 'Steely Eyes' Tompkins of the Mill Valley-based Wylie 38+ **Flashgirl**, which is currently in New Zealand, he just celebrated his 80th birthday at the Presidio YC. Congratula-



Although this shot wasn't taken aboard 'Vamp' it does feature Commodore intently driving a big ketch downwind in a blow.

tions! But remember, Commodore, you're still a kid compared to Taylor.

There will be no **Sea of Cortez Sailing Week** this spring. The usual suspects who organize the event have other commitments.

But make no mistake, the huge cruiser gathering that is **Loreto Fest** will be held May 4-6 as scheduled in

Puerto Escondido. New Hidden Port YC **Commodore Rachel Jameson** of **IWeld** reports that there's a great new cooperative spirit in Puerto Escondido after all of last year's 'troubles', and the relations with the latest Singlar Marina manager have been getting better all the time. Loreto Fest is a giant mash of games, music, seminars, food and much more, all to raise funds to support deserving local charities, mostly schools. A couple of friends who attended last year were skeptical, but despite the unusually windy weather, came away raving about the event.

The early May Loreto Fest dates mean that the waters of the Sea will have warmed up after the winter cold. *Bueno!* Besides, a 'season in Mexico' without a couple of months in the Sea of Cortez is really only half a season. Don't miss the Sea, and don't miss Loreto Fest.

If you're cruising, we'd love to hear from you. Just a couple of short paragraphs with 'who, what, where and why' are all that's needed. But to really score points, include a couple of high res photos of yourself. Thanks. *Gracias. Merci.*

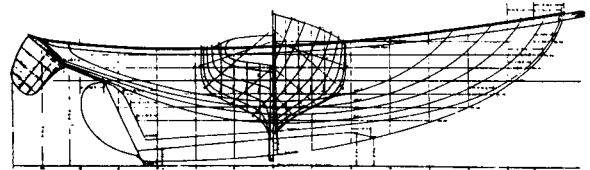
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24-FT J/24, 1978. Alameda. \$3,800/obo. Good condition, must sell due to family illness. 2 sets of sails with spinnaker and pole. 5hp Nissan runs great. New paint and bearings on trailer, VHF. Ready for another season, fast and strong. (209) 481-7074 or rbrettillian@yahoo.com.

20-FT ULTIMATE, 2002. Clear Lake, CA. \$21,500. Hull #175. Dry sailed, '06 Doyle race sails, used 5X, spinnakers, club sails, 2hp Honda, trailer, Tacktick, canvas cover. Race ready 3,2,1 GO! (707) 277-0322 or bobsredkayak@yahoo.com.

15-FT CLASSIC GAFF RIGGED. Catboat, 1965. Milpitas. \$5,500/obo. Charles Wittholz design "Corvus" sailboat. 9hp Yanmar 1GM10 diesel (low hours), trailer, 2 VHF radios, wooden spars, sail and extras. Pictures at: www.storeinside.com/boatforsale.htm. Contact (408) 315-2124 or 86mprice@att.net.

LIEN SALE. Coyote Point Marina, San Mateo, CA. \$6 Park Entry Fee. 25' Catalina CF 1021 GC, 24' Del Rey CF 9517 CV, 23' Ranger CF 9575 FW, 22' Santana CF 5380 FX, 20' Cal CF 2284 GE, 18.5' Hunter CF 4232 JW. Sunday, March 25, 11:00am-2:00pm. Call Ed Hallett for details. (650) 573-2594.



23-FT BEAR, 1947. SF Marina. \$7,000/obo. Own a part of Bay history! Beautiful wooden sloop #32, *Little Dipper*. Built Sausalito by Nunes Brothers. Outstanding condition, repainted topsides, bottom, mast 2010. Race ready 2 mains, 2 jibs, 2 spinnakers. Call Joe. (415) 922-5937.

25 TO 28 FEET

28-FT PEARSON TRITON, 1962. San Carlos, Sonora, Mexico. \$8,500. Pocket cruiser, modified for offshore. Great condition, masthead rig with bowsprit, hard dodger, cockpit enclosure, Westerbeke 10hp diesel, autopilot, radar, roller furling, solar panels. Trade for 24'-30' RV? www.sailboatlistings.com/view/27355. Contact svccoconutexpress@hotmail.com or (503) 342-2065.

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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. Contact ruthmoxley@gmail.com or (530) 622-7671.



23-FT CORONADO, 1969. Sausalito. \$1,250. Sails, 2 batteries, inverter, new lights, compass, VHF, depth to be wired, excellent Nissan long shaft 6hp 4-stroke with charger, serviced Bill at Marine Outboard, teak varnished, Extra V-berth storage, much custom canvas, new cushions, Fortress FX-16 anchor, needs rigging tuneup, new deck paint, clean, hull dry. Priced to sell, very nice boat, firm on price. (415) 680-5662.



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27-FT CATALINA, 1983. \$11,300. Nicely equipped, solid Bay/Delta racer/cruiser. All lines lead aft to cockpit. Don't need a constant hand on the tiller, steers delightfully with sail balance. 110% on Harken furler plus 150% both excellent, spinnaker and complete rigging, reliable 5411 diesel (~600 hours), Martec folding prop, enclosed head with pumpout, Desirable dinette layout, sleeps 6, handheld and mounted VHF, dual racing compasses, depth sounder, barbecue, anchor on chain/rope in forward locker. More at <http://bit.ly/zSslqk>. (925) 997-2922 or scott_francis@pacbell.net.

27-FT PACIFIC SEACRAFT ORION. 1984. Orcas Island, Washington. \$45,000/obo. Classic, strong, long distance cruiser. See *Mate's World's Best Sailboats*. New roller furling, toilet and Webasto heater. Radar, GPS plotter, beautiful teak cabin, bronze portholes. Ready to go anywhere. Contact bernschanks@hotmail.com or (360) 376-5740.



25-FT CATALINA, 1981. Sausalito. \$7,500. Full main and storm main, roller furling jib, spinnaker with sock, Honda 9.9 electric start engine, Pop-Top with canvas enclosure, autopilot, 2 anchors and more. Sausalito berth available. (650) 324-9653 or rick.wolff@me.com.

27-FT DUFOUR, 1974. Alameda. \$9,500. One of a kind, France-made cruiser, fully maintained, excellent condition. Blister free. 3-year-old sails, 3-year-old Yamaha 9.9 - remote control, electric start, battery charger. Wheel or tiller steering. Ready to go without any work. Paid up slip in Alameda for a month. (916) 967-5898 or gzach1@juno.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. www.lizbeth359.com. Contact Michael at miland2@ix.netcom.com or (415) 608-6919.



HUNTER 25.5, 1984. \$6,000/obo. Excellent condition. Nissan 9.8 hp 4 stroke outboard, electric start, alternator. New jib on CDI furler, full batten mainsail. Shore power with battery charger, pressurized water, compass, Signet "SmartPak" instrument. 2011 5-year bottom paint, new thru hulls. Purchased a larger boat. More at <http://gallery.me.com/samcturner/100284>. (707) 974-1890 or samcturner@me.com.



27-FT ERICSON, 1975. Redwood City. \$10,000. Diesel. New since 2009: rigging, sails, furling jib, depth finder, boom, upholstery, and TLC. Last haul out 2010, bottom stripped, painted/2 coats. Top-sides/new shearstripe and bootstripe. *Foxfire* is a beauty. (650) 365-7834 or (650) 207-3004.



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. oddwah@yahoo.com.



27-FT CATALINA, 1986. Berkeley Marina. \$12,500. We need a larger boat for a larger family. Sailed regularly in the Bay. Wheel steering, Universal M-18 (~725 hours) new raw water hoses, impeller, oil and coolant, recent fuel polishing. New North main, older 95% roller furling jib, whisker pole, rebuilt 2 self-tailing winches and 2 cabin top winches, gimbal Origo 3000 stove, rebuilt Groco HF head, 2 anchors with 25' chain and 300' rode. 2 group 27 batteries (house/engine) with charger. New mainsail and wheel covers, all teak has been sanded and refinished with 4 coats of Cetol. New jib sheets and new halyards. 14 gal fuel, 18 gal water, 18 gal holding. http://s1171.photobucket.com/albums/r559/Catalina_27/. (707) 225-1787 or norcalrvf@yahoo.com.

30-FT NEWPORT, 1975. \$12,500. Good old boat perfect for Bay, Delta, and America's Cup viewing. Yanmar diesel completely overhauled in 2011. Email Bill for details: wjmar777@astound.net.



29-FT LANCER-C&C DESIGN, 1980. Alameda. \$13,000. Very well maintained solid boat with a beautiful interior. Smooth sailer setup for shorthanded crew. Very comfortable cabin with beautiful teak work in excellent condition. Yanmar diesel runs perfect. Has depth, speed, and engine control gauges. 2 batteries with charger. VHF and CD stereo with speakers. Propane stove. Harken furler and self-tailing winches. Cockpit cover and seat cushions. Great Bay boat, ready to go - no work or cleaning required. (415) 260-0032 or leo@leosolomon.com.

30-FT JAPAN YACHT VENT DE FETE. 1981. New. Antioch. \$12,750. Yanmar diesel, 2 anchors, swim ladder, teak interior, good sail inventory including spinnaker, VHF, autopilot, fish finder, GPS, gimbal stove, sleeps 5, all lines lead to cockpit, custom dodger. (925) 381-0481 or johnlwadsworth@comcast.net.

LIEN SALE. Coyote Point Marina, San Mateo, CA. \$6 Park Entry Fee. 30' Catalina 1982 CF 9800 HC (diesel), 30' Islander CF 4592 EV, 30' Yamaha sailboat CF 4904 GP, 30' Trojan powerboat CF 3217 EV, 29' Ericson sailboat CF 9470 FB. Sunday, March 25, 11:00am-2:00pm. Call Ed Hallett for details. (650) 573-2594.



30-FT CATALINA, 1989. Richardson Bay Marina. \$29,000. Very well maintained, equipped, running, singlehanded sailing. Radar, Autohelm, depth, speed, wind, inverter, 3 AGM batteries, VHF, CD digital stereo. Propane stove, oven, heater. Refrigerator/freezer. Dependable Universal diesel. Sternperches. 110%, 150%. Harken furler. (415) 717-3225 or rschaper@gmail.com.

29 TO 31 FEET

FARALLON 29, 1976. Santa Cruz (lower harbor). \$22,000/obo. Full keel with cut-away forefoot. Built to a high standard in Oakland, CA. Fully insulated custom teak interior. Twin bow rollers with mechanical windlass. New LPU hull and deck, fresh bottom paint. New windows, new AC waterheater, new plumbing and engine panel. Volvo MD5A diesel. New head with integral holding tank and pump out. New lead-acid batteries. Tiller pilot, Monitor windvane. Tabernacled for the Santa Cruz North Harbor. www.amitzohar.com/farallon.html. Contact (831) 431-3577 or forest.roberts@gmail.com.



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29-FT FARALLON (GOLDEN GATE 30). 1975. Richmond. \$27,000. Factory finished, Hull #1. Full-keel, offshore cruiser, not a modified production boat. Huge nav-station, windvane, chartplotter, radar, AIS, 29hp Perkins, diesel heater, 6-man canister liferaft, all systems work, needs nothing. Contact farallon29@live.com or (510) 621-9614.



CAL 2-29, 1975. Pt. Richmond, CA. \$11,925. Great Bay boat for family cruising, club racing. Maintained, updated, dry. Stove, 3 new batteries, wheel, Autohelm, dodger, swim ladder, 2 anchors, windlass, diesel, batten main, lazy jacks, 3 new-ish jibs, replaced standing rigging. Call (925) 932-3679.

32 TO 35 FEET



35-FT YOUNG SUN CUTTER, 1981. San Carlos, Mexico. \$54,800. 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 (970) 259-5102 or mohrmonte@gmail.com.

32-FT ERICSON, 1969. Owl Harbor. \$8,000. Well built and well maintained boat suitable for cruiser or liveaboard. New bottom paint and zincs last year. Universal Atomic 4, autopilot, GPS, holding tank, VHF, stereo, microwave, barbecue and stove, four sails. (209) 572-2934 or phillips.fred5@gmail.com.



32-FT SLOOP. Designed by Gary Mull, 1970. Sausalito Yacht Harbor. \$29,000/offer. *Chico* was built by John Lidgard in NZ in 1970. She is cold molded out of Kauri using the West system. I have owned *Chico* for over 24 years. Age forces sale, mine not *Chico*'s. She has new sails, three-cylinder Yanmar diesel, fathometer, log/knotmeter, VHF, compasses, Awlgrip topsides, backstay, full cover, wiring, etc. A great boat and reputation. Email Jim Hobart at hobart_james@hotmail.com.

35-FT 1D 35 RACING SAILBOAT. 1999. Waikiki, will ship to San Francisco. \$59,000. 1D 35 *Tabasco* has a great winning pedigree with two division firsts in TransPac, 1st Coastal Cup, several national championships, Key West Championships and much more. Good shape with symmetrical sails. See Youtube link: www.youtube.com/watch?v=MTeiqb1uS0k. (415) 503-7192 or garywfanger@gmail.com.

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 truckeesailor@hotmail.com.

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

33-FT 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.

35-FT CORONADO, 1971. Berkeley. \$24,500/obo. Excellent condition, interior, perfect liveaboard! \$30k into recent major reconditioning, maintenance, and upgrades. Newly rebuilt from epoxy bottom to alloy rib. No leaks. New paint, stereo, wiring, plumbing, new stainless steel keel bolts. Super-running, mint condition Perkins engine. Sleeps 4-8. <http://sfbay.craigslist.org/eby/boa/2833530236.html>. Email akalmanoff@ilpp.org.

33-FT RANGER, ALAMEDA. \$15,500. Universal diesel, Spectra H2O maker, large sail inventory, mostly Pineapple, 406 EPRIB, Force 10 propane stove and heater, windlass, wheel. This Mexico vet is ready to go again. www.latitude38.com/features/bomRanger33.htm. Email for photos: sailorkh@sbcglobal.net. Call (510) 507-0200.

ERICSON 35 MK II, 1977. Richmond YC. \$49,000. Bruce King Design. Loved and well maintained. Equipped for cruising. Sleeps 5. The years have caught up to us, must sell! Detailed info and photos on website: www.ericson351977.blogspot.com. Contact sqsailors@hotmail.com or (925) 935-4413.



35-FT SANTANA, 1980. SFYC. \$18,000. 3 jibs, 3 mains, 3 spinnakers, 10 winches, radar, VHF, stereo, Volvo 18hp w/new fresh water cooling, new mast, rod rigging, running rigging, halyards, new folding prop, topside teak, cushions, head, ice box and stove. (415) 929-0789 or (415) 990-1565 or grantsett@yahoo.com.

34-FT BENETEAU OC350, 1989. Delta. \$44,500. Easy to singlehand, all lines aft. Kept in Delta. 28hp Volvo diesel. 2-year-old main, roller furler, autopilot, Tru Charge, lots of extras. Light, airy interior. Great Bay boat. (916) 775-0016 or Glenn21x@yahoo.com.



35-FT PEARSON ALBERG, 1963. Sausalito. \$21,000. Well maintained and upgraded, cruise ready with refrigeration, chartplotter, radar, autopilot, wind instruments, sails (good main and back-up, 90, 110, 130 genoa, spinnaker), new electric windlass, diesel, Lewmar ST winches and more. Email sashay63@gmail.com.

36 TO 39 FEET

36-FT ISLANDER, 1978. Stockton Sailing Club. \$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. Contact (209) 609-5350 or lyricschipper@hotmail.com.



37-FT EXPRESS, 1985. Alameda. \$62,000. Great condition, and a dream under sail. Set up as a performance cruiser and casual PHRF racer. Beautiful and functional interior. New sails. Full electronics and autopilot. Request brochure. Contact (925) 487-6847 or jackson2191@sbcglobal.net.



33-FT CUSTOM CHUCK BURNS DESIGN. 1977. Santa Barbara. \$39,000. Cold-molded epoxy-cedar, fast and fun! New Yanmar diesel. Recent refit. Beautiful varnished cedar interior. Well maintained, new electrical, new refrigeration, roller furling. Ex-race boat, now fit out for cruising. (805) 687-2104 kriers@cox.net.



36-FT CATALINA, 1989. Emeryville. \$59,000. Very clean, full batten main, Dutchman system, roller furling jib, asymmetrical spinnaker, autopilot, dodger, Lifesling, Achilles dinghy, Honda 2hp outboard, microwave, Force propane heater, radar, VHF, AM/FM/CD, HDTV/DVD, rigged for singlehanding. (925) 200-0083.

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. (503) 481-9769 or cahhiway@aol.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. Contact (510) 523-4081 or roystark@aol.com.

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36-FT ISLANDER, 1974. San Carlos, Sonora, Mexico. \$28,000. Canadian registered, very clean, roller furling, genoa, storm jib, full batten main, 2-speed winches, dodger, 35hp Universal, 2 solar panels, electric windlass, VHF, radar, autopilot, 9' inflatable dinghy, 3.5hp outboard, many extras. (604) 210-9242 (Canada) or (622) 226-1684 (Mexico) or gscontrino@yahoo.ca.



36-FT HUNTER, 1982. Moss Landing. \$45,000. John Cheribini-built Hunter, custom fabrics, custom V-berth, royal blue hull, new bottom paint, Kevlar sail, furler, spinnaker. Microwave. Water heater. Yanmar engine tuned. Great slip. Sails GREAT in Monterey Bay! A rare find! www.captainron.8m.com. Contact (209) 988-2012 or wajwriter@aol.com.

37-FT CREALOCK, 1979. Monterey. \$50,000. Excellent hull. Custom interior. 3 watertight bulkheads, Bal-lenger mast, Norseman fittings, new 3gm30f Yanmar, 70 gallons diesel. Imron LPU hull, deck and mast. Excellent Monterey slip. <http://picasaweb.google.com/102123433907360189909/Februar15201202?authuser=0&authkey=Gv1sRgCJea34-Hsdz7cQ&feat=directlink>. (831) 234-4892 or dcd987@gmail.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 pressurize water system, fresh varnish always maintained. (310) 251-8860.

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 ENDEAVOUR A-PLAN, 1979. Marina Mazatlan. \$36,500. Strong, safe cruiser, roomy liveaboard, Caribbean/Mexico vet. Extensive re-fit 2008, fully cruise equipped. Kycocra 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 HALSEY HERRESHOFF. Cat ketch, 1983. San Rafael. \$49,000. Fast, beautiful, easily handled liveaboard cruiser. Unstayed carbon-fiber masts. Diesel. Impressive wood interior. Two sleeping cabins. Two heads one w/composting toilet. Brand new sails and Awl-Grip. Extremely well equipped. Canister liferaft. (707) 254-0220.



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. <http://sailsugata.com/forsale>. Email hc38@gabrito.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.



38-FT C&C, 1976. San Leandro Marina. \$39,000. She has all new rigging, Monitor wind vane, head, fuel tank, batteries, ignition panel and tach. Also equipped with radar, sonar, Autohelm, VHF. Divorce and loss of my house forces sale. (408) 250-2623 or tajs3456@yahoo.com.

36-FT ALLIED PRINCESS, 1976. San Diego. \$32,500. Ketch, sleeps 6. Stove/oven. Hot water. Refrigeration. TV/DVD. Solar. Inverter. Lowrance GPS, radar, sonar, and VHF. EPIRB. 3 anchors. Search San Diego craigslist! Ready for MEXICO! <http://sandiego.craigslist.org/csd/boa/2842582038.html>. (480) 363-9420 or powers.bart@gmail.com.



38-FT HIGH PERFORMANCE. Cruising Aerodyne, 2003. Tiburon. \$189,500. Roger Martin design built of epoxy in South Africa. Custom anchor platform, electric windlass, LeisureFurl boom, stainless Anderson winches, radar, SSB, Pactor modem, full instrumentation, autopilot, inverter, watermaker, diesel heater, refrigeration, dodger, BBQ, flat screen TV/DVD, new white Awl-grip, new bottom paint, life raft, low time Yanmar with Gori prop. Set up for singlehanded. Retractable bowsprit. Great like-new sail inventory. Ready for Mexico in the fall. (415) 385-3600.



38-FT HANS CHRISTIAN 38T, 1981. Sea of Cortez. \$79,000. Equipped for comfort. windlass, genset, 25gph watermaker, A/C, microwave, sat phone, like-new tanbark sails, new standing rigging, 3-way refrigeration, custom hard dodger/bimini, davits, radar, chartplotter, autopilot, 400w solar. Original owner. (530) 632-5867.



37-FT JEANNEAU SUN ODYSSEY. 2001. Ventura, CA. \$104,900. Loaded performance cruiser with Fisher-Panda generator, air conditioning, Yanmar, dodger, bimini, spinnaker, furling, chartplotter, ST6000+ Autohelm, full instruments, refrigeration, stove, oven, electric windlass, huge aft berth/cabin, separate shower, more. Contact (805) 241-4184 or Rich.n.james@gmail.com.

BENETEAU 36.7 FARR, 2003. \$117,999. 10 bags, ex-Rolux champion, fresh bottom. (707) 291-0891.

40 TO 50 FEET



CATALINA 400 MK II, 2001. Alameda. \$170,000. Clean, well maintained boat. Extras: folding Gori prop, new asymmetrical spinnaker, 130 genoa, propane heater, freshwater washdown pump, upgraded charging system, full Raymarine electronics, dinghy/15hp Honda, new sound system, BBQ. (209) 770-4405 or laureldarell@inreach.com.

40-FT C&C AFT CABIN, 1983. Marin. \$69,500. Rare aft cabin 40 model. All standing rigging, instruments, roller furler, hydraulic backstay, and many other improvements less than four years old. Absolutely the most boat for the money you can buy. (415) 516-1299.



47-FT 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/reefer. 75hp turbo Yanmar, 3-blade Auto-prop. Excellent condition. (509) 981-3838 or jlandsm@comcast.net.



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



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>. (562) 212-3783 or captaingary1@hotmail.com.

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.



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 SCEPTRE, 1986. Crescent Beach, B.C. Original owner. Professionally maintained. Recent bottom paint and survey. Call or email for more info and pictures. raceaway@shaw.ca or (604) 535-9373.



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 YouTube.com, search Tartan 4400, our actual boat! www.youtube.com. (530) 318-0730 or amjohn@sbcglobal.net.



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. www.yachtworld.com/boats/1961/F.-S.-Ford-Custom-wood-Cold-Molded-2440465/Mazatlan/Mexico. Contact for photos. (530) 656-2157 or kd6pgz@aol.com.



43-FT TASWELL, 1995. Bainbridge Island, WA. \$299,000. Pristine, center cockpit full enclosure, Leisure Furl main, electric winch, RF genoa, low hours on main and 5kw genset, watermaker, chart plotter, radar, Espar heat, much more. <http://nxtues.wordpress.com/>. (206) 295-1024 or ntuesday1995@hotmail.com.



47-FT CATALINA 470, 2005. Stockton, CA. \$319,000. 75hp Yanmar turbo diesel, electric primary winches, boom furling main, extra fuel capacity, Autohelm, chartplotter, GPS, radar, 2 staterooms w/ full baths, gen set, heat and air conditioning, Flex-O-Fold prop, leather interior, stereo, flat screen TV, 3,000-watt inverter, electric windlass. Go anywhere in style and comfort. Contact (209) 985-6111 or garrysail@aol.com.

42-FT CATALINA, 1990. South Beach Harbor, San Francisco. \$89,000 USD. Great condition. Extensive upgrades. Full specs at: <http://leluya.blogspot.com>. (650) 241-1440 or leluya123@gmail.com.

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



MORGAN 462, 1981. Vallejo Marina. \$137,000/obo. Bulletproof center-cockpit cruising ketch, keel-stepped masts, integral ballast, skeg-hung rudder, external chainplates, two cabins/heads, many new systems, immaculate. <http://s766.photobucket.com/albums/xx309/tmesser/Morgan%20462%20Cruising%20Sailboat?albumview=slideshow&tr>. Contact (707) 334-3670 or baryb@aol.com.



40-FT COLUMBIA, 1965. Tiburon, CA. \$25,000. Beautiful looking *Libra* has a 10'8" beam and only draws 4'6" which is great for SF Bay. 6'3" of headroom below sleeps seven. The 25hp Universal (m4-30) diesel 4-cylinder installed in '93 has 414 hrs and is extremely reliable. Electric bilge pump, marine head, cockpit cushions, full cover, all sails, 2 spinnakers, mainsail cover. Please see the website: http://web.me.com/jonnymoseley/Site_23/Libra.html. Contact (415) 948-9801 or jonnymoseley@mac.com.



45-FT ISLAND PACKET, 2007. Marina Village Yacht Harbor. \$399,000. Professionally maintained. Original owner. 45'9" LOA, cutter rigged. 75hp Yanmar, Furuno NavNet 3D multifunction display at helm and Nav. Sirius weather. Simrad autopilot at helm with handheld remote. ICOM M604 VHF radio at Nav. ICOM at helm with hailer. KVH TracVision Satellite TV. XM stereo. CD/DVD player. Salon and forward berth have LG flat screens. Radar arch, dinghy lift. Outboard engine hoist. Delta on 400' of 3/8" chain rode, Muir Cheetah Electric Windlass controls at helm and bow, Lewmar electric winches. Many more features and options. She is comfortable, she is beautiful. Sail the Bay, sail the world. Located Marina Village, Alameda. (602) 509-3728. For more information/photos email us at happysmithfamily@hotmail.com.



47-FT BREWER KETCH, 1977. Berthed at Pier 39, San Francisco. \$55,000. Bluewater cruiser commissioned in Sausalito and constructed in Taiwan of thick hand-laid fiberglass, this yacht shows no blisters. All standing rigging recently replaced along with new spruce bowsprit, heavy duty windlass with twin anchors and rollers, rebuilt winches, brass fittings and ports, autopilot, modern electronics (radar, GPS chart plotter, depth sounder), teak throughout the entire ship, teak/marble head and bath, infinite storage area, modern diesel, huge master berth, full galley, CNG stove, etc. Mechanical and electronics are tip-top and reflected in extensive maintenance records. Sails beautifully. <http://s550.photobucket.com/albums/ii418/SquidBoy02/Ted%20Brewer%20Ketch?albumview=slideshow>. (408) 483-9550 or (650) 938-3169 or danmck@sonic.net.



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.



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.

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 website for details/pictures. www.schooner4sale.com. Email captjmcn@gmail.com.



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



38-FT CROSS, 1996. Loreto, Mexico. \$32,500/obo. Recent refit that included complete interior and exterior paint, epoxy barrier coat, anti fouling and new custom tramps. Extensive cruising inventory, asymmetrical in sock, 130 genoa on Furlex roller, storm jib, full batten main with 2 reefs, Universal M25XPB diesel with 620 hours new in 2004, 3-blade Maxy feathering prop, 5 Unisolar panels, charge controller, inverter, generator, Katadyn 80E watermaker, Furuno radar, Autohelm, 787 GPS, MC35 radio, Adler Barbour 12CF refrig/freezer, Apex 10.5 RIB w 8hp Tahatsu, 3 anchors w/chain and rode, electric anchor windlass, sea anchor, extensive cruising inventory of spare parts and tools too numerous to list. Won't find a more complete boat ready to go for less. (619) 421-2235 or bajaair@cox.net.



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. (805) 689-7306 or dabney@cox.net.



60-FT LAURENT GILES, 1976. Seattle. \$189,000. Sailing vessel *Princess Irene* for sale. 60' Laurent Giles-designed ketch. The sailboat is designed for ocean passage making with two crew. The yacht was built in 1976 by Royal Huisman and outfitted by Moody. Multiple redundant systems including propulsion. 5 watertight compartments, 2 heads, sleeps 8 in 3 compartments, beautiful teak interior. www.sailboatprincessirene.blogspot.com/. Email dan5619@yahoo.com.



32-FT HUNTER CABIN CRUISER, 1963. Korth's, Delta. \$17,500. A Bay Area-built, mahogany and oak classic. Varnished cabin, transom and trim. Original interior, sleeps five, huge cockpit with new canvas. Dual Chrysler 318s. 2011 survey. Boat in great condition! (510) 582-8593 or rrgeiger@comcast.net.



38-FT SUPER SHOCKWAVE. Catamaran, 1985. Reno. Best offer. Famous offshore racing catamaran. Crowther/Bell Super Shockwave. 60' carbon mast, cost \$55k. New \$8k code o, new tramps. See *Nice Pair* on YouTube. \$300k replacement, \$100k value. Consider partnership/multihull trades. Prepped for paint. Trailer-able. (775) 827-2786.



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. www.yachtsoffered.com. (831) 247-7939 or hawknest1@prodigy.net.

34-FT GEMINI 105MC, 2005. Redwood City, California. \$149,500. Great family or race boat. Perfect for San Francisco Bay, coast, Mexico, and beyond. Fast; easy to sail without heeling. Spacious deck and interior. Elegant and comfortable. See website details. <http://loonasea.gibbons.web.stanford.edu>. (650) 380-3343 or brian.j.gibbons@gmail.com.

MULTIHULLS



43-FT ROBERTSON & CAINE. Leopard, 2006. La Paz, Mexico. \$304,500. The only Leopard 43/M4300 on the West Coast coming out of Moorings contract in June making this the perfect time to buy and participate in the decommissioning. Based in relatively low utilization La Paz she is in excellent shape, including new sails, complete electronics, heat/AC, DSC VHF, stereo (Bose speakers). Ready to cruise fabulous Baja. <http://gallery.me.com/mmichaelbrown#100382>. Contact mmichaelbrown@me.com or (415) 752-8683.



38-FT ROBERTSON & CAINE, 2002. Alameda. \$229,000. Proven offshore and coastal cruiser. Many improvements make this turnkey beauty like new. 3 queen-sized cabins, 2 heads. Huge galley, salon and cockpit. Chartplotter and all electronics. Email for link to more pics. (415) 205-1627 or ahuber@sbgpcpa.net.



40-FT CUSTOM CATAMARAN, 1973. Port Townsend, WA. \$60,000. Totally rebuilt 2007-2010. NEW: cockpit, bulkheads, underwing, aft decks, engine, tanks, hatches, batteries, wiring, plumbing, davit arch. Twin helms, propane and wood heat, galley up, twin heads, cutter rig. More photos and info at website. www.sailboatlistings.com/view/24967. Contact wholebird@gmail.com or (360) 643-1593.

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.



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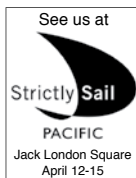
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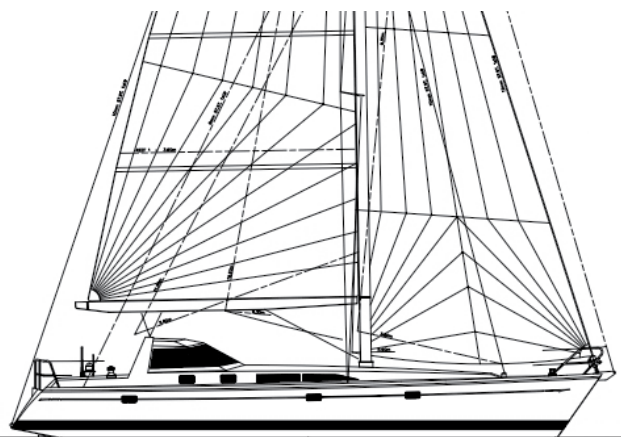
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