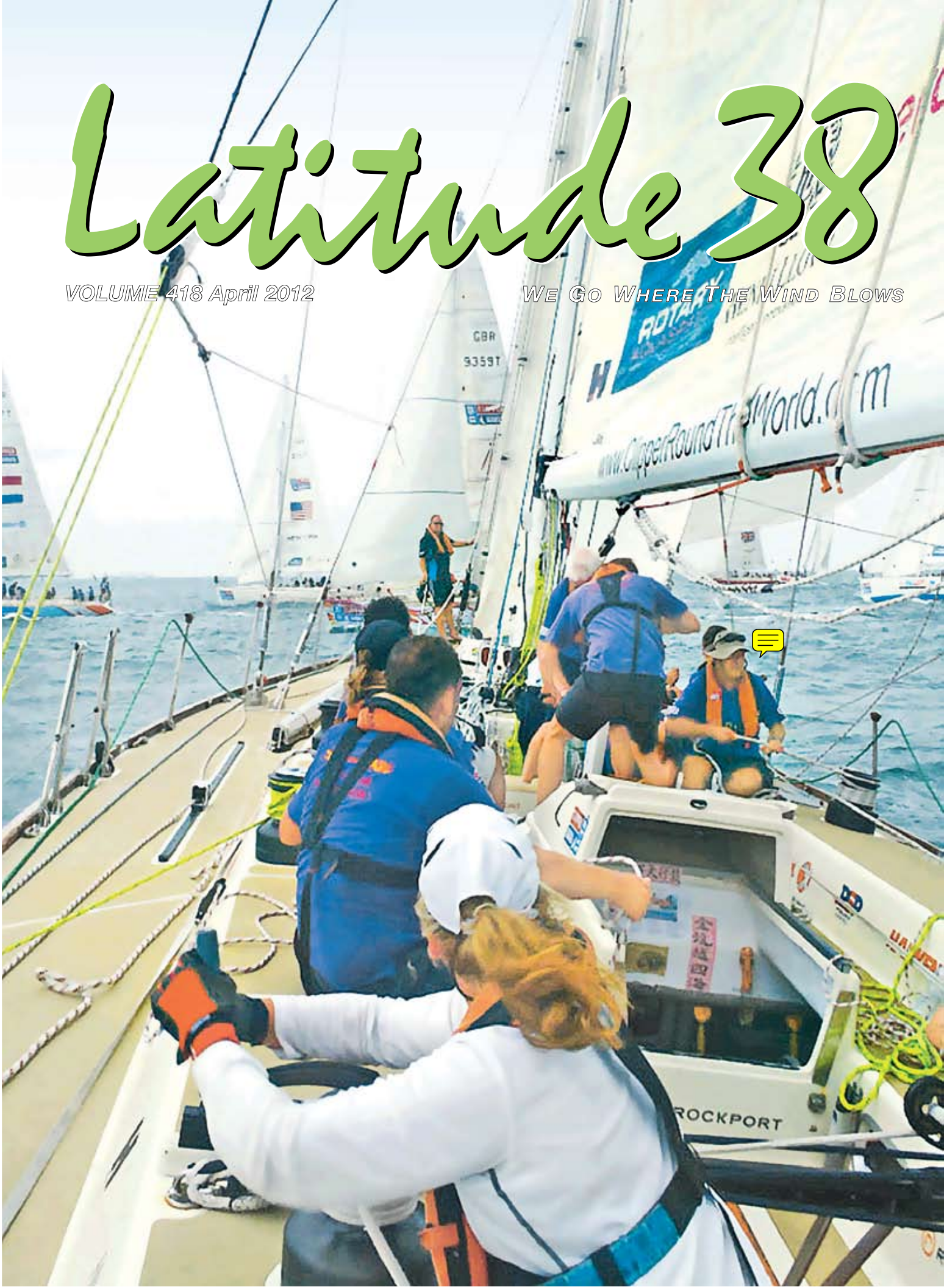


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VOLUME 418 April 2012

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This year's winner is *California Condor*, Buzz Blackett's Antrim designed Class 40, placing first out of 85 finishers, including several multihulls.

Condor boasts a full set of Pineapple Sails, including a square-top mainsail (the designer says that sometimes it is OK to be a blockhead) and the workhorse for this race, the "A-2" asymmetrical spinnaker.

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Cover: There will be a new level of excitement this month when the Clipper Round the World Race fleet enters the Bay.

Photo: Howie Choo / on Edition

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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs – anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus digital images (preferable) or color or black and white prints with identification of all boats, situations and people therein; and 3) be legible. These days, we prefer to receive both text and photos electronically, but if you send by mail, anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to editorial@latitude38.com, or mail to Latitude 38 editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address or see www.latitude38.com/writers.html.

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41' Dehler DS, 1998 \$169,900



38' Island Packet 380, 1999 \$228,000

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46'	Island Packet 465	2008	429,000
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41'	Dehler DS	1998	169,900
40'	Beneteau	2009	208,500
40'	Beneteau	2008	185,000
39'	Beneteau 393	2006	139,000
39'	Cal Mk II	1980	57,000
38'	Island Packet 380	1999	228,000
38'	Island Packet 38	1993	119,000
38'	Beneteau Moorings	1991	49,500
38'	Hunter 380	2000	89,000
38'	Ericson 38-200	1988	69,000
37'	Island Packet 370 cutter	2004	293,000
37'	Tartan 37	1982	65,000
37'	Pacific Seacraft yawl	1984	119,000
36'	Hunter sloop	2004	110,000
36'	Beneteau 361	2000	94,950
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36'	Islander	1978	41,500
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34'	C&B Marine Tiffany Jayne	1982	29,000
33'	Hunter 33 sloop	2005	89,000
33'	Yamaha	1979	22,000
32'	Beneteau 323	2007	88,000
32'	Beneteau 323	2006	90,000
32'	J/32	1997	79,000
32'	West sail	1976	64,400
30'	Beneteau First 305	1988	35,000
28'	Alerion Express	2002	87,000
24'	Corsair Sprint 750	2008	55,000

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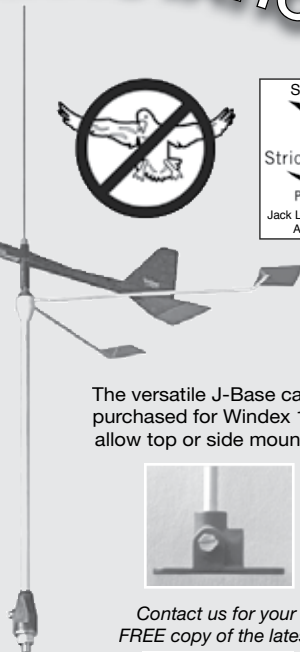
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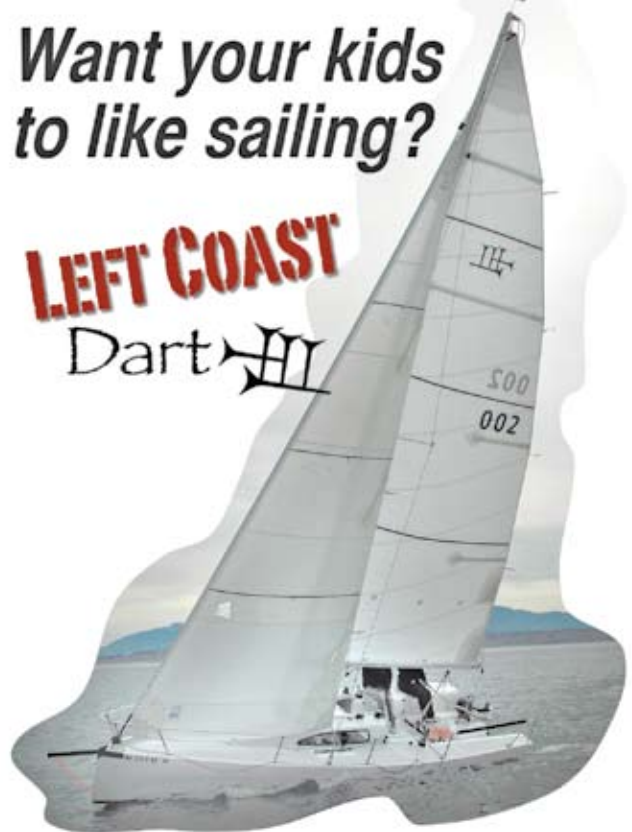
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Mar. 31 — North U. Trim Tour is a one-day course teaching the latest in sail trim. The next seminar (Cruising & Seamanship Seminar) is in Seattle, WA. All seminars run 9 a.m.-4:30 p.m. Other dates & locations: **3/31**: Vancouver, BC; **4/1**: Seattle, WA; **4/1**: Vancouver, BC (Cruising & Seamanship); **4/21**: Coos Bay, OR. \$85-115. Info, www.northu.com.

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Mar. 31 & Apr. 28 — Maritime Crafts for Kids at SF Maritime National Historical Park's Hyde St. Pier, 3-4 p.m. Free. Info, john_cunnane@nps.gov or (415) 447-5000.

Apr. 1 — Take your favorite fool sailing today.

Apr. 1-29 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or www.baads.org.

Apr. 4 — 'Emergencies at Sea' seminar by Modern Sailing's John Connolly at Corinthian YC, 7 p.m. Free. RSVP at www.cyc.org or (415) 435-4771.

Apr. 4, 11, 18, 25 — *Building the Golden Gate Bridge* film at Sausalito's Bay Model, 1 p.m. Info, (415) 332-3871.

Apr. 4-25 — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m. Enjoy lunch and a dynamic speaker each Wednesday for about \$25. All YCs' members welcome. More info under the 'Events' tab at www.stfyc.com.

Apr. 6 — Sail under a full moon on a Friday night.

Apr. 7 — Chantey Sing aboard a historic vessel at Hyde St. Pier, 8 p.m.-12 a.m. Free. RSVP to peter_kasin@nps.gov.

Apr. 8 — Instead of hiding Easter eggs around the backyard, hide them around the boat.

Apr. 10 — 'Maritime History on the San Mateo Coast' program at SF Maritime National Historical Park, 6 p.m. \$5. David Hirzel explores the history of shipwrecks, shore whaling, dog holes and more along this slice of the NorCal coast. Info, (415) 447-5000.

Apr. 12 — Amateur radio class in Santa Rosa, 9 a.m.-3 p.m. \$25. Registration required. Contact Dale at (707) 762-9414 or wb6tms@arrl.net.

Apr. 12 — Single sailors of all skill levels are invited to the Single Sailors Association monthly meeting at Ballena Bay YC, 6:30 p.m. Info, www.singlesailors.org or (510) 239-7245.

Apr. 12-15 — Strictly Sail Pacific at Jack London Square. Info, www.strictlysailpacific.com.

Apr. 14 — Berkeley Bay Festival at Berkeley Marina, 11 a.m.-4 p.m. Free music, sailboat rides (courtesy of Cal Sailing), and more. Info, www.ci.berkeley.ca.us.

Apr. 14 — Suddenly in Command safety course presented by USCGA at the San Jose West Marine, 10 a.m.-2 p.m. \$15. RSVP & \$5 deposit required. Info, (408) 246-1147.

Apr. 14 — Boaters Swap Meet at Emeryville Marina, 9 a.m.-2 p.m. Info, (510) 654-3716.

Apr. 14 — Boaters Swap Meet at Stockton SC, 8 a.m. Fuel up at a pancake breakfast, too. Info, www.stocktonsc.org.

Apr. 14 — Small Craft Tour at SF Maritime National

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- Catalina 42, 2000**NEW LISTING!** 169,900
- Catalina 42 MkII, 1995**NEW LISTING!** 129,000
- Catalina 42, 1989**NEW LISTING!** 95,000
- Catalina 400 MkII, 2001**REDUCED!** 149,000
- Catalina 400, 1995160,000

- Catalina 380, 2000**NEW LISTING!** 141,000
- Catalina 36 MkII, 200198,500
- Catalina 350, 2005129,900
- Catalina 34, 198949,300
- Catalina 30, 1984**NEW LISTING!** 29,000
- Catalina 30, 198426,000
- Preowned Sailing Yachts at Our Docks**
- Moody 42 DS, 2001249,000
- Tartan 4100, 2004**NEW LISTING!** 345,000
- C&C 41, 198457,500
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- Beneteau Oceanis 373, 2005137,000
- Islander 36, 1979**NEW LISTING!** 36,000
- Tartan 33, 1982**NEW LISTING!** 42,000
- Hunter 310, 200779,900

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- Ranger 29 Tug, 2011**DISCOUNTS!** 229,937
- Ranger 27 Tug, 2011**DISCOUNTS!** 159,937
- Ranger 25SC Tug, 2012**NEW ARRIVAL!** 129,937
- Ranger 21-EC Tug, 2011**DISCOUNTS!** 49,937
- New Cutwater Boats in Stock (base price)**
- Cutwater 28, 2012**NEW MODEL!** 169,937
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- Ranger 25SC Tug, 2010**NEW LISTING!** 144,500
- Ranger 25 Tug, 2009**LET'S MAKE A DEAL!** 125,900
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CALENDAR

Historical Park's Hyde St. Pier, 10:30 a.m.-noon. Free. Info, mgardner@maritime.org.

Apr. 14 — If you'd rather check out the big boats at Hyde St. Pier, check out 'A Day in the Life: 1901', where you'll learn about maritime arts & crafts. Vessel admission (under 16 free). RSVP at (415) 447-5000.

Apr. 14 — Stand-up paddle board demo and clinic at 101 Surf Sports in San Rafael, 9 a.m.-2 p.m. Free. Info, www.101surfsports.com.

Apr. 15 — Swap Meet and Open House at Berkeley YC, 6 a.m. Info, www.berkeleyyc.org or (510) 843-9292.

Apr. 15 — Lighthouses of the Bay program at SF Maritime National Historical Park's Visitor Center. 3:15 p.m. Free. Info, (415) 447-5000.

Apr. 18 — Singlehanded TransPac race seminar 'Provisioning & Medical Issues' at Oakland YC, 7 p.m. All seminars are free and open to the public. For more about the race or future seminars, go to www.singlehandedtranspac.com.

Apr. 18 — 'SF Bay, the Past, Present & Future' talk by Save the Bay's David Lewis at Corinthian YC, 7 p.m. Free. RSVP at www.cyc.org or (415) 435-4771.

Apr. 19 — Spring Race Instructions seminar, part of Sausalito YC's Third Thursday Seminar Series, 6:30-7:30 p.m. Free and open to the public. Info, www.sausalitoyachtclub.org/calendar/whats-happening.

Apr. 20, 1854 — The 235-ft clipper ship *Flying Cloud* set the New York-to-San Francisco passage record of 89 days, 8 hours. She held the record for 135 years, until it was broken by Warren Luhrs aboard the *Open 60 Thursday's Child*.

Apr. 21 — Marinship Day & Flea Market at Sausalito West Marine, 8 a.m.-3 p.m. BBQ gets fired up at 11 a.m. Proceeds from BBQ, booth rentals and raffle go to Spaulding Wooden Boat Center. Prizes and more! Info, (415) 332-0202.

Apr. 21 — Amateur radio class in Petaluma, 9 a.m.-3 p.m. \$25. Registration required. Contact Dale at (707) 762-9414 or wb6tms@arrl.net.

Apr. 21 — 'Music of the Sea for Kids' aboard *Balclutha* at Hyde St. Pier, 3 p.m. Vessel admission (under 16 free). Info, (415) 447-5000.

Apr. 21 — Opening Day on the Delta Parade. Starts at noon in front of Pittsburg YC on the San Joaquin River. Info, www.pittsburgyc.com.

Apr. 21-22 — CharterFest & Boat Show at Squalicum Harbor in Bellingham, WA, 10 a.m.-4 p.m. Free. Info, www.portofbellingham.com/charterfest or (360) 676-2542.

Apr. 22 — Celebrate Earth Day on the liquid part!

Apr. 28 — Martinez Marina Swap Meet, 8 a.m.-1 p.m. Info, (925) 313-0942 or slips@martinez-marina.com.

Apr. 28 — Treasure Island Sailing Center Opening Day celebration, 11 a.m.-4 p.m. Free sailboat rides, music, games & food. \$3 for BBQ. Info, www.tisailing.org.

Apr. 29 — Opening Day on the Bay! Don't miss the blessing of the fleet in Raccoon Strait, 10:30-noon (enter from the east). Info, www.picya.org.

Apr. 29 — Celebrate Opening Day in style with the Golden Gate Tall Ship Society aboard *Freda B*, 10:30 a.m.-2 p.m. \$35-85. See www.ggtss.org for info or tickets.

May 10 — 'How the Tides Work for You' presentation by Kame Richards at Sausalito's Bay Model, 7 p.m. See for yourself how the waters move on the Bay. **5/12:** 1 p.m. \$15 (cash). RSVP required, jimtantillo@comcast.net or (408) 263-7877.

May 12 — Safety at Sea Seminar at California Maritime Academy in Vallejo. This day-long event fulfills the mandatory seminar requirement for Pacific Cup racers. \$100. Info, www.pacificcup.org.

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53' J/160, '01, <i>Mandalay</i>	\$579,000	40' Olson, <i>Elka</i>	SOLD	33' J/100, Hull #9, '05, <i>Brilliant</i>	SOLD
52' Santa Cruz, '99, <i>Renegade</i>	\$495,000	38' Sabre 386, '08, <i>Kuai</i>	SOLD	33' Back Cove, '08.....	\$269,000
52' Santa Cruz, '98, <i>Hula</i>	SOLD	38' Sabre 38 Mkl, '84.....	SOLD	32' J/32, '02, <i>Tango</i>	SOLD
52' TransPac with IRC mods, '03, <i>Braveheart</i> *.....	\$499,000	38' Pearson True North*.....	\$239,900	30' Mull custom, '74, <i>The Shadow</i>	\$40,000
50' Bakewell-White, '02, <i>Brisa</i>	\$615,000	36' J/109, '03*.....	\$189,000	30' Olson 911S, '89, <i>Halcyon</i>	SOLD
48' J/145, Hull #9, '03*.....	\$675,000	36' J/36, '82.....	\$59,000	30' Olson 30, '79.....	SOLD
48' 1D48, '96, <i>Chaya</i>	Reduced \$79,000	35' J/105, '02, Hull #581, <i>Business Time</i>	\$99,000	30' J/30, '79*.....	\$26,000
47' Valiant, '81, <i>Sunchase</i>	\$90,000	35' J/105, '02, Hull #520, <i>Sea Room</i>	SOLD	30' Peterson Half Ton*.....	Reduced \$19,900
44' J/44, '90, <i>Phantom</i>	\$239,000	35' J/105, '01, Hull #463, <i>Trickster</i>	SOLD	29' MJM 29z, '07*.....	\$269,000
44' Kernan, <i>Wasabi</i>	SOLD	35' J/105, '01, Hull #405, <i>Swoosh</i>	SOLD	28' Alerion Express, '02*.....	Reduced \$59,500
44' Wauquiez 43 Pilot Station*.....	\$299,000	35' J/105, '01, Hull #400, <i>Lulu</i>	\$105,000	28' Islander, '78*.....	\$16,900
43' J/130, '96*.....	\$184,000	35' J/105, '00, Hull #347, <i>Bald Eagle</i>	Reduced \$89,000	26' J/80, '01, <i>Whiplash</i>	SOLD
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41' J/124, '05.....	\$239,000	35' J/105, '01, <i>John B</i> *.....	\$94,500	26' J/80, '00*.....	\$29,000
40' Pacific Seacraft, '99, <i>DreamKeeper</i>	\$314,900	35' J/105, '92, Hull #44, <i>Orion</i>	SOLD	26' J/80, '04, <i>Heart Attack</i>	SOLD
40' J/120, '02, <i>Alchera</i>	Reduced \$189,000	35' J/35C, '91*.....	\$89,000		
40' J/120, '00, <i>Dayenu</i>	\$174,900	34' J/34, '85, <i>The Zoo</i> *.....	\$29,900		

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CALENDAR

May 12 — US Sailing Basic Race Management Seminar at Treasure Island YC, 8 a.m.-6 p.m. \$40/\$85. Email jzarwell@regattapro.com or rsbreed@earthlink.net for info.

May 19 — Opening Day on South Bay! Boat parade, blessing of the fleet, live music & fun for the whole family. Info, www.southbayopeningday.org or www.sequoiayc.org.

May 19-20 — Corinthian YC presents its annual Women's Sailing Seminar. A terrific low-stress way to learn how to sail. \$250. Info, www.cyc.org/WSS.

May 20 — Nautical Swap Meet at Elkhorn YC in Moss Landing, 7 a.m. Info, eyc@elkhornyc.com.

Racing

Mar. 26-Apr. 1 — BVI Spring Regatta & Sailing Festival, British Virgin Islands. One of the Caribbean's best regattas, this includes a huge bareboat fleet. A great way to spend a week-long charter. Info, www.bvispringregatta.org.

Mar. 31 — BAMA's Doublehanded Farallones Race. Info, www.sfbama.org.

Mar. 31 — Horsfall-Vincent Regatta. CYC, www.cyc.org.

Mar. 31 — 24th America's Schooner Cup in San Diego, a spectacular regatta featuring (you guessed it) schooners from up and down the coast. Proceeds from race and Sunday's concert benefit the Navy-Marine Corps Relief Society. Contact Silver Gate YC at manager@sgyc.org or (619) 222-1214 to enter your schooner or find out more.

Apr. 1 — Spring Series #3. SSC, www.stocktonsc.org.

Apr. 7 — Spring Tune-Up Race, the mother of all beer can races. RYC, www.richmondyc.org.

Apr. 7 — Summer #1. SeqYC, www.sequoiayc.org.

Apr. 7 — SSS Corinthian Race, formerly known as the In the Bay Race. Info, www.sfbaysss.org.

Apr. 7 — Andy Byrd Memorial Race. CPYC, www.cpyc.org.

Apr. 7 — Spring Series #2. VYC, www.vyc.org.

Apr. 14 — Bullship Regatta, the annual running of El Toros from Sausalito to the Cityfront. Info, www.eltoroyra.org.

Apr. 14 — YRA-OYRA Full Crew Farallones Race. SFYC, www.yra.org.

Apr. 14 — Women Skippers Regatta. SYC, www.sausalito-yachtclub.org.

Apr. 14 — Don Wan Regatta. TYC, race@tyc.org.

Apr. 14 — Big Dinghy. RYC, www.richmondyc.org.

Apr. 14 — Mercury Series #2. EYC, www.encinal.org.

Apr. 14 — Commodore's Cup. BVBC, www.bayviewboatclub.org.

Apr. 14-15 — Harken Opti #2. SFYC, www.sfyf.org.

Apr. 14-15 — Camellia Cup on Folsom Lake, for centerboards, multihulls and keelboats. FLYC, www.flyc.org.

Apr. 14-15 — Tahoe Ski/Sail on Lake Tahoe. TahoeYC, gm@tahoeyc.com or (530) 853-6070.

Apr. 15 — Estuary Cup. EYC, www.encinal.org.

Apr. 15 — Baxter Judson #1. PresYC, www.presidio-yachtclub.org.

Apr. 15 — Spring Series #4. SSC, www.stocktonsc.org.

Apr. 21 — Singlehanded #2. SeqYC, www.sequoiayc.org.

Apr. 21-22 — BYC's 40th Annual Rollo Wheeler Regatta. One design and PHRF buoy races on Saturday, pursuit race on Sunday. Bobbi, (925) 939-9885 or bobbi@jfcbat.com.

Apr. 21-22 — Resin Regatta, for Melges 24s, Moore 24s, Express 27s and Etchells. SFYC, (415) 789-5647 or www.sfyf.org.

Apr. 21-22 — J/Fest, one-design and PHRF racing for the J/boat faithful. StFYC, (415) 563-6363 or www.stfyf.com.

Apr. 27 — 65th Newport to Ensenada Race, one of the largest international yacht races. Info, www.nosa.org.

Apr. 28 — Twin Island Series #1, a choose-your-direction

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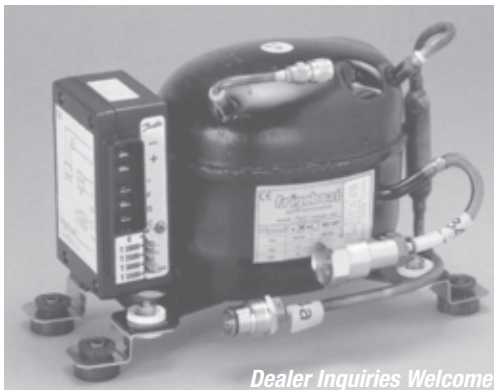
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CALENDAR

race around Alcatraz and Angel Islands. SYC, www.sausalito-yachtclub.org.

Apr. 28 — YRA-WBRA City #1. GGYC, www.yra.org.

Apr. 28 — YRA-OYRA Duxship. GGYC, www.yra.org.

Apr. 28 — Small Boat Spring #1. EYC, www.encinal.org.

Apr. 28 — Trans-Folsom Champagne Challenge on Folsom Lake. Info, www.flyc.org or (916) 685-4869.

Apr. 28 — 28th Annual Konocti Cup, a 26-mile marathon on Clear Lake. Info, www.kbsail.com.

Apr. 29 — Spring Series #5. SSC, www.stocktonsc.org.

May 5 — Doublehanded Long Distance #2. SSC, www.stocktonsc.org.

May 5 — YRA-WBRA #2. RYC, www.yra.org.

May 5 — Summer #2. SeqYC, www.sequoiayc.org.

May 5-6 — 18-ft Skiff Regatta. SFYC, www.sfyyc.org.

May 5-6 — Elvstrom Zellerbach. StFYC, www.stfyyc.com.

May 5-6 — Commodore's Cup. HMBYC, www.hmbyc.org.

May 5-6 — The 112th annual Great Vallejo Race, one of the biggest races on the Bay, and also serves as the YRA season opener. Info, (415) 771-9500 or www.yra.org.

May 5-6 — Moore 24 PCCs. SCYC, www.scyc.org.

May 12 — Mercury Series #3. EYC, www.encinal.org.

May 12 — Long Distance Race #2. SSC, www.stocktonsc.org.

May 12 — Annual El Toro Flight of the Bulls at Foster City Boat Park. Info, www.eltoroyra.org.

May 12 — If you like solitude, go for the Singlehanded Farallones Race. SSS, www.sfbaysss.org.

June 30 — If that's not enough for you, test your mettle in the Singlehanded TransPac, a 2,120-mile slide from the Bay to Hawaii. SSS, www.singlehandedtranspac.com.

July 16 — And if you'd like to share the adventure with friends, the Pacific Cup is for you. Info, www.pacificcup.org.

Summer Beer Can Regattas

BALLENA BAY YC — Friday Night Grillers: 4/6, 4/20, 5/4, 5/18, 6/1, 6/15, 6/29, 7/13, 7/27, 8/10, 8/24, 9/7. Matt Schuessler, (925) 785-2740 or race@bbyc.org.

BAY VIEW BOAT CLUB — Spring Monday Night Madness: 4/16, 4/30, 5/14, 5/28, 6/11, 6/18 (make-up). Arjan Bok, (415) 310-8592 or bayviewracing@sbcglobal.net.

BENICIA YC — Thursday nights: 4/5-5/24, 6/7-6/28, 7/12-8/23, 9/6-9/27. Grant, (510) 230-3649 or harlessgrant@sbcglobal.net.

BERKELEY YC — Every Friday night: 4/6-9/28. Paul Kamen, (510) 540-7968 or pk@well.com.

CAL SAILING CLUB — Year-round Sunday morning dinghy races, intraclub only, typically in Laser Bahias and JY15s. Info, racing@cal-sailing.org.

CORINTHIAN YC — Every Friday night: 4/27-9/7. Michael, racing@cyc.org.

COYOTE POINT YC — Every Wednesday night: 4/11-10/17. George Suppes, (650) 921-4712 or regatta@cpyc.com.

ENCINAL YC — Friday Night Spring Twilight Series: 4/13, 4/27, 5/11, 6/1, 6/15. Susan, rearcommodore@encinal.org.

FOLSOM LAKE YC — Every Wednesday night: 5/2-9/26. Info, www.flyc.org.

GOLDEN GATE YC — Friday nights: 5/4, 5/18, 6/1, 6/15, 6/29, 7/13, 7/27, 8/10, 8/24. Gary, (916) 363-4566 or gialvo@pacbell.net

ISLAND YC — Spring Island Nights on Fridays: 4/20, 5/4, 5/18, 6/8, 6/22. John, (510) 521-2980 or iycracing@yahoo.com.

LAKE TAHOE WINDJAMMERS YC — Every Wednesday night: 6/6-late September. Will Anderson, (678) 517-6578.

LAKE WASHINGTON SC — Every Thursday night: 5/3-9/27. Dan Clark, www.lwsailing.org.



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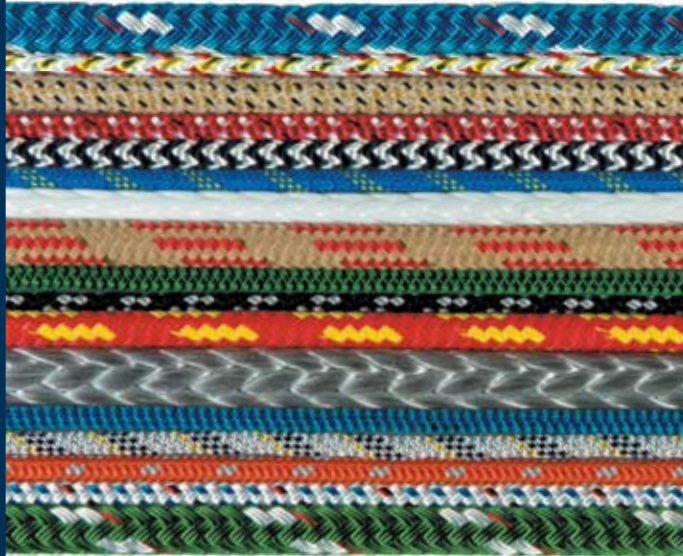


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CALENDAR

LAKE YOSEMITE SA — Every Thursday night: 5/10-8/23. Tom Cooke, tcookeatty1@yahoo.com.

MONTEREY PENINSULA YC — Sunset Series, every Wednesday night through October 3. Garth Hobson, (831) 915-7020 or turbogarth@hotmail.com.

OAKLAND YC — Wednesday night Sweet 16 Series: 5/2-6/20 & 7/18-9/5. John, (510) 366-1476 or j_tuma@comcast.net.

RICHMOND YC — Wednesday nights: 4/4, 4/18, 4/25, 5/2, 5/16, 5/23, 5/30, 6/6, 6/20, 6/27, 7/11, 7/18, 7/25, 8/1, 8/8, 8/15, 8/22, 8/29, 9/5, 9/19. Eric Arens, (510) 841-6022 or ericarens@comcast.net.



LATITUDE / ROB

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ST. FRANCIS YC — Wednesday Night Series: 5/2-6/27 & 8/1-8/29. Thursday Night Kiting Series: 4/12, 4/26, 5/10, 5/24, 6/7, 6/28, 7/12, 7/26, 8/2, 8/16, 8/30, 9/13. Friday Night Windsurfing Series: 4/13, 4/27, 5/11, 5/25, 6/8, 6/29, 7/13, 7/27, 8/3, 8/17, 8/31, 9/14. Robbie Dean, (415) 563-6363 or racemgr@stfyc.com.

SANTA CRUZ YC — Wet Wednesdays: 3/14-10/31. Corinthian sailing every Friday night: 5/4-8/24. Info, (831) 425-0690 at scyc@scyc.org.

SAUSALITO YC — Spring Sunset Series on Tuesday nights: 5/1, 5/15, 5/29, 6/12, 6/26. Dave Borton, (415) 302-7084 or race@sausalitoyachtclub.org.

SEQUOIA YC — Every Wednesday night: 4/11-10/10. John Graves, (408) 306-1408 or www.sequoiayc.org.

SHORELINE LAKE AQUATIC CENTER — Capri 14.2 racing every Thursday night during Daylight Saving Time. Laser racing (BYOB) every Wednesday night, April 25-October. Info, (650) 965-7474.

SOUTH BEACH YC — Friday Night Series: 4/20, 4/27, 5/4, 5/18, 6/1, 6/15, 6/22, 7/6, 7/20, 7/27, 8/3, 8/17, 8/24. Info, rearcommadore@southbeachyc.org.

STOCKTON SC — Every Wednesday night: 6/6-8/29. Patrick Felten, (209) 518-6371 or regatta11@stocktonsc.org.

TAHOE YC — Wednesday Night Beer Can Series: 5/30-6/27 & 7/11-8/29. Dan Hauserman, (530) 581-4700 or dan@ilovetahoe.com. Monday Night Laser Series: 5/28-8/27. Rick Raduziner, (530) 583-6070 or raduziner@sbcglobal.net.

TIBURON YC — Every Friday night: 5/18-8/31. Ian Matthew, race@tyc.org or (415) 883-6339.

VALLEJO YC — Every Wednesday night: 4/4-9/26. Tom Ochs, fleetcaptainsail@vyc.org.

Mexico and Beyond

Mar. 10-Apr. 29 — The 2nd Annual Cruisers Rally to El Salvador starts in Mexico and meanders 'rally style' to the Bahia del Sol Hotel in El Salvador, where owner Marco Zablah is donating \$1,800 in prizes. Info, elsalvadorrally.blogspot.com.

April 12-15 — La Paz Bay Fest. This will be the fifth year for this descendant of the (in)famous La Paz Race Week. An event for cruisers that includes races, potlucks, cruising seminars and other fun activities for the family. More info on Bay Fest 2011 can be found at www.clubcruceiros.org.



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CALENDAR

May 1-6 — Loreto Fest and Cruisers' Music Festival. This classic Baja event, started to clean up Puerto Escondido, draws a very large crowd of cruisers and Baja land-travelers for a chili cook-off, dinghy races and other water activities, the Candeleros Classic race, and lots of participant-created music. The goals are to have fun and raise lots of money for Mexican charities in Puerto Escondido and Loreto. Visit www.hiddenportyachtclub.com.

June 22-24 — 7th Annual Tahiti-Moorea Sailing Rendezvous, hosted by *Latitude 38* and Tahiti Tourisme. This free event is focused on cross-cultural appreciation and includes a cocktail party, a sailing rally to Moorea, Polynesian music and dance performances, and cruiser participation in traditional Tahitian sports — the highlight of which is the six-person outrigger canoe races. Info, www.pacificpuddlejumps.com.

Please send your calendar items by the 10th of the month to calendar@latitude38.com. If you're totally old-school, mail them to *Latitude 38* (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941 or fax them to us at (415) 383-5816. But please, no phone-ins! Calendar listings are for marine-related events that either are free or don't cost much to attend. The Calendar is not meant to support commercial enterprises.

April Weekend Tides

date/day	time/ht.	time/ht.	time/ht.	time/ht.
	LOW	HIGH	LOW	HIGH
3/31 Sat	0035/3.0	0611/4.8	1314/0.5	2046/4.3
4/01 Sun	0143/2.7	0722/4.9	1409/0.4	2124/4.6
	HIGH	LOW	HIGH	LOW
4/07 Sat	0012/6.3	0627/-0.8	1314/5.2	1827/1.3
4/08 Sun	0052/6.5	0716/-1.1	1411/5.0	1912/1.7
	LOW	HIGH	LOW	HIGH
4/14 Sat	0059/2.4	0643/5.0	1321/0.1	2037/5.0
4/15 Sun	0210/2.0	0758/4.8	1418/0.4	2122/5.2
4/21 Sat	0624/-0.2	1315/4.5	1811/2.0	
	HIGH	LOW	HIGH	LOW
4/22 Sun	0020/5.6	0656/-0.3	1357/4.4	1845/2.3
4/28 Sat	0424/4.7	1118/0.2	1859/4.3	
	LOW	HIGH	LOW	HIGH
4/29 Sun	0007/2.8	0532/4.5	1215/0.3	1944/4.6

April Weekend Currents

date/day	slack	max	slack	max
	3/31 Sat	0301 1549	0536/1.5F 1854/2.6F	0822 2210
4/01 Sun	0930 2253	0022/1.8E 1236/3.5E	0404 1639	0642/1.8F 1942/2.9F
4/07 Sat	0155 1459	0501/5.5E 1731/3.8E	0840 2046	1140/4.6F 2340/3.7F
4/08 Sun	0234 1555	0547/5.6E 1819/3.4E	0930 2130	1230/4.5F
4/14 Sat	0314 1548	0602/2.0F 1906/3.2F	0838 2203	1150/3.4E
4/15 Sun	0949 2249	0115/2.4E 1305/3.3E	0420 1643	0716/2.4F 1957/3.3F
4/21 Sat	0141 1448	0443/4.4E 1709/2.7E	0836 2033	1134/3.6F 2318/2.7F
4/22 Sun	0210 1530	0518/4.5E 1746/2.5E	0912 2102	1208/3.4F 2351/2.5F
4/28 Sat	0105 1354	0348/1.3F 1658/2.5F	0620 2032	0955/3.3E 2244/1.8E
4/29 Sun	0228 1451	0458/1.4F 1756/2.7F	0738 2121	1055/3.2E 2345/2.3E

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LETTERS

↑↓ THE COVER GIRL IS READY AND WILLIN'

Thank you for the excellent photos of our Catalina 30 *Willin'* that appeared on both the cover and on page 65 of the February issue. The *Willin'* crew races in the Corinthian YC, Sausalito YC, and Presidio YC Beer Can races and various other regattas. We are thankful to the race committees of these and other Bay Area clubs who work indefatigably to give us the opportunity to have an enjoyable time with fellow sailors.

Willin' is not a seriously competitive race boat. Our priority is having a fun, safe and pleasant time on the Bay. This is why you see a double reef in the mainsail in the photo that was taken on a particularly blustery day. I have noted that it's very unusual to see other buoy racers reef their sails. I suppose that most skippers feel that they can always dump their mainsail if the wind picks up, and that it's too difficult to unreef a sail should the wind moderate.



LATITUDE / ANDY

Tishler and his all-female 'Willin' crew sail in style.

One attribute of *Willin'* that you may have noticed — despite the concealing sock-monkey hats — is that we have an all-female crew. This aspect of our crew affords me a certain notoriety at the various sailing venues. And now, with *Willin'* being the *Latitude 38* 'cover girl', this notoriety will most assuredly proliferate.

Our crew are also all members of the Got Wind and Water Meet Up group which, very much like *Latitude*, provides boatowners with a vehicle for connecting with those who are in need of crew.

Thank you again for the cover shot, as you have fulfilled a life-long ambition of mine and of my crew.

Mark Tishler
Willin', Catalina 30
Sausalito

Mark — We're delighted that you're happy with the cover. We also like your sailing style — even when racing, we feel the real 'winners' are those who have the most fun sharing the experience with friends.

↑↓ A RELIABLE FAMILY TOUCHSTONE

I got a chuckle out of the Honfleur photo confusion — mixing it up with St. Katherine's Dock — in the February 10 *Lectronic*, as it reminded me of our time there long ago.

Our first boat was a French-built 26-ft centerboard sloop that my wife and I lived aboard at the Touring Club docks on the Place de la Concorde in Paris in the late '70s. On many evenings we would cast off the docklines, motor down around the Île Saint-Louis, and then back up to the Île de la Cité, where we would dock and send someone up for Vietnamese take-out.

This idyllic routine was cut short when the wake of a passing *Bateau Mouches* pitched my wife and the laundry into the Seine. So the boat — *Enfant Terrible* — was banished to Deauville where she became our weekend home. But we did have many pleasant sails to neighboring Honfleur, where we would stern tie to the quay and enjoy the ambience of the town.

I do recall one particularly 'celebratory' evening at Honfleur that ended in another unplanned swim. If memory serves me, we had, in French fashion, dined well and drunk well. Our companions for the evening decided that the walk all the way around the basin to where their schooner was moored was too pedestrian. They figured the journey could be much



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LETTERS

more readily accomplished by taking a shorter, more direct route to their boat. This, of course, was to be done without the benefit of a dinghy.

Before more sober heads could prevail, I was standing on the quay with their clothes in my arms, watching their shiny backsides disappearing in the dark. Shortly thereafter,



KLOD MONEY

Photographs of Honfluer almost look like Impressionist paintings.

their distressed and increasingly loud shouts began to wake up everyone in the vicinity, as they echoed off the buildings that form a perfect amphitheater and amplification system for the lovely little harbor. As most of your readers will have guessed, my friends had been unable to board their boat, and weren't hesitant to share this unfortunate circumstance with all and sundry. Rather more sober than when they'd gone into the water, they were dredged out by the time we got around to them, but seemed none the worse for wear.

I enjoyed reading last month's story about Kara Dobers of the San Francisco-based Peterson 44 *Magnum*, who completed her first circumnavigation earlier this year at the tender age of 7. Our Wylie 65 *Saga* was one of those 'kid boats'. Our two-year cruise started out with the '98 Ha-Ha when our children were 3, 5 and 9 years old. I concur with almost all the points made in the article. And I would firmly recommend that if anyone has the least inclination to take their family cruising, they are nuts if they don't. There simply aren't any negatives that I can think of that could possibly outweigh the pleasures of family cruising, as was so aptly detailed in the article.

The only qualification I can think of is that you have to start when the kids are young. Each child/family is going to be different, but I think there is a wider window in the 3- to 10-year-old range, which is a period during which kids — or at least our kids — were more tuned to the family unit. The older they get, the more engaged they become with their peers, and

breaking free would seem to be more of a negotiation than a parental choice. The flip side of going young is that the kids may or may not retain a lot from their experience. There are obviously some things that are indelible, but for Addie, our youngest — who was featured in *Latitude* free-climbing *Saga*'s 95-ft mast and 'trick or treating' by dinghy in her princess costume while we were anchored in the San Blas — the memories come more from pictures and family stories than her own authentic recollections.



MATT STONE

The Stone family's current vessel of choice.

We came back from cruising 11 years ago, and reintegrating posed challenges for all of us. But none of those challenges in any way offset or negated the experiences that we had together. And I believe those experiences continue to give us a reliable family touchstone. And even though we haven't been to sea as a family recently, we still get along well enough to go messing about in boats — for example on the Russian River last summer.

Matt Stone
Napa



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- April 14** - Farallones Day Trip (8am - 8pm) **\$185**
- April 15** - Refresher Course (9am - 4pm) **\$175**
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LETTERS

↑↓ CALLING MEMBERS OF THE CLASS OF '94

Heather and I have recently been sorting through all our sailing memorabilia, and one of the items was a series of articles from *Latitude* listing the "Some Like It Hot Rally" participants who had registered at the Broken Surfboard Restaurant in Cabo between November '94 and February '95. If I'm not mistaken, you consider the '94 rally to be the first Ha-Ha. I know that not everybody who headed to Mexico that year registered.

Anyway, it got me thinking of where all those people are now. I decided to track down as many of them as I could, so I sent an email to all the addresses I had for the Class of '94-'95. The addresses were many years old and most were no longer valid. But a few responded, and I asked them to forward my message to any of the other cruisers with whom they were still in contact with. So far I've gotten 33 replies.

I also asked folks to send me an update of their adventures, and told them that I'd send out a general update from time to time, including a contact list for all the boats and a newsletter with all the messages I receive — removing any personal information, of course. I'd use a 'blind carbon copy' so the addresses wouldn't get spread around. If anyone saw anyone else on the list with whom they wanted to reconnect with, I told them I would forward that message.

The year 2014 will mark 20 years since we started our journey, so I'm also considering organizing a reunion. Any member of the Class of '94/'95 can reach me at tether@telus.net.

Ted Taylor
Tether, Coast 34
Canada

Ted — Prior to the Ha-Ha, we had an 'event' of sorts called the Some Like It Hot Rally. There was no starting date or starting line; you simply signed up when you got to Cabo, at which point you got a Some Like It Hot Rally t-shirt and maybe a free cocktail.

The first Baja Ha-Ha, on the other hand, took place in the fall of '94, and was an organized event with specific starting times and places for each of the three legs. Forty boats signed up. The start was, as it has been ever since, off San Diego. The funny thing is that it was too windy for the America's Cup boats to sail that day, but not too windy for the intrepid Ha-Ha fleet. There were two stops, at Turtle Bay and Bahia Santa Maria, before the finish in Cabo, so that hasn't changed over the years. The Broken Surfboard taqueria catered the awards party at what is the now the site of some giant hotel, and just about everybody got food poisoning.

If memory serves us, that was the first year we included all the Ha-Ha entries in the Some Like It Hot Rally list. If anybody wants to see a list of all the Some Like It Hot Rally boats from '94-'95, they should visit the March 26 'Lectronic.

The early 'Some Like It Hot' and Ha-Ha years were so long ago, yet in many ways they seem like just yesterday. We're glad you're thinking about organizing a reunion, and will be happy to publicize it.

↑↓ THE ONLY CRUISING DEADLINE YOU'LL NEVER REGRET

Signing up for the first Baja Ha-Ha in '94 set the only cruising deadline we've never regretted. We still wear our faded "Some Like It Hot" t-shirts with pride.

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LETTERS

So please, sign us up for the proposed SoCal Ha-Ha! We think it's a great idea, and we would be willing volunteers in whatever capacity with which you might need help.

We want to thank *Latitude* for being a source of cruising inspiration for us in the '80s, and a springboard to our starting to realize our cruising dreams in '94.

John & Janice Barker
Dulcinea, DownEast 38
Long Beach

John and Janice — You know how to make us feel great. Thanks.

The two places we really needed to find cooperation for a SoCal Ha-Ha were Santa Barbara, where it will start, and Redondo Beach, the Thursday-night stop before the fleet takes off for Catalina. We somehow assumed that both places would have a long list of reasons that such an event wouldn't be right for their harbors. But on the contrary, we got very positive feedback from both of them. We're proposing a schedule of September 9-16, and are now in the process of giving the Santa Barbara and Redondo harbor staffs the opportunity to review our plans and make sure the dates won't conflict with something else going on.

We're also very cognizant that for the last bunch of years Mike Leneman has held a mid-September Summer Splash event for multihulls from Marina del Rey to Catalina and back on that last weekend, and that this year it would be on the same weekend that we're proposing for the SoCal Ha-Ha. Not wanting to horn in on somebody's existing event, we asked Mike if it would be a problem. His response was, "No problem. I'm pretty casual about the whole thing, and if together we can make it a bigger event, so much the better."

We hope to have a final announcement about the Inaugural SoCal Ha-Ha by April 15, and hope that you'll become a part of SoCal Ha-Ha history, too.

↑↓ THE FRIENDS OF BEDBUGS AND MOSQUITOES

I just re-read — again — the publisher's piece on the America's Cup in the February *Latitude*. On the third re-reading of that article, I still find it to be one of the best and most humorous pieces that has graced your pages. "The Friends of Bedbugs and Mosquitoes," personified by Aaron Peskin, indeed! Is the "Friends of BB&M" of your invention? No matter if it is or is not, my compliments on your fine journalism.

Steve Katzman
South Lake Tahoe

Steve — We're glad you enjoyed it. Our idea was to take a more casual and detached look at the America's Cup and all the political arm-wrestling associated with it. As for the "Friends of Bedbugs and Mosquitoes", yes, we came up with that specific term, but using silly exaggerations to emphasize a point is a common journalistic technique. Mark Twain was pretty good at it.

↑↓ BUY LOW, SELL HIGH

When you mentioned that the price of West Marine stock had nearly doubled in the last six months, you asked if anybody got in on the ride. I did. About two years ago I saw an article in the *Wall Street Journal* that said Geoff Eisenberg, the president of West Marine, was buying West Marine stock. And at the market price, not some option price. I thought that was a good sign, so I bought at \$6.

Mark H.
Planet Earth



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LETTERS

Mark — West Marine stock has been going up and down like the bow of a heavy cruising boat sailing out the Gate during a strong ebb. If you bought West Marine at 6, it must have been in '09. It had a great run up to 13 by the middle of '10, plunged to about 8 in late '11, but has since taken off like one of the rocket flares they sell to 14.

While at the Le Select patio bar in the Caribbean, we were surprised to hear our name called by George Eisenberg, Geoff's brother and our insurance guy. We pumped George for insider information on West Marine, figuring that if it's legal for members of Congress and their staffs to trade on inside information, we should be able to get in on a little stealing, too. Alas, "West Marine has been riding a wave of improving consumer confidence," was all that George would say.

COMPOSTING HEADS TAKE CARE OF BUSINESS

I'm writing in response to Gordo Klenk's February letter asking for comments on composting heads. My 25-ft boat never had a pump-hoses-and-holding tank system in her, so when I put in a Nature's Head brand composter two years ago, it was a big step up from a bucket. But I've never been a fan of the liquid septic system approach on boats anyway. After all, I've used many different types of normal marine heads on other boats, and I've listened to the tales of woe from the



JOHN BOYE

John Boye likes his super duper composting poopier.

boat owners. Also, I can always smell the head the second I enter a boat that has a normal type of marine toilet. So it was a no-brainer for me to give the composter a try.

The advantages listed by the manufacturers of composting toilets are many, just as Gordo said. And at this point, I have to say his claims are accurate.

By the time our composting head was part of the boat, I'd spent about \$1,000. That's more than I think it should cost, but it works exactly as advertised. Other advantages are that it doesn't weigh much and is dead simple. It's easy to service when the time comes — the end product goes into the woods or garden — and I can undo two hand-tight bolts and lift it out of the boat in 30 seconds flat.

I slightly modified our unit's two levers to fit it into the small space available in *Tom Thumb*. The head has a computer fan that ventilates the odor to a mushroom vent on deck, and I wired that to run either on the boat's 12-volt system or on shore power.

Gordo wants to know about the smell. I almost never smell anything, inside or outside the saloon. There is a little smell that comes out of the vent on deck, and you might smell it if you're sitting in the cockpit directly downwind from it. But it's not the shit smell that one might expect. This odor is a very small issue.

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LETTERS

The composting head actually takes some getting used to, as you're not using water to wash away every trace of excrement. This requires some care, but it's no big deal. By comparison, we're amazed at all the trouble most people go to with their holding tank and pump systems.

P.S. The fire extinguisher next to the composter in the photo is for salsa lovers.

John Boye
Tom Thumb, Havsfidra 25
Brookings, OR

↑↓ REMEMBERING 'BOAT OF THE MONTH'

If I'm not mistaken, I first met the publisher of *Latitude* when he was selling boats and I was looking at buying an Islander 36 before *Latitude* came to be. I've collected all of the issues from the get-go, and have enjoyed every one. (By the way, *Latitude* has very few typos, even compared to the *Wall Street Journal*.)

I remember that the early issues of *Latitude* had a Boat of the Month feature, with photos and information on popular classes and/or production boats. The information went far beyond what the brochures had to offer, with photos, a walk-through, a description of special features, and occasionally a deck plan of the belowdecks spaces. I do not recall any comparisons to other sailboats, but these features certainly made for interesting reading, particularly to those of us who were shopping for boats. I'm not sure whether I'm writing this to necessarily answer Don Little's February letter, in which he asked why you didn't do boat reviews, but I felt compelled to respond.

Granted, those were substantially different sailing times, with Southern California companies building huge numbers of fiberglass sailboats. I bought one, a "pre-osmotic blistering" '74 Coronado 35 designed by Bill Tripp. I enjoyed sailing her for many years in the Bay and Delta, as well as on a coastal 'bluewater' cruise to Carmel. My crew was my wife and occasionally my brother.

I particularly enjoyed charging across the Bay in near-gale- or gale-force winds. I had the regular heavy main and 110% headsail, as well as a 75% jib, but also a lighter main and cruising spinnaker for lighter air. As the boat was a CCA (Cruising Club of America) design, she was predominantly stabilized by ballast rather than hull form, and we were thus able to ghost along in mere zephyrs.

Later, after many production boat manufacturers had gone out of business, smaller companies started producing rather specialized boats made of esoteric materials, focusing on the newer racing rule and performance, and consequently costing more money. In short, I'm saying that there are so many boats to choose from nowadays that it would be very difficult to compare them.

Dmitri De Denko
Euphoria, Coronado 35
St. Francis YC

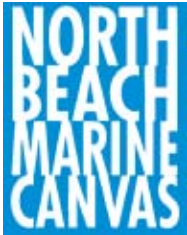
Dmitri — We think you're right on the difficulty of comparing boats, as there are so many different types of sailboats built for so many different conditions.

We indeed sold Islanders and Coronados prior to founding Latitude 38. Selling boats drove us out of our mind, because many times potential buyers were complete novices, and would tell us they were having a hard time deciding between the nautical equivalent of a Porsche and a Greyhound bus. Then, too, the deciding factor in a boat purchase was very often whether the wife of the potential buyer thought a boat's curtains were

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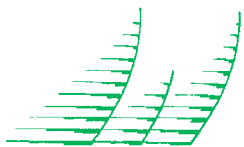


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LETTERS

cute or not.

The Boat of the Month features from the early days of Latitude were four pages long, and about half the space was taken up by photos. We're not sure we had all the detail that you remember in each one, but we're glad you remember them fondly.

We noticed that you used the word 'gale'. Because people frequently misuse it and associated terms, we thought we'd go over the proper definitions. A 'near gale' is 31 to 38 knots. A 'full gale' is 39 to 46 knots. A 'strong gale' is 47 to 54 knots. A 'whole gale' is 56 to 63 knots.

It frequently blows 'near gales' on the Bay but summer winds rarely go beyond that. Any kind of gale is a whole lot of wind. Anything over a 'near gale' is pretty rare on the Bay.

↑↓ "POT AIN'T JUST FOR KIDS NOWADAYS"

If I'd been one of the sailors who found the bale of pot floating off the coast of Del Mar, such as the ones you mentioned in March 2's *Lectronic*, I would have left it and hoped nobody killed me for being near it. I started with pot at age 11 and finished at 28. I'm now 53 and have access to an unlimited supply of killer weed from a friend up north. But I'm looking for a job, so I wouldn't touch any of it even if I wanted to.

Fortunately, most kids these days are so smart that they know better than to smoke pot. Pot is for older folks with failing health.

Brad Smith
Hobie 18
Santa Cruz

↑↓ A BALE FOR A BOAT

I did a little research and found out that dispensaries in L.A. pay \$4,500/lb for high-grade pot, while dispensaries in San Francisco will pay \$3,500/lb. So in L.A., a 25-lb bale would have been worth about \$112,500. I guess somebody with a medical marijuana card could have sold the bale to a dispensary. For \$112,500, it might be worth the time to get a card or find somebody with one to help with the sale. That amount would buy a nice boat, but I'm not sure it would be worth the risk.

Grant D.
Emeryville

Grant — We're troubled by the disparity in prices for pot in California. If what you say is true, why wouldn't someone buy pot low from dispensaries in San Francisco and sell high — sorry about the pun — to dispensaries in L.A.? He/she could make big profits without having to go to the bother and risk of smuggling.

Also, you'd need more than just a medical marijuana card to sell pot to a dispensary. The cards — easily obtained by anyone over 18 — allow the patient to carry no more than 8 oz of Maui Wowie. But an Orange County Court of Appeal just made buying the sticky stuff even more difficult. Early last month, the court said that Lake Forest's attempt to ban dispensaries was illegal but ruled that such clinics must grow the pot themselves, effectively putting the entire industry out of business. The issue

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LETTERS

is expected to be heard by the California Supreme Court.

↑↓IT DEPENDS ON THE QUALITY OF THE POT

If it were me, I'd take one, maybe two, hits. If I found myself sailing to Hawaii or the South Seas, I'd keep the bale and continue on. But if, after smoking several joints, I found myself continuing on to my original destination, totally aware of all my body parts, I'd do what the two gentlemen did and call the Coast Guard.

John Terry
Best Day Ever, Hylas 45.5
Park City, UT

↑↓LEAVE THE POT TO PROFESSIONALS

I lived in New York for a long time, and those of us who survived learned to leave the dope to the dope dealers. It's safer.

Bob Schilling
Tuckernuck, Cherubini 44
Long Beach

↑↓SHARE AND SHARE ALIKE

A friend of mine found the same thing while we were boardsailing in Baja. We divided it up and had some fun. But it was scary at first.

Steve C.
Oakland

↑↓PARANOIA OR JUST GOOD SENSE?

Rather than take any of the options *Latitude* listed, I'd



KURT ROLL

have tossed the bale back over the side. I don't need no Coasties getting into my business, and I definitely don't need no narcos getting into it either. Besides, these days pot just makes me paranoid — and probably with good reason.

Read more about Kurt Roll's 'bale fish' in this month's *Changes in Latitudes*.

P.S. We're currently in Mazatlan, four months into our second year in Mexico.

Steve & Lulu Yoder
Siempre Sabado, Westsail 28
Newport, OR

↑↓CASH WOULD MAKE IT A TOUGH DECISION

Great question! Back in the day, I would have smoked most of it and marketed or given the rest of it away to friends. "Peace and love" was real in those days. I'm in recovery now, but even if I still partook, in this day and age of nanny cams and GPS bugs, I'd still call the Coast Guard. If, on the other hand, it were a bale of cash rather than pot, it would be more of a moral-versus-paranoid dilemma for me.

Brian Beers
Calisto, Catalina 30
Santa Cruz

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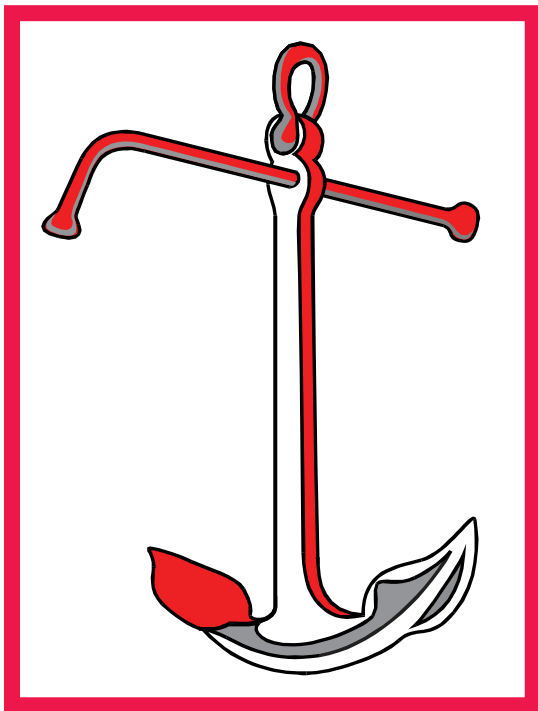


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LETTERS

↑↓ **DITTO**

Keeping the bale seems as if it would be bad karma, as there is probably a direct link between the bale and narco violence and killings in Mexico. I'd call the Coast Guard because I wouldn't have anything to think about the next day. If it were a bale of money, it would be harder to make the call.

Stephen Estes
Portland, Oregon

Readers — We received many responses to the 'what would you do with the bale?' question. The previous letters are representative of the responses.

↑↓ **IT'S ABOUT THE MEXICAN PEOPLE, NOT ME**

On February 6, my wife Jane and I — along with Richard Fadling, our crewmember on the '97 Ha-Ha; Steve Halsey, a former water polo player friend of mine at UC Davis whom I hadn't seen in 40 years; and his wife Heather — departed Boca de Tomatlan for a beautiful hike along the south side of Banderas Bay to a beach called Quimixto. About 1½ miles into the hike, I stepped on a sand-covered rock that caused my feet to slip out from under me. I fell, hitting by head on the rock, and continued to slide 15 feet down an embankment covered with rocks. I came to a stop only when I got tangled in jungle growth. Had I fallen another two feet, I'd have gone off a 50-ft drop to a rock quarry on the beach below. The injuries incurred in this unexpected part of my trip are as follows: three fractures to my skull, concussion, unconsciousness for 10 minutes, bleeding from head, nose and arms, hyperextended neck, fractured clavicle and fractured ribs.

At this point, the only way to get me help was to get me 15 feet up and out of the ravine, and carry me the 1½ miles back to the car, then drive to the hospital. Realizing that this was going to be a difficult, if not impossible, task, Steve and Heather began giving me first aid while Jane and Richard went ahead on the trail to try to find help.

After having gone 50 yards down the trail, which led them to a beach, Jane and Richard came upon five middle-aged Mexican workers. When Jane explained what had happened and that I needed help, the Mexicans, without hesitation, dropped their tools and grabbed a tarp to carry me and a chair in case it would be needed to get me down to the beach. They then ran to my side and pulled me out of the ravine and up to the trail. Then they carried me the 50 yards to where they had a *panga*. During this time, Pia and Martin, a couple from Argentina, saw we were in trouble, fashioned a sling from Pia's sarong to immobilize my arm and shoulder, and assisted in the carry. After a 30-minute *panga* ride back to Boca, and another 30-minute ride to the emergency room, I received excellent medical care from a doctor who had been waiting for my arrival. When I offered the Mexican workers payment for their help — without which I might have died given the loss of blood — they refused it.

We live six months a year on our boat in Mexico, and we see, hear about, or experience Mexicans selflessly helping others on a daily basis. In our world, it's been such things as a 14-year-old boy carrying groceries to the bus for Jane and not accepting a tip; a young girl on the bus getting up so Jane could sit down; an 80-year-old man, obviously very poor, offering us bus fare when he thought we had none. The stories of the kindness of the people of Mexico go on and on.

Having lived in Mexico six months a year for 15 years, Jane and I have found that while Mexico does have problems — as do all countries — the Mexican people are some of the warmest, most caring, giving and fun-loving people we have ever had the

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LETTERS

pleasure of living with. We are proud to call them our friends and neighbors, and we will continue to return yearly.

My heartfelt thanks to the five Mexicans who most likely saved my life!

Jerry Hinsdale
Dilly Dally, Catalina 36
Marina Riviera Nayarit

↑↓ A CHILD'S BIKINI OFFERS MORE COVERAGE



SPORTS ILLUSTRATED

Comments on the *Sports Illustrated* swimsuit issue cover girl Kate Upton? It's obvious her suit is way too small. She must have found it on her parents' boat, a leftover from when she was 8, and had to wear it because her latest suit was lost overboard. Or something like that.

Holly Scott
Mahalo, Cal 40
Alamitos Bay

Holly — On the other hand, Upton was wearing more on the cover than some women wear to Sunday afternoon lunches at Nikki Beach in St. Barth. Must be a cultural thing.

↑↓ FFFs, NOT BIKINIS, ARE THE REAL CAUSE



SUZY HOME MAKER

The February letter blaming America's woes on the bikini, and your response blaming it on lust for money, are both incorrect. In fact, I have long known that the use of frost-free freezers (FFF) is the root of America's decline. Frost-free freezers' hitting the mass market in the '60s is as likely a villain as any other conspiracy. Besides, I never trusted that Frigidaire outfit anyway.

For me, the real appeal of *Latitude* is your ability to make your work seem fun, and fun seem important. Keep it up — but don't trust your freezer!

Tom Evans
Tappan Zee, Coast 34
Bellingham, WA

The insidious FFF infiltrated our homes and ushered in the decline of America's morals.

↑↓ PAYING THE DOCTOR TO WATCH THEM HAVE SEX

While cruising in Borneo 11 years ago, we crossed paths with the inimitable Harry Heckel of the Norfolk, VA-based Dreadnought 32 *Idle Queen*. Eighty-five at the time, he was in the process of completing the second of his three circumnavigations. To prove that triple circumnavigators in their 90s haven't lost their senses of humor, I am sharing a joke Harry just sent to me:

A Florida couple, both well into their 80s, went to a sex therapist's office.

"What can I do for you?" the doctor asked.

"Will you watch us have sexual intercourse?" the man responded.

The doctor raised both eyebrows, but he was so amazed



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LETTERS

that such an elderly couple was asking for sexual advice that he agreed.

When the couple finished, the doctor said, "There's absolutely nothing wrong with the way you have intercourse." He thanked them for coming, charged them \$50, and wished them good luck.

Nonetheless, the couple returned the next week, asking the sex therapist to watch again. The therapist was a bit puzzled, but he agreed.

The same thing happened several weeks in a row. The couple made an appointment, had intercourse with no problem, paid the doctor, then left.

Finally, after five or six weeks of the routine, the doctor said, "I'm sorry, but I have to ask. Just what are you trying to find out?"

The old man said, "We're not trying to find out anything. She's married and we can't go to her house. I'm married and we can't go to my house. The Holiday Inn charges \$98. The Hilton charges \$139. We do it here in front of you for \$50, and I get \$43 back from Medicare!"

Kirk McGeorge
Gallivanter, Hylas 49
St. Thomas

Readers — If you're interested in getting your joke published in Latitude, all you have to do is circumnavigate three times as Harry did. For poetry, it's six singlehanded circumnavigations.

↑↓A MORE DESIRABLE ROLE MODEL

Because of financial hardships in his family, my father dropped out of school to take over full management of a small farm in Michigan . . . when he was eight years old.

Maturity is a state of mind and has little to do with the date on the birth certificate. Having done a little singlehanded myself, and having personally experienced the gamut of physical, emotional, and spiritual challenges that arise when sailing a small boat hundreds of miles offshore, I compliment Laura Dekker on what she's done. I see her as a more desirable role model than some of her listless peers, who hang out at the mall, punching their iPhones, complaining that "life is a drag because there's nothing to do."

Sam Vahey
Between boats
Brookings, OR

Sam — You're a dear friend of more than 30 years and two Singlehanded TransPacs, but if 'management' means "the act of getting people together to accomplish desired goals and objectives using available resources efficiently and effectively," the notion that an eight-year-old could do it strains our credulity to the max.

We're able to admire what each of the youth circumnavigators has done, while not forgetting Cyndi Lauper's '84 hit 'Money Changes Everything'. Fame and bucks have been part of the mix of youth circumnavigations ever since Robin Lee Graham did it with Dove back in 1970 — although it's sometimes been the parents who have been the prime movers behind the youth attempts, or at least have been the ones who made them possible. Opinions differ, but until someone can reasonably be expected to fully understand the risk-reward equation of doing something such as singlehanded around the world or climbing Mt. Everest, we don't support such efforts.

↑↓"IT'S STILL A GOOD DEAL"

I wanted to add a note to your long 'Lectronic piece about

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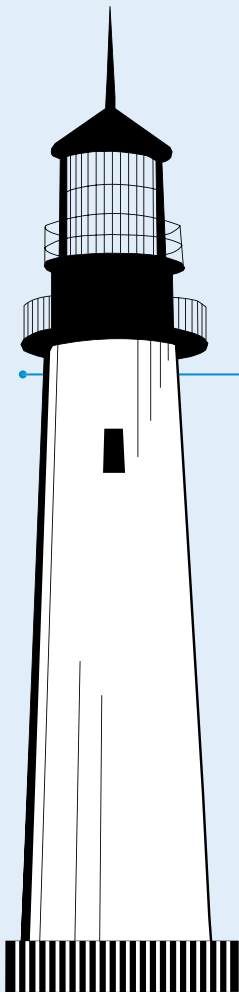
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LETTERS

San Francisco wrestling with the idea of whether a slip should go with a boat when the boat is sold, and how Monterey handles that issue.

I keep a Catalina 22 in the municipal marina in Monterey. Even if someone pays 50% more in slip fees to jump ahead of everyone on the waiting list, I think it's still a good deal for them. After all, I pay about the same for my slip — at the normal rate — as I paid 20 years ago at G Dock at Ventura West Marina. Admittedly, Ventura West was a better facility for liveaboards, and I think at least half the boats on G dock were liveaboards, but even at 150% of the normal berth rate, Monterey is likely still less expensive than other marinas.

Tom LeDuc
Kolohe, Catalina 22
Monterey

Tom — You have a good point, although there's an 'apples and oranges' quality to your comparing marinas in different areas with different circumstances. And also remember that anyone willing to pay 1.5 times the normal rate to jump to the top of the list is stuck with whatever boat is in the slip for two years. That's a long time.

For those who missed it, you can find the entire piece in the February 22 edition of 'Electronic Latitude.

↑↓ PRIVATE GAIN FROM PUBLIC PROPERTY

I suspect that a fair number of the berths in San Francisco's West Marina are occupied by boats owned by lawyers, such as their spokesman Bruce Munro, who will do damn near anything to protect their sweetheart of a deal. The group is whining that if San Francisco goes ahead with the proposal that slips won't be able to go with boats when they are sold, they won't be able to recoup the inflated prices that they paid for some junker of a boat in order to get a berth within walking distance of the Grill Room at the St. Francis YC. And they're whining that they won't be able to make a profit sub-leasing their slip for some astronomical rate when they're summering up at Tinsley Island.

Well, so what? The berth they are leasing is public property. When they paid an inflated price in order to get a berth, they took a gamble, and now it's coming up snake eyes. They should get over it, because there shouldn't be private gain from public property.

Nick Salvador
Finn, USA 1109
Richmond

Nick — While we can empathize with the slipholders' argument that what's proposed is a sudden reversal of longstanding — albeit unstated — policy, we philosophically agree that there shouldn't be private gain from having the right to a slip in a public marina.

For the record, when Santa Barbara and Newport Beach considered eliminating private gain from public berths/moorings, a combination of the threats of lawsuits and a sense of what they considered to be fair play resulted in a modification, rather than an outright reversal, of the previous policy. At both places the public now gets a share of the profit made from the 'sale' of the right to a slip.

↑↓ HOW GOOD WAS IT?

The February issue *Max Ebb* was his best ever!

Doug Royer
Sudden Impulse, Catalina 27
Danville

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Doug — That's saying a lot, because Max has been writing them for 32 years.

↑↓ THE GOOD OLD PILOT CHARTS

For passagemaking forecasts, I considered a complete set of Pilot Charts, which depict average conditions worldwide by the month, to be invaluable. But my voyaging was done in the '80s and early '90s, when many of the technological advances available today didn't exist.

Capt. Doug Owen
Anakalia, Grand Banks 42
San Francisco

Readers — As stated on the Maritime Safety Information website, "Pilot Charts depict averages in prevailing winds and currents, air and sea temperatures, wave heights, ice limits, visibility, barometric pressure, and weather conditions at different times of the year. The information used to compile these averages was obtained from oceanographic and meteorologic observations over many decades during the late 18th and 19th centuries. The Atlas of Pilot Charts set is comprised of five volumes, each covering a specific geographic region. Each volume is an atlas of 12 pilot charts, each depicting the observed conditions for a particular month of any given year." For sailors planning a long voyage or a long cruise, we think Pilot Charts provide a valuable historical context not available in GRIB files.

↑↓ THE IRIDIUM FORECASTING SOLUTION

When it comes to weather forecasts, the big question is whether you can access the internet, and if so, at what speed. I like passageweather.com, and sailflow.com is great for graphics if you are sailing in an area they cover.

But if you are using Iridium or some other slow and expensive way to access the internet, I recommend grib.us. It's a free downloadable application, and through it you can select any area on the planet, as large or small as you need, easily and graphically. You can also select whether to include wind, pressure and/or rain forecasts, how long a forecast you need (1, 3, 5 days, etc.), the frequency of info (every 3, 6, 24 hours, etc.), and whether you need data accuracy for every degree or half-degree. You do all this offline. When you and your Iridium are ready, one click downloads the GRIB files directly through their application, so there is no need to open a browser or log on to anything. What all this flexibility means is that you can download just what you need very quickly — usually in less than a minute via Iridium.

I have used these GRIB files from the North Pacific to the South Atlantic, and have been very pleased with their accuracy and reliability.

David Kory
Ambassador, Beneteau 51.5
San Francisco Bay / Currently in Uruguay

↑↓ UGRIB.COM FOR SLOW CONNECTIONS

Some of the weather sources I've used are: 1) Magicsea.com. Although primarily a surfer site, it has good info on wind and wave predictions. 2) Sailflow.com has more localized forecasts, which are sometimes helpful inshore. If I'm not mistaken, standard GRIB files use 60-mile sections. 3) Ugrib.com lets you pick anywhere on the planet and gives you the raw GRIB. They have a free viewer that can be downloaded from their site. I like this since it gives the data without the glitz, which means the files are small and it's great when you have limited or slow internet access. Plus, you don't need to

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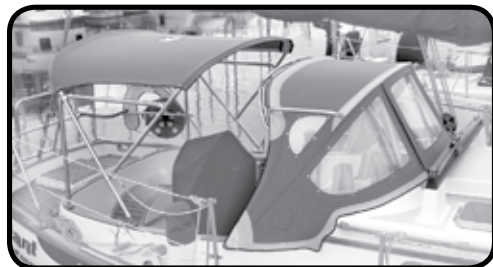
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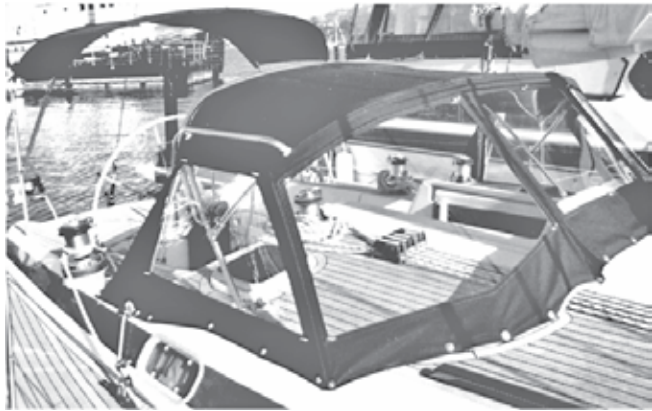
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LETTERS

stay connected to keep the images coming.

Bill Lilly
Moontide, Lagoon 470
Newport Beach

HEY DAD, WHAT'S THE WEATHER LIKE OUT HERE?

I did the '09 Ha-Ha on my Cape George 40 *Rachel S*, and after spending the winter in La Paz and the Sea of Cortez, sailed back home to Washington via Hawaii. I didn't have an SSB radio, but I did have an Iridium satphone. The phone worked great, and the sound quality was better than some cell connections I've had.

I called my dad every day when sailing from Cabo to Hilo, and then from Oahu to the San Juan Islands, and he would check Passage Weather for me. I was amazed at how accurate their wind predictions were. I was so thankful for their website that I actually donated some money to them.

P.S. I had such a great time doing the Ha-Ha on my own boat that I did it again in '10 with Craig Shaw aboard his Portland-based Columbia 43 *Adios*. I had serious Ha-Ha withdrawals when I couldn't make it last fall. But I did meet a wonderful woman on another boat during the '10 Ha-Ha, and I'm glad to report that we've been happily annoying each other ever since. Thanks for everything!

Patrick Orleman
Rachel S, Cape George 40
Marin County / San Juan Islands

A VOTE FOR COMMANDER'S WEATHER

I've gotten excellent forecasts and route planning using Commander's Weather. And it's relatively cheap.

Stacey Dobson
Shaka, Blackwatch 26
Dana Point

Readers — For information's sake, the Ha-Ha uses Commander's Weather forecasts. We had one reader complain about a weather forecast from Commander's Weather when sailing to the Caribbean from the Northeast last fall. Everyone has to remember that weather forecasts are just that, not weather guarantees. The same thing happened when all the forecasters missed Tropical Storm Cyril that hit the boats in Tonga, something you can read about in this month's Changes.

TAKING AFTER HIS GREAT-GREAT-GREAT GRANDAD

He may not look very interested — actually, he's enthralled — but I'm sure that someday Gavin Morgan Talman, my grandson, will someday love *Latitude* as much as I do. And



HUGH TALMAN

I'm sure that he will love sailing as well. After all, he is the great-great-great-grandson of Hugh Morgan Angelman. Gavin's already been lake sailing on our Capri, and seems to be a natural.

Hugh Angelman's great-great-great-grandson, Gavin, clearly inherited the sailing

as I did, from Hugh, who in addition to being my great-grandfather, was my mentor. The best times I can remember as a kid were sitting on his knee while sailing

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LETTERS

his *Sea Rover* — the second *Sea Witch* design he built — to Catalina every summer. Those were the days.

My wife Nicki and I did the '07 Ha-Ha as crew for David and Karie Albert aboard their Oceanside-based Catalina 42 Mk II *Serenity*, and it was such a great experience! We hope to do it again soon, maybe when we get our next 'big boat'. Meanwhile, I try to get my cruising fix every month from your great magazine.

Hugh Talman
Sweet 16, Capri 14
Grass Valley

Hugh — Younger readers may not know that Hugh Angelman, born in the Texas Plains in 1886, was a pioneering yachtsman on the West Coast. In addition to racing, Hugh was a relentless Southern California coastal cruiser, often with his wife Leslie, whom he married when she was just 15 years of age. Starting from nothing, Hugh and a partner created Wilmington Boat Works which, through many ups and downs, lasted for decades. Angelman's most famous design is the Sea Witch, a 35-ft gaff ketch.

↑↓LOOKING FOR MORE INFO ON NADEJDA

I was amazed to see *Nadejda*, our new-to-us 65-ft Colin Archer sailboat, described in *Latitude* as part of a letter titled 'The Sound of Two Grown Men Giggling'. I've actually been trying to ferret out information to piece together *Nadejda's* history, but haven't found much. So reading a bit that I didn't know about was very exciting.

Last spring my husband and I sold our house in order to travel to Napa to buy *Nadejda*. We spent the summer sailing her north, and now live aboard with our children. We are working toward more of a cruising life away from the dock, but there are some systems that need attention and some repairs that need to be taken care of. It's a little tricky getting the work done while we live aboard.

But I would love to hear from any of *Nadejda's* previous owners and hear where she's been. They can email me at steelketch@gmail.com.

Molly Strait
Nadejda, Colin Archer 65
Pacific Northwest

↑↓HAVING A HOOT

I can't answer your question about the motoring range of



DONALD HILBUN

'Hoot' performed a memorable round-down.

an Olson 30 on a tank of gas, but I'm wondering if the full photo sequence of the Olson 30 *Hoot's* round-down is on a URL somewhere. My buddy Dave Carrel and I were on the boat — *Speedy Gonazales* or maybe it was still *Bottom Line* — right behind *Hoot* in that race. It must have been in '96 or '97. Anyway, I'm living and sailing in Singapore now, and recently told the story about that race and *Hoot's* round-down. I would love to have photographic evidence that I'm not telling a tale.

I keep up with the sailing scene via *Lectronic*, but it's making me somewhat homesick.

Paul McKeon
Singapore



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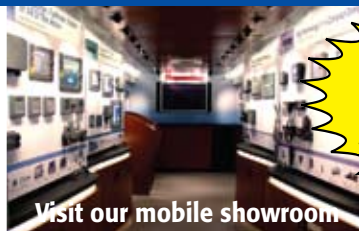
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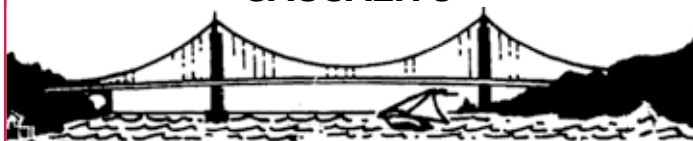
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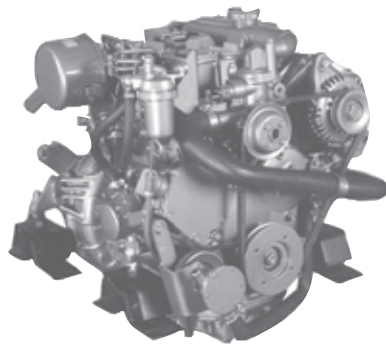
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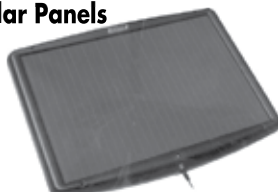
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LETTERS

Paul — You can find the four-photo sequence shot by the late Donald Hilbun on the February 4, 2005 'Lectronic. That'll show 'em.

↑↓ GOING SO FAR ON SO LITTLE

The Wanderer — possibly needing to motor *La Gamelle* some or all of the way through the lees of the tall islands of Martinique, Dominica and Guadeloupe on the way from Martinique to St. Barth — wondered how far a 5-hp Honda could drive an Olson 30 on a six-gallon tank of gas. I'd say he could get 15 miles to the gallon or a total of 90 miles. For more range, he could carry more fuel.

Fred H. Lowe
Too Much Fun, Endeavour 42
 Kemah, TX

↑↓ OR MAYBE LESS FAR

My guesstimate is .1 gallon/hour/horsepower while at speed, speed being 5 knots. Six gallons gets you 12 hours or 60 miles.

Bill Rathbun
Rhumblin, Islander 30 Mk II
 Berkeley

↑↓ FINDING THE MIDDLE GROUND

A 5-hp outboard on an Olson 30 should burn .3 to .5 gallon of fuel per hour, depending on whether you run it full-throttle or at cruising speed. So a typical six-gallon tank should conservatively give you 12 hours of motoring. I don't know how fast an Olson 30 would motor, but probably six knots at



LATITUDE / RICHARD

'La Gamelle' didn't take up much room on the dockwise ship that took her to Martinique.

full throttle. So that would be 72 miles at full throttle. If you throttle back to five knots, you can probably get 90 miles out of a tank. Naturally, these calculations go out the window if you have strong seas and headwinds, as I assume that you'd be sailing in those conditions. If *La Gamelle* were my boat and I were making the trip, I'd find a second jerry jug for gas, as it would be cheap insurance.

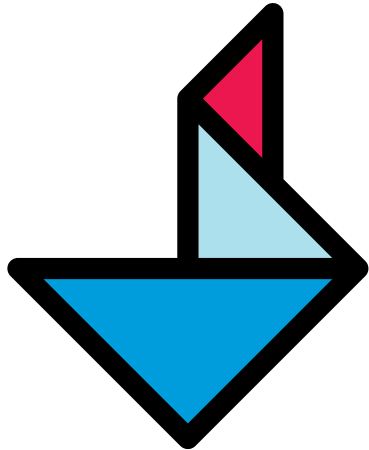
Evan Gatehouse
 Naval Architect, Riverside Marine
 Newstead, Queensland, Australia

Evan — Thanks for the calculations. The easterly trades in the Lesser Antilles are so consistent — it's never calm here — that we're confident one tank of fuel will be more than enough to get us by the lees of the mountainous islands of Martinique, Dominica and Guadeloupe. Chances are more than 90% that it's going to be a close to a broad reach the entire way.

↑↓ RISK AVERSION IN THE CARIBBEAN

It's not an answer to your fuel question, but maybe motor-ing to the windward side of Martinique and riding the blow from Africa would be faster and save you some fuel.

Mike Moen
Blow'n Away, Sabre 402
 Emeryville



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LETTERS

Mike — That's an interesting idea, but La Gamelle hasn't been shaken down since her mast was resteped by strangers following her being trucked across the United States. We prefer to shake her down in the fluky lees of Martinique rather than on the reef-steun and inhospitable windward coasts of Martinique and Dominica. Particularly since the Olson doesn't have a depthsounder other than a line tied to a winch handle.

UPDATE: Shortly before this issue went to press, we arrived in St. Barth having used less than two gallons. We'll have a complete report on the adventure — and that's just what it was — in the next issue.

↑↓ THE REASON I COULDN'T FIND MY BOAT

Latitude asked for examples of readers' being surprised by



GOOGLE EARTH

Portland's Waterfront Blues Festival draws thousands of people, hundreds of boats, and dozens of top-notch entertainers.

their boats' showing up in photos taken by others, movies and the like. When I looked at Google Earth, I always wondered why I could never find *Talion* at her dock on the Columbia River in Northeast Portland. Then someone pointed out the attached photo of

Talion anchored on the Willamette River in downtown Portland for the annual Blues Festival. You can see what a popular event it is.

Patsy Verhoeven
Talion, Gulfstar 50
La Paz, Mexico



LATITUDE / JOHN A.

We featured this cover in a 'Lectronic' last year.

↑↓ PHONEBOOK FEATURE

In the '80s I co-owned the Folkboat US107 that appears in the foreground of the cover photo of the Marin phonebook. She was berthed at the San Francisco Marina at the time of the Loma Prieta quake. P.S. Although I'm now landlocked in Michigan, I still enjoy *Lectronic* Latitude.

John Minnich
Mason, MI

↑↓ FINDING YOURSELF

A picture of my old Cabo Rico 38 *Sanderling* at Hart's Cut in Trinidad can be seen on Google Earth. I was told about it by fellow cruisers in South Africa.

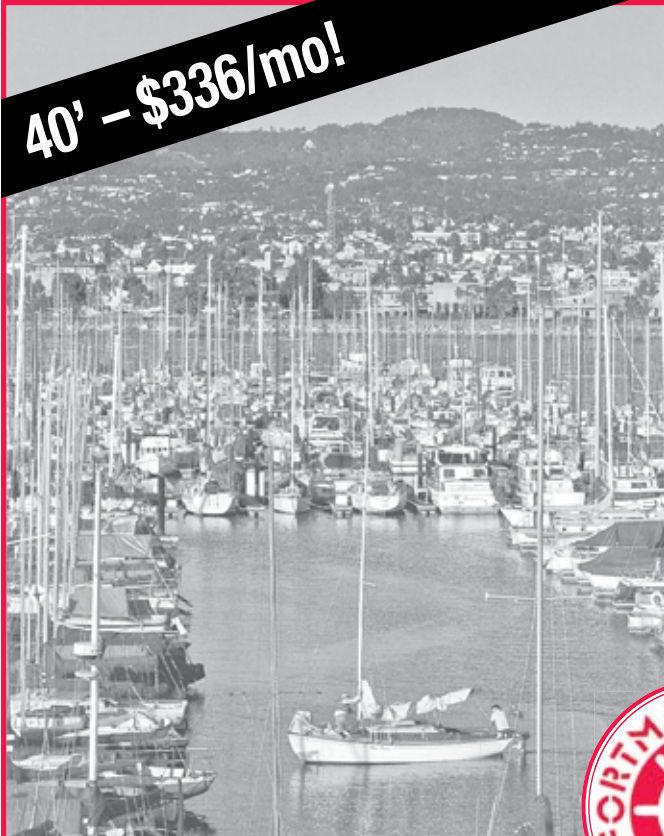
John Anderton
ex-*Sanderling*, Cabo Rico 38
Vancouver, WA

↑↓ THE PART WITH OUR BOAT WAS THE BEST

Our *Hazardous Waste*, complete with pink spinnaker, can be seen in the movie *Heartbreak Kid*, starring Ben Stiller. We heard about the shot from one of our kids who, ironically, saw it in Japan. My two partners and I bought copies of an otherwise so-so movie.

Chuck Cihak
Hazardous Waste, J/105
St. Francis YC

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LETTERS

↑↓ WHAT ARE THE ODDS?

I haven't found any satellite images of my Laser so far, but



in October of '09 I took the attached photo of my wife resting on her kayak on the Russian River. I was sitting on my yellow Laird Hamilton SUP board at the

That's serendipity at work.

time. I later came across a Google Earth image of us taken from who knows how far up in the air.

Dennis Olson
Santa Rosa

↑↓ WINDSONG IS STILL VISIBLE IN SPAIN

After an eight-year, 31,000-mile trip, I sold my Vagabond 47 *Windsong* in Spain in '05. When I recently looked at the Google Earth photos of Port Vall in Barcelona, Spain, there she was! You can still see 'Windsong, San Francisco' on the boom.

John O'Connor
Sonrisa, Cabo Rico 38
Sausalito

Readers — We had many other readers who wrote in to report that their boats had been the subject of 'candid cameras', but we didn't have room to publish them all.

↑↓ FIRST IT WAS 50 WAYS TO LEAVE YOUR LOVER . . .

The first article that comes to mind from the first 34 years of *Latitude* is the one called '50 Ways to Screw the Chute'. Perhaps because we've done all 50, plus a few twice, just to make sure we did it wrong the first time.

I also think you guys did a reprint of the great Gary Mull article from *Bay & Delta Yachtsman* titled 'Return to Alcatraz'. That was such a perfect spoof, but in our racing days we could almost swear that Alcatraz moved to block us no matter what direction we were trying to go. That would surely be worth running again.

Candy Morganson
Infidel, Swan 44
Alameda

Readers — For those who took up sailing in recent years, Gary Mull was an Alameda-, and then Oakland-based naval architect who designed a number of the best production boats that were built in Southern California, including the venerable Santana 22. His biggest design was the late Jake Wood's 82-ft Sorcery which, during the Clipper Cup Series of the mid-80s, could lay claim to being among the fastest maxis in the world. Mull died way too young.

↑↓ CRUISING FUND COURTESY SSI?

In the March *Cruise Notes*, Jim Green of Martha's Vineyard complained that a 68-year-old sailor such as himself couldn't get a "little extra" in Social Security checks for having a two-year-old daughter. Please tell the guy who has done three circumnavigations with the "submarine-like" 47-ft 10-Meter *Tango II* that he can get a little extra. All he has to do is sign his daughter up. The custodial parent will receive an amount

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LETTERS

that is half of what he gets, and this goes on until the child turns 18 or graduates from high school.

Ivan Lund
Bella, 2655 Bayliner
Jacksonville, OR

Ivan — If you're right about this — we're not familiar with Social Security benefits — who knows, Jim might go around a fourth time.

↑↓ THE NEW LETTERS TEMPLATE

I'm a huge fan of *Latitude 38*. I've worked at a few magazines, and have a lot of respect for what you pull off every month, especially in this craptastic economy. I read it cover to cover every month, even though the last time I was on a boat was six years ago.

As a reader now for three years, I've noticed a few trends in *Letters*. I think that the way you answer the same question for the umpteenth time is very gracious. You're way nicer about it than I could stand to be. So I thought you might enjoy this 'Letter to the Editor' template:

Dear Editor of *Latitude 38*,

I (choose one)

- just got back from singlehanding around the globe, beam seas the whole way.
- am a longtime reader, and this is my first letter.
- do not approve of your shenanigans.

I'm writing because I (choose one)

- want to know what in God's name you could possibly think is so terrific about child prostitution!
- think you're being far too hard on poor, hapless Abby Sunderland.
- think you're not being hard enough on that moron Abby Sunderland or her child-abusing parents.
- would like to triumphantly point out that on page 37, you refer to what is clearly a square-rigged ketch as a "kick-ass pork tamale feast at this year's Ha-Ha."
- want to kick your ass for saying people should take responsibility for themselves and get some experience before endangering themselves and others.
- think you're being far too hard on poor, hapless Norm Goldie.

Signed,

Name Withheld By Request

Name Withheld By Request
Alameda

↑↓ THE IMPORTANCE OF TITLE CHOICE

Regarding your memoir-in-progress, as mentioned in a response to a letter last month, please, please, please do not title it with a date of either 3-4-12 or 4-3-12 as you are apparently planning.

Life is a torrent of information wherein modern readers need all the help they can get to cut through the clutter. I'm reminded of a favorite submarine movie, *K19: The Widow-maker*, whose producer lamented his poor choice of title, which he blamed in part for the movie's poor reception. I'm also reminded of Latin American cities whose principal streets are assigned important historical dates.

Numbers aren't good book or movie titles. Sure, George Orwell's *1984* was a hit, but I bet sales fell starting in '85. Take the movie *Das Boot*. Everybody knows that Germans are bad-ass war mongers. In the movie *Mrs. Doubtfire*, police doubt fire was caused by an arsonist. Vladimir Nabakov's book *Lolita*, which was all about teen shenanigans, is regarded by

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LETTERS

many as the best overall novel of modern times. *Darkness at Noon* is the totalitarian reply to 'let there be light'. *3:10 to Yuma* — there's nothing like bus and train schedules for movie titles. *Ulysses* is historical and obtuse, so attempt it at your peril. *Latitude 38?* Ten symbols could not say more.

So you've set a date of either 3-4-12 or 4-3-12. We were wondering when.

Sam Burns
Southernaire, Catalina 309
Alameda

Sam — We're not quite sure what to make of your letter, but note there are no numbers in *Das Boot*, *Mrs. Doubtfire*, *Lolita*, *Darkness at Noon* or *Ulysses*.

For the record, we don't intend to make a documentary or book titled 3-4-12 or 4-3-12, nor release anything on those dates. Those numbers merely refer to the fact that there are four



SAM MENDES

three-month periods in a 12-month year. Our working concept is as obtuse as *Ulysses*, and that's the way we like it, because we haven't started it yet and have no idea when we'll get the time.

'*American Beauty*' gave several nods to *Nabokov's* classic, including the lead characters' names: *Lester Burnham* is an anagram for *Humbert Learns*, and the last names of the sexualized girls are homophones (*Hayes/Haze*).

You think *Lolita* is about "teen she-nanigans"? It's actually about a middle-aged professor who becomes so obsessed with a 12-year-old girl that he gets sexually involved with her after she becomes his stepdaughter.

ITALIAN-AMERICAN BOAT TAXES

Latitude is right; the new Italian taxes on all boats in Italy will chase some boats away.

But consider this: If you buy a high-quality 40-ft sailboat in California for \$400k, the county where the boat resides will collect something like 1% of the boat's value in local taxes. That works out to around \$333 per month — or just about what the Italians are proposing to charge.

Ron Sherwin
Panache, Tartan 4100
Monterey

Ron — We hadn't thought of that. Do you think it has any bearing on the fact that hundreds upon hundreds of mid-sized boats from California are kept in Mexico, both in the water and on the hard?

By the way, Italian legislators must have gotten a high school lesson in economics, because they have done an about-face, so there will not be any taxes on foreign-based yachts.

LESS CORRUPTION IN MEXICO

I tied up at a slip at Cruiseport Marina in Ensenada at 8 a.m., and 2.5 hours later I had cleared into Mexico. This year I only needed to get a tourist card and fishing license. Two things to note:

1) Jonathan at the Cruiseport Marina office told me there had been some changes at the CIS office, and that things should go more smoothly for mariners wanting to check in to

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LETTERS

or clear out of Mexico. I told him I'd read in *Latitude* about an old guy at the Immigration window who seemed to find some sort of problem with everyone's paperwork, problems that would immediately disappear when some pesos were forked over. All Jonathan would say is that there is a new officer at the Immigration window.

2) As I approached the *Aduana* window, Jonathan said it wasn't necessary because I'd gotten a Temporary Import Permit (TIP) during a previous trip. I countered that a TIP would be required at an airport to fill out the little card stating I didn't have any bones or ag products. Jonathan said that might be the case in some places in Mexico, but not in Ensenada, at least not at that time. "I should have brought more stuff!" I said. But he wasn't amused with that comment. He also refused to accept a tip, and I tried to give it to him at a time and place when nobody would see. So reform continues in Mexico, and one hopes that in another generation the corrupt habits of the past will be history.

By the way, there is a new API boss in La Paz, and the 11 pesos/day fee for anchoring out is actually being enforced. There was also mention of an 80-peso fee to use the channel into La Paz, but I haven't heard of anyone paying it. As is the norm, all this is in flux. But courtesy of the federal government, API has a nice center-console boat, and they are making the rounds in the anchorage to hand out fliers listing prices. The staff are always polite, patient and *muy propio*.

Edward Skeels
Dos Gatos, O'Day 25
Alameda

Readers — When cruising in Mexico, our advice is to be flexible and go with the flow. But it's nice to see that, when complaints are made about an apparently corrupt Immigration officer, something is done about it.

↑↓ "JOIN THE FLIES IN IMBIBING"

Here's our take on those "pinot pooping flies" at the Napa Valley Marina Boatyard.

This pair of lucky Canucks had the very fortunate accident of finding the Napa Valley Marina — complete with 'Pinot (aka grass) flies'. Personally we feel the flies were a small price to pay for:

1) An amazing setting, with rolling vineyard-covered hills as far as the eye could see, and rich and varied bird life from the recovered estuary surrounding the marina.

2) A boatyard that managed to make being hauled out enjoyable! They have an incredible team of people, very

reasonable prices and great service, and they gave us confidence that our baby was in very capable hands.

'One of California's best kept secrets' is our view of the Napa Valley Marina. We plan to spread the word to every southbound cruising group we know in Canada. It's definitely

worth the trip up the Napa River, which is an experience in itself. We do, however, have a warning for our fellow Canadians: Make sure you leave the Napa Valley Marina before you become too soft, because it's just so darn nice here!

As for the itty bitty flies, they sure weren't very feisty, per-



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LETTERS

haps because they were drunk from the fumes of the grapes fermenting in the nearby vineyards. Besides, we felt they washed down easily, even with a few splashes of plonk. Even Two Buck Chuck would probably suffice. Or if you're like us, you could just spray them with water while sipping a nice, chilled local chardonnay, then watch them float away while pondering just how darn lucky you are. Eh?

Lee-Ann & Henry McKintuck
Caffeine, Beneteau First 42
En route south
Victoria, Canada

IN DEFENSE OF THE SSS

I want to thank Simon Winer of the Express 27 *Gruntled* for his feedback, via his letter in last month's *Latitude*, on the Three Bridge Fiasco awards meeting. I was offered the opportunity to respond in the same issue, but I was on vacation and missed the publication deadline.

Simon is probably right; the scolding over violations of restricted areas went on too long. I've heard that from others, too. I'll try to rein in that sort of thing. All I can say in our defense is that we — the race committee and past officers — have been getting really frustrated with the continued flagrant and widespread flouting of our carefully-written race rules. By the way, have you ever studied Corinthian pottery? Beautiful stuff.

Yes, it would be a good idea to call the crew's name as well as the skipper's at the awards. We will try to do that in the future. The skipper always could have dragged his crew up to the stage with him to get his award. I've done it myself.

Doubling up on trophies isn't going to happen any time soon, unless Simon or someone else can help me locate a cheaper source of trophies. That "\$5 trophy" that you and Bart sawed in half cost us nearly \$40, and that was after shopping around and getting a quantity discount for buying 63 of them. I would have liked to go bigger for our first-place trophies, but obviously that would have bumped our cost up even higher. Seriously, if you know of any cheap trophy shops, I'd love to get their names.

I'm sorry if Simon found our entry fee to be "freeeeeaaaaaak-ing" high. Two or three years ago it was \$15 higher, which I think was out of line. Anyway, our fee structure is designed to encourage membership. For another \$70 over what you paid for the Three Bridge, you can race the rest of our races this year — except the Singlehanded TransPac — for free. How about it?

Max Crittenden
Commodore, Singlehanded Sailing Society
www.sfbaysss.org

In a typical month, we receive a tremendous volume of letters. So if yours hasn't appeared, don't give up hope.

We welcome all letters that are of interest to sailors. Please include your name, your boat's name, hailing port and, if possible, a way to contact you for clarifications.

By far the best way to send letters is to email them to richard@latitude38.com. You can also mail them to 15 Locust, Mill Valley, CA, 94941, or fax them to (415) 383-5816.

COURTESY GRUNTLED



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clipper fleet in the spotlight

We have to admit that when we first were introduced to the idea of recruiting sailors of modest experience to race around the world aboard identical 68-ft sloops, we thought the concept was a bit nutty. What we were too thick-headed to realize, though, was that completing even one leg of the Clipper Round the World Race is a tremendous personal achievement — and some participants go all the way around. Although all crew members undoubtedly push as hard as possible (under the guidance of professional captains and crews) so their boat will place high in the rankings, this eight-leg romp around the planet is more about achieving personal growth than getting your name etched on a plaque. It's as much a rite of passage as it is a yacht race.

We're thrilled to tell you that early this month the 10-boat fleet will arrive under the Golden Gate for the finish of Leg 6 off the Golden Gate Yacht Club, having completed the longest, and potentially most arduous, segment of the circuit, which began March 4 at Qingdao, China — a rhumbline distance of 5,920 nm! Not only is Clipper the only 'round the world race that stops at San Francisco Bay, but the public will have extensive access to the entire fleet this

year, as all boats will be berthed at Jack London Square during the April 12 to 15 Strictly Sail Pacific boat show.

One crew member we definitely plan to look up there is San Franciscan Lisa Perkin, 42, who will be completing her third and final leg with her homecoming to the Bay. Asked via high seas email about her motivation to join the race, she explained: "I wanted to step outside my normal comfort zone and further challenge myself. And I also wanted to take my sailing to the next level." In this case, the 'next level' is a substantial understatement. Completing six weeks of intensive RYA (Royal Yachting Association) training prior to setting sail, then toughing it out during 16,000 miles of offshore racing would seem to be more like a quantum leap up the ladder of sailing experience.

Raised on the East Coast, Lisa first learned to sail at a North Carolina summer camp, then did a fair bit of small boat sailing as a kid on the Chesapeake, and also later, while living in Boston and Toronto. It wasn't until she moved to the Bay Area in 2006 that she got into big boat sailing by completing Basic Keelboat and Basic Cruising courses at Club Nautique.

In regard to her personal growth during the race she said, "I have been tested time and again throughout the Clipper Race, and sailing has just been one aspect of the racing experience. Being on a boat for three to six weeks at a time with anywhere from 12 to 18 people from all walks of life and many nationalities has been the bigger challenge at times. I feel I have learned a lot from others."

Whether racing or cruising, offshore sailing tends to be a combination of highs and lows. "One highlight for me," recalled Lisa, "was arriving in Cape Town back at the end of September, early in the morning to family and friends, and seeing Table Mountain in the background. I can only imagine what finishing under the Golden Gate Bridge will be like for me, and arriving home in San Francisco to family and friends after more than five weeks at sea."

One person who will be anxious to compare notes with Lisa and her teammates aboard *New York* will be Yvette Zhu. A fellow San Franciscan, she sailed aboard the same boat on the first leg, from the UK to Rio. Having previously raced in the Bay for a decade, she came into the Clipper Race with more experience than Perkin, but

continued on outside column of next sightings page

socal ha-ha

Throughout this magazine's 35-year history, we've had great success creating sailing events that were long on fun but short on rules and regulations. And it looks as if we'll soon stage a new one.

Having floated the idea of organizing a Southern California Ha-Ha this summer, we've gotten very positive feedback from potential co-hosts in both Santa Barbara and King Harbor (Redondo Beach). So now we simply need to pick dates, and hammer out a few other details. We're

COURTESY CLUB NAUTIQUE



Lisa's obvious joy for sailing is seen in this Club Nautique file shot from a Corinthian Midwinter Race in 2010.



takes shape

looking at including a stopover at Catalina also.

From the sailors we've been talking to lately, there seems to be quite a bit of interest, and we're going to limit the number of entries. So stand by for an official announcement soon in *Latitude* (www.latitude38.com), and in the May edition of the magazine. If this cruise is as much fun as we think it will be, it may become an annual affair.

— andy

clipper — cont'd

still had a lot to learn. "For me it was about gaining confidence sailing a big boat with big sails and big winches, and using a double-pole spinnaker system. I certainly got that." She claims there were no personal 'lows' during her trip, and she remembers many of the highs clearly: Drinking rainwater during the squalls in the ITCZ; catching and eating two bluefin tuna near the equator; being enchanted by sea turtles cruising by; headsail changes in sudden gusts; surfing the waves under the spinnaker and not broaching; being mesmerized by the large patches of sargassum floating in the wide Sargasso Sea; and being entertained by a falling meteor.

New York's crew, as well as all the others, are expected to receive a very warm welcome regardless of what hour of the day or night they

continued on outside column of next sightings page



Spread: When the Clipper Round the World fleet arrives early this month, each boat will be met by a throng of greeters. In the sponsor lottery, 'Latitude 38' drew 'Gold Coast Australia', and we'd love to have you help us welcome them as they arrive at Oakland's Jack London Square. **Inset:** Aboard 'New York', San Franciscan Lisa Perkin tests her mettle.

SIGHTINGS

clipper — cont'd

pull into the Jack London docks, as each boat has been adopted by one or more local marine organizations that will undoubtedly try to outdo one another with the flamboyance of their arrival fanfare. We're delighted to tell you that *Latitude 38* drew the Aussie boat *Gold Coast* (the leg's leader as we went to press) in the random selection process. Honest, we didn't even *try* to bribe the race committee for that honor. We invite any and all to join our welcoming effort. You can sign up at www.latitude38.com.

Other affiliations are: Encinal YC sponsoring the Dutch entry *De Lage Landen*; OCSC hosting *Derry-Londonderry*; Corinthian YC with *Edinburgh Inspiring Capital*; Richmond YC with *Geraldton Western Australia*; J/World with *Singapore*; Club Nautique with *New York*; Dragonboaters with *China*; and California Canoe & Kayak, Bay Green

continued on outside column of next sightings page

sailors' boat show

It may be a terrible cliché to say there'll be something for everyone at this month's Strictly Sail Pacific boat show at Oakland's Jack London Square (April 12-15). But it's true — and it's shaping up to be bigger and better than ever.

As you'll learn by perusing the pull-out boat show planner that's stitched into this magazine, show organizers have done their best to provide a full menu of free seminars on a wide variety of subjects including preparation for cruising, rigging, Bay tides and currents, reading wind and weather, diesel basics, storm survival,



She's a natural — 'Latitude's bookkeeper, Penny Clayton (center), took to sailing like a fish to water.

PHOTOS COURTESY CLUB NAUTIQUE

comes to town

provisioning, yacht chartering and more. Many sessions will be conducted by *bona fide* sailing celebs. There'll also be free boat rides and basic sail training for all ages, as well as a variety of interactive exhibits and demonstrations.

Thanks to the completion of a new two-story exhibition hall at Jack London Square, this show will be substantially bigger than recent shows, and parking will be much easier, thanks to a huge new parking structure with a pedestrian bridge that feeds right into the heart of the show.

continued in middle column of next sightings page



clipper — cont'd

and Bay Crossings with *Visit Finland-Welcome to Yorkshire*. We're certain that any of these groups would welcome more greeters.

If the challenge of racing around the world appeals to your 'inner adventurer', there's still time to sign up for the '13-'14 circuit. You'll find details on both races at www.clipperroundtheworld.com, including a real-time race viewer that shows transponder tracks of all entries as they battle eastward toward the Bay.

— andy

building on what you know

When Penny Clayton was growing up in Canada, she never passed up a chance to go sailing with her late father, Michael. It was fun and exhilarating, but most importantly, it was a gratifying way to reinforce the bond between them.

Since moving from New York to the Bay Area a year ago (and becoming *Latitude 38's* bookkeeper) she often looked out across blustery San Francisco Bay and wondered how far the skills she'd learned as a teenager — crewing, but never captaining her dad's Tornado catamaran — would take her in these waters. "I knew by looking at the Bay that these are waters one needs to learn about before venturing out," she said knowingly, having worked for many years as a canoe guide in Northern Ontario. "I could see that the Bay's tides, currents and wind patterns were factors that could easily lead the unacquainted into predicaments." She figured that her childhood sailing experiences, although genuine, qualified her as a "novice sailor" at best.

But after other *Latitude* staffers encouraged her to take sailing lessons from a local school, she accepted the advice and soon signed up for a battery of classes at Sausalito's Club Nautique. When her U.S. Sailing Basic Keelboat text arrived in the mail, she devoured it and quickly realized that everything she'd learned as a kid was simply experiential — learning by doing — and that she'd never actually had any classroom theory. She didn't even know the proper names for many basic boat parts, or the correct lingo for the points of sail. But that all soon changed.

In two short weekends of instruction she went from being mildly intimidated by the Bay, to being eager to captain a boat on it herself — and perhaps even get into racing. As with similar courses at other local schools, Penny and her classmates — all of whom turned out to be recent transplants to the Bay Area — got a thorough introduction to safe sailing practices through daily classroom and on-the-water sessions. The broad range of topics covered included parts of a boat and sail, right of way, heaving to, anchoring, man overboard protocols, maneuvering under engine power, basic chart reading, tide tables, radio etiquette, and the physics of upwind versus downwind sailing.

Like proud parents, we're happy to report that our girl passed with flying colors — scoring 100% on her written test — and is now qualified to take out a Colgate 26 trainer as long as another certified sailor is along. And she's already signed up for the next tier, Basic Cruising, after which she can captain the bigger boats in the fleet.

Proactively enhancing her skills has opened up a whole new world for Penny. Not only is she going out on social sails with other Club

continued on outside column of next sightings page



Joining a sailing school/club is a great way to hone your skill, make new friends, and get out on the water.

penny — cont'd

Nautique members, but her new-found confidence inspired her to attend our recent Crew List Party and look for additional rides. "I would never have done that before," she says. As a result, she may now be crewing on a fast Hughes 40 ketch during upcoming races.

Penny's advice to others with marginal experience: "Sign up for a class so you can clarify how much you know already, then let the instructors fill you in on the areas where you're lacking. It's so exciting to expand your knowledge and become more confident. And it might open doors for you that you haven't even considered."

— andy

'circ' vets to gather at strictly sail

One of the reasons we like to hang out with circumnavigators is that they all have such great stories to share. Actually, it would be hard to imagine sailing 25,000 miles or more and *not* having a few good tales to tell.

We expect all sorts of salty yarns to be retold this month at our Circumnavigator's Rendezvous at the Strictly Sail Pacific boat show (Friday, April 13 at 3:30 p.m. in seminar room D). Although we've invited our entire roster of West Coast circumnavigators to attend, armchair voyagers and wannabe circumnavigators — such as ourselves — are also welcome.

We've assembled a diverse panel of globetrotters to speak and share photos, each of whom will discuss going around from a different point of view: The newly-returned crew of *Magnum* (see last month's feature) will share experiences about both the advantages and challenges of circumnavigating with a small child; Mark Schrader will give insights into racing solo via the Great Capes; Paul and Susan Mitchell will tell how their practical skills allowed them to stay 'out there' for 25 years; Hans Bernwall will share anecdotes about going around before the availability of modern nav, communications and weather technology; Clifford Cain will recount memories from the lap he and his late wife Marian made aboard John Guzzwell's 21-footer; and Clipper Round the World Race Captain Richard Hewson (of *Gold Coast Australia*) and Watch Captain Martin Woodcock (of *New York*) will share their insights and experiences.

As mentioned in our February edition, one of the honored guests will be circumnavigator Merl Petersen, now 90, who reluctantly ended his stewardship of the 74-ft schooner *Viveka* recently, after owning her for 54 years. When we sat down with Merl last month and coaxed him to retell some of his famous tales, it occurred to us that there must have been a lot more tolerance for 'misbehaving' and pulling practical jokes a few decades ago. He bought *Viveka* in '57 — a Belnap and Payne design built in 1929 of Honduras mahogany and cedar. Soon afterward her head-turning elegance, combined with Merl's gregarious and fun-loving nature, led to him to befriend a wide range of West Coast celebrities — from Bill Cosby to Wilt Chamberlain — as well as journalists, including the late *Chronicle* columnist Herb Caen, who often publicized his antics.

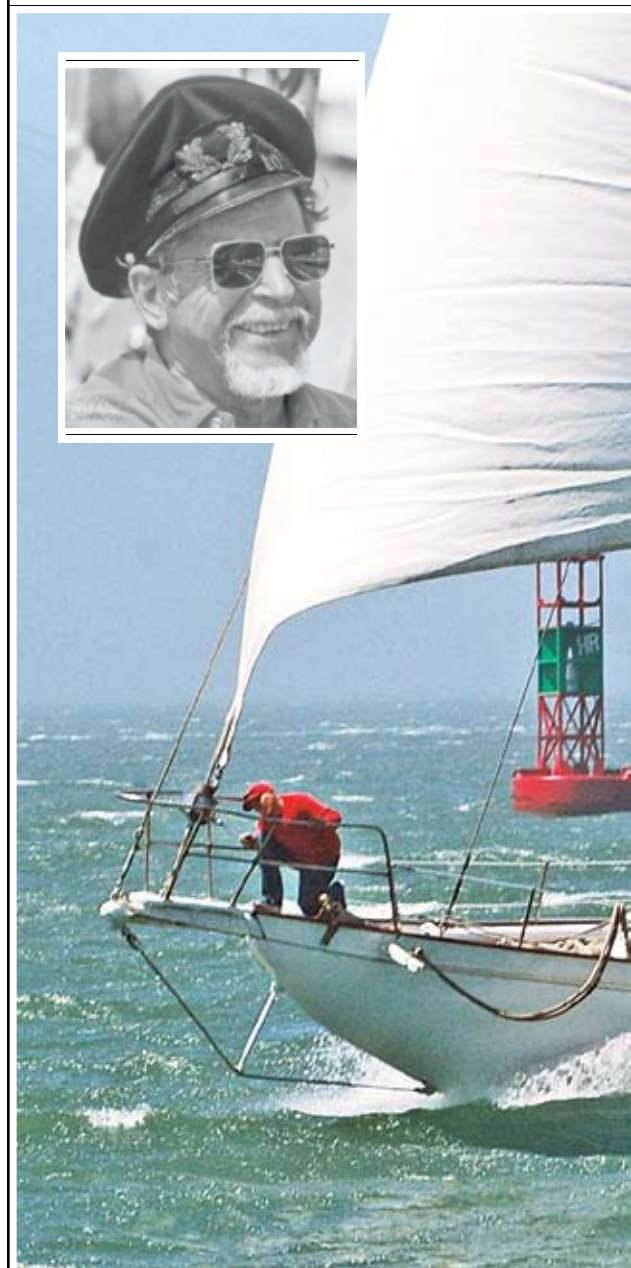
An inveterate prankster, Merl made headlines once when he stole the spotlight and temporarily stopped Phyllis Diller's comedy act at the famous North Beach nightclub called the hungry i, by striding in arm-in-arm with an entourage of a dozen lovely ladies. But the club's owner, Enrico Banducci, was as mischievous as Merl. Their most famous prank — as recounted in these pages previously — was stag-

continued on outside column of next sightings page

boat show

Within the exhibition hall you'll find products of all sorts, from the latest in marine electronics to sailing logowear at discounted boat show prices. And you'll be able to pick the brains of on-site experts who know their products thoroughly.

In the marina basin you'll be welcome to inspect dozens of brand new sailing yachts, in addition to well-maintained used yachts. And on the channel-side end-ties some very special vessels will be accessible for inspection, including a Team Oracle AC45 catamaran identical to those that will be used later this year on the Bay during the AC World Series; the just-arrived fleet of



— cont'd

the Clipper Round the World Race; and the 64-ft *Spirit of the Sea* (formerly *Ocean Watch*, when used during the Around the Americas expedition).

There'll also be live music, daily end-of-show parties at various booths (including ours, Friday), and an America's Cup Lounge with merchandise and AC presentations. As we said, something for everyone — even a Kid's Zone for the young mariners in your entourage. Check out the complete list of vendors, seminars and activities at www.strictlysailpacific.com. We'll see you there!

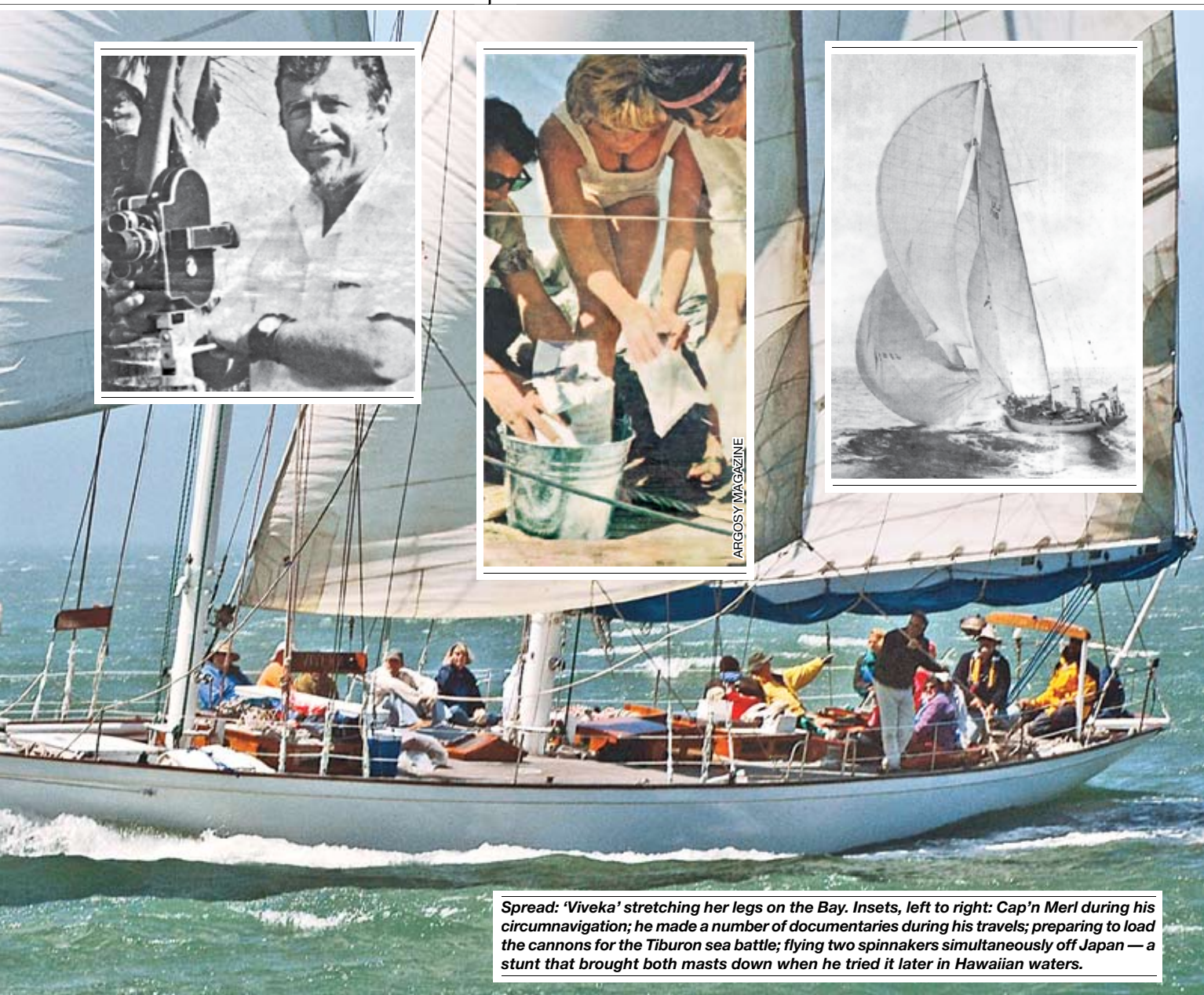
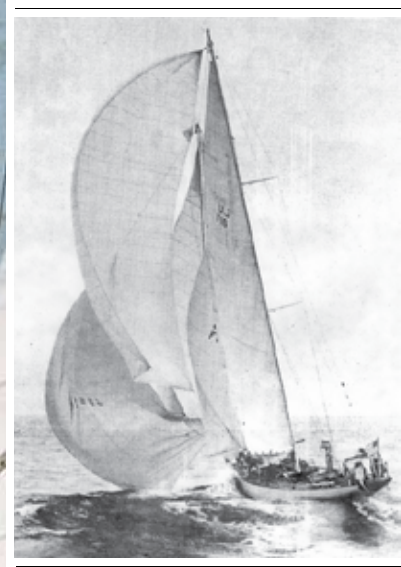
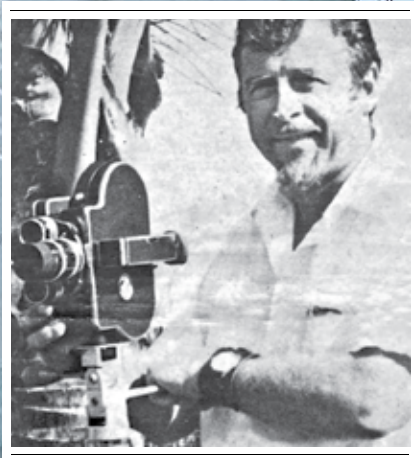
— andy

circumnavigators — cont'd

ing a legendary sea battle in 1961 right off the Sausalito waterfront between *Viveka* and Banducci's lovely 60-ft Alden ketch *Shearwater*. Thanks to much hyping by Caen and several FM radio DJs, an estimated 15,000 people showed up, turning city streets to gridlock. With four canons aboard each boat — one supplied by actor/author/voyager Sterling Hayden — the battle raged just beyond the city patrol boat's jurisdiction. But as crazy as that was, the most jaw-dropping element of the day was the performance of a waterskiing elephant that Banducci had brought up from Hollywood.

They waited until the smoke cleared, literally and figuratively, before staging a second battle a couple of years later, this time off Tiburon. For that well-publicized engagement, Merl showed up with an all-girl crew who taunted and teased Banducci's sailors so thoroughly that the helmsman reportedly ran aground. Naturally, boarding parties

continued on outside column of next sightings page



Spread: 'Viveka' stretching her legs on the Bay. **Insets, left to right:** Cap'n Merl during his circumnavigation; he made a number of documentaries during his travels; preparing to load the cannons for the Tiburon sea battle; flying two spinnakers simultaneously off Japan — a stunt that brought both masts down when he tried it later in Hawaiian waters.

SPREAD: LATITUDE / JR; INSETS: PETERSEN ARCHIVES EXCEPT AS NOTED

SIGHTINGS

circumnavigators — cont'd

commingled afterwards.

In addition to Merl's fame as a prankster, he also did one helluva lot of ocean sailing — roughly 150,000 offshore miles. He and *Viveka* survived a hurricane at sea during their first big cruise to Mexico in '61, then got slapped by another while coming back from a cruise to Tahiti. Merl spent many years in Hawaii, living aboard at the Ala Wai Harbor. But in '89 the announcement of a race from Honolulu to Hiroshima, Japan piqued his interest. He refit *Viveka* (then 60 years old) for the 4,000-mile trip, and she ended up taking third. Unbelievably,

continued on outside column of next sightings page

delta doo dah

"Say, when are you guys opening up registration for the Delta Doo Dah?" asks Maria Braska. "I want to mark my calendar so I can call in sick that day. I don't want to miss signing up just because of work!" We have great news for you, Maria. You don't have to play hooky (as much as you might want to) to get your chance at a spot on the official entry list for the 4th annual Delta Doo Dah, aka 'Fab Four', to



Above: San Francisco's Matt Brooks just might have been the happiest helmsman at last month's boisterous Heineken Regatta in St. Maarten. **Spread:** 'Dorada' struts her stuff in heavy air.



SPREAD: TIM WRIGHT / PHOTOACTION.COM; INSET: PAM RORKELEVY

opens soon

be held July 28-August 3. The Doodettes — Christine Weaver and yours truly — have changed things up just a little to allow everyone an opportunity to join the party this summer.

We were as surprised as anyone when last year's 50 open slots were filled within 25 minutes of registration opening. With a waiting list a mile long, we were jazzed

continued in middle column of next sightings page



circumnavigators — cont'd

a typhoon struck the boat while she was in Japan also. That same year, the old girl's speed shocked a fleet of more modern vessels when she took line honors in a 500-mile race from Japan to Russia.

By that time, Merl was so far from home that he just kept going around the globe, westabout, via the Suez and Panama canals, over a seven-year period. At one point *Viveka* was chased by pirates but managed to outrun them. As we said, Merl's travels have given him a boatload of stories and fond memories, and we suspect we could say the same about the other circumnavigators who'll attend our April 13 gathering. It will undoubtedly be an entertaining affair.

— andy

a classic for all times

No wonder Matt Brooks is smiling. Not only did he win his division in the riotously windy St. Maarten Heineken Regatta last month, but he did so aboard his new pride and joy, the classic S&S yawl *Dorade* — arguably the most influential sailing yacht ever built.

Launched in 1930 at City Island, New York, she was the first, and perhaps most famous yacht ever designed by Olin Stephens, cofounder of the legendary firm Sparkmans & Stephens. When the Great Depression hit only months after that partnership was formed, Olin and his brother Rod's father ordered the 52-ft yacht, in order to keep the company afloat. Little did he know at the time that the innovative lines his 21-year-old son would soon draw would influence yacht design for decades, and by extension, help popularize both the racing and cruising segments of the sport.

Not long after her christening, the slender *Dorade* competed in the 1930 Bermuda Race, taking second in class with Olin at the helm and Rod crewing. (They would return two years later with a win.) In '31 the brothers entered the Transatlantic Race to Plymouth, England, competing against a fleet of larger boats that were expected to skunk her. But to the amazement of both organizers and competitors, *Dorade* took line honors (16 days), crossing the finish line two days ahead of the second-place boat — and four days ahead on

corrected time. The win signaled the end of big-boat dominance of offshore racing. The brothers stuck around to do the Fastnet that summer and won that race also. After arriving at New York aboard a steamer, the Stephens boys and *Dorade* were saluted by a ticker-tape parade down Broadway — an unprecedented honor for yachtsmen. (*Dorade* would score another Fastnet win in '33.)

By the summer of 1936, *Dorade* had been sold to St. Francis YC member Jim Flood, who entered her in the Transpac that summer against a fleet consisting primarily of large schooners — the S&S-designed *Santana* among them. With the late Myron Spaulding as *Dorade*'s primary helmsman, she battled her way to Diamond Head (in 12 days) in one of the most hotly contested Hawaii races ever, eventually pulling off a trifecta that only one or two other boats have ever duplicated in the Transpac's long history: first to finish, first in her class and first overall.

In 2010, 80 years after her launch, San Francisco adventurer/businessman Matt Brooks took possession of her — and we'd bet he

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COURTESY DORADE.ORG

'Dorade' today.

***dorade* — cont'd**

was smiling as broadly then as he was in St. Maarten. Brooks wasted no time in organizing a thorough, stem-to-stern refit of this sleek, 10-foot wide classic, during which he would spare no expense. "Make her as near to perfect as you can!" he reportedly said to the refit's overseer Joe Loughborough. The work was done at the LMI yard in Newport, RI, and, like most refits of old woodies, soon became more complex than originally anticipated. In addition to internal structural repairs, *Dorada* now has new main and mizzen masts with all new bronze hardware, new winches, a new rudder and all new electronics. Her interior has been returned to its original configuration, just as it was when launched in 1930.

Brooks, a member of the St. Francis YC, will be racing *Dorada* early this month at Les Voiles de St. Barth (April 2-7), followed by the Antigua Classic Yacht Regatta (April 19-24). In June, she'll do battle in the Newport-Bermuda Race, where she last competed 78 years ago, that time taking class honors. "Our team feels honored to be sailing aboard the S&S flagship," says Brooks, "and, after the fun Caribbean season tuning up *Dorada*, we want to show what an 80-year-old lady in top form can really do. Our goal is to attempt all of the races *Dorada* won in her prime, beginning with this year's Newport-Bermuda Race."

Hopefully Brooks will eventually make room on *Dorada's* busy calendar to bring her 'home' to San Francisco — before next year's Transpac perhaps? — because there are a whole lot of West Coast sailors who'd love to have a look at her!

— andy

a very active pocket cruiser

Northern California accounted for 22 of the 185-boat fleet in the 2012 Havasu Pocket Cruisers Convention (see page 104). One very active member of the pocket cruiser community is Gretchen Ricker. For the last three years, Gretchen has organized the Monterey Cruiser Challenge, a long-running trailer sailer event that served as partial inspiration for Sean and Jo Mulligan's creation of HPCC.

Thirteen summers ago, a group of avid West Wight Potter and Montgomery owners debated which boat was faster. The only way

to settle this issue was to "just race." They travel to Monterey Bay each July to try to answer this question, and are warmly hosted by the Monterey Peninsula YC.

The event, which is open to trailer sailers of any design, is built around low-key Saturday racing and is sponsored by the Northern California Potter Association — aka, the Potter Yachters — who have been featured in the pages of *Latitude* a number of times. "Potter

Attitude' rules prevail," says Gretchen, "which means show up, have fun, don't complain, and if another sailor drops a hat overboard while racing, you sail over and retrieve it for them." As to which boat is faster, Gretchen concludes, "It's the person at the helm that makes the difference." For more about the Monterey Cruiser Challenge, go to www.CruiserChallenge.com.

A founding member of the Challenge, Gretchen had an inspirational

continued on outside column of next sightings page

doo dah

that so many people were interested in the event, but were also concerned that many folks were edged out because of a pesky thing called employment. So instead of simply opening up registration until it fills, we're trying out a lottery-style process this year. It'll work like this: Registration will remain open for 12 hours on April 2, starting as soon as that day's *Latitude* is posted (around noon). This will allow everyone the chance to throw their name in the hat at some point throughout



You don't need to get a jump on the competition to have a chance to join the fleet of the Delta Doo Dah 'Fab 4' this

COURTESY GOOD AND PLENTY



Dan and Gretchen Ricker are very active in the pocket cruising community with their ComPac 19.

— cont'd

the day, without having to keep refreshing their screen on their lunchbreak. The next day, the Doodettes will randomly select the 50 entries, with the remaining sign-ups going on the waiting list (the order of which will also be randomly decided). The final entry list will be announced in the next day's *'Lectronic*.

Those on the waiting list will have extra reason to hope for the best. Every year there's been a fair number of dropouts

continued in middle column of next sightings page

gretchen — cont'd

introduction to sailing. She was living in Morro Bay and feeling frustrated over her troubled relationship with her daughter. While walking near the harbor, she and her daughter noticed a sign for sailing lessons which, miraculously, appealed to both of them. This shared interest provided many happy and connected sailing adventures together, including the purchase of her first boat, a Potter 19.

In later years, after being out of sailing for a while, she and husband Dan purchased a MacGregor 26, the first of their backyard fixer-uppers. Currently living in Atascadero, they enjoy restoring old boats, sailing them for awhile and then selling them to friends. Their current boat, a ComPac 19 named *Good and Plenty*, truly epitomizes

continued on outside column of next sightings page



SIGHTINGS

gretchen — cont'd

the attitude of many pocket cruisers who take pride in owning a boat “that is just good enough and just plenty enough.”

The Potter Yachters group promotes organized salt and fresh water events throughout the year at such places as Tomales Bay, Eagle Lake, Woodward Reservoir and Huntington Lake. For more info, Gretchen urges interested pocket cruisers to check out the various trailer sail-boat websites such as *Potter-Yachters.org*, *Trailersailor.com*, and for Southern California sailors, *howies.net/socalpotter*.

Besides her sailing interests, Gretchen is the author of the newly published *What the Eye Doesn't See*, the first of a series of murder mysteries that place a sailor and non-sailor together aboard a West Wight Potter. For more, go to *GretchenRicker.net*.

— mark wilson

doo dah

as the event approaches — illness, family commitments, or boat problems top the list of reasons for cancelling — but this year, the entry list just might shrink considerably in the first day. In order to register last year, you had to pay the entry fee in full, but with a lottery system, that becomes impractical. So this year, the final entry list will get 24 hours in which to pay the non-refundable \$99 entry fee. If you don't pay in time, you are automatically removed from the list and the next person on the waiting list gets



LATITUDE / RICHARD

— cont'd

your spot. This may seem overly strict, but quite frankly, we just don't have the (wo)manpower to chase after folks to pay their fee. Find out more about the event at www.DeltaDooDah.com.

So be sure to mark your calendar for April 2. And if you're worried about forgetting, subscribe to *'Lectronic*. You will only receive an email when a new edition of *'Lectronic* is posted — no spam, no promotions, no junk. That way you'll get as much of a chance as anyone to sign up for Fab Four!

— *ladonna*

The Greatest Spectacle in Sailing — The St. Barth Bucket offers some of the most spectacular photo ops in the



big gets bigger

While covering the March 22-25 St. Barth Bucket — the greatest spectacle in sailing — we got into a discussion with the Dutch navigator of the 203-ft Hoek schooner *Athos* on how the definition of "a big yacht" has changed over the years. We both remembered the late '70s when Jim Kilroy's 79-ft S&S designed *Kialoa III* was the gold standard for a big yacht. And as late as the St. Francis YC Big Boat Series of '87, big yachts meant the 80-ft Class A maxis. But as this photo of the Frers 156 *Hyperion* — originally built for Jim Clark of Silicon Valley — shows, 'big' has gotten so much bigger. Indeed, two of the entries in this year's Bucket were over 200 feet, including the spanking new 219-ft *Hetairos* which, despite a huge crew, still managed to slam her 27-ft-deep keel into the island that was the leeward mark. As for Clark, several years ago he moved up to the 295-ft schooner *Athena*, which also serves as the tender for his 'little boat', the 135-ft J Class *Hanuman*.

— *richard*

tsunami debris to affect mariners?

In 1990, a container full of Nike shoes fell from a ship and provided a wonderful scientific opportunity for a group of researchers, including Curtis Ebbsmeyer. Over the next few months, as the shoes floated across the Pacific, Ebbsmeyer, who has worked his entire life to understand ocean currents, fine tuned statistical models that take into account the effects of wind on various types of flotsam.

Today, flotsam set adrift by the 9.0 Tohoku earthquake and resulting tsunami last March is now on on a similar journey across the Northern Pacific.

Ebbsmeyer and colleague Jim Ingram classify flotsam into five groups and factor flotsam performance as 1.00 — that which plods along with ocean currents — up to 5.00, the ULDB of flotsam, capable of traveling up to 23 miles a day. In an effort to accurately track this "sailing" debris, Ingram's Ocean Surface Current Simulator (OSCURS) model employs weather data collected by the U.S. Navy that gives exact wind conditions updated every 12 hours. Every 30 days the Navy releases what is the best weather data on the planet, and Ingram combines this data with the same statistical current data NOAA uses, creating highly accurate tracking models that transcend NOAA's debris forecast.

What does that mean to mariners? Well, frankly, a lot. "NOAA's prediction that tsunami debris wouldn't arrive until 2013 only takes into account ocean currents," says Ebbsmeyer, "but what they don't take into account is the fact that wind has a huge effect on how fast flotsam drifts."

Ahead of NOAA predictions, tsunami debris has already washed up on Canadian and Washington shores in the form of hard plastic and styrofoam floats, along with plastic kerosene and cooking oil containers. Larger objects are on the way.

On March 20, the Canadian Coast Guard reported a 150-ft squid-fishing vessel adrift 150 miles off the southern coast of Haida Gwaii, formerly known as the Queen Charlotte Islands, and say they are tracking several more ships. There is no exact number at this time but the potential of ships washed away in the massive wave is a credible threat. Ebbsmeyer wouldn't be surprised if a dozen or so boats



US NAVY S3C ALEXANDER TIDD

Racers probably won't encounter debris on the way to Hawaii this summer but might on their way home. It's unlikely they'll see houses, but they might want to set an alarm on their radar just the same.

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SIGHTINGS

debris — cont'd

become trapped in the Great Pacific Garbage Patch for years.

According to the OSCURS models, competitors in this summer's Singlehanded TransPac (www.singlehandedtranspac.com) and Pacific Cup (www.pacificcup.org) — whose entry deadlines are both May 1, incidentally — probably won't see any evidence of the tsunami debris flow on the way to Hawaii. However, during the delivery home into the Pacific High, mariners should expect denser-than-usual concentrations of flotsam — including the possibility of small boats. On the off chance you find an oyster string hanging from a float, you'd be well-advised to have your martinis and a shucker ready.

And here is where we can all help science, and to some degree the environment. If you come across Japanese flotsam while sailing offshore, Curtis Ebbsmeyer would love to hear from you at www.flotsametrics.com.

— dave wilhite

a maritime history of baja california

It will only be a couple months before many members of this year's Mexico cruising class leave the mainland to head up to the spectacular cruising grounds of the Sea of Cortez. At first glance, the Sea might look like a place where the desert meets the ocean and not much ever happens. But looks can be deceiving, as you'll quickly discover if you read Edward W. Vernon's *A Maritime History of Baja California*, a beautifully written and superbly illustrated 300-page hardback.

Vernon's maritime history starts as far back as when Baja California was known as Isla de California — early charts showed it to be surrounded by water — and continues right up to the present. Covered are the visits by the Manila galleons and French and Spanish pirates, the attempts at settlements, the treks north by the friars to establish the missions in Alta California, the various wars and battles, the sinking and grounding of vessels, and much more.

When it comes to lost vessels, few can compare with the loss of the magnificent 162-ft Newport Beach-based schooner *Goodwill* and her

entire crew of 10, or maybe 11, on Sacramento Reef. There's even an aerial photo of *Goodwill* — which twice won the Barn Door Trophy in the TransPac — as she lies in pieces atop the notorious reef.

In reading the book, you'll learn how rapidly some things have changed in a short period of time. Who would think, for instance, that just 150 years ago there was enough water flowing in the Colorado River that Yuma, Arizona was a U.S. port of entry? And that there was regular ship service

from San Francisco to Yuma? Even more mind blowing, vessels were able to sail all the way up the Sea of Cortez and offload cargo onto shallow-draft vessels that were then able to take the cargo as far north as what is currently Lake Mead/Las Vegas. For the geographically challenged, that's farther north than Morro Bay.

The book will no doubt provide succor for those who might be stuck at Cedros Island attempting a Baja Bash, for there is a chart on page 195 showing the tracks of Francisco de Ulloa's 70-ton flagship *Trinidad* as Ulloa and the crew tried to head north from Cedros in 1540. They were driven back to the island three times by storms, and it took them three months to clear the north end of the island.

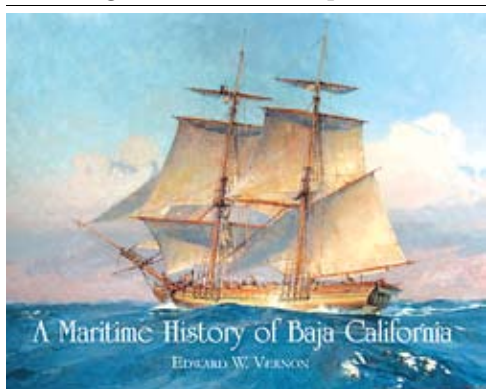
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only so many

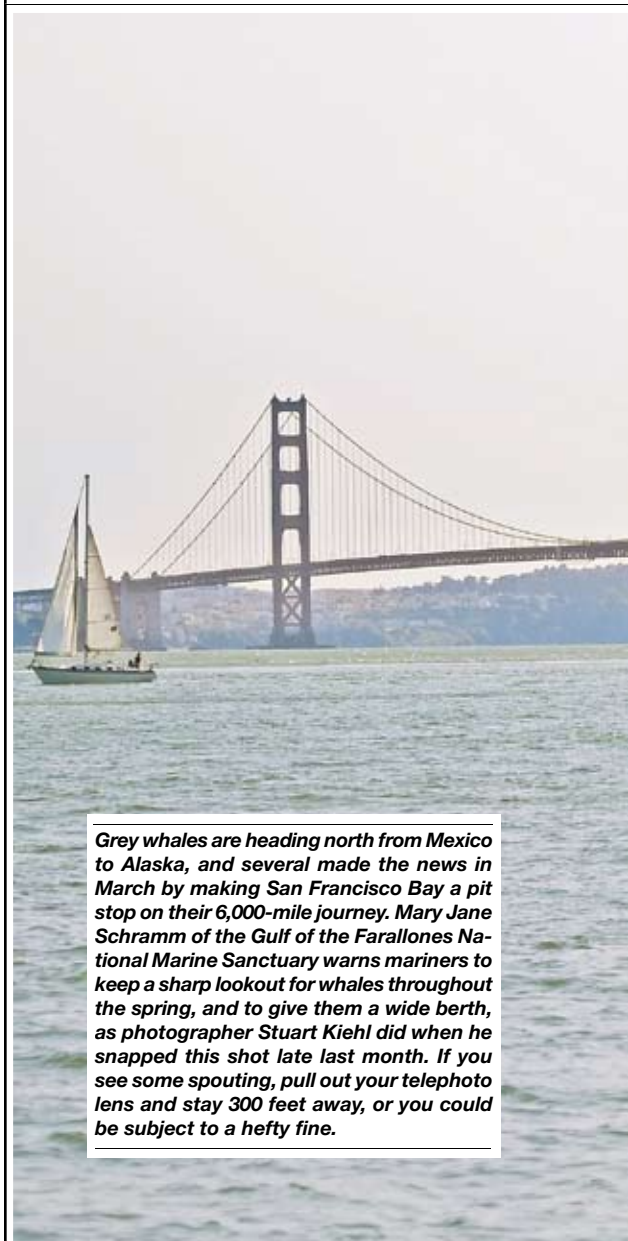
As Strictly Sail Pacific draws near, we're reminded of Bob Gorman, one of the best-loved 'behind-the-scenes' guys in the Bay Area marine industry, who passed away on December 22. He was 64.

Having worked in the industry since the mid-'60s, Bob was well-tuned to the needs of the Bay's boaters. During his tenure as executive director of the Northern California Marine Association, he worked with Sail America to bring the Pacific Sail Expo — aka, Strictly Sail — to Jack London Square, as well as helping to bring the Sacramento Boat Show and Folsom Water Festival to local mariners.

In addition to serving two terms as



'A Maritime History of Baja California' is the perfect gift for any southbound cruiser.



Grey whales are heading north from Mexico to Alaska, and several made the news in March by making San Francisco Bay a pit stop on their 6,000-mile journey. Mary Jane Schramm of the Gulf of the Farallones National Marine Sanctuary warns mariners to keep a sharp lookout for whales throughout the spring, and to give them a wide berth, as photographer Stuart Kiehl did when he snapped this shot late last month. If you see some spouting, pull out your telephoto lens and stay 300 feet away, or you could be subject to a hefty fine.

summers left

executive director for the NCMA, Bob also served on the organization's board of directors for 17 years, holding a variety of positions. He went on to become the executive director for the California Yacht Broker's Association, where he worked tirelessly on behalf of the industry.

"Only so many summers left," was one of Bob's favorite *bon mots*, and one he lived by, whether it was hosting friends aboard his and wife Jeanne's La Paz-based Gulfstar 50 *Spirit*, giving kids sailing tips at Tinsley Island, or helping to improve the industry he loved. He'll be missed by many.

— *ladonna*

baja history — cont'd

There's even a Sausalito angle. At the start of World War I, 11 German sailing cargo ships with 300 German crew found themselves interned at Santa Rosalia. Some of the vessels stayed on the hook in the same place for up to 10 years before being brought north to Sausalito, where they were converted to lumber barges and such.

Then there's the section on the Cabo storm of '82, where scores of cruising yachts — including Bernard Moitessier's beloved *Joshua*, now in a museum in France — were driven onto the beach and either badly damaged or destroyed. We're jazzed that Vernon used a number of our photos to illustrate the destruction.

Published by Viejo Press of Santa Barbara, with the cooperation of the Maritime Museum of San Diego, and distributed by the University of New Mexico Press, *A Maritime History of Baja California* sells for \$38. That might be a little steep for some cruisers' budgets, but if shared by the crews of four or five boats, it would be a bargain. Enjoy!

— *richard*



AMERICA'S CUP 34

The two questions that we're asked most often regarding the America's Cup are: "How are the races going to fit on the Bay?" and "How can I get involved in the Cup?"

Although many land-side issues are still in flux, the on-the-water game plan is getting well mapped out for would-be volunteers and those who just want to know that yes, there will be racing on the Bay, and yes, it will be good.

If you missed our America's Cup Insider's Guide in the February edition, know this: the racing will be faster, more action-packed, and more compressed between Alcatraz and the cityfront than originally envisioned. That is, "stadium sailing" at speeds potentially exceeding 30 kts in 30-minute and 60-minute races. In addition to boat-on-boat match racing action, there will also be fleet racing with more than ten boats this year during the America's Cup World Series, Louis Vuitton Cup and 34th America's Cup match.

Not only are there more days to contend with," Craig says, "but as a private event we cannot rely on military and law enforcement for security."

Then there's the chilling image of boater Bob and his family in their runabout, mindlessly motoring into the path of an AC72 that's bearing down on them at full tilt. So how the blazes will it all work? Volunteers. Trained volunteers. A lot of 'em.

"The America's Cup Ain't Fleet Week"

John Craig started talking about this approach, which he called a yacht club ambassador program, early last year. Then in June, more than two dozen yacht club-supplied volunteers rallied with an assortment of RIBs and Whalers at the Golden Gate Yacht Club for a test event on the Bay with Jimmy Spithill and Russell Coutts driving their respective 45-ft AC45 training boats. With John Craig on the radio alongside international race officer Harold Bennett, and Stan Honey monitoring course configuration from a make-shift control tower up in the club, the volunteer-driven boats formed the perimeter of a series of test courses over a half dozen days.

That's also one of the greatest challenges for organizers. Picture boater Bob exercising his runabout near Alcatraz, Carlos trying to get to the fuel dock at Gashouse Cove, Alicia paddling her kayak past Fisherman's Wharf, and Captain Tom piloting a Red and White ferry cruise out of Fisherman's Wharf.



Dan Greg of South Beach YC performs a high-speed stop maneuver during a recent course marshal training session.

from various law enforcement agencies, a coherent security box is created for the show and boats are kept out of it.

Now, consider: Fleet Week security zones are active only four days per year. Fleet Week is a U.S. Navy event, so military and law enforcement vessels are duly mobilized for security. And if a civilian vessel strays inside the zone, they may get a gun-manned Coast Guard warning but aren't at risk of high-speed collision.

But "America's Cup ain't Fleet Week," says Principal Race Officer John Craig with a wry grin. Up to 63 race days will be scheduled on San Francisco Bay in 2012 and '13 for the America's Cup World Series, Louis Vuitton Cup and 34th America's Cup match.

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"Stake 1, move 200 yards north and 50 yards east, we're gonna try a downwind entry box," commanded Craig's clear, calm



voice on the VHF. "Now a reaching entry... make it smaller... make the course narrower... shorter..." Thus the final course format was born and the volunteer concept proven.

It's even immortalized in the endlessly viewed Vince Casalaina footage of Russell Coutts' famous capsized. Just to the left of Sir Russell being launched

Tentative SF Race Dates

- AC World Series '12-'13 Race 1: Aug 23-26, 2012
- AC World Series '12-'13, Race 2: Oct 4-7, 2012
- Louis Vuitton Cup: Jul 4 - Sep 1, 2013
- America's Cup Match: Sep 7 - 22, 2013

through the wingsail of his cat, you can see South Beach Yacht Club's Kevin Wilkinson at the helm of the club Zodiac.

Volunteer course marshals subsequently rallied for America's Cup World Series events in Cascais (Portugal), Plymouth (England), and San Diego. Who can forget the image we ran last fall of GGYC's Emmanuel Uren reading his *Latitude 38* from a marshal boat off Plymouth Hoe?

— SAN FRANCISCO BAY



LATITUDE / ANDY

With AC cats blasting across the Bay at 30 knots, imagine the chaos that might ensue if course boundaries weren't closely controlled.

Protocols tested at those events helped set the stage for the big events on San Francisco Bay. Between AC World Series races, John Craig worked his on-the-water plans through a federal rulemaking process involving the U.S. Coast Guard and 19 other federal, state and local on-the-water law enforcement agencies called the Neptune Coalition. (No relation to the folks who specialize in burials at sea.)

The federal process has resulted in a USCG Notice of Proposed Rulemaking issued January 30, with comments due April 30. Ultimately, this all becomes a USCG Special Local Regulation. (More info at www.americascupnepa.org/uscg_rule.html)

By December, though, enough was worked out with the feds for Craig to lay out the 2012-2013 volunteer on-the-water program and training plan. He did so December 7 at the Corinthian Yacht Club before a group of yacht club and PICYA representatives. The group is called the AC34 Bay Area Yacht Club Alliance, which GGYC assembled from clubs with race management assets along the core race area.

The Game Plan

Assuming no changes to the federal plan, here's how it will work: During AC World Series racing here later this year (in the 45-ft cats seen practicing on the Bay recently), the cityfront course area will run from just west of Blackaller Buoy to no farther east than the end of the Aquatic Park pier. It's narrow, no farther east than YRA Mark 5, almost like a course area for skiffs.

For the 2013 America's Cup events, the race area will get widened, stretching as far north as the Alcatraz water tower, with downwind marks near Blossom Rock. A spur of the area will allow a reaching finish off Piers 27-29.

Should northerly or southerly winds kick up — statistically, only a 3% possibility — a contingent area will wrap around Treasure Island and go west to Blossom Rock, and nearly as far north as the red "6" buoy, designated YRA Mark 24.

The regulated course area is bigger than the actual course boundaries. Buffer zones allow space for rescue and medic boats, the area off Crissy Field is reserved for non-motorized craft smaller than 20-feet, there's a shoreline standoff around Alcatraz, and a 200-yard wide transit zone will run the length of the cityfront. A second transit zone will cut across the east end of the course and will need to be closed off before the race boats head to the finish line.

Within the large course area, Craig has latitude to shorten course or change the width and angle. He can do that with a GPS-guided race management system at the push of a button. In general, though, he's planning to set an entry point to a small start box near the north-west corner of the course area, visually in line with the mid-span of the Golden Gate Bridge.

The starts will be set for beam reaching at max speed toward a turning mark off Crissy, where a windward gate is also set. The leeward gate will be off Fort Mason in 2012, and off Pier 39 in 2013. This will give windward-leeward legs of 1 nm for the AC45s and 2.3 nm to 3 nm for the faster AC72s. Finish lines can be set off the Race Village at Piers 27-29 or off the Golden Gate YC.

Eight to 16 large sailboats (40-foot or greater) flying 20-foot by 10-foot forestay banners will be stake boats, forming the perimeter of the course area.

The tough part will be maintaining all those special zones and keeping boater Bob out of the course area. That will be the province of as many as 30 RIBs flying a general course marshal flag.

"We'll need to be able to draw on about 60 people per day during the peak

AC Principal Race Officer John Craig gives a chalk talk about course considerations at the sponsoring Golden Gate YC.



GILLES MARTIN-RAGET

AMERICA'S CUP 34

America's Cup time in 2013, from a pool of around 200," Craig says. Two hundred? "We know we'll be running for so many days next summer that we'll need to rely upon a big group of people."

They'll use either their own boats or ones supplied by their yacht clubs, supplemented by the custom motorized catamarans currently used as race marks in the AC World Series.

But all drivers must be trained and certified. And this responsibility isn't for people who want to hang out on the course with friends drinking their way through a case of beer. It is a significant commitment, given the number of days of racing.

In exchange, you'll get direct involvement in the AC Race Management team, coverage of fuel costs, lunch, perhaps some logowear, a marshal flag, and one of the best seats in the house.

Volunteer Training

Over two weekends in February, dozens of yacht club volunteers trooped over to Vallejo's California Maritime Academy for a special training session led by the



LATITUDE / ANDY

Jimmy Spithill's AC45 glides across the Central Bay during a practice day last summer. Action between the 45s will be fast and furious this summer.

Academy's Director of Sailing Susan "Charlie" Arms.

John Craig briefed attendees on race plans, the Coast Guard Auxiliary stepped through the proposed federal rules, then Arms and her on-the-water instructors ran everyone through US Powerboating's

Safe Powerboat Handling Course.

Split up into boats, the would-be marshals moved through low speed drills: spinning a boat in close quarters with single and dual engines, coming alongside another boat, towing, docking, and backing around obstacles. They also practiced holding station against wind and current, and holding course along a range. Then the spray started flying with crew-overboard recoveries, high-speed maneuvers, and a high-speed stop similar to a hockey stop in skating or skiing. Back ashore everyone got to show off knot-tying skills and heaving line techniques.

After completing all the tests, including a written one, the newly minted marshals gained certification through US Sailing / US Powerboating and NASBLA (National Association of State Boating Law Administrators).

Afterwards, Arms commented, "I was very pleased by the feedback that I received from experienced sailors who realized their powerboating skills needed improvement, and the course did that."

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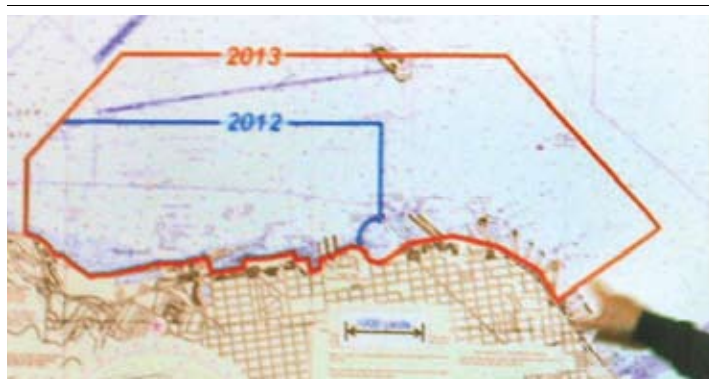
— SAN FRANCISCO BAY

Several attendees felt like it was more than that, though, and Arms agreed. "It was a unique setting for different club members to interact. Especially true for sailors who don't race, or for power boaters. It is my feeling that the AC will continue to improve the sailing community in this way."

Make way for duckli... er, ah, marine mammals!

There was a moment in the training, though, about 15 minutes into a talk by marine mammal biologist Isidore Szczepaniak with Golden Gate Cetacean Research. Szczepaniak was really warming up to the subject with shots of harbor porpoises having sex, and you could almost see thought-bubble question marks popping up around the room.

Luckily, he moved from porpoise coitus to mapped movement patterns on the Bay of porpoise, bottlenose dolphin, and whales. These mammals frequent the Bay, in addition to the oft-seen har-



PAUL OLIVA

During a recent briefing, Craig's hand points to the proposed eastern perimeter for the 2013 Louis Vuitton Cup and America's Cup match.

bor seals and sea lions. (The bottlenose especially love the swirls around Fort Point.) Needless to say, an encounter between an America's Cup boat and a marine mammal would be bad. Very bad. For all concerned.

But having so many course marshals on patrol means dozens of eyes to spot marine mammals in the course area, and help marine researchers track sightings. (Szczepaniak asks all boaters to contact him with any porpoise, dolphin or whale sightings at iszczepaniak@sbcglobal.net.)

Looking Ahead

If you're the type of fan who watches a sporting event and gazes with envy at the lucky few watching the action right from the edge of the field or track, now's your chance. AC Regatta Management has currently secured around 100 people. That means there's room for 100 more. Additional training will be offered this summer. Stake boat training will be added for those with large enough sailboats.

Craig appreciates the enthusiasm. "We need to add to our fleet. The support from the local marine community has been phenomenal and is absolutely critical to us."

To get on the list, work through your club's America's Cup committee or contact Melanie Roberts at melanie.roberts@americascup.com.

Any clubs interested in arranging certification courses in Safe Powerboating or Safety, Rescue & Support can contact Charlie Arms at carms@csum.edu.

— **latitude**/paul oliva

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BIG DADDY REGATTA

Stories of mayhem, hard luck and victory filled the air of the Richmond YC on Saturday, March 11. Everyone was tired but the camaraderie of close course racing in over 20 knots of breeze has a way of bonding people. The lounge area of the clubhouse was a sea of bodies as people were strewn across every available seat and each other. Men and women dressed in half-wet gear crowded around the bar, clutched drinks and talked loudly about the day. The conditions on the race course had been intense — a 25-knot westerly and the Berkeley Circle's famous short chop made for mid-summer conditions, unusual for early March's two-day Big

Greg Dyer's Melges 32 'Intruder' blazes a trail for Mark Howe's Farr 36 'War Pony' and Chuck Cihak's J/105 'Hazardous Waste' during Richmond YC's Big Daddy Regatta in early March.

Daddy Regatta, but as *War Pony's* Jon Stewart noted, "not unusual either."

In the Express 27 fleet, *Summer Palace* was T-boned by the port-tack *Verve* in a massive collision that caused the retirement of *Palace*. The J/120 class' *Desdemona* shredded a 13-year-old mainsail from leech to luff above the second batten — the only thing that held the tattered mess together was the luff rope and a tiny little leech cord. *Desi* had been leading the third race when the sail failed but still managed to hold on to second. "It was our delivery main," said trimmer

John Rook. "However every boat in our fleet suffered some sort of carnage today, except for maybe Dick Swanson's *Grace Dances*, and they won."

This writer sailed on Stephen Stroub's Santa Cruz 37 *Tiburón* and managed a good outing, but best in class went to Daniel Thielman's new RP/44 *Tai Kuai*. The "A" fleet newcomer was poised to take straight bullets in the three crisply run races had it not been for a premature finish, one lap short in the final race of the day. The crew on Brad Copper's Tripp 43 *TNT* were happy to collect the silver left



on the table by *Tai Kuai's* error.

"We're really happy with *Tai Kuai*," said Thielman, "but we might have to slow down a little in case the PHRF committee gets any ideas about our rating." He seems to have little to worry about as his crack crew sailed flawlessly and, apart from a misread course sheet, didn't put a sheet wrong all day.

Mistakes weren't the sole domain of racers however, as over on the small-boat course the RC ignored its own "I" flag (over early) for a trigger happy Express 27 fleet when the committee allowed that aggressive fleet to dip back below the line rather than require offenders to sail around the

ends to make a proper start. Totally cool — illegal, but totally cool. Bob 'Big Daddy' Klein must have chuckled from on high.

It's easy for racers to forget exactly why they're out on the water, so for at least one day everyone should remember that Bob Klein — we featured recollections of the popular Bay racing icon in our December and January issues — would have wanted us all to get out and enjoy the Bay. "It's all about the blender," said Peggy Lidster, president of the Express 27 class and crew on Ray Lotto's Farr 52 *Atalanta*. Despite the fact that nine Express 27s entered the pursuit race on Sunday, *Atalanta's* crew sported five

E27 owners along with a past Moore 24 champion. The only real problem they had on board was a severe lack of nutmeg for their special blend of Ramos Fizzes.

Of course there is that winning thing, and as Sunday morning broke with a cold and misty southerly, hazy-minded tacticians consulted tide books, wind forecasts and their Ouija boards to figure out the best course to take for that day's 'tactician's choice' pursuit race. Almost every sailor holding up the balustrade along the RYC deck came to the consensus that the quickest way around Alcatraz



BIG DADDY REGATTA

and Angel Island in a building flood would be to sail in a clockwise direction. On *Atalanta*, the same conservative choice was made, and when asked by his brain trust if he thought they'd made the right decision, Lotto's reply was, "I'll let you



STEVE HOLLOWAY / RUNEMEDIA

'Desdemona's main was just one of many casualties in the brisk weekend conditions.

know around three o'clock."

The problem on the morning of March 11 was a dying southerly that made it impossible to fetch the most famous island on the West Coast in a single tack. A few early starters made the bold move to sail up through Raccoon Strait, but it was the larger monohulls, such as Frank Morrow's LMX 38 *Hawkeye*, Thielman's *Lettin' it all hang out!*

Tai Kuai and most notably Buzz Blackett's Jim Antrim-designed Class 40 *California Condor*, that made the best of a fresh westerly breeze.

"We watched as boat after boat was unable to lay Alcatraz on starboard tack, and the farther they sailed, the more they seemed to get headed as they approached Treasure Island," said Thielman. "Seadon Wijzen, our tactician, noticed a westerly was finding its way down Raccoon Strait, so for us the decision was easy."

As we sailed what was to become the wrong direction along the Berkeley flats, Olympian Jim Barton on *Tiburon* didn't seem to have any good tactical choices left. While most of the early starters were swept down to Treasure Island and the Bay Bridge, others such as *Quiver* and *Double Trouble* tried to sail up to Angel Island, and from Barton's vantage point they didn't look good either. He ended up splitting the difference but was left wanting as everyone who made the island caught the new westerly breeze, and valuable position had been lost.

And then from around the top of Alcatraz, almost on a plane, came *Condor* followed by a rash of spinners of various sizes and colors. The crew of *Tiburon* became very quiet. "We went from thinking we might salvage a top-third finish to knowing we might not even break the top half



LATITUDE CHRIS

Spread, David Schumann's 'Raven' shoots the chutes. Inset, the theme for Saturday night's party was 'Escape from Alcatraz', a theme Stephanie and Andy Schwenk seemed all too happy to embrace.



of the fleet," Barton said.

Condor, along with other later starters, didn't have to guess which way to go — with the wind filling in from the west, the choice was obvious. With the last of the

southerly, they sailed close-hauled on port tack all the way through Raccoon Strait and, once through, tacked onto a perfect westerly windshift that allowed them to sail on starboard tack all the way to Yellow Bluff, just off the Marin shore. In doing so, they avoided the massive wind hole that extended across the Central Bay along the south and west sides of Angel Island. From Yellow Bluff, *Condor* simply bore away, set her massive asymmetrical kite, jibed around Alcatraz and then reached for the Richmond shore finish line.

"It was actually an easy sail," said *Condor* designer Jim Antrim. "We were lucky with the late start, and lucky that we only had to tack once and jibe once."



RICHMOND YC



SPREAD: STEVE HOLLOWAY / RUNEMEDIA; INSET: LATITUDE / CHRIS

Not to wear out the cliché but they made winning look easy.

As the America's Cup approaches, multihull fleets seem to keep growing. In fact, Sunday's multihull fleet appeared poised to steal victory from their more traditional sisters, and if they'd had just a hundred yards more on the course, Andy Costello's Lightspeed 32 cat *Lightspeed* would have clipped *Condor* for the win. "I think I could have pushed *Lightspeed* a bit harder but I had my kids aboard

with me and I didn't want to pitch the cat over," said Costello. "I think we could have overhauled *Condor* before the finish, but I'm really happy with how things turned out, and my kids had a great time," he said. "I love that boat."

The finish spread among the top six boats was exactly three minutes, and had Urs Rothacher's SL33 cat *BridgeRunner* and Bill Erklens' D Class cat *Adrenaline* gone counterclockwise, the finish might have been a five-boat cage fight.

Rothacher, the penultimate starter, found he didn't have a proper timepiece

aboard the boat and started late. In the commotion, he was forced to do a 360 after *BridgeRunner* bumped the pin end of the start line. "It became quite apparent that the clockwise course was not the right choice," he noted, "but after that poor start we didn't have clear enough heads to change our strategy. Besides, all the other big cats — except *Lightspeed* — went clockwise, and we really wanted to see if we could beat them."

BridgeRunner, like every high-placed wrong-way boat, made her way up to Pt. Blunt before sailing across the flood to Alcatraz, and thereby gained the new westerly and almost pulled off a win. Though placing fourth overall in a 79-boat fleet is impressive, the crew of the bright orange cat undoubtedly enjoyed also receiving the 'Wrong Way' award.

Back on the course, Blackett's team began gaining confidence as they managed to hold off *Tai Kuai*, but the feeling didn't last long — seemingly out of nowhere, the light blue *Lightspeed* came screaming toward them at over 18 knots. "When we saw them flying up, we just held our breath," said foredeck crew Sherry Smith.

As Costello drove the cat to sail over the top of *Condor*, she began to fly ahull. She couldn't quite clear *Condor* and so fell back in line. "We sailed high to protect our position, which is how we'd held off *Tai Kuai*," said a proud Antrim. "We expected the wind would probably soften as we sailed down to Richmond and we might get lifted, so creating a huge wind hole in our lee was our only, last and best strategy to hold off the faster boats."

When *Lightspeed* came charging, Costello essentially ran out of race track because *Condor* had effectively sealed off the windward track to the finish line. "The wind stayed steady and the expected lift didn't happen," Antrim recalled. "Somehow we managed to contain both *Light-Bodacious+*, 'Uno', and 'Phat Jack' duke it out at the mark on Saturday.



RICHMOND YC

BIG DADDY REGATTA

speed and *Tai Kuai*, which allowed us to sail across first. I don't know who was listening but that was all luck and prayer."

Once again the Big Daddy offered seriously competitive racing with a light-hearted attitude that everyone will remember for years to come — just like the man after which it was named.

— dave wilhite

RICHMOND YC BIG DADDY REGATTA (3/10-11) SATURDAY:

PHRF A — 1) **TNT**, 7 points; 2) **Tai Kuai**, 13; 3) **Bodacious+**, 1D48, John Clauser, 13. (10 boats)

PHRF D — 1) **Raven**, Beneteau First 35, David Schumann, 5 points; 2) **Golden Moon**, Express 37, Kame Richards, 8; 3) **Tupelo Honey**, Elan 40, Gerard Sheridan, 10. (10 boats)

PHRF E — 1) **Blackhawk**, J/105, Scooter Simmons, 5 points; 2) **Godot**, J/105, Phillip Laby, 7; 3) **Red Cloud**, Farr 36, Don Ahrens, 13. (10 boats)

PHRF F — 1) **Another Girl**, Alerion Express, Cinde Lou Delmas, 5 points; 2) **Ahi**, Santana 35, Andy Newell, 5; 3) **Corsair**, Olson 30, Don New-



'Condor' managed to fend off 'Lightspeed' and 'Tai Kuai' for overall honors on Sunday.

man, 11. (6 boats)

PHRF G — 1) **Shameless**, Schumacher 30, George Ellison, 6 points; 2) **Dream Time**, Olson 911s, Bart Maupin, 7; 3) **Uno**, Wyliecat 30, Steve Wonner, 8. (6 boats)

PHRF H — 1) **Frogflips**, J/24, Richard Stockdale, 3 points; 2) **El Gavilan**, Hawkfarm, Chris Nash, 7; 3) **Youngster**, IOD, Ron Young, 8. (8 boats)

EXPRESS 27 — 1) **Libra**, Marcia Schnapp/Mike Bruzzone, 6 points; 2) **Dianne**, Steve Katzman, 7; 3) **Ergo**, Chris Gage, 10. (9 boats)

ULTIMATE 20 — 1) **Layla**, Tom Burden, 3 points; 2) **Too Tuff**, Tom Hughes, 6; 3) **Salsa**, Matthew Boroughf, 11. (6 boats)

WYLIE WABBIT — 1) **Bad Hare Day**, Erik Menzel, 3 points; 2) **Mr. McGregor**, Kim Desenberg, 8; 3) **Wild Bunch 2**, Sturm Deeds, 8. (8 boats)

OLSON 25 — 1) **Shark on Bluegrass**, Falk Meissner, 4 points; 2) **Shadowfax**, Mark Simpson, 5; 3) **Balien**, Daniel Coleman, 10. (6 boats)

J/120 — 1) **Grace Dances**, 6 points; 2) **Mr. Magoo**, Steve Madeira, 8; 3) **Desdemona**, John Wimer, 9. (5 boats)

SUNDAY PURSUIT RACE:

OVERALL — 1) **California Condor**; 2) **Lightspeed**; 3) **Tai Kuai**; 4) **BridgeRunner**; 5) **Adrenaline**; 6) **Double Trouble**, J/125, Peter Krueger; 7) **Intruder**, Melges 32, Greg Dyer; 8) **Twisted**, Farr 40, Tony Pohl; 9) **Beowulf V**, D Class cat, Alan O'Driscoll; 10) **Hawkeye**, IMX 38, Frank Morrow. (79 boats)

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RUNNIN' DOWN A DREAM —

*"Runnin' down a dream,
that never would come to me.
Workin' on a mystery,
goin' wherever it leads."*

Tom Petty was 'cruising' in a car rather than a sailboat when he penned those lyrics. But we think the sentiment translates perfectly to bluewater voyaging, an activity that most of the sailors you'll meet in these pages have been eagerly anticipating for years. They're members of the Pacific Puddle Jump



ALL PHOTOS LATITUDE / ANDY EXCEPT AS NOTED

"Got the burgee. Now we're official!" say Gail and John of 'Music'.

Class of 2012. That is, sailors who are jumping off from various points along the West Coast of the Americas, all bound for French Polynesia.

Some people use the descriptor "dreamer" disparagingly, often aiming it at folks who refuse to be content with the here and now. But we think being a dreamer is perfectly healthy because who knows, allowing yourself to fantasize about your future might lead you to an exciting new reality someday — such as idling in a Tahitian lagoon surrounded by Eden-like gardens and lush tropical forests.

Last month, at our annual Puddle Jump Send-off Parties in Puerto Vallarta, Mexico, and Balboa, Panama — generously co-hosted by the Vallarta and Balboa YCs — we met dozens of Jumpers and learned a bit about both the inspirations behind their wanderlust and their future cruising plans. This month we'll introduce you to the PV contingent, and we'll follow up in May with mini-profiles on Jumpers from both Panama and La Paz — an abnormally large group has

chosen to jump from there this season.

**Music — Nordic 44
John McCarthy & Gail Lapetina
Bellingham, WA**

John and Gail might seem like an unlikely pair to be heading out across 3,000 miles of open ocean, as he is a self-described "desert rat" from Reno, and she spent much of her life in Utah. But after moving to the Bay, John got so deeply into sailing that he eventually became an instructor at Spinnaker Sailing of Redwood City. Gail became a student there, and when she signed up for a club-sponsored flotilla trip to the BVI, who do you suppose was her captain?

Their Caribbean romance led to a honeymoon in Tonga, and they've been itching to get back to the sun-kissed isles of the South Pacific ever since. Their Plan A is to cruise south of the equator for six months, then head to Hawaii, and eventually return to their new home base at Bellingham, WA.

**Charisma — Tayana 37
Bob Johnson & Ann Adams
Berkeley, CA**

"For me the inspiration to do this started when I was 15 reading about Robin Lee Graham and the *Dove*," explains Bob. "I'd treasure every month's *National Geographic* when the articles about him came in. Later I read Slocum, and all the others — practically every frickin' sailing book there was."

Ann, on the other hand, had never stepped aboard a sailboat until she met Bob three years ago. Her first offshore trip was the 2010 Baja Ha-Ha rally and she "loved it!" She explains, "Bob wanted



Having run out of excuses, Ann is eager to head west with Bob aboard 'Charisma'.

to keep going, but I had this huge list of excuses, which gradually all went away." Last fall they did the rally again: "And you know what?" asks Ann. "Every part



Other than the sailors who arrive at this time each year, there's almost no tourism to Marquesan islands such as Fatu Hiva.

of our trip so far has been more exciting than I could have imagined, so I can't even comprehend what I'll see, experience and do in the South Pacific."

Like many jumpers, their game plan is to cruise to New Zealand this season, then reassess.

**Island Bound — Peterson 44
Bill & Kat Russell, Seattle, WA**

Bill and Kat can still remember the incident that sparked their cruising dreams: "We were sitting at the Sunset Beach Hotel in Bora Bora looking out at sailboats anchored in front," Kat recalls, "and I made the mistake of saying, 'You mean they just sail up here and drop their anchor, then when they get tired of it they just move on?'" "Yup," said Bill.

Nine months later they flew to Cabo and crewed on a 23-day crossing to Honolulu aboard the lovely Christensen

PACIFIC PUDDLE JUMP PROFILES, PT I



RAVEN

55 *Western Grace* to make sure that they were really up for bluewater sailing. They were. A year later they'd bought this 44-footer, and as they set sail now their plans are open-ended.

A landside vacation inspired Bill and Kat of 'Island Bound' change their mode of transport.



Blue Rodeo — Deerfoot 50 Mark McClellen & Anne MacDonald McCall, ID

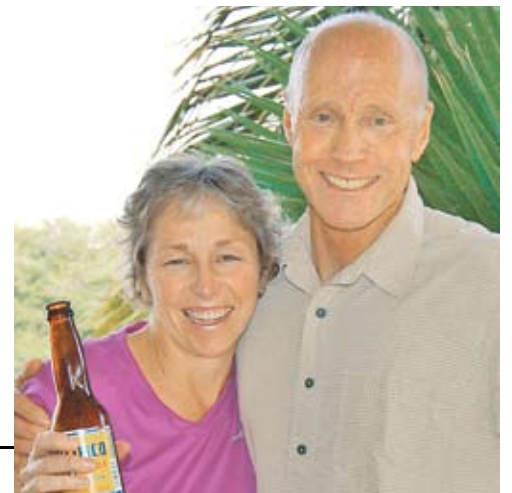
"We've happily traded our air-travel work life for a far healthier one," write Mark and Ann, both of whom are pilots. "Our boat is the new magic carpet that will take us wherever our sense of adventure leads us."

Mark, who grew up in Ventura, bought his first boat in '77, but had tucked that part of his life far away after meeting Anne and moving to Idaho. One day though, she came home from work saying a girlfriend was retiring early and going cruising. "Why can't we do that?" she asked. That was music to Mark's ears. Within months he was perusing the Internet seriously looking for a cruising boat.

Partly because they're both divers

who love remote destinations, they plan to spend multiple seasons in the South Pacific.

Travel aboard 'Blue Rodeo' may be slower than flying, but Anne and Mark are loving it.



RUNNIN' DOWN A DREAM —

Black Dog — Formosa 41

Drew White & Deb Anderson, CA

In case you're wondering — as we were — the boat is named in memory of a deceased pet.

Unlike many of the wanderers you'll



Drew and Deb are heading down to New Zealand aboard 'Black Dog' to see family.

meet in these pages, this couple has a specific plan as they head west: to spend time with Deb's family on the North Island of New Zealand — apparently there are lots of them. The family joke is that in five generations no one in the family has ever ventured to the South Island. Deb says that's not exactly true, but in any case she and Drew might head that way eventually to see all the spectacular sailing destinations that they've been hearing about for years.

"We've got the time, we've got the boat, it's time to go," says Drew. Their plans are open-ended.

Moma — Reinke 13M

Bruno & Yvonne Wittwer Basel, Switzerland

We thought we were in the company of some pretty experienced cruisers until we



As far as we can tell, Bruno and Yvonne of 'Momo' were born to travel.

met Bruno and Yvonne. Having learned to sail on Swiss lakes, they bolstered their skills by chartering in the Med, then took off sailing in 2001, and have covered

an amazing amount of territory since: across the Atlantic, up along the Eastern Seaboard, into the Great Lakes, down into the Gulf of Mexico via canals and rivers, through The Ditch, then all the way north to Alaska. And they still have tremendous enthusiasm to see more. "Well, we are travelers," they explain simply. While they enjoy sailing from place to place, they say "the most important thing for us is learning about different cultures."

Mersoleil — Hylas 46 **Robin and Bev Collins Seattle, WA**

"Unlike almost everyone else I've spoken with (at our Puddle Jump party) we don't have plans to return. We fully expect to find an expat community along



Bev and Robin of 'Mersoleil' have cast off the shackles of mainstream living.

the shore somewhere, buy a little beach-front bungalow and put down roots." Sounds pretty good to us.

Robin and Bev aren't what you'd call boat hippies, though. Just free-thinking adults who find themselves in a position where they can actually make such statements with a straight face.

"A week after I retired in September, we set sail from Seattle," explains Robin.

"We're just so happy, that we pinch ourselves every morning."

"Yeah, and since we're from Seattle, we get up each morning and say, 'Oh my God, the sun's out again!'"

Convivia — Cal 43 **The Bradford family, San Francisco**

"I have been wanting to sail as my life purpose since I was



18," states Tucker matter-of-factly, "I wanted to circumnavigate and just keep going." When he met Victoria (on her 18th birthday) he introduced the idea to her, and amazingly, she thought it was a great plan.

Today, they are fulfilling those dreams with their kids, Ruby, 7, and Miles, 4. "We've been brainwashing them since birth, so this is what they think is normal," jokes Tucker.

But they're completely serious about continuing on indefinitely. The plan is to end up in New England in five years or so. Then, when the kids are in junior high and high school, they'll trade seasons between Maine and the Caribbean.

They don't subscribe to the standard Calvert homeschooling system. "We're on the un-school end of things," explains Victoria. "We just provide them with lots of information and there's no end to the questions that they have, and the motivation they have to learn about many topics."

"Kids are great at setting lofty goals," adds Tucker, "so you can use that as a catalyst and tie a whole bunch of sub-
Homeschooling aboard 'Convivia' isn't like on other boats. But it's working beautifully.



PACIFIC PUDDLE JUMP PROFILES, PT I



Excited Puddle Jumpers gathered at Vallarta YC last month — our generous host for 15 years.

jects into a kid's personal motivations."

**Bright Angel — Mason 44
Bob & Linda Hargreaves
Olympia, WA**

We first met Bob and Linda when they attended our PPJ seminar at the Seattle Boat Show, and we were delighted to see them again, poised to actually sail west into the dream-like Polynesian beauty portrayed in our slide show.

Unlike many couples, apparently Linda was the driver who actually got



Bob says it was Linda who drove their effort to sail west this season on 'Bright Angel'.

them off the dock. "As we were nearing retirement," says Bob, "she told me I had to get my act together to go on this grand adventure." He complied, of course.

"I just wanted to have one grand adventure," adds Linda.

"We're most interested in the far-flung places," explains Bob. "It's like there's a grand smorgasboard out there, so lets start eatin!"

**Diamond Girl — Beneteau 393
Larry & Nelda Read
Bellingham, WA**

"I want to leave a legacy to my children and my grandchildren not to be afraid to aspire to their dreams," says Nelda in reference to their imminent ocean-crossing. "I think in our society they want you to be afraid — to limit you. But the sailing lifestyle doesn't limit you."

Although formerly based in Idaho, they've been working toward the goal of long-term cruising for years. In fact, according to Nelda, world cruising has been Larry's lifelong dream,

but up until about five years ago they'd only sailed on lakes. "We really hadn't been offshore until we did the 2010 Ha-Ha, and we learned a lot. We were so far



Larry and Nelda of 'Diamond Girl' are demonstrating to their kids how to live their dreams.

off on a flyer one night that we saw the international dateline," he says with a laugh. "The hardest part of cruising is not to get caught up, because you meet great people wherever you go."

**Le Letty Boat — Roberts 43
Jean Lachaud & Stéphanie Eonet
France**

Prior to heading south with the Ha-Ha rally last fall, this bright young French couple lived in the Bay Area for three years. They'd both had hopes of exploring the world under sail for years previously, but living in such a hotbed of sailing certainly

reinforced their cruising plans.

At this point they're taking it one step at a time. "In the months before the Ha-Ha we didn't know if we would make the event because the boat wasn't ready. But we made it to the starting line, then made it to Cabo. Now, here we are in PV about to sail to Tahiti." Sounds like the right approach to us. And due to their



Stéphanie and Jean of 'Le Letty Boat' are thrilled that they're ready to jump west.

nationality, this is one couple that won't have to worry about extending their visas. Being French, they can stay forever if they want!

**Cheers — Morgan 382
Mark & Michelle Graves, Plano, TX**

Mark and Michelle are used to being at sea, as they've been earning their living aboard small-capacity passenger vessels for years, running trips to Southeast Alaska, Baja, Central America and the Med. Now however, they're thoroughly enjoying their "expedition for two."

They've lived in several spots along the West Coast, including Friday Harbor, WA, where they met, and Sausalito, where she pursued a degree in marine biology. With that knowledge, she says,



RUNNIN' DOWN A DREAM —

"Heading toward the center of marine biodiversity is pretty exciting!" Now, after being based in Baja for four years they'll cruise to New Zealand this season, then head north into Micronesia, and on to Indonesia.



Michelle and Mark are finally leading their own expedition aboard 'Cheers'.

**Morning Star — Roberts 43
John Peterson & Janet Ryder
Seattle, WA**

John and Janet were already living



John and Janet of 'Morning Star' already have their French Polynesian courtesy flag ready.

the cruiser lifestyle in Mexico when they learned that his former racing crewman Lauren Buchholz had sailed to Tahiti with his partner Lauren Smith. (Their photo currently graces the header of the Puddle Jump website: www.pacificpuddlejumps.com)

"They inspired me," recalls John. "I thought, 'Wow! We could really do this?' But it wasn't until about two months ago that they actually committed.

Janet has decided to opt out of the crossing, though. She'll ride the trade winds aboard a 747 instead and rendezvous in the Marquesas. Sailing buddies Marc Hawley and Ian Gillespie-Smith will crew on the passage.

**Segue — Atlantic 55 cat
Colin Dykstra & Mercedes Lopez
Toronto, Canada**

Believe it or not, this worldly, dynamic couple were first 'introduced' on the findacrew.com website. When they met in person they seemed to be ideally matched, as both are longtime travelers with a burning wanderlust.

A former commercial pilot, Colin says he's already traveled to every corner of the earth. "But now I want to retrace at sea level some of the routes I made at 39,000 feet. 'I'm half Dutch, so sailing is in my blood,'" he says. "My father was actually born on a boat."

Yet he's quick to point out that Mercedes actually has more sea miles than he does. Raised in Spain, she's sailed since age 10, has crossed the Atlantic, and cruised extensively in the Baltic

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and Med. They hope to complete a slow circumnavigation aboard the big Chris White-designed cat.

ShantiAna — Columbia 39

The Bartlett family, San Francisco

Bill has been skipping commercial vessels all over the world during the past 25 years. But he only started sailing two years ago, with his wife, ShantiAna as his mentor. She's owned five sailboats, since

The Bartlett family is heading west on 'ShantiAna' after less than six months in Mexico.



getting hooked on sailing in the '80s.

Having done the Ha-Ha last fall with all their kids on board, they're now headed to the South Pacific on an open-ended time table. The way we understand it, they'll have one child along as crew, Keene, who is 20. If you're standing night watch sometime and hear sweet jazz guitar drifting across the wavetops, *ShantiAna* might be upwind of you. Although barely out of his teens, Keene is an accomplished jazzman who's picked up gigs as the family the family traveled south.

Lightspeed — Atlantic 42 cat **Dave & Kathy Kane, "Earth"**

"On a trip to Costa Rica right after college I met a guy on the plane who lived on his boat and sailed from place to place," recalls Dave vividly. "A light bulb went off in my head and I knew that's what I wanted to do." Since then, he says, "living this lifestyle has been a very bright, clear goal for ten years."

He found the perfect partner in Kathy. She grew up waterskiing

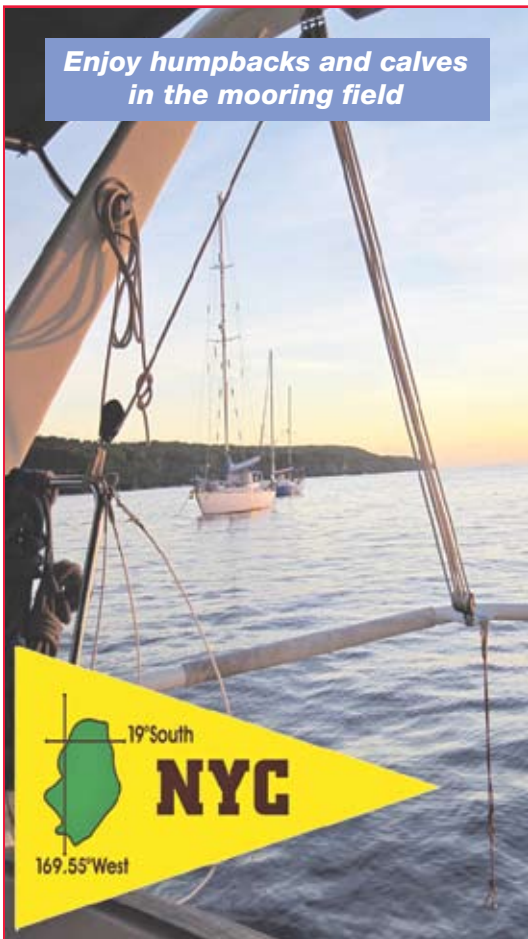


On this trip, Kathy and Dave of 'Lightspeed' plan to sail fast, but linger longer.

and houseboating, but when she moved to San Diego she had a revelation. "I learned you could actually sail around the world on sailboats. I immediately thought, 'That's what I want to do.'"

This will be their second trip to the South Pacific, but this time they plan to linger longer in the places they visit. They've had three boats in six years. The first they sailed to Australia and sold. The second they bought in New York, sailed around the Caribbean, and sold. Then they bought *Lightspeed* in Honduras. Fast, sleek and sexy, she seems like a keeper — at least for a while.

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RUNNIN' DOWN A DREAM

Upon the Wind — IP 40

Jim & Gloria Mead, Tucson, AZ

"Our plan was always to go to Panama, then into the Caribbean," says Jim. But one weekend we were sitting in a bar in San Carlos with some friends who were preparing to go to Tahiti and my wife became convinced that she wanted to do that too. So the next morning I asked, "Was that the margaritas talking, or are we really going?" They are. Jim found out that Gloria has wanted to go there since watching *Adventures in Paradise* on TV as a kid.

La Loupoite — Custom 40

**The Lechiffart-Rabilier family
Brittany, France**

We've saved the most talented PV Puddle Jumpers for last. In all our years of reporting on cruising sailors, we've never met a family quite like this one. Having been professionally trained in circus arts, French sailors Delphine Lechiffart and Franck Rabilier replenish their cruising kitty wherever they go by performing 'high-wire' actobatic acts from the rigging of their 40-ft sloop *La*



To make their boat stand out, 'La Loupoite's talented crew painted her school-bus yellow.

Loupoite.

We first met them in Mexico last year, then saw their act in San Francisco months later — they sailed all the way up to Vancouver last year, via Hawaii. Last

month, we caught their act again in PV, where they were preparing to make the jump to Polynesia.

Although their two lovely daughters, Loeva, 12 and Ondja, 3, are not yet part of the act, we're sure they will be eventually. And we have no doubt that they will also become accomplished sailors.

Having set out from Brittany, France, in '04, the family has logged thousands of miles, and Franck and Delphine have performed in dozens of harbors in France, Portugal, Morocco, the French West Indies, New England, both eastern and western Canada, Panama, Mexico and the U.S. We have no doubt that their shows will be greatly enjoyed wherever they go in the South Pacific.

We'll give our fingers and keyboard a rest here, but there are a lot more Puddle Jumpers to meet next month, so stay tuned. And if you think a cruise across the Pacific might be in the cards for you someday, check out the resources at www.pacificpuddlejumps.com.

— **latitude/andy**



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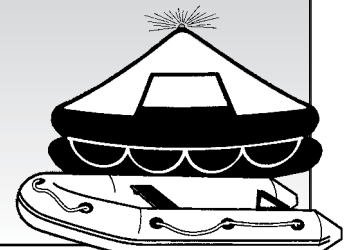
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2012 HAVASU POCKET

“C’mon, just one more day!” “But we’re the only ones leaving!” “I don’t want to go home yet!”

What may sound like the whines of kids after a week at summer camp were actually sentiments heard recently as the 6th Annual Havasu Pocket Cruisers Convention (February 13-20) came to a reluctant end. As the sailing fleet of 185 trailerable boats de-rigged, participants — the majority being on the starboard side of 50 years — vowed to return next year, while making plans to sail with new friends over the summer.

HPCC founder and organizer Sean Mulligan believes his event is “the largest gathering of pocket cruisers ever held in our country.” Over the last three years, the rally has grown from a three-day weekend sailing party of mostly Montgomery and West Wight Potter sailboat owners to 10 activity-packed days of low-key racing, interesting and educational seminars, an overnight cruise and BBQ, evening parties with ridiculous sailing games, charitable activities for the local Sea Scouts, a prime rib awards banquet and a grand finale ‘Parade of Sails’ under the original London Bridge, which was transported to Lake Havasu City in 1971.

The general definition of a pocket

cruiser is a boat small enough to tow, with enough room below to sleep and prepare a meal. This year’s mixed fleet pushed the defining limits for this class of boat by including sailing dinghies, multihulls, a tiny Klepper sailing kayak and even a full-keel Catalina 27 that was trailered from Rapid City, South Dakota, through very icy conditions.

In all, 57 different boat manufacturers were represented. Participants traveled from 26 states, four Canadian provinces and five countries. Though the average one-way drive was 659 miles, 33 boats traveled more than 1,000 miles — one way! — and six boats over 2,000 miles to attend. The greatest distance traveled was 2,833 miles! Northern California was well represented, with 22 boats making the trip to Lake Havasu.

Lake Havasu City is nestled in a ruggedly beautiful and tranquil valley

surrounded by jagged, dramatic mountains and a colorful desert. This modern retirement and winter escape community sits just a few miles off I-40, near the border of California and Arizona, where Parker Dam turns the Colorado River into a boater’s paradise.

Lake Havasu’s normally delightful February sailing conditions, 45 miles of gunkholing coves to explore, clean air and breathtaking sunrises and sunsets make this a perfect destination for a winter sailing vacation. And since February is the off-season — everyone was glad to miss spring break’s unbelievably

loud and over-powered boats with their unbelievably loud and under-dressed passengers — luxury resort lodging at the marina is a bargain at \$99 per night. Quite a few retired HPCC sailors now spend a large portion of their winters here, and have formed a strong network of sailing friends.

The HPCC is the brainchild of Sean and Jo Mulligan. The crazy number of hours they put into organizing this rapidly growing regatta provide a year-round social network for hundreds of sailors who normally have few yacht club or marina affiliations. Just check



CHRIS MCGUINNESS

Four-legged sailors got in on the action, too.



CARL BERGER



GOOSE GOSSMAN



JOHN OWENS

CRUISERS CONVENTION

out the message board at the event's official website, www.SailHavasu.com, and you'll find participants eagerly sharing photos of this year's event, making plans for next year the minute they arrive home, organizing summer rendezvous with old and new friends, and possibly a not-so-small group of sailors claiming they will fly the largest state flag on the longest pole in next year's HPCC. "Mine's bigger," is the common refrain.

Sean, a Lake Havasu City fireman, grew up racing and cruising on Lake Havasu. "It was a time when lots of sails could be seen tacking across the lake,"

he recalls. But as powerboats grew to become the norm on the lake, "a really fun and active sailing community all but disappeared."

Wanting more sailing friends and experiences, Sean and Jo, a local school principal, began taking their Montgomery 25 *Dauntless* on weekend events sponsored by the Northern California West Wight Potter Association, which included 'The Monterey Cruiser Challenge' (see Gretchen Ricker's profile in *Sightings*). This led to several longer cruises in the San Juan Islands with their newfound Potter and Montgomery

owner friends.

The couple enjoyed these social and sailing experiences so much, they decided to organize their own three-day event. "I just wanted to let people know about this beautiful lake so I could look out and see more sails on it," says Sean. "Our main goal was to build a social event around sailing."

Six years later, Sean's grassroots, tell-and-bring-a-friend strategy — plus an incredible amount of networking on various small boat websites — has built the small cruise-out into a 10-day, activity-filled rendezvous. Each year the return rate is so high, and the level of networking increases so much, it's



JEFF DERE



WALLY HALL



CHRIS MCGUINNESS

Having a hoot on Havasu — (top row, l to r) Big smiles lit up Lake Havasu City during this year's Havasu Pocket Cruisers Convention in February; Goose Gossman's Benicia-based 'Gale' (right) didn't mind a little rain if rainbows followed; building a Sea Scout boat together; overnighting at Steamboat Cove. (bottom row) The Parade of Sail under the London Bridge, with Ken Lange (builder of West Wight Potters) looking rosy in his flagship 'Pinky'; 'Shadowfax' on her way back to her Colorado home; 'Airborn' takes flight.



DOUG AMES



DAVE SCOBIE

2012 HAVASU POCKET

impossible (and amusing) to speculate how large this fun and well-organized event will grow. "HPCC has become the largest annual water event held on Lake Havasu," note Sean and Jo, "and it generates significant revenue for the city and local businesses."

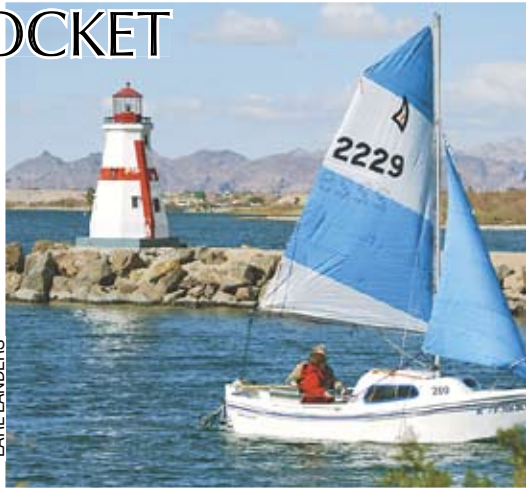
One of this year's sailing highlights was an 85-boat start to the 'Long-Distance Cruiser Challenge'. There was a wide range of racing skills among skippers so it's quite lucky there were only two collisions in this low-key race. (Apparently some skippers weren't clear on the definition of 'low-key'.)

Northern California sailors will be proud to know that Pacifica's Dave Bacon won on corrected time aboard his Potter 15 *Ah Tiller the Fun*, one of the smallest boats in the fleet. The victory was made all the more significant as Dave was slated to be the featured speaker that evening at a seminar titled 'Sail Trim Around the Race Course'. Needless to say, his victory insured a very eager, respectful and attentive audience. Using that day's race to explain many of his tactics, Dave took some of the mystery out of racing and made the topic really come to life. If you ever have the opportunity to attend one of Dave's racing strategy presentations in the Bay Area, don't miss it!

Dave Bacon won the race, then shared his secrets in a seminar later in the day.

The quality of the seminars continues to increase at an amazing rate every year. Richard Woods (*Strike, Strike 18*) bravely stepped into harm's way by offering a predominantly monohull gathering '10 Good Reasons Why Multihull Sailors Have More Fun', and in one of the more memorable talks, Howard Rice held the audience spellbound while retelling his experience rounding Cape Horn in a small, folding Klepper sailing kayak.

Since HPCC is free, it relies on lots of volunteer hours, donations and sales of gear to pay basic operating costs. This being a not-for-profit event, any profit — including money brought in by selling the t-shirts and hats donated by *Latitude 38* — is given to the Lake Havasu Sea Scouts. But this year the HPCC sailors stepped up their game by purchasing a



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CHRIS MCGUINNESS



A.B. BERMAN

wooden Sherpa dinghy kit that 'campers' spent the week building for the Scouts.

For this unique project, John Owens, owner of J.O. Woodworks, demonstrated construction principles and worked with volunteers to show that, with some basic knowledge and ability, anyone can learn to build their own wooden craft. It was very interesting to follow the construction progress several times each day.

"There seems to be a big interest in building and sailing your own wooden boat," says Sean. "I plan to expand this area of the event by inviting more home builders and providing additional seminars on wooden boat construction for future HPCCs."

In addition to the fantastic array of daily seminars, the rendezvous featured some terrific opportunities to get to know other sailors. A "pre-event" cruise to seven-mile-distant Steamboat Cove,

where local sailor 'BBQ Dave' Quiggle (*Storm Chaser*, Santana 23D) hosted an outstanding dinner, ending with everyone enjoying an overnight in the beautiful and isolated anchorage. The 'Poker Run' required crews to take photos of as many of the lake's 20 working lighthouses as they could in an effort to earn playing cards — the best poker hands won prizes. Of course the daily buoy races were always a blast.

But one of the most popular — and most eagerly awaited — evening activities was the annual 'North vs. South Grudge Match'. An arbitrary line is drawn across the middle of the U.S., and those on either side of the line face off to avoid having their team's name engraved on the perpetual 'Loser's Trophy'.

The nature of the competition is a highly guarded secret until the event begins. Last year, it was a fast-paced

CARL BERGER



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CHRIS MCGUINNESS

CRUISERS CONVENTION



A.B. BERMAN



ALBERT FISCHER



TOM JENKINS

Having a hoot on Havasu — (top row, l to r) NorCal's 'Noble Maiden' shoots lighthouses during the Poker Run; the sign of the times; organizer Sean Mulligan continues to grow a fabulous event; some pushed the limits of the definition of 'pocket cruiser'; the McGuinness family travelled from Polson, Montana, to where X marks the spot. (middle row) The raft-up at Steamboat Cove; dancing to the tunes of Gary Peaslee; "Ahhhh..." (bottom row) 'Dream a Little Dream' tucked in for the night; Colorado-based 'P-nut' got an ouchie; Texas' Nelson Amen shows his enthusiasm aboard 'Tootsie'; who says you can't sleep three in a pocket cruiser?; the ferry 'Dreamcatcher' scatters the parade fleet.



DARYL HEIRENDT

relay race of "docking skills" including tying a bowline, securing a cleat, and then "rafting up" to the other members of the team. This required using a piece of 1/8-inch cord to secure every member of the team together by passing it through an article of clothing. As soon as both teams were "rafted-up," the band began playing conga music. The 150-person conga line erupted into laughter and danced around the bar and restaurant for the next several minutes!

This year, following a delicious dinner and between some great tropical, Jimmy Buffet-style music by local entertainer and HPCC sailor Gary Peaslee (*Castaway*, Northshore 15), the games began. A 'Rain Gutter Regatta', created by the local Sea Scout Troop, provided the entertainment, as short-winded sailors blew through straws to propel wooden boats down 12-ft rain gutters .

. . . and tried hard not to pass out from exhaustion.

To date, the North owns the South. But far and away the most spectacular part of HPCC is Saturday's brilliantly colorful and always dramatic Parade of Sail, which offers locals and tourists the rare chance to see more than 150 boats of charming character — filled with charming characters — pass under the fully restored London Bridge.

The lightest wind of the week meant that this year most skippers elected to sail under main alone, which lessened the visual impact, but it might have prevented a little mayhem. Many boats in the fleet would have only a few feet of clearance between the top of their Windex and the underside of the bridge, so they must pass close to the center of the middle arch of the bridge. If there had been more sails, more wind, and closer

and varied sailing angles, there would have been potential for a real British "cock-up" under their bridge.

As it was, a train wreck was narrowly averted when the Havasu ferry, *Dreamcatcher*, chose to stay on schedule and hurriedly proceeded down the center of narrow Bridgewater Channel. Luckily, all 150 shoal draft boats were able to scatter and hug the shore.

It wouldn't be surprising if, next year, more than 200 pocket cruisers tried to squeeze through, providing another opportunity for a viral video.

“When I look out over the lake and see almost 200 sailboats, I feel terrific," says Sean. "It makes all the hard work worthwhile, but the best rewards are the new friends I've met. It continues to thrill me that an event built around

2012 HAVASU POCKET CRUISERS CONVENTION

one of the oldest forms of transportation in the world is being driven by the advanced technology that created social networking.”

Go to www.SailHavasu.com to discover the depth of this epic event's offerings, and see for yourself how much enjoyment nautical networking can add to your life. Then mark your calendars for next year's Havasu Pocket Cruisers Convention, February 11-18.

— mark wilson



DARYL HEIRENDT

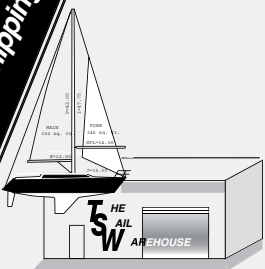
The author trailered his Catalina 18 'Triggerfish' from Oxnard.

Editor's note: You don't have to wait until next February to get your trailer sailer out sailing. Northern California boasts many beautiful lakes, but 13 that are best known for sailing — Lake Merritt, Clear Lake and Lake Folsom, to name just a few — are part of the YRA's Lake Circuit. Grab a copy of the 2012 Northern California Sailing Calendar (or download it from our website) and turn to page 82 for a complete run-down.

2012 Havasu Pocket Cruisers Convention's Northern California Participants

Ah Tiller the Fun	Potter 15	Dave Bacon	Pacifica	Madelon	MacGregor 26S	Albert & Madeleine Fischer	Davis
Almostayacht	Windrose 22	Michael Fisher	Oroville	Muddy Duck	ComPac 17	Dick Herman	Folsom
E-Ticket	Catalina 250	Steve & JoAnne Watkins	El Dorado	Nobel Maiden	Potter 15	Bud & Linda Newhall	Galt
ESP	Potter 15	Rob Sampson	Los Altos	Ol' Geezer	Montgomery 15	Dan Phyl	Paso Robles
Fast Annie	Windrider 17	Bob Vanina	Sacramento	On the Edge	Mirage 5.5	Ed & Donna O'Neal	Bangor
Gale	Potter 15	Jim 'Goose' Gossman	Benicia	Pacifica	MacGregor 26	Mark, Elisabeth, Kate & Claire Chandler	San Juan Bautista
Ghost	Windrider 17	Vern Gliot & Cindy Bickler	Copperopolis	Plucky	Potter 15	Stu & Tish Rea	Ramona
Glory	Balboa 24	Dave & Kelly Russo	Grass Valley	Redwing	Potter 19	Dave, Judy & Joe Blumhorst	Danville
Good & Plenty	Compac 19	Dan & Gretchen Ricker	Atascadero	Sweet Georgia Brown	ComPac 16	Darrel Heirendt	Paso Robles
Goshawk	Sage 17	Jerry Montgomery	Sacramento	The Duck	Newport 16	Dick Galland & Annie Callaway	Los Gatos
Ho'O Kolohe	Catalina 25	Scott & Sheila Hefty	Folsom Lake	Trailer Trash!	O'Day 192	Dave & Francis Kautz	Palo Alto

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Saturday, April 14 ~ 2:45 a.m. ~ Andy Turpin
- Circumnavigators Panel – Room D
Friday, April 13 ~ 3:30-5:30 p.m.
- Circumnavigators & Baja Ha-Ha Reunion Party
Friday, April 13 ~ 5:30 p.m. ~ Latitude 38 booth
- Sailing Participation Seminar – Room D
Sunday April 15 ~ 1:00 p.m. ~ John Arndt
- Tahiti & Pacific Puddle Jump Seminar
Sunday, April 15 ~ 3 p.m. ~ Andy Turpin

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THE LATITUDE 38 INTERVIEW

Mark Denebeim

Born in San Francisco, a graduate of a Marin high school and a dues-paying member of San Francisco YC, Mark Denebeim nevertheless has a Caribbean soul that he's barely been able to control. He told us all about it during an early-March interview aboard his Island Spirit 36 catamaran Sanctuary in St. Barth.

Latitude 38: Give us the quick version of your life story.

Mark Denebeim: I was born on Sutter Street in San Francisco, but my family later moved to San Anselmo, and I went to high school in Sleepy Hollow in Marin. My dad, who is no longer with us, had a series of boats at the San Francisco YC, including a Mariner 32 ketch and a Cheoy Lee Clipper 36 ketch, both named *Lord Jim*. My dad named his boats after himself instead of his wife. (Laughter.)

38: What kind of sailing did you do?

MD: I sailed with my dad, then I did a lot of racing on the Bay in the late '70s. In '82 I founded Fresh Crew for under-40 sailors at the St. Francis YC, which rejuvenated the St. Francis, and through similar programs, put other yacht clubs financially back on their feet, too. I'll pat myself on the back for that. I moved to Seattle in '92, got married, got divorced in '94, and moved to Del Rey Beach, Florida. I went into business, bought a couple of houses there, owned a CT-49 ketch for awhile, and two years ago, in my early 50s, I moved aboard the 36-ft catamaran *Sanctuary* here in the Caribbean.

38: Is this your first time in the Caribbean?

MD: No, I've been coming down to sail here since I graduated from college in '79. I spent a total of 2.5 years down here back then. I first worked for a year on David Ray's Hinckley 65 *Nirvana*, which was berthed in St. Thomas at the time. Then I did a season aboard a Swan 57 based out of Antigua. And I've come down for brief periods ever since.

38: What's the attraction?

MD: I just feel better down here. It's sunny, I have fewer allergies, and I get into better physical condition. I love to sail and to swim, and I get to do that all the time in ideal conditions. And that's good, because I'm the type of person who just can't sit still. By the way, I'm also one of those guys who believes that boats are meant to be sailed, not just camped on.

My view is, why work 50 weeks a year in a place you don't really like in order to vacation for two weeks in the place

you'd really rather be? It should be the other way around. I was an investment banker for five years, but I didn't like having to wear a tie and wing-tips, and I didn't like feeling as though I was working for The Man. When I left the Caribbean in '82 after 2.5 years, my goal was to come back here someday and cruise full-time. And that's what I've done.

38: What do you think keeps other people from doing what you've done?

MD: The biggest excuse I hear is "I've got family in X place, so I have to stay there." But somebody in that family had to be the first to move to X, so why not be the first to move to a great spot? People live in places like North Dakota and North Carolina. Why? Why not aspire to live somewhere cool?

Having said that, I have to admit the Caribbean life is not for everyone. It's a very simple, physical way of living. There

also aren't the same educational or career opportunities, so it may not have the same attraction for families.

38: Tell us about your boat.

MD: She's an Island Spirit 36 cat designed by Phillip Southwell and built in South Africa by Fortuna in '00. They built 53 of them before going out of business. She accommodates eight in four staterooms.

38: She's surprisingly roomy for a 36-footer. What goodies do you have on your cat?

MD: Let's see, a 2500-watt inverter, a microwave, a blender, a toaster — all of which run off two 4D batteries. She carries 90 gallons of fuel and 160 gallons of water. If I'm alone, the water lasts me a month. She's in very good shape, although you have to remember that I spent the first six months replacing windows and chasing down leaks. I replaced every seal on every hatch. They don't leak anymore. But here's my current 'to-do list': 1) Vaseline the seals on the ports and hatches, which I do every month to keep them from drying out. 2) Replace the impeller on the starboard engine. I've already replaced the port one, and haven't done the starboard one in a year, so it's time. But that's it, my entire list for right now.

38: Do you like the mechanical stuff?

MD: Yeah, I do. It keeps me busy and it keeps my mind focused.

38: What's this electrical gizmo?

MD: You stick it in a cigarette lighter outlet and it tells you exactly how much juice you have left in your battery bank. The gauge on my electrical panel only goes in half-volt increments, so when it reads 12 volts, I don't know if it means 12.1 volts and it needs charging, or if it means 12.5 volts and doesn't need charging. If it were actually 12.45, it would have been a waste for me to turn the engine on.

38: How often do you need to run the engine?

MD: About 90 minutes a day. When I run the motors for propulsion, they burn a total of $\frac{3}{4}$ of a gallon an hour. That's not bad.

38: How many hours on the diesels?

MD: I don't know, but I assume about 6,000.

38: How does *Island Spirit* sail?

MD: Like all cats, she doesn't go to weather very well. In a blow, I can tack in 110 degrees. In 10 to 20 knots, I tack in 120 degrees.

38: That sounds about right to us. It drives us crazy when cat people say their cruising cat can point as high as a good monohull. Cats have many excellent qualities, so why fib about something like that?

MD: Besides, if you're in a hurry, you shouldn't be in the Caribbean. You should get a motorboat or stay on land. After all, what's the rush, because you're already where you want to be.

38: What are some of your favorite sails in the Caribbean?

"I like things to happen in my life. I enjoy the challenge of finding new restaurants and stores with good values."

MD: The one I'm making today, from St. Barth to Marigot on the French side of St. Martin is a great one, as it's mostly a beam reach, you sail past great little islands, and it only takes about three hours. Anywhere in the Grenadines — which is like what the British Virgins were 30 years ago — is a great sail. The sail from Nevis to St. Barth is a great broad reach. And from St. Martin or Anguilla to the BVIs — but not the opposite direction — is a great 12-hour or so downwind sail.

38: What's it cost to cruise down here, assuming you own a small cat such as yours free and clear?

MD: It differs greatly from person to person. For example, people who fish hardly have to buy any food. But I don't like to fish. I'd rather 'catch' mine in a refrigerator case in a supermarket. I'd say that I live on about \$1,000/month, which doesn't include boat maintenance. But hopefully I've got my cat in good enough condition so that won't cost too much money.

38: At \$1,000/month, you're clearly not having breakfast at the Bar d' Oubli and dining out every night.

MD: You do have to be careful where you spend your money, but I dine out about a third of the time. It's important for me to interact with people, so I do go out more than a lot of cruisers. There's an old saying, 'If you don't get out of the house — or off the boat — nothing is going to happen in your life.' And I like things to happen in my life. I enjoy the challenge of finding new restaurants and stores with good values. In the process, I meet all kinds of new people.

38: What are the least expensive islands in the Eastern Caribbean?

MD: Let's start with the two most expensive, which are St. Barth and Mustique. They're both manicured and clean, and have no crime. So you get what you pay for. But down island is less expensive, with St. Vincent and Dominica probably being the two least expensive.

38: Dominica is like the Garden of Eden in that there is lots of food growing wild that you can take for free, right?

MD: Just about everybody on Dominica lives off the land, which makes it hard to find a good restaurant. People have all they need without working, so they don't feel the pressure



to make a living. In the Rastafarian religion it's called Zion, meaning you don't want because the land gives you everything you need. In Dominica, the people pretty much have that. They just want some land up in the mountains where they can be left alone to grow what they want and smoke what they want.

38: What does pot cost in the islands?

MD: I not sure because I don't buy any. If just a tiny bit is found on your boat, she can be seized and you can find yourself in a lot of trouble. But people in the British Virgins tell me they pay \$10 for a 'gram' that's actually half a gram in a tiny Ziploc bag. It's really stupid. I'm sure it's less expensive in St. Vincent, which is the *ganja* center of the Eastern Carib-

bean. But like I said, I don't buy the stuff because I would be stupid to risk losing my boat just to get high.

38: The *ganja* must be really good.

MD: You would think so, but it's not. You need to separate the male plants from the female plants, or 80% of the plant's energy or whatever goes into producing seeds instead of THC, the active ingredient in pot. But killing the male seed is in violation of the Rasta religion, so they don't do that. I'm in the process of writing an article called 'God or *Ganja*' because I believe that you can divide the locals of the Lesser Antilles into two camps: those who love *ganja*, and those who love Jesus. There's not much in between.

38: As far as dinghies go, are you a two-stroke or four-stroke guy?

MD: I had a 15-hp four-stroke, but it was stolen with my dinghy in Jost van Dyke. So the same day I bought a used 9-ft inflatable with a 3.5-hp two-stroke outboard. It was a good deal because it was less than a year old and I got it for \$800. The outboard itself sells for \$850 new.

A dinghy is very important for taking passengers around, so I wish I still had the 15-hp and at least an 11-ft dinghy. But being able to put your dinghy in the davits is key. You don't want to have to drag it behind you, and you don't want to have to take the outboard off and put it on the bow.

38: You should read what Jim Gregory says about dinghies on davits in this month's *Changes*. He's a roll-up dinghy guy.

the latitude interview:

MD: That would be too inconvenient for me.

38: How do you get your weather info down here?

MD: I go to www.windguru.cz. It gives me weather a week out so that I can plan all my trips. If I see really bad weather approaching, I go to NOAA or StormPulse.com, which give me a bigger picture.

38: Outside of hurricanes, what are the worst winds you've seen?

MD: Thirty-five knots, which isn't really that bad. I've reversed course a few times because the wind and seas were too great, but it's never been too bad. Two Christmases ago we had 35-knot winds and 12-ft seas in St. Martin. Most of the time we just hunkered down in Simpson Bay Lagoon. But we got cabin fever a couple of times and went sailing anyway. With a double-reefed main and a double-reefed jib, we covered the nine miles from Simpson Bay to Anguilla Point in less than an hour, sailed back, and caught the next bridge opening into the lagoon. I didn't want to mess with those conditions too much. It also rains down here, sometimes hard, even in the dry season, which is the winter. But never too much.

A bigger problem down here than high winds is the lion fish infestation. It started in Florida in '95 when some lion fish got out of the lab or somebody's fish tank and into the wild. They eat all the smaller fish so the bigger fish have nothing to eat. And the infestation has made its way to the Eastern Caribbean. Dive centers organize hunting expeditions for them, and even the charter boats have notices on them asking people to inform officials of any sightings. It's a big deal in the British Virgins.



ALL PHOTOS LATITUDE / RICHARD

Mark shows off 'Sanctuary's commodious interior.

38: Our charter boat *'ti Profligate* has just such a notice. How often do you see a lion fish?

MD: Not often, although I did spear one in Anguilla about three weeks ago. But people in Anguilla tell me they see six and eight at a time. There's no way we're going to stop them because a single lion fish lays 30,000 eggs a week. How are we going to stop that? Do we introduce red grouper, the lion fish's

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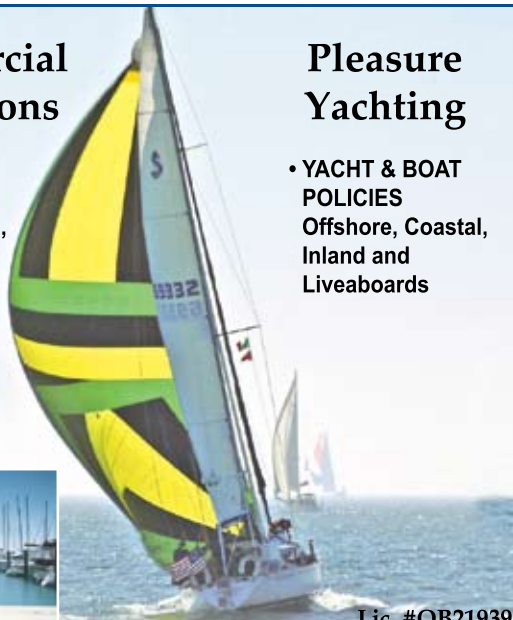
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natural predator, from the South Pacific? There are grouper here already, but they are pretty tame and don't seem to have a thing for lion fish.

On the positive side, organizations are regrowing the coral reefs. They have literally been planting them, and they've been doing well. I'm really happy about that.

38: Let's get down to business. You set up a charter company for *Sanctuary* and you have a partner?

MD: I had one partner for a year, and now I have a second, a woman from El Dorado Hills who is dating my cousin. We specialize in regatta charters, such as the Heineken Regatta, the St. Barth Bucket and Voiles, Antigua Classic Regatta, the BVI Spring Classic Regatta, the Bequia Easter Regatta and things like that. We don't race; rather we operate sort of like a hotel, where people have a place to stay and can enjoy all the festivities. People can bring their group and take the whole boat for \$5,000 a week or get a cabin for \$135/night, double occupancy, with food and all you can drink included.

38: That's an interesting concept, because in the case of the three-day regattas, people can come down and have four days of a normal charter, then as much as they want of world-class boats, world-class sailing and world-class partying.

MD: The vast majority of participants at these regattas are male, so I usually have mostly women crew. If you're a woman and would like some attention, come down to the Caribbean and do a charter with us.

38: What's your favorite regatta?

MD: If I have to pick one, it would be the Interline Regatta,

which is for the employees of all the airlines around the world. It's held in the British Virgins in November. They have theme parties every night and really know how to have fun. We also do charters for the big parties, such as Foxy's Catfight at Jost every Halloween, Foxy's Masquerade Ball, and the New Year's Eve celebrations.

38: Where is the best social life for a single sailor such as yourself?

MD: I've had my best luck at Elvis' Beach Bar at Sandy Ground in Anguilla. The people come from the hotels and want to party. I meet them, then I take them daysailing. By the way, I get a cruising permit every time in Anguilla. Well, almost. The one time I didn't, I put photos of our trip up on Facebook. So the next time I went into Customs, they said, "We're mad at you! You didn't get a cruising permit." I answered, "What do you mean, I always get one. Sometimes you charge me, sometimes you don't. What's the problem?" They replied, "We saw you on Facebook!"

There's also good social life on the Dutch side of St. Martin, as most of the Dutch speak English. The Soggy Dollar is a pretty good bar, but La Bamba is my favorite. I prefer beach bars to those facing lagoons. The St. Martin YC is a super-casual and welcoming place that also gets a good crowd.

Down island is more difficult. I like Bequia, which is friendly and has lots of places to hang out. I drop my hook in 10 feet of water between moorings in front of the Gingerbread. There's also a place called Hog Island in Prickly Bay on the south of Grenada that's good in early summer, when so many cruisers




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are headed down island to Grenada for the hurricane season. Hog Island has a great BBQ that attracts lots of people. Unfortunately, the water isn't very clear around there. I like clear water.

38: Where's the best snorkeling?

MD: In the BVIs and the Grenadines. In between, it's hit and miss. Dominica has a couple of great places, but it's black sand, which makes it hard to see. And right where we're sitting, in the Gustavia anchorage, you can dive off the back of your boat and see great stuff. I see barracudas, sting rays and all kinds of other tropical fish at the little islands.

38: But you're changing your life again?

MD: Yes, it's true. I'm putting *Sanctuary* in a bareboat charter program. I had a two-year plan, which was, after 28 years, to get back to the Caribbean and sail around on my own time and schedule. Another part of it was to move my home base out of the U.S. to the Caribbean. I just didn't know where to move it to. So I wanted to sail up and down the chain, looking for businesses, land, opportunities, whatever. I found a couple of projects, one in Dominica, and one that will be in either the U.S. Virgins or St. Martin, that I want to look into further. So my two-year plan has come to an end. I could do another year and put projects on hold, but I've got an itch to use my brain a little more, make money, and generally see my plans come to fruition. The main goal of my two-year plan was to be able to do what I did while breaking even. And I've done that, so I consider it to have been a monumental success. And if my projects don't turn out, I can always do chartering again.



Mark's ready to leave on his favorite Caribbean passage.

38: Do you think you'll ever move back to San Francisco?

MD: Well, I'm still a member of San Francisco YC with berth rights, so if my business went really well and I won the lottery, I might. But I just don't like cold weather, and my days of sailing in foul weather gear are finished. And I'm not about to give up sailing, so that makes it a problem.

38: Thank you.

— latitude/richard

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Latitude 38's

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Finding a free parking space used to be a point of honor. I would search block after block through industrial zones, or walk a mile from a free public parking lot. But I've been a grown-up for many decades now, and I finally realized that it's really okay to pay market rate for a space in the parking structure right next to the boat show.

It was almost worth it. Instead of the 20-minute walk from the free parking at Jack London Aquatic Center, I was right there when the show opened. Normally I skip the crowds down on the dock and head straight for the accessories exhibits — that's where the most interesting new things are usually found anyway, and where most of my friends are likely to be chatting up their sailmaker or helping to run a booth for their club, one design class or racing association. I have even learned to find a "friendly" booth, one where I know the people well enough that they'll let me stash my coat there for most of the day.

But this year, for once, I was on the dock early enough to inspect the big boats of my choice without the crowds. I chose a new 45-footer, billed more as a cruiser than a racer, but it looked fast even tied to the dock. I stepped down the ladder, admired the joiner work, marveled at the LED mood lighting, noted the obligatory bowl of fruit on the salon table, and naturally sat down at the nav station. I don't know why everyone does this, but I do it, too. I lifted up the chart table lid to take a peek.

"She's been here!" I blurted out when I saw what was inside. No spec sheet for the boat, no brokerage listings, not even a chart or a user manual. Sitting on top of the price list for the yacht — it cost more than most houses in my neighborhood — was a flyer for the University Sailing Club. Membership, it purported, was less than the price of a textbook. And members got a whole summer of sailing lessons, windsurfing, and access to a diverse fleet of dinghies and small keelboats at no additional charge.

"Who did you say has been here?" asked the dealer, who had followed me below. It was the first day of the boat show, and salespeople still had the energy to talk to everyone who stepped aboard.

"Oh, nothing," I stammered, closing the chart table lid. "How many does she sleep?"

Thus establishing myself as a neophyte, I let the dealer launch into his spiel about how simple it would be to learn to sail on this boat, what with the in-mast roller furling main, full instru-

mentation and electric winches. I took a brochure and escaped without breaking my cover.

The next boat was more of a racing machine — the kind of boat my crew would love me to upgrade to. And sure enough, there was another stack of sailing club brochures inside the chart table. Lee Helm, the naval architecture grad student known to be very active in that club, must be just a couple of boats ahead of me.

I worked my way to the end tie, hot on Lee's trail. More chart tables and more sailing club brochures. Finally, at the end of the dock, it was time to see the elephant: The largest sailboat in the show. This was a 64-ft cutter that had done the Northwest Passage, ice and all, and sailed around Cape Horn, too. It had just been bought by a local foundation dedicated to youth outreach sailing trips, and this would be their new permanent berth.

"May I come aboard?" I asked the attractive young woman who was on shoe patrol, guarding the gangway.

"Please do, and please leave your shoes on the dock."

"Of course," I said as I slipped out of my loafers. Although it seemed strange that after such hard use they would be concerned about shoe scuffs or a little street dirt. It's well-known that any sneaker built in the last 20 years won't leave a mark, regardless of the color of the sole.

The boat's interior was surprisingly yacht-like, considering its history and its mission. I expected the cabin to have more of a fishing boat ambiance, but this would stand up against any upscale cruising yacht. I walked forward to check out the fo'c's'l - and there was Lee, stuffing another handful of sailing club flyers into a locker underneath one of the bunks.

"Security! To the forepeak!" I shouted. Lee jumped three feet back.

"Gotcha!" I said.

"Just a little guerilla marketing,"



You just never know who you'll bump into at the boat show, such as the lovely Crissy Fields.

she explained. "The kids who sail on this boat need to, like, have access to small boats, too."

"And so does everyone else at the boat show," I said, "based on your distribution strategy."

"Pretty cool, huh?" she boasted. "I even changed the copy on the flyer for this. There're some words about how, if

you can sail a small boat, you'll always be able to sail a bigger one. But if you learn on a big boat, you still won't know how to sail a dinghy. Plus, a quote from a famous sailor about how a dinghy in 20 knots behaves just like a 40-footer in a storm, so the small boat background is really the only way to, like, acquire the skills without risking life and limb."

"Which famous sailor said that?" I asked.

BEST IN SHOW



PHOTOS MAX EBB

"Lee Helm, natch."
"Of course," I said as if that should be obvious.

With the next batch of flyers strategically stashed so kids would find them months later, we moved through the main cabin and all the way aft to check out the galley and aft cabin. It was all very impressive and very seaworthy, but our attention was drawn to what was going on in the cockpit. Looking up through the companionway I could see a group of youths, maybe 12 of them, age about 14 or 15, gathered around a model of a sailboat and an instructor giving the introductory lecture to basic sailing theory.

"I think that's the first batch of kids they're taking out," said Lee. "Every evening during the show they host a group from a different school."

"Has anyone heard of Bernoulli's principle?" asked the instructor.

Lee winced. One of the kids, out of my sight, must have raised her hand. "That's when air moves faster, the pressure goes

If you don't like crowds, be at the gates when the show opens. Be sure to wear comfortable slip-on shoes if you plan to board boats.

down."

Lee winced again.

"That's correct, isn't it?" I asked.

"Only sort of," Lee allowed. "It's actually pretty counterintuitive, because if you put your hand in fast-moving air, you feel the pressure go up, not down. I mean, feel the jet of water from a Jacuzzi in the hot tub, or stick your hand out a car window, and tell me, do you feel low pressure or high?"

"High," I ventured. "But that's because, in the case of the Jacuzzi, the water has stopped when it hits your hand."

"But if the pressure started out the same as the pressure in the tub, and went down when it accelerated as per Bernoulli, it should come back up to ambient pressure when your hand stops it. And, like, in the case of the car window, your hand makes the air go faster as it moves through the air, not slower. But the pressure you feel goes up, not down."

I suspected she was playing games with her frame of reference, but I didn't

immediately see how to resolve the contradiction.

"Thing is, in most real-world situations where Bernoulli is invoked to explain pressure drop, the pressure actually had to go up first to get the fluid to move. When it accelerates, the pressure drops back down to ambient. Then if your sensing device is your hand, you stop the flow again to measure it. It's complicated and unnecessary, because the low pressure over a curved surface is mainly the result of simple centrifugal force as the fluid follows the curve. Centrifugal force is all you really need to explain lift on wings and sails, but they make it almost incomprehensible by invoking a theory that's simplified to the point where it doesn't match experience."

But Lee was just getting warmed up.

"Wait till you hear what's coming next," she said with a finger to her lips, indicating we should stop talking and eavesdrop some more on the class in progress.

"Because a sail is curved," the instructor lectured, "the air on the outside of the curve has to go a longer distance than the air on the inside of the curve. Like race cars on an oval track, the inside lane gets ahead if they go the same speed."

Lee squinted again and shook her head.

"The sail is so thin," she whispered, "the difference in distance is insignificant."

"Because the path taken by the air on the downwind side of the sail is longer, it has to go faster."

Lee slapped her forehead with her palm. "Um, what law of physics says that when something breaks into two parts, they both have to get to the same place at the same time if they take different routes? Huh?"

"Newton's law of divided velocities?" I conjectured.

"No such thing, stories about turtles and rabbits notwithstanding. I mean, suppose a pipe split in two, and one half made loop-the-loops, and the other half went straight, and then the pipes reconnected. Think the air in the loop-the-loop would go faster? No way! It would go slower!"

"You know," I confessed, "that divided air stuff was how I was taught, and I never actually stopped to think about it."

"Another generation of sailors led astray," Lee sighed as she looked up through the hatch.

"And they probably tie their shoe laces in granny knots," I added.

The next topic was weather helm. First the instructor went through the

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usual center of effort and center of lateral resistance material. We couldn't see the pictures he was drawing, but we knew what they were showing. But then, to his credit, he emphasized the effect of heel angle on helm.

"Let the boat heel to leeward, and the weather helm increases. The boat wants to turn into the wind. Heel to windward, and the boat will try to turn downwind. Anyone know why this is true?"

None of the students guessed correctly, so the instructor explained: "The water pushes more on the side of the bow that is deeper in the water. So heel one way, and the boat will tend to turn the other way."

Lee winced and slapped her head with her palm once more.

"What's wrong with that?" I asked.

"Try it on a surfboard," she suggested. "Lean one way, and the board turns the same way, not the opposite way."

"Well, sure," I said. "A surfboard is different. Lots of rocker and not much bow."

"And to be fair," Lee admitted, "When most boats heel they do have a tendency to turn away from the heel. But this is a tiny factor compared to the main effect, which is that the center of thrust

moves way to leeward, so there's a turning moment causing weather helm. It's, like, a much bigger effect than things like mast rake that only show up in the side view."

The instructor went on to describe helm balance in more detail, usually referring to the force on the tiller or wheel required to hold a straight course. Lee had a problem with this as well.

"You can talk about the helm force, or the rudder angle, or the distribution of lift on the foils. Me, I call the helm 'neutral' when the angle of attack of the keel and rudder are the same, for equal distribution of lift in proportion to area. That usually happens with a force on the helm that most people

would call weather helm — greater or lesser depending on how balanced the rudder is — and a slight positive helm displacement because of downwash from the keel."

"Can't expect those kids to take in all that," I said.

MAX EBB'S RULES OF THE SHOW

- Go early. If you go on the weekend, be there first thing on Saturday while the salespeople are still fresh.
- Go alone. If you go with friends, split up. You'll want to stop and talk to people and anyone you're with will be bored to tears.
- Stay till closing — you might just find a party (except Sunday).
- Wear comfortable shoes that slip on and off easily.
- If you want to have fun pretending to be a newbie, don't wear anything with a boat name or sailing-related logo. A belt with code flags or a Hawaiian shirt with artsy sailboats (half of them upside down) is perfectly fine.
- Stop by *Latitude 38's* booth to have your photo taken with Crissy Fields.

moves when the boat heels. Redraw that diagram with the boat turned 90 degrees so we're looking bow-on. There's the center of drag and the center of thrust. Heel just a little and the center of thrust

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BUT WE'VE ADDED SOME NEWS FROM THE WORKING WATERFRONT!



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BEST IN SHOW

"Totally, but they could at least use the helm position instead of helm force, which will serve them much better for assessing boat and sail trim."

Lee wanted to get back to her guerrilla recruiting tactics before more visitors arrived, but I stayed aboard to listen to the rest of the sailing lesson. For all of Lee's nitpicking, I thought the instructor was pretty good, and before I left the boat I was signed up as a volunteer crew.

The rest of the day was spent happily browsing the accessories tents. And it took a whole day, because I couldn't move more than about five feet without running into someone I knew.

Just before closing I thought I'd check in with the big boat crew again. But on my way down the dock I passed a booth promoting a race to Hawaii. The sign said "Mai Tai Party" and they were already pouring rum.

"Perfect!" I thought to myself as I accepted one of the drinks, admiring the hula girls and the ukulele music.

Lee showed up a minute later, asking for one without rum. "Gotta bike home," she explained.

A fairly large crowd was gathering for the party, and the rum was flowing. One of my dock neighbors appeared, one who owns a very large classic cruising ketch.

"You should do this race!" I suggested. "Lee and I can crew."

"No way, my boat's rigged for cruising, not racing. And I've seen the required equipment list: SSB radio, emergency rudder, liferaft. Not to mention all the spinnaker gear I'd need to be competitive."

"They dropped the SSB requirement," said Lee. "Now you can check in with a satphone. And I can totally build you a cheap and light e-rudder. The liferaft, and just about everything else on the list, is stuff you should have for cruising anyway."

"You know, since I bought this boat, I keep thinking about how someone

described sailing about 80 years ago: Standing fully dressed in a cold shower tearing up \$100 bills."

"And racing," added Lee, "is like standing fully dressed in a cold shower tearing up \$100 bills with someone yelling that you're doing it all wrong."

"Very good. You understand why I'm a cruiser."

"But this year there's the Aloha Division," Lee added. "It's a special award for boats racing in cruising configuration, which for this race means two cruising spinnakers maximum, only roller furling or hanked-on jibs, a cockpit dodger in place, and you have to carry a dinghy. Your boat's ready to race as-is!"

"I'd still have to collect all the required safety gear," the owner pointed out. "And the navigation electronics. To be competitive these days you need to get weather data over the internet every couple of hours, and run the latest routing software. Fact is, I did go ocean racing in my youth. We had none of this electronic nonsense. No real-time positions, no computer telling us when to jibe. We did it all by celestial navigation,

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Peter Stoops

My Swan 36 is an old boat (40 years), but she's still meant to be a relatively fast one. I looked at all the available props and settled on the VariProfile. It was feathering vs. folding, it had excellent drag and thrust characteristics, it was easily adjustable underwater, and the sales/technical/customer service assistance I received — and continue to receive — at all phases of the purchase was top-notch. In fact, I liked the VariProfile well enough to buy it again — this time for our other boat, an old Swan 40. That prop has taken her across the Atlantic and the Mediterranean quickly and with no problems.



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MAX EBB

and half the time we had only a very vague idea where we were. And you know what the best part was?"

He paused while he took another long sip of Mai Tai. I did the same.

"We raced hard," he reminisced. "We raced hard right up until the finish. We had to, because without those new-fangled trackers and without daily roll call, we never knew how we were doing in the fleet. We could always imagine we were in the hunt, maybe even winning. All night, every surge forward, every wave we caught, every shift we got right, put us that much ahead of the competition in our ever-optimistic minds. So it was a real race, right up to the end, right up till we came around the last breakwater and saw the rest of the fleet already tied up stern-to at the club bulkhead. Or that one time when we came around the corner and saw the empty bulkhead, when we really did win our division."



Stay till closing on Friday to enjoy free parties, including 'Latitude's Ha-Ha party.

"Celestial division!" Lee exclaimed. "Another new award category you'll love. You can only use GPS for the start and finish, everything else has to be celestial or RDF. They're turning the clock back to 1960. No GRIB files, no weatherfax, no internet. Voice-only for high seas

weather and, like, with the phone-in option, you don't even have to listen to roll call if you don't want to."

"That would be a kick, doing a passage with celestial, with a real prize for the winner. I wonder if I can even find my old sextant . . ."

"The entry deadline is May 1," said one of the volunteers in the booth. "Everyone have another Mai Tai! Here's an entry form."

By the time the sun was down and the booth was closing up, we had both a Gantt chart and a critical path diagram showing exactly how the big old ketch could be made ready to pass inspection in just four weeks, and ready to cross the starting line in only two months. And I was well past my limit in Mai Tais. Fortunately the car was parked close — and even more fortunately, Lee and her bike needed a ride. She drove.

— max ebb



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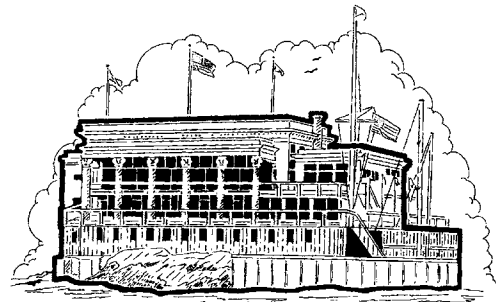
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THE RACING

We can all agree that the weather for most of March pretty much sucked, but there was usually enough wind to make for some scintillating, if cold, sailing. The **Lightship** was one such race, as was the second-to-last **Jack Frost**. We also have reports on **MEXORC**, **Sadie Hawkins**, and the **Clipper and Volvo Races**. Oh, and there's some great stuff in **Race Notes**.

OYRA Lightship

Opening up this year's offshore racing season was the OYRA Lightship Race on March 17, and for the 37 crews that competed, it's one they won't soon forget. Leading up to the race was one of the most significant weeks of weather the Bay Area had seen all winter with pouring rain, breeze into the upper 30s and massive offshore swells. Before the start, the two contradicting forecasts were ominous: either 5-15 knots out of the north with a leftover 12-ft ground swell and 3-ft wind chop, or big breeze, thunderstorms, hail and the same big, confused seas.

So excited were the crew of David Nabors' Olson 34 *Temerity* to begin racing under the not-forecast sunny skies that they charged the start and cut it a bit close, becoming caught up in the orange ball that acted as the pin end of the start line. Their boat was used by the race committee as a temporary mark for subsequent starts.

Daniel Thielman's R/P44 *Tai Kuai* was the first boat out the Gate in the PHRO1 class, setting off a race-long battle with Buzz Blackett's Class 40 *California Con-*



'Sea Stig' and 'Racer X' braved foul forecasts to enjoy a blazing Crewed Lightship Race.

dor and Andy Costello's J/125 *Double Trouble* for line honors. Sailing under the Gate in light, variable southerly breeze, the big boats mostly were becalmed once outside, allowing the boats in the PHRO2 class to slowly reel them in. In a light-air spinnaker gybing duel, the fleets worked their way outside, as the later divisions were slowed by delayed starts.

The breeze eventually filled to 15 knots and it was off to the races, with the big boats quickly disappearing, fetching the

mark, and coming back on a tight port-pole spinnaker reach. By the time the bulk of the PHRO2 class was rounding the Bucket, the PHRO3 class had caught up, lining up a 13-mile dash back to the Gate. With a still-building northerly breeze and large westerly swells, the entire fleet was lit up, with several boats reporting faster-than-ever top speeds.

Double Trouble was the first boat to finish, with *Tai Kuai* barely edging out *Condor*. But *Condor* sailed well and corrected out yet again, just a week after finishing first in the Big Daddy pursuit race (see page 90 for that report). David Rasmussen's Synergy 1000 *Sapphire* corrected out second, while *Double Trouble* rounded out the podium.

In the 12-boat PHRO2 class, it was *Can O' Whoopass* correcting out over everyone. "The Can" sailed a masterful race to claim the class win by nearly half an hour. Beating many bigger boats to the Lightbucket, Richard von Ehrenkrook and Paul Sutcheck claim to have hit a high speed of 16 knots in the diminutive Cal 20. Sutcheck said, "For us on the *Can*, it could have been a twice-around. We went north early, caught the northwest breeze early, and rounded near the big boats. *Green Buffalo*, 101 and *Hoot* all had to pass us on the way in." Dan Benjamin's WylieCat 30 *Whirlwind* finished second while this writer's Moore 24 *US 101* broached its way back from the Lightbucket to claim third.

Jim Quanci on the Cal 40 *Green Buffalo* claimed the PHRO3 victory by nearly 13 minutes, citing his early northward move as a key to success. "We got north early and were lifted toward the mark. We overstood the Lightbucket, so I thought that some of our fleet may have gotten by us, but we'd found the new breeze first, which made for a nice lead on the way to the mark. When we put the spinnaker up, we were seeing 14s on a regular basis with a high of 18 knots on one wave." Between *Green Buffalo's* win and *US 101's* third place, it was a good day for green boats on Saint Patrick's Day!

In a race that far exceeded everyone's expectations, it's only fitting that this was the first offshore race of the year. There are races out the Gate nearly every weekend of the spring, and two races to



PHOTOS WWW.NORCAL-SAILING.COM

The parties were as great as the sailing.

Hawaii, and it's looking as if 2012 will be a very good year for San Francisco offshore sailing. The OYRA racing season continues on April 14 with the Full Crew Farallones Race.

— ronnie simpson

OYRA LIGHTSHIP RACE (3/17)

PHRO1 — 1) **California Condor**; 2) **Sapphire**; 3) **Double Trouble**. (9 boats)

PHRO2 — 1) **Can O'Whoopass**; 2) **Whirlwind**; 3) **US 101**. (10 boats)

PHRO3 — 1) **Green Buffalo**; 2) **Mimicat**, Hinckley 38, Robert Long; 3) **Ahi**, Santana 35, Andy Newell. (9 boats)

SHORTHANDED — 1) **Racer X**, J/105, Rich Pipkin/Mary McGrath; 2) **Galaxsea**, Nauticat 43.5, Daniel Willey; 3) **No Ka Oi**, Gibsea 42, Phil Mummah. (5 boats)

MULTIHULL — 1) **no name**, Cross 40, Steve Brodie; 2) **Transit of Venus**, Corsair 37, Rick Walton-Smith. (2 boats)

Complete results at: www.yra.org

MEXORC

One of the best-kept secrets in West Coast racing has to be the biennial MEXORC series in Puerto Vallarta, Mexico. This year's 35th running of the race saw several Northern and Southern California boats racing against Mexican teams in four divisions, with a variety of designs from TP52s to old IOR boats. Most of the



'Blue Blazes' and 'Hula Girl' show their appreciation for sailing in MEXORC on Banderas Bay.

California boats doubled their fun and used San Diego YC's Vallarta Race as a feeder.

The racing took place over the week of March 11-17 on Banderas Bay, with each day promising warm weather and a building breeze that started at 1 p.m. like clockwork. It's not unlike Monterey Bay, only 80 degrees with no fog.

Racing started on Sunday, March 11, with a distance race to work out the cobwebs. Each day saw a change, with either a distance course around the Bay or two short windward-leeward bashes. On Tuesday, the race organizers threw in a pursuit race similar to the Three Bridge Fiasco. But unlike the Fiasco, the finish offered a beach party, dinner and awards at a posh private resort accessible only by water.

In fact, the hospitality offered to sailors should convince more Northern California racers to attend. Kevin Flanigan, owner of the Wylie/Kernan 44 *Ocelot*, remarked, "Although the racing was fantastic, with close finishes and great racing conditions, I was most impressed with the support of the Mexican government and the hospitality from

the organizers. The president of Mexico, Felipe Calderón, even fired the first gun on Sunday."

Post-race activities included an awards dinner each night, free food and drinks, and cheap rooms at a local resort. This may be a blatant push to help market racing and tourism in Mexico, but why not? Except for the logistics of getting your boat down (and back home), MEXORC is definitely worth the effort.

The only bug we see is its use of the ORR rating system. This weeds out a lot of the more frugal sailors, as the boats have to be measured and weighed, and unless owners plan on using that rating for other races, it doesn't make fiscal sense.

But race chair Ernesto Amtmann says they are open to other ratings in the future. "We could see about having IRC or PHRF divisions, but the local politics may get in the way. Acapulco YC has been using ORR for years now, and that's why we still have it."

What about one-design? "We definitely encourage one-design fleets to show up,"

says Amtmann. "If five or more boats come down, we'll give them a start." Wouldn't it be nice to race your Moore 24 or Express 27 in the warm waters of Banderas Bay while your friends back home wish for summer?

Check out www.mexorc.com for more on this fantastic event.

Sadie Hawkins

"Faster Faster!" cried the women skippers in Island YC's windy Sadie Hawkins Race on February 25. The Merit 25 of that name, skippered by Deb Fehr, battled the Santa Cruz 27 *Vitesse* in the first lap up and down the Estuary, and the Moore 24 *Sparrowhawk* in the second lap. *Faster Faster!* passed *Sparrowhawk* at the very end and got the gun, finishing first in the spinnaker division. Fehr's crew did some quick math at the IYC bar. "Do you think we corrected out over *Wuvulu?*" they wondered, referring to Dawn Chesney's Islander 30. After a little counting on fingers, the answer was yes.

The battle was almost as close in the non-spinnaker division. The Tartan Ten *Centurion's Ghost* nipped at the heels of this skipper's Laser 28 *Stink Eye* for the whole race, even though *Ghost's* new owners, Glen and Pam Krawiec, have only had her since Christmas. Crew Jamie Camacho, a powerboater, had sailed for the first time just two weeks before. The Sadie Hawkins was just his second sail ever. "I read all these neat articles in *Latitude 38* and I couldn't resist," he said. "I had to get involved in sailing. It's something I always wanted to do and now I'm doing it."

Bow-woman Jayne Kluger, the Krawiecs' daughter, last sailed 10 years ago. Pam drove, as she normally does — only she hadn't sailed in 10 years either!

The Tartan Ten 'Centurion's Ghost' in race mode, preparing to start IYC's Sadie Hawkins women skippers race.



THE RACING



BOTTOM & TOP LEFT: MARGARET FAGO; TOP RIGHT: FRED FAGO

The two faces of Jack Frost — sunny and breezy, and wet and windless.

Rounding out the crew was Nancy Hird. The Krawiecs' previous boat, *Wave-runner*, was also a Tartan Ten. "After six or so years of sitting idle while I served on race committee, the engine had seized up," Glen explained. "I went to Barbara Campbell at Golden State Diesel, but several weeks went by and I didn't hear back."

One day, on the way to the boat at Marina Village in Alameda, Glen passed by an empty slip where his former race crew, Fred Rodriguez, had kept his Ranger 33 *Dolphin Dancer*. "The guy in the next slip told me Fred had died of ALS after a quick progression of the disease."

"I went back to Golden State Diesel and saw a note on the door: Barbara had passed away in September. 'To hell with working on the boat,'" Glen said to

himself. "I want to sail now!"

The Krawiecs hope to get their grandsons, ages 9, 10 and 13, interested in the boat. "We'd like the kids to come up with a design and enter *Centurion's Ghost* in the junior division of Opening Day's decorated boat contest."

And Jamie, the Krawiecs' novice crew, is so taken with sailing that he's buying *Waverunner* to fix her up.

— *latitude/chris*

ISLAND YC SADIE HAWKINS RACE (2/25):

SPINNAKER — 1) **Faster Faster!**, Merit 25, Deb Fehr; 2) **Sparrowhawk**, Moore 24, Sylvia Seaberg; 3) **Vitesse**, Santa Cruz 27, Susan Sonenthal; 4) **Wuvulu**, Islander 30, Dawn Chesney. (4 boats)

NON-SPINNAKER — 1) **Stink Eye**, Laser 28, Christine Weaver; 2) **Centurion's Ghost**, Tartan ten, Pam Krawiec; 3) **Mull's Magic**, Ranger 26,

THE BOX SCORES

GOLDEN GATE YC MANUEL FAGUNDES SEA-WEED SOUP SERIES FINAL (4r, 0t)

OVERALL — **Eight Ball**, Farr 30, Scott Easom. PHRF 1 (≤ 29) — 1) **TNT**, Tripp 43, Brad Cooper, 5 points; 2) **Wicked**, Farr 36, Richard Courcier, 9; 3) **California Condor**, Antrim Class 40, Buzz Blackett, 11. (10 boats)

PHRF 2 (30-54) — 1) **Eight Ball**, 5 points; 2) **Topzy Turvy**, J/111, Warren Konkell, 7; 3) **Rag-time**, J/90, Trig Liljestrand, 16. (17 boats)

PHRF 3 (54-99) — 1) **Hawkeye**, IMX 38, Frank Morrow, 8 points; 2) **Yucca**, 8-Meter, Hank Easom, 8; 3) **Ohana**, Beneteau 45f5, Steve Hocking, 20. (15 boats)

PHRF 4 (≥ 100) — 1) **Shaman**, Cal 40, Steven Waterloo, 7 points; 2) **Arcadia**, Santana 27, Gordie Nash, 10; 3) **Uno**, Wyliecat 30, Steve Wonnner, 11. (15 boats)

WETA — 1) **Seikaiha**, G. Marc Simmel, 10 points; 2) **Psychotic Pineapple**, Gordon Lyon, 11; 3) **Duplo**, Christophe Allie, 14. (5 boats)

IOD — 1) **Xarifa**, Paul Manning, 8 points; 2) **Youngster**, Ron Young, 11; 3) **La Paloma**, James Hennefer, 11. (5 boats)

CATALINA 34 — 1) **Mottley**, Chris Owen, 7 points; 2) **Queimada**, David Sanner, 13; 3) **Crew's Nest**, Ray Irvine, 16. (9 boats)

KNARR — 1) **Fifty-Fifty**, Brent Crawford, 11 points; 2) **Knarr 134**, J. Eric Gray, 11; 3) **Narcissus**, John Jenkins, 13. (6 boats)

FOLKBOAT — 1) **Thea**, Chris Herrmann, 6 points; 2) **Emma**, George Cathey, 11; 3) **Nordic Star**, Richard Keldsen, 13. (8 boats)

Complete results at: www.ggyc.com

ISLAND YC ISLAND DAYS SERIES FINAL (5r, 1t)

SPINNAKER 1 — 1) **Crazy Eights**, Moore 24, Aaron Lee 5 points; 2) **Snafu-U**, Moore 24, Rob Robrok, 11; 3) **TAZ!!**, Express 27, George Lythcott, 12. (9 boats)

SPINNAKER 2 — 1) **My Tahoe Too!**, Capri 25, Steve Douglass, 8 points; 2) **Wings**, Columbia 5.5, Mike Jackson, 12; 3) **Lelo Too**, Tartan 30,

Debbly Ratto. (3 boats)

Jack Frost Series

Races five and six of Encinal YC's Jack Frost series on February 25 started with a nice 20-knot breeze out of the north-northwest. With only a 2.7-knot flood, the water was flat and, for Tony Pohl's Farr 40 *Twisted*, it was fast. Course 3, on which all fleets were sent for the first race, called for three laps around the marks. When *Twisted* finished, some of Fleet A still had a lap to go, but *Red Cloud* and *Jetstream* were sailing fast, too. On corrected time, *Twisted* held onto her lead by only a little over three minutes. Even when the wind calmed down to 8-10 knots for the second race, *Twisted* pulled ahead early and kept her

Emil Carles, 13. (9 boats)

ONE DESIGNERS — 1) **Bewitched**, Merit 25, Laraine Salmon, 4 points; 2) **Faster Faster!**, Merit 25, David Ross, 7; 3) **Bandido**, Merit 25, George Gurrola, 13. (4 boats)

NON-SPINNAKER — 1) **Kitten**, Santana 22, Kristy Lugert, 5 points; 2) **Galatea**, Aphrodite 101, Ken Viaggi, 6; 3) **Centurion's Ghost**, Tartan Ten, Glen Krawiec, 13. (5 boats)

Complete results at: www.iyc.org

OAKLAND YC SUNDAY BRUNCH SERIES FINAL (5r, 1t)

NON-SPINNAKER ≤200 — 1) **Scrimshaw**, Alerion Express 28, Michael Maurier, 4 points; 2) **Some Day**, Islander 36, Roy Samuelson, 9; 3) **Music**, Catalina 34, Bob Englehart, 9. (6 boats)

PHRF ≤150 — 1) **Spirit of Freedom**, J/124, Bill Mohr, 4 points; 2) **US 101**, Moore 24, Ronnie Simpson, 10; 3) **Sparrowhawk**, Moore 24, Tom Condy, 11. (6 boats)

NON-SPINNAKER ≥201 — 1) **Obsession**, Harbor 20, Lee Perry, 6 points; 2) **Kitten**, Santana 22, Kristy Lugert, 7; 3) **Wind Singer**, Merit 22, Pat Broderick, 9. (7 boats)

PHRF 151-200 — 1) **Wings**, Columbia 5.5, Mike Jackson, 9 points; 2) **Nice Turn**, Cal 2-29, Richard Johnson, 9; 3) **My Tahoe Too!**, Capri 25, Steve Douglass, 11. (9 boats)

MERIT 25/168 RATERS — 1) **Rapture**, Capri 25, Jerry Johnson, 7 points; 2) **Faster Faster!**, Merit 25, David Ross, 9; 3) **Dire Straits**, J/24, Steve Bayles, 11. (8 boats)

MULTIHULL — 1) **Evanescence**, F-31, Ken & Liz Williams, 6 points; 2) **Triple Play**, F-31, Richard Keller, 7; 3) **Sea Bird**, F-27, Rich Holden, 9. (5 boats)

Complete results at: www.oaklandyachtclub.net

RICHMOND YC SMALL BOAT MIDWINTERS

CORONADO 15 — 1) **Patrick Melley**, 33 points; 2) **Lucy Gillies**, 44; 3) **Charlie Quest**, 45. (6 boats)

505 — 1) **Christopher O'Leary**, 27 points; 2) **Ryan Nelson**, 28; 3) **Tim Murphy**, 81. (10 boats)

HOBIE 20 — 1) **Mark Zimmer**, 19 points; 2) **George Pedrick**, 21; 3) **Rolf Jaeger**, 45. (7

boats)

DAYSAILER — 1) **Steve Lowry**, 17 points; 2) **Todd Hansen**, 62; 3) **Sheldon Onstead**, 68. (10 boats)

EL TORO SR. — 1) **Michael Quinn**, 53 points; 2) **Gordie Nash**, 57; 3) **John Pacholski**, 59. (24 boats)

EL TORO JR. — 1) **Neil Marcellini**, 12 points; 2) **Thomas Samuels**, 45; 3) **Michael Marlett**, 46. (36 boats)

OPTI CHAMPS — 1) **Will Martens**, 44 points; 2) **Remi Lowe**, 62; 3) **Sam Barton**, 87. (24 boats)

OPTI GREEN — 1) **Sarah Young**, 41 points; 2) **Charlie Perkins**, 131; 3) **Ben Pontious**, 151. (34 boats)

SNIPE — 1) **Andrew Pontious**, 41 points; 2) **Doug Howson**, 47; 3) **Michael Mack**, 47. (13 boats)

BYTE — 1) **Michele Logan**, 20 points; 2) **Gail Yando**, 44; 3) **Laurie Davis**, 54. (12 boats)

WYLIE WABBIT — 1) **Sarah Deeds**, 32 points; 2) **Tim Russell**, 34; 3) **Erik Menzel**, 41. (11 boats)

U-20 — 1) **Phil Kanegsberg**, 24 points; 2) **Tom Hughes**, 25; 3) **Tom Burden**, 35. (8 boats)

29ER — 1) **Pacholski/Stapleton**, 15 points; 2) **Mackenzie Cook**, 22; 3) **Maria Casciani**, 35. (8 boats)

LASER — 1) **Drake Jensen**, 14 points; 2) **Roger Herbst**, 46; 3) **Emilio Castelli**, 49. (28 boats)

LASER RADIAL — 1) **Markus Suorsa**, 50 points; 2) **Sarah Lake**, 58; 3) **Marina Fennell**, 65. (26 boats)

BREAKWATER OPEN — 1) **Steve Cameron**, Wing Dinghy, 20 points; 2) **Samuel Normington**, CFJ, 31; 3) **David Halman**, 420, 62. (16 boats)

THISTLE — 1) **Mike Gillum**, 11 points; 2) **David Rumbaugh**, 20; 3) **Ron Smith**, 22. (9 boats)

WETA — 1) **Gordon Lyon**, 28 points; 2) **Marc Simmel**, 34; 3) **Gerard Kuperus**, 62. (10 boats)

SOUTHAMPTON OPEN — 1) **Chris Rutz**, I-14, 18 points; 2) **Rand Arnold**, Bieker 3, 19; 3) **Del Olsen**, International Canoe, 37. (19 boats)

MULTIHULL — 1) **Michel Kermarec**, Viper, 18 points; 2) **Ryan Schofield**, Hobie 18, 26; 3) **Brett Peterson**, Hobie 18, 26. (5 boats)

Complete results at: www.richmondyc.org

SAUSALITO YC MIDWINTER SERIES FINAL (3r, 0t)

SPIN A (PHRF <112) — 1) **Streaker**, J/105, Ron Anderson, 4 points; 2) **Ohana**, Beneteau 45f5, Steve Hocking, 5; 3) **Razzberries**, Olson 34, Bruce Nesbit, 12.5. (9 boats)

SPIN C (PHRF >112) — 1) **Grey Ghost**, Hanse 342, Doug Grant, 6; 2) **Gammon**, Tartan Ten, Jeff Hutter, 8; 3) **Serendipity**, Cal 29, Phil Hyndman, 12. (9 boats)

NON-SPIN D (PHRF <157) — 1) **Min Flicka**, Hanse 370, Magnus 'Julle' Le'Vicki, 5; 2) **Rigadoon**, Morris 36, Matthew Naython, 7; 3) **Q**, Schumacher 40, Glenn Isaacson, 12. (7 boats)

NON-SPIN E (PHRF >157) — 1) **La Mer**, Newport 30, Randy Grenier, 10; 2) **Shockwave**, Santana 525, Adam James, 10; 3) **Willin'**, Catalina 30, Mark Tishler, 10. (6 boats)

SPORTBOAT — 1) **Kuai**, Melges 20, Dan Thielman, 3; 2) **Ragtime**, J/90, Trig Liljestrand, 8. (2 boats)

Complete results at: www.sausalitoyachtclub.org

SEQUOIA YC WINTER SERIES FINAL (5r, 1t)

SPINNAKER — 1) **Yellow Brick Road**, Jeanneau 40, John Draeger, 12 points; 2) **Frequent Flyer**, Farr 30, Stan Phillips, 13; 3) **Pizote**, Santana 30, John Ryan, 14. (13 boats)

NON-SPIN — 1) **Linda Carol**, Catalina 30, Ray Collier, 11; 2) **Sweet Pea**, Islander 30, Tim Petersen, 11; 3) **Pole Cat**, Wyliecat 30, Dan Doud, 16. (5 boats)

Complete results at: www.sequoiayc.org

SOUTH BEACH YC ISLAND FEVER FINAL (4r, 1t)

SPIN ≤120 — 1) **Akyla**, Hobie 33, Zhenya Kirueshkin-Stepanoff, 3 points; 2) **Jolly Mon**, J/120, Chris Chamberlin, 5; 3) **Wild 1**, Flying Tiger, John Lymberg, 3. (8 boats)

SPIN ≥121 — 1) **Lazy Lightning**, Tartan Ten, Tim McDonald, 3; 2) **Eyrie**, Hawkfarm, Synthia Petroka, 8; 3) **Sirocco**, Soverel 30, Bill Davidson, 9. (8 boats)

SPIN CATALINA 30 — 1) **Adventure**, Jack McDermott, 5; 2) **Friday's Eagle**, Mark Hecht, 6; 3) **Dancing Bear**, Ray Hall, 6. (4 boats)

NON-SPIN — 1) **007**, J/105, Bruce Blackie, 3; 2) **La Maja**, Islander 30, Kenneth Naylor, 11; 3) **Rollover**, Catalina 34, Lynn Guerra, 11. (8 boats)

Complete results at: www.southbeachyc.org

lead to take home two firsts, followed by *Red Cloud* and *Élan*.

Only three boats in the SF 30 fleet came out, and *Shameless* went home with the two class bullets. The Wyliecat 30s enjoyed tight racing. *Life is Good* took the win in the heavier breeze of race one and *Uno* scooped up the lead in race two. *Synchronicity* and *YPSO* traded wins, correcting out only seconds apart in their two races for class E honors. The Santana 22 fleet had a nice showing of seven boats. Skipper Jonathan Andrews, an EYC junior sailor, has been dominating the Jack Frost races on *Bonito*, and once again he and his crew brought home two more first-place finishes. The wind had begun to abate during the first race so the RC shortened course for the

Santana 22 fleet, then sent them on Course 1 for the second race.

Spring weather did not cooperate for the conclusion of the series on March 24. With a mid-day 3.3-knot flood, compounded with steady drizzly rain and less than two knots of breeze, the race was postponed as the RC hoped for more breeze to fill in. When the wind didn't increase by 1 p.m., the races were abandoned. Trophies for the series were awarded that afternoon at the club.

— *margaret fago*

ENCINAL YC JACK FROST SERIES (FINAL 3/24); (6r, 1t)

PHRF ≤119 — 1) **Twisted**, 10 points; 2) **Jetstream**, JS9000, Dan Alvarez, 11; 3) **Red Cloud**, Farr 36, Don Ahrens, 11. (13 boats)

SF-30 — 1) **Shameless**, Schumacher 30, George Ellison, 5 points; 2) **Elusive**, Olson 911, Charles Pick, 14; 3) **Audacious**, J/29, Scott

Christensen, 19. (9 boats)

Wyliecat 30 — 1) **Uno**, Steve Wonner, 6 points; 2) **Whirlwind**, Dan Benjamin, 12; 3) **Life is Good**, Andy Hall, 15. (5 boats)

PHRF 120-233 — 1) **YPSO**, Cal 2-27, Tim Stapleton, 6 points; 2) **Synchronicity**, Olson 25, Steve Smith, 10; 3) **Osituki**, Cal 28, Rodney Pimentel, 14. (8 boats)

Santana 22 — 1) **Bonito**, 9 points; 2) **Byte Size**, Anna Alderkamp, 17; 3) **Carlos**, Jan Grygier, 22. (9 boats)

Complete results at: www.encinal.org

Clipper Race Leg 6

The Clipper Round the World Race departed Qingdao, China, amidst much fanfare on March 4. Via video, Oakland Mayor Jean Quan wished the fleet a fast and safe sail, as their next berth will be in her city. But the fog rolled in and visibility dropped so much that the race committee couldn't even see the pin end, so the fleet didn't actually start racing until the

THE RACING

next day. They spent their first race day dodging the East China Sea's fishing boats and a supertanker, and shaking off fishing nets and line.

Dramatic events soon began, as *Edinburgh Inspiring Capital* diverted to Japan to medevac crewmember Alan Stewart, who had badly twisted his knee. The Dutch entry, *De Lage Landen*, also turned back toward Japan to transfer Cath James — who injured her back when she was thrown from her bunk in the rough conditions — to a Japanese Coast Guard boat.

Singapore had an unplanned crew-overboard drill. Skipper Ben Bowley explains: "We'd gone down to the second reef and were dropping the yankee 3 when the bow submarined through a nasty wall of water. Graeme Pettyfer was securing a sail tie one second, then over the guard wires hanging from his tether the next. We hove to and plucked Graeme back onto the heaving deck."

What Juan Coetzer called "a bit of a tummy bug" began making the rounds through the fleet, starting with Coetzer's *Geraldton Western Australia*. *New York*



STEVE HOLLAND / ONEDITION

The Clipper Round the World Race fleet has endured drama and trauma since their Leg 6 start.

and *De Lage Landen* fell victim, too.

Northern Ireland entry *Derry-Londerry* endured a night of near-disaster. "At about 1:30 a.m., we were hit by a 35-knot gust, there was a loud crack, and the boat spun out of control," said skipper Mark Light. "The steering cable

had parted and the boat rounded up, flogging the main and headsail wildly. The boom was thrashing about, and the boat was heeled with the boom banging into the water." They set up an emergency tiller and hauled down their yankee 2. After they got the boat somewhat under control, Light and crewmember Tom Way squeezed into the tiny space above the steering quadrant. "After an hour involving hydraulic bolt croppers, a hacksaw and elbow grease, we successfully changed the cable — no mean feat when being thrown around like a rag doll!"

The racers continued on in gale force winds and waves the size of buildings, constantly changing sails to keep ahead of conditions. You might imagine their mood when the wind moderated, the seas flattened out, and they reached the halfway mark and the International Date Line on the first day of spring. Ben Bowley described "a fast reach straight to where we want to go."

As this issue went to press, *Gold Coast Australia* was leading the pack, having coped with a broken mast track and a

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possible broken ankle for crewmember Wayne Reed.

The 10 boats are expected to cross the finish line under the Golden Gate Bridge April 1-7. For what happens once they arrive, turn to page 72. For the latest reports on the race, check out www.clipperroundtheworld.com.

— latitude/chris

Race Notes

Finishing a one-design Extreme 40 catamaran on the Gulf of Oman, February 28-March 2, Santa Cruz native Morgan Larson and crew — four-time Olympian Charlie Ogletree and Max Bulger from the U.S., Brit Will Howden and Omani Nasser Al Mashari — took the lead on the first day of the Extreme Sailing Series and held it with consistent performance over seven other teams. The event, which travels through Asia, Europe and South America, features both ocean and spectator-friendly short-course racing, with the next venue in Qingdao, China, April 17-20. For more on the event, see www.extremesailingseries.com.

A three-time All-American at the College of Charleston, Larson's resume includes three Olympic campaigns, four America's Cups, three Maxi World Championships, and three US Sailing National Championships. When he's not busy at the highest level of international racing, he can be found schooling the Moore 24 Roadmaster fleet on his beautifully restored *Bruzer*.

Late-winter weather is often fine in sunny San Diego, with T-shirt sailing on flat water. Such was not the case for the Sperry Top-Sider NOOD Regatta, March 17-18. Heavy rain and wind assaulted racers in 13 divisions. Mike Honeysett and crew on the Beneteau 40.7 *Wiki Wiki*



AMORY ROSS

Southern Ocean racing at its finest.

took overall honors, earning them an invitation to the NOOD Caribbean Regatta in the BVI November 9-13. Bay Area racers will get a chance at their spot in the tropics — and can hope for more pleasant conditions — on September 22-23.

US Sailing has put a call out to 16- to 20-year-old match racers: St. Petersburg YC is hosting the Rose Cup June 20-24, and they're soliciting Requests for Invitations. Top match racers will provide coaching and the winner will be invited to the international Governor's Cup in

28th
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THE RACING SHEET

Newport Beach on July 17-22. Chairman Dave Perry envisions requests from sailors in Redondo Beach, Newport Beach, San Diego, and from the Cal Maritime Academy and St. Francis YC. See www.spyc.org or call (727) 892-6893.

Bay Area Laser sailor Tracy Usher placed second in the Standard Grand Master division of the Laser World Masters, hosted by Royal Queensland Yacht Squadron in Brisbane, Australia, March 11-17. Tracy went into the last race in first place, but was disqualified after he lost a protest. See www.rqys.com.au for regatta info, and www.sfbaylaser.blogspot.com for Tracy's personal tale.

As we went to press, three of the six Volvo Ocean Race boats had been damaged in the Southern Ocean, en route from Auckland, New Zealand to Itajaí, Brazil, via Cape Horn. The Kiwi boat, *Camper*, was leading the charge in 40- to 50-knot winds and huge seaways, when they re-damaged a forward bulkhead and decided to head for Chile to make repairs. "We are 2,500 miles away from where we are going, which is Puerto Montt in Chile, on the western coast,"

WWW.EXTREMESAILINGSERIES.COM



Morgan Larson of Capitola ruled the waves in his first Extreme Sailing Series in Muscat, Oman.

skipper Chris Nicholson said. "It's about 800 miles north of Cape Horn. We are running out of spare materials to effect repairs at sea and the repairs are struggling to be effective so we had to slow the boat down. We estimate it will be three

days of repairs and then we will be on our way to Itajaí."

Meanwhile, overall race leaders *Team Telefónica* are 120 miles behind current leader *Groupama 4* and 72 miles behind *Puma*. *Telefónica* skipper Iker Martínez confirmed that the Spanish crew were concentrating on protecting their boat and themselves against the harsh conditions in order to complete the leg safely. "We had a problem in the bow that we don't want to escalate," he explained. "The boat is going well now, but there is a danger that it could be damaged, so that is why we have decreased our speed."

Earlier in the leg, *Sanya* had been leading the fleet when they broke a rudder, damaging their transom, and turned back to Tauranga, New Zealand, 1,000 miles distant. The crew hope to rejoin the rest for the in-port race in Miami. Fifth-placed *Abu Dhabi Ocean Racing*, 1,176 miles off the lead at press time, were entertaining thoughts of a comeback after finally finding wind following two days of calm. Check out www.volvoceanrace.com to see how they've all fared.

— latitude / chris

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WORLD

We continue an annual springtime tradition this month by bringing you a comprehensive overview of **Greater Bay Area Bareboats & Crewed Charter Yachts.**

Meet the Charter Fleet: A Wealth of Bay Sailing Options

As excitement over the America's Cup grows, so does interest in sailing. New sailors are introduced to the sport every day and they're looking for ways to get out on the Bay. More experienced sailors want to get in on the action, too, but maybe their finances won't allow the purchase of a new boat . . . or maybe it will, but they're not sure what kind of boat to buy. It's even possible they just don't want the hassles that boat ownership sometimes brings. If this sounds even a little like you, you'd do well to consider one of the many charter options available to Bay sailors.

Below you'll find a comprehensive list of all the Greater Bay Area charter boats we that we're aware of. They vary in size from 20-50 feet, in comfort from stripped-out racers to comfy world cruisers, in performance from mellow daysailers to ULDBs, and in service from bareboat (sail-it-yourself) to fully crewed. Pick and choose, mix and match, whatever your pleasure. And if you don't think a local charter is right for you, read on for some reasons why it could be, then save this list — which is also available (and updated) on our website — for when you realize a charter is just what you need.

Bareboats — There are roughly 250 bareboats available for rental here in the Greater Bay Area, but the businesses that manage them are not simply rental

agencies. Almost all of the boats listed below are offered by sailing schools — usually called 'clubs' — which offer a full spectrum of courses, from basic sailing to coastal cruising and celestial navigation.

In most cases, you don't have to be a member of the club to rent a boat, although nonmembers may pay somewhat higher rental prices. Be aware also that the first time you charter with a company you'll probably have to do a 'check-out' with their staff so they'll feel confident that you're not going to run the pride of their fleet into a cruise ship. Getting checked out a few days in advance will save precious charter time.

Beyond rental discounts, there's usually added value to club membership such as dockside barbecues; 'social sails', where everyone pitches in a few bucks to cover costs; and charter flotillas to idyllic venues in the Caribbean, South Pacific or elsewhere.

If you don't own a boat and/or don't have close friends that are into sailing, joining a club can be a smart move. The friendly ambience of a club creates a low-pressure forum for advancing through the hierarchy of classes. And the natural camaraderie that comes with shared activities on the water often spawns lasting friendships.

As you can see by the listings below, many popular types of late-model production boats are available through Bay Area fleets, which makes them an

ideal resource for extensively 'road testing' boat types that you are considering buying.

Chartering a large, fully equipped bareboat in the Bay Area can also help you prepare for future cruising. Once you've taken total responsibility for a good-sized keelboat in Bay waters — including anchoring practice — you'll be able to step aboard a bareboat anywhere with confidence in your abilities, and spare yourself the angst brought on by trying to fake it.

Crewed Charter Vessels — The vessels listed in this section are accessible to folks of all ages with no sailing skills required whatsoever, as their charter prices include the services of professional crew.

Even if you are a long-time sailor with your own fleet of sailing craft, there are special occasions when chartering one of the vessels listed here might be the perfect solution to a particular challenge, such as when entertaining a large group of out-of-town family members, creating a unique office party, or a special 'benchmark' birthday celebration. By enlisting the



BAY AREA BAREBOATS

As the following list demonstrates, there is a wide variety of sail-it-yourself bareboats available for rent in the Bay Area. Compiled here are listings from the area's principal companies (listed alphabetically). We've attempted to be as up-to-date and comprehensive as possible. We regret any errors or omissions.

SAILING SCHOOLS

Club Nautique

Sausalito, Alameda
(800) 343-SAIL
www.clubnautique.net
AL = Alameda ; SA = Sausalito;

• 30' & UNDER •

Colgate 26 (7) AL, SA

• 31' - 35' •

Hunter 31 (7) AL, SA
Beneteau 31
Jeanneau 32 (2) AL, SA
Hunter 320 (2) AL, SA

Hunter 33 (3) AL, SA
Beneteau 34 (2) AL, SA

• 36' - 40' •

Dufour 36 (2) AL, SA
Hunter 36 (3) AL, SA
Beneteau 37 (2) AL, SA
Beneteau 40 SA
Caliber 40 AL
Jeanneau 40 SA
Norseman 40 cat AL

• OVER 40' •

Hunter 41 (2) AL, SA
Hunter 49 AL

J/World

Oakland, Puerto Vallarta
(800) 910-1101, (510) 271-4780
www.sailing-jworld.com

• 30' & UNDER •

J/80 [26'] (7)

• 31' - 35' •

J/105 [34'] (4)

• 36' - 40' •

J/109 [36']

J/120 [40']

• OVER 40' •

Dehler 41

Jeanneau 43 DS

Santa Cruz 50

J/160 [53']

Modern Sailing School & Club

Sausalito (800) 995-1668
www.modernsailing.com

• 30' & UNDER •

Ericson 30
Catalina 30 (2)

• 31' - 35' •

Beneteau 311

Pearson 32

Ericson 32

C&C 32

Beneteau 33

Beneteau 35

• 36' - 40' •

Catalina 36

Seawind 1160 cat [38']

Beneteau 38

Beneteau 381

Beneteau 393

Caliber 40

• OVER 40' •

Beneteau 423

.....

Monterey Bay Sailing

Monterey (831) 372-7245
www.montereybay.com

• 30' & UNDER •

Catalina 22

Yamaha 25

Wyliecat 30

• 31' - 40' •

Celestial 32

San Juan 33

.....

OCSC

Berkeley (800) 223-2984
(membership required)
www.ocscsailing.com

• 30' & UNDER •

J/24 (22)

Olson 25 (4)

• 31' - 35' •

Catalina 320 (4)

Catalina 310

J/105 [34'] (5)

J/109 [36']

• 36' - 40' •

Catalina 36 (3)

Sabre 362

Mahe 36 cat

Beneteau 373

• OVER 40' •

Jeanneau 494

Tartan 4100

OF CHARTERING



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pampering services of a professional crew, you'll maximize the time you have for socializing and playing tour guide, while minimizing potential headaches. And by hosting your guests on a classy, meticulously maintained crewed yacht, your guests will probably be a whole lot more comfortable than on your tired old daysailer, and you're likely to make a

When it's time to host a special gathering of friends, why not do stage it aboard a crewed charter vessel, such as 'Ruby'.

better overall impression.

Guests who care to pitch in with the sailing chores are usually welcome to lend a hand, while the rest of the group soaks in the salt air and takes in the sights.

The Bay Area's fleet of fully crewed charter vessels breaks down into two principal categories: 'Six Pack' boats, which are licensed to charter with up to six passengers for hire, and 'Multi-Passenger Vessels' (technically called Inspected Vessels). In some cases these can legally carry up to 49 passengers or more.

We've attempted to be as comprehensive and up-to-date as possible in these listings. We regret any errors or omissions.

'Multi-Passenger' Vessels (7+)

(In alphabetical order.)

Argosy Venture: One of the largest and more unique yachts in Northern California, this 101-ft Nevins motorsailer does occasional charters on the Bay as well as annual expeditions beyond the Golden Gate. Built as a private luxury yacht in 1947, her gleaming brightwork and period styling make her an eye-catching sight when she roars across the Bay at 12 knots.

- Carries up to 12 passengers.
- Berthed at Brisbane Marina.
- Available for special custom charters locally (including corporate), family charters and expeditions, as well as film and dive charters.
- (650) 952-4168; email: charters@argosyventure.com; website: www.argosyventure.com.

Adventure Cat: A familiar sight on the Bay, this 55-ft catamaran was custom-built specifically for chartering here. Definitely one of the fastest local charter boats, she's been clocked at 20 knots with a full complement of passengers aboard. Guests can choose to ride on the open-air trampoline, forward, or within the sheltered salon.

- Carries up to 48 passengers.
- Berthed at Pier 39, Dock J, in San Francisco.
- Available for scheduled sails daily (individually ticketed), private group charters and special events, including weddings, whale watching and corporate

Pacific Yachting/Sailing

Santa Cruz
(831) 423-SAIL (7245)
(800) 374-2626
www.pacificsail.com

• 30' & UNDER •

Santa Cruz 27
Catalina 28
Olson 911s [30]

• 31' - 35' •

Catalina 31
Catalina 32 (3)
Beneteau 32
Hunter 33
Catalina 35

• 36' - 40' •

Catalina 36
Hunter 36
Beneteau 46.1

Spinnaker Sailing of Redwood City

(650) 363-1390

(membership required)
www.spinnakersailing.com

• 30' & UNDER •

Cal 24 (3)
Merit 25 (10)
Catalina 27 (4)

• 31' - 35' •

J/29 [29]
Hunter 33
Hunter 34
J/120 [40]

Spinnaker Sailing of San Francisco

(415) 543-7333

www.spinnaker-sailing.com

• 30' & UNDER •

Viper 640 [21]
Ultimate 20
Ultimate 24

Santana 22 (2)
Santa Cruz 27 (3)

• 31' - 35' •

Flying Tiger 10
Catalina 320
Catalina 34
Catalina 35
Hunter 356 [35]

• 36' - 40' •

Beneteau 393
C&C 40
Hunter 410

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Tradewinds Sailing School & Club

Marina Bay, Richmond
(510) 232-7999

www.TradewindsSailing.com
Brickyard Cove / Richmond Marina Bay
(*boats also at Folsom Lake)

• 30' & UNDER •

Capri 22 (7)
Catalina 270

Ericson 28
Catalina 30 (4)
Newport 30

• 31' - 35' •

Beneteau 323 (2) [33]
Beneteau 31
Beneteau 34
Cal 31 (3)
Dufour 31
Dufour 33
Hunter 31
Hunter 34
Island Paket 32

• 36' - 40' •

Beneteau 343 (1) [35]
Hunter 356 [36]
Catalina 36 (2)
Catalina 38

• OVER 40' •

Bavaria 42
Beneteau 42
Catalina 42

.....

NONPROFIT ORGANIZATIONS

Cal Sailing Club

www.cal-sailing.org
(membership required)

• 30' & UNDER •

Laser Bahia (8)
JY15 (7)
RS Vision
Precision 15 (2)
Laser (2)
Bytes (2)
Merit 25 (2)
Capri 25
Pearson Commander (3)

Sailing Education Adventures

(415) 775-8779
www.sfsailing.org

• 30' & UNDER •

Lasers (12)
Catalina 16.5 (4)
Santana 25 (2)

WORLD

programs.

• (415) 777-1630 or (800) 498-4228; sharon@adventurecat.com; website: www.adventurecat.com

Adventure Cat 2: Designed by cat connoisseur Kurt Hughes, *Adventure Cat 2* was launched several years ago. Like her older sister (above), she is fast and fun, yet is much larger and, consequently, can carry twice as many passengers. For really big groups, consider chartering both boats and sail together in tandem.



'Adventure Cat 2' is fast and fun.

- Carries up to 99 passengers.
- Berthed at Pier 39, Dock J, in San Francisco.
- Available for private group charters and special events, including weddings, whale watching and corporate programs.
- (415) 777-1630 or (800) 498-4228; email: sharon@adventurecat.com; website: www.adventurecat.com

Bay Lady: At 90 feet in length, *Bay Lady* is the largest Coast Guard 'certified' traditional sailing vessel on the West Coast. Licensed to carry up to 80 passengers, she holds the second-largest capacity of any sailing charter vessel in the region. *Bay Lady* was built of steel in New England specifi-



The steel schooner 'Bay Lady' carries 80.

cally for the charter trade. Her design combines modern strength and safety features with an old-time sail plan — she carries great clouds of sail on her traditional gaff rig. Guests are always invited to participate in sailing this great schooner.

- Certified for 80 passengers (most comfortable with about 70).
- Berthed at South Beach Harbor, San Francisco.
- Some scheduled sailings (individually ticketed), private group charters, offshore charters (such as to Monterey) and special events including corporate and baseball parties to McCovey Cove.
- (415) 543-7333; email: rendezvous@earthlink.net; website: www.rendezvous-charters.com

Bay Wolf: This pedigreed Santa Cruz 50 ocean racer is a veteran of many Hawaii and Mexico races. With her new mast, rigging and other upgrades, she promises fast, exhilarating Bay sailing.

- Certified to carry up to 30 passengers, but focuses on groups up to 18.
- Pickups in San Francisco and Sausalito.



'Bay Wolf' is a former offshore racer.

- Available for private group charters, corporate charters and special events. Passenger participation is welcomed.
- (650) 492-0681; email: captkirk@sfbaysail.com; website: www.sfbaysail.com

Cat Ballou: Originally a Caribbean charter yacht, this sweet-sailing Catana 42 catamaran joined the Bay Area charter fleet after owner Chuck Longanecker upgraded her substantially during an extensive refit. Chuck is a management consultant by trade, and specializes in teambuilding and private charters.



'Cat Ballou' on the move.

- Carries up to 12 passengers.
- Berthed at Schoonmaker Marina, Sausalito.
- Available for private group charters, special events and corporate charters, including teambuilding.
- (888) 566-8894; email: chuck@sanfranciscosailing.com; website: www.sanfranciscosailing.com

Chardonnay II: This sleek Santa Cruz 70 is one of the most popular charter vessels operating



Sleek and sexy 'Chardonnay'.

on Monterey Bay. She was custom built for fast sailing, yet with the comforts to accommodate up to

49 passengers. She offers a wide array of 'themed charters' such as wine tasting, sunset cruising, and corporate teambuilding.

- Carries up to 49 passengers.
- Berthed at Santa Cruz Harbor.
- Custom private charters, ash scattering, and corporate teambuilding.
- (831) 423-1213; email: charters@chardon-nay.com; website: www.chardon-nay.com

Derek M. Baylis: Named after a famous Bay Area yachtsman, this distinctive 65-ft cat ketch was built specifically for conducting ocean research and marine education, and is operated by the nonprofit Sealife Conservation organization. Tom Wylie designed her to be an "environmentally friendly way to keep up with whales and other marine life without using an engine."

- USCG-licensed to carry 49 passengers on daysails or 12 passengers for overnights.
- Berthed in San Francisco and Monterey; pickups in Santa Cruz and elsewhere by special arrangement.



The custom Wylie 65 'Derek M. Baylis'.

- Offers scheduled daytime 'critter cruises' and sunset 'wine and cheese' cruises with Monterey Bay Aquarium, Thurs.-Saturday throughout the summer. Also available for marine research, custom group charters, including corporate events. Learn about white shark research, San Andreas fault mapping, and plastics work from naturalists. Educational and naturalist service available at no additional cost.
- (831) 818-6112; email: dave@sealifeconservation.org; website: www.sealifeconservation.org. For Monterey Bay Aquarium trips call (800) 756-3737.

Freda B: This 78-ft gaff schooner *Freda B* was built of steel in '92 in Florida, and was bought two years ago by Paul Dines and Marina O'Neil to be



The custom Wylie 65 'Derek M. Baylis'.

the flagship of their company, S.F. Bay Adventures. Inspired by the traditional 1860's coastal schooners that worked up and down the West Coast, *Freda B* has excellent ocean stability. She is one of the

largest-capacity crewed charter boats on the Bay.

- Carries up to 46 passengers.
- Berthed at Sausalito
- Available for all types of charters, including individually ticketed sunset and full moon sails, youth sail training, corporate team-building and more.
- (415) 331-0444; email: info@sfbayadventures.com; website: www.sfbayadventures.com
- Custom private charters, ash scattering, and corporate teambuilding.
- (831) 423-1213; email: charters@chardon-nay.com; website: www.chardon-nay.com

Gas Light: Built in Sausalito by master shipwright and owner Billy Martinelli, this 72-ft schooner is a beautifully crafted modern example of an 1874 SF Bay scow schooner. *Gas Light* has a bright and comfortable 30' x 18' cabin with a 12' mahogany salon table, plenty of on-deck seating, and offers an exceptionally stable sailing experience, heeling only a few degrees, even in a brisk wind. She offers a unique glimpse into San Francisco's maritime history plus a hands-on experience for those eager to help raise sail.



'Gas Light' is a replica of bygone days.

- USCG certified for up to 49 passengers
- Berthed at Schoonmaker Point Marina, Sausalito.
- Available for private group charters; special events, corporate outings and teambuilding, weddings, birthday parties and educational excursions on the Bay.
- (415) 331-2769; email: gaslightcharters@hotmail.com; website: www.gaslightcharters.com

Glory Days: This classic Morgan Out Island 51 is owned and operated by Pam Powers, one of the



The Morgan O.I. 51 'Glory Days'.

few professional female skippers in the local charter trade. Before going out on her own years ago with the purchase of *Glory Days*, Pam skippered many of the Bay's biggest charter vessels.

When Morgan Yachts first began producing the Out Island line in the late '60s, these comfy boats quickly became popular with both cruisers and charter companies — especially the 51-ft version, like *Glory Days*.

- Certified for 42 passengers — probably the only O/I 51 that is.
- Berthed Pelican Harbor, Sausalito.
- Available for corporate events, private charters, weddings, ash scatterings, team-building sails, and Angel Island BBQ sails. Occasional scheduled sails (individually ticketed) such as Friday night sunset sails and full moon cruises (see website for schedule).
- (800) 849-9256 or (415) 331-2919; email: captam@sailsfbay.com; website: www.sailsfbay.com

Nehemiah: Among the things that make this classic wooden ketch unique in the Bay's charter fleet is the fact that she has circumnavigated — twice — under previous owners.



'Nehemiah' has circumnavigated — twice!

Her current use is also unique, however. Capt. Rod Phillips and his wife, 'Admiral' Joni, enjoy doing Bay charters for the general public, which finance their true passion, youth sail training — particularly for 'at-risk' youth. Solidly built and traditionally rigged, she is an ideal platform for hands-on training, as well as pleasure sailing. A lifelong mariner, Rod also captains S.F. Bay ferries.

- Carries up to 33 passengers.
- Berthed at Richmond's Marina Bay.
- Available for youth sail training, scheduled sails (individually ticketed) and private charters.
- (510) 234-5054; email: captain@sailingacross.com; website: www.sailingacross.com

Privateer & Santa Maria: These two identical Islander Freeport 41 cutter ketches are roomy, yet can reach 10 knots with all their sails up. They have teak decks, finely varnished trim, and many bronze fittings. With their full keels they are extremely comfortable to sail.

- Certified for 28 & 36 passengers respectively.
- Berthed at San Francisco's Pier 39
- Specializing in scheduled 90-minute Bay sails (individually ticketed) and scheduled sunset sails (see website for schedule). Also available for private charters, including corporate events.
- ASA certified sailing school, offering courses year round.
- (415) 378-4887; email: erik@sailsf.com; website: www.sailsf.com

Ruby: At 64 feet in length, this double-ended steel sloop has been a familiar sight on the Bay for as long as we can remember. In fact, *Ruby* has been chartering longer than any other boat on the Bay — 27 consecutive years. She's also become a landmark at her San Francisco Boat Works homeport, adjacent to The Ramp restaurant. Owner/skipper Josh Pryor designed and built her himself back in the '70s with thoughts of long-distance

cruising, but once he started chartering her, he discovered that both he and she were well-suited to the business. In addition to scheduled sailings, she does a variety of special charters.

- Carries up to 31 passengers.
- Berthed at The Ramp restaurant, foot of Mariposa St., San Francisco.
- Available for lunch and evening sails daily (individually ticketed), private group charters, and special events including corporate functions and ash scatterings.
- (415) 861-2165; email: rubysailing@sbc-global.net; website: www.rubysailing.com

Seaward: Originally based in Boston, this 82-ft staysail schooner has a different focus from most others. During the spring, summer and fall her primary function is running hands-on education programs for Bay Area youngsters, which is partially funded by public sails and private charters. When winter approaches, she heads for the sunny latitudes of Mexico, where she offers a series of programs that combine education in traditional seamanship, study of the marine environment, and fun in the sun. She is owned and operated by the nonprofit organization Call of the Sea.

- Carries up to 40 passengers on day trips; 14 for overnights.
- Berthed at Sausalito.
- Available for youth and adult education, day sails, scheduled (individually ticketed) sails, overnights to Drake's Bay and the Farallones, private group charters and corporate events, plus 'adventure sailing' in Mexico for adults during the winter.
- (415) 331-3214; email: info@callofthesea.org; website: www.callofthesea.org



The sail training schooner 'Seaward'.

- Carries up to 40 passengers on day trips; 15 for overnights.
- Berthed at Sausalito.
- Available for youth and adult sail training, day sails, scheduled (individually ticketed) sails, overnights to Drake's Bay and the Farallones, private group charters and corporate events, plus 'adventure sailing' in Mexico during the winter.
- (415) 331-3214; email: info@callofthesea.org; website: www.callofthesea.org

Tahoe Cruz: This is a beautiful custom Santa Cruz 50, sails daily out of the Tahoe City Marina from May thru October. Captains Jim Courcier & Mike Pavel are accomplished racers and cruisers who love sharing the joy of sailing the pristine waters of scenic Lake Tahoe. Prevailing SW afternoon breezes averaging 10 to 15 knots make for ideal sailing conditions.

- Certified for up to 25 passengers.
- Specializes in affordable & scenic 2-hour cruises with complimentary refreshments. Also

WORLD

available for private parties, company charters & Emerald Bay luncheon sails.

- Daily departures from Tahoe City Marina (home of the Tahoe YC).
- (530) 583-6200; website: www.TahoeSail.com



'Tahoe Cruz' screams across the lake.

Team O'Neill: As her operators like to say, "For an Extraordinary Santa Cruz Adventure, just add water!"

Promising a unique and specialized sailing adventure on Monterey Bay, this 65-footer gives you a true appreciation for big catamaran sailing. Her length and 28-ft beam provide an exceptionally smooth and stable ride, with plenty of deck space to move around freely. Her full galley can accommodate catered sails, or guests may choose to bring along picnic-style meals. Ideally suited for both family and friends or groups.

- Carries up to 49 passengers.
- Berthed at Santa Cruz YH.
- Available for private group charters and now offering public 1-hour daysails on Saturdays during the summer.
- (831) 475-1561; email: sailingsantacruz@gmail.com; website: www.oneillyachtcharters.com

Woodwind II: She's the largest sailing charter boat on Lake Tahoe, and, as her owners like to say "the world's highest catamaran." Coast Guard certified to carry up to 50 passengers, she carries 1,500 square feet of sail and is capable of blasting across the lake at 20 knots.

With her full bar, sun deck, two underwater observation windows, and seating for 36 in her fully



'Woodwind II' glides across Lake Tahoe.

enclosed main salon, she offers plenty of creature comforts and a ride that's smooth enough for Great

Grandma, even at top speeds.

- Carries up to 50 passengers.
- Berthed at Zephyr Cobe Marina, NV
- Available for daily public sails (individually ticketed) from early April through October, in addition to private charters year-round for weddings, receptions, corporate functions and other special events.
- (775) 886-6643; email: odaytahoe20@aol.com; website: www.tahoecruises.com.

Yukon Jack: Although a remarkable amount of 'big boat' racing takes place on the Bay each year, only a minuscule portion of the sailing community ever gets to ride on those sleek, go-fast machines. But if you'd like to check out the adrenal thrill of blasting across the Bay on an ultralight, this proven Santa Cruz 50 is the boat for you. A former ocean racer, she once sailed from San Francisco to Tahiti in an impressive 19 days.

- Carries up to 25 passengers.
- Berthed at South Beach Harbor, San Francisco.
- Race charters (including offshore), private group charters, and special events including corporate.
- (415) 543-7333; email: rendezvous@earthlink.net; website: www.rendezvous-charters.com

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OF CHARTERING

vessels that follow — many of which are operated by their owners — **virtually every sailing school (aka 'club')** listed at the beginning of this section also has boats **available for 'six-pack' charters with captain and crew.**

Some of the larger boats in those fleets are very nicely outfitted for both **comfortable daysails and overnight charters.** Call them for details and pricing.

Agave: The design of this new 38' Catalina 375 sloop won *Cruising World* magazine's '09 Boat of the Year Award. She has a large, comfortable cockpit and the latest equipment for a fast, safe and memorable cruise. Conduct a team-building session, reward your team for their hard work, or just experience an enjoyable sail on San Francisco Bay.

Robin Weber is a USCG-licensed captain who has been sailing and racing for 30 years, in the Chesapeake Bay, the Caribbean, and the Baltic Sea in Germany, Denmark and Sweden. He has been cruising and racing in the San Francisco Bay area for the past 10 years.

- Carries up to 6 passengers.
- Berthed at Westpoint Harbor in Redwood City, or pickups in San Francisco.
- Private group charters and special events including corporate.
- (408) 221-7084; email: robinweber@gmail.com; website: www.southbaychallenge.com

Alsager: This custom-built Maas 42 Cor-ten steel sloop was commissioned for offshore racing. She's done several Atlantic crossings and West Coast voyages. Skipper Evan Stolze's customized charters focus on personal attention for small groups.

- Carries up to 6 passengers.
- Berthed at Sausalito.
- Daytime and sunset sails, instruction, overnights (inside the Bay and out the Gate), Mexico in the winter.
- (415) 797-8008; email: evanstolze@gmail.com; website: www.goldengatesailing.com

Angelique: New to the fleet in '08, *Angelique* is a sweet-sailing Columbia 57, built for comfort inshore or offshore. Her roomy, nicely appointed interior and stable racer-cruiser design make her a good choice for extended cruises.

- Carries up to 6 passengers.
- Available for 'captain-only' charters, full-service crewed group charters, as well as multi-day trips in the Bay and along the Coast.
- (707) 953-0434; email: andy@sailingbiz.com; website: www.sailingbiz.com

Apparition: Sleek and speedy, *Apparition* was custom-built in Sausalito with small-group chartering in mind. Captain Stan Schilz loves to introduce guests to the ease and comfort of multihull sailing by letting them take the helm. One of the few crewed charter yachts that does overnights, this

38-footer has two double cabins and a full galley. If you're planning to bareboat a cat soon, spending some time aboard *Apparition* would be good preparation.

- Carries up to 6 passengers for private charters. Can also be bareboated by special arrangement with up to 12 passengers.
- Berthed at Schoonmaker Marina, Sausalito.
- Available for private group charters, special events, multihull sailing instruction, and trips up the Delta or the Petaluma or Napa rivers.
- (415) 331-8730; email: info@sailapparition.com; website: www.sailapparition.com

Bolgeskrek: This carefully maintained Irwin Citation 34 is a stiff and comfortable boat, well-suited to Bay sailing conditions. On blustery days she often does better than 7 knots, thus outperforming many other sailboats of her size. Her spacious cockpit is roomy enough to easily accommodate six passengers, and her teak interior is a delightful space for lounging and relaxing. Captain Bob has 20 years of experience sailing the Bay and he loves to share his knowledge of local geography and historical spots.

- Carries up to 6 passengers
- Berthed at Treasure Island Marina
- Available for private charters, sailing instruction, corporate events, special events and sunset sails.
- (510) 499-0134; email: capt_bob@goldengatesailingtours.com; website: [**Real People. Real Sailing. Real Fun.**

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Carrera: At the smaller end of the spectrum is Gene Maly's well-kept Capo 32 racer/cruiser. Based at Monterey, *Carrera* balances her busy schedule between intimate group daysails and instructional sails that feature plenty of one-on-one attention.

- Carries up to 6 passengers.
- Berthed at Municipal Wharf #2 (A-Tier Gate), in Monterey.
- Available for scheduled daysails including Monterey Bay Marine Sanctuary tours, private charters, accredited instruction, and "team-building challenges" for corporations.
- (831) 375-0648; email: captaingene@sailmontereybay.com; website: www.sailmontereybay.com

Caprice: This lovely Seawind 1160 was purchased new in Australia in '07, after which owners Dan and Carol Seifers spent most of '08 delivering her back to the Bay. Dan is both a licensed captain and sailing instructor. He and Carol would be pleased to introduce you to the joy of flat, dry catamaran sailing aboard *Caprice*. Her spacious salon offers a 360° view, while riding her trampoline offers thrill-a-minute exhilaration. Hands-on participation is encouraged.

- Carries up to 6 passengers
- Berthed at Brickyard Cove Marina, Pt. Richmond



'Caprice' has crossed the Pacific.

- Available for custom charters with catering specialized to suit your needs.
- (510) 232-5820; email: seifers@pacbell.net; website: www.sailingcaprice.com

Evening Star: This fastidiously restored C&C Conco 43 is the 'dream boat' of 30-year charter skipper Mark Sange (aka Capt. Marco). He had been looking for a stiff, high-performance boat that was well balanced and responsive. And to hear him tell it, *Evening Star* fills the bill perfectly. Having skippered big luxury charter yachts in the Med for a decade, Mark knows a thing or two about putting excitement back in his clients' lives. "I like to introduce them to the therapeutic effect of bashing to windward in 20 knots of breeze with the lee rail buried."

- Carries up to 6 passengers.
- Berthed at Sausalito Yacht Harbor.

• Available for all types of private charters, including corporate and special events; specializes in instructional 'performance sailing' charters.

- (415) 868-2940; (415) 987-1942; email: captainmarco@cs.com; website: www.captainmarco.com or alternately, www.sailingsf.com

Excalibur: This Sabre 30 is in great shape, is sea-kindly, and well suited to the bay conditions. She's available for charters and sailing lessons. She's owned and operated by Jonathan Ganz, who has been sailing on the Bay since the '80s and loves to introduce people to the world of sailing. His USCG license allows him to take guests offshore if they so desire. He's also a certified US Sailing and ASA instructor.

- Carries up to 6 passengers.
- Berthed in Brickyard Cove at Pt. Richmond.
- Available for all types of charters, including team-building events, relaxed day charters, day and nighttime sailing lessons, and various workshops, such as COB practice and motoring skills.
- (800) 915-2726; email: info@sailnow.com; website: www.sailnow.com.

Fanseá: Captain Paul Adams sails the bay and beyond on his modern Catalina yacht. Guests may participate in driving and sail trimming if they wish.

- Carries up to 5 passengers.
- Berthed at Sausalito (near parking).
- Takes small groups, often two couples. Mar-

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OF CHARTERING

riage proposal and special occasion charters are Capt Paul's specialty.

• (415) 269-1973; email: captainpaul@sailsausalito.com; website: www.sailsausalito.com.

Flying Tiger: This sleek former racing yacht was originally designed to race in the SORC. She was later fitted out for comfortable cruising and explored both Mexico and Alaska. Kirk Miller (a.k.a. Capt. Kirk) gave up a successful career in the energy business to pursue his dream of chartering on the Bay aboard *Flying Tiger*.

She is ideally suited to charters with those who enjoy high-performance sailing — it doesn't take much to convince Kirk to put up the chute on the downwind run past the Cityfront. She has recently undergone an extensive refit.

- Carries up to 6 passengers.
- Based at Sausalito.
- Available for private group charters, corporate charters and special events. Passenger participation is welcomed.
- (650) 492-0681; email: captkirk@sfbaysail.com; website: www.sfbaysail.com

Hasty Heart: One of the largest and most elegant boats on the bay, this immaculately kept yacht was the longtime pride and joy of a S.F. *bon vivant*, and has only recently joined the charter fleet.

- Carries up to 6 passengers (bareboat w/ 12)
- Based at Clipper II, Sausalito



PATRICIA DUNN

'Hasty Heart' is new to the fleet.

- Available for all types of charters including corporate, photo shoots, weddings, and other special events.
- (415) 690-7245; email sailhastyheart@gmail.com; website: www.sailhastyheart.com

'Imi Loa — This lovely Catalina 34 is an ideal San Francisco Bay boat and one of the most popular cruiser/racer in its size range. Stiff and comfortable, her spacious cockpit has plenty of room for enjoying cocktails and a snack during quiet evening sails or while cruising through Richardson Bay after a fast reach across the slot.

Captain Gregory Sherwood is also an ASA-certified sailing instructor who is also an accomplished off-shore racer and cruiser.

- Carries up to 6 passengers
- Berthed at South Beach Harbor, Pier 40,

San Francisco (easy access to public transport)

- Available for private charters, corporate team-building, wine tasting and sunset sails. Check the web site for monthly specials. Passenger participation encouraged.

- (888) 319-SAIL or (408) 910-0095; email: Charters@sfsailtours.com; website: www.sfsailtours.com

Karisma: This sweet-sailing Catalina 470 is the queen of the Lighthall Yacht Charters all-Catalina fleet. Her roomy cockpit and nicely appointed interior make her ideal for either daysails or overnights. Primarily run as a crewed yacht by longtime Santa Cruz sailors Krista and Scott Lighthall, she can also be bareboated by special arrangement.

Catalina 42s and 34s are also in the Lighthall fleet.

- Carries up to 6 passengers.
- Berthed at Santa Cruz Yacht Harbor.
- Available for private or shared charters, corporate charters, sailing lessons, bareboating, scattering at sea services, with affordable prices.
- (831) 429-1970; email: sail@lighthallcharters.com; website: www.lighthallcharters.com.

MagnifiCat: This Prout 38 cat is owned and operated by Jim Keenan's company "Skipped by Veterans". After Jim retired IBM, he and Maria cruised both the US East and West Coasts for three years before dropping the hook in the Bay area. As a former US Army Infantry Airborne Ranger Officer,

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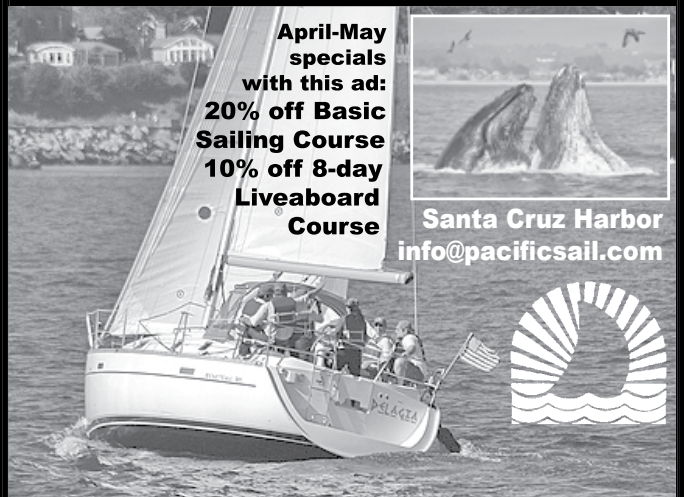
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WORLD OF CHARTERING

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- Carries up to 6 passengers (can be bareboated with 12 by special arrangement).
- Berthed Emery Cove Marina, but will pickups elsewhere.
- Available for corporate events, private charters, ticketed cruises, sunset/full moon, sightseeing tours, weddings and showers, Giants games, Bay Event, holidays and team building.
- (415) 889-0428; email: captainjimk@gmail.com; website: www.party-invite-sailing-sf-bay.com

Magnum: The design of this sleek Nordic 44 combines sailing performance with a luxuriously appointed interior. She serves as a comfortable daysailer or comfy overnighter. (The owners also book large group charters on a variety of Bay vessels.)

- Carries up to 6 passengers; available for bareboat charter to qualified sailors, up to 12 guests.
- Berthed in Sausalito.
- Available for private group charters, sunset sails, and corporate events. This boat can be bareboated to well-qualified sailors.



MARIAH EYES

'Pegasus' blasts beneath the Golden Gate.

• (415) 332-0800; email: atlantis@yachtcharter.com; website: www.yachtcharter.com

Perseverance: Captain Jeffrey Berman has been a mariner his entire life. An accomplished racer, cruiser and commercial captain, he enjoys sharing the experience aboard this Catalina 36 MKII through a wide variety of charter offerings, including lessons.

- Carries up to 6 passengers.
- Berthed at Alameda.
- Available for private group charters, sailing lessons, teambuilding, memorial services, and overnights to Drake's Bay or Half Moon Bay.
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CHANGES

With reports this month from **Andalucia** on clearing in at Cedros; from **Morpheus** on adventures in the Caribbean and on the East Coast; from **Wendaway** on a brief anchor-out 'revolt' at the Marina Riviera Nayarit; from **Soggy Paws** on tropical cyclone **Cyril** hitting Tonga; from **Sockdalager** on a Harper's Index on cruising Baja; from **Brigid** on evaluating a cat in the Caribbean; and **Cruise Notes**.

Andalucia, Irwin 37 Steve Hollen Checking/Clearing at Cedros (Mazatlan / Seal Beach)

Contrary to a recent report in *Noon-site*, we had a terrific experience clearing into Mexico at Cedros Island in '08. After being dismayed in the Ha-Ha — I'm a vet of two-and-one-third of them — we endured the worst bashing I've endured in my 36 years of sailing. We had eight-foot seas with a three-second period for nine hours as we headed north from Turtle Bay. Because of crew fatigue, we decided to pull in at Cedros Village.



Steve Hollen.

The next morning we were greeted Port Captain Issac Lopez, who was happy to check *Andalucia* into Mexico formally. He told us that he couldn't provide us with visas because it wasn't his job, but we could get them from Immigration at the airport. He then provided a taxi to take us to the airport. We did, however, have to wait for the next plane to arrive, as Immigration opens only when a plane arrives or departs.

That anyone would have a problem with the port captain at Cedros is a big surprise to me. After all, Issac agreed to let us leave our boat in "his" harbor for **Issac Lopez, Port Captain at Isla Cedros, couldn't have been nicer. He encouraged captains to clear into Mexico with him.**

an unspecified amount of time, as our crew had mutinied, we were leaving on the next plane out, and we didn't know exactly when we'd be back. Further, he provided a person to make sure our boat would be safe while we were gone.

We had no pesos for our airplane tickets, and the small airline didn't take dollars or credit cards, so our new friend the port captain literally went door-to-door in the small village asking business owners to change dollars to pesos. When we had enough, Issac drove us to the ticket office in town, where a very young lady put our names on a list in a Little Princess binder. All we had to do was wait for the next day's plane.

What's more, the port captain had us picked up at the dock the next day and taken to the airport, where Immigration gave us our visas before we boarded the plane.

The rest of the story about our getting our boat back to the States is a long one that will have to wait. But when we Bash back up to the States in July, we'll be getting our exit papers from the port captain at Isla Cedros. And we'll give him yet another big thanks for having been such a big help to us.

— steve 02/15/12

Morpheus — Schumacher 50 Jim and Debbie Gregory The Caribbean and Northeast (Pt. Richmond)

The second Northern California boat we crossed paths with in St. Barth this winter was Jim and Debbie's *Morpheus*, which is also home to Ita, their miniature long-haired dachshund. Actually, there's a fourth crewmember, Jack from Milwaukee — whom Jim suspects his wife of 25 years might like even more than him. Jack is the nickname for the big 28-volt Milwaukee brand right-angle drill motor fitted with a bit that fits into winches. For just a couple of hundred bucks, Jack converts all the winches on the *Morpheus* into electric winches. (This system, by the way, is used on a lot of smaller crewed charter boats in the Caribbean as well as by many cruisers.)

Jim has raced all his life on a variety of boats, including an



Etchells, a Wylie 34 with his dad, and for the last 10 years, *Morpheus*. When it came time to get a racing/cruising boat, the Gregorys decided to go with a Carl Schumacher design along the lines of *Heart of Gold*, the 50-footer on which former Oakland residents Jim and Sue Corenman circumnavigated, and Steve Chamberlin's 46-ft South Pacific vet *Surprise*. "As far as we're concerned," says Jim, "Carl did the crossover designs better than anyone. *Morpheus* is not the optimum racer or cruiser, but she does both of them very, very well."

As it turned out, *Morpheus* was the last boat design completed by Schumacher, and the first one built by Davie Norris of Christchurch, who for the prior 20 years had been the foreman at Ian Franklin's highly-regarded yard in New Zealand. "*Morpheus* was launched a day early and slightly under budget, and we've been over the moon with her design and construction ever since," says Jim.



LATTITUDE/RICHARD

IN LATITUDES



SPREAD: LATITUDE/RICHARD

Spread; Debbie and Jim with the big wheel of 'Morpheus'. Insets; One of 365 San Blas Islands, and a schooner and lighthouse in Maine.

"We've sailed her hard for 10 years — including back from New Zealand and in five Mexico races and three Pacific Cups to Hawaii — and we've had no issues with the boat. Not one."

Able to retire in their early 50s — Jim worked for Larry Ellison back when Oracle was still just a billion-dollar-a-year company, and describes it as "an excellent experience" — Jim and Debbie decided to set sail for somewhere besides the familiar waters of the Pacific. The Northeast, where Jim grew up sailing, seemed like the perfect place. They set a goal of exiting the Richmond Breakwater at 10:10 a.m. on 10/10, but missed it by five days to the minute. Their primary goal was to get to Rhode Island for the following summer's Block Island Race Week, so they jammed down the coasts of Mexico and Central America, and

transited the Canal on December 30.

The couple were so awestruck by the beauty of Panama's San Blas Islands that it got them to learn how to slow down. "Those islands are like a postcard picture of the perfect tropical islands," Jim remembers. "So we ended up spending a month there, and would both love to go back some day."

"The next stop on our way to Newport was going to be whatever point of sail would be good for the wind we had," recalls Debbie. That turned out to be a broad reach to Grand Cayman Island in surprisingly pleasant conditions. "I was led to believe that it would be awful sailing across the Caribbean," says Jim, "but the trades lay down for us to 17 to 20 knots on the beam, so it was almost boring." The

Caymans are not a cruising hot spot, but the Gregorys spent nearly a month there, too.

Debbie has two main cruising rules:

"1) We no longer race the 'house'. And, 2) We're only to go where I'll be warm." As going farther north from Grand Cayman so early in the year would have meant heading into periods of cold weather, Jim and Debbie sailed 'backward' to Roatan. Having been drenched in torrential rains just several days before, making the water murky, Roatan didn't put her best face on for the Gregorys. But they still had fun.



CAYMAN TOURISM

Clear water and rays, Cayman Island specialties.

Jim desperately wanted to go to Cuba, and the failure of a leeward shroud enroute to Key West gave him the perfect excuse. "We limped into Hemingway Marina just outside Havana, and then had four of our best days ever!" Jim remembers with enthusiasm. "I was surprised to find that the Cubans love Americans, and to see how many tourists were there. It's only we Americans who don't go to Cuba, so they seem to be doing just fine."

Jim wanted to give Debbie — who had run Jim up and down the mast seven times for the leeward shroud jury rig — a 'big night' in Havana. There was just one problem: having planned to hit the ATMs upon landfall at Key West, they had no money. And there are no capitalist ATMs in Cuba. But as Debbie proved, there's a solution to every problem. She strolled by the biggest boat in Hemingway Marina one day and managed to introduce her-

Cuba was an unscheduled stop required by a broken shroud. Havana was a surprise to the Gregorys — a very pleasant surprise.



FIDELFOTO

CHANGES

self to the captain. By the second day, she and the captain were good enough friends that he was willing to cash a pretty hefty check for the couple. So Jim and Debbie got their big night — it happened

to be St. Patrick's Day — and enjoyed strolling the Havana streets, listening to the a capella singers, visiting the rum museums, and relaxing in the outdoor patios of the old hotels.

The rest of their way to Newport wasn't particularly eventful, except for stops at Key West and

Ita, getting the love.

Charleston during the latter's Race Week. Block Island Race Week had been Jim's big goal, and while it gave him a chance to reciprocate by taking East Coast friends sailing, the results weren't what he'd been hoping for. "It didn't help that *Morpheus* was designed for the strong winds of San Francisco Bay and we never saw more than eight knots the whole week, but that's how it goes."

We asked Jim for his view of how sailing is different in the Northeast than on San Francisco Bay. "It's a lifestyle in the Northeast," he replied, "while it's merely a hobby on San Francisco Bay. This despite — or perhaps because of — the fact that the Northeast has such a short season, which means they have to pack their sailing in. In addition, the racing in the Northeast is more like in San Diego, where you have to use your brain more and your body less than on San Francisco Bay."

Another difference between San Debbie with "Jack from Milwaukee", who which at times is her favorite crew. Such as when Jim needs to go up the mast.

San Francisco and Newport is that despite being further north than San Francisco, Newport gets threatened with tropical storms and hurricanes. While in Newport, *Morpheus* had to be hauled out quickly because of the threat posed by *Irene*.

The Gregorys' trip from Newport back down to the Eastern Caribbean reminded them of how unpredictable sailing those waters can be compared to sailing from San Francisco to Hawaii or Mexico.

"There we were on a 3.5-day, 650-mile trip to Bermuda," remembers Jim, "and we and a lot of others were surprised by a late October low coming out of South Carolina. You don't get those kind of surprises on even 10- to 14-day trips to Hawaii, when you know the wind direction and maximum windspeed before you start. We spent a day in gale force winds when we weren't supposed to get any of that stuff. To make things worse, our autopilot ram and mount broke, so the three of us spent two days hand-steering to get to Bermuda.

"At least we didn't take off when the North American Rally to the Caribbean (NARC) from Newport did," he continues, "which seemed to me to be into the face of some very bad weather. I don't know if they were trying to keep to a schedule or what, but the results were tragic. As was reported in *Latitude*, Jan Anderson of the Sausalito-based Island Packet 380 *Triple Stars*, a vet of the '07 Ha-Ha, was swept overboard in 30-ft seas and never seen again. That really hit home, as Debbie and I realized that it could have been either of us. Another boat in the relatively small fleet was abandoned and several others straggled into Bermuda pretty badly beaten up. I saw the NARC organizer in Bermuda waiting for the boats to arrive, and his stress level was understandably way up there.

"We were also surprised at how some of the NARC boats prepared — or didn't prepare — for sea." Jim continued. "Some had kayaks lashed to the lifelines and hard-bottom dinghies on davits. I'm not sure that's the best way to prepare for an off-shore voyage."

Rather than having a hard-bottom dinghy, which works so well in port, the Gregorys have a roll-up dinghy. "It takes us about 15 minutes to get her ready to launch



or put away," says Jim, "so it's not too bad. When faced with a 10- to 15-mile passage into the trades, such as from St. Martin to St. Barth, we remove the engine and tow the dinghy."

Morpheus' forced stop in Bermuda was a good one, as it allowed the couple to get a stronger replacement autopilot ram and a stronger autopilot bracket. Jim's only concern is that those two items may no longer be the weakest links in the steering system, but rather the rudder, rudder post or something else. "As such, we have a new rule. When the wind hits 25 knots, we hand-steer to be sure we're not putting too much stress on any part of the steering system."

The second leg of the Newport-to-Caribbean trip was the 970-mile leg from Bermuda to the Virgin Islands. "It wasn't that comfortable, as we had 20 knots of wind on the beam, but it was a piece of cake." Although not quite the piece of cake a friend sailing nearby on



LATITUDE/RICHARD

IN LATITUDES



ALL PHOTOS BY LATITUDE/RICHARD



Quantity or quality? St. Barth may not have the biggest Carnival in the Caribbean, but it gets our vote for being the safest and most fun.

a Gunboat 62 catamaran reported enjoying. "He said they were sailing easily in the low 20s, and only rolling a little."

Upon arrival in the Eastern Caribbean for the winter season, the Gregorys started with two months in the Virgin Islands. "It was perhaps a little too long, but there are lovely anchorages." One of their big thrills was seeing all the huge yachts showing up at the new Costa Smeralda YC and at anchor in Gorda Sound for the holiday wedding of Richard 'Virgin' Branson's daughter. Another was the kite-surfing conditions at Gorda Sound, as Jim has become a fanatic.

The couple's plan is to cruise the Eastern Caribbean while "following the regattas around and putting my thumb out," says Jim. He's doing well, for as we write this he's joined East Coast friends aboard a Swan 56 for the 200-boat Hei-

neken Regatta in St. Martin, and we've hooked him up with a crew position for the St. Barth Bucket aboard Swan 100 *Varsovie*, run by Capt Patrick Adams of Mill Valley. With a resume and friendships made from just those two regattas, we expect that there is no end to the racing opportunities Jim will have in the Caribbean.

The Gregorys plan to sail back up to the Northeast next year, where Debbie will let Jim break one of her two rules again by letting him enter *Morpheus* in the classic biennial 650-mile Newport to Bermuda Race. "It's going to be a two-week project getting all our cruising stuff off," laughs Jim, "and putting the racing stuff back aboard. Right now we're a two-sail boat with no chutes."

They also want to do more cruising in New England, and especially Maine. "It's gorgeous up there," says Jim, "and it's a flashback to my childhood with

my family. And I've still got many friends in that part of the country."

Next winter they'll return to the Caribbean to cruise and race on other people's boats. "And Carnival in St. Barth was so much fun," says Debbie. After next winter it will be decision time. "We've always wanted to sail to the Med, so we'll have to see how things shape up for that," says Jim.

How does Debbie like the cruising life? "It's wonderful," she says, "what's not to love? Although my mom was raised on a sailboat on the East Coast, I'm not a lifelong sailor. It wasn't until college when I started racing with Jim that I really got into sailing."

Debbie was unable to come up with a "most annoying" aspect of cruising, but she knew what alternative she enjoyed. "When I'm on land, the thing I get most excited about is long showers. Jim and I were in Newport for our 25th anniversary, so we spent a night in a hotel. Oh my God, we had what seemed like a huge bed, a television with countless channels, and a shower where you could stand under the hot water for as long as you wanted. It was wonderful!"

"People always ask us what we do all day," Debbie continues. "We never have that problem. Jim says there is always something to fix, and we have lots of books on my iPad. When we sailed *Morpheus* home from New Zealand, we and the boys had so many books that the boat always heeled over to the bookshelf side. Now we have almost no books."

"We also navigate using the Navion-

Although the iPad screen can be hard to read in direct sunlight, Jim is down with it for navigation using the Navionics app.



Debbie dreams of long, long showers.



LATITUDE/RICHARD

CHANGES

ics app for the iPad," says Jim. "It's the greatest — although sometimes it's hard to read the screen in bright daylight." Jim then showed us the iPad track that *Morpheus* made into Baie St. Jean in St. Barth, and our jaw dropped. No sailboats, let alone ones drawing nine



'Morpheus' hit bottom to the west of the Eden Rock Hotel.

feet, go inside the northwest reef near the Eden Rock Hotel. "We went in a little too far and hit bottom," Jim admits. "Normally I want five feet or more beneath my keel."

Jim and Debbie also thought the French/Dutch island of St. Martin was fantastic. "The Budget Marine chandlery was

like walking into a toy store," says Jim. "In addition to stocking everything you can imagine, and having a very knowledgeable staff, they have one guy who knows every part number off the top of his head."

— *latitude* 02/18/12

Wendaway — Norseman 447 Mark Schneider Cruiser Revolt, Then Peace At The Nayarit Riviera Marina (La Cruz, Mexico)

The normally staid VHF cruisers' net for Banderas Bay came alive at 8:30 a.m. on Feb. 21 when it was announced that Marina Riviera Nayarit at La Cruz de Huanacastle would start to charge a fee of \$5/day for the use of their dinghy dock by the crews of the many anchored out boats. Bloggers started to type furiously while the VHF crackled with anger.

At Marina Riviera Nayarit the official dinghy dock is now by the main office area — farther from town, but more secure.

A cruiser aboard *Ocean Echo*, who gave his name as "JJ", reported that he'd tried to kayak in to visit friends on *Bravo* in the marina, and the security folks told him that he'd have to pay the \$5 fee. "This policy is going to make a lot of people angry," he predicted.

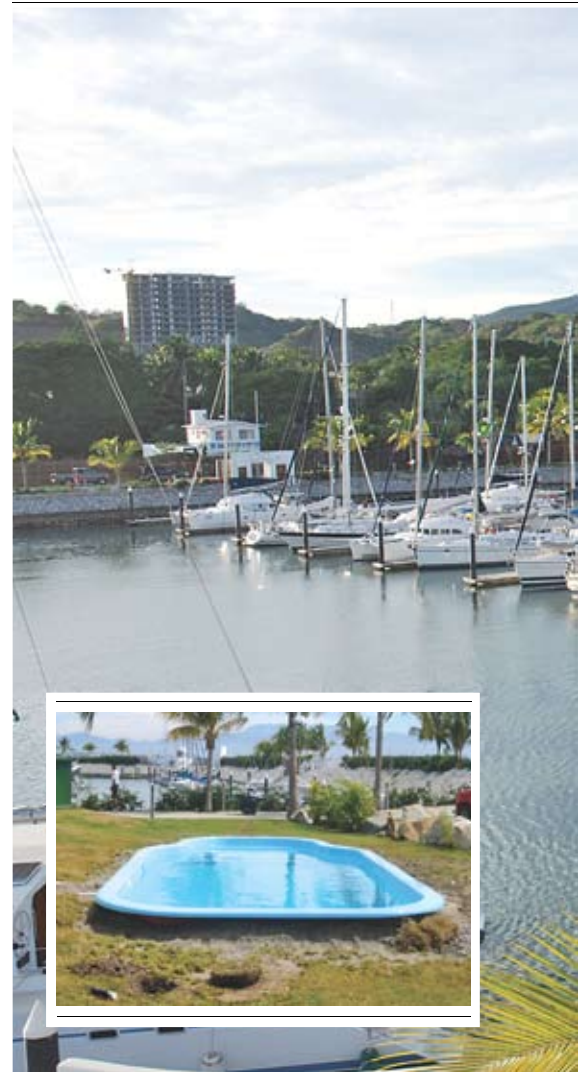
The situation was reminiscent of that four years ago when *Latitude* reported that extremely high dinghy dock fees had become "a substantial source of friction" between the then new Marina Riviera Nayarit and the anchored-out cruisers. The uproar settled down only when the fee was recinded, and the dinghy dock has remained free since then. So it was something of a surprise that the marina seemed to be heading 'back to the future'.

Later in the day, a group of 20 cruisers and local business representatives met with Pedro Fernandez, founder of the marina, and Rafael Alcantara, the dockmaster. Cruisers came armed with examples of fees at other Mexican marinas along the Pacific Coast, most notably at Marina de La Paz. That popular marina charges \$1.50/day for dinghy docking, and this includes free water and garbage disposal.

Emotions ran high, but rather quickly cooled when the marina explained its side of the story. Fernandez explained that some of the anchor-outs were leaving garbage and used oil on the marina's docks, and that some marina property had been stolen. The odiferous issue of sewage being dumped by cruisers at anchor came to the surface once again. The owners of the marina explained that what they felt had been their generosity in the free use of the dinghy dock was not being reciprocated. They said they felt that they deserved not just some financial return for the facility, but also respect for the marina environment.

It was a message that resonated with the cruisers. Geoff Anderson, who had organized the meeting, later reported that nearly everybody attending agreed that a modest fee was warranted. A number of other issues were discussed. What about people who were coming in to the marina to buy supplies at the marina's *tienda*? And was it fair to charge cruisers who were using the dock only to check in with the port captain?

Local businesses fretted



about the potentially negative impact high fees would have on their businesses, since it was clear that it would discourage anchor-outs from making trips to town. Several new businesses catering to cruisers have opened in the last few years.

The tone the next morning was radically different, as Geoff announced a resolution on the cruisers' net. The \$5 fee had been reduced to a more palatable 20 pesos (approximately \$1.60 US) a day, or 400 pesos or (\$31 US) a month, with boats with kids getting a 25% discount. Shopping trips to the marina store will be free. Cruisers also got the welcome news that the dinghy dock will be moved to a more central location in the marina, and that there will be better security at the dinghy dock.

As Geoff reported the outline of the agreement, things started to get interesting. Philo Hayward, of the popular cruiser hangout Philo's Bar, came on the net and announced that he would



IN LATITUDES



BOTH PHOTOS LATITUDE/RICHARD

Spread; Looking down at one part of the Marina Riviera Nayarit. Those who don't want to pay the new marina dinghy fees can safely and easily land their dinghies next to the pangas to the east of the marina. Inset; The new pool, prior to fencing and landscaping.

pick up the dinghy fee for patrons of his business. Mike Danielson at PV Sails said he'd do the same.

There are still a handful of issues to be sorted out, and as Rafael noted, the deal will be tried for one month to see how it works. He'll be looking for respect and a cleaner environment from anchor-outs. As Geoff pointed out when he finished up reporting on the meeting, "everyone left with smiles on their faces."

— mark 02/28/12

Readers — We're encouraged that the marina and anchor-outs seem to realize that it's in everyone's best interest that they have a good relationship. In our opinion, the marina has been generous toward anchor-outs with regard to the use of its facilities and various free programs. And it's true that a few bad apples in the anchorage have abused the situation.

Nice. Real nice.

About four years ago, the marina tried to institute a \$10 dinghy fee for each time a dinghy docked in the marina. This was absurdly high, so they wisely did a 180. But given what they offer anchor-outs — convenience, nice toilets, security — we think \$1.60 a day or \$31 a month is a bargain. Those who don't want to pay the fee have the easy option of beaching their dinghies with the pangas in the lee just outside the marina.

We were later dismayed when one cruiser derogatorily referred to the much-wanted new pool the marina installed as a "sitz bath". To put things in perspective, the marina really wanted to hold off on a pool until the hotel gets built on

the point. But they put in a small pool anyway. How small? They're not going to hold the Olympics in it, that's for sure. On the other hand, it's bigger than most of the pools at the \$20,000/week villas in St. Barth. What we always wanted in a pool at the marina was something we could jump into after a salty, sweaty day of sailing and rinse off, or to just sit in all day on the hotter and more humid days of summer. As such, the small pool will suit our essential needs — especially if we can have the unbelievable Wednesday and Friday Happy Hour deals on beer and seafood tostadas delivered to us. For those who need better pool facilities, Paradise Marina — which has at least three big pools — is only a few miles away.



Small pool? Big fun. No problem.

Soggy Paws — CSY 44 Dave and Sherry McCampbell Cyril Hits Neiafu, Tonga (Marathon, Florida)

Superbowl Sunday — which was actually Monday, February 6 in this part of the world — started as a blustery, rainy day at Neiafu Harbor, Vava'u, Tonga. During the game, which we watched on Aquarium Cafe's big screen TV, we saw strong gusts from the northwest rocket across the harbor and set boats bouncing. The forecast from all sources — Tonga, Fiji, and the U.S.-generated GFS (via GRIB files) — was for more of the same with winds to 30 knots during the night and then less than 20 knots and clearing by morning. We had been

Neiafu, Tonga, with a Jeanneau 49 and a small Sunsail cat on mooring buoys, looking as it should. And how it does most of the time.



CHANGES

experiencing these same squally conditions for more than a week, as the South Pacific Convergence Zone (SPCZ) was streaming over us all the way from the Solomon Islands.

After the game we headed to our boats on moorings about five miles

south of Neiafu Harbor. After a decent night of sleep, we were awakened at 6 a.m. by a nasty squall. Having no internet, we took a quick look at the latest Spot forecast, which was taken from a GRIB file. It indicated nothing significant in our area. But by then it was gust-

Pressure drop. Yikes!

ing to about 45 knots from the NNE, so we knew something was up.

Just then, a local expat came up on the VHF with a special weather bulletin from the Tonga Weather Service indicating that cyclone *Cyril* was close by. They reported that it was headed southeast, and would pass just about over us in the next couple of hours! *Cyril* had spun up overnight between Fiji and Tonga, and hadn't been foreseen by anyone.

We tracked *Cyril's* progress by watching the barometer and watching the wind back from NNE to SW. We were reasonably well prepared on our "cyclone mooring", with everything battened down except for our dinghy and outboard, which were still in the davits.

During the next two hours, the wind reached 67 knots, a Category 3 cyclone in the South Pacific. [Editor's note: The names and categories of storms vary 'Shango', Roger Block and Amy Jordan's Boston-based Pacific Seacraft 40, rides out surprise guest 'Cyril' in Tonga.

widely in different parts of the world.] We had seas to five feet, and wind from the west, the longest possible fetch. Fortunately, *Cyril* passed quickly, and by 10 a.m. the wind was back down to 20 knots.

During the height of the storm our mooring dragged, and before we could get free, we ended up on the bow of another boat. Both of our vessels sustained considerable damage, but no one was hurt, and we are working on repairing both boats at minimal expense.

In Neiafu Harbor, where about 20 sailboats were moored, approximately three of them dragged and ended up on the shoreline. One trimaran lost the front of an ama, and a monohull sustained hull damage but was not holed. Most of the docks along the eastern shore were damaged and rendered unusable. Electricity and internet service were out in some parts of the island group for a week. We understand there was also considerable damage in Tongatapu, the southern island group and capital of Tonga.

The speed with which *Cyril* developed — less than 12 hours — the middle-of-the-night timing, and the existing squally conditions combined to make it a difficult situation. Even the 'old hands' in Neiafu were surprised by this one. We sure didn't get the many days' notice of an approaching hurricane that we were used to in the Caribbean.

— dave and sherry 2/15/12

Sockdalager — Dana 24 Jim Heumann and Karen Sullivan Our Mexico Wrap-Up (Port Townsend, WA)

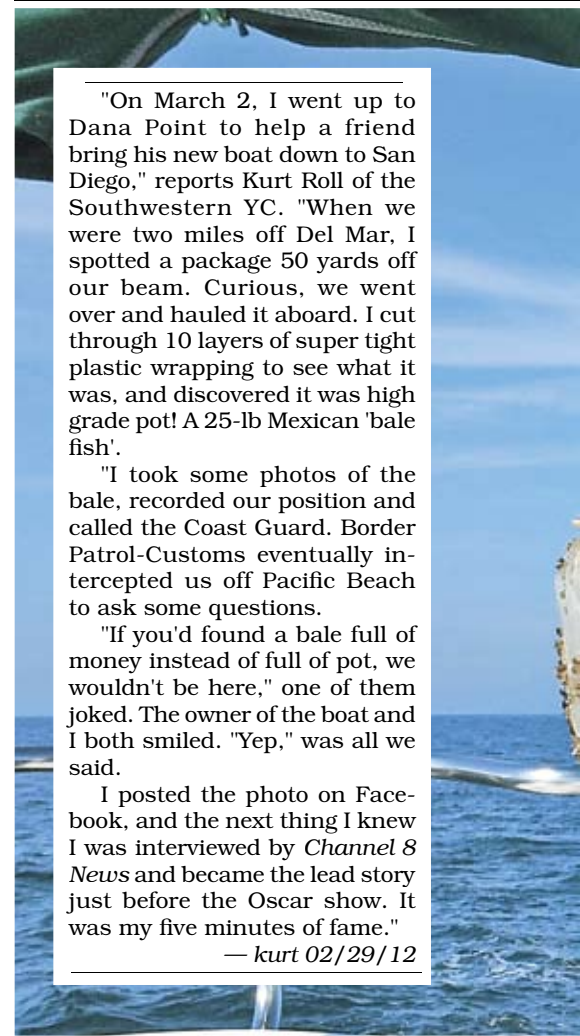
Here's our *Harper's Index*-style review of the 3+ months we spent cruising Baja and the Sea of Cortez.

Date of Arrival: Thanksgiving Day.

Place we checked in: Ensenada, because everything's in one building.

Checked out at: San Jose del Cabo, where the agent has a good reputation.

Percentage of stay in Baja/Southern Sea of Cortez: 100. For crossing to the Marquesas, Cabo San Lucas is considered the best jump-off spot because of reliable northerly winds and its being the short-



"On March 2, I went up to Dana Point to help a friend bring his new boat down to San Diego," reports Kurt Roll of the Southwestern YC. "When we were two miles off Del Mar, I spotted a package 50 yards off our beam. Curious, we went over and hauled it aboard. I cut through 10 layers of super tight plastic wrapping to see what it was, and discovered it was high grade pot! A 25-lb Mexican 'bale fish'.

"I took some photos of the bale, recorded our position and called the Coast Guard. Border Patrol-Customs eventually intercepted us off Pacific Beach to ask some questions.

"If you'd found a bale full of money instead of full of pot, we wouldn't be here," one of them joked. The owner of the boat and I both smiled. "Yep," was all we said.

I posted the photo on Facebook, and the next thing I knew I was interviewed by *Channel 8 News* and became the lead story just before the Oscar show. It was my five minutes of fame."

— kurt 02/29/12

est distance to the tradewinds. And we wanted to see the Sea of Cortez.

Favorite city: La Paz.

Favorite anchorage: The many good ones on Espiritu Santo, Isla Partida and Isla San Francisco. We loved El Mezteño.

Number of disturbances: Hundreds. Birds calling and diving, manta rays jumping, sea lions snorting, dolphins larking and whales whooshing.

Cost: A modest annual Park Pass fee of about \$25 per person, good for one year.

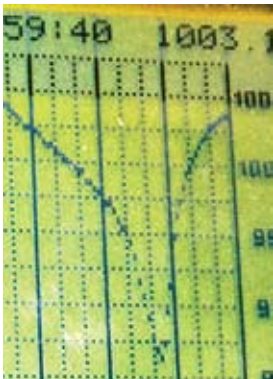
What you get for your fee: Peace, quiet, and abundant wildlife. Funds go to habitat and species restoration.

Least favorite anchorage: Cabo, although we enjoyed the bustling city.

Number of disturbances: Hundreds. Passengers from two cruise ships per day racing dozens of Jet Skis among the anchored boats. Also dozens more speeding pangas, parasail boats, tour boats and water taxis.

Cost: \$18 per day just to drop your

SHERRY MCCAMPBELL



SEA FLYER



IN LATITUDES



PHOTO COURTESY KURT ROLL

hook, demanded by a grumpy API employee.

What you get for your money: An accident waiting to happen.

Closest comparison to being at anchor in Espiritu Santo: Canyonlands National Park meets the world's largest aquarium.

Closest comparison to being at anchor in Cabo: Animal House meets Ground Hog Day.

Number of Mexicans who did not sincerely appreciate our attempts to speak Spanish: 0.

Number of laughs we shared with Mexicans as we massacred their language: Hundreds

Number of days of calm encountered enroute from San Diego to Cabo: 3

Number of days of southerly winds encountered enroute from San Diego to Cabo: 1

Number of days of poor visibility or rain: 1

Number of times the temperature went above 72 during the day: Almost every

day.

Number of times the temperature dropped below 40 at night: 0

Prevailing wind direction during a Sea of Cortez Norther: N to NE

Usual wind speed during a big Sea of Cortez Norther: 25 to 40 knots.

Number of big Northers we experienced: 3

Amount of warning we had for each Norther: Several days

Number of times we couldn't find a reasonable anchorage to ride out a Norther: 0

Average number of days the Northers blew: 2 to 6

Where we got weather forecasts: Ham and SSB nets; downloads via internet or Winlink; also daily cruiser nets in the larger communities.

Best weather forecast: Don Anderson on Summer Passage.

Availability of food:

Supermarkets in Cabo and La Paz offer a big selection, including many American brands. Local and farmer's markets have gorgeous vegetables.

Expectations and Surprises:

1) "Mexico is dangerous, don't go!", as urged by many land-based friends.

Number of times we felt unsafe: 0.

Number of rude Mexicans we met: 0.

Number of friendly and helpful Mexicans we met: Can't count that high.

2) "You'll get blown out of the Sea of Cortez in the winter!" as expressed by several cruisers who wintered on the mainland coast of Mexico.

Number of days we had to stay on the boat because it was too windy to go ashore: 9.

Number of times we had to turn back from an intended destination due to wind/seas: 1.

Number of nights we were uncomfortable at anchor: 2.

3) "You need a full year to even begin to see Mexico!" — a common comment from cruising friends.

Number of times we agreed with that statement: Hundreds.

Number of cruisers we met who said they didn't like Mexico. 0.

We're now going to be the smallest boat in the Puddle Jump.

— karen 03/01/12

Jim and Karen. The only thing they didn't like about their cruising in Mexico was that they didn't have anywhere near enough time.



Jet Skis, the official annoyance of Cabo San Lucas.



SOCKDALAGER

CHANGES

Readers — *Biggest mystery to us: Even if you eventually need to sail a few more hours or days to get to the tradewinds for the crossing to the Marquesas, why not enjoy both the Sea of Cortez and the warm waters of Norther-free mainland Mexico? Second biggest mystery to us: Spending an average of 10% of one's time in Mexico stuck on one's boat because a Norther in the Sea makes it too windy to get off your boat. Puerto Vallarta to Zihua, anyone?*

Brigid — Islander 36 Corky and Anna Stewart Not So Cat-ivated In the Carib (Castro Valley)

Among the first Northern California sailors to pay a visit to *Latitude's* winter office aboard the Leopard 45 cat 'ti Profligate' in St. Barth were Corky and Anna Stewart of Castro Valley. Not only enjoying their first taste of the Caribbean, they were also in the process of searching for their 'check out of California' boat.

A sailor all his life, Corky introduced Anna to the sport six years ago. While sailing in The Slot during a breezy summer afternoon aboard the couple's MacGregor 26, Corky asked his wife if she was scared. She said "No", to which he replied, "You should be." When asked what would be a safe boat for such conditions, he told her something bigger. "Then let's get one," Anna replied. It was like music to his ears.

After shopping around, the Island YC members purchased a used Islander 36 from Don Wilson at Passage Yachts. "Don was the original Islander dealer on the Bay, and a gentleman-and-a-half," the couple say. "We love our *Brigid*, but we don't think she's quite enough boat for our long-term cruising."

Nonetheless, Corky, who just retired from selling lab equipment, and Anna, who just sold her veterinary practice of

A windswept Anna and Corky found themselves with a whole charter cat to themselves. But they didn't mind because it was an education.

18 years, think now is their time to leave California behind and go cruising. One big reason is that their two kids, both in their early 20s, don't have children yet. "I'm going to want to be around for the grandchildren a few more years down the road," says Anna.

Thinking a catamaran might be the way to go cruising, the couple chartered a Catana 43 in St. Martin to get a feel for two hulls. They booked the cat before friends could make the final commitment to join them, so they ended up having the 43 all to themselves. Corky and Anna are glad they chartered a cat before buying one, because it made them decide that they'd rather stick with a monohull.

The charter didn't start off that well, because Anna noticed that one engine impeller needed replacing and none of the gauges on the fuel or blackwater tanks worked, nor did a bunch of switches or the watermaker. (A watermaker on a bareboat?) If that weren't disappointing enough, *Geneva*, the 43 they got, wasn't in the best condition. "Our five-year old Catana looks as though she's been through the war and back," said Corky. "While your 11-year-old 'ti Profligate appears to be in excellent condition," Anna said. (*That's going to put big smiles on the faces of the service folks at our BVI Yacht Charters base.*) Finally, because a Frenchman who spoke as little English as they speak French gave them the briefing, the couple didn't start the charter as confidently as they might have.

Of course, these are comparatively small issues when deciding between one hull or two. The Stewarts did say they were pleased with the way the Catana sailed upwind — even though the charter company rigged the boat so the daggerboards could only go halfway down. But they complained that the boat sounded "tinny", and they were disturbed by the way the daggerboards banged around, even while at anchor. Nor did Anna care for the four-cabin, four-head charter configuration, which she thought made the hulls seem "really skinny". The bottom line is that "we weren't as fond of the cat as we thought we would be."

In addition, the week alone on the cat gave the couple time to do a 'bang for the buck' boat-buying evaluation. "In the end," Anna said, "we realized



that we could buy a great, nearly new 40-foot monohull for half the price of an older catamaran." Indeed, before the charter was over the couple had gone into contract on a Sabre 402 in the Northeast. They hoped to close the deal shortly after the catamaran charter.

After looking at a lot of boats such as Tartans, Sabres, Island Packets and the like, both online and at the docks, they decided to go with a late-model Sabre. "Rather than get a 20-year-old boat, we decided to go with a well-equipped late-model boat, as we figured in the long run it wouldn't cost us any more money," says Corky.

"Our current plan is to close the deal on the Sabre, sell our house — houses are actually selling in the bedroom community of Castro Valley — then move onto the boat in Rhode Island," says Anna.

"After minor improvements, such as adding a watermaker and a SSB, we'll cruise the Northeast and head down to



LATITUDE/RICHARD

IN LATITUDES



LATITUDE/RICHARD

Spread; Corky and Anna Stewart. Inset; The much-travelled Catana 43 'New Focus', ex-'Thanks Larry'.

Annapolis to the boat show, then down the IntraCoastal Waterway to see that part of the country," adds Corky. "Then we'll do the Bahamas, the Florida Keys, and the Eastern Caribbean."

Indeed, the one regret the Stewarts have in probably buying a boat in the Northeast is that they won't be able to do the Ha-Ha. At least right away. "Who knows," says Corky, "maybe we'll end up sailing through the Canal, doing the Bash, then doing a Ha-Ha."

In defense of Catana catamarans, they enjoy a good reputation. Dean Daniels and a partner bought the Catana 43 *Thanks Larry!* in France and sailed her across the Atlantic, to the South Pacific, and then to Hawaii. Subsequently she was sold to Paul Beery and rechristened *New Focus*. The Emeryville-based cat has done an additional 25,000 miles under Beery's ownership, including several Ha-

Ha's and a trip to the South Pacific.

Similarly, Greg and Debbie Dorland of Lake Tahoe have owned their Catana 52 *Escapade* for several years now, and after two Ha-Ha's, a trip from Mexico to Hawaii to California and going through the Canal to the Eastern Caribbean, and from the Eastern Caribbean to the Northeast and back down in heavy weather, absolutely love their boat. In addition, they've chartered cats from Dream Yachts up and down the Caribbean and in the Seychelles, and have always been very pleased.

We mention the above not to call into question anyone's opinions or evaluations, but rather to point out that views of boats are very subjective and chartering experiences vary. Personally, we can't wait until the Stewarts check-in with us in St. Barth again next winter, hopefully in time for another Carnival.

— latitude 02/26/12

Cruise Notes:

Floridian Donn Pinkney, 43, was apparently lost overboard from his Catalina 27 *Finesse* sometime after leaving Manzanillo on February 20 for what is believed to have been a 180-mile nonstop passage to Zihuan-tanejo. *Finesse* washed ashore 60 miles south of Manzanillo at La



CHRYLIS II

Donn Pinkney

Ticia on February 29, and was quickly stripped. There was no sign of Pinkney. One experienced cruising couple who passed Pinkney as he left Manzanillo reported that they were surprised to see his boat under full sail, as they said the wind was strengthening and conditions were deteriorating. But Roy and Marlene Verdery of the Sausalito-based Manta 40 cat *Damiana*, who were anchored in nearby Santiago Bay before and after February 20, firmly dispute this opinion. "We still have GRIB files with GFS and COAMPS data, *Solemate's* forecasts for Corrientes to Manzanillo, and wide area NOGAPS reports from those days," write the Verdreys. "At no time during those days was the wind predicted to be significantly over 10 knots between Manzanillo and south of Cabeza Negra, where *Finesse* was found. We can remember no problems with the weather which would have prevented a prudent sailor from taking off on a singlehanded voyage to Zihua at that time."

Anthony Karakas, Pinkney's boat partner, said that Pinkney always wore a harness when alone at night, but he was apparently not wearing one when he left Manzanillo on the morning of the 20th. Our condolences to Pinkney's family and many friends.

"I'm about to sail for Raj Ampat, In-

We'd never heard of Raj Ampat, Indonesia, but it looks like a place worth visiting. Especially if you're into diving in clear, warm water.



PHOTO INDO

CHANGES

donesia, aboard the fancy Napa Valley-based 73-ft ketch **Lady K.** that friends manage," reports David Addleman of the Monterey-based Santa Cruz 50 **X.** Raj Ampat is another famous dive site about 700 miles south of Palau, where I am now and where things have been great. After the week's trip, I fly back to California to see my daughter, and take care of taxes and other crap. But I should return to Palau about April 1. At that time I hope to sail X to the Philippines."

"We sailed south from Ensenada on December 21, and have been enjoying the beautiful town of Zihuatanejo and it's surrounding beaches for the last month," report Jan and Ramona Miller of the Santa Cruz-based Odyssey 30 **Jatimo.** "But this is as far south as we plan on sailing this year, so we'll be stopping at most of the popular anchorages — Manzanillo, Barra de Navidad, Tenacatita, Melaque, Puerto Vallarta, Chacala, Isla Isabella — on the way north to Mazatlan."

The Millers have done so many cruises on their modest boat — she was built on



JATIMO

We love folks like Jan and Ramona Miller, who prove just how much cruising you can do with a modest 30-ft boat. Bravo!

the Peninsula — that we can't remember them all. But one of the most recent was a four-year cruise across the Pacific to Australia. A *Latitude* salute to them!

"Being a totally irresponsible, unattached vagabond has a few advantages,"

advises Jack van Ommen of the Gig Harbor-based Najad 29 **Fleetwood,** which he's sailed most of the way around the world, often following the path much less travelled. "I had planned to spend the winter on the south coast of Turkey," he writes, "but the mooring costs there had risen above my budget. Fortunately, I found exceptionally good and inexpensive winter storage on the Greek island of Chios. After a couple of weeks of maintenance when I return to my boat, I plan to head south in early May, then head west through Greece and up the Adriatic to Croatia. After Sicily, Sardinia, Corsica and the French Riviera, I'll have to make a big decision. Do I head out the Med via Spain and Morocco to the Canary Islands for a winter crossing to the southern Caribbean? Or go back up to Holland? Given my age — my twin brother celebrates his 75th birthday next week — if I do head out the Strait of Gibraltar, there realistically won't be another opportunity for me to come back across the Atlantic again with *Fleetwood.* I had such a good visit to Holland with

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my boat/home in '09/'10 that I'd really like to do it again. I'd also like to sail the English coast and possibly the Baltic coast, too."

Readers may remember the *Latitude* interview with van Ommen, the one in which he reported being able to fund his cruise entirely on his \$1,700/month Social Security check — while still putting \$1,000 a month of it in the bank!

"We're still in Pt. Richmond checking on the dog, our house, and the Sugar Dock — in that order," writes Grace Bodle of the 103-ft schooner **Eros** that she and her husband own. "Eros is in Trinidad at the moment, and we'll be flying back soon to start north for a charter in the British Virgins. I'm hoping we have time to stop at St. Barth as we island-hop north. By the way, can you check if our South African crew absolutely needs a visa in advance to visit St. Barth, as our crew's old visa expired and there's not enough time to get him a new one."

We visited the Port Captain and Immigration for Grace. Alas, South African citizens do need to get a visa in ad-

vance to get into France. Did we mention that Bill, who is in his late 70s, and Grace, who is in her early 70s, do charters on the massive 103-ft schooner with the help of just two crew?

If you send *Latitude* a *Changes*, it helps if you remember to answer the four 'W's' of journalism — Who, What, Where and Why. If not, we end up with reports like the following:

"It is with sadness that I have to report that **Princess** is no more. On February 17, the eve of my birthday, I finally had no choice but to issue a Mayday. For two days I had been fighting to keep her afloat about 50 miles off the coast of Ensenada after pounding seas had



We still don't know how Bill and Grace — on bow — do it. After all, a 103-ft schooner is a big boat. And Grace does all the cooking, too.

opened up her seams and she started taking on water. The electric bilge pump kept up with the inflow until it stopped for some reason. I worked the manual pump until it started sucking air, and then bailed with a bucket until I could no longer keep up. Standing in ankle-deep water, I started to become delusional. When the Navy answered my Mayday, they both pumped my boat out and took me back to their battleship for medical treatment. I shouted that I was not

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abandoning my boat! I was taken to the ship's ICU and put on a drip feed plus antibiotics as they motored back to San Diego. The Mexican Navy had showed up before I left the scene and told me they'd take my boat to their dock in Ensenada. But when I got off the battleship, the captain told me, "Your boat sank before the Mexican Navy could get her to the dock." I really wanted to turn around and go back out to where *Princess* had met her misfortune, but didn't. Instead, I walked the plank to an awaiting ambulance that took me to the Navy Hospital in Balboa. I spent four days there before being transferred to the VA hospital in La Jolla for an eight-day stay. Once my system was stabilized, I was sent to a Vet's living quarters to recuperate, which is where I am now."

The report was simply signed "Don". We're sorry about your boat, Don, and wish you the best.

San Diego's Kurt Roll — who has crewed extensively in the South Pacific for Dietmar and Suzanne Petutschnig on their Las Vegas-based Lagoon 440 **Carinthia** since shortly after the '08 Ha-Ha — reports that the couple's cruising plan



LATTITUDE/RICHARD

Suzanne and Dietmar Petutschnig, a very dynamic couple, gave up a lot to seek adventure on the ocean. This photo was taken in '09.

for the year is "to sail from New Zealand to Sydney, then up the Great Barrier Reef in time for the start of the Sail Indonesia Rally." Dietmar, who was a novice sailor when he entered the Ha-Ha, has come a long way, and last month was taking the test to get his captain's license. If there

is a better way to learn than by doing, we don't know what it is.

"In the five years my brother Bruce and I cruised Mexico — other than the first year when we did the Ha-Ha and arrived by boat — we always drove across the border into Mexico and picked up a 180-day visa with no problem at K21 south of Nogales," writes Steve Albert of the Grants Pass, OR-based Beneteau 390 **Far Fetched**. "Our boat was always kept in storage at Marina Seca, San Carlos — which I highly recommend. We didn't get a visa at K21 this season because Bruce took *Far Fetched* on the Puddle Jump last year and is currently in New Zealand. Health reasons kept me closer to home, but I had loads of fun playing 'weather router' for a number of boats going across."

We wrote to cruising friends Jim and Kent Milski of the Colorado-based Schionning 49 **Sea Level** about perhaps joining them in Southeast Asia this winter as crew for the Raja Muda, King's Cup or Langkawi regattas. But it looks as though emotional attachments will keep that from happening. "The Wanderer

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and Doña are welcome to join us," they replied, "but we don't think we'll be in the area next winter. Malaysia and Thailand are great cruising areas, and it would be easy to spend years in this part of the world. Unfortunately, we miss our family and friends, so we expect to be moving on in the next few months. But we're still trying to decide which way to go."

"What have we been up to recently?" Bruce and Alene Balan of the Southern California-based Cross 46 trimaran **Migration** ask rhetorically. "The year after we arrived in New Zealand, we returned to Fiji. Last summer we did a circumnavigation of New Zealand's North Island, and cruised the north end of the South Island. And we just got back from sailing the South Island's Fiordlands on a friend's boat. It was so great we now want to do it with *Migration*. But first we're going to sail back to Fiji in May. So yes, we've been getting in the miles. Yet there are so many interesting places to go. We'll probably need to do a big refit on *Migration* next year, as she's 43 years old, and what's left of the old polyester-over-ply needs to be replaced. By the

way, we always get upset when *Latitude* publishes photos of food in Mexico. We miss Mexico for many reasons, but food is one of the big ones, because once you head west, there doesn't seem to be any good food."

Back in the day, glass-over-ply and other cruising trimarans were mocked by most monohull sailors. While they never became that popular, the well-built ones have proven themselves all over the world.

"Wow, have we found our piece of paradise here at the island of Roatan!" report Wayne and Elly Smith of the Vancouver-based Huntingford 47 **Zep- pelin**. "Honduras has four main islands — Guanaja, Roatan, Utila and Cayos Cochinos — which are collectively known as the Bay Islands. They are between 10 and 26 miles off the mainland. Roatan, about 30 miles by two miles, with high



While at Roatan, Elly took this cute photo of a lovely little girl with a skeptical 'What the heck is this?' expression on her face.

mountains in the middle, is the most popular of these for cruising, as it has dozens of sheltered bays and anchorages, as well as several marinas. It is one of the best areas in the world for diving, and lots of the locals speak English. A barrier reef protects the entire north shore as well as most of the east end and some of the south shore. The shoreline has lots of deep-water bights, and you can see an assortment of mangrove bushes,

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jagged iron shores — the lava rock at the shoreline is locally called 'iron' — white sandy beaches, huts built on stilts over the water's edge, and a few luxury resorts tossed in for color."

Last month we reported that **Italy** had come up with the brilliant idea of taxing all boats in Italy, even foreign-owned ones. We're a little shocked, but officials realized what a devastating blow this would be to their coastal tourist economy, so they scrapped the plan before it was to be implemented in May. Now only Italian yachts will be taxed. The loophole is that taxes won't apply to Italian yachts that are leased, so you can imagine how much money lawyers and accountants are going to make setting up boat leases.

After a 15-minute meeting with the Nevada Gaming Control Board, **Jimmy Buffett**, a singer-songwriter of many cruiser favorites, is one step closer to getting a gaming license that will allow him to share in the profits of the **Margaritaville Casino** at the Flamingo Hotel on the Vegas Strip. Buffett was questioned about two incidents in which he was



Sam Fleetwood of 'Blue Banana'. Cruising friends from as far away as New Zealand came to her memorial.

accused of having drugs. The singer told officials that the Jamaican military mistook his seaplane for a smuggler's plane in '96, and fired 115 shots at his seaplane, only two of which hit. French Customs officials detained him in '06, when they suspected Buffett of carrying

Ecstasy. It was actually heart palpitation medicine, and he was quickly released. It's remarkable what Buffett has been able to get away with over the years on charm and a smile — although he was kicked out of the Miami Heat stands for excessive swearing during an NBA game.

It's with great sadness we report the passing of **Sam Fleetwood** of Monterey after a long and courageous battle with breast cancer. She died in early March at age 60, just days after learning that she also had tumors in her brain. Sam and her husband Bill were in year 15 of their circumnavigation, and their Gulfstar 50 **Blue Banana** was in Spain when she passed. Sam successfully raced her Shields in Monterey until she met Bill through *Latitude* and became a cruiser. After a quick romance, she and Bill got married, bought *Blue Banana*, and the year after meeting took off to cruise the world. It's been nearly 15 years, but it seems like only yesterday that we had a beer with the wonderful couple at the Opequimar fuel dock just days before they set off across the Pacific.



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24 FEET & UNDER



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.



J/22, 1984. San Rafael. \$6,500. Good condition. Tiller/running rigging replaced 2010. Standing rigging 2008. Max tilt mast step. Spinnaker basket/pole. Adjustable motor mount. 3 jibs, 2 spin, 1 main. Anchor, rode. Main/tiller covers. New bottom. Contact (415) 497-6302 or iangray105@yahoo.com.

20-FT MELGES, 2009. Red Bluff, CA. \$33,000. Hull #131 sailed <12 times. North sails, CF mast/bowsprit, Torqeedo OB, Tacktick, every bag and cover made, galv. 2-box trlr, stored indoors. As good as... see website for specs and pictures. <http://audimelges20.com>. Call (530) 528-1173.



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

J/24, 1983. Brickyard Cove. \$8,500. Great winning racing boat! 2 spinnakers, main, jib, 3DL genoa (1 season). Faired keel. New Harken winches and jam cleats, 2 spin poles (1 graphite), graphite rudder, Yamaha 3hp motor, trailer - rewired. Jazz Cup 2009: 3rd in section. Jazz Cup 2006: 18th overall. <http://deborahlyons.com/blog/2012/03/06/j24-for-sale>. (707) 372-7491 or aeneah@gmail.com.

21-FT YNGLING, 1972. Dock in Novato. \$600/obo/as is. Women's Olympic Class-US 120. 2 suits of sails, spinnaker, Johnson outboard, trailer. Older couple retiring from sailing. Ask for Gloria. (415) 883-6400.

22-FT SANTANA, 1967. Brisbane Marina. \$1,400. This is very solid boat in need of a bath and its Nissan motor could use a tune up. Priced accordingly. Acquired a few years ago from meticulous local sailing school. A little compression under mast, sailing school used jack under mast, we haven't moved it. Out of town owner needing to sell before end of April. Contact bret.clement@gmail.com or (303) 462-3057.

25 TO 28 FEET



27-FT ERICSON, 1975. Redwood City. \$9,500/obo. Diesel. New since 2009: rigging, sails, furling jib, depth finder, boom, upholstery, and TLC. Last haul out 2010, bottom stripped, painted/2 coats. Topsides/new shearstripe and bootstripe. *Foxfire* is a beauty. (650) 365-7834 or (650) 207-3004.

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8-FT WOOD PRAM, 2010. Cupertino. \$2,750. Gorgeous rowing pram, 7' 9" by 4' 1". Professionally built 2010 of okoume ply, mahogany, and Doug fir. 65 pounds. Custom spoon-blade oars included. Easily car-topped. Perfect condition - used only a few times. (408) 446-5297 or mabennett44@gmail.com.

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25-FT BAYFIELD, 1982. San Diego. \$8,900. High quality, Canadian built, traditional pocket cruiser. Sloop rig, clipper bow with bowsprit, full keel with protected rudder, Yanmar diesel engine, spacious salon with standing headroom, and enclosed head. Excellent condition. <http://bayfield25.wordpress.com>. Contact lcrockett@ventureadvisors.org or (314) 775-8622.



27-FT NEWPORT, 1976. Stockton SC. \$7,500. Strong clean A4 motor, new sails, self tacking jib. Newer canvas, cushions, group 27 batteries, running rigging and thru hulls. Depth finder, VHF, tiller pilot, whisker pole. PSS shaft system. Head with holding tank. (209) 608-1618.

MACGREGOR 26X, 2000. Redwood City, CA. \$17,500. Trailer w/spare, 50hp Evinrude 4-stroke, 2 gas tanks, low hours, top condition, main, jib, UPS reacher on roller, bimini, depth, stove, icebox, Santi-Potti. Great lake/Delta/Bay boat. Many extras contact for list. Contact (650) 703-6514 or sv_murmur@hotmail.com.

27-FT PACIFIC SEACRAFT ORION. 1984. Orcas Island, Washington. \$45,000/obo. Classic, strong, long distance cruiser. See Mate's *Worlds 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. Email me for additional pictures. (650) 324-9653 or rick.wolff@me.com.

28-FT PEARSON, 1977. Pt. Richmond, CA. \$6,500. New roller furling, sails in excellent condition, Atomic 4 gas engine, interior clean and dry, sleeps 4 comfortably. Price reduced. (510) 215-9924, (510) 685-0252 or cathyaobrien@msn.com.



25-FT DULLIA, 1987. Emeryville, CA. \$7,000/obo. Very nice 25-ft sloop. 9hp Mercury outboard 2003, service 2011. Harken furler, new 115% jib 2006, excellent condition. 2 mains (1x1999, good condition) 2 jibs, 1 genoa. Autohelm. <http://flic.kr/s/aHsjpZnEE>. (415) 835-7686 or oppey22000@yahoo.com.



J/27, 1986. Berkeley. \$18,500. Very nice 1986 J/27 for sale. New bottom, new shrouds, 90% new running rigging, new forward hatch, new sail cover, new fenders, new dock lines, new stereo, new battery charger, new teak toe rails, completely up to survey, strong outboard, serviceable sails, rigged for racing but is a happy day sailer, clean and ready to go without any work, over \$26,000 invested, paid up slip in Berkeley for a month. About the prettiest little J out there. (510) 295-5066.

27-FT CAL, 1976. Brickyard Cove Marina. \$6,995. New shaft, PSS dripless packing, cutlass bearing, engine alignment (KKMI-November 2011). Starter, bottom job, Groco strainer, valves/hoses, tiller. Hood main and jib in great condition. Motivated seller. Contact (510) 672-5595 or dannyh1977@gmail.com.



25-FT VANCOUVER, 1985. Brookings, Oregon. \$21,900 or make offer. Double-ender. Expand your horizon, launch and retrieve at your destination: San Juans, Baja, lakes. One man mast-raiser, diesel, furling, CQR anchor, solar panel, walk-in shower, macerater head, trailer, etc. (541) 469-9379 or sandsatons@nwtec.com.



29 TO 31 FEET

30-FT HUNTER, 1981. Private dock - Point Richmond. \$12,000/obo. As is, needs batteries. Bottom paint, and engine serviced. Strong Yanmar diesel, furler jib, wheel steering autopilot, electric head, bimini, three jibs, sails great! Will email photo and additional detailed information. Contact dpaia@comcast.net.

30-FT CATALINA, 1976. Richmond, CA. \$14,700/firm. Universal diesel 25 rebuilt 04/11, new keel bolts. Too much else to list. In dry dock NOW. (408) 219-4920 or steve@hulawyers.com.

30-FT PEARSON, 1973. East Bay. \$8,900. Fresh water berth. New bottom paint, anti-slip, zincs, 3-blade propeller, vented cabin heater, re-powered with twin diesel Volvo (100 hours), optional roller furling. Ready for Mexico, Caribbean or South Pacific. Contact (916) 217-6908 or chardonnaymoon@att.net.



30-FT CATALINA, 1981. Brisbane Marina, berth 6-16. \$16,500. *Reverie*, offered by original owners, has been cruised, raced and maintained. Standard rig and traditional lounge (drop down center table); reliable gasoline engine (Universal Atomic 4) with gas-water separation filter, fresh water coolant flush valve, compartment extinguisher. Upgraded instruments and alarms, DMI wind instrument set, single reef mainsail, with mainsheet traveler, 150 genoa, furling 110 jib, control lines led to cockpit winches; Tricolor mast-head nav light and illuminated Windex. Wheel steering, compasses, GPS, VHF, extinguishers and safety equipment. Hauled out in 2010: surveyed, bottom repainted, rigging replaced, exhaust mixer replaced (stainless steel) and more... More *Reverie* info? Contact Don Holmes and/or visit OPEN BOAT, Saturday 4/21/2012, 10AM to 4PM. Contact (650) 988-1290 or don.holmes@forumrsa.com.

30-FT TARTAN, 1972. Brickyard Cove Marina. \$18,500, asking. True plastic classic S&S design in very good condition. Bottom job 8/11, two coats Trinidad. Upgrades: dodger, North main and jib, Harken furler, sym and asym spin, SS stem fitting, BBQ, depth, wind meter. Fortress and Danforth anchors. Strong A4, electric fuel pump, ignition, SS muffler, new water pump, 55A alternator, VHF, stereo, great teak inside and out, cockpit cushions, memory foam toppers, sleeps 5. Complete photo/spec package available. Contact (510) 544-9611 or friedman33@comcast.net.

30-FT PEARSON 303, 1983. Sausalito. \$26,500. Great running Yanmar 13GMF. Very roomy, comfortable and safe, compare to Catalina 30. Two owners. Much new over past 5 years; standing/running rigging, mainsail, sail cover, mast paint, upholstery, radar/chart plotter, autopilot, VHF, stereo and speakers, batteries, guest charger, roller furling, Rocna anchor, lifelines, head, holding tank, cabin heat, fuel tank, exhaust elbow and more. Super clean and turnkey. Ready to explore the Bay, Delta and West Coast. More at <http://ryancheff.com/Pearson303>. Contact (510) 224-4413 or ryancheff@gmail.com.

30-FT CATALINA, 1983. Moss Landing. \$12,500. Universal diesel, roller furling jib, dodger, wheel steering, new interior cushions, VHF, GPS, depth sounder, all lines to cockpit and more. A great boat at a great price. Contact Greg. (559) 706-2721.



30-FT BRISTOL CHANNEL CUTTER. 1997. \$125,000/obo. 30-ft Lyle Hess Bristol Channel Cutter, *Tigress*, 1997, sistership to the Pardeys' famous *Taliesin*. Extraordinary craftsmanship. Mahogany on oak. Teak cabin and decks. Hull so fair many think it's fiberglass. Amazing teak and birdseye maple interior. 27hp Yanmar. Well equipped: roller-furling, storm trysail, spinnaker, sea anchor, radar, chartplotter, autopilot, windvane, refrigeration, VHF, 110V electrical, inverter, Force10 heater, Force10 stove/oven, windlass, 9-ft Fatty Knees dinghy with sailing kit, much more. Pristine like-new condition. More at www.tigress-bcc.com. (650) 868-0348.

30-FT HUNTER, 2001. Hidden Harbor. \$43,000. Beautiful boat. Professionally maintained and ready to go. Yanmar diesel. Roller furling. All lines led aft. Comfortable cabin. VHF. CD stereo. Propane galley. Fun to sail. Email for pictures, calvertvet@exwire.com. Call (530) 389-8387 or (530) 346-2266.

30-FT OLSON, 1980. Long Beach. \$15,000. Hull #79. Singlehanded Transpac and Pacific Cup vet. Double spreader rig with a full good quality Ullman sail inventory. Includes a tandem axle trailer. For a complete inventory please contact Jeff Landersat. jeff.landars@att.net or (714) 615-5195.

29-FT PEARSON TRITON, 1963. Sausalito. \$7,900. #393 is a great family boat for day sailing on the Bay and beer can races. Newish Doyle main and jib. Harken furler/traveler. (415) 823-0300.

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32 TO 35 FEET



30-FT LANCER SLOOP, 1980. Sausalito. \$14,500. Yanmar diesel, wheel steering, UPGRADES: Raymarine autopilot, Harken furler, three battery system new charger. Boat has been used for Bay and coastal cruising and has been professionally maintained. Contact (415) 847-2864 or terrybreezn@yahoo.com.



29-FT ERICSON, 1978. Sausalito. \$10,000/obo. Wheel steering autopilot, Raymarine electronics, 20hp Volvo diesel, Lewmar self-tailing winches, roller furler, VHF radio. Contact (707) 974-8175 or AJL1037@aol.com.



30-FT CUSTOM SCHUMACHER, 1981. Seattle, WA. \$30,000. Total professional restoration, and upgrades. 8 coats Awlgrip, and much more. Ready to race, weekend cruising, or day sailing. One of 5 built by Dennis Choate. Sister to *Shameless*. Contact for complete specs and pictures. Serious inquiries only. (206) 201-3701 or ISS87@Comcast.net.



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

35-FT ERICSON ALBERG, 1964. San Carlos, Mexico. \$19,500. Cruise the Sea of Cortez NOW! Nice layout with enough cruising gear to be comfortable, not complicated: watermaker, solar panel, windlass, refrigeration, 35 lb Bruce, 30hp diesel. Why wait? More at <http://sancarlosyachtsales.com/sail-boats-for-sale?item=2444379>. Email cyndimarcus@hotmail.com.



32-FT FUJI KETCH, 1976. Stockton. \$29,500. Beautiful cutter ketch. Draws compliments in any harbor. Comfortable and capable offshore. Fresh teak brightwork. Near new sails. Fresh diesel. Nice in and out. Cruise ready. Reluctantly selling. Photos at website. <http://img689.imageshack.us/slideshow/webplayer.php?id=img09181>. jgall. Call (916) 662-2604.

32-FT ERICSON, 1971. Bruno's Yacht Harbor, Isleton. \$17,000. Not a project boat, ready to go. Classic 70s boat. Interior and exterior very well maintained. Great Bay and Delta boat. Yanmar 2GF diesel 700 hours service. New batteries, charger, mid-hatch and companion canvas. Restored deck, refinished teak, recent bottom paint. Suite of sails, lines led back, self-tailing winches, LectraSan sanitation, documented. Boat is currently at Bruno's Island, Isleton. Detailed equipment list available. (510) 207-0111 or (510) 525-3572 or don@dondommer.com.



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.

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.

33-FT RANGER, ALAMEDA. \$12,500. Universal diesel, Spectra H2O maker, large sail inventory, mostly Pineapple, 406 EPRIB, Force 10 propane stove and heater, windlass, wheel. This Mexico vet is ready to go again. www.latitude38.com/features/bomRanger33.htm. Email for photos, sailorkh@sbcglobal.net, or call (510) 507-0200.



32-FT 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. Or call (415) 488-4110.



DUFOUR 34, 1974. Berkeley Marina F 204. \$32,000. French Ocean racing/cruising sloop. Sailed from France to West Coast when new. Original non-skid decks and orange gelcoat hull. New standing and running rigging as part of restoration. 25hp Volvo diesel. Excellent materials with little wear. 14 bottle holders cast into the cabin and galley. Large lifting eye cast into the keel. A hook from a freighter can pass through a hatch in the deck and lift the boat onto a cradle for world wide delivery. Super strong hull. From beer-can races to ocean sailing, this boat is safe and responsive. Come take a look at the orange sink in the head, only the French could pull it off. Peter. (510) 910-2886 or splinterconstruction@yahoo.com.

HUNTER 356, 2002. Richmond. \$103,400. Well maintained. Autopilot, GPS chart-plotter, radar, windlass, dodger, bimini, roller furling jib, in-mast furling main, 6 winches. Yanmar 3GM diesel, feathering prop, inverter, 12V refrigerator/freezer, microwave, propane stove/oven, stereo w/DVD player and cabin and cockpit speakers, 8' dinghy w/4.0hp Merc OB, liferaft, EPIRB, and more. (325) 347-2349 or cordero@wcc.net.

32-FT WESTSAIL. Pillar Point Harbor, Half Moon Bay. \$38,000/obo. 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.

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 qsailors@hotmail.com or (925) 935-4413.



34-FT CUSTOM FRERS. Cold-molded cedar/carbon/epoxy, 1999. Sausalito. \$85,000. Not a "Tupperware" boat, but high-quality cold-molded construction of cedar/carbon fiber/epoxy. Pedigree design, fast, strong, reliable, ready for the Bay or the South Pacific. More at www.kabrum.com. Contact (415) 717-5589 or Peter@DocumentaSurveys.com.

32-FT CHALLENGER, 1973. Coyote Point Marina. \$10,500. Tons of new equipment. New woodwork. Palmer-60 runs great. We're the 3rd owner. 7 sails, VHF, stereo. new prop, 2 batteries, charger. Sleeps 8. 11.5ft beam. <http://sfbay.craigslist.org/pen/boa/2872734780.html>. (415) 891-7883 or mitharder@gmail.com.



35-FT CHEOY LEE ALDEN 32, 1971. Pelican Harbor, Sausalito, CA \$25,000. Pilothouse ketch. Long range coastal cruiser. Heated cabin. Heavy Lloyds A-1 glass hull. Lovely husky lines. Solid boat priced to sell. Perfect for San Francisco Bay and anchorages and outer coast. Pelican Harbor slip 67, Sausalito. See details and video at website, <http://boat-videosales.com>, click on sailboats, then 'Euxine'. Call (415) 465-1656.



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35-FT GRAND BANKS (MAGELLAN). sailing yacht, 1964. Best offer above 10K, or will trade for Bobcat. Strip-planked mahogany with teak cabin sides, aft cabin, 80hp Ford Lehman diesel. New deck. SRYH covered berth-good liveaboard. Bronze fastened, lead keel. 18,000 lbs. 6'4" headroom (sailing houseboat). (562) 899-0774 (eve).



35-FT FANTASIA, 1979. Alameda, CA. \$62,900. Bruce Bingham design, MkII cutter rig: Hull #58, recent circumnavigation refit, fresh bottom, full cruising inventory, 30hp Yanmar, hard dodger, two staterooms, work shop, teak/holly interior. For full details go to <http://Yachtsoffered.com> website, listing #1291695. Contact lachamb91@gmail.com or (925) 917-1994.

36 TO 39 FEET

36-FT ISLANDER FREEPORT. Model B, 1978. Morro Bay. \$53,500. Roller furling, Bruce, 2 Fortress, windlass, radar, 2 VHF, remote mike, chart plotter, Autohelm, depth, wind gauge, refrigerator, CNG stove/oven, 1000 watt inverter, dual bank charger, fireplace, Perkins 4-108. Contact bobjenkizziar@sbcglobal.net or (559) 707-7344.



39-FT VALIANT, 1997. San Diego. \$186,500. Low hours, ready to cruise with all desirable equipment like Monitor windvane, Spectra watermaker, SSB/Pactor, solar. Can pick you up at San Diego airport. For specifications and pictures contact: (858) 382-7047 or providenceV39@aol.com.

36-FT ISLANDER, 1978. Stockton Sailing Club. \$16,000. Perkins 4-108. Runs great, 2 new batteries and smart charger. Radar, VHF radio, H and C pressure water. Roller furling, 2 jibs, propane stove, dodger, documented, bottom 5/2011. Priced for quick sale. Contact (209) 609-5350 or lyricschipper@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. Go to <http://sailsugata.com/forsale>. Email hc38@gabrito.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/February15201202?authuser=0&authkey=Gv1sRgCJea34-Hsdz7cQ&feat=directlink>. Contact dcd987@gmail.com or (831) 234-4892.



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.

36-FT ISLANDER, 1974. Alameda. \$27,000. Diesel, roller furling, Autohelm, propane stove/oven, hot/cold pressurized water. Solid boat, motivated seller. (714) 710-9008.



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.

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. Kyocera 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 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 or kriers@cox.net.



37-FT JEANNEAU SUN ODYSSEY. 2001. Ventura, CA. \$98,500. 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.



36-FT SABRE 362, 1998. Berkeley \$129,500. Shallow draft keel great for going up the Delta. Blue hull painted 2010. Standing rigging and autopilot replaced 2007. Mainsail 2008. Lightly used asymmetrical spinnaker. Partnership considered. Currently in OCSC fleet. Contact danielfcondon@gmail.com or (925) 766-2205.



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



37-FT CREALOCK, 1979. Sausalito. \$79,000. Bill Crealock's ultimate 2-person cruising boat, made famous by Pacific Seacraft, and sailed up and down the West Coast by *Latitude 38* Editor LaDonna Bubak and her husband Rob Tryon. *Silent Sun* is ready to step aboard and go cruising with lots of great gear and upgrades. Check out the website for all the specs, <http://southboundssolar.com/crealock>. Then call Rob or LaDonna at (503) 490-3305.



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40 TO 50 FEET

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



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



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 kdpgz@aol.com.



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

48-FT C&C LANDFALL, 1981. Emeryville, CA. \$169,000. Cutter-rigged cruiser in excellent condition. Many recent upgrades. 2 cabins, 2 heads, inside and outside steering, full E-Series electronics, generator, in-boom furling main, electric furling jib; 11' RIB w/15hp outboard, much more. (510) 610-2044 or sailortim@gmail.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 414hrs 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/jonnynoseley/Site_23/Libra.html. Contact (415) 948-9801 or jonnynoseley@mac.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, reefers 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 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. For more information/photos email happysmithfamily@hotmail.com or call (602) 509-3728.



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



41-FT 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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40-FT MOTORSAILER, 1982. San Diego. \$59,000/obo. All cruising comforts. Singlehander. Like Cal 2-46 with aft cockpit. Inventory list/pix available. Bring enthusiasm to make her yours. Save thousands. All offers or trades of equal value considered. (928) 575-6029 or fdp51330@hotmail.com.

42-FT TEAK GARDEN PORPOISE. ketch, 1967. North West Coast. \$60,000. Strong, beautiful, classic construction, Hong Kong 1967. Hull deck inside teak on ipe. Silicon-bronzed fasteners. Good condition, no rot. Full equipped for single-hand, back from Hawaii, sold complete. <http://svdiogenes.com>. (360) 758-4299 or patrickguyot@hotmail.fr.

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.

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



50-FT HOLLMAN, 1989. Marina Bay YH. \$169,500. Fast cruising cutter with all sails furled from cockpit for easy solo or couple. All ST winches, large galley with reefers and freezer, full width and master stateroom, guest stateroom, 2 heads, nav station, autopilot, SSB, VHF, inv/chgr, (2) charting GPS, (2) radar, wind gen, 280 wtr, 100 diesel, (2) 20# propane. Yanmar with 3-blade MaxProp, 300' 3/8" chain on electric windlass with washdown. (520) 906-4351 or franke2u@aol.com.

51 FEET & OVER



51-FT ALEUTIAN, 1977. Ventura, CA. \$129,000. Center cockpit pilothouse ketch, featuring an aft cockpit with transom door and teak swimstep. Stan Huntingford design, eleven built. Three staterooms, wet bar. Stand up engine room/shop. Will consider partial trade. (707) 815-5111 or jghague@yahoo.com.

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.

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.



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



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

30-FT BIRD BOAT, 1929. Belvedere. \$25,000. Classic SF Bay Bird Boat for sale. Excellent condition. New sails. Bright work Bristol. New standing and running rigging. New hull paint. Oldest active racing class on the Bay. Class champion many times. (415) 435-0175.



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



38-FT ROBERTSON & CAINE, 2002. Alameda. \$229,000. Proven off-shore 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@sbppca.net.

30-FT AUGNAUGHT, 1995. Moss Landing, CA. Price reduced 34,500 to 25,000. A practical, trailerable trimaran you can take home with you. Waiting for you in Monterey Bay, California. See more at www.yachtsoffered.com and under "search for a boat section" type in Listing #1291771. No reasonable offer refused. Contact hawknest1@prodigy.net or (831) 247-7939.



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 Maxi 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 Tohatsu, 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.

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36-FT BLUE SEAS TRAWLER, 1973. Marina Bay Yacht Harbor, Richmond, Ca. \$30,000. 1973 Blue Seas fiberglass trawler with Ford Lehman 120 diesel engine. Perfect for liveaboard or cruising the Bay, fishing or watching America's Cup. Good shape. Contact (510) 237-6930 or relwhite@hotmail.com.



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

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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.

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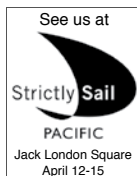
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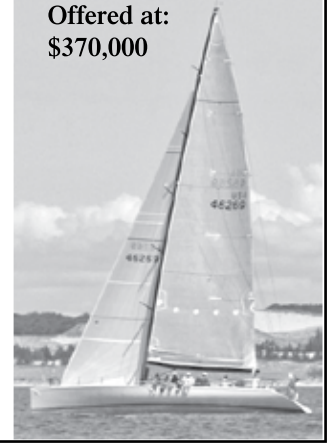
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Beautifully laid out; reportedly more than \$250,000 spent on her over the past 10 years. **\$269,000**

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41' SCEPTRE CUTTER, 1985
Updated throughout, professionally maintained, transferable Sausalito Yacht Harbor slip. **\$185,000**

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48' ISLANDER SLOOP, 1985
Pacem has had two long-term owners since new; shows beautifully today. New sails. **\$179,000**

See at: www.marottayachts.com



46' MORGAN 462, 1981
This robust center cockpit cruiser has been thoroughly updated and is ready for Mexico. **\$137,000**

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31' PACIFIC SEACRAFT CUTTER, 1989
Shows very nicely. Always professionally maintained local boat with less than 400 hours on Yanmar diesel. Radar, chartplotter, dodger, wheel. Transferable Sausalito YH slip. **\$89,000**

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53' ISLANDER, 1979
Over \$100,000 spent over past several years on this vessel. Rewired, new fuel tanks, extensive upgrades. Owner is motivated to sell IMMEDIATELY. **\$89,000**

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43' BENETEAU 430, 1992
Three stateroom, very clean, never cruised or chartered. Transferable slip. Turn key package. **\$89,000**

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37' BENETEAU 370, 1991
Very popular model, never cruised or chartered, just detailed, shows very nicely, competitive price. **\$63,500**

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40' HARDIN SEA WOLF KETCH, 1973
With 2 long-term owners, this is one of the nicest Sea Wolves we've seen in years. She's been repowered and has aluminum (not wood) masts, topsides were Awlgripped, replumbed, etc. **\$59,500**

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45' STARRATT & JENKS, 1977
Nice aft cockpit sloop with new Yanmar diesel (\$30,000 project). Great value cruiser or liveaboard. **\$59,000**

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34' SABRE, 1984
Fixed keel. Never cruised, freshwater boat with \$40,000+ in improvements, Sausalito Yacht Harbor slip. **\$57,000**

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41' TARTAN, 1975
S&S designed U.S.-built performance classic in fine shape, sails like a witch, very competitive price. **\$49,000**

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32' ERICSON, 1989
Never cruised, and with \$18,000 spent on her in last 18 months, *Heyoka* shows much newer than her age. **\$44,000**

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35' RAFIKI, 1978
This heavily built cruiser with cutaway forefoot shows well with low time on Yanmar diesel engine; main, jib, roller furler and standing rigging all new in 2006; recent full boat cover. **\$35,000**

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48' GRAND BANKS Trawler LRC. Aft master S/R, twin diesel, FB & PH helms, classic mahogany in BEAUTIFUL condition. Onan, fully loaded galley, 3 heads, shower & tub, inflatable dinghy w/ motor, swim platform, steadying sails, radar, MORE! Asking **\$115,000**



35' MERIDIAN 341 Like new condition. BOW and STERN thrusters. Twin diesels, flybridge, luxury, comfort, safety, performance and much more! Bay, Coast and Delta ready. British Columbia and the Inside Passage this summer anyone? Asking **\$169,000**



40' BRISTOL Sloop. *Kokua III* is loaded and in excellent condition. Thoroughbred Ted Hood design built by Bristol Yachts, RI. Exquisite interior, comfort and seaworthiness. Radar, plotter, AIS, etc. Wheel, full dodger & MORE! This is the one you've been waiting for. Asking **\$64,000**



36' ISLANDER Slp. Well respected and outstandingly popular Alan Gurney design. Wheel steering, dsl, full dbl linefiles w/pulpits, modified fin w/skeg-hung rudder, self-tailers, rigged for short-handed sailing, furling, well laid out and comfortable down below. New trans, dodger and MORE! Asking **\$29,950**



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40' X-YACHTS X-119 HIGH-PERFORMANCE sloop. Renowned Danish performance cruiser/racer. Loaded with gear & high tech sails. Proven bluewater cruiser & race winner. **\$109,000**



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

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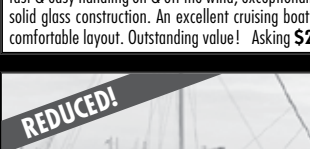
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