

Latitude 38

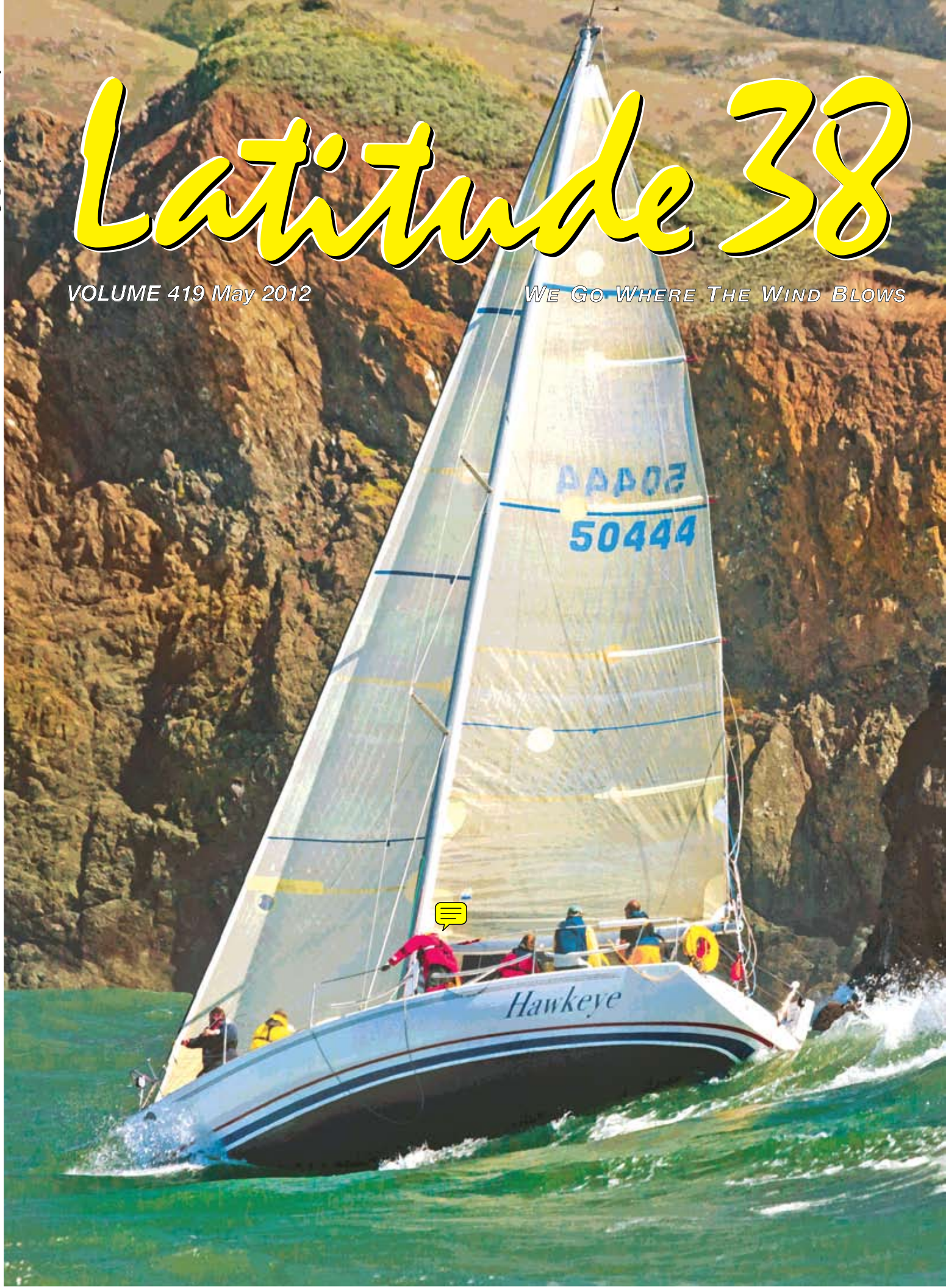
Latitude 38

VOLUME 419 May 2012

WE GO WHERE THE WIND BLOWS

MAY 2012

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FARALLONES NIGHTMARE —

On Saturday, April 14, the Bay Area suffered the worst sailboat tragedy in recent memory when five crew from the Sydney 38 Low Speed Chase perished during the 56-mile Full Crew Farallones Race, an annual springtime ritual for more than a century, run by the San Francisco YC. In the days afterward, Bryan Chong, one of the incident's three survivors, wrote an insightful and introspective account of the nightmarish calamity, much of which appears below. (The unabridged version ran in *Electronic Latitude* April 24.)

It is bitterly ironic that after running out of wind prior to their start, and having to temporarily anchor to hold their position, the LSC's crew was out of the trophy hunt from the beginning, and was essentially running the course for the fun of it. On board were owner James 'Jay' Bradford, Alan Cahill, Nick Vos, his girlfriend Alexis Busch, Jordan Fromm, Marc Kasanin, Elmer Morrissey and Bryan Chong.

The Uphill Slog

Non-sailors often ask what it's like to sail in the ocean, and what's the appeal. I usually compare it to backcountry skiing or mountain biking. The reward is in the descent. You work through the uphill portion in exchange for the downwind ride when your boat flattens, apparent wind drops to a light breeze and, on the

snaps at Alan for being Alan. All in all, it's turning out to be a beautiful day on the ocean with conditions as expected. The wind and swells are big but consistent in speed and direction. Nick, Alan, Jordan, Jay and I all take turns on the wheel, maintaining between 7.5 and 8.5 knots of upwind boat speed.

The mood on the boat is relaxed. We chat about which of our three kites will be safest for the ride home. We've accepted our place in the back of the pack now, so there is no need to risk equipment or safety. Our mindset is definitely not aggressive. We peel to our smallest jib just outside the bridge and there's no need to reef the main since we aren't being overpowered.

We set up earlier in the day for a port rounding or "taking it from the top" as I'd heard it referenced amongst sailing buddies. I've done a number of

day-long ocean races to Monterey, Half Moon Bay and buoys like the Lightbucket. This is my first race to the Farallones — a race that I've wanted to do for years. My anticipation heightens as our boat approaches the islands.

Around the Island

The Farallon Islands have a rugged, haunting beauty about them, but there's no time for sightseeing as we approach. The waves and wind have steadily built and we start seeing scattered whitecaps. As the conditions intensify, I'm on the main and Alan — by far the best driver with the most ocean experience — is on the wheel.

We soon approach the first rocky point on the northeast corner of the island. The swells are much larger and the wind has been building. We saw another boat pass a few minutes earlier on an outside

line. Behind us, one boat is outside us and another appears to be on our same line.

There's a YouTube video titled "Crewed Farallones April 14, 2012" showing the Santa Cruz 50, *Deception*, and several other boats rounding the island. They would have rounded about an hour before us in similar, if not slightly lighter,

*"As the wave approaches
it begins to face up,
its front flattening
as it crests."*

conditions. The video shows the difference in swell sizes before, during and after rounding the island. Michael Moradzadeh, who thankfully radioed in the initial distress call, notes that the video doesn't do justice to the intensity of the day. I agree, but it does provide a good baseline for those who didn't make the race. As I watch the video, *Deception's* route feels eerily similar to our own. In fact, when we passed the first point I think we were just slightly outside of their line.

The South Farallones consist of two primary islands, which together form a crescent with its arms toward the north. Between the two northern points we begin to crack off the sails into a close reach as we head toward the next point. The boat in the "Crewed Farallones"



The colossal first wave shredded brand new sails, snapped the mast like a twig, and pitched six crew into the violent shore break.

right day, your boat skips along as it planes and surfs down the front side of swells.

As we sail under the Golden Gate Bridge, (marine photographer) Peter Lyons clicks a picture from the shore. We tack a few times and set up a starboard lay-line that we will stay on for the rest of the day as we head out to the Farallon Islands. The skies are clear and we're seeing 20-23 knots. It's always been hard for me to gauge swell height from the water. Each swell has its own personality. To me it seems the seas are 10 to 12 feet with larger sets around 15 feet.

The upwind leg is uneventful and we fill the quiet moments with our usual banter. We tease Elmer about his difficulty emptying his bladder. Jordan



LOW SPEED CHASE'S TRAGIC END

video had about the same amount of sail trim but it appears they turned after we did. Our route takes us inside the line of *Deception* and closer to the island.

Fellow sailors can relate to trimming sails during intense racing or weather conditions. We assimilate data in a series of snapshots taken from within the boat and across the race course. I suspect that's the reason sailors show up to race protest rooms with five different accounts of an incident that happened at a speed no faster than a run.

I've been asked by investigators, friends and family just how close we were to the rocky coastline. Truthfully, this is one of the most difficult questions to answer; my focus was almost purely on the distance to the beginning of the break zone. Staying away from the rocks was a secondary concern to staying away from the breakers — an ocean feature that has scared me since long before this weekend. Swells are fine. Breakers aren't.

As we approach the second point I estimate we're inside of 10 boat lengths — which is 128 yards on a Sydney 38 — from the beginning of the break zone. Our distance looks safe and no one on the boat comments. I catch a glance of clear swells off the port side of the boat between the break zone and us. We keep sailing. The boat is heeled toward the is-

After a frustrating start, 'Low Speed Chase' heads west along the Marin Headlands. Pictured (left to right) are Marc, Elmer, Alexis, Jordan, Jay, and Bryan (trimming the main).



PETER LYONS / LYONS IMAGING



JAN ROLETT / NOAA

land. Alan is driving, I'm trimming main, and everyone else is on the rail.

Then, we come across the largest swell we've seen all day. It begins to crest but we pass over it before it breaks. Thirty seconds later, we will not have such luck.

The Wave

I see another wave approaching in the distance. It's coming from the same direction as the other swells but it's massive. I've seen large waves before, but this is unlike anything I've ever seen outside of big-wave surf videos.

As the wave approaches it begins to face up, its front flattening as it crests. By the time our boat meets it, there's no escape route. Alan steers the boat

Looking east, Maintop Island lies in the foreground, adjacent to SE Farallon. The circle marks the spot where 'LSC' crashed ashore.

into the wave and the bow of *Low Speed Chase* ascends the breaking wave, which seconds sooner would have been a giant swell and seconds later would have already broken. Instead, we're heading into a crashing wall of water with 9-10 knots of boat speed and it breaks directly on us. I lock my right arm to the bottom lifeline and brace for the impact. The last thing I see is the boat tipping toward vertical with a band of water still above it. A single thought races through my head: "This is going to be bad."

After the Impact

I was underwater until the boat righted itself. Confused and disoriented I looked around while water cleared off the deck. Nick and I were the only ones still on the boat. The sails were shredded, the mast snapped and every flotation device had been ripped off. We immediately began to try pulling our crewmembers back into the boat, but a second wave hit us from behind. This one ripped me off the boat and into the break zone. Nick barely managed to stay aboard as the boat was tossed by the breakers onto the rocks.

I couldn't tell if I was in the water for a minute or an hour, but according to Nick it was about 15 minutes. People have asked me if I swam for shore. The best way to describe the water in the break zone is a washing machine filled with boulders. You don't really swim. The water took me where it wanted to take me, and when I was finally able to climb from the surf onto low rocks I heard Nick shouting from the distance for me to get to higher ground. Together we located Jay farther down the shoreline. He was

FARALLONES NIGHTMARE —

out of the surf but trapped on a rock surrounded by cliffs. From what we could see, nobody else had been able to climb to safety.

As for what happened in that first wave, my head was down and I initially thought we might have pitchpoled. Nick, who broke his leg while it was wrapped around a stanchion and had a better

Reflections

The sailing community might want to know what we could have done differently that day. It all really centers on a broader commitment to safety — preparation that happens before you get on the boat to race. When sailors “talk

minutes in the water were the absolute scariest in my life. The boat was the place to be — inside or out.

Until the accident, I believed that to tether or not was a personal choice. But now, my thinking extends beyond the safety of an individual to that of the team



Lost crew: Alan Cahill



Jordan Fromm



Alexis Busch



Marc Kasanin



Elmer Morrissey

view, tells me the boat surfed backward with the wave for a stretch, then rotated 90 degrees counter-clockwise before the wave finally barrel-rolled it. This seems logical and explains how we ended up pointed back the same direction we started.

The US Coast Guard and Air National Guard performed the rescue operation with a level of professionalism that reinforces their sterling reputation for assistance during these types of emergencies. We're incredibly fortunate to have these resources available in our country. If we had been in another ocean off another coast then Jay, Nick and I might not have been rescued.

Correcting the News

There have been various inaccuracies in the news about what happened that Saturday. I believe they stem mostly from misinterpreted information. For example, many sources reported that we attempted to turn the boat around to help other crewmembers after the first wave hit. This is not accurate. I believe our statement immediately upon being rescued that, “we turned around [while on the boat] to get people out of the water” somehow became “we turned the boat around to get people out of the water”.

Additionally, some assumed Jay, the boat's owner, was driving. While one person can be the owner, captain, skipper and driver, this is often not the case. Jay loves sailing but uses professionals like Alan to coordinate his sailing program. This had always been the case with *Low Speed Chase* and it was no different on this day.

sailing” it's usually about winds, currents, tactics, rules or the events of the day — not about safety. I almost never hear conversations about the benefits of different life jacket models, pros and cons of tethers or about practicing man-overboard drills before a race.

That day we had all the mandatory safety equipment, including two installed jacklines. Everyone was wearing life jackets and there were eight tethers on the boat — mine around my neck. Unfortunately, none of us were clipped in when the wave hit. I can't speak for other ocean sailors, but I'd reached a level of comfort where I'd only tether at night, when using the head off the back of the boat, or when the conditions were really wild. It's simply a bad habit that

“Those 15 minutes in the water were the absolute scariest in my life.”

formed due to a false sense of security in the ocean. “Besides,” I'd say to myself, “I can just clip in when something bad is about to happen...”

It's obvious to me now that I should have been clipped into the boat at every possible opportunity. Nevertheless, arguments for mobility and racing effectiveness over safety are not lost on me. Some safety measures can indeed limit maneuvers, but if you're going to spend an hour driving, trimming or hiking in the same spot, why not clip in? Additionally, there are legitimate concerns about being crushed by the boat. Those 15

as a whole. Here's the logic: If I'd been tethered when the first wave hit, I would have needed to unclip to help the others who were overboard, then I'd have been hit by the second wave and still ended up in the water. Crews need to talk as a team about tethering strategies. One person overboard puts the entire crew at risk, as others might need to unclip to quickly maneuver the boat back to their location.

I truly consider myself lucky to have a second chance at life with my wife and 8-week-old son. Looking back, there were a number of factors that might have helped me survive in those waters. After years on the foredeck, I wear shin guards, ankle pads, neoprene kneepads, full-finger gloves, Dubarry boots, full foul weather gear and no cotton fabrics. I also wear my auto-inflate personal flotation device (PFD) for ocean races. Additionally, the well-used gym membership my wife got me early last year was invaluable. Luck was truly on my side, but I also think that maybe I left the door open for it.

There are other lessons that can and should be learned from the incident. My auto-inflate suspenders inflated as designed. However, my manual override cord was tucked away and unreachable — a practice amongst sailors who are worried about an accidental opening. A PFD with a crotch strap would have been far better. It would have held the device down and freed up my hands to climb out of the water or swim. My built-in PFD harness was also too loose and I was concerned about it slipping off. A rash guard would have been a worthwhile layer for warmth. All flotation devices attached to

LOW SPEED CHASE'S TRAGIC END

the back of the boat were ripped off by the first large wave. And it's important to consider the advantages and disadvantages of each PFD and make sure it matches the conditions. Safety lessons shouldn't have to be learned the hard way.

Hopefully this incident will spur a wider discussion on sailboat safety. However, the biggest lesson I learned that day wasn't about any piece of equipment. It was about taking personal responsibility for my own safety. Our EPIRB, a water-activated GPS tracking device, fortunately went off as intended, but who double-checked the batteries that morning? It wasn't me and I didn't ask who did.

It's my wish that no crew or community will ever go through what we've endured from this tragic accident. The memorial flotilla (April 21) for my lost crewmates was by far the most touching memorial I've ever seen. I watched from the SFYC host boat as over a hundred sailboats and powerboats, many filled

to capacity, came together on the water in a display of something beautiful and heartwarming in the midst of a week filled with terrible pain and sorrow.

At (another) service (that same) week-

"It's my wish that no crew or community will ever go through what we've endured from this tragic accident."

end, I heard a quote from a 1962 speech by John F. Kennedy to America's Cup competitors that, in my mind, captures the essence of our fascination with the sea:

"I really don't know why it is that all of us are so committed to the sea, except I think it is because in addition to the fact that the sea changes and the light changes, and ships change, it is because we all came from the sea. And it is an interesting biological fact that all of us have

in our veins the exact same percentage of salt in our blood that exists in the ocean, and, therefore, we have salt in our blood, in our sweat, in our tears. We are tied to the ocean. And when we go back to the sea, whether it is to sail or to watch it we are going back from whence we came."

Alan, Marc, Jordan, Alexis and Elmer. Keep your rig tuned, your kite full and your foulies dry. We'll one day finish our race together.

— bryan chong

Editor's note: In addition to rescuing Chong, Vos and Bradford, U.S. Coast Guard and Air National Guard assets mounted a massive search for survivors that involved three cutters, a 47-ft motor lifeboat, at least three helicopters and at least one C-130 aircraft. The 30-hour search was not called off until long after the "window of survivability" had closed. We salute their selfless efforts.

In the aftermath of this heart-numbing tragedy, we can honor the memories of the five lost sailors by embracing the lessons learned by those who survived it.

— latitude/andy



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CLIPPER ROUND THE WORLD RACE —

“We were racing along in 40- to 60-knot gusts,” said skipper Juan Coetzer. “The sea was alive with rage. We were making good speed, sailing with the third reef in the main, surfing at 15 to 20 knots. Then at our watch change, just before the sun came up, a monstrous

Francisco Bay leg of the Clipper Round the World Race — a rhumbline distance of nearly 6,000 miles.

“We heard an almighty roar,” said Burkes. “Next thing I knew I was underwater — it felt like 40 minutes, but was probably 20 to 40 seconds. We were all clipped in — we double-clipped. Everyone was thrown around at the end of their lines, but no one was lost overboard. It’s drummed into us — you do not unclip in those conditions.”

“Quickly we got the emergency steering in place,” said Coetzer. “Then the third reef blew, so the storm jib went up and we pulled down the remains of our mainsail, tidied up the boat and treated the wounded.”

Burkes suffered from lower back whiplash, but was soon taken off the casualty list. More seriously hurt were fellow Brits Jane Hitchens, 50, and Nik Brbora, 29, who’d been preparing to go off watch when the wave hit. It was later determined that Hitchens, a doctor, had broken ribs, a cracked vertebra, and a ruptured spleen, and that Brbora, a software engineer, had a pelvic sprain. In addition, a fourth crewman, Australian Max Wilson, suffered minor injuries.

An Air National Guard parajumper team was dispatched aboard a Coast Guard HC-130 to render assistance, but upon arrival at the scene conditions were too severe to deploy parachutes. They did, however, drop medical supplies, and the Cutter *Bertholf* was diverted to pick up the injured crew members.

Billed as the world’s longest yacht race, the Clipper Race’s 40,000-mile route, starting and finishing at Southampton, UK, takes 11 months to complete. Skippers are hired by Clipper Ventures to sail the yachts, but the crews are made up of amateur sailors who pay to sail. (Roughly \$63,000 for the whole trip, or \$12,000 - \$14,000 per leg, including extensive pre-departure training.) The Race is the brainchild of Clipper Ventures chairman Sir Robin Knox-Johnston, the first person to sail around the world alone nonstop.

On March 30, *Gold Coast* *Australia* was the first of the fleet to sail beneath the Golden Gate Bridge and on to the leg’s finish line off the



Golden Gate Yacht Club. Although she was leading the next boat, *Singapore*, by 100 nm, *Gold Coast*’s skipper Richard Hewson had the crew hoist the spinnaker. “Finish as though we have another boat alongside us,” he said.

The fleet’s home base during their stay on the Bay was at Oakland’s Jack London Square. In advance of their arrival, each boat was adopted by a local marine organization, so that no matter what hour of the day or night they arrived — rain or shine — each crew received a jubilant welcome from well-wishers ashore. *Geraldton* was the last to arrive, April 3, but its battered crew probably received the most heartfelt welcome of all. A week later, the fleet was a key attraction at the annual Strictly Sail Pacific boat show, and they received a boisterous send-off April 14 when they departed the docks for the starting line of Leg Seven, to New York, via the Panama Canal.

Lisa Perkin of San Francisco sailed aboard *New York*, which finished the brutal North Pacific leg in third place. (Each boat bears the name of a city or region which sponsors it to promote



“Yee-haw! We’re having some fun now!” ‘New York’s crew rides the rail on the blustery approach to the Golden Gate.

foaming swell broke over our stern. Mark Burkes was on the helm at the time. The water had so much force in it that it pushed Mark into the helm, snapping the pedestal clean off. We had no steering and crew were falling all over the boat.”

On March 31 the Ed Dubois-designed Clipper 68 *Geraldton Western Australia* was roughly 400 nm west of San Francisco, tracking south to avoid the worst of a nasty North Pacific storm. *Geraldton* was one of ten identical 68-ft cutters racing in the Qingdao, China, to San

Dousing and stowing the main aboard ‘Geraldton Western Australia’ is a group project. During the storm its third reef blew out.



FAIR-WEATHER SAILORS NEED NOT APPLY



said that the first and last legs, and the Southern Ocean leg sell out most quickly. "Everyone wants to do the Southern Ocean."

Perkin rejoined the race for Leg 5 in mid-December in warm, sunny Gold Coast, on Australia's east coast. The

"Everyone wants to do the Southern Ocean."

leg started the day before Christmas. "We went through areas the race hadn't been to before because an added stop in Tauranga, New Zealand, changed the route. This leg has the most variety." It departs during the Southern Hemisphere's summer, sails to the tropics, crosses the equator, makes a pit stop at Nongsa Point Marina on Batam Island before a major stop at Singapore, and finishes at Qingdao — where it was 10°F and snowing.

After the fleet departed China on March 4, a virus swept through the crews. "People were dropping like flies," said Perkin, "getting sick and getting hurt." Although each bunk is rigged with a lee cloth, falling out of bunks was a frequent cause of injury, and bruised or broken ribs were common. "We're more scared when we're down below, because we don't know what's going on.

"Leg 6 was completely overcast," she explained. "We broke stuff. We had lots of chafe in the lines. Things got wet and

'Singapore's decks were often awash with white water during Clipper '11-'12's Leg 6 from China to San Francisco Bay.'

As 'Derry-Londonderry' crew members emerge from below decks they must clip in — an unbreakable rule in such conditions.

tourism.) Although not a full 'Round-the-Worlder', as roughly half the crews are, Perkin chose to sail in three legs of the race: Rio de Janeiro, Brazil, to Cape Town, South Africa (Leg 2), Gold Coast, Australia, to Qingdao via Batam, Indonesia, and Singapore (Leg 5), and the North Pacific crossing (Leg 6).

The adventurous and athletic 42-year-old wine sales consultant got interested when her friend Shana Bagley raced in the previous edition. "I went aboard the boats at the Golden Gate Yacht Club and talked to the crews, who said, 'How can you not want to do something like this?' I asked myself, 'Why put it off?' I signed up and then thought, 'What did I do?'"

Like all of the crew, Perkin started with the mandatory six weeks of training in the UK. Then in September came her "warm-up" leg, as she called it. "Rio was the first major stopover for the boats. One of our crew, Fabio Peixoto, was from Rio, and that helped with the personal touch. It was a very relaxed feeling there. I met Sir Robin and chatted with him for an hour and a half. I picked his brain about the leg.

"At the (pre-departure) briefing, we were told it would take 14 days to get to Cape Town, and that it would be downwind. We did fly spinnakers, but not as much as they thought we would because of the back-to-back squalls we hit early on. We were in the thick of things in the middle of the course, but we sailed conservatively — points are deducted for damage. We have a budget of £500 (\$800) for sail repair, and we have 11 sails on-board. We had no damage on that leg. We didn't see the other boats until the last two days. Then it was a close finish — four boats within one hour."

Perkin didn't do the Southern Ocean leg, but she thinks it was probably tougher than the Pacific crossing. "It was much colder, with squalls, heavy wind, damage and a lot of injuries." At one point, *New York* broached and the helmsman was thrown into the steering pedestal's stainless handrail, breaking it. "We use two spinnaker poles to jibe, and both of them broke in the Southern Ocean."

Race Director Joff Bailey



CLIPPER ROUND THE WORLD YACHT RACE

CLIPPER ROUND THE WORLD YACHT RACE

CLIPPER ROUND THE WORLD RACE

stayed wet. And we were hit by a lot of rogue waves, mostly on the beam or bow." Other boats faced similar challenges. As reported in April's Racing Sheet, both *Edinburgh Inspiring Capital* and *De Lage Landen* had to divert toward Japan to medevac injured crew, and *Singapore* might have lost a crewman overboard had he not been tethered in. The steering cable aboard *Derry-Londonderry* broke in gale conditions, but its crew was somehow able to replace it.

Two weeks into the crossing, Perkin was on the midnight watch, heading toward the helm: "A big wave hit me and slammed me into the side of the companionway (the hatch was closed). It was just a muscle injury, no cracked ribs. I took my turn at the helm, but it really hurt.

"The finish at the Golden Gate Bridge was a huge high point and one of the motivations for doing this leg. We were



COURTESY LISA PERKIN

A moment that made the harsh North Pacific crossing worthwhile: Lisa Perkin drives 'New York' under the Golden Gate Bridge.

ahead of *Derry-Londonderry* for three to four days. We had to continuously keep our speed up, constantly trimming. Twelve hours before San Francisco, we raised the staysail — but it had a rip in a seam, so we took it down and repaired it on deck, with waves breaking over us. It took 45 minutes and we hoisted it again. At the next six-hour check-in we learned that we'd only given up six miles

to Derry.

"On the last day, I saw the Farallon Islands and the boats in the Doublehanded Farallones race. I could see the bridge from about six miles out. It was a great finish, and we received a wonderful greeting at the docks." Perkin is an alumna of Club Nautique, which provided *New York's* welcoming committee.

"We had a lot of apprehension, but it was a relatively safe crossing. We saw 50-ft waves. The wind built from 30 to 40 to 50 knots. I'm glad I did it."

Do you have what it takes to crew on a Clipper Race? If so, be aware that the '13-'14 edition — to be sailed in brand new 70-footers — is filling up fast. "We want people who are interesting but not crazy," said recruiter David Cusworth. "Sometimes it's a fine line." (For info, see www.clipperroundtheworld.com.)

— latitude/chris

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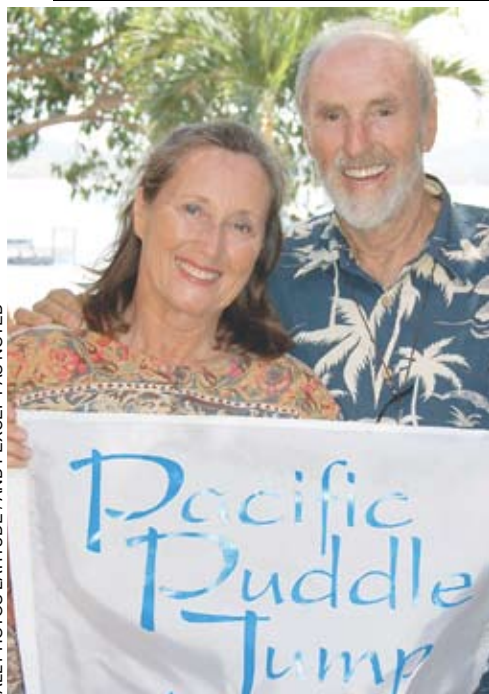


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RUNNIN' DOWN A DREAM —

"If you want to meet Puddle Jumpers, you really ought to come to Panama!" advised former San Diego sailors Frank Nitte and Shirley Duffield, who now call that tiny Central American country home.

Why? Because on any given day during late winter and early spring, anchorages on the west side of the Panama Canal are brimming over with world cruisers who'll soon head west toward



If they're ever going to make it to Tahiti, Don and Judi of 'Passion' figure it's now or never.

the storied isles of French Polynesia — a passage we like to call the Pacific Puddle Jump.

We took Frank and Shirley's advice, and for the past three years we've been co-hosting Puddle Jump Send-off Parties with their club, the historic Balboa YC. This year's shindig (March 10) drew sailors from more than a half-dozen nations. And, as you'll learn in the following mini-profiles, many of them are already extremely well-traveled.

Unlike the groups of westbound cruisers who stage for departure in Mexico, most of these folks had never met before, as they'd been cruising the Caribbean independently and had transited The Ditch in groups of two or three. Also, it seems that most of them planned to make a slight south-westerly diversion to the Galapagos Islands en route — the archipelago lies on the equator, roughly 600 miles off the Ecuadorian coast. From there, the rhumbline distance to French Polynesia

is nearly the same (about 3,000 miles) as it is from Puerto Vallarta, where the largest contingents of Mexico cruisers typically jump off from. Interestingly, this year — perhaps as a diabolical scheme to screw up our PPJ coverage — an uncommonly large group is also staging for departure from La Paz, gateway to the Sea of Cortez. You'll meet a few of those cruisers here also.

As in years past, we hope to catch up with many members of this year's PPJ fleet — there are currently 222 registered at www.pacificpuddlejumper.com — at the annual Tahiti-Moorea Sailing Rendezvous, June 22-24. We'll report on that event, in addition to publishing a recap of this year's crossing, in upcoming editions.

In the meantime, let us introduce you to this international assortment of wide-eyed westbound cruisers:

Passion — Dufour 39 Don Klein & Judi Mauck Honolulu, HI

"On our first date 12 years ago, Don took me sailing," recalls Judy. "I fell in love with it and said, 'This is for me!'" Their cruising dreams began to build from that point on, and when she lost her job a few years ago she reportedly said, "Let's go for it!"

"I'm 72 years old now," says Don. "So I figure it's now or never. As long as I can pull up the anchor a couple times a week and go up the mast I'm gonna keep doing it."

Their general plan is to gravitate to less-developed destinations like Tonga and Papua New Guinea. "The attraction of this kind of life is the lure of freedom; to be able to go anywhere you want to go. . . For me it's the maximum experience of total freedom."

Needless to say, their itinerary is open-ended.

Felicity J — Dufour 385 Gary & Merry Houghton Geelong, Australia

It's not uncommon to meet Aussies in Panama these days. The Land Down Under barely felt the recession, so the Australian dollar is very strong against most other currencies, making this an ideal time for Aussies to buy boats overseas.

Mary and her husband picked up this 38-footer in England for a good price, sailed her across the Atlantic, then did a bit of Caribbean cruising before an unfortunate misstep cramped



their style: Gary tripped on a mooring line and broke his leg while stepping ashore. So now Merry and a four-man crew will deliver the boat to its new home while Gary sits at home convalescing.

Gypsea Heart — Leopard 47 cat Rankin Tippins & Sandy Hollis, Luckenbach, TX

"I've been wanting to sail the South Pacific ever since I read *Kon Tiki* as a kid," explains Rankin with a broad Texas grin.

He and Sandy have been sailing the Caribbean for 10 years, and seem totally suited to the cruising lifestyle. But as Sandy told Rankin, "If we're ever going to do the South Pacific, we'd better do it

After 10 playful years in the Carib, Sandy and Rankin of 'Gypsea Heart' are heading west.



PACIFIC PUDDLE JUMP PROFILES, PT II



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

now." He made the crossing once before and has been yearning to spend more time in the Marquesas ever since. After a season of tropical island-hopping, they'll cruise New Zealand.

Panta Rhei — Apogee 50

Larry & Karen Nelson, Seattle, WA

"People ask us, 'When are you coming home?' And we say we're never leaving home; we're taking it with us."

Karen tells us this trip is the culmination of a very long dream. She and Larry, like many within the Panama fleet, will check out the Galapagos on their way west.

According to Larry, this unusual boat name comes from ancient Greece and means "nothing stays the same" — a truism we probably all can agree on.

Pogeyan — Leopard 47 cat

**Rixzene Ayers & Steve Gould
Hobe Sound, FL**

When asked what had inspired them to sail west to Tahiti, Steve replied, "I'm trying to determine if the world is flat or round." (Yeah, he'd had a couple of free beers.) But Rixzene gave us a straight answer: "I've been to French Polynesia once and can't wait to get back there."

A few days earlier, while at Shelter Bay on the Caribbean side of the Canal, a couple came over to *Pogeyan* to pet the ship's dog. The two couples got to talking, became instant friends, and

now they're all heading west together. Needless to say, the Canal Zone is a great place to catch a ride either east or west.

Island Fling — Island Spirit 40 cat Des & Carole Elliott, Wellington, NZL

Des and Carole began their current stint of cruising in South Africa, where



The 'Island Fling' crew started their cruise with the Cape to Rio Race.

Island Fling was built. But rather than making a leisurely cruise up the South Atlantic, they took the fast track by entering the '09 Cape to Rio race. Later, after exploring the Brazilian coast and parts of the Eastern Caribbean, they found themselves in Panama, literally surrounded by other South African cats — all headed west. In fact, they transited the Canal with two *Island Spirit* sisterships, with which they hope to rendezvous in the Galapagos, then make

the crossing as a three-boat flotilla. They'll eventually make Wellington, NZ, their new homeport.

Equinox II — Leopard 40 cat Ray Costello & Lea Rossis Melbourne, AUS

Equinox II is another member of this year's herd of 'cats' heading west. Ray and Lea bought her used in the Caribbean a year and a half ago and are slowly moving her back to their home waters on the south coast of 'Oz'.

"This was definitely his idea," confides Lea, "but it's going well. Turns out it was a pretty good idea after all!" They admit *Equinox II* is a pretty big and complicated boat for operators who only started sailing 10 years ago. "It's a learning process," explains Ray, "and we're learning all the time."

Good To Go — F-P 40 cat Barrie & Pru Almond, Brisbane, AUS

We got a little confused talking to this worldly couple. They're from Australia (perhaps by way of England), but haven't lived there for 20 years. In fact, the last place they lived before buying this boat in the Caribbean two years ago was Bahrain.

"I'm looking forward to the passage for the adventure of it," says Pru. "I've never made a crossing like this, though, and I'm a little anxious. So I hope we can catch up with our buddy boats." If we've got the story straight, they transited the Canal with a nearly identical sistership.

Bamboleiro — Ranger 33 Carl Johnson & Cristina Revilla San Francisco

Named after a Gypsy Kings' ballad about second chances, *Bamboleiro* has undergone a metamorphosis while in the care of Carl and Cristina. When they bought her at a lien sale four years ago she was in terrible shape, but af-

Ranger 33s aren't the roomiest boats, but what the heck, Cristina and Carl are young.



RUNNIN' DOWN A DREAM —

ter countless hours of hard work she's back in top shape.

"The original plan was to sail to Mexico," explains Cristina. "Then after cruising there for a while we thought, 'What next?' So we sailed on to Panama. And now we've decided to turn right." As they're both in their early 30s, this couple is one of the youngest to have made the jump in recent years.

Fittingly, their plans are vague, but one idea is to voyage all the way to Spain, where Cristina grew up, buy a bigger boat and cruise the Med. Ah youth!

Charlotte — Custom steel 45

Stefan & Sue Marks, Grimsby, GBR

According to Stefan, cruising the South Pacific is Sue's idea: "The whole thing sounds lovely!" she says with a mischievous smile. Stefan explains that they left England about three years ago,



Why would Stefan and Sue of 'Charlotte' want to go home? There's still too much to see.

with the initial intention of spending just one year cruising. "But there was so much to see, so we spent another year, and now here we are going west." It's a story we hear often, of course.

Although they lived in Northampton, far from the sea, they got into sailing dinghies nearly four decades ago, then finally moved up to big boat sailing in the early '90s. Their boat has logged 50,000 miles, mostly by previous owners, but this will be her first trip to the Pacific.

Millennium — Custom 60

John Clayton & Sukanya Kamphang Sydney, AUS

Just about everyone we met in Panama had a lot of sea miles under their belts, but the *Millennium* crew were standouts. Aussie John met his Thai wife Sukanya while cruising in her country five years ago, and they soon took off to explore the world. "So far I like the Chagos Archipelago best," she

says.

As Panama is located almost directly opposite Thailand on the globe, they've got a lot of exploring left to do before returning to Sukanya's island. In the meantime, John says, "It will be interesting to see what French Polynesia has to offer."

Contina — 85-ft Inace trawler Wilhelm & Dorit Hepfer Road Harbour, BVI

There's probably no one in the Panama fleet more excited about getting duty-free fuel in the Marquesas than Wilhelm and Dorit, as their 85-ft motoryacht will surely be thirsty by the time they make landfall.

Both are natives of Germany who lived in Canada for decades before setting out 12 years ago. Since then, they've logged thousands of sea miles, including a crossing to Europe and back. Still, they are extremely excited to now be heading to the legendary South Seas. "For us, this is the culmination of a lifetime of boating," says Wilhelm, who got his wife hooked on water sports when he taught her to sail at age 18.

Kokomo — Quasar 50 cat Peter Schmieder & Donna Patrick Meerbusch, DEU

A native of Düsseldorf, Germany, Peter started dreaming about exploring the Pacific under sail when he was 18. In fact, he started building a boat to do it in, but he eventually locked those dreams away — until he met Donna in



Similar cruising dreams brought Peter and Donna of 'Kokomo' together.

Florida. She'd done lots of cruising previously and was rarin' to go again. One place that's always been on her must-see list is Bora Bora, and now she'll finally get her chance. After that, who knows? Perhaps all the way 'round.



Catharpin Blue — Island Packet 420 Sam & Marilyn Fowler, Deltaville, VA

Marilyn can still remember it as though it were yesterday: "Back in 2002 he says to me, 'I know what I'm going to do when I retire; buy a boat and go cruising.'"

"Really?" she said, "And have you ever sailed a boat before." He had, but it was only a Snipe. No matter, the cruising bug had bitten hard, so they tested the idea by taking a Windjammer cruise, and loved it. The next step was sailing lessons and before long they bit the bullet and bought this sweet 42-footer, aboard which they've done three Caribbean circuits and a trip to Maine.

Marilyn credits an old college roommate, Lynne Thompson, as the inspiration to do the Pacific. Back in the late '90s she and husband Barry wrote saying, "Don't call us, we're sailing off to the South Pacific." And the Chula Vista-based couple is going again this year aboard their Wauquiez 38 *Sunrise*.

Vinga — Lagoon 42 cat Graham Ramsey, Exeter, GBR

When we caught up with Graham he seemed a bit preoccupied. But no wonder, he was planning to set sail the next day and only two of his five crew were on site. If they all showed up, *Vinga* might have had the most internationally diverse crew in the fleet: two Brits, an Argentine, a New Zealander, and an American.

Saol Eile — Amel Super Maramu 53 Paraic O'Maoilriada & Myra Reid Kinsale, Ireland

This boat name is a tough one for most sailors to pronounce, but then most sailors don't speak Gaelic. It's an old Irish expression that means "another life," which seems fitting for this couple who've traded the high latitudes

PACIFIC PUDDLE JUMP PROFILES, PT II



La Paz is such a friendly town that all these sailors chose it as their pre-departure base.

of northern Europe for the tropics.

Crewing on the passage will be Willie Kirkpatrick, who's also Irish, and Florian Kastner, a German-born "wannabe Irishman."

**Xanadu — Fountaine-Pajot 39 cat
The Hartsuiker family
London, GBR**

South Africans Mark and Sonja have been waiting a very long time to see the



Mark and Sonja's South Pacific cruising dreams started long before Oscar was born.

South Pacific. "We nearly got it together 20 years ago," Mark explains, but plans didn't work out, "We've been dreaming about living this life ever since."

The boat's third crew is 12-year-old Oscar, who stands day watches when he's not working on his studies. Their plans? "We're just heading with the wind," says Mark, who is also a British citizen. "We're not in much of a hurry to get back home to South Africa. So we'll see where we end up."

**Theofania — Custom 39
The Ivanov-Konshina family
Saint-Petersburg, RUS**

At first glance it seemed remarkable

that we had Russian cruisers at our fiesta two years in a row. Turned out, though, it was the same family: Max, his wife Natalia and their two lovely daughters, Xenia and Polina, plus Natalia's mom, Nadezda.

Max swears they really did try to make the trip in 2011, but major engine problems caused them to linger in Panama another year — their fifth. "This time for sure!" he says with conviction.

Since setting sail into the chilly Baltic Sea a decade ago in a home-built boat, the family has had lots of adventures. And they're eager for some new ones in this custom cruiser that they picked up in Colombia. One destination high on their must-see list is Suvarrow in the Cook Islands. The New Zealand-administered isle was discovered by a Russian in 1814, and last fall a Russian politician claims to have bought it — and has proclaimed himself Prime Minister!

**Reine Marguerite — Globe Flotteur 34
The Eisenring family, Basel, CHE**

Who would have thought that one of the biggest fans of *Latitude* we'd meet at the party would be a cruising kid from Switzerland? But according to young Loic, he savors every copy he can get his hands on. Now 14, he's been cruising with his parents, Bernard and Margrit, since he was four.

"We don't have another home," explains Bernard, "so our plans are open. Where we end up depends on where we can find a good school for Loic." He's currently being home-schooled aboard.

**Sea of Time — Voyage 440 cat
Maarten Jansen & Yvonne Engelhart
Katwoude, NLD**

They bought their luxurious cat new in South Africa nine years ago, and have spent most of the time since exploring the islands of the Eastern Caribbean. Yvonne says that, although she's had fun, she's had just about enough of the cruising life — although we got the impression that Maarten would be happy to keep cruising indefinitely. "She has the final vote," he explains, "so we'll probably sell the cat in Australia." Although that will mark the end of an era for them, a whole 6,000 miles of adventuring still lies before them.

As we mentioned, never before have so many boats jumped off from La Paz, so we don't normally throw send-off parties there. But we got to know some of the La Paz jumpers (profiled below) via email.

**Buena Vista — Peterson 46
Don & Debbie Robertson, Ventura, CA**

Debbie and Don seem to be following the old adage, "If at first you don't succeed. . ." They set sail for the islands



With last year's frustrations behind them Don, Debbie and 'Buena Vista' are rarin' to go.

last year, but had to turn back three days out due to engine problems. The upside to that misadventure was that they've now made a whole new batch of cruising friends who'll be crossing this year. "We had a fantastic year in the Sea," they tell us.

Unlike most other Jumpers, Don and Debbie plan to follow the path less traveled after cruising Polynesia. They'll head north to the Marshall Islands to avoid the cyclone season, rather than south to New Zealand.



Carol and Livia of 'Estrellita' are eager to meet fun-loving SoPac cruisers.

**Estrellita — Wauquiez 35
Livia Gilstrap & Carol Dupuis
Victoria, BC**

"If we were writing a 'personals' ad for our Pacific Puddle Jump," writes

RUNNIN' DOWN A DREAM

Livia, "it would read: Under-40 vessel with under-40 crew seeking activity partners who enjoy playing hard, sailing hard, and living large. Must have interest in crossing Pacific and own their own vessel. Icemaker a big plus."

Sounds like a fun-loving crew to us. Come to think of it, if you like to make new friends wherever you go, cruising with an icemaker would be a brilliant idea. Livia and Carol plan to spend multiple seasons exploring the South Pacific, before heading farther west.

Ladybug II — Coast 34 Chris Bennett & Rani Kaur Victoria, BC

Chris and Rani upgraded to this 34-footer in '09 with the specific intention of sailing her to the South Pacific that spring. But, as is typical, those plans were only 'etched in sand'. "We fell in love with the islands and bays of the Sea of Cortez, and spent three more



Holly, 3, and her sister Leah, 6, of 'Wondertime' are among this year's youngest Jumpers.

seasons cruising in Mexican waters." They've crossed it more than a dozen times!

This year, though, they're determined to reach French Polynesia, which will be Rani's first big ocean crossing. Chris, however, is well accustomed to spending many days on the open ocean. A few years ago, he soloed their Cal 29 from Mexico all the way to Victoria.

Wondertime — Benford 38

The Johnson family, Seattle, WA

Two of the youngest Puddle Jumpers this year are aboard *Wondertime*: Holly, 3, and her sister Leah, 6. Their parents, Michael and Sara apparently figured it was time for a change of pace. "Our plan is to make it to New Zealand," they write, "where we will hopefully stay and work for a few years before heading out again." They add, "Sailing to the South Pacific next season is one of the best opportunities for adventure and growth we can imagine."

That's an excellent thought to end on. Although, as you can see by the fleet list at www.pacificpuddlejumper.com, there are dozens more crews whom we've neither met in person, nor been able to profile.

Bold adventures such as jumping the puddle tend to yield plenty of salty tales, and we intend to share some with you in the coming months.

— **latitude/andy**



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BEER CAN

Let's face it, work is a four letter word, and sailing is one of the best cures for work and life-related stresses, especially when combined with friends, floating and a frosty beverage.

With descriptions such as Twilight, Wet, Griller, Woodies, Sweet Sixteen, Madness, or simply Sunset, it's clear that Beer Can races are meant to be an excuse to get off our duffs and into some of that good old messing about on sailboats.

The Bay Area is known for its diversity, and that trait extends to its variety of microclimates. Different sailing venues offer different conditions. From salt water to fresh water, ocean swell to inland lake, the foggy chill of The Slot to warm breezes on the Alameda Estuary, sailors can choose just about whatever weather they like.

If there is an active sailing club nearby, you can bet that at least one night of the week throughout the summer they'll be shooting off start guns sometime around 6 p.m. for everything from dinghies to large keelboats, not to mention windsurfers or kiteboards.

That's not to say the participants aren't competitive but, in general, Beer Can races are great social events designed to create opportunities to pass through nature with other like-minded folks.

While you may need to bring your own boat (otherwise known as BYOB) for some series if you want to get out on the water, for most Beer Cans the only thing you have to do to almost guarantee a ride is to show up with some sort of libation and be unafraid — willing, even — to get wet. Heck, I once saw a hopeful crewmember show up dockside dressed in a suit with roll-on luggage in tow! Whoever said sailors were judgmental curmudgeons never met the team of a certain Marin-based J/35, as a season later that crewmember is still sailing on

SPREAD: FRED FAGO; INSET: LATITUDE/SUTTER



the same boat — but we suspect she's no longer allowed to bring the roll-on.

Beer Can racing can be found up and down the West Coast, and the 2012 Northern California Sailing Calendar — both the print and online versions — lists races at clubs on Monterey Bay and Lakes Tahoe and Fresno, not to mention local classics at the St. Francis, Oakland, Richmond and Corinthian YCs, to name a few. You can find the full schedule on

page 16 of this issue, so take a look and take the plunge into some of the most fun you can have on the water.

While Wednesday is the traditional day for Beer Cans as a way to break up the week, anyone who wants to get their feet wet (so to speak) can find a Beer Can race any day of the week.

The Bay View Boat Club holds races

LATITUDE 38'S TEN COMMANDMENTS OF BEER CAN RACING

1) Thou shalt not take anything other than safety too seriously. If you can only remember one commandment, this is the one. Relax, have fun, and keep it light. Late to the start? So what. Over early? Big deal. No instructions? Improvise. Too windy? Quit. Not enough wind? Break out the beer. The point is to have fun, but stay safe. Like the ad says, "Safe boating is no accident."

2) Thou shalt honor the racing rules if thou knowest them. The US Sailing 2009-2012 Racing Rules, unless specifically stated elsewhere in the Sailing Instructions, is the current rules bible. Few sailors we know have actually studied it cover to cover: it's about as interesting as reading tax code or the phone book. For Beer Can racing, just remember some of the biggies (port-tack boats shall avoid starboard ones; windward boats shall avoid leeward ones; and outside boats shall give room at the mark). Stay out of the way of bigger boats, pay your insurance premiums and keep a low profile unless you're sure you know what you're doing. Like most things, it boils down to common sense.

3) Thou shalt not run out of beer. Beer (a.k.a., brewskis, chill pills, thought cylinders) is the beverage that lends its name to 'Beer Can' racing; obviously, you don't want to run out of the frothy nectar. Of course, you can drink whatever you want out there, but there's a reason these things aren't called milk bottle races, Coca-Cola can races, hot chocolate races or something else. Just why beer is so closely associated with this kind of racing escapes us at the moment, but it's a tradition we're happy to go along with.

4) Thou shalt not covet thy competitor's boat, sails, equipment, crew or PHRF rating. No excuses or whining; if you're lucky enough to have a sailboat, just go use it! You don't need the latest in zircon-encrusted widgetry or unobtainium sailcloth to have a great time out on the water with your friends. Even if your boat's a heaving pig, make modest goals and work toward improving on them from week to week. Or don't - it's only Beer Can racing.

5) Thou shalt not amp out. No screaming, swearing, or overly aggressive tactics. Save that stuff for the office or, if you must, for Saturday's 'real'

RACING PRIMER



Beer Cans are a great way to introduce others, especially kids, to the joys of sailing.

The 'Osituki' crew wear smiles as big as the grin on their spinnaker during Encinal YC's Spring Twilight Series on the Estuary last month.

just south of the Giants ballpark on Mondays, while Tuesdays might find sailors in either Benicia or Sausalito. Head to Tahoe and Yosemite on Thursdays, or hit up some board or kite surfing off Crissy Field — the perfect spot to bask in the strong evening breezes that pump through the Golden Gate — on Thurs-

days and Fridays.

Hump night races in Santa Cruz are a blast to sail in, from the line-up at the hoist, to the rabbit start on Monterey Bay, to the finish at the harbor entrance and finally back onto the trailer. The whole affair is a wonderful piece of choreography that ends with no score, no trophies, plenty of ocean surf and good times at the club with a supportive crowd willing share stories meant to create a stronger sailing community.

At the opposite end of the spectrum are the Wednesday Night Woodies along the Cityfront, where a competitive 20-boat fleet of Knarrs definitely keeps score. You'd better get a good start and protect the inside overlap if you want to do well in this group. It's all in good fun as smiles flash and beer flows but the emphasis within this crowd is clearly on winning.

You don't want to win too often at Sequoia YC, which employs a rule that adjusts the PHRF rating of a boat if it becomes overly successful. Win too many races and you get docked three seconds a mile for the season by the race committee. The most amazing thing about this rule is that everybody at the club loves it, even those who take a hit. To these sailors, winning gets boring after awhile — talk about the true Beer Can spirit!

If you're a skipper looking to get into Beer Can racing, the most important thing to remember is to relax, be safe and have fun with friends, old and new. You can bring along as many people as the Coast Guard allows, but make it a number you're comfortable with. And you absolutely don't have to set your biggest — and certainly not your new-

est — sails.

Beer Cans are a great time to practice sailing techniques, such as spinnaker handling, but there's no need to take unnecessary risks with your boat or crew. In fact, it's important for the tactician to call for an early spinny take-down and for the driver to keep the boat on her feet as 'alcohol abuse' — i.e., spilled beer — is frowned upon by the sailing gods.

Of course it's a great idea to have your best crew along, but it's an even better idea to invite wives or girlfriends (not at the same time), husbands and boyfriends (*definitely* not at the same time), work mates, neighbors and junior sailors, too.

That being said, there's no rule that friends or family have to sail on your boat. Sometimes it's nice to simply watch someone else make a mess of things while you view from a safe distance

Beer Cans also offer a great opportunity to practice with your varsity team and, depending on the circumstances, to warm up for weekend events. But remember that even pro teams in the majors warm up in a relaxed and calm manner, not jacked up and ready for battle. Think batting practice at AT&T Park before a Giants game — does anyone keep score?

For example, last year I sailed with a skipper, all personable and nice at the dock, who turned into an amped-out jackass on the water. From the moment our docklines slipped, commands laced with expletives accosted us fast and furious. Coil! Jib! Main! Weight! Halyards! Fairleads! Backstay! Still in the harbor, our berth quite close, there was no observation of the cormorants or seals. Forget pleasant conversation. This was no fun, no fun at all.

I didn't dare ask for a beer.

We claimed next to last place at the fin-

race. If you lose it in a Friday nighter, you're going to run out of crew - not to mention friends - in a big hurry. Downing a quick chill pill on the way to the starting line has been medically proven to have a calming influence on the nerves.

6) Thou shalt not protest thy neighbor. This is extremely tacky at this level of competition and should be avoided at all costs. Perhaps it's justifiable if one's boat is damaged and blame needs to be established, but on the whole, tossing a red flag is the height of bad taste in something as relatively inconsequential as a Beer Canner. Besides proving that you're unclear on the concept of Beer Can racing, it screws up everybody's evening, including yours. Don't do it - it's bad karma.

7) Thou shalt not mess up thy boat. Everybody knows some hardcore weekend warrior who ripped his sails up in a Friday night race and had to sit out the championship race on Saturday. The point is that it's not worth risking your boat and gear in such casual competition: like the song says, you got to know when to hold 'em, and know when to fold 'em. Avoid other boats at all costs, not to mention buoys and other hard objects. If you have the luxury of two sets of sails, use the old ones.

8) Thou shalt always go to the yacht club afterwards. Part of the gestalt of Beer Can races is bellying up to the yacht club bar after the race. Etiquette demands that you congratulate the winners, as well as buy a round of drinks for your crew. Besides, the bar is a logical place to see old friends and make new ones. However, when meeting new sailors, avoid the gung-ho, overly serious types who rehash the evening in such gory detail that the post mortem (yawn) takes longer than the race. As much as we enjoy a quick romp around the cans, there's more to life.

9) Thou shalt bring thy spouse, kids, friends and whoever else wants to go. Twilight races are great forums for introducing new folks to sailing, such as your neighbors, out-of-town visitors, co-workers or maybe even the family dog. Always bring your significant other along, too — coed crews are happy crews. And don't just make the newcomers watch — give them a job on the boat. Get everyone involved.

10) Thou shalt not worry; thou shalt be happy. Leave the cell phone in the car, bring the ghetto blaster. Lighten up, it's not the Big Boat Series. Have fun, and we'll see you out there!

BEER CAN PRIMER

ish and that's only because on our last beat to the finish, with our best sails up, we managed to outpoint a boat that sported super-old rags and a carefree attitude. As we sailed to weather and gassed them, I couldn't help but feel envy as they smiled and waved, everyone with a cold beer in hand. Our skipper, Jimmy John Barker-Coutts or whatever his name was, sneered as we passed.

Back at the dock, once sails were rolled and lines coiled, I made a polite but hasty exit, forever busy in the future. And so it has gone since the inception of Beer Can racing — treat your crew poorly and they'll jump ship for a friendlier, often more competitive, ride.

It should be common practice for every skipper to keep everyone safe and happy, and to treat crew and competitors alike with civility and kindness. Society seems fraught with ill will and it's enough to spoil your day, if you let it.



Beer Cans are supposed to be fun, so don't let the racing get in the way of enjoying nature.

But in the words of Benicia sailor Rodger Rudd, "I have only one feeling out here and you're not going to hurt it; I'm out here to have fun."

The 'Ten Commandments of Beer Can Racing', written years ago by Rob Moore, speak to the basis of Beer Can morality. Everyone sails to get away from the soul-grinding minutiae of everyday life so

don't whine about ratings or another sailor's mad sailing skills. Nothing is so important to get overly excited about out on the water except the wind, the waves, and a huge adult hall pass to move about using little more than the energy nature provides.

Now that the days are getting longer and temperatures are rising,

remember that there's nothing quite so nice after an evening of sailing around the buoys as sitting in the cockpit sharing food and frosty beverages with friends . . . unless it's rafting with the boats you just sailed against . . . or affably congregating by the hoist . . . or hanging out by the BBQ or bar . . . or just sharing a table in the clubhouse — because life is what this is all about. Lives we share, lives that have passed, and lives that have yet to cross into ours.

— dave wilhite

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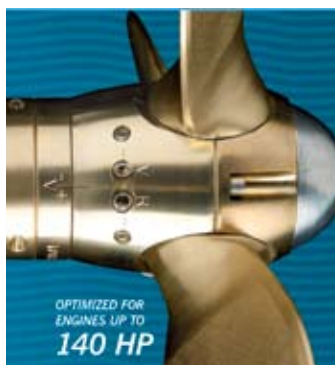
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AN UN-ZEN DELIVERY

A year ago the *La Gamelle* Syndicate of St. Barth bought an Olson 30 with a bunch of sails in Richmond for less than \$5,000. After the Wanderer Zen-sailed her around the Bay without her outboard last summer, she was trucked to Port Everglades, Florida this winter, then put aboard a Dockwise ship bound for Martinique, the closest port to



Punctual Nadine.

St. Barth where she could be taken. The following is a recap of a most adventurous week the Wanderer and Doña de Mallorca spent delivering her the last 250 miles to St. Barth. Hull #66 of the 245 Olson 30s that were built, *La Gamelle* is slated to leisurely live out her life as a working-sails daysailer at the small French island, enjoying the steady breezes and warm blue waters in the proximity of topless girls sipping rosé as they frolic knee-deep in gentle surf. We should all be so lucky.

Day 1 — Doña de Mallorca and the Wanderer flew from St. Barth to Gadeloupe to Martinique. There, we were quickly disabused of any notion that prices might be lower in Martinique than in *tres chere* St. Barth, as the tab for the half-hour taxi ride to the huge Le Marin yacht center at the south of the island was \$120. Checking our English-French dictionary, we discovered there are no French words for 'inexpensive', 'bargain' or even 'reasonably-priced'.

Our accommodations for the night were a prison-like 'hotel' oddly located in the middle of a large marine services complex. Because it was Sunday evening, nobody was around — not even in the hotel. After checking in with the

Little 'La Gamelle' was like a nautical needle in a haystack of large powerboats, most of them headed for the Med.



cleaning lady, who promptly departed the premises for good, we never saw another person, employee or guest. Creepily, the hallway lights only worked when tripped by motion sensors. And leaving the hotel required unlocking the small, opaque door that was the main entrance. It was like overnighting on the set of a cheap horror flick.

Yet the most unfortunate thing about the hotel was its location. Despite being in the middle of what is no doubt a bustling marine complex during the week, it was a couple of miles' walk through the tropical night — with computers in our backpacks — to the nearest marina and open restaurant. Miles made toward St. Barth — 0.

Day 2 — We met Nadine, the Dockwise agent, and the owners and/or captains of most of the other boats on the Dockwise ship at a marina dock at 7 a.m. A few others, as well as the boat to get to the ship, were much less punctual. As we finally approached the 685-ft *Yacht Express*, which was anchored out and in the process of sinking to allow her nautical cargo of boats to float off, we could see that she looked sharp, having just come out of the yard.

La Gamelle was by far the smallest boat on the ship. In fact, once we managed to locate her, she looked as though she could have been a ship's model in a salon of one of the larger powerboats. It was early March, so the season was coming to an end in the Caribbean, meaning only a few boats were going to be offloaded. The rest — as well as 16 new ones — were bound for a *la dolce vita* summer in the Med.

By the time we got aboard, signed the papers, and received our documents and keys, the *Yacht Express* was sunk enough so the boats could be floated off. A big and cheerful Ukrainian in an orange jumpsuit happily helped us install the outboard on the back of *La Gamelle*, which would have been back-breaking job solo. We later learned he's the captain.

Before we knew it, it was our turn to depart the ship. Leaving was easy because there was so much open space on the way out, surely enough for an Olson 30 one-design regatta. Fortunately, the sometimes fickle Honda 5-hp outboard started right away, because *La*

Gamelle was nowhere near ready to sail to the mile-distant marina, let alone be taken offshore.

We snagged a berth at the end of a long marina dock next to the fueling station, where the Olson quickly got as much attention as 20-year-old girls in bikinis. This was mostly because the couple of thousand other boats in Le Marin were large, condominium-like cruising or charter boats with all the amenities. *La Gamelle* was like a Ferrari at a gathering of Winnebagos.

It was hard to believe there could be so much to do to get such a small and simple boat ready for sea. First we had to straighten out the complicated backstay setup — which the yard in Florida had installed to look like a macrame project — and tune the rig. Then we had to bend on the never-used-before full-battened main and the jib, and look into outfitting the boat with the basics — such as a real anchor and real ground tackle, a bucket for a toilet, etc.

There are something like four chan-



dleries in Le Marin, and for whatever reason they carry very little overlapping inventory. This is true even when it comes to the most basic of things, buckets. This meant that if we had a shopping list of eight items, we probably had to visit at least three of the four chandleries. The inventory they did have was un-West Marine-like in that they are short on clothes and shoes, but have everything from a full line of replacement diesel engines right there on the floor, to windlass and winch replacement motors, to esoteric parts only very active cruisers would want or need. They're also unlike West Marine in the sense that most — but not all — of the items were very dear. Such as \$140 for the least expensive cheeseball 12-volt battery.

Between long walks to the chandleries — which, being French, were closed at odd hours in the middle of the day so the employees could go home to smoke, eat,

Ride 'em, girl! Motoring 'La Gamelle' over the wide open space of the aft of 'Yacht Express', de Mallorca was ready for the Caribbean.

have sex, and then smoke some more — and working on the boat, we were getting tuckered. For one thing, the tippy Olson 30 is a little cramped for someone who is 6'4", 220 pounds, and wears size 13 sandals. We were constantly tripping, stumbling, falling — or hanging on for dear life to prevent one of the three. And it was sweltering. We went through 1.5-liter bottles of water right and left, and at the end of the day hadn't a drop to show for it at the urinals.

We did, however, take pleasure in the fact that we didn't have a boat with



Odd-looking, purpose-built 'Yacht Express' took good care of our business.

a dark blue hull and teak decks. The marina was riddled with them, which despite being nearly new, had prematurely aged terribly because of the ravages of the tropical environment. We were also tickled by the attention our little boat kept getting from other sailors and passers-by. Not wanting to disappoint their high expectations, we assured them that we not only planned to circumnavigate via the Southern Capes, but were going to do it blindfolded. Miles made to St. Barth — 0.

Day 3 — We foolishly anticipated that we could get *La Gamelle* ready for sea in a couple of hours, but it took a day and a half. And even so, a few of the niceties — such as installing navigation lights — were relegated to the 'still to do' list. Yet every muscle in our body ached from the strenuous work in the cramped environment. And because of prodigious sweating, every muscle seemed to cramp up. As for the ligaments and tendons, all had been stretched beyond their rated limits. Nonetheless, shortly after noon on Day 3, the Wanderer and Doña de Mallorca set sail — in a refreshing tropical sprinkle — for St. Barth.

It was blowing about 18 as we left the marina, which led to our first disturbing discovery. The better main, which we had set for the first time, turned out to be a racing main, and therefore had no reef points. This meant *La Gamelle* was like a Ferrari with the throttle stuck on the floor. But we were too bushed to switch back to the old main.

Our second surprise was the shouldn't-have-been-so-surprising realization that sailing a 3,500-lb Olson 30 on the ocean



AN UN-ZEN DELIVERY



Oddest sight of the first day's sail? Diamond Rock, which was commissioned as a ship for the Royal Navy during the Napoleonic Wars.

is very different than doing it aboard a 63-ft, 48,000-lb catamaran. Now we sat only about two feet above the surface of the sea, a far cry from seven feet above the water on *Profligate*. And rather than having a tennis court-size area on which to leisurely stroll around, we basically sat in one spot in the cockpit and didn't move again until we were done sailing for the day. Oddly enough, the Olson's coffin-like quarter berths were comfortable in a mummy-like fashion. Although it did require 10 minutes of yoga-like contortions to get into or out of one.

On the other hand, the quick and nimble Olson was an absolute delight to sail. We enjoyed shocking the crews of much larger boats by effortlessly overtaking them with just working sails. And every time we made a pass through an anchorage, we would giddily slalom through the anchored boats, taking their bows or transoms with just inches to spare. Knowledgeable sailors smiled in approval, while folks on charterboats looked on in horror.

We had assured our kids that we'd be really careful in this, our promised last "really stupid sailing stunt". Stupid in the sense that we had no depthsounder, radar, autopilot, or masthead light to illuminate the Windex. Stupid in the sense that our navigation lights were still in the bag from the chandlery, that our dinghy/liferaft was an inflatable surfboard still in a bag, that our sole navigation device was an iPad, and that our 'EPIRB' was a Spot Messenger. So when we reached the 8-mile-wide bay outside Fort de France with about 90 minutes to go before dark, we were obligated to pick one of the many nearby anchorages and call it quits for the day. Alas, we had the old ants in our

pants, and it was blowing 17 knots on the beam. So we pressed on, the promise to our kids having blown away in the breeze.

Two hours later, as complete darkness descended on the Eastern Caribbean, we tied a spinnaker sheet to a little anchor and dropped it under sail, careful to stay clear of the locals who were purse-seining with two little boats. There were no other sailboats around, and if you can imagine one-naked-lightbulb ghetto-like houses — but with beautiful views overlooking the bay — that would be the waterfront village of Case-Pilote. Doña fashioned some kind of dinner out of a can, and dressed it up with some bits of lettuce and tomato. *Bon appetit!* We dined hunched over, the only way you can dine in an Olson 30. Wiped out, we struggled into our quarter berth. Miles made toward St. Barth — 28.

Day 4 — We awoke at 3:30 a.m. because we were on a mission, and because it meant that if we motored hard starting right then, we could make it to the north end of Martinique — and the beginning of the often-wicked Martinique-Dominica Channel — by first light. From her coffin bunk, de Mallorca informed us that it was a fine idea — as long as we didn't make any noise and she didn't have to get up.

Just before dawn we passed St. Pierre, the 'Paris of the Caribbean' until that fateful day in 1902 when Mt. Pelée erupted, killing all 30,000 of the city's residents — except for one guy in jail. In the predawn light, Mt. Pelée and St. Pierre were green and gloomy-looking. We're told you hear a lot of music in the streets of St. Pierre, but unlike everywhere else in the Caribbean, nobody dances.

The beginning of the 25-mile wide Martinique-Dominica Channel didn't seem bad at all, but it was just luring us in. A couple of miles into it, we had 18 to 22 knots on the beam, with eight- to 10-foot seas, also on the beam. Negotiating the conditions meant we constantly had to sheet in and ease out the vastly overpowered main with our right hand, while vigor-

ously working the tiller with our left hand to find the smoothest path through the seas. In a matter of hours our forearms made Popeye's look like matchsticks. By the time we were a third of the way across the channel, we were getting the full shower treatment every couple of minutes. But as we were in the blistering sunshine of the tropics, and the ocean temp was 80 degrees, we welcomed every drenching.

Nonetheless, it was in this channel that we experienced our strongest pangs of adventurer's remorse, wondering what the hell we were doing in the big seas in such a small and lightly outfitted boat. After all, the best course we could semi-comfortably make was still taking us about five miles to leeward of Dominica — and the known world. And thanks to an unseasonable amount of north in the wind, we were having to beam reach rather than broad reach and surf, the latter being the conditions that Olson was designed for and thrives in. Our main concern was that if anything went wrong with the 30-year-old mast or who-knows-how-old rigging, we'd be screwed. True, we had a powerful — ha, ha, ha — handheld VHF and the Spot Messenger for emergencies, so if we lost the mast we probably wouldn't have to



IN THE CARIBBEAN



Thanks to Sargasso weed, the Caribbean Sea often threatened to become a yellow solid.

drift all the way to Panama. But we'd be in for many hours of discomfort, and no doubt considerable expense.

As it was, we passed only one vessel in the channel, a heavy 70-ft schooner flying just two tiny staysails. The skipper watched us fiendishly working the main and tiller of *Gamelle* for about a minute before giving us a dismissive glance that shouted, "You're out of your bloody mind!"

Despite the unfavorable wind direction, we did make it across the channel

safely, and pretty darn quickly, too. In the lighter winds that came aft as they swept around the southern tip of Dominica, we were able to reach up into lighter wind and flatter water. Thanks to the tall peaks of the island, before long there was not only no wind, there was no swell either. For the next frustrating few hours, we battled localized westerlies and/or the sometimes recalcitrant outboard. As they say, the only thing worse than too much wind is no wind at all.

At 4 p.m., having not yet moved once from our steering position on the starboard side of the cockpit, and having not peed a drop after drinking liters of water, it was decision time again. Do we do the sensible thing and tuck into Prince Rupert Bay at the north end of Dominica for the night, or do we press on across the 17-mile wide Guadeloupe Passage to the lovely Îles de Saintes? The smart thing would have been to stay in Dominica — if it weren't for the fact we'd either have to run the risk of getting caught not checking in with officials, or spend god-only-knows-how-long actually checking in. Our not having the luxury of time, the smart thing actually turned out to be

Feel as though it's time you get back to Nature? A small boat on a big ocean is one of the most effective places to start.

continuing on and hoping we'd get the anchor down before dark.

Although we took the closest thing to a knock-down of the whole trip early in this crossing, the wind backed off to about 17 knots on the beam, then 14 knots. So while it was still sloppy, the conditions weren't bad. Well, except for the blistering afternoon sun that seemed to be roasting our skin.

Exhausted after 18 hours of constant sheeting and steering, we had visions of sailing within a few feet of the beach at lovely Terre-de-Haut, dropping the hook, and swimming ashore for a well-deserved handful of cocktails and dinner. The only problem was that the Saintes had become dramatically more popular since we'd been there last. Almost all the waters near shore were littered with mooring balls, and they were all occupied. In desperation, we dropped the hook under sail about a mile from the town center in a nonetheless still crowded anchorage near the distinctive peak of Pain de Sucre. We did this as the sun set, with every person in the anchorage staring with some degree of incredulity at the two lunatics on the tiny boat.

As exhausted as we were, we had enough energy to be distressed that *La Gamelle* had come to rest only about 20 feet upwind of a charter cat. Not only was this bad form, we had no idea how deep the water was, and were dubious about our small anchor holding through the night in such gusty conditions. Beat up or not, the right thing to do was to get out the honking big anchor we'd just bought, plus the honking big chain, and deploy them farther to weather to pull *La*



The latest in horizontal 'liferafts'.



AN UN-ZEN DELIVERY

Gamelle well clear of the cat.

So it was at about midnight, after a sumptuous cold dinner enjoyed stooped over in the luxurious salon of *La Gamelle*, we dragged out the inflatable surfboard, pumped it up, loaded on the anchor and chain, and started paddling. Once again, we cannot say enough about the ameliorating effects of bathtub temperature water. Once the new anchor was set, we not only felt good about ourselves, we slept the sleep of the dead. Miles made toward St. Barth — 78.

Day 5 — God didn't rest until the seventh day when creating the world, but we don't think He worked as hard as we had, so we declared Day Five to be our day of rest. It was also a well-deserved reward for de Mallorca, who despite the considerable discomforts and challenges, and despite rarely coming outside of the Olson's tiny cabin, had rarely said a



The Bois de Joli Resort is as restrained as it is lovely.

discouraging word. And when she did, it was wisely directed at the captain rather than *La Gamelle* or the adventure itself. But when dawn broke and she noticed an interesting looking hotel a 200-ft

paddle away, she was off like a wahoo. Half an hour later she returned with welcome news.

"This lovely place is called the Bois de Joli, and the management is very nice. Since we've got dinner reservations, we're welcome to use the pool and other facilities, and take their bus into town. Furthermore, the coffee is delicious and they have free high speed internet."

Like most places in the French West Indies, the Bois de Joli is no cookie-cutter American-style monster res-

sort for the masses, but rather a small and charming French place that blended in with the island. For two sailors coming off four hard days on a 30-footer, it was like a dream come true. The first jump in the freshwater pool was orgasmic, and hot coffee and high speed internet were like gifts from heaven.

As usual, de Mallorca made friends



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with everyone in the vicinity. Indeed, a caretaker who had worked at the hotel for 35 years whispered that there was a entire building on the side of the hill that wasn't in use. "It's full of brand new mattresses," he told her, "and no one will know if you sleep there tonight instead of on your little boat."

In that it's clean, charming and sparsely-populated, has many great restaurants and is in danger of being loved to death, the Saintes are like St. Barth was 30 years ago. But it's different in that all visitors are Catalina-style day-trippers from nearby Guadeloupe rather than overnighters. If you visit the Saintes, you have no choice but to see it by motor scooter. But it's very much worth it, particularly after most of the daytrippers have left.

What a fine day we had at the Saintes! Imagine, cold drinks and warm food for lunch. And for dinner, too! And being able to sit upright for both meals. During the extended cocktail hour we enjoyed poolside at Bois de Joli, we gazed out through a flower-lined archway to see



Surfing in the lee of steamy and smelly Montserrat.

little *La Gamelle* silhouetted against the setting sun, gently tugging at her anchor. It was a lovely sight that we'll remember for the rest of our lives.

But as had been the case with Cin-

derella, things changed long about midnight. For with dinner over — how are you supposed to deal with little quail bones anyway? — it was time to strip down on the beach, put the inflatable surfboard/dinghy in the water, and make the first of three trips into the blackness and out to *La Gamelle*. With de Mallorca sitting Buddha-style up front — and holding the computers on the first trip, the ice on the second trip, and the groceries on the third trip — we lay farther back and paddled. With our arms cramping up near the end of the last trip out, we asked ourselves, "Is this really the kind of thing a 63-year-old ought to be doing?" After rinsing ourselves off with a couple of bottles of water in the cockpit, and yoga-posing our way into our quarter berth coffin, we decided that, Hell yes, this is exactly what we should be doing! Miles made to St. Barth — 0.

Day 6 — We got up early because this was going to be a huge day. Hopefully the wind had shifted out of

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AN UN-ZEN DELIVERY

the northeast to the east — if not the southeast — which would enable us to do some surfing on the remaining 140 miles. In fact, if things went perfectly, we might attempt the entire last 140 miles non-stop.

Underway at dawn after just six hours' sleep, we had a pleasant broad reach to the lee of Guadeloupe. We took the opportunity of the first lee to slather some fast-curing 5200 on the bottom of our \$22 LED two-mile bow navigation light, then squished it down just forward of the pulpit. Then de Mallorca crawled inside to the bow to attach the wires from the battery. Brilliant, as we now had an also brilliant navigation light, one that we would need that night.

The problem with Guadeloupe is that it has the mother of all lees — racing fleets try to stay at least 10 miles away — and we repeatedly found ourselves going 0 knots. We got the Honda going a couple of times, found wind, lost it, and battled to get the outboard going again.

It was at the northwest end of Guadeloupe that our frustrations peaked. The

water and sky were as blue as blue could be, and it was wonderfully warm. But not only was there no wind, the sea was a sloppy mess. Having been going full blast on about five hours sleep a night for the better part of a week, it wasn't that much fun. We finally broke out of the lee, and once again the wind had way too much north in it for surfing. With the apparent wind directly on the beam, and with beam seas, it was a like being back in our beloved Martinique-Guadeloupe Channel all over again.

Unable to easily sail over the top of Montserrat — which despite being tiny is where the Stones, Clapton, McCartney, Duran Duran, the Police, Dire Straits, Lou Reed, James Taylor and many others have recorded some of their best stuff — we fell off to leeward of the island. That finally allowed us to get in some good surfing. But being to leeward of the island also got us and the boat covered with volcanic grit, and filled our lungs with putrid gases. All the islanders had

been forcibly removed from Montserrat after the major volcanic eruption in '95. Despite the fact that much of the island remains uninhabitable, thousands have insisted on returning.

Given the fact that there were still so many unknowns about *La Gamelle*, and that we didn't have a lot of basic equipment, we weren't all that eager to do a lot of surfing after dark. But we had no choice, for as luck would have it, the wind had finally gone far enough aft that we could surf at will. As a result, we were scooting down waves at up to 11 knots, powered by just the full main and the #4. This was fun and all, but it seemed a little borderline for being exhausted in the dark in the middle of nowhere. We nervously kept looking into the night sky behind us for hints of a squall. Thirty knots, even for just 10 minutes, would have really complicated our lives.

Our black-of-night approach to Nevis at relatively high speed without a depth-sounder or radar reminded us just how helpful those two instruments can be. Blessedly, the wind went light in the lee

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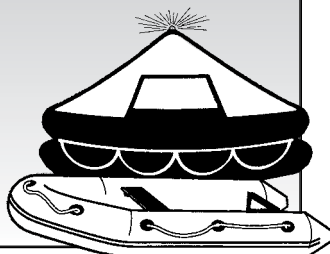
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IN THE CARIBBEAN

of Nevis, and we ghosted along to a spot off the Four Seasons Hotel where we seemed to remember it wasn't too deep to anchor. It was a soulful and pleasant end to a long day of sailing. After another scrumptious cold dinner, we yoga-ed back into our coffin berth knowing we only had 42 miles to go. Miles made toward St. Barth — 100.

Day 7 — It would have been cool to have great surfing conditions for the last 42 miles to St. Barth, but we got skunked. The wind went light, but the sloppy seas remained. While we limped along, roasting dodger-less and bimini-less in the tropical sun, we were reminded how pleasant it can be to have shade and a reliable engine, too.

We sailed all the way to St. Barth in light air, and arrived well before dark to a surprisingly warm reception from friends. Half said they were shocked that we'd made the trip so quickly, while the other half said they thought we'd been gone so long they'd considered calling the

Coast Guard. But everyone was jacked by the sleek little Olson. The dirty little secret among captains of big yachts is that what most of them would really love to have is a simple hot-rod daysailer such as an Olson 30. Miles made to St. Barth — the final 42.

The 250-mile Martinique to St. Barth sail had been a hard trip, but was nonetheless immensely satisfying. All the difficulties were weather- and time constraint-related. Had we the luxury of being able to wait for the days of 10-15 knots of wind from the south of east, and the associated smaller seas, it would have been a dream trip. Like every sailor who has ever had to sail to a schedule, we paid for it.

Our terrific little 250-mile adventure with *La Gamelle* has also given us a much greater appreciation for all those sailors who have raced Olson 30s, usually singlehanded, the more than 2,000

miles to Hawaii. Respect! As for Hank Grandin and his son Michael, who not only sailed their Olson 30 *Tinsley Light* across the Atlantic in '81, but who did a 360 with her during a storm, even more respect!

Accepting the Olson 30's size limitations, and knowing every boat can be improved in many little ways, we have nothing but great feelings about the syndicate's quick and nimble \$5,000 boat. Not only was she fun to sail, but she always felt buoyant and safe in the worst of admittedly not very bad conditions.

Doña de Mallorca is even more enthusiastic about the boat. "I could sail around the world on an Olson 30," she told a number of friends. We're not sure she'd sing the same tune after sailing one upwind in a strong breeze for a few hours. We know that's something we have absolutely no interest in doing. And why would we? Right now gallant little *La Gamelle* is exactly where she belongs, in the warm blue waters of the Caribbean, providing daysailing pleasure *par excellence*. Thanks, George!

— **latitude**/richard



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MAX EBB

"Why is it so dark in here?" I asked as I walked into the yacht club dining room and went for the light switches.

"No, leave them off!" insisted a voice from the darkened room, along with several other voices with words to the same effect. "It's less than a minute to the start!"

Then I saw the huge projection screen on one wall and the digital projector on a table. The scene was the pre-start for a fleet of AC 45 catamarans at the current European venue of the "America's Cup World Series." They must have hooked up the projector to the net, and were watching last night's race.

As my eyes adjusted to the dark, I noticed that the room was completely rearranged to hold a theater full of sailors, all of them transfixed by the spectacle of the big wing-sail catamarans in 25 knots of wind and three-foot waves.

"Who are the refs?" I asked. This, I have been told, is the only smart thing to say when you walk into a room full of people watching a sporting event already in progress.

I guess it works better for football, because I was summarily shushed without anyone getting the joke. So I stumbled to an empty seat in the dark room and joined the sailing spectators.

Right away I was disappointed. The start was impossible to follow. Every time they showed us an overall aerial view, one that would let us follow a boat through its starting tactics, they quickly

"Remember, we're supposed to be just like NASCAR fans," added a more cynical spectator. "We're not supposed to understand anything as complicated as racing rules and tactics. I need more beer. And how come the club isn't serving corn dogs today?"

"I resemble that remark!" shot back one of our club members, a known automotive tinkerer and probably the only person I know who actually is a NASCAR fan. "Some of us gearheads make a serious study of the tech behind car racing."

Fortunately, the view on the big screen did cut back to the aerial shot for the last 10 seconds before the start, and we watched the fleet reach across the line on a ridiculously short first leg before the video mix cut back to on-board close-ups of professional sailors in helmets grinding winches and pulling daggerboards up and down.

A cold beer did sound like the right beverage for the occasion, so I made a quick dash to the bar. When I returned, the lead boats had just started the windward leg, and it wasn't pretty. Speeds were only in the 10- to 12-knot range, nothing to write home about for these cats. But the waves were stopping them dead on every tack, and the slamming was practically shaking the on-board cameras off their mounts, from the way



new tack with the tillers reversed.

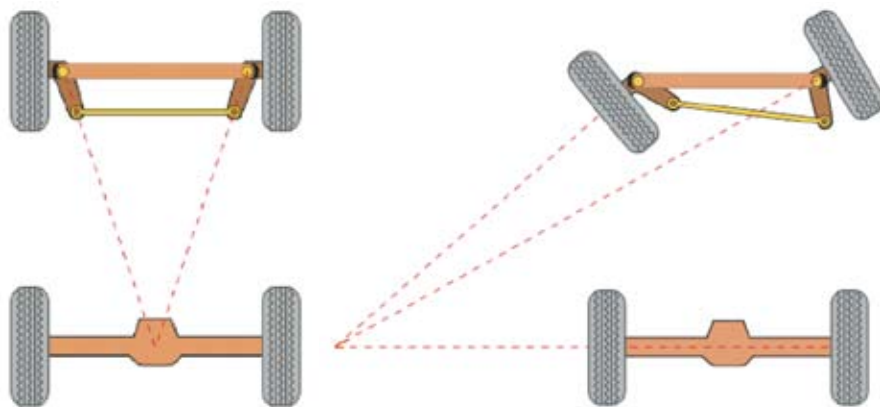
"Heck, I used to do that in my Hobie 14," said one of the sailors in the room.

"The old three-point tack," said another club member who had raced catamarans for many years before moving up to an offshore trimaran. "Standard practice for newbies on rental beach cats, but you'd think these guys would be a little better at it. Especially considering that they just earned themselves a penalty by backing over the course boundary."

"They probably never practiced in waves this big," I suggested.

"But even in smooth water," said the multihull sailor, "a lot of the boat has to move sideways through the water during a tack. With a boat that wide, some of the foils are forced to move large angles of attack during a turn."

"Not if they use Ackerman steering geometry," said the NASCAR guy. "The rudders are just like the front wheels, and the centerboards are just like the rear wheels. The wheel or rudder on the inside of the turn has to rotate through more of an angle than the wheel or rudder on the outside, and the right steering linkage lets that happen."



Ack! Left, the rule of thumb for approximating Ackerman steering geometry in practice: Aim the steering arms (tillers) at the center of the rear axle (between the two centerboards). Right, the perpendiculars to all four wheels intersect in the same spot, so none of the wheels slip. Steering with twin rudders is similar, if the front wheels are the rudders and the rear wheels are the centerboards.

cut away to an on-board camera or a water-level view.

"How can we tell what's going on if they don't hold a scene for more than a few seconds?" complained one of the sailors.

the pictures jiggled every time the bows came down into a wave.

We watched one aerial view of a boat tacking right at the course boundary, stopping dead in irons, slipping backward and finally bearing away on the

STEERING COMMITTEE



If AC organizers think sailing fans will watch just for the NASCAR-like crashes, they have another think coming. Or do they?

"I've noticed that on most cats the tillers are angled in toward centerline," I said.

"That's the reason," explained the gearhead. "In fact, if the steering arms on the front wheels aim right at the center of the rear axle, then the steering geometry is perfectly aligned so that all four wheels roll straight without any side slip during a turn. That is what's called the Ackerman steering geometry."

"But that's, like, just an approximation of Ackerman. This stuff about the steering arms pointing to the rear axle is just a rule of thumb."

Lee Helm's voice surprised me. I had no idea she was one of the sailing sports fans watching the race in the darkened dining room.

"No, it's the exact Ackerman geometry," insisted the gearhead. "I've built race car suspensions, and this is always how it's done. That is, unless you want to deliberately deviate from Ackerman. Tires distort under side load so the geometry changes a little. And there are

even some race cars that want to keep the front wheels parallel at all angles to make it easier to recover from a four-wheel drift."

"No, it can't be exact," insisted Lee. "I mean, think what happens when the inside wheel angle gets very large and the tie bar starts pulling the outside wheel back the other way."

"Well, maybe it has a limited range over which the geometry works exactly," allowed the car expert. "But it's not an approximation."

"It is an approximation. And I totally already proved it by simple limit analysis. If a function is continuous and also incorrect in the limit . . ."

"No, it isn't an approximation," he interrupted.

"Is."

"Isn't."

"Is-is-is-is-is."

"Will you kids

knock it off and watch the race?" scolded the voice of an older woman who I recognized as the yacht club commodore.

They lowered their voices, but kept up

the debate in whispers. Finally, after a few more requests to be quiet, they left the room to find a computer they could use to put the issue to rest.

I watched the fleet round the windward mark and sail most of the next leg, but was a little surprised to see speeds of only around 20 knots. I really thought these beasts would be faster in a good blow. The presentation was good, and the commentators were better than I expected, but my curiosity about what must be going on in the club office, with Lee and the car racer, got the better of me and I went off to see what they had determined.

"Here's the geometry of the two centerboards and two rudders," Lee explained as she pointed to a diagram on the office computer screen. "For all four foils to move straight through the water during a turn — neglecting for a moment the small angles of attack needed to generate lift — the lines at right angles to all the foils have to intersect at the same point at the center of the turn, like this."

"Makes sense," I said. "Same as for a car, with front wheels steering and rear wheels fixed."

"Exactly," agreed the car racer. "And to get that, the steering arms or tillers have to point to the center of the line between the centerboards." He brought up another diagram on the screen. "See, even Wikipedia agrees that this is the Ackerman steering geometry, with the steering arms pointing at the axle. Nothing about any approximation."

"No way," said Lee as she pushed the car expert out of the office chair and took over the keyboard. "Let's get analytical. For a given angle of the inside rudder, we can, like, calculate the exact angle of the outside rudder, and see if the Ackerman condition is satisfied. We need the wheelbase or the longitudinal distance from rudder to centerboard, and the track width or beam between centerlines of the hulls, as inputs. Also the tiller length and offset angle."

"No, you don't need the offset angle — that's already determined by the wheelbase and track width, if we follow Ackerman."

"Right, good

catch," conceded Lee. "But to see how variations in geometry change the error, we should have a wheelbase correction factor as an input, to allow the tillers

***"Don't leave now!
I bet we see a
high-speed crash!"***

ACEA 2012 / GILLES MARTIN-RAGET

MAX EBB

to aim at a point forward or aft of the midpoint between the centerboards."

"Okay, but we won't be able to cal-

You know the angle of the inside tiller — wheel angle plus offset angle. You know the tie bar length because you know the tiller length and offset angle. And you know the track width. So you have a triangle with two known sides and the included known angle. Side-angle-side. Use law of cosines to get the third side."

To my amazement, Lee did not have the law of cosines memorized, but a few seconds on the web brought it up.

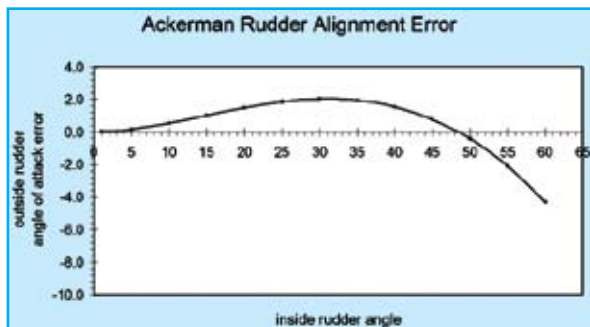
"Now we have that diagonal length, from the tiller-to-tie bar connection point of the inside wheel to the rudder stock of the outside wheel. To get the outside rudder angle, we solve the other triangle. That one has three known sides, and you can solve for any of the angles using the law of sines."

No one seemed to care that we were interchanging the jargon for car wheels

with the terms for boat rudders, and Lee was typing formulas into a spreadsheet almost as fast as she could explain the math.

"Now that we have a function to get outside rudder angle, given inside rudder angle, it's, like, simple trig to see where the perpendiculars from the two rudders cross the perpendicular line extended

If aimed at a centerline point near the bow, the outside rudder always oversteers.

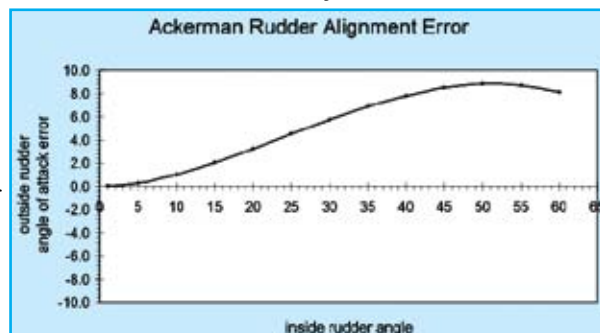


With tillers aimed between the centerboards, the outside rudder oversteers, then understeers.

culate this directly," said the car racer. "Even the professionals say you have to work out the geometry graphically, by drawing an accurate diagram."

Lee thought about this for a second, then contradicted him again.

"It's just law of cosines and law of sines," she stated flatly. "Maybe the professionals never finished trig. First assume an angle for the inside wheel.



from the centerboards. If all three perps don't intersect at the same point, Ackerman is not satisfied. I'll express the error

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STEERING COMMITTEE

in terms of excess angle of attack on the outside rudder.

"There won't be any," insisted the gearhead.

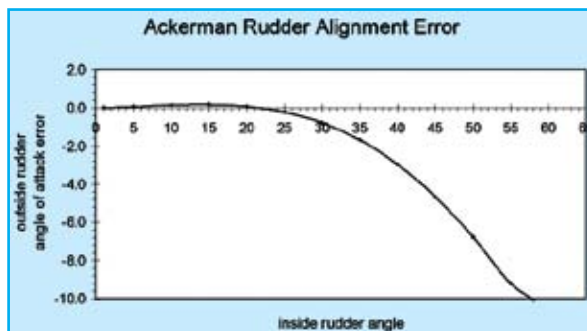
We made up some numbers that seemed about right for an AC 45: 20 feet from rudders to centerboard, 20-ft beam, and the tie bar three feet forward from the rudder stock. A few minutes later, Lee had a graph of the "Ackerman error" on the screen. Sure enough, there was error. The outside rudders oversteered by a couple of degrees, then crossed the zero-error line at about 50 degree deflection of the inside rudder, and understeered after that.

"I want to check that spreadsheet," said the car racer. "I can't believe Ackerman was wrong."

"Ackerman was just the patent agent," said Lee as she gave up the seat so he could go over the formulas for himself. "The real inventor was Georg Lankensperger, who came up with the idea in 1817. But there's an Erasmus Darwin with a prior claim from 1758."

"The real inventors never get the credit," I sighed.

"Let's go back to the dining room," suggested Lee. "There's something I think we can check via the onboard video."



Aiming the rudders at a point 14 feet forward of the rudders offers the least error.

What Lee wanted to see was an AC 45 tiller, as seen from the camera mounted right at the bow, in front of the furling drum and right on centerline. That view might show us the offset angle of the tillers. The view was fairly clear: When the boat was going straight, the tillers

appeared to aim right at the bow, on average, and not at the spot between the two centerboards.

Meanwhile the boats were still making heavy weather of the conditions, although one had worked out a substantial lead. We decided to check back in on the office computer to see if our grease monkey friend was ready to admit defeat. Also to change the tiller offset angle to agree with what we observed on camera and see what that did to the Ackerman error, although Lee was pretty sure that it would make the outside rudder oversteer through the entire range of rudder angles.

"Don't leave now!" advised one of the spectators. "This is as windy as it's ever been for an AC 45 race. I'll bet we see a high-speed capsizer!"

He was right, and we were not disappointed.

Maybe sailors aren't that different from NASCAR fans after all.

— max ebb



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THE RACING

All of April's racing achievements were overshadowed by the tragic loss of five sailors aboard *Low Speed Chase*. We're dedicating this month's Racing Sheet to them: Marc Kasanin, Alexis Busch, Jordan Fromm, Elmer Morrissey, and Alan Cahill.

SSS Corinthian Race

The Singlehanded Sailing Society's Corinthian Race on April 7 delivered a beautiful day of sunshine and light breeze to the 116 boats that participated. The annual race sent sailors on a scenic, and at times very slow, 18-mile Bay tour that started in Tiburon and sent racers to Little Harding Rock, Blossom Rock, Blackaller, Southampton and Little Harding again before finishing in front of Corinthian YC in Tiburon.

In the Singlehanded division, top singlehander Greg Nelsen sailed his *Azzura 310 Outsider* to a resounding class win by a margin of 36 minutes. After a solid start in extremely light breeze and a ripping flood tide, *Outsider* stayed far inshore in Belvedere Cove for flood relief and then made an early break for Little Harding. Hoisting the spinnaker before Little Harding, the 31-ft Alameda-built boat gained the overall lead by Alcatraz, despite competing against more than 80 doublehanded entries and starting in the fifth start.

Rounding Blossom Rock with several of the top boats, *Outsider* close-reached to Blackaller and then sailed upwind to Southampton. Again rounding Southampton with the top doublehanders, Nelsen picked a clean lane through

critical to stay in clean air, keep the gas pedal down and avoid getting into trouble with any of the doublehanders."

Stanly Martin on his Moore 24 *Sunshine* led "the rest of the doublehanders" to claim second in the Singlehanded division with a slew of ULDBs nipping at his heels on corrected time. With the way the breeze filled and died repeatedly throughout the day, much of the fleet consolidated at various parts of the course, creating compressed traffic approaching the line and extremely close finishing times.

In the 81-boat-strong Doublehanded division, it was a handful of sportboats and a pair of trimarans that battled for the lead all day long. In the end, Daniel Alvarez's JS 9000 *JetStream* prevailed as the overall winner, owing much to a spectacular transition while entering Raccoon Strait in a filling westerly breeze. John Lymberg's *Flying Tiger 10-meter Wild 1* raced hard with *JetStream* all afternoon but couldn't quite hang on until the finish.

"We had the lead for much of the race," Lymberg said, "but *JetStream* passed us before Southampton and then pulled away entering Raccoon Strait. We went a bit right, trying to stay in clean air and *JetStream* stayed left. They sailed

fast, caught the shift and sailed away. It was a challenging day on the water, and we fought hard for a good result. The key was good doublehanded team work and solid work from my crew Larry Crume."

The SSS season continues on May 12 with the Singlehanded Farallones Race.

— ronnie simpson

SSS CORINTHIAN RACE (4/7)

SINGLEHANDED OVERALL — 1) **Outsider**, *Azzura 310*, Greg Nelsen; 2) **Sunshine**, Moore 24, Stanly Martin; 3) **Archimedes**, *Express 27*, Joe Balderrama; 4) **Emerald**, *Yankee 30*, Peter Jones; 5) **US 101**, Moore 24, Ronnie Simpson; 6) **Whirlwind**, *Wyliecat 30*, Dan Benjamin; 7) **Yellow Jack**, *Santa Cruz 27*, Mike Farrell; 8) **Crazy Rhythm**, *Santa Cruz 27*, John Simpson; 9) **War-**



whoop, *Contessa 33*, Chuck Hooper; 10) **Eyrie**, *Hawkfarm 28*, Synthia Petroka. (35 boats)

SH SPORTBOAT — 1) **Outsider**; 2) **Sunshine**; 3) **Archimedes**. (9 boats)

SH PHRF ≤108 — 1) **Gavilan**, *Wylie 39*, Brian Lewis. (2 boats)

SH PHRF 111-150 — 1) **Whirlwind**; 2) **Warwhoop**; 3) **Moonshadow**, *Wylie 31*, David Morris. (7 boats)

SH PHRF ≥153 — 1) **Emerald**; 2) **Eyrie**. (9 boats)

SH PHRF NON-SPINNAKER — 1) **Hatikvah**, *Cal 29*, Scott Cyphers; 2) **Dreamkeeper**, *Hawkfarm*, Larry Vito/Jerry Dodril. (7 boats)

DOUBLEHANDED OVERALL — 1) **JetStream**, JS 9000, Dan Alvarez/Andrew Hura; 2) **Roshambo**, *Corsair 31r*, Darren Doud/Chris Lewis; 3) **Dragonson**, *Olson 30*, Sam Mcfadden/Mike Brennan; 4) **Wild 1**, *Flying Tiger 10*, John Lymberg/Larry Crume; 5) **Banditos**, Moore 24, John Kernot/Alexis Ford; 6) **Humdinger**, *Walter Greene 35*, Lawrence Olsen/Kurt Helmgren; 7) **El Raton**, *Express 27*, Ray Lotto/Steve Carroll; 8) **Donkey Jack**, J/105, Stephen Kleha/Amanda Kleha; 9) **Jarlen**, J/35, Jeff Dunnivant/Alicia Yballa; 10) **JR**, Moore 24, Richard Korman/Chris Davison. (81 boats)

DH MULTIHULL — 1) **Roshambo**; 2) **Humdinger**; 3) **Papillon**, F-27, Andrew Scott/Bruce Tomlinson. (6 boats)

DH EXPRESS 27 — 1) **El Raton**; 2) **Great White**, JP Sirey/Rachel Fogel; 3) **Take Five**, Donald Carroll/Mike Bruzzone. (10 boats)

DH SPORTBOAT — 1) **JetStream**; 2) **Dragonson**; 3) **Wild 1**. (13 boats)

DH PHRF ≤108 — 1) **Donkey Jack**; 2) **Akula**, J/105, Douglas Bailey/Colin Breakstone; 3) **Jam**



Dan Alvarez and Andrew Hura, left, took top honors for the doublehanded fleet on 'JetStream' while Greg Nelsen, right, topped the singlehanders aboard 'Outsider'.



Raccoon Strait before rounding Little Harding and sailing to the finish line off CYC.

"I made up a lot of time by setting the spinnaker for the quick run back into Tiburon," Nelsen noted. "I've sailed this race a lot of times and I think that experience really helps out on a challenging Bay course like this. *Outsider* is fast in sub-10-knot breeze and uber-fast in sub-5-knot conditions, compared to other boats. In a light air race like this, it was



PETER LYONS / WWW.LYONSIMAGING.COM

Challenging but manageable conditions greeted the fleet of the Crewed Farallones Race.

Session, J/105, Adam Spiegel/John Moffly. (13 boats)

DH PHRF 111-150 — 1) **Arcadia**, Modernized Santana 27, Gordie Nash/Ruth Suzuki; 2) **Sea Spirit**, Catalina 34, Laurence Baskin/Miriam Baskin; 3) **Stink Eye**, Laser 28, Jonathan Gutoff/Bill Gutoff. (15 boats)

DH PHRF ≥153 — 1) **Coyote**, Cal 20, David Gardner/Lori Dennis; 2) **Sea Witch**, Yankee 30, Robert Boynton/Ansel Boynton; 3) **Sirena**, Ericson 32-2, Greg Rohde/Michael Rohde. (10 boats)

DH PHRF NON-SPINNAKER — 1) **Jarlen**; 2) **Meritime**, C&C 30 Mk I, Gery Proctor/Wayne Vanloon; 3) **Iolani**, Hughes 48, Barry Stompe/Sylvia Stompe. (14 boats)

Complete results at: www.sfbaysss.org

OYRA Full Crew Farallones Race

In contrast to the tragedy aboard *Low Speed Chase* (see *Farallones Tragedy* earlier in this issue), the 106th running of the OYRA Full Crew Farallones Race on April 14 started out as so many others had with 52 boats milling around the pre-start area, trying to get any movement other than that caused by the strong ebb. With less than three knots of breeze at 9:30 a.m., it was tough to do.

While the first division was able to start on time thanks to the help of current, the three remaining divisions had to wait another 15 minutes to allow the first fleet to drift out of the way. Once

back in sequence, the three remaining starts were rolled due to a slight increase in pressure.

A number of boats were carried over the line well before their starts and had to anchor until the breeze filled in enough to allow them to sail against the ebb and clear themselves. This was no minor task, and took most of them an hour or more to accomplish it.

Once in the wind and out the Gate, most boats experienced mixed sailing conditions with wind waves and ground swell coming from different directions and a breeze ranging between 19 and 25 knots. While the conditions were called "challenging" by many racers, they also noted that they weren't unusually dangerous. To see just what racers dealt with that day, check out the footage shot from William Helvestine's Santa Cruz 50 *Deception* at youtu.be/1Mxxr6iNmXg.

Rick Waltonsmith's Corsair 37 *Transit of Venus* suffered a broken stick fairly early in the day, with Jeffrey McCord's Nelson Marek 36 *Quiver* retiring as well after breaking several stanchions. Nathalie Criou and Nathan Bossett's Express 27 *Elise* dropped out due to a crew suffering from hypothermia caused by inadequate clothing. The crew was taken to the

Coast Guard station in Horseshoe Bay and treated by paramedics.

The breeze held steady throughout the day and on into the evening with Daniel Willey's Nauticat 43.5 *Galaxsea* crossing the line at 11:38 p.m., letting the RC retire from the race deck before midnight.

— jeff zarwell

OYRA FULL FARALLONES RACE (4/14)

PHRO 1 — 1) **Double Trouble**, J/125, Andy Costello; 2) **Twisted**, Farr 40, Mike DeVries; 3) **Hana Ho**, Santa Cruz 50, Mark Dowdy. (13 boats)

PHRO 2 — 1) **Whirlwind**, Wyliecat 30, Dan Benjamin; 2) **Hawkeye**, IMX38, Frank Morrow; 3) **Rufless**, 11:Metre, Rufus Sjoberg. (14 boats)

PHRO 3 — 1) **Redhead**, Cal 40, Walter Smith; 2) **Made Easy**, Beneteau 42, James Peterson; 3) **Green Buffalo**, Cal 40, Jim Quanci. (15 boats)

SHS — 1) **Racer X**, J/105, Rich Pipkin; 2) **Culebra**, Olson 34, Paul Nielsen; 3) **Relentless**, Jeanneau SunFast 3200, Doug DuBois. (6 boats)

Complete results at: www.yra.org

IYC Doublehanded Lightship Race

You know those times in life when you have something important to do, but the weather just doesn't cooperate? It's frustrating and not much fun. That would pretty much sum up Island YC's Doublehanded Lightship Race that took place on March 24. With very light offshore breeze, a relentless downpour of rain and a sloppy, leftover sea state, it was incredibly difficult or impossible to finish before the deadline. In the end, just 5 out of 31 starters were able to complete the course before the 7 p.m. deadline, with all of those boats rating 81 or lower.

In the under-100 PHRF class, it was Alex Mehran's Open 50 *Truth* blazing around the course in less than five hours that claimed line honors, while Buzz Blackett's custom Class 40 *California Condor* finished just nine minutes back to correct out and claim the class and overall victory. After the race, Mehran

Alex Mehran and Zan Drejes ripped up the Doublehanded Lightship course on Mehran's 'Truth'.



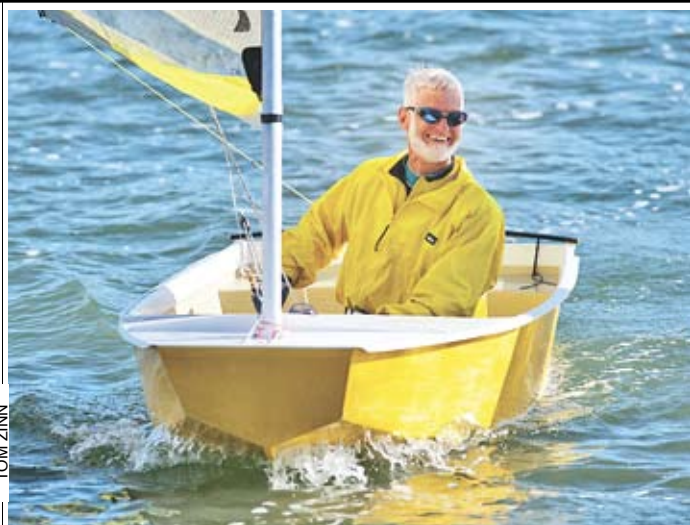
LATITUDE / LADONNA

THE RACING

VAUGHN SEIFERS



TOM ZINN



JOHN DUKAT



TOM ZINN



Toro! Toro! The 59th Annual Bullship Race on April 14 brought out 23 El Toros to race across the Bay from Sausalito YC to St. Francis YC. A big ebb, light winds, an inbound freighter and outbound Crewed Farallones fleet all conspired to make it a difficult year. Just three boats finished — 1) Chris Straub (above left); 2) John Amen; 3) Jim Savatone — while the rest had to be wrangled by 'cowships' (chase boats) after drifting out of bounds.

humbly reflected, "We sailed high and fast with full main and A3, trying to work down in every puff. *Condor* carried a masthead kite and was sailing very fast. They were smart to not get greedy and sail hot onto the South Bar as we did. We soon realized that we should have been on the A2 and not the A3, but a sail change would have been too costly with just 3.5 miles to the mark." For *California Condor*, the race was the continuation of a busy spring schedule that has been nothing short of incredible, seeing overall and class wins in nearly every race they have entered.

The Express 27 and PHRF 100+ classes saw a total of 19 starters and 0 finishers. Just one boat in those two classes completed the course, and that was the Express 27 *Wetsu*. With owner

Phil Krasner and crew Steve McCarthy of Hogin Sails aboard, *Wetsu* was unaware of the 7 p.m. finish deadline and stayed out until nearly 10 p.m. to complete the course. With *Wetsu* unaccounted for as the finish deadline passed, a search was conducted to find the boat, with a commercial vessel eventually establishing radio contact. Tracking the Express 27 on radar and hourly radio checks, the race committee and other competitors breathed a collective sigh of relief once the two dedicated sailors crossed back under the Golden Gate and headed home, with all boats safe and accounted for.

Island Yacht Club's next races are their Island Nights Beer Can series, taking place in the Estuary on select Friday nights.

— ronnie simpson

IYC DOUBLEHANDED LIGHTSHIP RACE (3/24)

PHRF <100 — 1) **California Condor**, Antrim Class 40, Buzz Blackett; 2) **Rufless**, 11:Metre, Rufus Sjoberg; 3) **Truth**, Open 50, Alex Mehran Jr; 4) **JetStream**, JS 9000, Dan Alvarez; 5) **Akyla**, Hobie 33, Zhenya Kirushkin-Stepanoff. (12 boats; 31 total starters in 3 divisions)

Full results at www.iyc.org

SYC Women Skippers Regatta

A small but earnest group of women skippers signed up for the Sausalito YC Auxiliary's annual regatta, this year moved up from October to April 14.

The seven-boat fleet ranged from a Sabre 402 to a Cal 20, with three Santana 22s and a Wyliecat 30 in between.

"After a 30-minute delay while the wind picked up enough to offset the 3.4-



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LATITUDE / CHRIS

You go, girls! Above right, SYC's Women Skippers Regatta brought boats full of lady sailors, such as Helena Ghez, Catherine Boucher, and Cathy Stierhoff aboard the latter's Santana 22 'Tackful'; Jennifer McKenna and Suzanne Lee enjoyed a day of racing Jennifer's Santana 22 'Zingaro'; Leah Pepe and Pat Broderick on the Wyliecat 30 'Nancy' cross paths with the Sabre 402 'Escapade'; Sally Clapper got some bling for the Cal 20 'JustEm'.

knot ebb, Race 1 was underway," said Race Chair Dave Borton. The breeze was just enough to get everyone around a 2.3-mile double-sausage course in about an hour. A big ebb made it easy to overstand the layline for the windward mark, and Sally Clapper on the Cal 20 *JustEm* went to school on the Tunas, gaining a place to finish third and correct out to second.

"Around 1 p.m., the sea breeze started to kick in," said Borton. The RC chose a single-sausage course to leave time for a 'Bay cruise' in the third race. "The race was completed in just 25 minutes."

Two of the competitive Santana 22 crews were over the line early for the start of Race 3 — a windy close reach through big swell over to Blackaller — but all three

rounded the windward mark together and drag-raced downwind and down-surf back to the Pt. Knox buoy. Meanwhile, *JustEm* continued to climb in the fleet, correcting out to first place in the second and third races.

— latitude / chris

SYC WOMEN SKIPPERS REGATTA (3r, 01)

SPINNAKER — 1) *Nancy*, Wyliecat 30, Leah Pepe, 3 points. (1 boat)

NON-SPINNAKER — 1) *JustEm*, Cal 20, Sally Clapper, 4 points; 2) *Tackful*, Santana 22, Cathy Stierhoff, 7; 3) *Inshallah*, Santana 22, Shirley Bates, 9. (6 boats)

WOMEN SKIPPERS TROPHY, SYC MEMBER — Shirley Bates; WOMEN SKIPPERS TROPHY, ANY CLUB, SPINNAKER — Leah Pepe; NON-SPINNAKER — Sally Clapper; ALL-WOMEN TEAM — Cathy Stierhoff

Full results at www.sausalitoyachtclub.org

BAMA Doublehanded Farallones Race — The Not-So-Crazy Eights

"It's a rite of passage," said Stan Glaros about the Bay Area Multihull Association's annual Doublehanded Farallones Race, held on March 31. He'd know as he's probably done the race as many times as anyone, this year aboard his 1D35 *Zsa Zsa*. "Once we got out the Gate, it was actually quite nice out there as the sun came out and we laid the Southeast Farallon in a southerly," he said, referring to that morning's pre-start 50-knot gusts. Combined with the 20-ft swells predicted to arrive later in the afternoon, the forecast seemed to dare the 58 entered boats to make a go of it.

Those who took the dare were rewarded with sunny skies and milder conditions than anticipated. "On the way

THE RACING

back, the wind shifted a bit to the west, which allowed us a spinnaker reach home to the Bay," said Glaros

At the end of the day, just eight well-sailed boats reminded us that a solid craft combined with good seamanship is no accident and that sometimes the weather brochure isn't exactly correct.

"As we sailed out of Sausalito, a 50-knot gust in Hurricane Gulch knocked us down," said overall race winner Ronnie Simpson, who sailed a near-perfect race aboard his Moore 24 *US 101*. "The wind knocked the tops off the waves into these long white streaks. It looked like the Vendée Globe! A bunch of people turned back right then and there, but I wanted to see what was outside before throwing in the towel."

Minutes later, 14 boats started off Golden Gate YC under heavily reefed mains and #4 jibs. Almost immediately boats began to drop like flies, the last of which was the F-27 *Papillon* sailed by Andrew Scott and Gordie Nash. "We had a tough time making way in the confused swells, and were concerned about the forecast," Scott said. "Discretion seemed

ERIK SIMONSON / WWW.H2OSHOTS.COM



'Truth' finished the Doublehanded Farallones in spectacular fashion.

the better part of valor."

Alex Mehran and Zan Drejes missed the monohull course record by minutes aboard Mehran's Open 50 *Truth* but took line honors in a spectacular display. "Once Zan and I got the reefs shaken out and the #2 genoa set, we ripped off

bursts to 20 knots all the way back to GGYC," said Mehran.

To understand just how good the conditions were, all anyone has to do is watch Mehran's and Simpson's videos posted online (vimeo.com/39602964 and youtu.be/OIHnwg730Cs respectively). But though the finishers all report having a great day on the Gulf of the Farallones, they also were aware of the inherent risks. "The dangers of the race were always on our minds," Simpson noted.

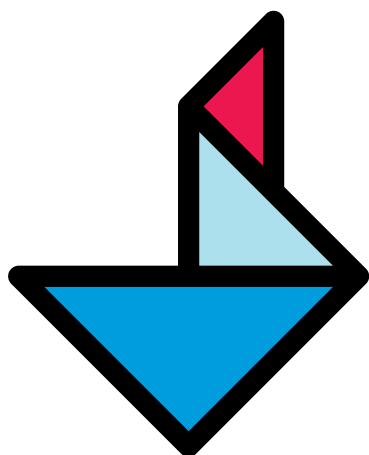
Of sailing with Ruben Gabriel — fellow Singlehanded TransPac vet and rival in this summer's edition of the race on his own Moore 24, *Rush Moore* — Simpson said, "Ruben was awesome out there and I think he has a real shot of beating me to Hawaii in July. That was one awesome training run!"

— dave wilhite

BAMA DOUBLEHANDED FARALLONES (3/31)

MULTIHULL — 1) **Anduril**, Cross 40, Donald Sandstrom/Geoffrey Love. (2 boats)

ULDB <90 — 1) **Rufless**, 11:Metre, Rufus Sjoberg/Dylan Benjamin; 2) **Truth**, Open 50, Alex



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Mehran Jr/Zan Drejes; 3) **Zsa Zsa**, 1D35, Stan Glaros/Mario Yovkov. (3 boats)

ULDB MOORE 24 & ≥90 — 1) **US 101**, Moore 24, Ronnie Simpson/Ruben Gabriel. (1 boat)

MONOHULL <70 — 1) **Sea Stig**, Santa Cruz 40, Shawn Price/Mark Pretorius. (1 boat)

MONOHULL ≥90-139 — 1) **Plus Sixteen**, Olson 911, Paul Disario/George Sirogiannis. (2 boats)

MONOHULL ≥140 — 1) **French Kiss**, Beneteau Oceanis 350, Harmon Shragge/Don Bauer. (1 boat)

Full results at www.sfbama.org

SFYC Resin Regatta

San Francisco YC efficiently fired off five races over April 21-22 for this year's edition of the Resin Regatta. Racing on the North Berkeley Circle course featured one-design starts for Etchells, Melges 24s, Express 27s and Moore 24s. "It was the best-run regatta we've sailed yet this year," enthused Moore 24 winner John Kernot of *Banditos*. "The race committee was on course early, set up and ready to go well before the first gun."

Saturday's races started in moderate breeze that built as the day wore

on, and the early races were determined by who could get in phase with wind shifts the most quickly. By the time the third race rolled around, rigs had been tuned for breeze-on and genoas were pretty much stuffed below, replaced by #3s. "We tried the #1 in the third race because we thought we would need the power in the short chop," said Steve Carroll, crew on Ray Lotto's Express 27 *El Raton*, "but that wasn't a good idea." The conditions had a somewhat cleansing effect in the Etchells fleet as mechanical failures forced three DNFs in that fleet alone.

Sunday's races continued the freshening trend and, with the pressure, a heavily favored left side of the course. Anyone that didn't get close to or hit the port tack layline was instantly shuffled back in order.

The Etchells and Melges 24 fleets showed a resurgence with eight and



LATITUDE / LADONNA

Ronnie Simpson and Ruben Gabriel were all smiles on their return from the DH Farallones.

seven boats respectively on the line, a great improvement over recent years that had seen a heavy drop in numbers. However, the rust showed in the form of reliability and, by the last race, only seven remained between the two fleets.

The Moore 24 fleet was the more durable of the bunch, as every boat completed the five-race series, while the Expresses registered only one dropout Sunday.

Former SFYC Commodore Bill Melbostadt took the Etchells trophy aboard *JR*, while Dan Hauserman on his Melges 24 *Personal Puff*, Ray Lotto of *El Raton*,

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THE RACING

and John Kernot prevailed in their respective fleets.

— dave wilhite

SFYC RESIN REGATTA (4/21-22)

MELGES 24 — 1) **Personal Puff**, Dan Hauserman; 2) **Nothing Ventured**, Duane Yoslov; 3) **Wilco**, Doug Wilhelm. (7 boats)

MOORE 24 — 1) **Banditos**, John Kernot; 2) **Eclipse**, Bill Erkelens; 3) **Topper II**, Conrad Holbrook. (7 boats)

ETCHELLS — 1) **JR**, Bill Melbostad; 2) **USA 1404**, Jim Cunningham; 3) **Lost in the Fog**, John Gilmour. (8 boats)

EXPRESS 27— 1) **El Raton**, Ray Lotto; 2) **Wile E Coyote**, Dan Pruzan; 3) **Peaches**, John Rivlin. (11 boats)

Full results at www.sfyc.org

BVI Spring Regatta

The 41st annual BVI Spring Regatta and Sailing Festival concluded on April Fool's Day, but the 30-odd Bay Area sailors there felt anything but foolish. Despite an early lack of wind and unseasonable showers, the Spring Break event heated up to deliver "warm water, hot racing."

The biggest surprise, literally, was



Fast and furious racing at the Resin Regatta.

Peter Aschenbrenner's sexy new 63-ft ORMA-style trimaran *Paradox*, crewed in the multihull division by America's Cup winning sailor Cam Lewis and a crack French team including Olivier Vigoureux from Loïck Peyron Racing. No contest: bullets every race, sweeping the two

full-day races, the Bitter End Cup and the Nanny Cay Cup, as well as the BVI Regatta.

The Redwood City-based Aschenbrenner sailed smaller boats on the Bay for many years before commissioning this Nigel Irens design. Marin sailing writer Michelle Slade said after a race aboard, "What a ride! It's really like nothing else." You may see Aschenbrenner aboard the one-of-a-kind tri on the Bay next year watching the America's Cup.

Marin pro sailors Eric Arndt (of *Samba Pa Ti* fame) and Dee Smith (America's Cup, Volvo Ocean Race, *Morning Glory*) did well promoting the new Farr 400 class aboard Mick and Marlene Shlens' *Blade*, a worthy successor to their Farr 40 *Blade Runner*. They took a division first in the Nanny Cay Cup, and third in the Bitter End Cup and BVI Regatta.

Remember how Barry Lewis of Ather-ton took the J/120 fleet first in last year's Rolex Big Boat Series with his *Chance*? He rewarded his San Francisco crew with the best kind of roundup, assembling them with Mill Valley adventurer Ashley

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Perrin, who flew from South Georgia Island to serve as boat captain. They chartered the Class 40 sled *Forty Degrees* (third place winner in the Transat Jacques Vabres 2011). A committee boat crunch on Saturday brought their official racing to a premature end, but they made the most of their stay — including a Bitter End match-up in Hobie Waves — and the amazing Perrin repaired the glass in hours.

You may remember another big J/120 name, Rick Wesslund and his *El Ocaso*. Wesslund moved to Miami about five years back, but he's going strong, and took first in Class 3 with an impressive six guns in nine races.

Jim and Denny Hoelter of Piedmont looked and sailed great on their Alerion Express 33 *Nymph*, taking fourth in Class 9 with Richmond YC staff commodore Torben Bentsen and his wife Judy aboard.

Justin Barton of Sausalito also took fourth in Bareboat 1 with the lucky Beneteau 473 *Justice* that he has frequently sailed to first. His local

knowledge is supplied by Presley King, the area's colorful Scots-descended "whaaaaa-cha dooin' maaan, I'm speeekin' th'Queen's English" sailing king. Twenty-four bareboats on a start line is much of a muchness. Drama reigned during the starts, and *Justice* prevailed unscathed — though tripped up in race two by *Sailing World* writer Stuart Streuli's bareboat *Friendship II*, which stalled on the line.

The gender balance was, well, pretty balanced. There were four all-female boats, and most boats had female crew, many sporting Ranifly bikinis presented in a much-appreciated show by BVI woman designer Rani.

Bay sailor Dan Pingaro, who now heads Sailors for the Sea, was there to



PAUL OLIVA

The genders were very well balanced.

award a coveted Clean Regattas Gold certification. The islands got behind the concept big time, and transformed 15,000 of last year's Heineken and other bottles into stunning awards. Race director Judy Petz told sailors, "The bottle in your hand may be next year's award." We'll drink to that!

Surf on over to www.bvispringregatta.org for full results.

— paul oliva

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THE RACING

Race Notes

US Sailing Team AlphaGraphics won silver and gold at **Trofeo Princesa Sofia**, held in Palma de Mallorca, Spain, March 31-April 7. Going into the Finn medal race, Zach Railey, sailing under the St. Francis YC burgee, was in silver medal position. Railey described "very difficult conditions with 18-22 knots and really big waves. We were right up against the beach. At the start, 50% of the fleet was over the line and nobody went back." With the pin end favored, five boats were OCS. "I made the decision not to push the line, which would have put me in jeopardy to lose the podium and second place."

Anna Tunnicliffe's Team Maclaren with Molly Vandemoer (of Redwood City) and Debbie Capozzi beat Claire Leroy of France in the final match to win the gold medal in women's match racing. "Molly and Debbie did a fabulous job getting the boat going fast and pointing us in the right direction," said Tunnicliffe. All four U.S. women's match racing teams went on to Hyères, France, for Semaine Olympique Française April 22-27.

Balboa YC's **Corona del Mar to Cabo**



RYAN POLL

Mark Eldrich's **Santana 20 'Fusion'** won the 2012 **Camellia Cup** on Folsom Lake.

San Lucas International Yacht Race, an 800-mile sled ride, started on March 30-31. Entries had a choice of signing up for ORR and/or PHRF divisions. John MacLaurin's Davidson 70 *Pendragon 6* (Division A), James McDowell's SC70 *Grand Illusion* (B), and Ross Pearlman's Sun Odyssey 52 *Between the Sheets* (D) won

in both handicap classes. *Pendragon* also had the fastest elapsed time of 3d, 10h.

PUMA Ocean Racing powered by BERG won the punishing Southern Ocean leg of the **Volvo Ocean Race** — they were the only one of the six VOR 70s that did not sustain major damage. An exciting duel with *Groupama 4* ended when that boat dismasted. All but *Sanya* and *Abu Dhabi* managed to effect repairs and make it around Cape Horn to Itajaí, Brazil. *Sanya* will rejoin the fleet in Miami. *Telefónica*, the overall race leader, was ahead in the Itajaí in-port race when they rounded the wrong mark, giving up the win to *Groupama*. *Camper* won the Pro-Am race, and held the lead for three days in the current leg to Miami. However, as we went to press, *Puma* deposed them. "The first boat into the trades has a pretty major advantage," said *Puma* navigator Tom Addis. See www.volvooceanrace.com.

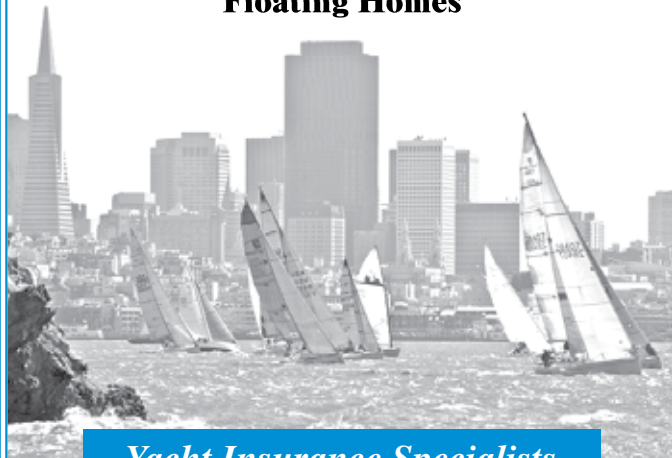
Richmond YC, happy with its annual Big Daddy formula, hosted the smaller scale **Big Dinghy Regatta** on April 14-15. On Saturday, ten classes raced on



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two courses — one for Snipes, Bytes and Sunfish along the protected Potrero Reach, the second a course set close to Southampton Shoal for everyone else.

Michele Logan on her Byte, Mike Gilum on his Thistle, Phillip Meredith on his Hobie 18, Jay Gardner on his Sea Spray Cat, Chris Rutz on an International 14 and the Wylie Wabbit of Strum Deeds all registered straight bullets. The closest tussle may have been in the Snipe class, where Packy Davis finished with a 1,2,1,1 record but barely won race 3, overlapping with Michael Mack.

On Sunday, the multihulls cleaned house in a pursuit race around Red Rock and Southampton. Phillip Meredith's Hobie Wildcat finished almost a minute ahead of a sistership sailed by Charles Froeb.

Banshee sailor Craig Perez won the race around Brooks Island for smaller boats. It was close, however, as he just managed to pip the aforementioned Michele Logan's Byte by a mere nine seconds! See www.richmondyc.org.

Racing in Berkeley YC's 40th **Rollo**

Wheeler Regatta on April 21-22 seemed like racing in two completely different seasons. Saturday was warm, with clear skies, very light air in the morning and perfect winds of about 15 knots by mid-day. The race committee fit in three races for all divisions. Bob Harford's Express 37 *Stewball* won the Wheeler Cup.

The City of Berkeley, with shorter courses, is designed for slower-rated boats. "We finish their third race at the yacht club," explained BYC's Bobbi Tosse. "This means that the smaller, so-called slower boats are first to the oysters and shrimp and margaritas and beer." The City of Berkeley trophy went to Mark Simpson's Olson 25 *Shadowfax*.

The Nimitz trophy for multihulls is only in its second year. This year five entries reached around specially designed courses. First overall went to Ross Stein's F-24 *Origami*.

"Racing on Sunday was like racing in a completely different season," said Bobbi. "We saw a steady 25-30 knots, socked-in fog and very lumpy conditions." The pursuit race course went from the start at

FOC on the Circle to Harding Rock, Blossom Rock, down to a temporary turning mark, and back to FOC to finish, for a total of 10.1 miles. "With the kind of slop that prevailed, it was definitely a big boat day," said Bobbi. "*Bodacious+* clawed through almost all the boats by Harding and was leading until just after the jibe at Blossom. Then, in the not-dead-downwind leg to the temporary buoy in 25+ breeze and lumpy water, the J/125 *Double Trouble* flew by and finished first of the monohulls." The Corsair 31 *Emma* was the first multihull.

Twenty-nine boats competed in the 46th Annual Folsom Lake Yacht Club **Camellia Cup Regatta** April 14-15 on Folsom Lake. Mark Erdrich, who sailed his Santana 20 *Fusion* with crew Austin Quilty and Dave Kerner, was crowned the 2012 Camellia Cup Regatta Champion. FLYC followed up on April 28 with the Trans-Folsom Regatta. To see how that turned out, visit www.flyc.org.

Be sure to check 'Latitude 38' at www.latitude38.com each week for more racing news.

— latitude / chris



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WORLD

With reports this month on **Summer Charter Options in Southern California**, the imminent arrival of a **Matched Fleet of Performance Bareboats**, and miscellaneous **Charter Notes**.

The Close-to-Home Alternative to Tropical Chartering

It's curiously ironic that although California is world-renowned as a top-tier vacation destination, many who live here year-round spend small fortunes to vacation elsewhere, especially during the summer months. Perhaps that's because we simply take the attractions of our fair state for granted — you know, the 'grass is greener' syndrome.

It's probably safe to say that when most sailors think about a sailing vacation they conjure up images of gliding over turquoise waters in some sunny tropical paradise. But if your budget won't allow such extravagance this summer, we'd like to suggest what we think is a brilliant alternative: yacht vacationing in Southern California waters.

From Santa Barbara to San Diego the coast is peppered with reliable, long-established charter outfits, most of which offer classes as well as bareboat rentals for daysails or extended excursions of a week or longer. Needless to say there are plenty of daysail opportunities aboard crewed charter yachts also, especially in places like San Diego and Newport Beach.

Someday you might cruise south in your own boat on an open-ended itinerary. But in the meantime why not do some reconnoitering aboard a charter boat? The experiences you'll have during a typical week-long cruise will pay off big-time when you finally do get out cruising. And because charter trips ev-

If walls could talk, the vintage Catalina Casino could certainly tell some tales about high times during its heyday in the Roaring '20s.

erywhere include a pre-departure chart briefing with a staff expert, you'll get inside info on everything from where the best anchorages are to where you'll find the hottest nightlife — local knowledge that a typical visiting cruiser might not have access to.

As we've written before, in our view bareboat chartering is an ideal preparation for cruising, as it encompasses many of the same responsibilities and challenges (minus the maintenance headaches): provisioning, trip planning, navigation, sail trimming, watch-standing, anchoring, and, of course, endeavoring to reach a deep level of relaxation.

The Channel Islands, all of which lie less than a day's sail from the coast, comprise the most idyllic cruising grounds between Puget Sound and the tip of Baja California. One or more of them can be accessed easily from the charter bases at Santa Barbara, Oxnard (Channel Islands Harbor), Marina del Rey, Long Beach, Newport Beach, Dana Point, or even San Diego.

As you may know, the two most popular isles in the chain are Santa Cruz and Catalina, both of which have much to recommend them, despite having distinctly different personalities.

Roughly 22 miles long and six miles wide at its broadest point, Santa Cruz is a favorite among sailors who want to get away from the hustle and bustle of modern living, while savoring unspoiled natural surroundings. It's only a few hours' sail from Santa Barbara, Channel Islands Harbor, or Ventura, but while relaxing on the hook there you'll feel as though you're light years away from



LATITUDE / ANDY

freeways, strip malls, and shoulder-to-shoulder condo complexes. There are at least a dozen good (free) anchorages, some large enough for many boats, and some so small and intimate that only one or two vessels can tuck in while anchored bow and stern.

Scientists tell us that the isolation of the eight Channel Islands over thousands of years led to their having species of both plants and animals that exist nowhere else on Earth. Marine life in the underwater realm of Santa Cruz and her sister isles is prolific, which makes them prime destinations for both snorkelers and scuba divers. And while you may need a wetsuit to be comfortable in the 65° water there, it's worth noting that's 15° warmer than San Francisco Bay or North Coast waters.

Another popular pastime at Santa Cruz is exploring one or more of the many sea caves that are scattered all along the north coast. Eroded by wave action and erosion over thousands of years, they are features of physical geography that you've probably never seen elsewhere. The most famous, called The Painted Cave, is literally big enough to



LATITUDE / ANDY

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Spread: After a full day's sail down from Santa Cruz Island, this crew is rewarded by a brilliant pink sunset as their sloop approaches Catalina. **Inset:** Hikers cross a San Miguel plateau.

and sea lions) who call Point Bennett their home. Biologists claim the nature preserve there has one of the largest concentrations of wildlife in the world. If you want to make the five-mile trek, you'll need to be accompanied by a ranger, though. (Phone 805-658-5730 in advance or hail them on VHF 16.)

The opposite extreme within this island chain is Catalina, which lies only about 25 miles from several L.A. County charter bases. (A full-day, 65-mile trip from Santa Cruz Island.) The dominant species here is definitely the human — specifically, humans who are eager to swim, play beach sports, work on their tans, people-watch, and party.

On Catalina's protected west side there are many bays with mooring balls available on a first-come-first-served basis, and shore boats will run you in and out until the evening hours. (The island also has plenty of free anchorages elsewhere.)

The two most popular Catalina destinations, Two Harbors and Avalon, have distinctly different characters. Located on the west

side of a narrow isthmus (technically Isthmus Cove), the village of Two Harbors is the more laid-back of the two, yet it still sees plenty of action — sunbathers line the pebble-strewn beaches, snorkelers explore nearby reefs and headlands, volleyballers test their prowess, and the shoreside bar and restaurant sometimes has live music.

There are mooring options on the east

A sailors' town if ever there was one, San Diego offers many attractions for vacationing charterers — not the least of which is summer sun.

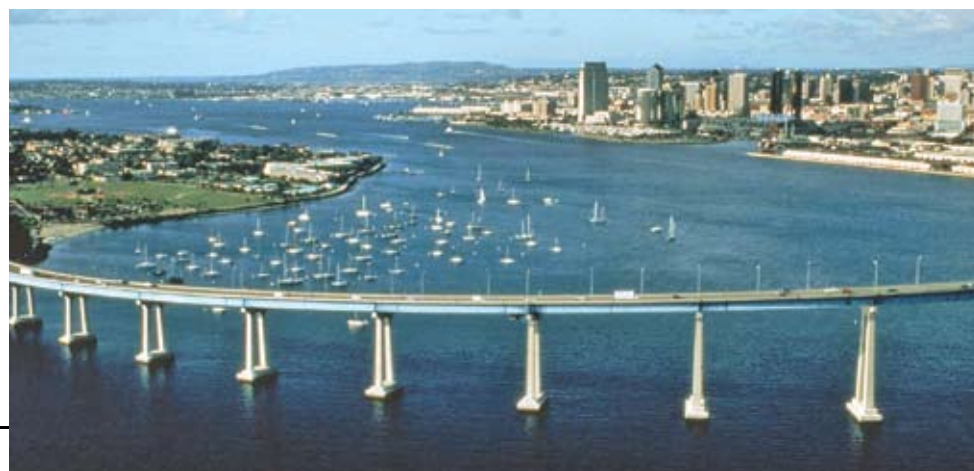
motor a 40-ft sloop into. Many others can be explored via boogie boards, paddleboards, dinghies or some other form of flotation — but only at times when the surge is minimal. Strong surge can be dangerous, if not deadly, and even when seas are flat, wearing some sort of protective headgear is wise. That said, doing a bit of sea-level spelunking will definitely be a highlight of your cruise.

For thousands of years Santa Cruz was inhabited by Native Americans, followed in modern times by ranchers. But today only caretakers reside there, as it's divided between the National Park Service (the eastern 24%) and the Nature Conservancy (the western 76%). Although hiking ashore is restricted in certain areas, there are many established trails for hikes of .5 to 18 miles. (Landing permits are required for the Nature Conservancy portion, and can be arranged in advance.)

Farther west, beyond the wind protection of the mainland's coastal contours, lie Santa Rosa and San Miguel. Few bareboaters or cruisers go to either, but that might be just the reason these islands will be attractive to you. From Santa Ro-

sa's principal anchorage at Bechers Bay, you can access both relatively flat trails to white-sand beaches, and the rugged path up Black Mountain (8 miles). Free hiking maps are downloadable from the NPS's Channel Islands website.

Even farther west, and thus more exposed to wind and weather, lies San Miguel Island, where you'll anchor in the protection of Cuyler Harbor. For nature lovers, the big attraction here is having a look at the amazing populations of pinnipeds (fin-footed creatures such as walrus



SAN DIEGO TOURISM

WORLD

side of the isthmus too, at Cat Harbor. Despite the island's popularity with boaters, there is no real industry other than tourism, so surrounding waters are usually exceptionally clear, which pleases both snorkelers and scuba divers (local operators can rent you tanks).

Of all the anchorages of the Channel Islands, Avalon is the anomaly. On any given day in summertime, its waterfront esplanade will be teeming with sun-bronzed teenagers wearing skimpy bikinis or board shorts, all seemingly trolling for holiday romance.

Older visitors can entertain themselves in the many shops, restaurants, and sports bars, or by checking out the famous Catalina Casino, built in the 1920s, which now houses a theater, concert hall and museum.

Even if the goal of your cruise is to get away from annoying hordes of humanity, a one- or two-day stop at Avalon can add a nice balance to the more secluded anchorages of the other islands in the chain — especially if you have kids, young adults, or rabid shoppers in your group.



"Any room in the mooring field?" At Two Harbors there usually is, and shore boats will shuttle you to and fro until after dark.

Apart from the islands, the other attraction of Southern California charter-cruising is harbor hopping along the coast — perhaps in combination with an island excursion. Between Santa Barbara and San Diego, there are all sorts of possibilities for either anchoring or rent-

ing a transient berth at Ventura, Channel Islands Harbor, Marina del Rey, King Harbor (Redondo Beach), Long Beach, Newport Beach, Dana Point, Oceanside, Mission Bay and a few others.

All give access to shoreside facilities, shopping, dining and nightlife — and, of course, allow you to enjoy SoCal's world-famous sunny weather.

Within the San Diego area alone you could easily spend a week or more exploring different areas of San Diego and Mission Bays, while enjoying the region's beaches and making shore excursions to any of its worthwhile attractions. Balboa Park is home to 15 museums, a Shakespeare theater and the renowned San Diego Zoo. Sea World is always popular. Board riders will want to take in the California Surf Museum, golfers can flail their way over an astonishing 1,800 greens, and downtown, in the city's historic Gaslamp Quarter, there are 30 bars and nightclubs, all within stumbling distance of each other.

With so many enticements to enjoy in Southern Cal, who needs the tropics?

— andy

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OF CHARTERING

New Kids on the Block: Sunsail Comes to the Bay

Although some San Francisco sailing schools and charter operators may not be thrilled with this news, we think the arrival to the Bay of eight identical Sunsail First 40 sloops is ultimately great news for our local sailing community. Why? Primarily because Sunsail is one of the three largest charter operators in the world, with an enormous European client base and high standards of quality. The company will undoubtedly bring many sailors to the Bay who might not come otherwise, and those clients, we assume, will spread the word to their boating buddies back home about the awesome sailing conditions found in the Bay, Delta and near-shore waters. The economic trickle-down could be substantial.

These racer-cruisers are a customized version of the Beneteau First, featuring a three-cabin, one-head interior design and outstanding performance characteristics. In '09 sisterships took both 1st and 2nd in their division in the Sydney to Hobart Race, and the design has been

praised by the yachting press.

Set up with racing in mind, they come with large wheels, asymmetrical spinnakers rigged on sprit poles, and running rigging laid out for quick maneuvers. Oh, and heating systems too, for frosty Bay Area overnights.

In addition to pursuing competition in local races — where they may qualify for one design starts — the company expects the fleet to be used for everything from ASA sailing lessons to corporate team building to extended charters within the Bay and Delta region. The fleet, which is slated to arrive by ship this month or next, will be based at Sausalito Yacht Harbor. (See www.sunsail.com for more info.)



SUNSAIL

Designed and set up for peak performance, the new eight-boat fleet of Sunsail 40s will soon be a familiar sight on the Bay.

We're told a Sunsail base in Vancouver will be opening soon also, and The Moorings — Sunsail's sister company, under the corporate umbrella of the Tui Travel Group — will open a charter base in Annapolis, Maryland within the year.

— andy



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WORLD OF CHARTERING

Charter Notes

We did our best to convince you to give Southern California chartering a try, but if that's not in the cards for you this summer, here's another getaway idea that's even closer to home: How about chartering a nice, comfy bareboat from one of the **Bay's sailing clubs** and take a leisurely **cruise up the Delta**? You may not realize it, but nearly every bareboat rental outfit in the region has some clean, late-model boats that are fully outfitted for **overnight charters**.

If you're like most Bay Area residents, you crave hot, sunny weather — because we don't see much of it in communities that ring the Central Bay. Well we've got news for you, less than a day's sail up the Sacramento or San Joaquin River will put you in prime sun-tanning country.

If you've never gunkholed through the Delta's meandering inlets and sloughs,

If you can't get away to the tropics or SoCal this summer, why not charter a comfy cruiser and head up the Delta for some quality time.

you're in for a surprise, as around every bend the pastoral scenery changes, and new potential anchorages present themselves. Although the water is often cloudy, it's fresh, not salty, and plenty warm for swimming.

Waterside towns and 'resorts', as well as grocery stores, gift shops and fuel docks are sprinkled throughout the

region, giving you the option to shop and socialize, or savor the seclusion of some **isolated anchorage**, skirted by eel grass, where you can recharge your internal batteries and forget about your troubles.

You don't have to travel far to feel like you're a million miles from the rat race. But if you're feeling ambitious, you can sail (or motorsail) all the way to Sacramento and back.

On your way back to the Central Bay, you might make a stop at **Antioch, Pittsburg, or Benicia**. Or, hang a right at the **Napa River** and do an overnight in Vallejo, or perhaps continue on upriver to the Napa Valley Marina — right in the heart of the wine country — where they usually have transient slips.

Sound good? Trust us, a charter trip up the Delta and/or Bay rivers will yield lasting memories for the whole family.

— andy



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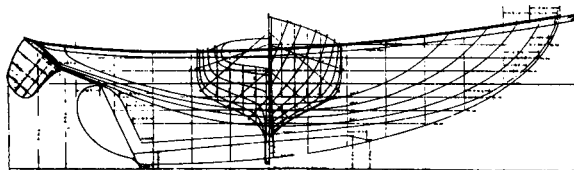
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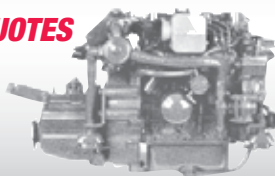
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CHANGES

With reports this month on the 20th **Banderas Bay Regatta**; from **Spin-drift** on getting plugged into the St. Barth sailing scene; from **Palau** on the apparent loss of **Frank Ohlinger** in an aviation accident; from **Latitude**, on being overwhelmed by all the big sailing events in the **Caribbean**; from **Knee Deep** on crossing the bar at El Salvador; from **Curare** on following their dog to southern Chile; and **Cruise Notes**.

The 20th Banderas Bay Regatta Paradise Marina, Nuevo Vallarta

Why is the Banderas Bay Regatta so much fun, and what makes it different from other sailing regattas?



Keith Levy

"Because the Banderas Bay has all the challenges and excitement of a big-time regatta," answers Keith Levy of the Catalina 470 *C'est La Vie*, "but is nonetheless primarily a cruisers' regatta. Plus, it takes place in one of the finest sailing venues in the world."

The BBR is a regatta that truly honors the cruiser. Not only is there no entry fee, but it's not at all about million-dollar yachts and paid crew. Rather it's about strapping down the bimini, removing the extra anchors, tying up the dinghy, and emptying the water tanks. The last things you do are take off the BBQ, bust out the spinnaker, and prepare to have you and your friends push your floating home to her limits.

As ones who flew down to race on someone else's boat, there are advantages for us fly-in crewmembers from California, too. Not only are the air and water warm in Banderas Bay in March, but the sailing conditions are excellent. Did I mention there are low-cost direct

Five of the 35 entries, some of them reefed, revel in the ideal sailing conditions enjoyed at this year's 20th Annual Banderas Bay Regatta.

flights from the States and Tijuana?

Greg Retkowski, my husband, cruised into Banderas Bay for the first time in '01 on his Morgan Out-Island *Scirocco*. He says he feels as though his "favorite place to sail is now all grown up." He's referring to the fact that Banderas Bay now regularly hosts world-class events for sailboats of all sizes and types. And how the facilities around the bay have changed! When at La Cruz back in '01, Greg used to have to carefully motor his dinghy through rebar and fish guts, drag his inflatable onto the beach, and tie it to a tree. Ten years later, La Cruz has a world-class marina with hundreds of boats, and another 50 or so anchored just outside. The nice thing is that while Banderas Bay may be all grown up, it's not spoiled.

This year's BBR drew 35 boats, which were divided into seven divisions. The yachts in this year's fleet ranged from sleds such as Nashville residents and frequent BBR competitors Ken and Cheryl Sears' J/160 *Blue*, to full-on cruising boats such as Robin Kirkcaldie's 50-year-old Rhodes Bounty II *Red Witch II*.

As for the sailing conditions, the owners of the multimillion-dollar boats that competed in this year's St. Barth Bucket and Les Voiles de St. Barth would have died for them. Participants raced in a steady 14-18 knots of warm breeze — and the famous flat waters of Banderas Bay.

Good-natured gamesmanship is part of the fun of the Banderas Bay Regatta. For example, Bill Lilly, a troublemaking crewmember aboard Patsy Verhoeven's

Gulfstar 50 *Talion*, offered to pick up a \$1,000 bar tab for the crew of a competing boat the night before the final race. The catch was the crew had to down the \$1,000 worth of booze that night.

Division A honors went to *Blue*. Division B, which was for J/80s, was claimed by #5, with



Tom Kase, Greg Neeley, and Tom Petric from Ontario, Canada. Division C was won by *Our Shangri-La*, George Ulrich's Catana 431, a cat known for slow starts and fast finishes. Division D was a virtual three-way tie for first, won by the Jeanneau 43DS *Cupcake*. (There was no Division E.) Division F was taken by *Befana*, Randy Hough's Vallarta-based Catalina 30. Division G went to Joel Gerber's Crystal Bay, Minnesota-based Hunter Legend 40 *Love*. Division H was claimed by Conor and Lanea Riley's Redwood City-based Islander 36 *Moondance*. The Rileys attributed their success to frequently moving the beer in the bilge to balance the boat properly.

You certainly don't need to win your division to have fun in the BBR, however. Charlie Simon, who raced aboard Dorr Anderson's *Bright Star*, which sailed to a respectable 4th place finish in Division A, said, "I've cruised thousands of miles from Alaska to Annapolis, and the Ban-



IN LATITUDES



ALL PHOTOS COURTESY JAY AILWORTH



Clockwise, from bottom: The Gorbun 60 'Bajavento', on a smoking reach. The big cat 'Humu-Humu' hunts down the smaller Catana 431 'Our Shangri-La'. The class-winning J/160 'Blue' on a tight reach. 'Bajavento' again, raising a big bow wave. 'Talion' in back, 'Younger Girl' in the foreground.

deras Bay Regatta was about as much fun as I've had on a boat!" Charlie's wife Cathy, who couldn't race due to a knee injury, enjoyed the four-days of social events that surrounded the regatta. "It was great, as the friendly, festive atmosphere continued on all week."

Friends with boats playing with friends on other boats — that's the Banderas Bay Regatta for you. The event is turns 21 next year, so you know you won't want to miss it.

— cherie sogsti & richard williams

Spindrift — Irwin 37 Ross Devlin An American In St. Barth (Santa Barbara)

What's it take for a youngish California guy to get plugged into the sailing scene in St. Barth? We put the question

to Ross Devlin, who spent his formative years racing motorcycles at the highest AMA levels and worked for Toyota F1 Racing Development in Newport Beach. Then, tiring of the corporate world, he started his own construction company in Santa Barbara's wine country. A hard-working, hands-on kind of guy, Devlin left California in disgust after being a victim of identity theft, a legal system that seems to exist primarily to enrich lawyers, and a general loathing for a culture he feels is being dominated by greed.

The 35-year-old arrived in St. Barth a year ago on a beat-up Newick 42 trimaran that his reserved dad had bought in

Scotland. She's an unusual tri because while her hulls are typically ultralight, her builder, having previously owned a 100-year-old boat, gave her heavy teak decks and even more inexplicably, a heavy wood mast and boom. After a seemingly never-ending chain of expensive mishaps and problems along the Atlantic coast of Europe, where Ross had to wear every bit of clothing he owned to stay warm, the two had a grueling 26-day crossing from Agadir, Morocco to the Columbie anchorage in St. Barth. Mind you, this was on a tri that regularly hits 18 knots in a good breeze.

Ross has a love/hate relationship with the chic little island of St. Barth. "It's a gorgeous place, has fabulous sailing, and the women are beautiful. But if you arrive here with just five euros to your name, it can be a little rough. When I got here, it was a special treat to be able to afford a single cold beer. And food."

Although Ross is a guy with a wealth of skills from engines to carpentry to welding, and has a strong work ethic, life isn't easy for Americans looking to make their way on the French island. For one thing, it's illegal to work unless an employer files papers on your behalf, and that's a complicated and time-consuming process. And naturally there is jealousy among the local population, who are also looking for work on the expensive island.

"The only way I was able to survive Ross Devlin may be smiling now, but there were some hard times when the American first arrived on the French island.



Columbie, warmer than Europe's Atlantic coast.



LATITUDE/RICHARD

CHANGES

was to have what every sailor must have plenty of — patience," says Ross. "You can't come here and be a loud and obnoxious American. You have to lay low, eat humble pie, and wait your turn."



"Be careful what you wish for," cautions Ross.

That said, he says Californians seem to have it a little better in St. Barth than most other Americans. "I'm not sure why, but I suspect it's because the West Coast surfing culture is appreciated, and because of the mystique of Hollywood. Apparently there is a show on French television called *Santa Barbara*, and as a result, the French are particularly taken with all people and things that have to do with Santa Barbara.

Devlin also notes that the Californians and the few Aussies on the island seem to get along with each other and the locals better than sailors from the Northeast. "There are a lot of really great guys from the Northeast," he says, "but some of them are more uptight and less easy-going."

When Ross got to the island, he moved aboard *Spindrift*, the 39-year-old Irwin 37 that his father had sailed to the Caribbean in the '90s. An 'old school' sailor, Ross's dad shuns publicity as much as he does use of an engine. He once cruised *Spindrift* for three years in the Caribbean without the benefit of an engine. "It's kind of ironic because my dad and I are totally into engines," says Ross, "but just not when sailing. In fact, *Spindrift* still **It's Sunday afternoon in Columbie, and there's a big group of rock 'n rolling young folks on 'Spindrift'. Ross even knew some of them.**

has most of the diesel that she had in her tanks five years ago."

When Ross arrived at St. Barth, he lived the simple life out of economic necessity. Now he does it more because of his outlook on life. For example, his dinghy outboard died from lack of use because he prefers to row his Walker dinghy ashore each day. And instead of paying \$20 every couple of weeks to fill up his water tanks, he collects rain water. Electricity? It all comes from solar panels.

Ross got his initial sailing and work opportunity about a month after arriving in St. Barth. "I was hanging out on the docks before the start of the West Indies Regatta for Carriacou Sloops and Island Schooners, and thought if I could get on one of the boats, I might get something to eat. So I told one of the skippers that I wanted to race with them. I wasn't much of a racer at the time, but before long I was trimming the main, an important position on a work boat."

With a foot in the door, Ross got a bunch of jobs — mostly paid for in meals and travel expenses — after the regatta helping deliver the various boats — some of which had no engines — to places such as Antigua, Anguilla and St. Martin.

With Ross having put in hard miles and demonstrated that he wasn't a slacker, Tom Reardon, skipper of the legendary Herreshoff 72 *Ticonderoga*, asked him to be part of his delivery crew up to Newport. Despite knowing there wouldn't be much pay, Ross jumped at the opportunity, because having *Ticonderoga* on your resume, along with the recommendation of Tom Reardon, is the ticket to the inner circles of Newport/St. Barth sailing. "When you wear a *Ticonderoga* t-shirt," laughs Ross, "you get instant credibility."

(For those wanting to get into inner the St. Barth/Newport inner circles, Devlin recommends Newport as a better place to start than St. Barth. "There are more opportunities, there is a common language, and it's less expensive.")

Back in St. Barth for the quiet summer after the delivery north, Ross was left to try to scratch out a living doing odd jobs. But the off-season was to have its good moments, too. One afternoon, one of the world's elite super models — we've can't reveal her name, but she's been on the cover of



every major fashion magazine — paddled out to *Spindrift*, which was on the hook at Shell Beach. Ross was more than a little intimidated. After all, the gal was a rich and famous model, while his boat was both 39 years old and a little rough, and he only had five euros to his name. But the supermodel didn't seem to mind.

"I see from your hailing port that you're from Southern California," she said, striking up a conversation. "I'm from Malibu." One thing led to another, and she ended up buying dinner. And for the next three nights, she brought other models and friends out to *Spindrift*, bringing all the food and drink. "It was such a random thing," laughs Ross of the memory.

As he's good-looking and fit, we quizzed Ross on the all-important subject of relations between poor American sailors and eligible French ladies.

"First off, I'm from Santa Barbara, which has a few good-looking women," he replied, "but nothing like St. Barth. Yet I have a love/hate relationship with



LATITUDE/RICHARD

IN LATITUDES



SPREAD: ST. BARTH TOURISM. SUNSET, LATITUDE/RICHARD

Ross loves St. Barth — spread and inset. But he feels the same way about Mexico, which is about as opposite as a place as could be.

the women here. I love the way they walk like cats, but they tend to be so picky that they drive you crazy. I had a French girlfriend, but after four months I just couldn't take it anymore."

Ross says that it's also important to realize that many women come to St. Barth in the hope of landing a billionaire, so sailors of modest means such as himself need to limit their efforts to gals who come to St. Barth to sail and surf.

Although Ross finds that French women can often be difficult, he is also sympathetic to their situation. "They all tell me their boyfriends cheat on them." Indeed, one woman told us of a lengthy relationship she had with a Frenchman that was as exciting as she thought it was solid. But when she called his office one day, his secretary, with whom she was friends, matter-of-factly told her that he was on the phone with his wife. When she angrily confronted the man

in person, he tried to mollify her with champagne, and argued that she should "accept the fact that our bodies love each other" and not worry about the wife.

Ross says that Californians have one big advantage when it comes to French women. "They absolutely love it when a guy with a California accent tries to speak French. You may get it all wrong, but something about your accent melts them."

Despite the love/hate with St. Barth and with French girls, Ross has never considered relocating to any other Caribbean island. "I went Down Island with my dad once, and couldn't wait to get back. The food wasn't any good down there, the women weren't as pretty, and the islands weren't as safe."

Having been in St. Barth for a year, Ross is now totally plugged in. He not only has lots of local friends, but he's getting rides on great boats. For example, he did the Voiles on Carlo Falcone's 79-ft classic *Mariella*. And this summer

he will be flown to the Med several times to assist at the bow on a 170-footer with a friend from St. Barth/Newport. And later in the summer he's slated for a series of expenses-paid regattas in Rhode Island and Maine.

While Ross plans to return to St. Barth in the fall, and hopes to get status to work legally, he and his dad have long term plans. "We're trying to sell both our boats and buy an Open 60 — not to race, but for fast cruising through the South Pacific."

Ross advises potential hard-core sailors to make sure they take enough time off their boats. "If you don't, you'll burn yourself out on sailing. I go back to California from time to time, where my dad and I have a rural place where we keep all our race cars and Harleys and racing bikes. We're hoping to get a similarly remote place in the Pyrenees of southwestern France, another great place to ride bikes."

What does he miss about California? "The surfing, skiing and motorcycle riding. But that's about it. The thing I don't miss about Californians — and Americans in general — is that they have tunnel vision, and think our way of doing things is the only way. Americans need to get out more."

— latitude/04/20/12

Frank Ohlinger Ex-Cadence, Apache 40 Cat Lost In Aviation Accident (Monterey)

The U.S. Coast Guard search for for-

Frank Ohlinger, formerly of Monterey, as seen in happier times. He died participating in a volunteer "police action" with his Cessna 182.



Cruise on an Open 60? Hang on tight!



COURTESY CADENCE

CHANGES

mer Monterey resident Frank Ohlinger, as well as Palau police officers Willy Towai and Earl Decherong, was suspended on April 9. This was a week after Ohlinger, a veteran South Pacific cruiser and periodic contributor to *Latitude*, attempted to land his Cessna 182 on the sea at night.



Memories of the Pacific lured Ohlinger back to Palau.

"We're now firmly bedded down in suburban America," he wrote, "but the memories keep calling me back. I hoard them like gold, and I dig daily for the tangible bit of color that keeps me going."

In that decade-old letter, Ohlinger proudly described how his daughter had done research to determine the validity of the theory that the wind is stronger during full moons. Based on evidence she collected from around the world, she — and Frank — concluded that it was scientific fact. Displaying a characteristic sense of humor, Frank called it the 'Werewolf Effect'.

Ohlinger also sent a report from Subic Bay in the Philippines in March of '07 about doing a refit on *Cadence* at an unusual boatyard. In April of '10, he wrote about the curious Filipino Christmas traditions in Cebu. In December of '11 and January of '12, he wrote about

The turn of events that eventually led to Ohlinger's plane crashing started with Chinese fishermen going after this, a giant clam.

making a delivery to Cairns with the cat's new Australian owner.

As an author, Ohlinger always had an interesting take on things, and his reports delighted us with their insight and understated humor. Although we never met him, we wrote to tell him that we felt a bond through his writing style.

The chain of events that would lead to the loss of Ohlinger's life, as well as those of two police officers, began when six Chinese fishermen were observed diving for giant clams in Palau's Ngeruangel Atoll Marine Reserve. When Palau Fish & Wildlife officers went to the conservation area to apprehend the Chinese fishermen, the Chinese tried to escape. The police fired at the boat's engines in an attempt to disable the vessel that was trying to ram them, but one bullet ricocheted off the engine, mortally wounding a Chinese fisherman.

Ohlinger and his Cessna 182 were sent to assist in the police mission by finding and identifying the mothership. After being spotted by Ohlinger, the mothership made a run for it, but was overtaken by *Remetiik*, Palau's patrol boat. Realizing they couldn't outrun the patrol boat, the desperate Chinese set fire to the mothership and then took off in the smaller support boats. Palau officers were unable to put the fire out before the ship sank.

On April 1, two of Palau's Criminal Investigation Officers joined Ohlinger on a second police mission. Their job was to document the fact that the mothership had been scuttled, and where.

Ohlinger and the officers took off at 3 p.m., but returned immediately because the plane's GPS malfunctioned. The Cessna took off again at 3:25 p.m., and was slated to return at 5 p.m. However, the plane missed the scheduled rendezvous point 175 miles northwest of Palau. While both the Palau Aerodrome Flight

Information Base Service and officers with VHF radios were able to make periodic contact with Ohlinger and his passengers, there was no consistently clear communication.

Ohlinger issued a Mayday shortly after 8 p.m., three hours overdue. He said they were lost, didn't know their speed or heading, and were down to their last drops of fuel. All Palau emergency vehicles were sent to the highest point of



Koror and instructed to flash their lights. Apparently Ohlinger was too far away to see them. Immediate search assistance was provided by the U.S. Coast Guard, local resources, and even Microsoft co-founder Paul Allen's 410-ft yacht *Octopus*. After a week of searching in near-ideal conditions, no traces of Ohlinger or the officers had been found.

— latitude 04/05/12

Overwhelmed In The Caribbean Latitude 38

We planned to run a review of the winter's great Caribbean sailing events in this issue of *Latitude* — minus the Antigua Classic Regatta and Antigua Sailing Week, because they haven't happened yet. But we're not, for two reasons.

First, the weather conditions for the two main events we covered, the St. Barth Bucket and Les Voiles de St. Barth, were, if we may be candid, less than stellar. Not only did it blow much harder at this year's Banderas Bay Regatta in



IN LATITUDES



LATITUDE/RICHARD



Bucket action, clockwise from bottom. At the start of the first race, four sailboats were out to watch 'Hyperion' and 'Bliss' go at it. All were from Northern California! Robin Winn, an old friend of Doña de Mallorca's from Mallorca, was the skipper of the winning 'This Is Us'. The 181-ft 'Adela'.

normally more placid Mexico, but the sun didn't come out very often during the Caribbean regattas. Not much wind and not much sun resulted in middling photos compared to previous years.

Second, we don't have about 100 pages of editorial space we need to give the events the coverage they deserve. The result is that we're going to briefly review all the major events in the Caribbean, with an eye toward how worthy they are of your attendance next year. The biggie events, in order, were:

Superyacht Challenge Antigua, late January — Having lost the event's primary sponsor, the potential participants asked themselves what the big deal was about putting on a few races, and if they really needed another fancy awards party. The answers were that it wasn't a big deal and they didn't need another big party. While it's true that only 11

superyachts showed up, they were good ones, and the wind blew like stink. The event turned out to be a smashing success. The other good news out of Antigua is that English and Falmouth Harbors seem to be more fun and safer than in years past. While Antigua isn't a bad place to bareboat charter, it's not the best either, and it often howls in January. We give it a 5.

32nd Heineken Regatta, St. Martin, early March — It blew hard for this huge event that's even more popular with charterboats than privately-owned yachts. Given the strong winds, it's not surprising that San Francisco-based boats did well. Matt and Pam Brooks' 80-year-old S&S 52 *Dorade* from the

St. Francis YC took class honors, while Rick Wesslund of Tiburon and his crew on the J/120 *El Ocaso* not only took class honors, but were declared to have had "The Most Worthy Performance Overall".

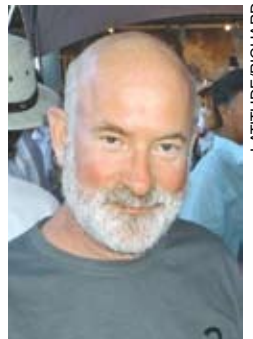
In addition, *Paradox*, Peter Aschenbrener's cruising version of a 60-ft racing trimaran, which apparently has some connection with Redwood City, took class honors, too.

The 'Heinie' is a monster event, and the whole island goes nuts with parties and other festivities in support of it. The sailing is great, and thanks to the big fleets, the competition is stiff. We give this one a 9+ for those wanting to race their own boats or a charter boat.

BVI Spring Regatta, early April — Wesslund and his *El Ocaso* crew kicked butt again, winning six of nine races. *Paradox* had three bullets in three races. And Justin Barton of the Corinthian YC in Tiburon took honors in the 18-boat Bareboat A division with an Oceanis 473. A little farther off the pace in another division was Steve Schmidt's *Hotel California*, a well-travelled cruising version of a Santa Cruz 70 that has been in the Caribbean forever. (Read about all the action in this month's *The Racing Sheet*.) While not as big or competitive as the Heineken, the BVI Spring Regatta is a super-fun event that features some great boats, less crowded charterboat fleets, and flatter waters. We give it a 9.

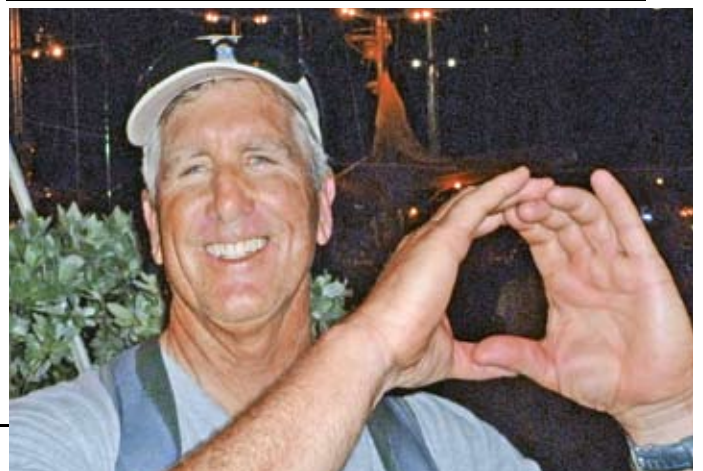
St. Barth Bucket — If you want to see spectacular and gigantic yachts — 100 to

Bay Area rigger Scott Easom uses his hands to show the diameter of the genoa sheets on 180-ft 'Twizzle's. The loads were 35 tons!



Peter and his trimaran 'Paradox' had a super successful season.

LATITUDE/RICHARD



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200-ft plus — there is nothing that comes close to the Bucket. It's so spectacular that *Yachting World*, the most prestigious English language sailing magazine, runs photos and basic information on each yacht in one of their issues. And as the six great charter guests with us

on 'ti Profligate will tell you, you just have to see these boats in action to believe them. Naturally, these huge boats need hundreds upon hundreds of crew, so if you look the part, there is a decent chance you can get on a boat. That said, this is the one sailing orgy where we think it's actu-

ally more fun to be a spectator than a participant. If you enjoy really big boats, really big parties, and a really festive scene on a great island, this is it. We give it an 11 for spectating.

Les Voiles de St. Barth — early April. Following closely on the heels of the Bucket, this event still has some big boats, but is designed for more serious racing and less formal partying. This year's fleet was a bit of a mish-mash, and the conditions on the course were lighter than anyone wanted. Nonetheless, both *Dorade* and *Paradox* walked away with class honors again. Canadian Ashley Wolfe, who keeps her TP52 *Mayhem* in San Francisco, and who — assisted by her dad and her brother — drives her own boat, took class honors, with Ken Keefe and the guys on the TP52 *Vesper* second, and former J/29 Bay racer Peter

Former J/29 Bay sailor Peter Cunningham, right, with Jeff Madrigali, had as much fun getting 3rd at the Voiles as winning in St. Thomas.

Cunningham's *Powerplay*, now of the Cayman Islands, coming in third. A few weeks before, Cunningham had taken honors in the much bigger TP52 competition at the St. Thomas Rolex Regatta.

Nobody does race associated partying and festivities like the Voiles. We're not talking about falling face-down drunk parties, but everybody-dancing-on-the-tables-of-waterfront-restaurants and champagne-showers partying. It's also a great place to catch up with old friends, such as former Northern California sailing stars Dee Smith and Jeff Madrigali, now of Annapolis and Whidbey Island, respectively. If you're a decent sailor looking to race, we'd give the Voiles a 7 in that you can probably get a ride. If you're a fun-loving gal looking to meet a sailor boy, or just love to have sailing fun, we'd give it a 10.

Want to go sailing crazy? Charter a boat from St. Martin for three weeks and be part of both the Bucket and the Voiles. Oo-la-la!

We can't report on this year's **Antigua Classic Regatta**, but frequent participants say it's by far the best classic regatta in the Caribbean, and give it a 10. *Lone Fox*, the Robert Clark 65 owned by Ira Fox of Bolinas and St. Barth, was back this year to defend winning the overall title last year, while Matt and Pam Brooks were looking to take it from him with *Dorade*.

Our having done six **Antigua Sailing Weeks** with our Ocean 71 *Big O* back in the days when it attracted as many as 230 entries, the event still holds a special place in our heart. It faltered badly in the last bunch of years, but seems to be making a bit of a comeback. Friends currently give it a 5, and we wish it the best of futures.

Overall, a season in the Caribbean is something every sailor needs to experience, no matter if you participate in the races with your own boat, crew on someone else's boat — or even if you avoid all the races and parties. The Caribbean simply has great sailing conditions, particularly from mid-February on. Just ask Greg and Debbie Dorland of the Lake Tahoe-based Catana 52 *Escapade*, who will be back for their third season next winter. Or their guests for the



Bucket, Traci and Jaime of the Tiburon Peninsula. Or Jim and Debbie Gregory of the Pt. Richmond-based Schumacher 50 *Morpheus*, who will be coming back for their second winter season.

— latitude

Knee Deep — Catalina 38 Ben Doolittle Family Crossing The Bar (Sacramento)

When my husband Ben and I, along with our two young sons, Mickey and J.P., decided to go cruising on our 30-year-old Catalina 38, we were met with the standard reaction most cruisers experience. Disbelief, shock and awe were at the top of the list. My favorite was an encounter in the produce aisle of the supermarket in our hometown of Sacramento. A friend who had heard the news cornered me near the tomatoes and repeatedly shrieked: "THAT'S JUST CRAZY!!!"

"Yeah, but it's gonna be awesome!" was my intellectual rebuttal.

When I was younger I was crazy



Yes, Tammy could get on a Bucket boat.



IN LATITUDES



PHOTOS BY EL SALVADOR RALLY/BILL YEARGAN



Two views of the Catalina 38 'Knee Deep' surfing over the bar at Bahia del Sol, El Salvador. She would briefly hit 13.65 knots.

enough to partake in some questionable activities. A favorite was climbing out of a Cessna and hurling myself off the wing. As I fell 10,000 feet, I alternated between full-throated laughter and screaming, "This is awesome!" I only regret not paying another \$50 to get the video.

I've also shot automatic weapons in Vegas, flown an airplane in Petaluma, rappelled down the side of an apartment building in Chico, partied at Mardi Gras in New Orleans, eaten from a chicken carcass at Munich's Oktoberfest, and hung upside down by boot-straps in Mexico while doing tequila shots. (Before you cut me out of the will, dad, I want you to understand that all these things were the fault of my older brothers.)

Having recently crossed the bar that leads from the Pacific Ocean to the Bahia del Sol Marina in El Salvador aboard *Knee Deep*, I have a new experience that tops my previous adrenaline-inducing

activities — and makes me realize how much I miss them. Sure, having two kids has made me more cautious. And middle-age had convinced me that mortality is real and that I will die someday. Nonetheless, as character Andy Dufresne said in *Shawshank Redemption*, one of my favorite movies, "It all comes down to a simple choice. Either get busy living, or get busy dying."

The decision to go cruising forced me to step out of my comfort zone. Yet little did I know that after seven months of cruising we would be surfing seven-foot waves to cross the bar to get to the estuary that is the home to the Bahia del Sol. When we decided to join the 50+ other sailboats in this year's El Salvador Rally, we were well aware that the entrance to the lagoon would be "challenging", at least in my mind, al-

though it would be "no problem" in my husband's mind.

We arrived outside the Bahia del Sol bar at 3 a.m. and anchored in 40 feet of water. Ben promptly fell asleep in the cockpit, while I stayed up to watch for other boats. We decided that I would drive our five-ton boat across the bar — because there was a prize for women who did it! While I got more nervous as the 8 a.m. crossing time approached, I was relaxed enough to dress for the occasion: a cute, striped sundress and a Hawaiian visor.

When the sun came up, we cleared the cockpit of any loose items, tucked things away down below, put on our PFDs, and harnessed in. J.P., our 8-year-old cowardly — or wisely — decided to go below with a book. Mickey, our oldest son, volunteered to be our official photographer, so he snuggled in against the companionway. I took the wheel with Ben standing near me.

Rogelio, who has been piloting boats into the estuary for years, along with Bill, the leader of the El Salvador Rally, soon appeared on a Jet Ski to guide us in. Ben informed me that Rogelio had his dream job. Bill told us to approach a set of waves, then stop. I was not comforted by the fact we were headed for *big* waves. As we got close, I did what any sane, brave, adrenaline-junkie mother of two would do. I bailed! The clicking sound came

When it came time to ride the big waves across the bar, everyone had bailed but 'Dad'. Ben loved surfing the Catalina 38.



"Follow us!" says the bar pilot at Bahia del Sol, El Salvador.



COURTESY KNEE DEEP

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from my undoing my harness and getting away from the helm. This was followed by 10-year-old Mickey stating, "I'm sooooo out of here!" He left his photographer's post at the companionway faster than I've ever seen him move before — except for the time he spotted a crocodile while body-surfing at Tenacatita. Dutifully, Ben the Dad took over at the helm, a huge smile plastered on his face. All was as it should be.

"This isn't so bad," I said quietly as the first wave passed beneath us. The next wave was different. As I fearfully watched it develop, I was convinced it would crash over our transom and flood the cabin with water. Amazingly, the wave picked us up and broke perfectly, allowing us to surf it, hitting a top speed of 13.65 knots! Keep in mind our average speed is 5 knots, with our max hull speed being about 7. After surfing a third wave, we were across the bar and out of trouble. Well, we were after Bill guided us back toward the center of the channel.

"Welcome to El Salvador!" Bill said as he pulled alongside, and while Ben and I were yelling and dancing about in our cockpit. "I think they're having fun," said Rogelio the pilot. He was right.

— molly 04/20/12

Curare — Bowman 36 Geoff and Linda Goodall Valdivia to Puerto Montt, Chile (Vancouver, B.C.)

We have just arrived at Puerto Montt, Chile, about 1,200 miles north of Cape Horn, from Valdivia, Chile, where we'd spent much of last year. Why have we headed south toward the bottom of South America as opposed to across the Pacific? It's simple — we do everything for our dog. Since she can't easily go to the South Pacific because of the various laws and regulations, we've decided to go

Geoff and Linda have taken 'the path less-traveled', not for philosophical or spiritual reasons, but for their dog.

to those places where she'll be welcome. It's actually not a bother, because if so many countries didn't prohibit dogs, we'd never be able to decide where to go next. We'll be here in the Puerto Montt area for the next few months before heading south to experience the wilds of the Patagonia canals.

On our way down here, we enjoyed two amazing months cruising the many islands to the east of Isla Chiloé in the Golfo Corcovado and the Golfo Ancud. Puerto Montt is at the north end of the gulfs, which are a combined 50 miles long and 20 miles wide. Check out the area on Google Earth and you'll understand what makes them so great.

The cruising here has been very easy and comfortable, as the anchorages have been easy daysails apart. There has been good provisioning at the few small villages along the way, too. As it is now fall in the southern hemisphere, we have picked lots of berries and apples for baking pies and crumbles onboard.

The weather has been excellent for people like us from British Columbia. It's been sunny, but with the highs only between 50 and 68 degrees. We've had mostly southerly breezes, so our crossings of Golfo Corcovado and Golfo Ancud have consisted of pleasant beam- to broad reaches. In fact, we've enjoyed the sailing so much that we made a couple of extra trips across the gulfs.

There is wonderful bird life down here, including the Magellanic penguin, and dolphins are everywhere. What we've rarely seen are boats in the anchorages. The scenery has been gorgeous. We spent a few days at some isolated hot springs carved into the rock at the water's edge inside a steep-walled fjord. Beautiful!

— geoff and linda 04/14/12

Cruise Notes:

Now that 31-year-old Matt Rutherford has completed his epic 27,000-mile, 309-day solo circumnavigation of the Americas aboard his humble 36-year-old Vega 27 **St. Brendan**, we at *Latitude* have just one question: How did he manage to cram nearly a year's worth of food aboard such a little boat? Either he's a great packer or a great fisherman, or he carried a lot of freeze-dried food and had a reliable watermaker. The Albin Vega, as indicated by her Cal 20-like PHRF rating of 240, is no



rocketship, but she's a solid little boat. John Neal — who has since done more than a quarter of a million ocean miles of offshore sailing instruction, started his offshore life on the Vega 27 **Mahina Tiare**. As we recall, he experienced some of the worst weather ever on his first passage, from the Pacific Northwest to San Francisco. Don Keenan, a resident of Santa Cruz many years ago, did one of the early Singlehanded TransPacs with the Vega 27 **Lani Kai**. He and a lady crew — was it Eileen Sundet? — boldly doublehanded her back to California — and got rolled for their troubles. Having learned from experience, Keenan raced the Olson 30 **Hanalei Express** in the next Singlehanded TransPac, and had her shipped home from Hawaii. In any event, hats off to Matt Rutherford to his major accomplishment with his humble boat.

"My wife Manjula and I just got back from five months aboard our Farrier 41 catamaran **Endless Summer** in the Far



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Spread; 'Curare' anchored off the hot springs. Inset left; A classic Chiloe church. Inset right; Cerro Corcovade as seen from Quellon.

East," reports Steve May of Gualala. "We spent three months in Palau, which is known for spectacular diving and has giant clams that weigh up to 500 pounds. Then we sailed south to Raja Ampat at the northeastern part of Indonesia, which is famed for having the greatest marine diversity in the world. The Maluku — originally known as the Spice Islands — were our next stop. None of these places were much like California, so we continued on to Darwin where we parked *Endless Summer* so we could return to work.

Just for kicks, a Farrier 41 rates 46 under PHRF — or more than three minutes a mile faster than a Vega 27.

When we asked whether others have as much trouble seeing the navigation lights on cruise ships as we sometimes do — the responses will appear in the June issue — we got an email from Fred

Roswold and Judy Jensen in Brazil. This is what they've been up to:

"My wife Judy Jensen has been my equal partner in our Serendipity 43 **Wings**, and in life, for 24 years. We've lived aboard for all that time, first in Seattle, and since '96 in ports and harbors around the Pacific, Asia, and Africa. Judy was a sailor when I met her, and I'm descended from a Norwegian sea captain grandfather. The two of us have cruised over 38,000 miles, crossing oceans, visiting countries, occasionally racing, and living aboard in a variety of places. After 24 years, our approach to cruising is changing, as we no longer have the bodies or temperament to easily face all the challenges of cruising. So we now take crew when we cross oceans, and we are more open to other new paths which may come before us. We only hope to take them together. We are currently in Brazil. P.S. Although we've not been very good at keeping up, *Latitude* is still

the best sailing magazine anywhere."

What a nice thing to say! If you want to see cruising through the eyes of folks who have been at it for nearly a quarter of a century, visit wingssail.blogspot.com.

Jim and Ann Cate of the Sayer 46 **Insatiable II** are a Bay Area couple who have been out cruising almost as long as Fred and Judy. And they are still at it. "We're lying at Eden, Twofold Bay, NSW, Australia. We're northbound, having spent another great summer in Tasmania. In fact, it's one of our all-time favorite cruising grounds. If it didn't get so bloody cold there in the winter, we'd never leave!"

"If things went as scheduled, my Casamance 45/47 catamaran **Viva!** and I transited the Panama Canal on April 21, concluding eight years in the Caribbean and Atlantic," writes Bob Willmann, long ago of Golden, Colorado. He's a vet of the '00 Ha-Ha with his Islander 37, also named **Viva!**, which was eventually lost to a Caribbean hurricane. "While on this side of the Canal, I visited the East Coast of the United States from Florida to Pennsylvania, and just about every island in the Caribbean — except Haiti, which was too poor, and Grand Cayman, which was too rich. I've had lots of wonderful experiences in the 30 countries, and a few — hurricanes, explosions, and dismastings — that I'll be happy to leave behind. But now it's time to return to the lighter winds, flatter seas and better fishing on the leeward side of Central America. I'll probably stay in Costa Rica until the winds change around Thanksgiving, and then slowly make my way back to the Sea of Cortez. It's about 3,000 nautical miles in all, and there are lots of old friends and beautiful and interesting places to visit on the way, so it will probably take me a year or so. I hope the Pacific Coast hasn't changed too much in the 12 years since I left San Diego. I met way too many interesting

When seen from NASA's point of view, it becomes obvious that the Panama Canal is as much lake as it is canal.



ALL PHOTOS COURTESY CURARE

NASA

CHANGES

people in the Atlantic/Caribbean to remember. The worst thing about cruising is that you're always saying goodbye to people and places you love."

It's a hoot when you see cruising folks again after years, but in an entirely different part of the world. We had that experience in St. Barth in March, when we cruised through the Columbie anchorage and saw David and Helen Peoples on their Portland-based Catalina 42 **Jammin'**. We hadn't seen them since the '07 Ha-Ha. Judging by the way they wildly embraced each other for a drive by photo, they're still having a grand time. Alas, we never had the opportunity to sit down and catch up. Maybe when we cross paths in another five years in some other part of the world.

The folks at World Cruising Ltd have announced that the 27th **Atlantic Rally for Cruisers**, set to start from the Canary Islands on November 25, has all 230 slots spoken for already. In fact, the ARC was sold out in early February, less than two months after the previous one finished in St. Lucia. The entries range in size from 28 to 80 feet, and come from



LATITUDE/RICHARD

"Get a room, will you?!" Just kidding, David and Helen, as love and affection are always appreciated in the Caribbean.

33 countries. The 23 catamarans will make up the second largest cat contingent ever, following last year's record of 29. Didn't get an entry slot? There is a waiting list.

You know what else is doing well? **Tourism to Mexico.** Yep, it's up 8% over the previous year. What's more, big international companies continue to invest heavily in Mexico. In just the last year, Mazda, Honda, and Nissan have all announced plans to build new factories in Mexico, and Ford has announced it's going to invest an additional \$1.3 billion in their facility. At least as important, Audi just announced that it will build its luxury SUVs in Mexico for the global market. On July 1, the citizens of Mexico will cast ballots for a president to serve a new six-year term. We're not holding our breath, but can you imagine how Mexico could blossom if a new president were somehow able to get a handle on the narco-violence?

Forecasters are saying there is a chance that this will be an **El Niño** year in the Pacific, which would be nice since the water temperatures have been unusually cool for the last several years. Warmer temperatures in the Pacific are one factor associated with fewer hurricanes in the **Atlantic/Caribbean**.



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which is one reason why scientists are predicting only 10 named storms there, half of last year's total. Four storms are predicted to reach hurricane force, but only two of them major hurricanes. Remember about eight years ago when everybody on the Gulf and East Coast was going to sell their waterfront homes because of the tremendous increase in hurricane activity? Well, we're now in the longest stretch in recorded history when a major hurricane *hasn't* hit the States.

"I've just had some good times at Santiago Bay - Manzanillo," reports Stefan Ries of the Banderas Bay-based Triton 29 **Mintaka**. "I rented a SUP before the weekend swell and explored the lagoon. I even took some kids on the SUP and we surfed little waves tandem style. The waves never got that big — chest to shoulder high — but they were clean and it wasn't crowded. I later met a nice family from Colorado, and they invited me to lunch at their beach house. Then I shared the anchorage with the folks on **Barefoot**, who left for the Galapagos yesterday, and Dave on **Camano**, who

will be singlehanded to Hawaii soon. As for myself, I'm going to head to Bahia Maruata, Michoacan."

"We're at Tenacatita Bay for a few days of surfing, and have two questions," writes Gabriela Verdon of the Queensland-based Catalina 42 **Larrikin**.

"First, it's April, so why is the water still so cold? We've even had morning fog. And second, why is the water so murky? Mates at Isla Muertos on the Caribbean side of Mexico say the water is crystal clear there. But we're still having a ball. And having just read Edward Vernon's *Maritime History of Baja*, we can't wait to get up into the Sea."

And what's this? John Foy of the La Cruz-based Catalina 42 **Destiny** reports it was so foggy that at 10:30 p.m. on April 21, he couldn't see any of the six boats



MINTAKA

The water of the summer waves of Mexico may not be crystal clear, but there are rarely crowds.

anchored out at Punta Mita. "This is a first," he writes.

The explanations we've heard for the murky water on the Pacific side of Mexico have all had to do with the rich volcanic soil and frequent rain. But it rains like crazy on volcanic islands such as Dominica and Grenada in the Caribbean, and the water is still clearer than clear. As for the cool waters, it seems to us there are more water temperature fluctuations off the Pacific Coast of Mexico than in the

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Eastern Caribbean and Bahamas. El Niño and La Niña are no doubt part of it, but we really don't know why the water is so cold. But you might want to enjoy the cooler waters while you can, because the water temps will hit the 90 degree mark in the Sea of Cortez this summer.

What was described as the "first serious attack on a yachtie in Colon, Panama, this year" took place on the night of March 28. Frank Peeters' African Fastcat 35 **African Seawing** was boarded at Club Nautico by "three brown-skinned males about 30 years of age". Peeters was onboard alone because his two crew had left to be line-handlers for a yacht doing a transit. Although Peeters was tied up and his wallet, the contents of his safe, and other valuables were taken, he wasn't beaten. He was eventually able to get free and call police. His dinghy was found abandoned a short distance away on the beach near the cruise ship terminal.

Cruisers in Panama warn that hold-ups and snatch & run thefts from tourists remain an all-too-common occurrence in Colon. They advise that the Club Nautico anchorage is not patrolled, and



COURTESY CIRQUE

Louis Kruk had this 'security hatch' built in Puerto Vallarta to foil thieves such as those who were able to get inside 'African Seawing'.

boats are easy to reach from shore. While Anchorage F may not be as convenient, it's recommended as being much safer.

Before heading south to Panama after a number of years in Mexico. Louis Kruk

and Laura Willerton of the San Leandro-based Beneteau First 42 **Cirque** decided they wanted protection from thieves such as those who attacked **African Seawing**. So while still in Puerto Vallarta, they had Salvador 'Chava' Covarrubias create a 'security hatch' out of stainless steel. "The idea was a hatch that would allow for good ventilation, yet could be secured from the inside or out, and was strong enough to keep bad guys out," writes Louis. "And would still fit under a bunk cushion. The hatch was created by first fabricating the perimeter of 1/2" solid bar stainless to match the outline of the original acrylic hatch. Then a piece of stainless sheet was cut to fit inside the rod frame, and had ventilation holes cut in it. The hatch turned out lighter than *Cirque's* original half-inch-thick solid acrylic hatch. The cost was about \$350." Salvador Covarrubias Sandoval can be reached at Taller de Torno y Soldadura Neptuno, Fco. J. Echeverria No. 141, Col. Guadalupe Victoria, in Puerto Vallarta; or by phone at 01 (322) 2213414 (322) 2212930; or via email at acerosinoxidables_neptuno@hotmail.com.

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If you're ever in the Caribbean, or want to feel like you're in the Caribbean, we suggest that you either pick up a copy of the **Caribbean Compass** or check out the online version. Based out of little Bequia, Sally Erdle and her crew have just put out issue 200. While it's impossible to cover the entire Caribbean — or even just the Eastern Caribbean — in detail, we think the *Compass* does a good job. And they often get interesting letters from readers. For example, German cruiser Angelika Gruener of the vessel **Angelos** wrote in to complain that she had to fill out — by hand — 23 pages of paperwork to check out of Chaguaramas, Trinidad!

What did we find interesting in issue 199? First, the report that the BVIs have declared Gun Creek in Gorda Sound a Port of Entry. It's about time. And, they say they'll have the ESeaClear clearing process in effect. On the next page, the *Compass* reported that the vessel **Pampero**, which looked to be a modern 47-footer, was knocked down by a large wave on the southeast coast

of Grenada on the morning of February 27, and that all four crew were washed overboard. Fortunately, they all managed to swim ashore. Four days later the boat was found off the Los Testigos Islands by the Venezuelan Coast Guard, her engine still running. It all sounds just a little bit curious to us. The day after the *Pampero* crew was washed overboard, Dick and Ann Oliver's *Tayana 37 Chinook Wind* was wrecked on a reef at Las Aves de Barlovento, Venezuela. Unable to launch their dinghy or liferaft, the couple, who had spent the last two years cruising around the world, managed to swim to a Venezuelan Coast Guard vessel. Stuff happens in the Caribbean. Because there are lots of boats, lots of stuff happens.

"I just spent some wonderful days in the Galapagos with the most tame sea



Unlike the skittish iguanas, the seal pups of the Galapagos were tame and friendly enough to lick Rachel's toes.

life I've ever encountered," writes young Rachel Edwards of California, who is helping deliver the Beneteau 50 **Irene** to New Zealand. "Seal pups would lick my toes, turtles would let me pet them, but the iguanas were a little more skittish. We sailed *Irene* through Kicker Island, a most amazing 300-ft tall island that looks as though it was sliced in half. Check it out on Goggle Earth. We leave tomorrow on a 20-day-plus passage to

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CHANGES

the Marquesas."

"Superstitious people say that Friday the 13th is an unlucky day," writes Diana Frizzell of the Alameda and now Mexico-based Catalina 470 **Di's Dream**. "Well, Friday the 13th in March of this year sure was an unlucky day for the fish in our path while we made the crossing from the mainland to La Paz. The fishing was absolutely fabulous! 'Wally the Wahoo' was the catch of the day. We didn't have a scale to weigh him, but he was just under six feet long. In addition, we landed a pair of 25-lb yellowfin. The last catch of the day was a huge dorado. These fish would have tasted great, but we were in catch & release mode, as our freezer was already packed full of fish for the spring season up in the Sea.

"We had quite a storm here at **Bahia del Sol** last night," report Bill Yeargan and Jean Strain, organizers of the 'El Salvador Cruisers', "one similar to the surprise storm that hit La Cruz three years ago. There was intense rain, wind and waves that lasted for about 30 minutes. One boat clocked 60-knot winds.

The three anchored boats all dragged The Doolittle family managed to bring their Catalina 38 **Knee Deep** to the marina after the wind subsided. Nobody was aboard **Panache** when she dragged, but her anchor luckily snagged one of the dock anchors. **Tolerance** wasn't as lucky, as one of the piers stove in a one-foot by two-foot hole only inches above the waterline. The rest of the starboard side of the hull sustained serious damage, and she may be a total loss. Two boats broke off of Santos' moorings. The crew of **Sundancer** was aboard and managed to anchor quickly. The **Talaria** crew was also aboard, but unfortunately she dragged and appeared to hit **Hotspur**, causing a fair amount of mostly cosmetic damage. **Talaria** bent four stanchions and their dinghy davit, and broke a 130-watt solar panel. She is in the marina licking her wounds. Five boats on Colette's moorings dragged their moorings about 200 yards, and

a couple of boats collided. The dock at Colette's blew away in the wind, and the moorings are being relocated. We had waves as high as our hips at the Bahia del Sol docks, and waves washed many flotation barrels from under the docks. But thanks to boatowners and the entire hotel staff, the damage was limited. Except for the damage to the boats, life is pretty much back to normal.

"Thanks to the efforts of Nick Humphries of the West Marine store in Henderson, Nevada, John McGinnis of West Marine International Retail Operations, and Neslihan Karayel, Manager of the West Marine stores in Marmaris — yes! — Turkey, we successfully received a substantial order from West Marine at Netsel Marina in Marmaris," reports Chay McWilliam of the Kelly-Peterson 46 **Esprit**. "We thank all these West Marine folks for all their efforts." Having been cruising on and off since starting with the '03 Ha-Ha, Chay, along with wife Catherine and son Jamie, are now immersing themselves in the historical wonders of Turkey.



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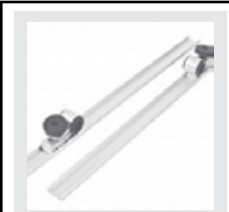
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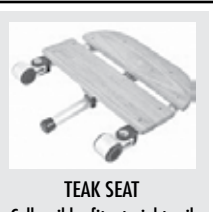


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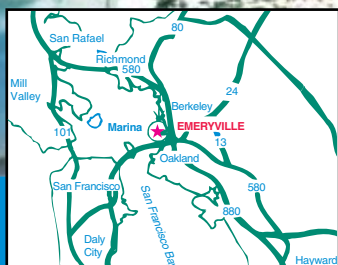
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23-FT BEAR, 1947. SF Marina. \$7,000/obo. Own a part of Bay history! Beautiful wooden sloop #32, *Little Dipper*. Built Sausalito by Nunes Brothers. Outstanding condition, repainted topsides, bottom, mast 2010. Race ready 2 mains, 2 jibs, 2 spinnakers.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



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.



22-FT CAPRI, 1986. Stockton Sailing Club. \$5,200. Great condition. Fin keel. 110 roller furling. 135 hank-on. New Pineapple 95 hank-on. New Nissan 6hp, 4-stroke. Full boat cover. Trailer w/new tires. Lifting harness, cockpit cushions. Bay, Delta or lakes. Contact (925) 918-3207 or (925) 918-3914 or barryram55@sbcglobal.net.

20-FT ULTIMATE, 2002. Clear Lake, CA. \$21,000. Hull #175. Dry sailed, '06 Doyle race sails, used 5X, spinnakers, club sails, 2hp Honda, trailer, Tacktick, canvas cover. Race ready 3,2,1 GO! (707) 277-0322 or bobsredkayak@yahoo.com.



23-FT DEHLER SPRINTA SPORT, 1981. Alameda Marina. \$4,500. Van Der Stadt one design sailboat with a strong fleet in Europe, characterized as a tame, more comfortable, J/24 with 50% keel and overall weight of ~2500lbs. PHRF 201 (BTW: J/24's are 168 and this can give them a run for their money!), has lots of sail, low wetting surface and fantastic upwind pointing ability. Contact akchristensen@hotmail.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.



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25 TO 28 FEET



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. <http://picasaweb.google.com/109619305831457912024/Newport27Sailboat?authkey=Gv1sRgCN-PssjY3u-z-AE>. Call (209) 608-1618.



25-FT CATALINA, 1980. Sausalito. \$6,000/obo. Main, roller furling jib (both in good condition), Honda 9.9 long shaft, autopilot, 2 anchors, and more. V-berth, head, dining table, galley, quarter berth fits tall person (6'6"). Breaks my heart to sell her after 15 years. THINK AMERICA'S CUP. Ideal for singlehanded, couple, small family, or sharing with a partner for very low cost to sail the world's greatest place! Sausalito berth at Clipper Yacht Harbor available. See pictures at: <http://flic.kr/ps/2bK5mU>. Contact (650) 324-9653 or rick.wolff@me.com.

26-FT 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. (650) 703-6514 or sv_murmur@hotmail.com.



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25-FT MERIT, 1984. Brickyard Cove \$7,500. Nice dry/lake sailed Merit 25. Set up for single handing. Good Pine-apples, furler, standing rigging. Older 150 and spinny. Low hours Honda 5. Tahoe Fun. Call Chuck. (530) 637-4403 or cvweidmer@gmail.com.



29 TO 31 FEET

29-FT ERICSON, 1972. Paradise Cay. \$9,950. Very Clean, Universal diesel, Espar heater, Dutchman reefing main, RF jib and genoa. Hauled 6/11, 2 coats trinidad. Could use non-skid on deck, otherwise quite sound. Tiller, autopilot. Great slip, classic boat. (415) 258-9289 or fairfaxvolunteers@earthlink.net.

30-FT FARALLON 29, 1976. Santa Cruz (lower harbor). \$20,000/obo. Full keel with cut-away forefoot. Built to a high standard in Oakland, Ca. Fully insulated custom teak interior. Twin bow rollers with mechanical windlass. New LPU hull and deck, fresh bottom paint. New windows, new AC waterheater, new plumbing and engine panel. Volvo MD5A diesel. New head with integral holding tank and pump out. New lead-acid batteries. Tiller pilot, Monitor windvane. Tabernacled for the Santa Cruz North Harbor. See more at <http://amitzohar.com/farallon.html>. Contact forest.roberts@gmail.com or (831) 431-3577.

30-FT J/30, 1979. Pt. Richmond. \$15,000. USCG Certificate of Documentation/Coastwise Endorsement. Opportunity for someone wanting to start a charter business. Third owner and have used it very lightly over the last 15 years. <http://img829.imageshack.us/slideshow/player.php?id=img829/690/1334782874se4.smil>. Call (415) 513-0095.

30-FT HUNTER, 1981. Point Richmond, private dock. \$12,000. AS IS/obo. Sale for health reasons. Needs bottom work. New batteries, strong Yanmar engine, all lines to cockpit, furler jib, wheel steering pedestal, autopilot, electric head, bimini, three jibs. For photographs: dpaia@comcast.net.

30-FT PEARSON, 1973. Delta. \$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, 1983. Coyote Point Marina, San Mateo. \$16,900. Clean interior and exterior, well maintained. A4 engine. Set up for racing. Predictable handling, large cockpit and cabin. Catalina is well known for producing maximum value with time proven construction. Will email photos. Contact (925) 708-5727 or kevin@baybuilders.net.

30-FT TARTAN, 1972. Brickyard Cove Marina. \$14,500, price reduced. True plastic classic S&S design in very good condition. Bottom job, two coats Trinidad, 8/11. Upgrades: dodger, North main, jib, Harken furler, SS stem fitting, BBQ, depth, wind meter, Fortress anchor. Strong A4, electric fuel pump, ignition, SS muffler, new water pump, 55A alternator, alcohol cockpit, cockpit cushions, foam toppers. Sym and asym spin, dinghy, extra main and jib, VHF, stereo. Great teak. Send for photo package. Contact (510) 544-9611 or friedman33@comcast.net.

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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.

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 Landers at (714) 615-5195 or jeff.landars@att.net.



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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 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 NEWPORT, 1976. East Bay. \$18,000 or reasonable offers. Much loved, underused Newport 30/1976 with "new" reconditioned 3-cylinder diesel. Reasonable offers considered. Sleeps 6+, used as liveaboard but race ready. Well kept. Bruce 10Kg, Danforth, Xantrex battery charger. Email sailfuntr@gmail.com.



30-FT ALLMAND SAIL 31, 1982. Alameda. \$9,018. Diesel engine has only 179 hours. Contact (916) 267-7941 or alamedafrances@gmail.com.



30-FT CATALINA, 1980. Richmond Marina Bay. \$17,500/obo. Beautiful boat custom interior. New mast, boom rigging (all by Ballenger), sails (UK), Harken roller furler (all new in 2005). Autohelm, excellent A4. Hauled and painted April 2011.



28-FT S-2, 1982. Sausalito Clipper Yacht Harbor. \$22,500. Third owner. Hood Vec-tran sails. Yanmar diesel. Two anchors. Cockpit cushions. Well maintained. Solid sound boat. Strong Bay sailer. (707) 280-7498 or lounibos@sonic.net.

30-FT CATALINA, 1985. Tiburon. \$29,000. Diesel, wheel. Excellent condition. Many upgrades. Engine is perfectly maintained by professional mechanic. Sails like new. Dutchman system on main. Self-tailing winches. Newer lifelines and line clutches. New dodger frame, not on boat. Full boat cover. (415) 435-9469.



30-FT CAPE DORY - 1979, 1980. Marina Bay. \$36,500. Excellent condition. 20hp Beta Marine engine with 45 hrs, cutter rig with roller furling Yankee, dinghy davits, tiller steering. Radar/GPS chart plotter. For details & photos contact: (925) 984-7033 or lgerhardy@hughes.net.

32 TO 35 FEET

34-FT PETERSON, 1978. Alameda. \$24,500. New main, new club jib, spin-aker, 85, 105, 145, all lines led aft, red Yanmar diesel, Autohelm, interior new condition, GPS, dodger, windvane, micro-wave, TV, DVD, stereo. (510) 927-7322.



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

32-FT FUJI KETCH, \$34,900/FIRM. See Oyster Cove Marina ad *Infra* for pic and internet. Safe, seaworthy, solid diesel, California coastal cruiser, dodger, dinghy, OB motor. Many extras, charts, fiberglass hull, USCG documented. A beauty, sleeps 4+. Call (510) 262-9076.



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. Needs some interior repair. Pelican Harbor slip 67, Sausalito. See details and video at website, click on sailboats, then *Euxine*. <http://boatvideosales.com>. (415) 465-1656.



34-FT CUSTOM FRERS. Cold-molded cedar/carbon/epoxy, 1999. Sausalito. \$75,000. 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. (415) 717-5589 or Peter@DocumentaSurveys.com.

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.

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.



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.

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 (925) 935-4413 or sqsailors@hotmail.com.



CATALINA 34 MKII, 2003. Santa Cruz. \$95,900. Ready to cruise the California coast and beyond. Autopilot, GPS chart plotter, radar, windlass, dodger, roller furling jib, in-mast furling main, asymmetrical spinnaker, heated cabin, Universal 35M diesel. www.2003catalina34.com. Contact (831) 419-0573 or (831) 251-9125 or catalinamike@gmail.com.

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 state-rooms, work shop, teak/holly interior. For full details go to <http://Yachtsoffered.com> website, listing #1291695. Contact (925) 917-1994 or lachamb91@gmail.com.

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36 TO 39 FEET



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.

36-FT PEARSON, 1979. Moss Landing. \$56,000. 1979 Pearson 365 sloop. Includes Pearson 37 taller double spreader mast with new standing and running rigging, completely new LPU bottom paint on hull and deck, new interior, refurbished teak, new electric water heater, propane stove and oven, Perkins 108 diesel/low hrs, roller furling, good electronics. Exceptionally clean and good to go. (831) 316-8282 or (831) 383-1650.

ISLANDER I-36, 1974. Berkeley. \$27,500. Exterior brightwork - April 2012, bottom paint, cutlass bearing - May 2011. New full cockpit enclosure and bronze tint windows, 2 upgraded headsails, 2 Harken #46, 2-speed self-tailing winches. Farymann R30 diesel engine, radar, GPS. (503) 481-9769 or cahniway@aol.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. (925) 766-2205 or danielcfcondon@gmail.com.

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.



37-FT JEANNEAU SUN ODYSSEY. 2001. Ventura, CA. \$94,900. Loaded performance cruiser with Fisher-Panda generator, air conditioning, Yanmar, dodger, bimini, spinnaker, furling, chartplotter, ST6000+ Autohelm, full instruments, refrigeration, stove, oven, electric windlass, huge aft berth/cabin, separate shower, more. Contact (805) 241-4184 or Rich.n.james@gmail.com.

39-FT FREYA IN STEEL, 1974. Oxnard, CA. \$25,000/obo. Freya Halvorsen 39 steel sloop. Insulated, rebuilt 85hp Ford diesel. Autopilot, radar, GPS, fridge, shower, hot water. Hood roller furling, hydraulic windlass, sounder, dodger, refurbished aluminum mast/boom. Project boat. Contact (805) 200-6089 or traim69@hotmail.com.



36-FT ISLANDER, 1973. L.A. Harbor. \$18,000. Fast and beautiful. Yanmar diesel with 780 hours, propane stove/oven, h/c pressurized water, wheel, Autohelm, lead keel, upgraded mast step, windlass, Harken roller furling, cockpit cushions. (760) 812-0375 or billinch@hotmail.com.

38-FT ERICSON, 1984. Oakland. \$60,000. Cruiser/racer by renowned designer Bruce King. Very clean, well maintained. Owned over 20+ yrs. Teak interior, roller furling, autopilot, diesel engine, 4'11" fin keel, many extras, email me for full details: hsu94583@yahoo.com or call (925) 735-0831.

36-FT ISLANDER, 1974. Alameda. \$27,000. Diesel, roller furling, Autohelm, propane stove/oven, hot/cold pressurized water. Solid boat, motivated seller. Call (714) 710-9008.

37-FT ENDEAVOUR A-PLAN, 1979. \$36,500/obo. 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. (831) 600-7232 or nettiemont@hotmail.com.



38-FT HALSEY HERRESHOFF. Cat ketch, 1983. San Rafael. \$44,900/obo. Price reduced. 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 Awlgrip. Extremely well equipped. Canister liferaft. (707) 254-0220.

37-FT CREALOCK, 1979. Monterey. \$50,000. Excellent hull. Custom interior. 3 watertight bulkheads, Ballenger 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.

37-FT GULFSTAR, 1978. Berkeley Marina. \$15,000. Great boat to sail, roomy, comfortable, stable. Extensive rehab in 2002, new standing and running rigging, thru hull fittings, roller furling, head, holding tank and more. 50hp Perkins. Needs bottom job. Contact Jim. (619) 244-2144 or jimrhumphrey@gmail.com.

40 TO 50 FEET



43-FT NAUTOR SWAN, 1986. Sausalito, CA. 94965, US. \$175,000. *Infinity*, Ron Holland "Grand Touring" design. Centerline queen berth, "The Ideal Two Couple Cruiser". Volvo w/890 hrs, Max Prop, cruising inventory, liferaft, MOM module, heart inverter, new cushions. Serious only (no brokers). (415) 720-7016 or wolffjames76@yahoo.com.

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

42-FT PEARSON 424 KETCH, 1981. Alameda. \$89,500. Well maintained. Great liveaboard, performance cruiser. www.yachtworld.com/boats/1981/Pearson-424-2408898/Alameda%2C-San-Francisco-Bay/CA/United-States. Contact dave@bayislandyachts.com or (510) 507-0005.



40-FT NEWPORTER, 1957. Berkeley. \$57,000/obo. Pacific cruiser and great liveaboard! Isuzu C-240 i/b diesel engine and heater (Dickinson), cozy, classic full keel motorsailer, ample sails, equipment, supplies and storage. Cushioned cockpit and bright, warm pilothouse. Contact (415) 971-0361 or (508) 776-2440 or chris@newmariner.net.

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

47-FT OLYMPIC ADVENTURE, 1975. Portland, Or. \$89,000. Brewer-designed, strong, spacious world cruiser. Some upgrading needed, but all major systems in good condition. No teak decks. Set up well for cruising. Partial trade to smaller sailboat considered. Email jctario@comcast.net.



46-FT SLOOP WOOD HULL. F.S.Ford design, 1961. Marina Mazatlan, Mazatlan, Mexico. \$61,000. Cold molded 3-layer red cedar over classic wooden hull. South Pacific veteran. SS rigging, aluminum mast, boom, spinnaker pole. Contact for photos. www.yachtworld.com/boats/1961/F.-S.-Ford-Custom-wood-Cold-Molded-2440465/Mazatlan/Mexico. Contact (530) 656-2157 or kd6pgz@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.

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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>. Contact (360) 758-4299 or patrickguyot@hotmail.fr.



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



40-FT COLUMBIA, 1965. Tiburon, CA. \$25,000. Beautiful looking *Libra* has a 10'8" beam and only draws 4'6" which is great for SF Bay. 6'3" of headroom below, sleeps seven. The 25hp Universal (m4-30) diesel 4-cylinder installed in '93 has 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/jonnymoseley/Site_23/Libra.html. Contact (415) 948-9801 or jonnymoseley@mac.com.



41-FT NEWPORT, 1984. Bruno's Island Marina. \$49,000. Price reduced. Mexico vet, radar, GPS, autopilot, 40hp Universal diesel, solid rod rigging, 38 gal. fuel, 60 gal. water, sleeps 6, 8-ft dinghy with 9.9hp Nissan. (707) 688-0814 or (707) 290-9535 or raaddink@yahoo.com. 1200 Brannan Island Rd.



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 reefer 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.



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 us at happysmithiiiifamily@hotmail.com or (602) 509-3728.



40-FT BRISTOL YAWL, 1974. Sausalito, CA. \$66,000. Ted Hood swing keel design. Ebony black with new Awlgrip on house and non-skid. New Lexan, main mast standing rigging. 10'9" beam. Beautiful mahogany interior, u-shaped dinette. Hard dodger and bimini. (530) 318-7099 or verticalsports@netzero.net.



45-FT GARDEN YAWL. One off, double end, 3 years in restoration, 98% completed, cold-molded over original strip planked, new electric motor. \$60K as is, or \$? to finish. Contact (916) 847-9064 or stevebarber046@mac.com.

51 FEET & OVER



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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. Contact (530) 342-1665 or freya52@live.com.



57-FT J.D.ROSSBOURGH. Gaff rig schooner, 1980. Emeryville. \$42,000/obo. Motivated seller. Awesome pirate style sailboat/liveaboard; sleeps 8, Detroit 53-3, 7 sails, thick teak/brass/bronze appointments, spacious aft state, full galley/large shower, 2 heads, Paloma water heater, washing machine, potbelly stove, new bottom, holds 500fuel/500water. (510) 383-0175 or (510) 265-4357 or stylesurfing@gmail.com.

CLASSIC BOATS



40.5-FT NORDEREY, 1952. Moss Landing Harbor, dock A71. \$20,000/obo. Built in St. Monans, Scotland. All wood. Hull in excellent shape. Needs work. One owner for 35+ years. Perkins 4-108 engine. Full sail inventory plus, Aries self steering. Looking for a good steward. Contact Tim: norderey1@yahoo.com. (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>. (510) 846-4178 or jmcnash@earthlink.net.

73-FT CHESAPEAKE BUG EYE KETCH. Pillar Point Harbor. \$50,000/obo. Beautiful classic. All clear fir. 73' LOA, 50' LOD. Call or see her web page for more info. www.sunstarsail.com. (530) 467-3173 or sunstarsail@yahoo.com.

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30-FT BIRD BOAT, 1929. Belvedere \$25,000. Classic SF Bay Bird Boat for sale. Excellent condition. New sails. Brightwork Bristol. New standing and running rigging. New hull paint. Oldest active racing class on the Bay. Class champion many times. (415) 435-0175.

MULTIHULLS



27-FT STILETTO CATAMARAN, 1982. Seattle, WA. \$19,000/obo. Fast, fun, racer, cruiser and great daysailer. High tech main, jibs, screechers and spinnakers; B&G instruments; includes galley and head. Nearly new 9.8hp Tohatsu has both electric and manual start. (206) 937-7454 or markolsoe@comcast.net.

37-FT PROUT SNOWGOOSE, 1982. Sausalito. \$48,000. Strong offshore cruising cutter. Low hour diesel, sleeps 5. Large hard top with solar panels, etc. (Over 100 Prout 37's have safely circumnavigated in all conditions. None have ever capsized.) (415) 331-3612.



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 Furler roller, storm jib, full battens 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.



44-FT CATANA 44S, 1993. Alameda. \$285,000. Fast, comfortable catamaran just finished 7-year circumnavigation. Well equipped, maintained, offshore ready. 3 cabins, 3 heads, 5 solar panels, wind generator, Volvo 40hp engines, watermaker, etc. www.mysticrhythmsadventure.com. Email richard.mysticrhythms@gmail.com.

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



38-FT LAGOON 380, 2001. La Paz, Mexico. \$239,000. Excellent cruising catamaran ready to go! Includes watermaker, solar power, SSB radio, complete electronics, Zodiac, and much more. Meticulously cared for, low engine hours, never chartered, 2nd owner. View website at: <http://lagoon380forsale.blogspot.com>. Email lagoon380forsale@gmail.com.



40-FT CUSTOM CATAMARAN, 1973. Port Townsend, WA. \$50,000. Totally rebuilt 2007-2010. NEW: cockpit, bulkheads, underwing, aft decks, engine, tanks, hatches, batteries, wiring, plumbing, davit arch. Twin helms, propane and wood heat, galley up, twin heads, cutter rig. More photos and info at website. www.sailboatlistings.com/view/24967. Contact wholebird@gmail.com or (360) 643-1593.



28-FT TRADEWINDS TRIMARAN, 1968. Pillar Point Harbor. \$5,000. Spartan in and out, but quick and reliable sailboat. Comes with new 4hp outboard. Call Karl Manfred (925) 354-7851 or (925) 354-9601 or karlmanfredkuepper@yahoo.com.



23-FT MULTI-23, 2008. Los Angeles. \$25,000. Gray Multi-23 for sale. Fast fun boat that is perfect for the Bay. New 2hp Honda outboard still in the box. Please call for details. (650) 814-7217.

POWER & HOUSEBOATS



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 live aboard 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: jhbuetto@surewest.net.

41-FT ROUGHWATER, 1982. San Diego. \$75,000. All fiberglass pilothouse trawler, beautiful wood interior. 250-watt solar panels, portable generator, 250 gallons diesel, 150 gallons water, 8-knot cruise at 3 gph. 8-ft inflatable dinghy. Traditional sturdy Ed Monk-designed cruiser. Email jdrtar@hotmail.com.



47-FT C&L SEA RANGER. Pilothouse trawler, 1980. San Diego, Harbor Island. \$94,500. Fiberglass; twin Ford Lehman just refit, new appliances, paint, fresh survey and bottom with thru-hulls. All specs and pictures view site. NICE boat! www.searanger47.com. Contact (480) 948-7053 or kstrecker50@gmail.com.

PARTNERSHIPS



CATALINA 30 SAILBOAT SHARE. Sausalito. \$300/month. Docked in the best marina in the Bay, w/free parking just steps to boat, 5 minutes to Bay sailing. Many upgrades: preferable inboard diesel/wheel/newer performance mast/spars, furling, MaxProp, spinnaker, cushions. Share \$300 month for 6 days a month. Contact (415) 332-5442 or Leeloves2sail@hotmail.com.

CATALINA 42 PARTNERSHIP. For sale. San Carlos, Mexico. Catalina 42 partnership available for fun and adventure in Mexico's Sea of Cortez and Pacific Coast. Cruise-ready in immaculate condition with extensive gear to make your cruising comfortable and safe. Email sailingduo@hotmail.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. Contact (530) 342-1665 or freya52@live.com.



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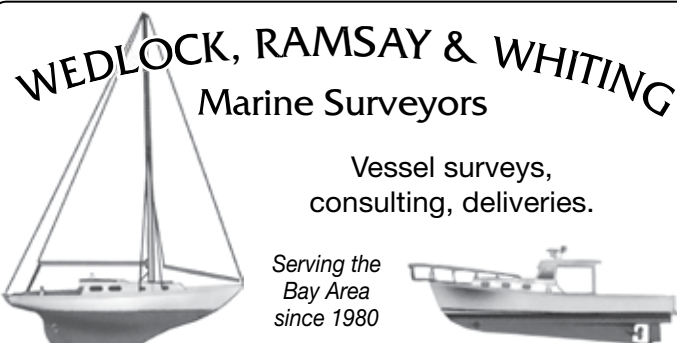
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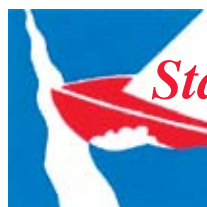


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41' SCEPTRE CUTTER, 1985
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48' ISLANDER SLOOP, 1985
Pacem has had two long-term owners since new; shows beautifully today. New sails. **\$179,000**

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46' MORGAN 462, 1981
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31' PACIFIC SEACRAFT CUTTER, 1989
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43' BENEteau 430, 1992
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37' BENEteau 370, 1991
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45' STARRATT & JENKS, 1977
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34' SABRE, 1984
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32' ERICSON, 1989
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35' RAFIKI, 1978
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