

Latitude 38

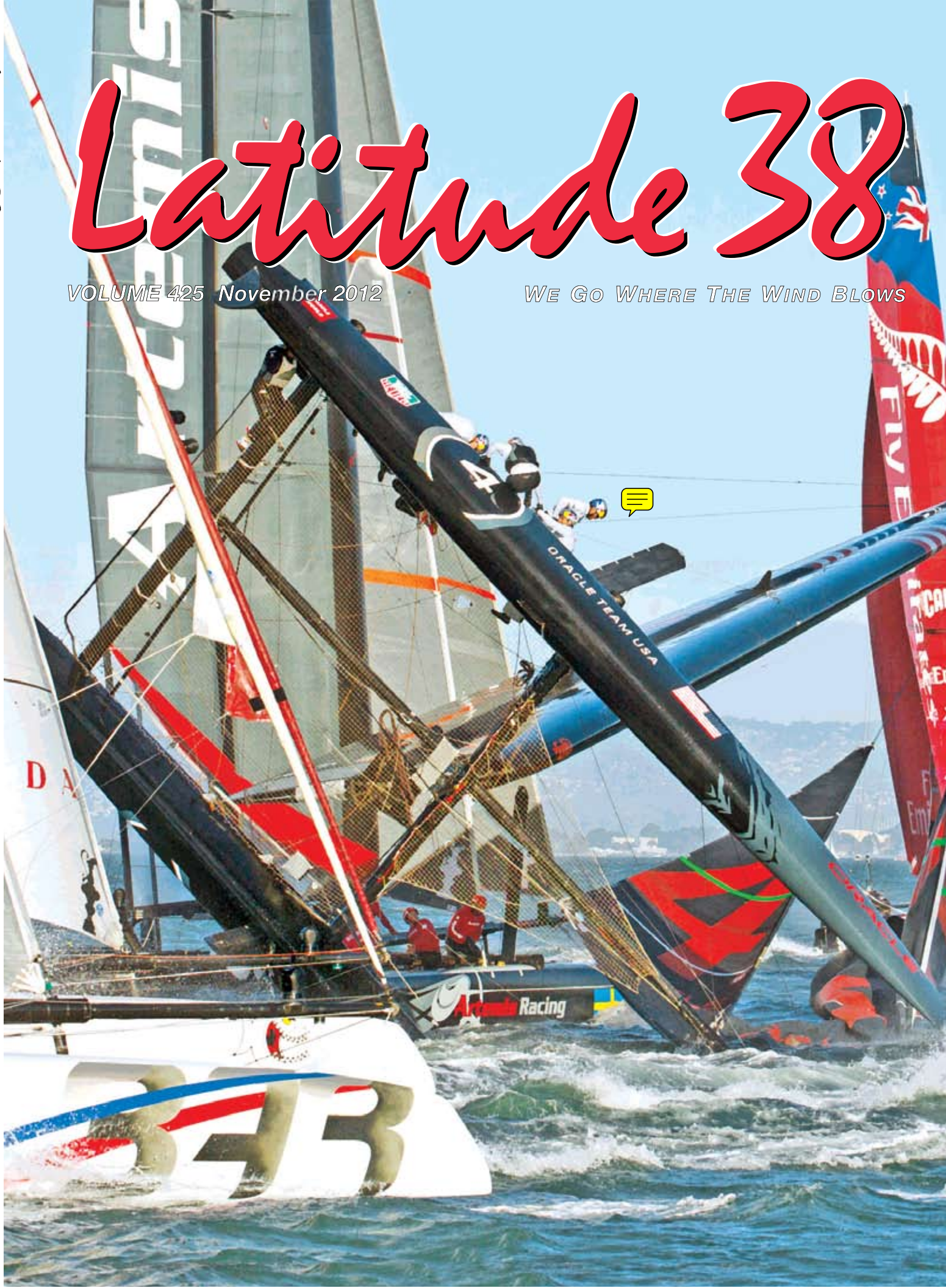
# Latitude 38

VOLUME 425 November 2012

WE GO WHERE THE WIND BLOWS

NOVEMBER 2012

VOLUME 425



# AC WORLD SERIES, ROUND II —



INSET GUILAIN GRENIER

SPREAD GILLES MARIN-FRAGET

*With the Bay's John Kosteki calling tactics, Spithill's Oracle Team USA was unstoppable.*



# WET, WILD & WONDERFUL



AGEA/GILLES MARTIN-RAGET

Last month's edition of the America's Cup World Series in San Francisco was truly spectacular, despite the fact that a wide range of music and sports events threatened to upstage it. With a massive three-day music fest in Golden Gate Park, Giants playoff games at the AT&T Park, a Niners game at Candlestick and several cultural celebrations downtown, it was said to have been the busiest weekend in the City's history.

But none of that deterred diehard racing fans from turning out to soak in the thrills of the AC45 traveling road show October 3-7.

On-the-water action began on Wednesday, October 3 with match race qualifiers in typical fall conditions: Wind climbed into the low 20s, fog lingered overhead, and the Bay's notorious ebb flowed swiftly. Together this provided challenging racing for the 11-

*With AC45s on the water and F-18s overhead, the ACWS weekend was sensational.*



# AC WORLD SERIES, ROUND II —

boat international fleet.

Notably, 21-year-old Peter Burling of New Zealand, who had taken the helm for Team Korea a mere two weeks prior, won his qualifier over Chris Draper and crew aboard Luna Rossa Piranha. The other youngster and relative newbie in the fleet, 25-year-old Kiwi Phil Robertson aboard the Team China cat, won his first ACWS victory against Luna Rossa Piranha. China Team sustained damage to their wing during a gybe, however, and could not make their third race.

Robertson recalled, "We were about

five minutes before our start and put in a gybe, and the carbon structure in the wing fell apart on us. It almost snapped in half up the middle."

In what was probably a first in international yacht racing, the race schedule on the remaining days of the ACWS was sandwiched around the aerial acrobatics of the Fleet Week Air Show right overhead (practice Thursday and Friday, with the real deal Saturday and Sunday). Thursday's quarterfinals began at noon, with fleet racing after 5

p.m. Wind was tickling the mid-teens at its max velocity in the afternoon, and the ebb didn't fire up until late in the day. For us photographers, shooting in the late afternoon light of the "golden hour" was a real treat.

In the first fleet race Ben Ainslie, skipper of JP Morgan BAR, was sailing his own race, way out ahead. A champion dinghy sailor with five Olympic medals in two classes, he'd finally figured out how to make the big cat go fast after a lackluster showing in the August

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SANDER VAN DER BORCH



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# WET, WILD & WONDERFUL

ACWS races. BAR finished 17 seconds — a big margin in this field — ahead of the second place contender, Oracle Team USA's Spithill.

Friday October 5 saw a huge increase in spectators. The jetty out to the Wave Organ east of the Golden Gate YC was packed. Again there were quarterfinal match races in the morning and fleet races in the afternoon. In the two-boat matchups, Oracle Team USA Spithill beat BAR, while another young skipper, Aussie Nathan Outteridge, 26, helming

Artemis Racing Red, beat the old master, Russell Coutts aboard the second Oracle boat. Another Olympic medalist, Outteridge joined the Artemis Team barely a month prior to this ACWS, having previously raced for Team Korea. Despite a penalty against him at the start of his face-off with Coutts, he won after Coutts rounded the wrong mark.

In Friday's fleet racing Ben Ainslie Racing cleaned up with a first and a second place, while Terry Hutchinson, aboard Artemis Racing White, took

a second and a first. Aboard Artemis Racing Red, Outteridge and crew took the third position overall with a pair of fourth place finishes.

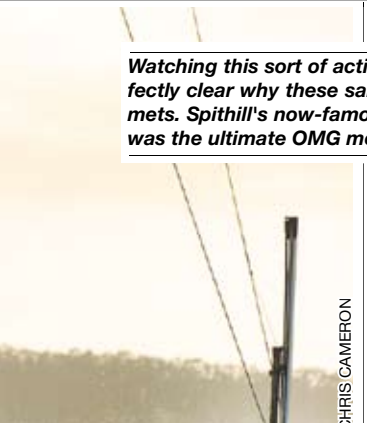
During one of their best races ever, China Team unfortunately lost their jib halyard mid-race. But they flaked the sail on the bowsprit and continued sailing, staying mid-pack for the duration of the race despite having just their main.

Saturday, October 6, was a big day for crowd numbers. The breeze was in the upper teens, the sun was out, the



ELLEN HOKE

*Watching this sort of action up close, it's perfectly clear why these sailors wear crash helmets. Spithill's now-famous pitchpole (above) was the ultimate OMG moment.*



CHRIS CAMERON



ACEA / GILLES MARTIN-RAGET



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SANDER VAN DER BORCH



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# AC WORLD SERIES, ROUND II

scene was festive, and San Francisco showed its epic autumn beauty. The entire shoreline was packed in every direction. The spectator fleet was thicker, and more aggressive; it was game on! And the schedule was packed: match race quarterfinals after the air show, then two fleet races followed by the match racing finals.

From my position off the yacht club spit, I was in the perfect position to snag some good bow spray shots as the AC45s bore away around mark 1. As I fired the shutter, I focused on Spithill, who seemed to be pitching a little more radically on this rounding. I kept firing and his bows kept diving down the mineshaft! As Spithill was pitch-poling, I saw Terry Hutchinson expertly maneuver around the whole disaster. For a few seconds, the fleet was stacked in tightly doing 20 knots, and I thought there would surely be a collision. But in a testament to the high degree of skill on the course that day, everyone made it out relatively unscathed. Emirates Team New Zealand finished with a first in Race 6. Ben Ainslie continued sailing



ELLEN HOKE

**For many race fans, the chance to meet superstars like Jimmy Spithill, Loïck Peyron and Ben Ainslie was an unforgettable highlight.**

extremely well with a first in Race 7.

Amazingly enough, after hoisting a crewmember to the masthead to assess several broken ribs in the wing, Spithill came back to win a second place in Fleet Race 2. Even more amazingly, later in the day during the start of his match race with Emirates Team New Zealand's Dean Barker, he luffed ETNZ up so badly during the prestart maneuvers that ETNZ had to tack to avoid a penalty.

Spithill went on to win the match by almost 20 seconds. He'd come back from his capsize with a vengeance, and his team took the match racing title.

Sunday October 7 was another mix of Fleet Week activities followed the Super Sunday Fleet Racing Finals, where scoring was heavily weighted compared to previous races. The wind was in the upper teens and the ebb was flowing. I would have had a hard time believing it if I hadn't seen it with my own eyes, but Spithill climbed the ladder from absolute last place to win that race by 17 seconds. It was unbelievable to watch Oracle Team USA Spithill pick off one competitor at a time. Their incredible comeback left Spithill tied for first in the series with Ainslie, each with 79 points. Spithill was awarded top honors, however, having won the final race.

This edition of the ACWS was so brilliantly orchestrated and thrilling to watch that it will be a hard act to follow — even by the main event, America's Cup 34 in July. We can hardly wait to see that!

— jeremy leonard

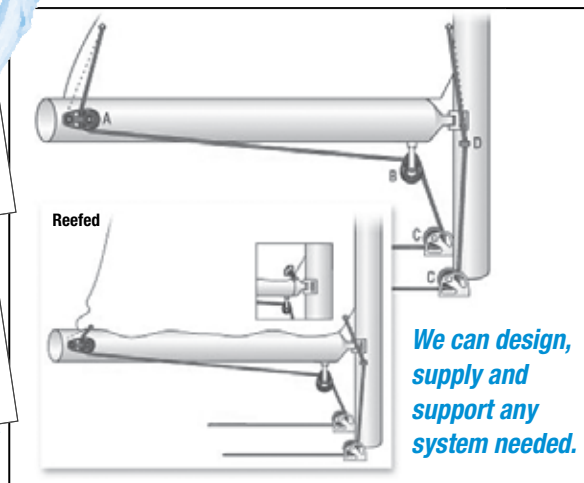


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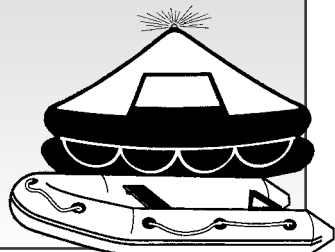
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# ENERGY TEAM

We can't remember the last time we got as much reader feedback as we did following our October 10 *'Lectronic Latitude* report that long-time San Francisco Bay anchor-out, musician and — almost paradoxically — St. Francis YC member Todd Tholke had filed suit against Energy Team, the French entry in the America's Cup World Series. Tholke is demanding compensation for his 'salvage' of Energy Team's 45-ft catamaran.

To recap, Tholke's attorney John Edgcomb says Tholke spotted the Energy Team cat on the rocks at Treasure Island in the wee hours of September 30. Tholke then got his 14-ft Boston Whaler skiff and by his lonesome towed the high-performance cat over to Clipper Cove. It's unclear how the cat got loose from her mile-distant mooring at San Francisco's Pier 30-32 in the first place, but the French reportedly thanked Tholke and offered him a ride on their cat in appreciation.

Tholke, through his court filing, has told the French that he thinks \$200,000+ would be a more appreciated expression of gratitude.

We're not experts on maritime law, but those who are tell us it's almost certain that Tholke does have a valid claim for what's called 'harbor salvage'. In fact, so do you if you've ever pulled a boat off the hard, given a boat with a bad engine a tow back to her berth, loaned an out-of-fuel mariner gas, or in one of countless other ways assisted a fellow mariner.

Many readers have written *Latitude* to say they believe that assisting other mariners is a point of honor among sailors, and that they never would have dreamed of asking anything for what Tholke did. "I can't help but make a comparison to the recent rescue of Derk Wolmuth's Vindo 40 *Bela Bartok*, which had to be abandoned because of a medical emergency during the Singlehanded TransPac," writes Ben Johnston. "The generosity of time and resources on the part of other Singlehanded TransPac participants, with no thought of compensation, was truly an inspiring story that gave me a positive feeling about mankind."

At first glance, one has to wonder how difficult Tholke's Energy Team salvage was. After all, it was done by one person, in the middle of the night, in just a couple of hours, with nothing more than a 14-ft skiff. But in a court filing made after the final World Series race in October, Tholke claims he's owed a high reward because he put himself and his boat at considerable risk. For example, it's mentioned that his 70-hp outboard

smoked and that his skiff nearly capsized several times on what has been described as a calm night. "The 45 was in no immediate danger, and Tholke risked causing serious damage to it by doing the rescue himself," wrote Eric Anderson in disagreeing with Tholke's assertion.

In a story in the *San Francisco Chronicle*, Tholke's lawyer makes the claim that his client didn't rescue the Energy Team for the money, but rather because he wanted "to be a hero." Yet as many respondents to *Latitude* pointed out, if Tholke wasn't doing it for the money, why is he asking for \$200,000? "Ever notice that whenever people say that it's not about the money, it often is about the money?" asks a skeptical Adrian Morgan.

Others thought that Tholke didn't act heroically at all. "I think he deserves a prize for stupidity, nothing more," wrote Thomas Gradie. "I wouldn't have tried to salvage a 45-ft cat with a 14-ft skiff in the middle of the night by myself."

Why, many readers wondered, didn't Tholke simply let the Coast Guard, which had contact numbers for the America's Cup organizers and the French team, handle the situation with professional equipment? After all, it doesn't appear there was a great emergency in retrieving the light but robustly built cat.

The size of Tholke's claim, as well as the fact that he spotted Energy Team on the rocks in the early hours of the morning, caused many readers to wonder if Tholke hadn't had a hand in the cat's getting loose in the first place. "Sometimes the firefighter is the arsonist," notes Walter E. Smithe III.

We think these are emotional rather than rational responses. After all, Tholke is a long-time musician, and many musicians come home late at night after gigs. Our gut feeling is that Tholke has a bunch of people who could vouch for his whereabouts when the cat got loose.

Of the 118 responses — at last count — that we received, only a few backed Tholke's claim. "Considering the cost of replacement of the cat, it seems the demand for \$200K may be legitimate," wrote Michael Caplan. "Calm conditions or not, anytime a salvage effort is initiated, there is a potential of adverse consequences to the party involved in the effort."

Horst Lechler, on the other hand, thought \$200,000 might be the least expensive way out for the French. "While \$200,000 sounds like a lot of money, it's probably a smaller amount than if they



fight it and have to pay attorney fees, expert witness fees, taxes, and so forth, So I am for the \$200,000."

But several other respondents put themselves at the other end of the opinion spectrum.

"How about a hearty 'thank you' from the French, and if that wasn't enough, a kick in the ass," wrote James Jennett. "You do this type of thing to help another person, not to claim salvage. Welcome to California and the United States."

"I'd give Tholke a swift kick in the ass," writes Matthew Krohn. "I would have called Vessel Assist."

"Shoot the SOB," suggests Steve Gann, explaining that "Tholke gives sailors and good seamen a bad reputation."

The following is a sample of the other responses we received, edited for brevity and in a few cases clarity. We think this is a reasonably good sample of the total we received.

"I'd award Tholke a new skiff and engine. But had I been in his shoes, I'd have told the French, 'Happy to have been of help. I hope you have the opportunity to do the same for some other mariner in the future. But come on brothers, we're all in this together.'" —Marty Goldsmith



# ON THE ROCKS



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"I feel like Tholke missed a tremendous opportunity to be a hero. Lending assistance to other vessels is a fundamental rule of the sea, and it's a shame when it gets turned around for profit." —*Chuck Hawley*

"I would have done the salvage for nothing, and enjoyed the ride as offered because that's how I choose to live. Unfortunately, we live in a society where doing the right thing is rarely done without a motive. I don't live hand to mouth — doing things for free is easy for me — so I think Tholke deserves compensation per the law, but not \$200,000." —*Bill Lockridge*

"I pulled plenty of boats off after Hurricane Ike here in Texas, and didn't ask for money. I know Tholke needs money, but he should wait until someone offers, then accept." —*Capt. Fred Lowe*

"I would have given him a post-regatta ride on the cat, and a Corum men's Admiral's Cup Swiss watch from the team sponsor." —*Kent Arndt*

"I think just a free ride was not a very generous offer, and thus an unappreciated gesture. On the other hand, given Tholke's life circumstances — he's not exactly rolling in dough — I feel a \$5-10,000 expression of appreciation would not be unreasonable. But I would have tried to save the cat in a New York minute

without thinking about a reward. Sailors help other sailors, plain and simple." —*Bill Rehm*

"Wow! How embarrassing for the community of San Francisco street artists, and what a sad commentary on our local anchor-outs. Tholke had a chance to be a hero, but he and Edgcomb have gone down the slimy weasel opportunist path instead." —*Mark Wieber*

"The contradictions in this story are legion, from 'Todd wasn't doing it for the money' to Tholke's claim in the *Bay Guardian* to stand 'for freedom and liberty,' a stand somewhat undermined by having the Energy Team cat arrested." —*August Zajonc*

"I would have pulled the cat off the shoreline and back to the marina, then accepted a beer, handshake, ride, or gas money as thanks. We sailors take care of each other with no thought of repayment — other than the expectation that others would do the same for us." —*John Griffith*

"If you're going to be an underhanded opportunist, then at least have the balls to admit it. But for God's sake, don't go crying Mother Teresa on us. Even if Tholke's skiff was damaged, why would he need anything other than the replacement cost of it?" —*Marianne Armand*

"If Tholke gets \$200,000 for 'find-

ing' a lost boat, what should I give my neighbor who found me semi-conscious on the ground after I recently fell from the roof? A million dollars? But perhaps a little more generosity on the part of the French might have forestalled the claim." —*Max Nankervis, Australia*

"I don't know maritime law, but good citizenship and seamanship would suggest Tholke should have allowed Energy Team a chance to rescue the cat before he did. If his dinghy drifted onto the beach at night, would a person collecting it have a claim, even if it was easily retrievable and in no danger of sinking?" —*Bryan Chavez*

"Whatever happened to doing something nice for someone just because it's the right thing to do?" —*Marlane Angle*

"Tholke is a disgrace to all sailors, San Francisco, the United States, and the world. Sailors don't treat other sailors this way." —*Rodney Kidd*

"What a shitty attitude. Everyone deserves what they get." —*Tony Dibnah*

"What an embarrassment to San Francisco's sailing community. This is how we treat guests? I am disgusted with this guy's behavior." —*Nick Gibbens*

"If I were Tholke, I'd find the nearest rock and crawl under it." —*Helen Horn (owner of six boats)*

"Tholke will eventually need help from his fellow sailors, and he won't wish for the treatment he is according our French guests." —*Jim Stevens*

"Just do the right thing, people. Take care of each other. Be civil and respectful, and it will come back to you. But I guess we'll never get there if we don't kill all the lawyers first." —*Brian Richards*

"I would not settle for anything less than two rides! But that's because I'm a greedy motherfucker! But if Tholke did save their boat from additional damage at some cost to himself, and it was their carelessness that was to blame, I'd say maybe \$10,000." —*Marc Bodian*

"Even Vessel Assist only charges \$300 an hour for a tow. Tholke is going to be short on karma. By the way, is his boat one of those non-permitted ones that still anchors out in Clipper Cove?" —*Dave Biron*

"I understand the French team have offered \$25,000, which should be very adequate, with a ride or two, for Tholke's effort." —*Charles Cunningham*

"I would have asked for a ride with one or two of my sailing buds. My girlfriend would have rescued the boat for nothing more than dinner with Loïck Peyron. I've towed people out of harm's way without a second thought. A real sailor wouldn't do this." —*Nick Salvador*

# ENERGY TEAM

"The Ugly American that Tholke portrays by demanding \$200K when he 'wasn't doing it for the money' is most unfortunate. What have we come to when we can't just help someone out for the sake of being a good member of the community?" —*Jeannie Crum, New Zealand*

"Something will happen to us all, and we'll need to rely on someone else. Fortunately, most of us know that. Pay it forward, folks, don't milk it." —*Tim Litvin*

"I think Tholke did a good thing, and deserves a lot more than a free ride. Perhaps a dinghy swap, a new outboard for his Whaler, or one of their Protectors." —*Jim Gossman*

"My opinion is that towing an AC45 with an outboard-powered 14-ft Whaler is risky at best, especially singlehanded. If anything had gone wrong, Tholke could have drifted into the path of a ship. Maybe it's more like piracy than salvage." —*Vernon Huffer*

Perhaps the most original answer came from Wayne Meretsky, who lost his S&S 47 *Moonduster* to a tropical cyclone

in Fiji a few years back:

"Energy Team should just give Tholke the cat and be done with it. After all, the AC45 is now worthless at best and actually a massive liability. The World Series is nearly finished, and the boats will never be used again. So let Tholke have to deal with disposing of it and the several containers of now mostly worthless associated equipment. Tholke will get his just deserts without even knowing it. As for the French, walking away saves them legal fees and salvage cost, plus the cost of shipping the cat back to Europe. Furthermore, it gets them out of the World Series, which is a dead-end for them anyway. It's the perfect conclusion to a silly story."

What would we at *Latitude* have done had we been in Tholke's Top-Siders? We'd have contacted the Coast Guard to contact the French team, knowing they had the right people and equipment for

the job. But we would have hung around to watch and lend a hand if needed, just for the pure fun of it. If we were a judge who had to rule on the salvage claim, we would award Tholke the same amount that Vessel Assist or a similar tow service would have billed the French. We would not give Tholke anything for any damage to his outboard or his Whaler, because there was no emergency, so it was he who chose to attempt a rescue without adequate equipment and manpower.

In closing, we wonder if anybody else is struck by the seeming incongruity between awards for saving boats as opposed to awards for saving people. Say somebody does a relatively hard and dangerous rescue of a \$1 million vessel in adverse conditions. It's not uncommon for such salvors to be awarded between \$100,000 and \$250,000. Using that as a yardstick, what is someone entitled to for saving the life of someone who has fallen overboard or is drowning? Yet we can't remember courts ever awarding somebody money for saving the life of someone else. Curious, don't you think?

— *latitude/richard*

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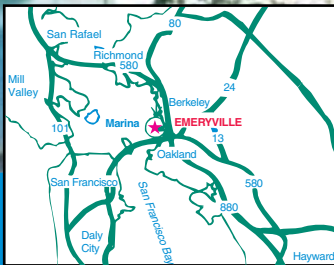
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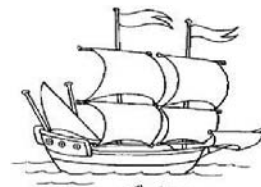
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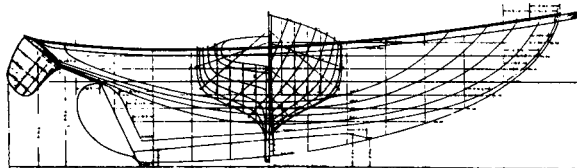
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# JESSICA CUP —

**S**kipper Bill Belmont was naturally pleased to win the Farrallon Clipper class in last month's Jessica Cup (October 13), but to him the race will be especially memorable because he got to sail his 1952 woodie *Credit* alongside the classic beauty *Dorade*, which now graces San Francisco Bay once again.

"It was exciting to see her out racing as she's one of America's most famous sailboats," Belmont commented. "And, of course, (the 1935 56-ft S&S schooner) *Santana* was out — another of America's most famous sailboats — as well as (the 1937 8-Meter) *Yucca*, which is a West Coast favorite, and probably the winning-est boat on the Bay. It was just spectacular."

Built in 1929, the 52-ft yawl *Dorade*



ALL PHOTOS LATITUDE / ANDY

was one of the first designs to come out of the then-fledgling design firm Sparkman and Stephens, and is considered by many experts to be the most influential sailing yacht ever built. San Franciscans Matt Brooks and Pam Levy purchased her in August 2010 and immediately put her into a full refit in Newport, RI, with the intention of preparing her for ocean racing again. Their goal was to repeat all of her early ocean races: Newport-Bermuda (done this June), Transpacific 2013, Newport-Bermuda 2014 (again), Transatlantic 2015, Fastnet, and Cowes. During her heyday, decades ago, *Dorade* won all of these races, a record that stands unbeaten today says Levy.

She's the first classic yacht the couple has owned. Two and a half years ago



**Spread:** Having returned to the Bay after a very long hiatus, 'Dorade' (foreground) was looking sweet as she chased 'Yucca' around the course. **Inset left:** Jennifer Hinkel helms her beautiful Farrallon Clipper 'Ouessant'. **Inset right:** A wave from happy rail-riders aboard the L-36 'Leda'.

# BEAUTIES ON THE BAY



# JESSICA CUP —

they were looking for a boat to daysail together on the Bay and, as Levy describes it, "ended up with a historic boat that needed a full refit 3,000 miles away, and that takes 8+ people to race."

After spending a year and a half going back and forth to Newport overseeing the refit while working full time in San Francisco, they finally got to spend the winter racing her in the Caribbean, winning her class in every regatta she entered, as well as the Concours d'Elegance in the Antigua Classic Yacht Regatta.

"We both work in fields completely

unrelated to sailing, and we're both middle-aged with grown children," explained Levy, "so this has been quite an unexpected adventure."

*Dorade* and crew were late sign-ups for the Jessica Cup, but no less enthusiastic. Local crew members included Danielle Dignan who helmed, Melinda Erkelens, Bob Hanelt (owner of the classic yacht *Skylark*, another S&S design),

and Mark Adams. *Dorade* took second in the Marconi 1 class, losing to Hank Easom's *Yucca* (which won the Jessica Cup). *Dorade's* new owners put in a fine effort considering it's been years — perhaps 30 — since Brooks and Levy have raced on the Bay. Paul and Chrissy Kaplan's *Santana* took third in class.

"What's interesting for us is that the general feel here is a little more infor-

**Clockwise from upper left: 'Leda' shows her winning form; Belmont's 'Credit' was sailing sweetly; The FC 'VIP' works toward Blackaller; 'Sequestor' holds off 'Brigadoon' in light air; the splendid 'Dorade' works up the Cityfront with Danielle Dignan at the helm.**



# BEAUTIES ON THE BAY

mal," Levy commented. "In Newport, even the older classics are driven with great resolve to win, and it's more competitive, I think, especially in the classics. One of our interests in refitting and bringing her to the West Coast is that we think these boats can be raced hard. When we race, no matter what kind of race it is, we race to win! I think that's still our mission," Levy laughed. "Hopefully that will inspire other people to do the same, right?"

One owner/skipper who needs little inspiration to race hard is Easom, who in his usual low-key style took home yet another win in class. He's won every time he's sailed the Jessica Cup, which he *thinks* is eight times.

Easom described his race, "After a delayed start, a beautiful westerly came in. We didn't know how the heck we'd do with *Dorade*. We had a good start. She tried a port-tack start, which I thought might work, but actually it didn't. We were overlapped with *Santana* at the start, but sailed out underneath her, tacked, then led at every mark... I guess we were faster, which is a nice thing to

have happen!"

Paul Kaplan can appreciate what it means to have *Dorade* on the Bay, "It really is a special sight to have both *Santana* and *Dorade* sailing together. The

*"We had 'em the whole damn race until that last leg."*

boats are similar designs from the same designer, just a few years different in age, and the hull shapes and aesthetics of the boats are not too different from each other. Matt and Pam have done a spectacular job with the boat. Matt has been very methodical in following the original design as much as he could during the refit — the mast is a brand-new wooden spar with internal halyards no less — a beautiful job."

There was no breeze to speak of at the scheduled noon gun. But about an

hour and a half later the breeze built up enough to allow one of the two anticipated races to be run.

In the Marconi 2 division, David James' lovely Lapworth 36 took top honors, followed by Bill Clausson's *Bird Curlew* and Allen Edwards' L-36 *Papoose*.

Among the gaffers, Ken Inouye's 34-ft gaff ketch *Makhani Kai* took first, followed by Hans List's Tahiti ketch *Sequestor* and Terry Klaus' gaff schooner *Brigadoon*. List was disappointed with second place after sailing a great race until the last leg, where he and his crew suffered two spinnaker-related foul-ups.

"I really did want to beat *Makhani Kai*, not only because Ken Inouye is a good friend, but also because my mother-in-law (Suzanne Statler) was on that boat!" List laughed. "We had 'em the whole damn race until that last leg."

Well, Hans, there's always next year. Perhaps then you may want to think about having Suzanne race on *your* boat! (See [www.mastermariners.org](http://www.mastermariners.org) for complete results.)

— michelle slade

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# BAJA HA-HA PROFILES, PT III —

As you read this the 147-boat Baja Ha-Ha fleet is scudding south toward new adventures and sunnier latitudes. If you're a regular reader you know that this 19th incarnation of the San Diego-to-Cabo San Lucas rally has been dubbed the 'Don't Stop Believin' Ha-Ha, commemorating the years — and in some cases, decades — that many fleet members have spent preparing for, and dreaming about, sampling the cruising lifestyle south of the border. The fleet is expected to round the southern tip of Baja California and enter Cabo Harbor on Thursday, November 8.

Picking up where we left off last month, we'll introduce you to the final entrants in this year's two-week rally. As you probably noted in the previous two installments of fleet profiles, this disparate armada of cruising boats is crewed by sailors from all walks of life. (They are listed here in the order in which they signed up.

## **Mona Too — Hunter Legend 45** **David Halaby, Berkeley**

*Occupation:* cabinet biz owner (retired)

*Crew:* son Lex Halaby

*Quote:* "I planned to keep working as long as I could get to the shop. Luckily the economy tanked so I get to do the Ha-Ha while I am still young and healthy."

*Cruise Plans:* Spend winter on the Mexican mainland or head for Panama and the Caribbean.

## **Aleutian Light — Cal 31** **Nick Hindman, Alameda**

*Occupation:* fisheries biologist (ret)

*Crew:* TBD

*Quote:* "I'm excited and optimistic!"

*Cruise Plans:* South to Costa Rica

## **Osprey — Gulfstar 50** **Kirk Miller, Sausalito**

*Occupation:* charter boat captain

*Crew:* daughter Miya, 14, Andy Signal, Dick & Dan Fancher, Kurt Wear

*Quote:* "I'm looking forward to not having a schedule!"

*Cruise Plans:* Cruise a while, then bash home.

## **Wallflower — Kalik 44** **Deron Bardin, San Diego**

*Occupation:* golf management

*Crew:* father Larry & Karin Phares

*Quote:* "Let's go!"

*Cruise Plans:* A season of cruising, then bash home.

## **Scuttle Butt — Formosa 41** **Bruce Glass, Two Harbors**

*Occupation:* Catalina Harbor Dept. (ret)

*Crew:* Ralph Davidson

*Quote:* Bruce is looking for a boatmate: "Seaworthy woman wanted, must love to cook, clean and varnish."

*Cruise Plans:* Open-ended: "The boat is home!"

*"The best time to go to Mexico is when you can!"*

## **Heart2Heart — Irwin 41** **Jeff Overley, Avalon**

*Occupation:* plumbing contractor (ret)

*Crew:* Carroll Goss & Rory Kremer

*Noteworthy:* Jeff lives aboard traveling the California coast, and visits Mexico each year.

*Cruise Plans:* South to El Salvador; sail home in a couple of years.

## **Sea Angel — Catalina 42** **Brian Taugher, Sacramento**

*Occupation:* attorney (ret)

*Crew:* Joe Bettaker, Wayne Matzen & Daniel Dunkel

*Quote:* "The best time to go to Mexico is when you can!"

*Cruise Plans:* Mainland Mexico.

## **Bonnie Lass — Catalina Morgan 440** **Bill Alexander, Tiburon**

*Occupation:* renewable energy executive (ret)

*Crew:* Eric Bishop

*Quote:* "This will be our second Ha-Ha. The first was a blast.

*Cruise Plans:* Continue south.

## **Scintilla — CT 49** **Chris Harry & Chris Barnes** **Seattle, WA**

*The 'Scintilla' crew have flexible plans.*



*Occupations:* engineer; teacher (both ret)

*Quote:* "We have done many Seattle-to-Portland bicycle rides with literally 10,000 other riders. If we liked that event, we will love the Ha-Ha."

*Cruise Plans:* "Continue south, then maybe west. . . or maybe east."

## **Aurora — Hylas 46** **Curtis Johnson &**

**Katie Osgood-Johnson, Reno, NV**

*Occupations:* fire chief (ret); private school manager

*Crew:* Karen Junker & William Hoelscher

*Quote:* "What a great way to escape from the great state of California."

*Cruise Plans:* Cruise until spring, then bash home for the America's Cup.

## **Tusitala — Townsend 47** **Briana Moseley & David Adolphs** **San Francisco**

*Occupations:* mediator; CPA

*Quote:* "Life's hard, sailing's easy, tack on the headers, stay on the lifts, and have fun!"

*Cruise Plans:* On to the Galapagos, then possibly to French Polynesia.

## **Flying Fox — Corsair 31** **George Woodley, Incline Village, NV**

*Occupation:* engineering exec (ret)

*Crew:* Reini Westphal

*Quote:* "My crew and I met in '99 on our first Ha-Ha. It's a wonderful venue to meet lifelong friends with similar interests."

*Cruise Plans:* Sail the mainland this winter, then on the hard for summer.

## **Talion — Gulfstar 50** **Patsy Verhoeven, La Paz, BCS**

*Occupation:* real estate (ret)

*Crew:* Jon & Sue Drake

*Quote:* "This will be my 6th year of sailing all the way."

*Cruise Plans:* Home to La Paz.

## **Emerald Isle — Island Packet 420** **Mike & Kathee Mealer, Goodyear, AZ**

*Occupations:* aerospace engineer; civil engineer (both ret)

*Crew:* John McMillan

*Quote:* "We have no plans and, by God, we are sticking to them."

*Cruise Plans:* Explore the mainland, then north to Ensenada.

## **Red — Waterline 38** **Richard Dowling & Fran Kelly** **Juneau, AK**





# DON'T STOP BELIEVIN'



*The 'Thunderbird' crew are not just going cruising, they're on a mission.*

*Occupations:* executive; development director (both ret)

*Quote:* "We're heading south until the butter melts!"

*Cruise Plans:* First step of a South Pacific cruise.

**Silhouette — Beneteau 423  
Phil Donatto, San Antonio, TX**

*Occupation:* engineer (ret)

*Crew:* brother Aaron

*Quote:* "We'll have to wait and see — could be fun."

*Cruise Plans:* Begin a circumnavigation at Cabo.

**Beach Access — Lagoon 380  
Glenn Twichell, Newport Beach**

*Occupation:* electrician

*The 'Beach Access' crew will be back again.*



*Crew:* Debbie Jahn, Paul Ludgate, Monte Cottrell & Trish Goforth

*Quote:* "It's great to have so many of my cruising friends in one place. For me the Ha-Ha is a floating reunion."

*Cruise Plans:* No plans to bring the boat north again.

**Inspire — Bavaria 47  
Arvid & Annika Elias  
Seattle, WA**

*Occupations:* both program managers

*Noteworthy:* This is a German boat with Swedish rigging, sailed from Seattle by a Swedish couple and their Canadian Great Dane (dog) named Pluto.

*Cruise Plans:* A season in Mexico.

**Sojourn — Pearson Alberg 35  
Bridget & Bruce Eastman, Brisbane**

*Occupations:* college counselor; nurse practitioner (both ret)

*Crew:* Dave Kendall

*Quote:* "We wanted to do the Ha-Ha twice before, but life intervened. Let's hope the third time is the charm."

*Cruise Plans:* Sea of Cortez, then south to Puerto Vallarta.



*The third time's the charm for 'Sojourn'.*

**En Pointe — Searunner 31  
Tom Van Dyke, San Francisco**

*Occupation:* journalist

*Crew:* TBA

*Quote:* "Each day my gratitude exceeds my expectations, then I have a good day." — Ray Wylie Hubbard

*Cruise Plans:* No plans to return.

**Mariah — Gulf 32 PH  
Ken Painter, Seattle, WA**

*Occupation:* physical therapist

*Crew:* Andy Cole & Leah Blaschke  
*Quote:* "Feel the fear but do it anyhow! After sailing from Seattle to San Diego, including the *Delta Doo Dah*, this summer I'm not quite so scared though."

*Cruise Plans:* Cruise Baja, then bash to San Diego and truck to Seattle.



*The international 'Inspire' crew.*

**Mean Kitty — Catalina 42  
William Walters, Ventura**

*Occupation:* MD

*Crew:* Kay Fain, Chuck Landis, Lori Beraha & Alan (Doc) Roske

*Noteworthy:* In his younger days William did some serious offshore sailing, including Hong Kong to Iwo Jima and Seattle to Kodiak, AK.

*Cruise Plans:* Bash in late November.

**Got D'Fever — DeFever 45 PH  
Leonard & Lorena Landon  
Kirkland, WA**

*Occupations:* tech business owner; author (both ret)

*Quote:* "After years of cruising the Pacific Northwest including Canada and Alaska, we're southbound to see the color of turquoise, experience the warm water, and witness that bright ball in the sky."

*Cruise Plans:* "Enjoy the culture of Mexico and then continue southward and eastward."

**Aphrodite — Jeanneau SO 45  
Peggy & Barry Corlett, Brisbane**

*Occupations:* engineering designer; holistic health counselor

*Crew:* daughter Genna, 13, & Robert Tinus

*Noteworthy:* "The most interesting thing about our entry in the Ha-Ha is that we're actually doing it!"

*Cruise Plans:* Undetermined.

**Ronin — Caliber 38  
Dwayne Jennings, Vancouver, BC**

*Occupation:* helicopter pilot

*Crew:* Stephen ('the Hammer') Cox

*Noteworthy:* Every past and present owner of this boat has taken her to the

# BAJA HA-HA PROFILES, PT III —

Sea of Cortez.

*Cruise Plans:* Farther south; eventually do the Pacific Puddle Jump.

**Trumpeter — Newport Gulf 32**  
**Bob & Robby Hinds**  
**Chula Vista**

*Occupations:* both lawyers

*Crew:* Steve Labarre

*Noteworthy:* Bob and Robby are father and son

*Cruise Plans:* A month or more at Cabo or Mazatlan.

**Dos Tacos — Seawind 1160 cat**  
**Tony & Michelle Soter, Portland, OR**  
*Occupations:* wine-makers  
*Crew:* daughter Livi, 14, son Anton, 12, & Mark DeMaria

*Noteworthy:* "We will barely finish the harvest and fermentation of the new wines before putting them into barrels and shoving off for Mexico."

*Cruise Plans:* Boat stays in Mexico.

**Bluewater — Seawind 1000 cat**  
**Mark Barrish & Lawrence Kerver**  
**Santa Cruz**

*Occupations:* patent attorney; engineer



Meet Mark of 'Bluewater'.

*Cruise Plans:* Sea of Cortez.

**Camelot — Hunter 54**  
**Howie & Donna Shaw, Portland, OR**  
*Occupations:* traffic engineer; secretary (both retired)

*Crew:* son Craig Shaw, daughter Sandi, Jane Roy & Kenneth Smith

*Noteworthy:* At 84, Howie may be the fleet's elder statesman; he crewed on a previous rally for Craig.

*Cruise Plans:* A season in Mexico.

**Kinda Blue — Hershine 41**  
**Jerome Phillips, Portland, OR**  
*Occupation:* musician

*Crew:* Ron Capasso & Don Mertie

*Noteworthy:* There's a piano on board!

*Cruise Plans:* Winter in Mexico.

**Brizo — Coronado 35**  
**Tom & Leila Whitney Miron**  
**Portland, OR**

*Occupations:* sailing club manager; student (both in their 20s, but "retired")

*Crew:* Kristine DeWilde

*Noteworthy:* All on board are under 30, and former college sailors.

*Cruise Plans:* "Onward south!"

**Ripple Effect — Creekmore 35**  
**Jay Ahrens, San Francisco**

*Occupation:* web developer

*Crew:* Kau Bahler & Tiffanie Linkin

*Quote:* "This is an excellent way to be-

"After three years of blood, sweat and beers we're ready to go!"

gin a foreign cruising lifestyle. It has the safety of numbers, and a concentration of sailors to develop a personal cruising network."

*Cruise Plans:* Bash back in January.

**Patricia Belle — 66-ft schooner**  
**Patrick & Geni Hughes, Seattle, WA**  
*Occupations:* merchant marine; nurse (both ret)

*Crew:* TBA

*Quote:* "Can't we all just get along?"

*Noteworthy:* They built this steel vessel themselves.

*Cruise Plans:* South, then on to Hawaii and San Diego.

**Star Passage — Valiant 40**  
**Peter & Kim Johnson, Pt. Richmond**

*Occupations:* CEO; mom

*Crew:* son Harlan, 11, & daughter Sophie, 8

*Quote:* "Let the music begin!"

*Cruise Plans:* Stay in Mexico.

**Scout — Jeanneau SO 52.2**  
**Greg Himes, Whitefish, MT**

*Occupation:* educator

*Crew:* Liz Wilson & Liz Lococo

*Quote:* "If life gives you the west coast of Baja, make it into the Baja Ha-Ha.

*Cruise Plans:* Bash to LA in June.

**Palapa — Cal 34**  
**Aron & Rheanne Kormout**  
**Moss Landing**

*Occupations:* wildland firefighter; waitress

*Crew:* TBA

*Quote:* "After three years of blood, sweat and beers (refitting this stock '69 classic), we're ready to go!"

*Cruise Plans:* Cruise the mainland and the Sea of Cortez, then commuter cruise.

**Blackjack — Hunter 46.6**  
**Jonathan Peebles, Point Loma**

*Occupation:* sales

*Crew:* Bill Kirk

*Quote:* "This boat was spoiled as a baby; now it wants to kick ass."

*Cruise Plans:* This is a shakedown for a cruise to Australia.

**Sisu — Hans Christian 43**  
**Christopher & Barbara Warnock**  
**San Francisco**

*Occupations:* CEO (ret); graphic designer

*Crew:* sons John, 17, & Joshua ('Yoshi'), 15

*Noteworthy:* This rare '78 cutter-rigged ketch survived a category-five hurricane in Tonga in '85, skippered by Phil Howe.

*Cruise Plans:* Undecided.

**Purusha — Spencer 53**  
**Erin Hope-Goldsmith & Lyndie Burt**  
**Vancouver, BC**

*Occupation:* Lyndie, kinesiologist

*Crew:* David Caves (capt.), Anna Cunningham, Anniken Chadwick, Naomi ('Pony') Peterson & Shireen Nabatian

*Noteworthy:* The *Purusha* crew call themselves fun-loving hippies who love making music. Aboard are guitars, flute, sax, violin and piano!

*Cruise Plans:* Continue south.

**Sweet Dreams — Irwin 54**  
**Jim & Gina Nie**  
**Portland, OR**

*Occupations:* both managers (ret)

*Crew:* son Colton, 14, & daughter Niki, 11

*Noteworthy:* We're sure Jim and Gina will make lots of friends — they have an icemaker on board.

*Cruise Plans:* A season in Mexico, then perhaps a trip to Papua New Guinea to do missionary work.

**Truant — Cabo Rico 38**  
**Frank Murphy, San Diego**

*Occupation:* real estate

*Crew:* G.W. Grigg, & Chip Scire

*Quote:* "Hoping the adventure is even better than all the stories in the pages

# DON'T STOP BELIEVIN'



*The 'Patricia Belle' was built by her owners.*

of *Latitude 38* that I've been living vicariously through all these years."

*Cruise Plans:* Continue cruising Mexico.

**Golden Eagle — Catalina 30  
Ethan Johnson, Seattle, WA**

*Occupation:* ski maker

*Crew:* Jennea Thornburg

*Quote:* "Let the naysayers step aside so the doers can get through."

*Cruise Plans:* "Wing it!"

**Fellowship — Valiant 42  
Rich & Lyn Lewis  
Wilmington, DE**

*Occupations:* special ed. administrator; school social worker (both ret)

*Quote:* "Life is not about the destination. It's about the journey and the reason for it."

*Cruise Plans:* On to Loreto to work with Mexican Medical Missions. Then Puddle Jump to the So Pac to do more of the same.

**Thunderbird 1 — Albin Stratus 36  
International Rescue Group, Alameda**

*Crew:* Jack "The Professor" Li, Jenni Hecker & Evelyne Dumas

*Noteworthy:* This is the first boat in International Rescue Group's anticipated fleet. Her mission is to provide humanitarian aid to disaster-hit, mainly Third World coastal communities.

*Cruise Plans:* Boat will operate between Mexico and Panama.

**Joya — Dreadnought 32  
Steve Pruitt, Brookings, OR**

*Occupation:* chandlery owner

*Crew:* son Dylan, 24

*Noteworthy:* *Joya* has a beautiful

mermaid painted on her bow.

*Cruise Plans:* Enjoy Mexico before bashing home.

**Blackheart —  
Coronado 30  
Darcy McBride &  
Traci Grant  
Del Mar Marina**  
*Occupations:* plumber; firefighter  
*Crew:* Phillip Tate  
*Quote:* "We're excited!"

*Cruise Plans:* Bash home.

**Arcane — Aura 40  
Jean Cote & Jacinthe Morin  
Montreal, QC**

*Occupations:* TV producer; financial officer

*Quote:* "We're playful as the dolphins we will meet on the way, patient, and hopefully as wise as the old turtles of the Baja.

*Cruise Plans:* Undecided.

**Cariba — Bayfield 36  
Gab Cote & Isabelle Valois  
Vancouver, BC**

*Occupations:* apparel brand director; teacher

*Quote:* "We're just here for a good time."

*Cruise Plans:* Eventually on to the South Pacific.



*The 'Cariba' crew are looing for good times.*

**She Said OK — Catalina 30  
Jeff Kiddy, San Diego**

*Occupation:* chiropractor (ret)

*Crew:* Mike Kouris

*Noteworthy:* Mike says he heard about the rally on TV — perhaps during coverage of our departure parade one year.

*Cruise Plans:* Onward!

**Lady J — Beneteau 393  
Steve Hirsh, San Diego**

*Occupation:* hay hauler

*Crew:* Mike Sanduskey

*Quote:* Just do it.

*Cruise Plans:* Sail on. . .

**Kairos — Beneteau 50  
Thilo Kuther, Road Town, BVI**  
*Occupation:* designer  
*Crew:* Claudia Weingaertner  
*Noteworthy:* Thilo's sailing resume includes lots of exotic sailing including the Greek Isles, Tahiti and the Eastern Caribbean.  
*Cruise Plans:* Undecided.

**Emerald Lady — Cheoy Lee 47  
John & Kelly Wanamaker, Seattle, WA**  
*Occupations:* real estate (ret)  
*Crew:* Gina Kaler & Karl Bettinger



*The 'Emerald Lady' crew will live their dream.*

*Quote:* "Dream the life; live the Dream. The Ha-Ha is the start of living our dream in a big way."

*Cruise Plans:* Continue cruising indefinitely.

**Distant Drum — Idylle 15.50  
Harry Hazzard, San Diego**

*Occupation:* info tech (ret)

*Crew:* Mark Noyes

*Noteworthy:* Harry started sailing at age 8.

*Cruise Plans:* Mexico, Central America, then Galapagos

**Bella Dama — Islander 36  
Chad Kominek, Ventura**

*Occupation:* business owner

*Crew:* bro Rorke & Marvin Stevens

*Quote:* "My wife died this year. Life is short. Go now!"

*Cruise Plans:* Cruise Mexico, possibly for more than a season.

# BAJA HA-HA PROFILES, PT III

## Someday — Hunter 35.5

**Don McNeil, Channel Island**

Occupation: N/A (ret)

Crew: Leah Wright

Quote: "The wind's in my sails and the sea to my back, to take me down and bring me back!"

Cruise Plans: Cruise the mainland, then the Sea of Cortez.

## Magic — Kelly-Peterson 44

**Terry & Marian Benjamin, San Diego**

Occupations: R&D chemist; editor

Quote: "We're in for the fun!"

Cruise Plans: No plans to go home.

## Sweet Cherri — Columbia 36

**Josh & Julia Siudyla**

Alameda

Occupations: sailor; geologist

Crew: Zack Launiere

Quote: "We are living our dreams!"

Cruise Plans: Cruise indefinitely.

## Corinna — Allied Wright 36

**Christopher & Christine Jette**

San Francisco

Occupations: composer; anesthesiolo-

gist

Noteworthy: They both just finished grad school and are taking a break to cruise.

Cruise Plans: Bash home in December.

## Happy Trails — True North 34

**Ed Trzebiatowski**

San Francisco

Occupation: engineer

Crew: Marc Culver (capt.)

Quote: "I want to go to Mexico! I want a great learning cruise with lots of fun people."

Cruise Plans: Stay in Mexico.

## Moontide — Lagoon 470

**Bill Lilly, Newport Beach**

Occupation: real estate developer

Crew: Judy ('Hootie') Lang, Beverly Smith, Danna Pomykal, Liz Brown, Carol Hefferman

Noteworthy: Somehow Bill was able to put together an all-girl crew — again!

Cruise Plans: May decide it's easier to keep going.



Lots of laughs on 'Moontide'.

## Northern Passage

—Kanter PH 51

**Bruce Rein &**

**Jennifer Gordon**

**Seldovia, AK**

Occupation: fiber optic cable engineer; writer/editor

Crew: son Richard, 12 & daughter Carmen, 10

Quote: "Our cruising plan is to be unplanned, and here we are at the right place at the right time, so

why not join the fun?"

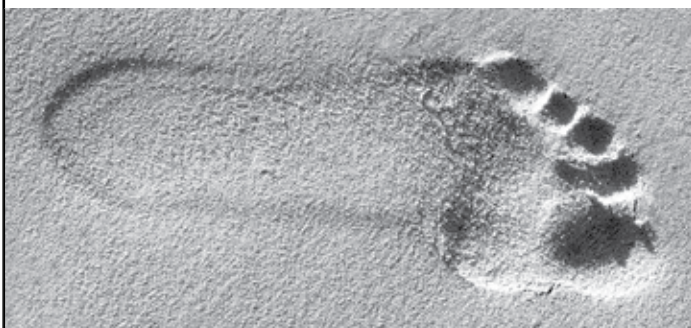
Cruise Plans: Continue south, then into the Caribbean.

**W**hew! That's a lot of cruisers. We wish them all the best of luck and boatloads of fun!

— **latitude/andy**

Look for our complete Baja Ha-Ha rally recap next month.)

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← Larry and Nelda on Diamond Girl, their Beneteau 393, in Paradise Village, MX March 2012

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# BAJA HA-HA XIX



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## ARE YOU READY TO HA-HA?

One look at the Ha-Ha XIX entry roster at [www.baja-haha.com](http://www.baja-haha.com) shows you that boat types in this year's fleet are as varied as ever, and the crews who sail them will be as colorful as in years past.

In addition to many first-timers, there will undoubtedly be plenty of 'repeat offenders' who want to replay some of the fun and great sailing that they experienced the last time around. Some full-time Mexico cruisers even sail all the way back to San Diego each fall just to re-do the rally.

If you're new to the event, let us explain that the Ha-Ha is a 750-mile cruisers' rally from San Diego to Cabo San Lucas, with stops along the way at Turtle Bay and Bahia Santa Maria.

You'll find frequent updates on this year's event on 'Lectronic Latitude' at [www.latitude38.com](http://www.latitude38.com).

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## MEET THE FLEET

In this edition you'll find our final installment of fleet mini-profiles. Previous installments appeared in September and October. (Every edition of *Latitude 38* is available in our downloadable eBook archive at [www.latitude38.com](http://www.latitude38.com).)

As you'll read, the roster of entrants is made up of a highly diverse group, some sailing million-dollar yachts, others on modest 'plastic classics'.

Many crew found rides this year via our free online Crew List at [www.latitude38.com](http://www.latitude38.com), which is constantly updated. Check it out for post-Ha-Ha cruising positions, as well as spots on Bay Area daysails and races.

## PACIFIC PUDDLE JUMP

For many cruisers, the next logical step after cruising Mexican waters for a season or more is to hang a right and head west into the Pacific.

We call that annual springtime migration the **Pacific Puddle Jump**, and we report on it heavily in the pages of *Latitude 38*. Making that 3,000-mile passage is one of the most thrilling accomplishments in the realm of sailing. Learn more about it at [www.pacificpuddlejump.com](http://www.pacificpuddlejump.com).



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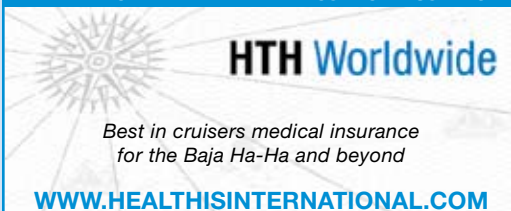
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## IMPORTANT DATES

- Oct. 20** — Ha-Ha Welcome to San Diego Party, Downwind Marine, 12-4 pm. Ha-Ha entrants only.
- Oct. 27** — Pacific Puddle Jump seminar, West Marine, San Diego, 5 pm.
- Oct. 28, 9 am** — Final deadline for all crew and skipper waivers, West Marine, San Diego.
- Oct. 28, 11 am** — Skipper's meeting, West Marine, San Diego. Skippers only please.
- Oct. 28, 1 pm** — Ha-Ha Halloween Costume Party and Barbecue, West Marine, San Diego.
- Oct. 29, 11 am** — S.D. Harbor Parade and Start of Leg 1
- Nov. 3, 8 am** — Start of Leg 2
- Nov. 7, 7 am** — Start of Leg 3
- Nov. 9** — Cabo Beach Party
- Nov. 10** — Awards presentations hosted by the Cabo Marina.
- Nov. 20, 4-7 pm** — La Paz Beach Party. Mexican folk dancing, live music, food & drinks, door prizes, more.

See [www.baja-haha.com](http://www.baja-haha.com) for a list of additional seminars and special events held by our event sponsors.

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**PLEASE NOTE:** Correspondence relating to the event can be emailed to [andy@baja-haha.com](mailto:andy@baja-haha.com). Please don't call *Latitude 38* with questions. The Ha-Ha is a separate operation.



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# MAX EBB

I really didn't expect to find much activity at the university sailing club on a rainy weekday afternoon. But with more rain in the forecast for the weekend, and most of my regular crew suddenly discovering they had prior obligations, this was the most likely place to sign up some last-minute replacements.

Fortunately for my recruiting effort, I found the little unheated equipment and maintenance shed that serves as their clubhouse crowded with enthusiastic young sailors, the smells of hot chocolate and wet wool hanging in the air.

Several college students were gathered around an electric radiator and a chalkboard, and one of them was delivering what appeared to be a lecture on basic sailing theory.

"Always remember to tension the jib luff before going sailing," the instructor advised. "And it's especially important to always remember to slack it off when you put the boat away, or else you'll put a permanent bend in the hull."

"Can we tip the mast forward more by making the jib halyard tighter to reduce weather helm?" asked one of his students.

"No, the mast rake is controlled by the adjustment plates for the shrouds. The jib halyard needs to be very tight for the furling to work properly. Of course you could reduce weather helm by setting the shroud adjusters looser to rake the mast forward, but only the vice commodore in charge of dinghy maintenance should change those settings."

"What's weather helm?" asked a young college student. She was wearing a wetsuit and a soaking wet sweater.

"Remember when we were sailing rudderless during the lesson?" asked the instructor. "The boat kept turning up into the wind every time we sheeted in the main. That's weather helm, and it's caused by the center of pressure of the sails . . ." He paused to draw a profile view of a sailboat, with the geometric center of the mainsail marked. ". . . behind the center of lateral resistance."

He completed the diagram by indicating the center of the side force on the centerboard.

"Force on the sails is here. The equal and opposite force on the centerboard is here. So the result is a turning force that turns the boat into the wind."

"That's why we couldn't go straight until we raised the centerboard most of the way up," observed another student of sailing. "Now I think I see why."

"We can steer by letting the main luff and pulling the jib in. That moves the center of pressure in front of the center

of lateral resistance, and we bear off. Or we can let the jib out and pull the main in. That moves the center of pressure aft, and we head up."

"But we actually did most of our turning by just letting the boat heel more, or by hiking out and making it heel less," said a third student. "Pulling the main in makes the boat heel more, and it seemed to me like that's what was making us turn into the wind."

"Right, good observation," said the instructor. "Heeling has a big effect on helm because the boat's hull becomes asymmetrical. The bow on the leeward side pushes more water away so the boat goes the other way, and that's why it always turns away from the direction of heel."

He pronounced 'leeward' with a long e, so I started to wonder if this kid really knew what he was talking about.

"One boat down," shouted someone from another small group of club members over by the window. "Windy-windy!"

I moved over to the window to take a look. One of the club's sailing dinghies had apparently just performed a spectacular capsize not far from the dock. Another boat sailed past them on a full plane with their asymmetrical spinnaker flying from an extended bowsprit. The windsurfers and kiteboards were going even faster.

"This sure isn't the way we taught sailing when I was in college," I remarked to the people looking out the window with me as a strong gust rattled the window pane. "Rudderless sailing and big spinnakers in high wind were only for the experts. But if anyone would like to check out sailing on a big boat this weekend, I have three, maybe four crew spots to fill for the midwinter race."

The front door to the clubhouse was

*"This sure isn't the way we taught sailing when I was in college."*

flung open and another member, an older man, burst into the room in a cloud of wind-driven spray and rain.

"Windy-windy!" he exclaimed in a thick Japanese accent. I concluded, from his harness hook and helmet, that he must be a windsurfer. Now that the

storm wind was up to full force, the sailing thrill craft were having a really good day. It was as if no one had even heard my crew call. And no one cared much about the capsize, either. It was all routine at this place, from rudderless sailing lessons for beginners to A-sails in 25 knot gusts.

I moved back over to the chalkboard to see if maybe one of those students would be interested in crewing.

"I don't sink zee heeling of zee boat gives it zee weather helm,"

said one of the students who looked like a tall undergraduate with what I took to be a German accent. "On a surfboard, zee turn is in zee same direction as zee lean."

The instructor formed a shape with his hands that looked vaguely like the bow of a boat and explained again how water pressure on the leeward bow caused the boat to turn in the opposite direction. But the surfer was sure it would work the other way. "Zee bottom is much wider zan it is deep, just like zee surfboard," he pointed out. "Zey both have a lot of, how do you say, spoon in zee hull . . ."

"We call it rocker," added another sailor from across the small room.

"Yes, zere is rocker in zee hull. Zee bow should have only a small effect."

The instructor didn't have a good explanation for this, but the student in the wet sweater, who was huddling over the radiator trying to keep warm, did. "I think he's right," she suggested. "It's the transverse shift in the thrust of the sails that causes weather helm to increase when the boat heels, not the forces on the bow."

She went on to propose that it would be easy to perform an experiment involving a boat powered by a small outboard, to separate the turning effect of the hull





# — BRAVING THE WEATHER



*Going sailing is the best way to learn how to do it, but it can be distracting.*

LATITUDE / ROB

forces from the turning effect of the sail forces. This was immediately criticized by another student who claimed it would be invalid because the outboard's propeller, and therefore center of thrust, is too far below the hull and would introduce a turning moment when the boat heeled. Not to mention the angled propeller shaft. Finally they agreed that a valid result could be obtained with the boat coasting, after casting off a towline.

"Back to basic sailing theory," announced the instructor as he directed our attention to the chalkboard. "The opposite of weather helm is when the boat tries to fall off when the tiller is let go. This is called lee helm."

As if on cue, the door opened and in walked Lee Helm herself, letting in another cloud of cold wind-driven rain. "Like, windy-windy!" she exclaimed. "Awesome day."

Then her eyes caught the diagram on the board which said: "Weather helm: Boat heads up with helm free. Lee helm: Boat falls off with helm free."

"Um, that's not really true," she said as she pointed to the chalkboard while shaking sea water out of her hair.

"That's how the books always define it," the instructor insisted.

"The books are, like, wrong," Lee stated flatly. "Two things have a big ef-

fect on how a boat turns when you let go of the tiller, and neither of them has anything to do with actual weather helm or lee helm."

We all turned to Lee to hear what those two things were.

"One is how balanced the rudder is. If the rudder is unbalanced and swept back like on old-style dinghies, or like a Laser rudder half retracted for sculling, you get a lot more force on the tiller for the same amount of lift force on the rudder. That will make the boat seem as if it has a really heavy weather helm, even if it doesn't really have any at all."

"Ah, but it will have more weather helm if you kick up the rudder blade, because the force on the tiller is more," said the instructor.

"That's another, different definition of weather helm that's also totally wrong," Lee asserted. "Some people think that weather helm is the force on the tiller required to steer a straight course. But, like, consider a balanced rudder. There might be no force on the tiller at all if it's perfectly balanced, even at a high angle. And the exact same rudder blade built with the rudder stock at a different angle might be way under-balanced, putting a lot of force on the tiller. But the water sees exactly the same rudder blade at exactly the same angle of attack in both cases."

"Well sure, the design of the rudder af-

fects the helm force without necessarily affecting the angle of the rudder blade. But I think it's still the best definition of helm. And isn't helm force going to be the only thing that determines which way the boat turns when you let go?"

"Not always. Tiller and rudder weight is the other factor that can change the hands-free turn direction. If you put a big hiking stick at the end of a long tiller on a boat with a very light helm force to start with, when you heel the tiller will fall to the low side. It's not such a small effect in light air."

"Okay Lee," I had to ask. "How do you define weather helm?"

"It should always be based on angle, not force," she stated. "If the rudder blade is at the same angle as the keel, that is, parallel to the boat's centerline, then there's no helm. If the rudder has to be angled to a couple of degrees, more angle of attack than the keel, just to keep the boat going straight, then there's weather helm. If the rudder is at a lower angle of attack than the keel, then it's lee helm, even though the angle of attack through the water might still be positive, and there might still be a force on the tiller that feels like weather helm, and the boat might still round up when you let go of the tiller. This is common with an unbalanced or swept-back rudder."

"Zat is how I define it also," added the German sailor.

"I still think the direction of turn after you let go of the tiller is the more useful definition," said the instructor. "It's a safety thing. In a gust, you want the boat to turn into the wind."

"That happened during my lesson last week when someone let go of the tiller in a gust," recalled the woman in the wet sweater. "The boat made a sharp turn into the wind but that just backwinded the jib and forced us to come about, and with everyone suddenly on the low side we flipped right over."

"The actual reason we should care about helm," Lee continued, "is to minimize total drag. Any foil that creates lift also creates drag, pretty much in proportion to the lift squared. The goal is to, like, evenly distribute the lift between the centerboard and the rudder. Not by area, but by span length. So if the rudder is two-thirds as long as the centerboard, then that's five-thirds total, and two-fifths of the lift should come from the rudder and the other three-fifths of the lift should come from the centerboard or keel."

"That almost makes sense," I said.

Lee caught some confused faces in the group, and explained that by "lift"

# MAX EBB

she didn't mean upward force, but side force resisting leeway.

"Since the rudder usually has a smaller chord length than the keel or centerboard, it usually has to operate at a higher angle of attack to get the same lift span loading as the keel."

There were more confused faces.

"We want the same amount of lift per foot of foil length for the keel as for the rudder. It usually works out to a couple of degrees more angle on the rudder compared to the keel, so the optimum weather helm is usually just a couple of degrees positive, measuring from the boat's centerline."

"You forget about zee downwash angle from zee keel," said the German sailor.

"For sure. But that's hard to measure, and it's a pretty small angle anyway. It might add another, like, half-degree to the optimum weather helm angle."

I surmised from the expression on the instructor's face that he didn't really follow the logic, and that he really didn't like giving up his old definition of helm balance.

"You can't fire a volunteer," Lee whis-

pered to me. But before the debate could heat up any more we were interrupted by another soaking wet sailor bursting into the room amid another cloud of cold wind-driven rain and spray.

"Two boats over," he shouted. "I think one of them is going to need some assistance to keep them off the rocks."

The person behind the desk gave an annoyed sigh as he put down his textbook, put on a foulie jacket and a PFD, then took a VHF out of the charging cradle and clipped it to a ring on the lifejacket. Another big gust of wind shook the building and rattled the window panes.

"Windy-windy-windy," shouted the Japanese windsurfer gleefully.

"It's totally gusting over 30," Lee announced as she read the anemometer on the clubhouse wall.

With that, she and her windsurfing friends tightened up their harness straps and started for the door.

"Wait!" I called after them. "The reason I came down here today was to sign up

crew for the big boat race this weekend. I need a foredeck, a tactician and a couple of good grinders."

"Does it include lunch?" Lee asked.

"Of course!" I replied quickly, knowing how much a free meal can motivate a starving student. "Custom orders from the fancy sandwich shop uptown."

"Hmm," Lee considered. "But if the wind is up I'd much rather be windsurfing."

"And a nice dinner if we win our division," I added, gesturing toward the upscale waterfront restaurant down the shoreline a ways.

"I'll sign zee articles," said the German sailor, "but only if zee wind is less zan force seven. I cannot crew if vee have gale varnings for I will be vindsurfing."

"I'll sign up under those terms, too," said Lee, and two of her friends immediately followed suit for a total of four new recruits.

**M**y crew was all set. As long as the wind didn't blow.

— max ebb

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# THE RACING

The last weekend of September was so busy we could "only" cover the **FD Worlds**, **Melges PCCs**, **Express 27** and **Moore 24 Nationals**, and the **YRA Season Closer**. Phew! We'll also look at the **Vallejo 1-2**, the windless **Islander 36 Nationals**, the always colorful **Pink Boat Regatta**, and as much as we can cram into a painfully tight **Race Notes**.

## Flying Dutchman Worlds

As the wind went, so did the rate of success for Szabolcs Majthenyi and Andras Domokos. So, when gusts began to blow across the Monterey Bay in the final days of the Flying Dutchman World Championships, held September 25-30, they blew Majthenyi and Domokos straight to their eighth world title.

The Hungarian pair had sealed up the title before they finished third in a final race that featured the best conditions of the week, with sunshine, eight knots of breeze and a feisty swell. They tallied 15 points in the nine-race event that allowed two dropped scores.

Dutchmen Enno Krammer and Ard Geelkerken won the final race to sew up second with 18 points. Germany's Kay-Uwe Lüdtke and Kai Schäfers (21) took third overall, Italian brothers Nicola and Francesco Vespasiani (34) finished a distant fourth and Andrew McKee and Mathew Bismark (47) of New Zealand took fifth after finishing as runner-up in the final race of the regatta.

Santa Cruz skipper Philippe Khan teamed with Steve Bourdow and used local knowledge of the bay to take fourth in Race 9.

Majthenyi and Domokos have established a dynasty in Flying Dutchman World Championships, winning their third straight and eight of the past 11. The three other titles in that span were claimed by Jorgen and Jacob Bojsen-Moller of Denmark, who did not travel to Santa Cruz for the 2012 race.

At the outset of the 2012 champion-

of the 45-boat regatta. It wasn't until the second race of the second day — when winds picked up to 14-16 knots — that they overtook Krammer and Geelkerken on the beat and maneuvered to their first win.

"If the conditions are like this afternoon, it will be hard to beat the Hungarians," Krammer, who won in 1998 with a different teammate, said that afternoon in a bit of foreshadowing. "We're getting a little bit closer each year, but we need some luck."

The winds came and went, and occasionally were joined by thick fog patches. But neither those fluctuating elements, nor the surfer's-heaven swells — much different from the quieter lakes of Europe — threw the Hungarians off course. They took first and third, respectively, in Thursday's Race 5-6 coupling. After a lay day Friday for lack of wind, they won Saturday's opening race and took second in Race 8.

By Race 9 on Sunday, for Majthenyi and Domokos, it was nothing but smooth sailing.

— julie jag

## INTERNATIONAL FLYING DUTCHMAN OPEN WORLD CHAMPIONSHIP (9/25-30: 9r, 2t)

OVERALL — 1) **Majthényi/Domokos**, 15 points; 2) **Kramer/Geelkerken**, 18; 3) **Lüdtke/Schäfers**, 21; 4) **Vespasiani/Vespasiani**, 34; 5) **McKee/Bismark**, 47. (45 boats)

Full results at [www.sailifdco.com](http://www.sailifdco.com)

## SSS Vallejo 1-2

When a sportboat with a small PHRF



encountered. His Azzura 310 *Outsider* had stretched out on 51 other singlehanders, only to see the compression of the fleet gnaw away at his lead.

*Outsider*, rated 57, beat everyone else to the finish line off Vallejo YC at 2:42 p.m., but fell to last place in the Sportboat Division after the time-on-time calculations were applied. The fleet compression favored the boats with bigger handicaps, but to win you still have to prepare and sail your boat to its optimum ability. Garth Copenhaver on the 237-rated San-



Welcome to Parking Lot A of the Vallejo 1, with plenty of room to stay as long as you want.

ships, however, the Hungarian juggernauts couldn't be found in the standings. Confounded by spotty winds as quiet as 6 knots, they didn't finish among the top three in any of the first three races

number finishes a long-distance point-to-point race first and then corrects out last in division, you know there must have been a restart or two somewhere along the way. Parking Lot A at Pt. Pinole in the Vallejo 1 on Saturday, October 6, was the biggest of several wind holes Greg Nelsen

tana 22 *Oreo* did just that, and corrected out to first place overall.

Sunday's doublehanded race from VYC to RYC drifted down windless Mare Island Strait on an ebb, but the sailors



RICHARD PHILLIPS

### Sailors from around the globe descended on Santa Cruz for the Flying Dutchman Worlds.

found — and kept — enough breeze once they turned right into San Pablo Bay. With the absence of any significant wind holes, the boat that finished first stayed there once the math was done. Darren Doud and Chris Lewis on the Corsair 31R *Roshambo*, rated 33, finished at 1:30 p.m. and saved their time to win the Vallejo 2 overall.

But officially the Vallejo 1-2 is scored as a two-race regatta, and a boat from the middle of the ratings band corrected out to win the trophy for first place overall. Gordie Nash on the 135-rated *Arcadia* (which started life as a Santana 27 before Nash took a Sawzall to it) found himself in the middle of Lot A on Saturday — and that's where the wind filled in first. Wife Ruth Suzuki joined him on Sunday. "We hit all the wind shifts right," they said.

— *latitude/chris*

### SINGLEHANDED SAILING SOCIETY VALLEJO 1-2 (Oct. 6-7)

NON-SPINNAKER — 1) **Zingaro**, Santana 22, Jennifer McKenna/Suzanne Lee, 2 points; 2) **Meritime**, C&C 30 Mk I, Gary Proctor/Wayne Vanloon, 4; 3) **Hatikvah**, Cal 29, Scott Cyphers/Bill Gutoff, 7. (5 boats)

SPINNAKER PHRF  $\geq 153$  — 1) **Oreo**, Santana

22, Garth Copenhaver, 4 points; 2) **Eyrie**, Hawkfarm 28, Synthia Petroka/Ella Van Gool, 4; 3) **Wuvulu**, Islander Bahama 30, John New/Dawn Chesney, 6. (10 boats)

SPINNAKER PHRF 111-150 — 1) **Arcadia**, Mod. Santana 27, Gordie Nash/Ruth Suzuki, 2 points; 2) **Moonshadow**, Wylie 31, David Morris, 4; 3) **Solar Wind**, Martin 32, Max Crittenden/Roger Schmidt, 7. (7 boats)

SPINNAKER PHRF  $\leq 108$  — 1) **Timber Wolf**, Farr 38, David Hodges/Scott Parker, 2; 2) **Razzberries**, Olson 34, Bruce Nesbit, 6; 3) **Racer X**, J/105, Rich Pipkin/Mary McGrath, 6. (5 boats)

SPORTBOAT — 1) **Max**, Ultimate 24, Bryan Wade/John Pytlak, 4 points; 2) **Flight Risk**, T650, Ben Landon/Blake Davis, 9; 3) **Dragonsong**, Olson 30, Sam McFadden/Mike Brennan, 10. (11 boats)

EXPRESS 27 — 1) **Dianne**, Steve Katzman/Jarrian Westfall, 4 points; 2) **Take Five**, Donald Carroll/Mike Bruzzone, 7; 3) **Verve**, Ron Snetsinger/Michael Singer, 7. (7 boats)

WYLIECAT 30 — 1) **Uno**, Steve Wonner/Ross Craig, 3 points; 2) **Life Is Good**, Andy Hall/Chris Penn, 5; 3) **Dazzler**, Tom Patterson/Sue Estey, 6. (7 boats)

MULTIHULL — 1) **Roshambo**, Corsair 31R, Darren Doud/Chris Lewis, 5 points; 2) **Bobanja**, Corsair F-24, Robert Hyde/Anja Thiel, 5; 3) **Ma's Rover**, Corsair F-31, Mark Eastham, 6. (3 boats)

OVERALL — **Arcadia**. (65 boats)

Full results — [www.sfbayss.org](http://www.sfbayss.org)

### Islander 36 Nationals

What is happening right in the Bay Area racing scene is the positive use of social networking to organize owners in

fleets that diminished long ago. Case in point is the Islander 36 fleet which, back in its heyday, featured now-prominent J/105 sailor Bruce Stone as its last-place but most-improved sailor of the year — but that was something like 1982.

Today Dan Knox has worked hard to organize the current owners so they might once again hold what they call the Islander 36 National Regatta. A decidedly less competitive crowd, the cohesive and inclusive group of 11 boats competed on October 14 with the involvement of an additional seven boat owners to help organize this year's event.

Now, one race does not a national championship make, but on the other hand this group of sailors is out sailing together and by all accounts they have a lot of fun.

In the spirit of inclusiveness, the fleet allowed skippers to sail with or without spinnakers to build participation. We're not really sure how that works out but, hey, they make their rules and it's all good.

The race was intended to start south of the Bay Bridge. But with no breeze, everybody decided to shift to the north of Treasure Island, cut Blackaller to shorten the course, and instead sail around Alcatraz as the new weather mark.

A building ebb caused another delay as the start pin wouldn't set, but finally the fleet set off in a 10- to 12-knot westerly and made short work of rounding The Rock. With the finish set at the Encinal YC, the racers all had their work cut out as it was late in the day and well into the ebb.

It seemed the four boats that sailed Spinnaker would make a go of it but, one by one, boats dropped out and began to motor to the finish/party. Only Alameda's Kit Wiegman aboard *Cassiopeia*

For more racing news, subscribe to 'Electronic Latitude' online at [www.latitude38.com](http://www.latitude38.com).

October's racing stories included:  
Melges 32 Worlds

- Audi Melges 20 Nationals
- Great Pumpkin Regatta • ISAF Sailors of the Year Nominations
- Joan Storer Regatta • Kiteboard Course Racing Worlds • Vanguard 15 Championship • J/105 NAs • Fall Dinghy & Olympic Classes • YRA Champion of Champions/Yankee Cup • Oktoberfest/Multihull Regatta
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# THE RACING

ALL PHOTOS ROXANNE FAIRBAIRN UNLESS NOTED



RONNIE SIMPSON



**Pretty in pink** — (clockwise from top) Katie Love's 18-ft skiff 'Love Machine' walked away with five awards, including 'Pinkest Boat'; wacky and wild was the theme on 'Wayward Whale'; 'Green Buffalo' trampled the competition, placing first in class and overall; first in class winner 'Just Em' just wanted to have a good time and support a good cause; it's all about the after-party; the fleet enjoyed the clearing skies after a dreary start; (center) Jack Everett is one of the regatta's biggest cheerleaders; Dureen Webb and Lucie Mewes, who took third in division aboard 'Georgia', know all too well what it takes to battle cancer.

was able to snake down the Estuary to gain the title, Islander 36 2012 National Champion.

That ought to look good on his mantle.

— dave wilhite

## Pink Boat Regatta

October was National Breast Cancer Awareness Month, so it was quite fitting to see the 2nd Annual Pink Boat Regatta scheduled smack dab in the middle of the month. Hosted by the Corinthian YC and sailed just off Tiburon, the 17-boat fleet sailed laps between Belvedere Cove and Pt. Knox for three hours. With racers earning a point for each buoy they rounded, in addition to being able to "buy" buoys at \$100 apiece, it's safe to say that the Pink Boat is not your aver-

age regatta!

October 14 started out as a grey, windless morning but cleared and sunny day of breeze on San Francisco Bay sailing. From the outset, it was abundantly clear that one boat was in a class of its own: Katie Love's Aussie 18 skiff *Love Machine*, which was painted pink, including the sails, just for the regatta! Leaving the fleet in her wake, *Love* sailed 10 laps around the course, rounding an incredible 40 marks. In the process, *Love* claimed five awards, including pinkest boat, most marks rounded and best performance by a woman-skipped boat.

The second-fastest boat on the course was Jim Quanci's venerable Cal 40 *Green Buffalo*, skippered by wife Mary Lovely. Romping around the course to round 29

marks, the mostly female crew raised enough money to buy 18.6 buoys and win the A-Cup class and overall with 47.6 points. They narrowly edged out Terri Griffith's Ericson 38 *Wayward Whale* by one-tenth of a point. How's that when you can buy a regatta win!

In the C-Cup class, it was *Wayward Whale* taking a resounding class win with Alan Barr's Beneteau First 34.5 *Voyager*, sailing with Pink Boat founder Thomas Watson onboard, claiming second in class. Taking the DD-Cup class win was Ted Goldbeck's Cal 20 *Just Em*, which signed up the morning of the race and still managed to raise \$600 toward the cause.

Organizers once again threw a rockin'



after-party with a live band, silent auction and all of the ambiance that only CYC's race deck can provide. The Pink Boat Regattas have now raised over \$50,000 in 2012, with proceeds to benefit The Breast Cancer Research Foundation's search to find a cure. The next Pink Boat Regatta will be held in the spring of 2013 in San Diego.

— ronnie simpson

#### PINK BOAT REGATTA (10/14)

OVERALL POINTS — 1) **Green Buffalo**, Cal 40, Mary Quanci, 47.6 points; 2) **Wayward Whale**, Ericson 38, Terri Griffith, 47.5; 3) **Love Machine**, 18' Skiff, Kathleen Love, 41. (17 boats)

A-CUP (PHRF <125) — 1) **Green Buffalo**; 2) **Love Machine**; 3) **Georgia**, Van de Stadt 41, Lucie Mewes, 35.5. (5 boats)

C-CUP (PHRF 125-175) — 1) **Wayward Whale**; 2) **Voyager**, Beneteau First 345, Alan Barr, 33.15; 3) **Stink Eye**, Laser 28, Christine Weaver, 29. (7 boats)

DD-CUP (PHRF >175) — 1) **Just Em**, Cal 20, Ted Goldbeck, 28 points; 2) **Tortuga**, Westsail 32, Randy Leasure, 27.25; 3) **Road Runner**, Ranger 23, Lorraine Weiss, 25.75. (5 boats)

Full results at [www.pinkboat.org](http://www.pinkboat.org)

#### **Melges 20 PCCs**

Corinthian YC hosted the Melges 20 PCCs over the beautiful, if decidedly mellow, weekend of September 29-30. Though nine boats had pre-registered for the event, only eight showed up to the starting line — a bit surprising considering their Nationals were the following weekend.

Over at the Circle on Saturday, lack of wind forced a two-hour delay to the start while waiting for the breeze to fill in, which it finally did. The fleet was able to complete four races that day in winds up to 20 knots, which gave the competitors a good workout, especially the crew on Danny Shea's Kentfield-based *Diamante*, who suffered a broken rudder (they were

able to repair it for Sunday's racing).

There were more delays on Sunday, but the breeze kicked up earlier and topped out at 18 knots, allowing time for three races before the racers returned to the barn for the awards ceremony.

The notable news for this fleet was the fact that no one broke a mast. A rudder yes, mast no.

— jeff zarwell

#### AUDI MELGES 20 PACIFIC COAST CHAMPIONSHIP (9/29-30: 7r, 11)

OVERALL — 1) **Atlas**, Brian & Melissa Hill, 7 points; 2) **BLAST!**, Roland Vandermeer, 8; 3) **Flyg-fisk**, Tom Kassberg, 20; 4) **Kuai**, Daniel Thielman, 21; 5) **Problem Child**, Elliot James, 23. (8 boats)

Full results at [www.melges20.com](http://www.melges20.com)

#### **Express 27 Nationals**

A bit of Santa Cruz hit the Bay in September with both the Moore 24s and Express 27s running their Nationals a little north of their birthplace on the same

# THE RACING

weekend, September 28-30. The Express 27s ran a long Bay Tour course on Friday with the start near the XOC mark in the Berkeley Circle, a beat up to Yellow Bluff, a jibe at Blossom Rock and back down and around the Circle. "I wanted a long course with no islands and no bridges," said PRO Fred Paxton of host club, Richmond YC. "I was feeling pretty warm and fuzzy about it."

The racers had plenty of challenging conditions, with shifty light wind around Yellow Bluff, followed by plenty of breeze for a tricky jibe around Blossom Rock.

On Saturday and Sunday, the fleet was treated to windward/leeward courses in the Circle, with building breeze. Saturday's wind didn't get much above 15 knots, but subjectively it felt more like low 20s to the racers, who were drenched and tired from the steep ebb chop. "The waves were a little stacky," said Aaron Lee, who sailed on the Express 27 *Ergo*.

Scott Parker's *Freaks on a Leash* broke their spinnaker pole during Saturday's last race and had to sail the last run with Dominic Marchal serving as a human spinnaker pole. They doused for the



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**The Express 27 plug 'Dianne' (hull number 0), sailed by Steve Katzman of Meyers, was among 22 boats bashing about on the Berkeley Circle at the end of September.**

jibe, then got bored and reset. A generous competitor lent them an extra pole for Sunday, which turned into a repeat of Saturday, with the strong ebb causing some nasty wind waves and only two races completed in order to get the tired

folks home.

At the end of all the bashing, Jennifer McKenna, foredeck on *Wetsu*, her hair dripping saltwater on the carpet in RYC's lounge, summed it up. "It was awesome!" she said through clenched teeth.

— ncs

## **EXPRESS 27 NATIONALS (9/28-30; 5r)**

OVERALL — 1) **Shenanigans**, Bill Moore, 10 points; 2) **Wile E Coyote**, Dan Pruzan, 17; 3) **El Raton**, Ray Lotto, 23; 4) **Get Happy!!**, Brendan Busch, 23; 5) **Freaks on a Leash**, Scott Parker, 28. (22 boats)

Full results at [www.express27.org](http://www.express27.org)

## **Moore 24 Nationals**

Bart Hackworth has been sailing Moores for over a decade and, with the help of co-owner Simon Winer's excellent sail trim, Rowan Fennell's tactical input and Guillaume Cavinet's near-flawless foredeck work, *Gruntled* claimed the 2012 Moore 24 Nationals, held at the South Beach YC September 28-30.

"The whole weekend was a bit amazing," said Hackworth. "I'd heard that the

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*Pegasus* guy was tough but we had never sailed against him, and we knew Scott Easom on *Mas!* and John Kernot aboard *Banditos* would be right in the mix, too," he said. "Everything worked out great and we had the regatta pretty well sewed up by the last race."

In fact, the team assembled aboard *Gruntled* had never before sailed together as a group, even though they'd known each other for years. Where Kernot figured that the main reason they had not sailed well in the regatta was lack of practice, Hackworth's group gelled by sailing the Wabbit Nationals just the week before, which gave them crucial time on the water prior to the event. "Simon adapted quickly and was able to give us great boatspeed right off the bat, which was a major factor for us," said Hackworth.

The first race of the series was considered the 'long distance' event that had the 14-boat fleet sail out to Pt. Bonita from a start off the end of Treasure Island and the finish off the clubhouse. In what will go down as one of the best rides in a while, the teams were treated

to 20+ knots of breeze and a stiff ebb, which created a short chop and mad planing conditions. "The fleet was absolutely lit up," said Kernot.

Everybody we talked to seemed to agree that SBYC had run a great regatta, reeling off races in an almost workmanlike fashion and, despite congested conditions close to AT&T Park and the lack of a local hoist, the event proved reward enough to those who braved the urban conditions.

— dave wilhite

MOORE 24 NATIONAL CHAMPIONSHIP (9/28-30; 6r)

OVERALL — 1) **Gruntled**, Bart Hackworth, 8 points; 2) **Pegasus MotionX**, Mark Christensen, 9; 3) **Mas!**, Mark English, 11; 4) **Banditos**, John Kernot, 22; 5) **Double Trouble**, Kevin Durant, 25. (14 boats)



ERIK SIMONSON / WWW.PRESSURE-DROP.US

**The Moore 24 fleet battled brisk conditions and a crowded Bay for their Nationals in September.**

Full results at [www.moore24.org](http://www.moore24.org)

**YRA Season Closer**

Remember these numbers: 36, 49, 123. They're important numbers from Saturday's race in this year's YRA Party Circuit Season Closer hosted by the Corinthian YC the last weekend of September.

- 123 = The number of boats entered.
- 49 = The number of boats started.
- 36 = The number of boats finished.

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# THE RACING

A far cry from what the scene at the Corinthian YC just five years ago, where the fleet would fill the entire basin over this regatta weekend.

On the plus side, the race was the first outing for a certain Memo Gidley aboard his newly acquired Sausalito-based custom Elliott 10.50 *Basic Instinct*. If the Gidley name sounds familiar, then you've heard of Sausalito's Cass' Marina but what is interesting is that Memo, Cass' son born just after Cass turned 60, is better known in the world of car racing.

Gidley's crew consisted of tactician Gary Gebhard, trimmers Taylor Joy and Bob Lesnett, and Memo's mom, first mate and 70-something-year-old Mary. "We were a little short-crewed to be racing this class but we all decided we would just take our time and go for it," said Gidley.

With a third on Saturday in one of the most hotly contested divisions, this new team is a welcome addition to the fleet.

Sunday's "Crazy 8" pursuit race featured a course where contestants chose one of two figure-eight directions to sail around Angel and Alcatraz Islands. The



ERIK SIMONSON / WWW.PRESSURE-DROP.US

**Memo Gidley's 'Basic Instinct' placed second in class in their first race, the YRA Season Closer.**

day offered consistent breeze and favored the big-waterline boats as Division A dominated the starters.

John Clauser and Bobbi Tosse's Berkeley-based 1D48 *Bodacious+* won the 12-mile course, finishing almost two minutes in front of William Helvenstine's San Francisco-based Santa Cruz 50 *De-*

*ception*, closely followed by SFYC's Mary Coleman aboard her Farr 40 *Astra*.

— dave wilhite

## YRA SEASON CLOSER I (9/29)

PHRF 1 — 1) **Astra**, Farr 40, Mary Coleman; 2) **Encore**, Sydney 36, Wayne Koide; 3) **Basic Instinct**, Elliott 10.50, Memo Gidley. (9 boats)

PHRF 2 — 1) **Mintaka 4**, Gerry Brown, Farr 38; 2) **Jarlen**, J/35, Robert Bloom; 3) **Red Cloud**, Farr 36, Don Ahrens. (5 boats)

PHRF 3 — 1) **Arcadia**, cust. Nash 28.5, Gordie Nash; 2) **Ahi**, Santana 35, Andy Newell; 3) **Iolani**, Hughes 48, Barry Stompe. (9 boats)

PHRF 4 — 1) **Siento El Viento**, C&C 29, Ian Matthew; 2) **Mission Impossible**, Merit 25, Dave Hamilton; 3) **Byte Size**, Santana 22, Anna Alderkamp. (5 boats)

SPORTBOATS — 1) **Ragtime**, J/90, Trig Liljestrand; 2) **Frequent Flyer**, Farr 30, Stan Phillips; 3) **Vitesse Too**, Hobie 33, Grant Hayes. (5 boats)

EXPRESS 37 — 1) **Golden Moon**, Bill Bridge/Kame Richards; 2) **Stewball**, Bob Harford; 3) **Elan**, Jack Peurach. (4 boats)

ISLANDER 36 — 1) **Windwalker**, Richard Shoenhair; 2) **Califia**, Tim Bussiek; 3) **Luna Sea**, Daniel Knox. (3 boats)

SF 180s — 1) **Zeehond**, Newport 30-2, Donn



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SF 30s — 1) **Shameless**, Schumacher 30, George Ellison. (3 boats)

SHORTHANDED — 1) **Nancy**, Wyliecat 30, Pat Broderick. (2 boats)

NON-SPINNAKER — 1) **Q**, Schumacher 40, Glenn Isaacson. (2 boats)

**YRA SEASON CLOSER II (9/30)**

OVERALL — 1) **Bodacious+**, 1D48, John Clauser/Bobbi Tosse; 2) **Deception**, SC 50, William Helvestine; 3) **Astra**, Farr 40, Mary Coleman. (40 boats)

Full results at [www.yra.org](http://www.yra.org)

### Race Notes

The Race Committee elves at St. Francis YC had their hands full on the weekend of October 13-14. In addition to running the Jessica Cup for big woodies (see page 88), they ran the **Albert T. Simpson** for Etchells and Express 27s, **Joe Logan** for Mercuries and **Calvin Paige** for Stars. Seven Mercs sailed four races, and Randy Smith's *Fast Break* from SFYC squeaked by Doug Baird's *Axon* by just one point. Another SFYC boat, Jim Cunningham's USA 1404,

topped the seven Etchells, and StFYC's Ray Lotto added another notch in his belt with the Express 27 *El Raton*. The Star class failed to make an appearance.

Stan Honey of Palo Alto and John Kostecki — a long-time Marinite who now calls Reno home — were inducted into the **National Sailing Hall of Fame** on October 14. Kostecki, tactician for America's Cup defenders Oracle Team USA, was still smarting from a capsiz in the AC World Series. Kostecki's won the "Triple Crown" or "Grand Slam" of sailing — an around-the-world race (the 2002 Volvo Ocean Race aboard *illbruck*), the America's Cup (AC 33), and an Olympic medal (silver in the Soling class of 1988) — which is something no other sailor in the world has done. Besides his innovations in TV technology that have led to two Emmy Awards, Honey was the navigator for the 2006 Volvo Ocean Race-winning *ABN Amro One* and 2010's record-breaking circumnaviga-

tion aboard the trimaran *Groupama 3*. Visit [www.nshof.org](http://www.nshof.org) for much more.

Berkeley YC hosted the YRA's **Champion of Champions** and **Yankee Cup** races on October 20. Light winds ended the day after the completion of two out of three races. Trig Liljestrand's J/90 *Ragtime* topped PHRF 1, and George Ellison's Schumacher 30 *Shameless* won in PHRF 2. If you finished a YRA race this year in a podium position, chances are they have a prize for you. The **Year End Trophy Party** will be held at Berkeley YC on Wednesday, November 14, at 7:00 p.m.

The **Ultimate 20** Class Association has announced that W.D. Schock of Newport Beach will be the official North American builder for the mid-'90s Jim Antrim design. Hulls #250 and 251 are currently under construction. See [www.u20class.org](http://www.u20class.org) for more info about this fun sportboat.

Our usual year-end coverage of **season champions** will begin in the December issue.

— latitude/chris

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# WORLD

With reports this month on **Escaping to the Sunny Caribbean**, and a two-family 'kids' charter' in **Spain's Balearics — a Favorite Mediterranean hot spot**.

## Chase Away the Winter Blues With a Tropical Sailing Getaway

Now that days get shorter, temperatures drop and skies overhead become gray and gloomy, you're probably starting to yearn for those sunny days of summer. But there's no need to get in a funk, because we've got a surefire method for chasing away the winter blues: Shanghai a boatload of your favorite friends or family members and jet to a tropical charter destination for a week or more of barefoot fun.

While it may be the 'melancholy season' here at home, it's peak season down in the sunny latitudes of the Eastern Caribbean where a 500-mile stretch of islands — from Puerto Rico to Grenada — offer trade wind sailing under brilliant blue skies.

If your vacation options are constrained by school holidays, you'll find there are still some bareboats available for the two weeks that encompass Christmas and New Year's. But if your schedule is flexible, you'll save money on both boats and flights, and will see fewer boats in the anchorages, if you avoid that period, which is the busiest two weeks of the year for bareboat and crewed yacht charters, as well as shoreside vacationing.

In addition to the popular charter bases in the U.S. and British Virgin Islands, you'll find charter bases at Grenada.

**Starting to get the winter blues? Why not set your sights on the Eastern Caribbean, where the water's warm and the skies are sunny.**

The Grenadines, St. Lucia, Antigua, Guadeloupe, Martinique and St. Martin. We've sailed all along this volcanic island chain and we can testify that each venue has its own distinct charms and cultural heritage. If you're looking for solitude, the farther south you go, the fewer boats and shoreside travelers you'll find.

In order to maximize the number of islands and micro-cultures you might visit, consider organizing a one-way charter up or down the island chain. Wherever you choose to sail, though, we'd love it if you'd drop us a line, with a couple of photos, and share a few insights and anecdotes. Smooth sailing!

— andy

## Breezin' Through the Balearics: Mallorca, Ibiza & Formentera

My good friend Marco Salvalaggio suggested that we plan a sailing charter with our kids in Spain's Balearic Islands, which include Menorca, Mallorca, Ibiza and Formentera. In early July we found ourselves island-hopping through the western Med, on a week-long cruise out of Palma, Mallorca, that covered 210 miles.

We chartered through a broker — Cosmos ([cosmosyachting.com](http://cosmosyachting.com)) — although in hindsight we probably could have saved some money by going directly through the charter company that handled the boat, Viva Yacht Charters ([vivacharter.com](http://vivacharter.com)). We wanted a 50-footer, and went with a 2008 Bavaria named *Fora Nirvis*. While in Palma, we noticed there are

numerous charter companies, so you have lots of options, although the charter companies we often use, The Moorings and Sunsail, do not have a base in the Balearics.

We were a crew of seven, including me, Marco, his 15-year-old daughter Daniela, her friend Claire, my daughter Claire, 20, and her friends Prakash, 20, and Tomek, 24. Marco, Daniela and Claire flew down from London and Tomek came from Warsaw. My daughter Claire and Prakash had joined me earlier in Barcelona for a few days of sightseeing and



ALL PHOTOS COURTESY ART HARTINGER

tapas-sampling before flying on to Mallorca. We all made a rendezvous at the airport in Palma, Mallorca (PMI). The flight from Barcelona (BCN) to PMI only takes about thirty minutes, and there are lots of schedules and airlines to choose from including Vueling, Iberia, and Ryan Air.

Palma itself is located on a huge bay that's about 10 miles across, with lots of marinas and a big yachting scene. Marco brought an excellent pilotage guide that's simply titled: *Isla Baleares: Ibiza, Formentera, Mallorca, Cabrera and Menorca* by Graham Hutt (published through the RCC Pilotage Foundation / Imray Laurie Norie & Wilson). I wholeheartedly recommend it, although I believe it is expensive. This guide has incredible detail, and appeared to be accurate in all respects, with dozens of useful GPS waypoints.

One tip I can pass along to charterers and other sailors with limited time in this area: Don't forget to get a permit in advance for cruising Cabrera, islands that are part of a national marine preserve just south of Mallorca. We had been led to believe that we could get a permit before we departed from Palma,



LATITUDE / ANDY

# OF CHARTERING



**A week full of contrasts. Spread: Formentera's spectacular beaches. Insets: Claire and Prakash take a swim off the stern; the busy harbor at Palma with its grand cathedral.**

but were told there was no way to do so at the last minute. Everything had been fully booked for at least two weeks. But we vowed to return so we could see those waters.

Our plan was to circumnavigate Ibiza, with a side trip to Formentera. I have been spoiled by the Caribbean, but this trip was an eye-opener. We encountered great winds daily of 8 to 20+ knots, and warm water. I hope to return because the sailing is fantastic, and the beaches are among the most beautiful I have ever seen. I wouldn't be surprised if the beach at Formentera rates in the top 10 in the world.

Our checkout from Viva Charter was a tad unusual. A staffer named Henry instructed us to inventory the boat equipment. He then collected money: 2,500 euros as a damage deposit, 90 euros to rent an outboard motor for the dinghy, and more money for linen and towels.

After making sure our credit cards went through, he asked, "Do you have any questions?" That was it. We had a

few questions about the main roller-furler procedure and other boat systems, but we promptly shoved off. We'd been pretty anxious to get going anyway, as the marina was hot and tightly laid out, with all boats inches apart and berthed stern-to.

We had no complaints with our big, comfy Bavaria, but unfortunately our dinghy leaked so badly that we had to pump it up every time we launched it.

We shoved off and sailed in about 10 knots of wind roughly five miles toward the mouth of Palma Bay to Cala Portals. We all went for a swim, Tomek made a great pasta, and we were finally underway on our cruise. This was a roly anchorage, but we really had no other choice as we'd left after 4:30 p.m., and this was better than staying at the marina.

The next morning we got up early and set sail at about 6:30 a.m., as we'd planned a 60-mile trip south to the famous isle of Ibiza. Along the way we had variable winds, although at times we saw 10 to 12 knots. Thirty miles out, the winds were so light that we let the kids

swim off the stern — with safety lines deployed, of course.

After a long day we finally arrived in Cala Portinatx, a small bay with a beach, "supermarkets," and beach bars. We launched the dinghy, and the kids went in to get some extra provisions and explore.

Cala Portinatx is on the north coast of Ibiza. It's a beautiful little bay, with easy anchoring, clear water, and places to provision. It's very low key and even quaint compared to the larger Ibiza Town and San Antonio.

The kids went ashore for dinner that night, while Marco and I stayed behind to cook some chicken and sausages. It turned out we had four vegetarians on board! Yeah, we screwed up the provisioning by ordering too much meat.

The next day was Daniela's 15th birthday. Marco had made arrangements to go to Pacha ([pacha.com](http://pacha.com)) — a famous nightclub in Ibiza Town — as a birthday present. We dinghied in for fresh croissants, then weighed anchor for San Antonio. We'd considered going directly to Ibiza Town, but anchoring was reportedly difficult, and the marina was 400 euros per night (if we could get a spot). So the plan was to drop anchor in San Antonio, then power nap to prepare for Pacha — because, we learned, one does not go to Pacha before 1 a.m.

We had a great sail in 15-18 knots of wind. Upon arrival we found that the anchorage was crowded, but we noodled in and found a spot as close as possible

**The party scene at Ibiza has been notorious for decades. Where else can you find sexy dancers gyrating inside giant martini glasses?**



ART HARTINGER

# WORLD

to the dinghy landing. San Antonio is a zoo, with discos booming all night, and strange tourist attractions catering to the young party crowd.

After napping, we dinghied ashore about midnight and took a taxi to Ibiza Town for dinner. We got to Pacha about 1:30 a.m. and, although I was skeptical, it really was quite wild and interesting. The DJ, Tiesto, is rated one of the top five in the world, and the kids were thrilled. As an old fart I confess that I had not even heard of Tiesto. But there were thousands of people going wild in Pacha who proved that he is something of a sensation.

We got back to the boat about 6:45 a.m., and thankfully our sagging dinghy was still there among several people passed out from clubbing that evening.

Although it was probably a questionable decision, we decided to shove off because the next destination we'd planned to visit was only about 18 miles away: an anchorage off a famous place called "the Blue Marlin." The bay is called Jondal,



ART HARTINGER

**With 'Fora Nirvis' safely anchored at Cala Portinatx, the intrepid crew heads ashore to reconnoiter.**

and is located on the southwest side of Ibiza. After anchoring, we all quickly fell asleep, not waking up until about 1 p.m.

Cala Jondal has a rocky beach, but the scene ashore is lively, with the Blue Marlin ([bluemarlinibiza.com](http://bluemarlinibiza.com)) dominating. There was lots of 'action', with some large

yachts, both power and sail, around us. The Blue Marlin is a swanky, South Beach, Florida-type of place, with a DJ, models parading around wearing clothes from the onsite boutique, and good (but expensive) food.

Tomek spotted Steven Gerrard, captain of England's national football team, lounging with some other guys in a cabana. When Tomek tried to take his picture, he was promptly chastised by a bodyguard. But when I let them know I was American, and didn't even know Gerrard was a celeb, he kindly set up a photo opportunity for us. Tomek was ecstatic.

We set sail the next day for Formentera. It was only about eight miles to Isla Espalmador, which is just off the coast of Formentera. This is a beautiful spot, with a range of boats from megayachts to smaller boats the size of our Bavaria 50. Marco and I dropped the kids off to explore this truly beautiful beach, and we stayed on board to soak in the scene. Soon, the Veuve Clicquot girls arrived in

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# OF CHARTERING

their runabout selling bottles of Champagne! That's not something that happens at every chartering destination.

At about 4 p.m., we had a short sail along a peninsula of beaches and sand dunes to Formentera. We dropped anchor off a spot with two beach resorts on shore, one of which is named the Restaurant Es Ministre. The long, beautiful beach had lounges for rent in front of the two businesses, with the usual euro-beach scene — as I'm coming to understand it — but with a relatively deserted strand that ranges north for two miles or so.

On the sixth day of our trip we opted to position the boat on the north side of Ibiza, so we'd be in a good position to sail back to the charter base the following day (Friday).

We enjoyed a 25-mile sail in 12 to 20 knots of wind, although it was mostly on the nose. We thought we'd anchor in the northeast, at Cala de San Vicente. However, the sea state was so roly that we opted to return to Cala Partinatx. It was nice to return to this charming anchorage, and it made our trip a true

circumnavigation of Ibiza. Tomek and Daniela paired up to make a fantastic pasta, and we went to sleep knowing that the next day we had a 60-mile passage back to Mallorca.

The alarm went off at 5:30 a.m., and we weighed anchor at 6 a.m. The sailing was close-hauled again, but the seas were relatively flat, and we made good time. Along the way, we made a stop at a harbor resort south of our marina to meet with the family of one of the kids, who were vacationing in Mallorca.

As we approached the charter base, we recalled that the instructions had been strict: Refuel the vessel at the fuel dock (which closes at 5 p.m.), and return the yacht stern-to no later than 6 p.m. or the credit cards would have to come out yet again. We made it to the fuel dock by



ART HARTINGER

**After a fun-filled week in the Balearics, the crew strikes a pose in the cockpit of their temporary floating home, a sweet-sailing Bavaria 50.**

4:55 p.m. and topped off the tank. The return to the marina was painless, with Marco at the helm as we came in stern-to — a flawless re-entry.

It was a great trip that gave us lots of happy memories. And although we're sorry that charter had to end, we're already thinking about the next one!

— art hartinger

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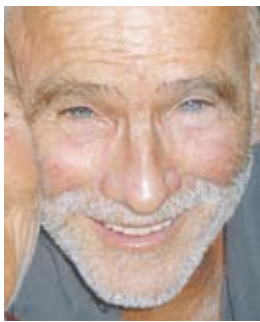
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# CHANGES

With reports this month from **Sea Level** at Rodrigues Island in the Indian Ocean; from **Geja** in Italy and Croatia; from **Fleetwood** back in Amsterdam; from **Witch of Endor** on getting a dinghy ripped off in Costa Rica; from **Larrikin** on a summer in the Sea of Cortez; from **Harmony** on tropical storm Paul in the Sea of Cortez; and **Cruise Notes**.

## Sea Level — Schionning 49 Cat Jim and Kent Milski Across the Indian Ocean (Lake City, Colorado)

With Somali pirates having curtailed cruiser interest in heading to the Med via the Red Sea, the only choices for westbound West Coast cruisers who are in Indonesia/Thailand/Malaysia are to



*Jim, cruising the cat he finished from a kit.*

sail home backward via the Pacific, which isn't that appealing, or continue west around the world via the Indian Ocean, the Cape of Good Hope, and up the Atlantic to the Caribbean. Since we'd already sailed more than half-way around the world, and it's easier to continue on than to backtrack, we're continuing west.

We're heading to South Africa via Rodrigues Island, where we are now, and Mauritius. Our last passage, from Sumatra, Indonesia to Rodrigues Island, was more than 2,000 miles. It was also our roughest passage to date. Cruisers who made the passage just before us or just after us reported the same rough conditions.

The problems were that it was windy and the sea conditions were not pleasant. It was so windy that all we ever flew was a double-reefed main and between one-half and one-third of the headsail. That's not much. The other issue was that we were getting a big swell from the southwest, but wind waves from

**Rodrigues Island — 400 miles to the east of Mauritius — has some nice beaches and scenery, but it's not a normal cruiser destination.**

the southeast, making for sloppy conditions.

We hove to for two nights. The first time was for comfort and to get some rest. One of the lesser publicized positive attributes of catamarans is that they are easy to keep pointed into the wind in bad weather. For example, we would roll up the jib completely, secure the double-reefed main amidships, center the rudders, then turn off everything except our navigation lights. In this configuration *Sea Level* would maintain a heading of about 30 degrees off the wind, and depending on the current and the strength of the wind, make one to two knots. We could control what tack we were on by moving the traveller to port or starboard of center. The constant motion was reduced to a minimum, which allowed us to enjoy a decent meal in relative peace, watch a movie, or get some sleep.

The second time we hove to was just off Rodrigues, and we did it for safety. We were going to be losing the last of daylight as we entered an unfamiliar port, and we didn't think that would be prudent. So as much as we wanted to enjoy the tranquility of a harbor, we hove to until the next morning.

A French cruiser who arrived off Rodrigues about the same time we did, decided that he would go in. His boat went up on a reef. We're happy to report that he, with the help of others, was able to get his boat off without her suffering too much damage. But we were happy with our decision.

Talk about lightning hitting the same place — or boat — twice! We just learned that our catamaran friends Greg and Debbie Dorland of the Tahoe-based *Catana 52 Escapade* had their boat hit by lightning for the second time — with predictable unpleasant results for much of the electronics — in three years. At last word they were in Florida, but we're hoping to cross paths with them in the Caribbean in January.

—jim 10/01/12

## Geja — Islander 36 Andrew Vik Summer In The Med (San Francisco)

When I left off last month's installment of my latest summer of cruising in the Med — more



specifically the Adriatic — my crew and I were thrilled to be back in Italy, where the people are so friendly and lively, and where the food is ridiculously delicious. On the downside, far fewer Italians are fluent in English than are residents of the former Yugoslavian countries.

After clearing in at Bari — no fuss and no cost to enter the European Union — we headed down the coast. It didn't take long before the horizon was a frothy white again, with 20+ knot winds and a nasty little swell. Once reefed down, it was an exciting and wet close reach. *Geja* rose and fell with the waves, sometimes taking a direct hit that sent spray back into the cockpit. We were soaked but satisfied, as *Geja* handled the conditions like a champ.

Unlike the steep-sided Croatian side of the Adriatic Sea, the Italian side is shallow with mostly man-made ports and virtually no islands. The approaches





# IN LATITUDES



PHOTOS COURTESY GEJA

**Insets left; Andrew Vik loves Italian food; loves little Italian ports such as Giovinazzo, where his Islander 36 was the biggest boat around; and loves Italian holiday playgrounds such as the Tremiti Islands. But when it comes to sharing his cruising adventures, he loves women of all nationalities.**

to the harbors can have as little as 10 feet of water, which makes entering precarious when five-foot swells roll in. We entered little Giovinazzo with not much drama, and took an awkward spot at the end of a floating pontoon, which required us to partially raft to a resident powerboat. I discovered Giovinazzo by accident in '10, and it quickly became one of my favorite spots in the Med. It's a small harbor where *Geja* was again the largest boat — something I can't often say in this part of the world.

It was no accident that we arrived during *Ferragosto*, the period in August when most industries shut down and Italians flee to the coast to escape the inland heat. As the late afternoon *siesta* wraps up, Italians of all ages converge on the nearest town for the nightly

*passaggiata*, which of course includes a stop at the *gelateria*. There is often some kind of program being presented in the town *piazza*, and on our first night in Giovinazzo, it happened to be the regional competition for the Miss Italy contest. My all-male crew and I were quite happy to hang around and root for our favorites!

My plan was to end the week at Trani, just a couple of stops up the coast, but the sea had other plans for us. The onshore wind and waves just didn't let up, and the harbor entrance was closed by breakers. So *Geja* was

stuck in Giovinazzo's surging harbor for two additional nights, and I constantly worried that the metal gudgeons on the end of the floating dock would poke a hole in *Geja's* hull. But what a great town to be stuck in!

With another new crew and calmer weather, we had a great sail up to Trani, its famous seaside cathedral visible for many miles down the coast. The bars around the large harbor really get going at night, with one offering its own liquid concoction called Rocket Fuel — a far cry from the standard one-ounce pours in Croatia.

A bit of rain and scattered thunderstorms kept us in Trani for an extra night before we continued up to Vieste in dreamlike sailing conditions. A bustling hillside holiday town, Vieste had an excellent outdoor food market. The town's location on the 'spur' of Italy, only 60 miles from Croatia, makes it a popular place to head back across the Adriatic. But taking the direct route means missing Italy's Tremiti Islands, which are gems of the Med.

Spoiled by another day of perfect sailing conditions, including a fast spinnaker run, we opted to take the detour to the Tremitis. Those who say that the Med lacks wind should have been there when I was. During the eight-day span from Montenegro to these islands, we covered some 250 miles, 90% under sail.

The Tremiti Islands lie 13 miles off Italy's relatively featureless southeast coast. They consist of a cluster of five islands housing about 500 permanent

***The Tremiti Islands, 13 miles off Italy's otherwise featureless east coast, are one of Andrew's favorite nautical playgrounds.***



**Italian food — ridiculously delicious.**



GEJA

# CHANGES

residents, with visitors ferried in by the thousands during the summer months. One of the things to do there is to hop into the dinghy and do the four-mile circle around Isola San Domino, the coastline of which features coves, grottos, and sandy beaches. As a nautical playground, the Tremiti Islands are hard to beat. But you need stable weather, as the anchorages offer poor protection.

As we prepared to depart the Tremitis for the overnight sail back to Croatia, a dinghy pulled up for a visit. Two Italian men from a neighboring boat wanted to chat, and presented us with a nice bottle of white wine. *Geja*, thanks to her crusty looks and American flag, is no stranger to special attention. But then Italian hospitality never ceases to impress me.

Our overnight sail back to Croatia was for the most part sweet pleasure sailing, with 12 knots of wind on the beam in flat seas. I chose to check in at the town of Vis, where unlike Cavtat, these isn't a special customs quay. You just take a regular spot on the public quay and begin the three-step check-in process: harbormaster, police, and customs. The customs official seemed really cool at first, even suggesting that my crew get coffee while they wait. Take that, Cavtat!

While things began smoothly, slowly but surely, they started to go downhill when the beer-guzzling customs guy **Andrew found the Croatian anchorages — such as this beauty — to be more to his liking than the shenanigans of Croatian officials.**

asked me to run around town and photocopy some of my documents for him. Unable to find a place to get copies, I returned to his office pissed off. "If you really need copies, I'll email them to you," I stated angrily. Then I began to take photos of my documents with my iPhone.

"No, no!" said Mr. Customs man, but I kept snapping away. He then took my papers and walked away. I asked the policeman in the same office if the customs guy was normal. "Not really," he said with a confirming smirk. A few minutes later, the customs guy returned with photocopies, likely from his copy machine in an upstairs office. I chewed him out a bit before storming off, some two hours after beginning the check-in process. Mind you, my cruising permit from before was still valid. A Croatian bureaucrat had once again been a source of frustration. Hopefully some of this bureaucratic nonsense will disappear when Croatia is admitted to the European Union in '13.

Tired from the overnight sail, and pissed off due to the fat customs jerk, we continued on for another couple of hours to the Pakleni Islands — another of my favorite stops in the Med. Palmizana is a busy but relaxing bay with excellent restaurants lining the shore.

Just before weighing anchor the next morning, I was to enjoy one of the most pleasant surprises of all my time in the Med. An older Croatian sailor in a dinghy came alongside, and explained that 13 years before, he and his wife had invited Dick and Shirley Sandys, the Palo Alto-based previous owners of *Geja*, for dinner while their boats were anchored together in Palmizana. Unbelievably, he produced a note written by the Sandys from his scrapbook that read, "Hvala for dinner." *Hvala* being the Croatian word for 'thank you'. I often think of Dick and Shirley Sandys, and the crazy adventures they must have had while sailing *Geja* from California to the Med many years ago. This chance encounter blew me away!

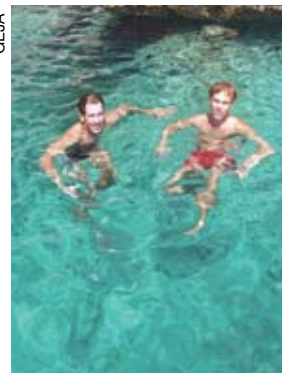
Back in lively Hvar, my having closed the loop I'd begun four weeks earlier, my final crew of the season hopped on board. Though *Geja's* winter port near Split was just a day sail



away, there were plenty of islands and attractions in between, which resulted in an easy and relaxing final week. Best of all, the weather forecast was as stable as I've seen, with clear hot weather — and none of the nighttime offshore *bora* winds that cause boatowners to lose sleep.

After overindulging once again in the town of Hvar, we relocated *Geja* to a nearby island, one that happens to be home to the Carpe Diem Beach Club. When the bars in Hvar shut off the music at 2 a.m., folks are shuttled to the beach club, where the festivities continue until 5 a.m. Anchored strategically near the club, we waited until folks began to arrive. At 2:30 a.m., we hopped into the dinghy, figuring that our stealth approach would save us the 20 euro cover charge. We had no such luck, as a guard intercepted us and led us to the cashier.

Halfway through the final week, having had several late nights out in a row, I sought out the quietest anchorage pos-



**The Adriatic may not be that warm, but the water is clear.**



GEJA

GEJA

# IN LATITUDES



ALL PHOTOS COURTESY GEJA



**Clockwise from above: Nothing gives us more pleasure than seeing other people have fun — Andrew hams it up with three of his crew. The Sandys' 'thank you', note, still treasured after 13 years. The anchorage at Hvar, Croatia. A beautiful but cloudy sky marked the end of Andrew's 5th season.**

sible. Both of my pilot books led us to the east coast of the island Bra, and the sweet little bay called Rasotica. It was a great little playground for my crew — three fun girls and Big Steve, my buddy from high school.

The next night we were back to the bars in Makarska, a very happening place on the mainland. We took refuge before seeking quiet once again back on Bra at the adorable quarry town of Puiša. For centuries Croats built both streets and structures using their distinctive light-colored stone. In Puiša the art of stone-making is still very much alive. Even the White House in Washington, D.C. uses stone from there.

We enjoyed a wild Saturday night out in the town of Split before concluding the summer voyage at *Geja's* winter home of Trogir. We immediately rinsed and removed the sails just before a nasty little weather cell with 40-knot winds blasted

through the partially protected marina. It was the first truly crazy weather since I'd arrived four weeks before. Less than four days later, *Geja* was on the hard ready for winter, and I was on my way back to San Francisco.

Once again my 40+ year-old Islander 36 provided me with a trouble-free

summer — aside from some propeller shaft bolts that mysteriously loosened on the rough overnight crossing to Italy, and a bilge pump check valve that didn't appreciate being submerged for hours at a time. *Geja's* old Yanmar 3GMF must qualify as ancient by now, yet it purrs along without fail, partially thanks to regular seasonal maintenance performed at reason-

able rates by the boatyard crew. *Geja's* sails are hand-me-downs from the really nice members of the Islander 36 Association of San Francisco Bay. But they are quite decent. And what a sweet sailing boat the Islander 36 is!

As I mentioned in my last report, my fifth straight summer aboard *Geja* consisted of 37 days and 36 nights, with 27 different overnight stops and two overnight sails. I covered nearly 700 miles, 60% of them under sail alone — the highest percentage of the five summers. The best part has always been sharing the experience with friends, 10 of whom joined me this summer.

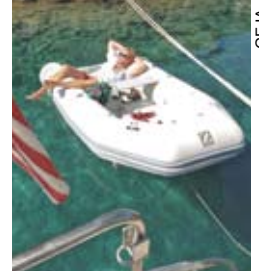
— andrew 10/15/12

## **Fleetwood — Naja 30 Jack van Ommen The Med To Amsterdam (Gig Harbor, WA)**

Some readers may wonder how far it is, how many locks you have to pass through, how long it takes, and how much fuel you need to motor a 30-ft sailboat with an unstepped mast from the Med coast of France to Amsterdam.

Having arrived in Amsterdam in early October after making the trip, I can provide answers based on my experience. It took me seven weeks and 1,000 statute miles to pass through France and Belgium via the Rhone, Saone, and various other waterways. During that time I transited a total of 251 locks, burned about 40 gallons of fuel, and spent about

***If your boat is narrow enough and doesn't draw too much, you can travel from the Med to Amsterdam via waterways such as this.***



GEJA

***When the social life became too hectic, Andrew would chill in the dink.***



PIERRE FRERE

# CHANGES

\$325 in mooring fees. Those interested in details of my trip north through France and Belgium should visit my blog.

Belgium became the 49th country that I have visited with *Fleetwood* since departing California in '05. I've lost track

of how many miles my boat and I have sailed together, but it's something close to 35,000, most of them singlehanded. I did, however, have company for the trip from the Med to Amsterdam.

After so much traveling, *Fleetwood* needs a lot of work. Her 33-year-old teak deck, for example, needs to be

removed. I hope to do this under cover in the spring. *Fleetwood* will spend the winter not far from Amsterdam.

I had planned to sail the Baltic Sea next summer, but after talking to a few of the members of the local yacht club, I am now planning to join them on a trip to Bretagne — northwest France — via the South Coast of England in June and July, then follow Spain's north coast to Portugal. In January of '14, I plan to take off from the Canary Islands for Cartagena, Colombia, where I will begin exploring South America by land.

— jack 09/15/12

## Witch of Endor — Vagabond 47 Steve Cherry Costa Rica, El Salvador (San Diego)

Bob Willmann of the Casamance 47 cat *Viva!* and I had a very interesting Labor Day weekend. We were anchored at Isla Muertos, which is across the Gulf

**The tip of the Puntarenas peninsula. It rains 24 days a month here in September and October, dropping an average of 11 inches a month!**



of Nicoya from Puntarenas in Costa Rica. We'd been here 12 years before — both with our previous boats — so we were kinda excited to check out the Luminosa Resort.

In the 'old days', the resort was just a big building with a bar where I'd gotten my picture taken with Pancho the monkey. Times have changed. Pancho is gone, having lost an altercation with dogs. Sven, Luminosa's old manager, has been replaced by an Italian couple. And the Luminosa Resort is empty — so empty they only had one beer in stock. After we drank that and some wine, Bob and I headed back to our boats.

That places 'aren't what they used to be' seems to be the norm as Bob and I retrace our paths through Central America from a dozen years before. But there is one constant — theft.

My dinghy was stolen the second night we were anchored off the Luminosa. As many *Latitude* readers know, the bad guys all over Latin America steal the dinghies for the outboard motors they can use on their *cayucas*, *pangas*, *lanchas*, or whatever they want to call them. You never see a Latino driving an inflatable dinghy. Nonetheless, these poorer than dirt people all have \$2,000+plus Yamaha outboards for their *pangas*. Go figure.

Bob and I hoist our dinghies in the davits every night, making it very unlikely that they can be stolen. We never trail our dinghies behind our boat because it would be just too easy for thieves to cut the lines, and drift away with them. After this they would take the motor off and either hide the inflatable in the mangroves or set it adrift.

For the past dozen years, I have religiously hoisted my dinghy at night, both to prevent theft, and to have it secured in case bad weather hits and I have to quickly bail out of an anchorage. A rare exception to the rule is for me to remove the motor, put it on the rail of the big boat, and let the dinghy trail astern. After all, if there is no outboard on the inflatable, there is no reason for a Latino to steal it, right?

So, the *one* time that I make the rare exception — I had put my outboard on the rail of the big boat in Panama's Perlas Islands because I was starting an open ocean trip, and the extra 80



pounds tends to make the dinghy bang around in rough weather — my inflatable gets stolen. I discovered it was gone at midnight. When I pulled in the line, sure enough, it had been cut with a knife. So I was dinghy-less!

Bob wasn't having such good luck either, as his anchor windlass quit working. We had a good idea why, but needed a real electrician to repair it.

So it was that at 4:30 a.m., Bob and I assaulted the beach in his dinghy, and walked up to the bus stop to catch the 5:15 a.m. bus to Paquera and the ferry. When we got to the bus stop, we found out that the bus leaves 15 minutes *before* 5 a.m., not *after* 5 a.m. Something had been lost in the translation when we asked about the ferry schedule. But there was a lady at the bus stop waiting for a ride in a car, and we managed to tag along with her, thus making the 6 a.m. ferry to Puntarenas after all.

We went to the Costa Rica YC looking for an electrician and possibly a dinghy,

Happy Jack

# IN LATITUDES



ANDREW VIK

***New to cruising and unsure how to tell if a yacht belongs to a 1%er? There are two common 'tells'. First, is the staysail roller furler bigger around than the foredeck man? Second, are the yacht's anchors big enough to be used on an aircraft carrier? Solid gold anchors are just for show.***

but we found that our old friend Carlos, the club manager was gone. Fortunately, the hotel manager, a sweet young thing who speaks perfect English, rounded up an electrician who thought he might have a friend who might have another friend with a dinghy for sale.

While sitting at a table in the yacht club at about 8:45 a.m., the girl suddenly said, "Earthquake — oh my God!" There was indeed a little shaking, followed very quickly by some major shaking. Glass was breaking, planters were falling over, and about a quarter of the water in the swimming pool sloshed out. We ducked under a table until things settled down, then got the hell out of the building.

As it turned out, there was no major damage in Puntarenas other than the power and cell phone service going out. But the main highway from Puntarenas north was jammed with traffic, as people

fled the threat of a tsunami — which didn't materialize. Steve and I took a taxi downtown looking for a dinghy dealer, but thanks to the earthquake, every store was shuttered.

The only place that was open was the Bar Porton Verde, which we had frequented when we were here years before. So we went in and drank beer in the semi-darkness for an hour or so, then went back out to the yacht club to check out the dinghy possibility — which turned out to be a bust. So we took the ferry back to Paquera, made a strategic beach withdrawal in Bob's dinghy, and got ready to attack our problems the next day.

My next move was to try to call Apex, the Costa Rican-based inflatable manufacturer who had made my

stolen dinghy. After lots of busy signals that were the result of earthquake damage, I got through to them. Alas, they wanted \$4,000 for the new dinghy — way more than I'd paid for the old one in Panama years before. Plus, there was no easy way to get one to me. So I guess I'll just have to have the folks at Barillas in El Salvador order one for me and pay whatever it costs. After that, I'll hoist it every night!

Bob has been luckier, as he now has two functioning windlasses.

*Update:* Bob and I are now at Barillias Resort in El Salvador, where *Sun Runner* is the only other boat here besides *Viva!* and *Witch of Endor*. When we were here 11 years ago, there must have been 30 or 40 boats. Of course, it is late summer, the lowest of the low season, when it rains like crazy.

Barillas is still just perfect in that it's very un-Central American like — which means that the employees are friendly and actually understand that we are paying guests. Management, in the personage of Heriberto Pineda, is very accommodating, and assists with boats checking into the country.

My message to everyone coming this way is obvious — always lift your dinghy out of the water at night!

— steve 09/15/12



LATITUDE/RICHARD

***A cruiser without a dinghy is like an ocean without water.***

## **Larrikin — Catalina 42 Verdo and Gabriella Verdon Summer In The Sea (Queensland, Australia)**

***Verdo and Gabby as seen at the Encinal YC in Alameda prior to heading down to Mexico last winter aboard 'Larrikin'.***



# CHANGES

"To be or not to be," that was the question for Hamlet. "To spend a whole year cruising Mexico so we can see the Sea of Cortez, or take off across the Pacific in the spring without seeing it," that is the question for many cruisers.

Verdo and Gabriella, Doña de Mallorca's friends from her days working on big yachts in the Med, who sold their home in Queensland to come to California to buy a cruising boat, faced the 'Sea of Cortez Question' last spring. While Verdo and Gabby can't wait

to return to the remote islands of the South Pacific, they decided, after a winter on the mainland, that they couldn't just pass the Sea by. So they spent the summer there.

"We absolutely loved it!" gushed an enthusiastic Gabby. "The Sea of Cortez has spectacular geological formations you don't see anywhere else, so my biggest disappointment was not being able to find a proper geology book about it. But the colors, the formations — I wanted to learn all about it."

Not the types who need a crowd of people to be happy, Verdo and Gabby were surprised — and pleased — to feel as though they almost had the Sea to themselves. "We hardly saw a soul," says Verdo, "it was just wonderful."

"We had all the anchorages we wanted to ourselves," confirms Gabby, "but we met some really lovely people, too. I'm in love with the people of Mexico! They are truly the salt of the earth."

Verdo is a fishing maniac, so he had **Mulege, a town of 3,500 on the banks of the Santa Rosalia River, is about the greenest spot on Baja. It's also home to the 'barless' prison.**

a fabulous time spearing *pargo*, rock cod and lots of other fish. "It was easy," says Verdo. "On the other hand, the Sea is not like it was when I was here 14 years ago. Back then it was magic trolling for dorado. The big sardine boats have come in and taken everything, so in that respect it's been a catastrophe."

One of the things that surprised the couple was how long it took for the water to warm and clear after the winter cold. "When we first got to the Sea the water was too murky to see much, and it was cold," remembers Verdo. "It wasn't until the beginning of July that the water got warm. But it turned warm overnight, and when it did, it suddenly became very clear, too."

The Verdots naturally knew all about the famous summer heat of the Sea of Cortez, but were nonetheless stunned by the reality of it.

"We've been at the equator, Panama, Singapore, and many of the other hot and steamy places in the world," says Gabby, "but we had no idea about the August and September heat in the Sea. It was so stinking hot — over 100 degrees every day! The focus of each day in those two months became finding a place with air-conditioning."

"We had lots of shade for our boat, and slept outside all the time, but still weren't prepared for it," admits Verdo. "Fortunately, we were able to buy an air conditioner from another cruiser for 400 pesos — less than \$40 — and it worked a treat. We could only use it when tied up to a marina, of course, but that's where you really needed it, because when you're on the hook there is usually a little breeze."

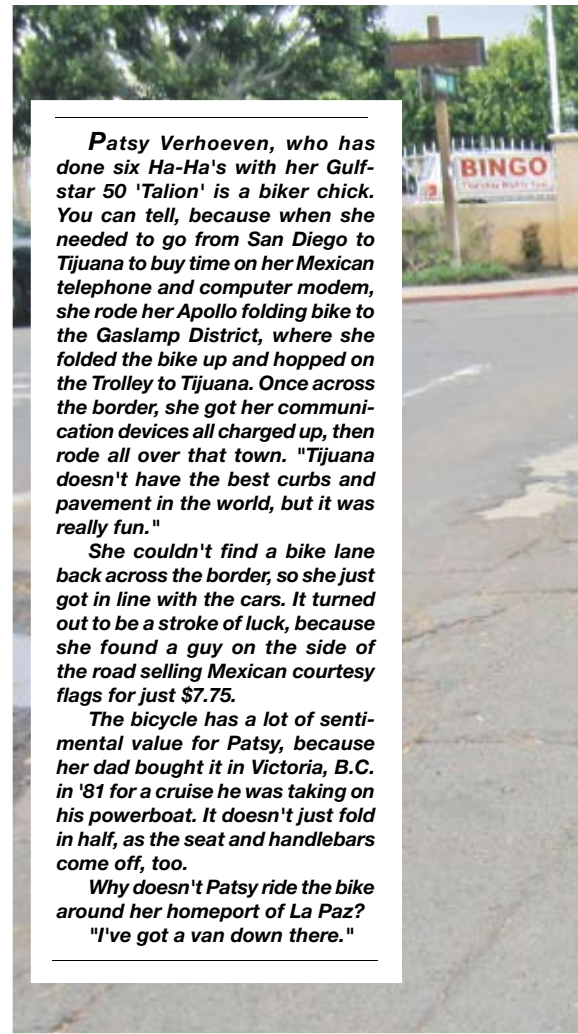
Had the Verdots to do it again, they would do the Sea a little differently. "It's foolish to stay on your boat for the most brutal heat of August and September," says Verdo. "The people who have spent a lot of time in the Sea all head back to the States or cooler places during those two months, and with good reason."

The other downside of the Sea in the summer are the *chubascos* and *elephantas*, which are the unpredictable, powerful, but usually short-lived nighttime storms.

"We eventually got tired of the 35-knot and 40-knot storms almost



**Gabby with the catch.**



**Patsy Verhoeven, who has done six Ha-Ha's with her Gulfstar 50 'Talion' is a biker chick. You can tell, because when she needed to go from San Diego to Tijuana to buy time on her Mexican telephone and computer modem, she rode her Apollo folding bike to the Gaslamp District, where she folded the bike up and hopped on the Trolley to Tijuana. Once across the border, she got her communication devices all charged up, then rode all over that town. "Tijuana doesn't have the best curbs and pavement in the world, but it was really fun."**

**She couldn't find a bike lane back across the border, so she just got in line with the cars. It turned out to be a stroke of luck, because she found a guy on the side of the road selling Mexican courtesy flags for just \$7.75.**

**The bicycle has a lot of sentimental value for Patsy, because her dad bought it in Victoria, B.C. in '81 for a cruise he was taking on his powerboat. It doesn't just fold in half, as the seat and handlebars come off, too.**

**Why doesn't Patsy ride the bike around her homeport of La Paz? "I've got a van down there."**

every night when we were at Bahia de Los Angeles, so we headed over to San Carlos on the mainland," says Verdo. "We only paid \$16/night at San Carlos Marina, and that included water — and the electricity for our air-conditioner. With the marina water temperature 91 degrees, you can imagine how hot the still air was."

When we spoke to the couple at the beginning of October, they were excited to be heading off on a trip to the Copper Canyon, and noted that the summer heat in the Sea had finally broken. "The southerlies of summer have been replaced by winds out of the northwest" said Verdo. "By the time we get back from the Copper Canyon, the cruising weather should be ideal."

Barring late-season tropical storms, many Sea vets consider October to be the best weather month for cruising. The water is still warm and clear, the daytime highs are high 80s to low 90s, and the nighttime lows are a positively chilly 70 degrees or so.



# IN LATITUDES



LATITUDE/RICHARD

It's one of the perversities of human nature to take what is easily accessible for granted. So many of us on the West Coast lust for what's in the distant South Pacific or Southeast Asia, when we have unique cruising treasures such as the Sea so close to home.

"Verdo and I are not the only ones who loved the Sea," says Gabby. "We had some Kiwi friends — true world travelers — who spent two weeks cruising with us. They were in awe of the Sea of Cortez, having not had any idea what a spectacular and unique place they were coming to. In fact, they told us it was one of their best holidays ever."

We didn't ask, but we assume the Kiwi couple didn't visit in August or September.

— latitude/rs

**Harmony — Islander Freeport 41  
Robert and Virginia Gleser  
Hurricane Paul  
(Alameda)**

Mother Nature always seems to find

new ways to test us. As far as storms go, mid-October's hurricane *Paul* was not the strongest or longest lasting *tempesta* to hit the Sea of Cortez. But for us, it brought a day to remember.

We want to thank everyone who called all the many gods of weather on our behalf, because although *Paul* passed close by, he showed us mercy. We were particularly fortunate in that we had no thunder or lightning in our neighborhood — which for the duration of the storm was Santa Barbara Cove, Concepcion Bay, which is about 220 miles NW of La Paz and 80 miles NW of Puerto Escondido.

We had wind from all directions, but much of the day we were bucking into wind out of the north — the one direction for which Concepcion Bay affords no protection. It was nonetheless the place to be, as we knew that the stronger winds

would come from the south, meaning we'd eventually have great protection from seas.

Sure enough, the wind direction suddenly switched from north to south in the middle of the afternoon. All seven of the other boats in the anchorage with us quickly turned on their hooks to face the new direction. The wind then gusted to close to 60 knots, just shy of hurricane strength.

And then the rain started pouring down. We opened the water tank fill and let the rainwater flow in until the tank was full. We also collected water in bowls and a five-gallon bucket so we could rinse our hair. But then a strong gust hit, knocking the full bucket over, dumping water into the cockpit. Doh!

The wind blew a sustained 25 to 30 knots for about 20 hours, with regular gusts to 40 knots, and a couple to 50. Thanks to the never-ending torrents of rain, we found all of *Harmony's* leaks, which our normal dry season cruising allows us to ignore. But with eight inches of rain in just 12 hours, we were scampering around looking for towels to catch the leaks, then having to wring the towels out. There wasn't any permanent damage, but we can't ignore those leaks any longer.

The eight inches of rain in the afternoon created gullywashers. By midday, the usually blue-green water of the bay was mixed with muddy swirls of water littered with cactus and other debris from land. It was an eerie sight.

Fortunately, there wasn't any damage to the boats anchored with us. One boat had the dinghy with the outboard in the water and tied to the side of the boat. Before long, the dinghy was airborne, then landed upside down, soaking the motor. The local mechanics stopped by the next morning to flush the engine out.

***Hurricane in stereo. Paul heading up toward Baja, and Rafael having left the Eastern Caribbean. Neither caused much damage.***



STORM CENTRAL

# CHANGES

They had it running again in no time.

A boat in a nearby anchorage was in shallow water when the new moon tide reached its lowest point, and went aground. He was able to kedge off in the rising tide. We heard that one boat in San Carlos broke free from her mooring and landed on the beach, but compared to previous tropical storms and hurricanes that have come up the Sea, there was apparently little damage.

Since one of our dodger window covers had blown off during the height of the storm, the next morning we borrowed Ben, 6, and Huon, 3, the two little Tasmanian kids off the catamaran *Sonrisa*, and took them treasure hunting on the beach. We didn't find our dodger cover, but we did find lots of shell treasures, sticks, and mud holes to splash in. After that we brought the kids back to play with Rob's gun collection. Fun times!

So *Paul* turned out to be about what it had been forecast to be. Had stronger winds been predicted, we might have run to a real hurricane hole, or maybe a marina. That said, a buddy who was in the Santa Rosalia Marina just north of us said he had to bail out at 2 a.m. because the docks were disintegrating.

The good news is that all the fuss is already over, and the bands of clouds are getting thinner while the strips of blue between them are getting larger. Our solar panels are pumping juice again after three days of nothing. In addition, the bay water is already clear again, and the desert is a lush, verdant green, with butterflies — and probably some biting bugs — multiplying by the minute. Since the weather files suggest that this would be a fine time to head south toward La Paz, we'll soon be on our way. With any luck, *Paul* will have been the last tropical weather threat of the season.

— robert and virginia 10/18/12

**Heavy rain in desert terrain results in flash flooding. Puerto Escondido got 10 inches from tropical storm 'Paul' in one day. Look out!**



*Readers — Paul came ashore as a Category 2 hurricane at Mag Bay on the Pacific Coast 160 miles north of Cabo San Lucas, but quickly began to lose power over land. La Paz, 90 miles to the ESE in the Sea, had lots of rain but no wind. Puerto Escondido, 120 miles to the north, had 10 inches of rain and 30 knots of wind. David Eidell reports that Asunston Bay, 50 miles southeast of Turtle Bay approximately halfway down the Pacific Coast of Baja, had 40 knots of sustained wind but no damage.*

### Cruise Notes:

"That was a nice photo *Latitude* recently ran of some cruisers holding up clams they'd taken in the Sea of Cortez, but it might be a nice idea to remind everyone that it is illegal for non-Mexican citizens to take any shellfish," writes James Hassberger of the La Paz-based Valiant 40 **Kanga**. "I know of one cruiser who had his dinghy, outboard and fishing gear confiscated — fortunately only temporarily — but had to pay several hundred dollars in fines, and had to travel all the way from Loreto to La Paz to get it straightened out."

Hassberger is correct, and we apologize for the massive brain fade on our part. We knew full well that it's illegal for foreigners to take **shellfish** in Mexico, we just somehow figured that anything smaller than lobster really didn't qualify as shellfish. Idiots! A complication, of course, is that from time immemorial some Mexican fishermen have offered to sell cruisers shellfish — almost always lobster. Once again, that's not only illegal, it violates the rules of the cooperatives that most of them belong to.

We're shedding buckets of crocodile tears for **Ahmed Muse Salad, Abukar Osman Beyle** and **Shani Nurani Shiekh Abrar**, the three Somali pirates who have been charged with the February '11 hijacking of the Marina del Rey-based Davidson 59-ft **Quest**, and the subsequent murders of Jean and Scott Adam of Marina del Rey, and their crew, Bob Riggle and Phyllis Macay of Seattle. Attorneys for the three Somalis are challenging the fact that 22 of the 26 charges they are facing are "death penalty-eligible". Their attorneys, paid for by you and us, argue that the death penalty is unconsti-



tutional because, among other things, it's "cruel and unusual punishment". Perhaps their attorneys would also like to argue that the cold-blooded murders of four innocent cruisers was somehow 'kind and common behavior'.

In related news, **Somali pirate attacks** have dropped in the last year. Forty-six vessels were hijacked in '09, 47 in '10, but only 25 in '11. According to an Associated Press report from Hoby, Somalia, business has been so bad for the less-than-devout Muslim pirates that whiskey consumption is way down, and prostitutes — well-known for their 'no cash, no splash' policies — are being asked to provide their services on credit. Despite the sharp drop in hijackings, we doubt that traffic on the one-time cruiser freeway from Thailand to the Med, via the Indian Ocean and Red Sea, is going to pick up anytime soon.

"My goal is to be the first person to circumnavigate with a San Juan 24 sailboat," advises 61-year-old Rimas Me-



# IN LATITUDES

Our most recent visit was as participants in the Southwestern YC's 62-mile **Little Ensenada Race** from San Diego to Ensenada.

While we managed to complete only 61 of the 62 miles before the wind shut down completely in the early hours, we still had a blast. The sailing was even better on the 16-mile around **Todos Santos Island Race** two days later.

While downtown Ensenada could hardly be described as posh, it's lively after dark, and the locals are as friendly as anywhere in Mexico — and that's saying something. Thanks to **Cruiseport Marina** and the **Coral Hotel & Marina**, the berthing options are clean and secure. The fact that mariners have to check in to Mexico and get a tourist visa is, of course, an impediment to visits by California sailors. However, Mayor Enrique Pelayo told us that he and some legislators are looking to get this changed.

The other thing that impressed us were the veteran cruisers who have decided to base out of Ensenada rather than California, and not because it's less expensive — diesel was just \$3/gallon — but because they like Ensenada more. Among them are longtime cruisers Jan and Ramona Miller, who three years ago returned to the West Coast after a long trip across the Pacific with their Odyssey 30 **Jatimo**. As much as they liked their old homeport of Santa Cruz, they like Ensenada better. Another couple

After their long cruise across the Pacific, Ramona and Jan of 'Jatimo' find that they prefer Ensenada over any bases in California.

After their long cruise across the Pacific, Ramona and Jan of 'Jatimo' find that they prefer Ensenada over any bases in California.



Darah Basham's ancient Ericson 35 'Cimarron' rocked in both races.

LATITUDE/RICHARD



Ensenada fun, from above. Local boat 'Bajavento' shows the way to Todos Santos. Hotel San Nicholas, party H.Q. Irene and Lionel of 'Kiapa' and Perth. Pharmacies are everywhere. Sano's steak, best around. Hussong's and the taqueria next door. 'Loreal'. John P. has Corona Beer girl trouble!

leshyus of the Port Townsend, WA-based **Cesura**. Born on the shores of the Black Sea in Russia, Meleshyus is used to taking calculated risks. "I escaped the Soviet Union in '88 by fleeing to the American Embassy in Moscow and claiming political asylum. I have lived in many places in the world since then, but have resided in the United States for quite a few years — and will thus be proudly sailing under the American flag."

Apparently a bit of a nautical masochist, Meleshyus plans to depart Port Townsend in May on the gloomy 5,270-mile upwind and upcurrent sail to Japan on his 24-ft *Cesura*. We can't think of why he's starting by sailing to Japan, except for the fact he's fluent in Japanese. Anyway, from Japan he'll sail to Guam, Cape Horn, St. Helena, South Africa, Thailand, Vanuatu, Guam again, and finally back to Port Townsend. "It

takes a high degree of self-sufficiency and physical fitness to do such a circumnavigation, and I have both," says Meleshyus, who is supremely confident despite, if we're not mistaken, having lost his first San Juan 24.

We wish the proud Russian-American a safe and successful voyage. It will be interesting to see how his attempted circumnavigation compares with that of Webb Chiles — see this month's *Sightings* — who is hoping to complete his sixth circumnavigation, this time aboard his Moore 24 **Gannett**.

Having visited **Ensenada** twice in the last four months, we're here to tell you that the fishing port 62 miles south of San Diego has been overlooked by cruisers in recent years.



LATITUDE/RICHARD

# CHANGES

who think Ensenada is just great are Lionel and Irene Bass of Perth, Western Australia. A little more than a year ago the couple purchased Pete and Susan Wolcott's M&M 52 catamaran **Kiapa**. They plan to take three years to sail and surf her across the Pacific to Perth.

"It was great to read about and see photos of Ensenada, as well as both the 'new' and 'old' Hussong's Cantinas," write Jim and Robbie Hill of the Peninsula and Sayulita, Mexico, former owners of the Farr/Tompkins 55 **Amazing Grace**. "After finishing the Big Ensenada Race in about '54, some friends and I went to Hussong's Cantina. As we were sitting there, two guys on a rented horse rode in. They ordered three margaritas. "One is for the horse," they explained. They had no problem getting served.

We don't know if you can still ride horses into Hussong's, but paying a visit to Hussong's on their wedding day is still a tradition for many Ensenada brides.

"I am still in Palau, but leaving in October for Puerto Galera in the Philippines in order to participate in the **Royal Cargo All Souls Regatta**," reports David Addleman of the Monterey-based Santa Cruz



**David Addleman's many friends from his years cruising his Cal 36 'Eupsychia' in Mexico will be glad to know he has a new girlfriend, Shayne.**

50 X. "The regatta sponsors claim their regatta is 'the most fun in the world', and sailed on 'the most beautiful bay in the world'. I don't speak Tagalog, so it's a good thing Shayne, my liveaboard

girlfriend, is Filipina."

We'd never heard of the All Souls Regatta, which is held November 2-4, but based on our research and knowing how much Filipinos love fun, it's sounds like a blast. The event was founded in '04, and at least 30 boats are expected to participate this year, from small boats, to cruising boats, to multihulls, to IRC boats. Event organizers emphasize that everyone is encouraged to participate, no matter what kind of boat they have — or even if they don't have a boat at all.

Norm Sween is hoping that someone gives him the finger when he, his wife Susan, and crew Justin and Erika Sween of Bodega Bay arrive in Fatu Hiva in the Marquesas with their 32-ft cutter **Monte Cristo** in the summer of '14. "I first ventured to the South Pacific in '93 aboard the same 32-ft cutter, which was named **Monte Crest** back then," says Norm. "By accident, I left my right index finger in a plastic bottle at Hana Vatu on Fatu Hiva as a 'gift to the gods'. I later heard from a French vessel in Bora Bora that my finger had been found, but spirits would keep it there until I returned. If anyone else

## Ready to be surprised?

*If you haven't visited Ensenada in the last few years, make us your next nautical destination, you will be surprised to find out what our city has to offer!*

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  **PortofEnsenada**

Blvd. Teniente Azueta #110, Recinto Portuario, Ensenada, BC, Mexico.



Ensenada Cruiseport Village

has found my finger, please contact me at [norm.swn@gmail.com](mailto:norm.swn@gmail.com)."

"When *Latitude* recently wrote about Mexico, I was surprised that you didn't mention **Barra de Navidad**," writes Capt Adriana Kenlan, with the 'Wonder Poodle' Boxer of the Oceanside-based Catalina 36 **Stimulator**. "Barra, 135 miles south of Puerto Vallarta, is amazing because it's safe and secure, has crystal clear water, is easy to enter, and has every amenity a sailor could ask for. When I needed a hurricane hole for the summer, I discovered Marina Isla Navidad, which turned out to be the best marina in Mexico — and better than most in the world. The marina is connected to the Wyndham Grand Bay Hotel, which is ranked the #1 Mexican Resort by the *Travel Channel*. Marina tenants have access to everything. In addition to 207 new slips with water, electricity, and Internet, there are eight spotless shower rooms, a massive pool with a water slide, bar and food service, a spa, tennis courts, a great golf course, inexpensive restaurants, and magnificent scenery. A French baker even delivers French pastries and bread

every morning by boat. I know my boat is safe because she is guarded 24/7 and maintained by a conscientious staff."

Our neglecting to mention Barra was certainly an oversight — and for more reasons than just the Marina Isla Navidad. As Mexico vets know, the marina is right across from the charming and inexpensive waterfront town of Barra de Navidad, which shares the same small bay as Melaque. It's also right on the shores of the **Barra Lagoon**, where cruisers can anchor securely for free in totally protected waters. The Grand Bay Hotel and the marina are both very nice, but with all due respect, we think it's a stretch to claim that the marina is one of the best in the world and the resort the top-rated one in Mexico. We like them both, but they both have



*The entrance to the very nice and well-protected Grand Bay Marina, with the Wyndham Hotel in back. Charming Barra is across the way.*

plenty of competition.

A woman sailor who owns a boat named *Stimulator*? If we didn't know better, we'd think it was provocative.

How are we supposed to believe anything **Pat** and **Carole MacIntosh** of Roseville tell us? A while back they sold their Hunter, and said they were moving to powerboats. Yet on September 28, they

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# CHANGES

sent the following email: "We're about to close a deal on a Cheoy Lee 35 in Barra de Navidad — and she is not a project boat."

Jim and Chris Machado of Puerto Vallarta-based Jeanneau 41 **La Ballona** are another cruising couple who have changed boats. "It's the fault of Dave Wegesend of the Puerto Vallarta-based **Maluhia**, who took us sailing on his Catana 42 cat, that we've gone over to the 'dark side'. "We're now the owners of the Catana 43 **Bright Wing**, the only tall-rig 43 ever made." *La Ballona* was brought up from Puerto Vallarta for sale in San Diego, while *Bright Wing*, which was in Alameda, is now in Ensenada. As Jim is recovering from back surgery, he and Chris probably won't sail south for Mexico until December.

As we reported in *'Lectronic* a few weeks ago, **The Div Bar** — at the far west end of Newport Harbor, and which used to be Josh Slocum's Restaurant, and then for a time was owned or fronted by Dennis 'Sexual Chocolate' Rodman — welcomes cruisers to come by and use their dock space to take on water, wash




LATTITUDE/RICHARD

***This dock is for you! If you're a southbound cruiser needing a place to park your boat for a few hours in the morning so you can shop.***

their boats, and tie up to go shopping. But — and it's a 'but' as big as Kim K's — the docks have to be cleared by noon to let paying restaurant customers use the space. The Div Bar is easy to find. Just look for circumnavigator Ernie Min-

ney's DownEast 38 **Anita**, "named after my fourth wife." Much more than a bar, the Div Bar is a great smokehouse, too. Even more important to frugal cruisers, it's only a moderate walk from inimitable Ernie's **Minney's Marine Surplus** on Newport Blvd. It's the biggest marine surplus store on the coast, and is loaded with bargains..

You're on an **Air Canada** flight from Vancouver, British Columbia, across the Pacific Ocean to Sydney, Australia, on a Boeing 777 on October 17. When the plane descends from 24,000 feet to 5,000 feet, you're not too worried, because you're 12 hours into the flight and figure you must be getting close to landing. But then the captain asks if any of the passengers has a pair of binoculars he can borrow. Wha?!?! Actually, there wasn't any reason for the 270 passengers aboard flight AC033 to freak, because the captain was just responding to an Australian Maritime Safety Authority request to search for the source of an EPIRB signal. In fact, the captain asked the passengers to look out the windows for a dismayed vessel. When a



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passenger with a pair of binos did spot the vessel, a big cheer went up from the other passengers. The distressed vessel's singlehanded skipper had left Sydney for New Zealand two weeks before, had been dismasted, and ran out of fuel 300 miles east of the Australian coast — i.e. in the middle of nowhere. He and his boat were later rescued by Australian resources.

As reported several times in *Lectronic*, **Mexican Immigration laws have changed**, with potentially major ramifications for cruisers. According to the letter of the new laws, boats arriving in Mexico have to electronically notify officials at their port of entry 24 hours before they arrive; will have to be inspected at their port of entry; and will not be permitted to stop anywhere in Mexico prior to clearing in at a port of entry. In other words, if you don't clear in at Ensenada, you can't stop anywhere along the coast of Baja until you check-in at Cabo San Lucas. At first glance, it may seem as if Ensenada is making a grab for Immigration and business income. But when you think about it, what other country would allow you to leisurely

cruise 750 miles of their coast before clearing in?

Nonetheless, the new rules had the potential to create problems for this year's Ha-Ha, because Ensenada doesn't currently have the facilities or manpower to handle 150 boats arriving at once. Fortunately, **Neil Shroyer** of Marina del La Paz, **Fito Espinoza** of Coral Marina, and other members of the Mexican Marina Owners Association, were able to work with Immigration officials in Mexico City to delay implementation of the new rules until November 9, the day after all the Ha-Ha boats should have cleared in at Cabo San Lucas. In addition, implementation of the other rules will be "gradual". This is out of necessity, because immigration and port captain offices are not equipped to handle the new procedures. Given that there will be a whole new federal government taking over on December 1, and the current impracticability



*The Hotel Coral's swimming pools and hot tubs were just the thing after both the Little Ensenada Race and the Todos Santos Race.*

of the new rules, it's possible that some or all of them will be rescinded.

The bottom line is that if you're heading south after the Ha-Ha, and you want to be in accordance with Mexican law, you'll need to **clear into Mexico at Ensenada** — at least if you want to stop anywhere along the coast of Baja before Cabo San Lucas. Shroyer also recommends getting your Temporary Import Permit online, although you probably



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# CHANGES

need to allow two weeks to get it. We'll keep you posted on how the situation evolves.

What's up for cruisers in Mexico this winter? Here are some of the major events:

**November 20** — Multi-sponsor **Welcome to La Paz Ha-Ha Party** and festivities. Everyone welcome, but first 50 Ha-Ha participants get in free.

**November 22** — **Thanksgiving** celebrations everywhere cruisers gather. It's always been big in Mazatlan.

**December 12** — **Nayarit Riviera Sailor's Splash**, Paradise Marina in Nuevo Vallarta, the Marina Riviera Nayarit in La Cruz, and a bunch of local restaurants welcome members of the Ha-Ha fleet — and everyone else. Free.

**December 13-15** — **Banderas Bay Blast**, 'nothing serious' cruiser racing between Paradise Marina, Riviera Nayarit, and Punta Mita, also including the **Swimming Pool Volleyball Championships**, the opening of the **Punta Mita Yacht & Surf Club**, and the **Pirates for Pupils Spinnaker Run for Charity** on the 15th. Free except for \$1 yacht club



LATITUDE/RICHARD

*The Banderas Bay Blast 'water balloon drop'. There is more much than sailing to the various cruiser events in Mexico.*

membership. Free berthing for one night at both marinas.

**December 25 and January 1** — Holiday celebrations everywhere cruisers gather.

**February 7-12** — **Zihua SailFest.**

For years this has been the biggest cruiser-led fundraiser in Mexico, all for local schools. But it counts on a new group of cruiser volunteers each year. Great fun, terrific cause!

**March 19-23** — **Banderas Bay Regatta**. While still 'nothing serious' racing fun for cruisers, this is the biggest one of the season in Mexico, and the Paradise Marina / Vallarta YC venue is world class for fun. Free.

**April 12-15** — **Club Cruceros de La Paz Bay Fest**. All kinds of sailing and social fun to kick off the season in the Sea of Cortez. Free.

**May 4-6** — **Loreto Fest**, Puerto Escondido. The biggest cruiser gathering in the Sea of Cortez, with lots of music, seminars, and fun. Free, but also a fund raiser for local schools.

There are lots of other smaller events in Mexico over the winter that are great fun, too. Tune into your local VHF nets for further information.

With **another cruising season upon us**, we wish everyone safe sailing! Don't forget to write — short and sweet is perfect — or send in the high res photos.

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**WHAT'S IN A DEADLINE?** Our Classified Deadline has always been the 18th of the month, and it's still pretty much a brick wall if you want to get your ad into the magazine. But it's not so important anymore when it comes to getting exposure for your ad. With our new system, your ad gets posted to our website within a day or so of submission. Then it appears in the next issue of the magazine. So you're much better off if you submit or renew your ad early in the month. That way your ad begins to work for you immediately. There's no reason to wait for the last minute.

**16-FT DRASCOMBE DABBER, 1985.** Santa Cruz, CA. \$2,500. Classic lapstrake hull, cedar spars, lug rig (gaff), mizzen, yawl, red sails, teak, outboard motor well, beachable, made in UK. Trailer. See specs at website. www.honnormarine.co.uk. Contact Bob at: (831) 662-0604 or (408) 461-0001 or wingman9@comcast.net.



**24-FT NOR'STAR FLICKA, 1976.** Berkeley, CA. \$14,000. *Visions*, 1GM10 Yanmar diesel, furling, lines led aft, dodger, boom gallows, shore power, depth sounder, VHS, CQR, storm cockpit, large stern locker, extra sails. http://photos.glenksteiner.com/visions. (415) 459-2001 or glenn@greekislandphotography.com.

**23-FT COLUMBIA "T", 1973.** \$3,000. Shoal draft, roller furling, well maintained. Cockpit and interior cushions. Bilge pump, air vent fan. Ready for bottom paint. Exterior woodwork recently refinished. Dual axle trailer. Clean inside and out. Request photos. (707) 499-9396 or alpsail@gmail.com.

**15-FT WESTCOMAR SLOOP, 1968.** \$950. 15-ft sailboat with trailer. Brand new sails. (530) 410-1199.



**21-FT WILDERNESS, 1980.** Brickyard Cove Marina (Dry Storage). \$3,900/obo. Fresh water boat, KKML refit 8/2012. New standing rigging, faired, barrier and bottom paint, Harken traveler, custom mast base/organizer, wood refinished, VHF antenna, new electrical, fittings rebbed and G10 backed, new stanchions and lifelines. Two spinnakers and pole, three jibs, main with reefs. Trailer new disc brakes/actuator and electrical. http://tinyurl.com/Wilderness21. Contact (775) 742-0078, (775) 829-8964 or JohnAMcDonald@Gmail.com.

**J/24, 1980.** Point Richmond, CA. \$5,000/obo. Overall good condition. Fun and fast boat. Mainsail, jib, storm jib, 2 spinnakers, spinnaker pole, Nissan 4-hp outboard. Bottom painted a year ago, cleaned quarterly. Photo available by email: broadside.je@gmail.com.



**ULTIMATE 24, 2003.** RYC. \$39,000. *Vuja De*, Hull #8, sail #28978. Always dry sailed, never chartered. 2003 (U-24's named sportboat of the year in 2003). 18+ kt. Boat. Includes: trailer, 2 mains (Kevlar, Dacron), 2 jibs (Kevlar, Pentex), 2 Airex spins, 2 nylon spins, Tacktick, 3.5hp 4-stroke Mercury, VHF, MOB pole, Lifesling, EPIRB. Autohelm extra-\$500. Memorable events: 1st Place: 2003 and 2007 Nationals. 2009 3 Bridge (U-24 class). 2005 Jazz Cup (fastest corrected monohull). 2004 OYRA Lightship. 2003 VYC Brothers. 2004 Pumpkin; 2nd Place: 2003 Pumpkin; 2006 Jazz Cup; 2006 Nationals; 3rd Place: 2004 Nationals (first co-ed crew), 2007 Jazz Cup. 2012 Corinthian midwinters. Also won a bunch of beer cans. Contact (707) 315-9120 or racerxy@hotmail.com.

## 24 FEET & UNDER



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**J/22, 1983.** San Francisco/Monterey. \$13,000/obo. Proven winner, epoxy bottom, dry sailed since 2003, clean interior, kept dry, several sets of sails including Quantum racing set, 2003 Triad trailer great condition, lots of extras. Contact for more info/pictures. Email ggreenlee05@sbcglobal.net.

## 25 TO 28 FEET

**28-FT PEARSON TRITON 28.5, 1965.** Presidio YC. \$2,500. Classic racer/cruiser perfect for Bay and beyond. Major refit '09: Bottom, rudder, topsides. Rigging, cosmetics and interior medium+, but very solid, dry boat. Loads of spare hardware. Atomic 4 good shape. Pictures available. Email challengesea@yahoo.com.

**26-FT BALBOA, \$4,300/OBO.** Tandem trailer, new tires, new bottom, new Mercury 9.9 four-stroke. Health forces sale. let's talk. Call Bill. (209) 371-1877.

**27-FT CS-27, \$18,000.** Canadian Sailcraft 27. New LP, sails, stove. Previous owner spent \$40,000-plus. The prettiest CS-27 on the Bay. Recent haulout. Fast sailer. Feed my cockroaches. (415) 272-5776 or 1944baby@gmail.com.

**28-FT ALERION EXPRESS.** Sausalito. \$70,000 (1/2 of new price). Spinnaker, gennaker, GPS, holding tank, radar, autopilot, all lines led to cockpit, lifelines. "The prettiest girl on the dock." (415) 302-7490.

**25-FT MERIT, 1986.** Morgan Hill. \$8,900 or trailerable trade. New gelcoat, new lifelines, low hour Honda 2hp. 1999 tandem Trail-Rite trailer, just added 5 support posts and pads (11) total no rust. New, never hoisted UK Kevlar jib. Other sails fair. Custom foam cockpit cushions. (408) 842-6511.

**28-FT BRISTOL CHANNEL CUTTER.** 2003. Alameda. \$169,000. Sam L Morse factory-finished layout. All teak exterior. Bronze fittings. 27hp Yanmar. Freehand windvane. MaxProp. Radar, Garmin touchscreen GPS, X-5 autopilot, Icom VHF, EPIRB. Refrigeration. Pressure hot and cold water. More info at [www.leoregus.org/Adventure.html](http://www.leoregus.org/Adventure.html). Contact (650) 430-0731 or [adventure@leoregus.org](mailto:adventure@leoregus.org).

**28-FT GULFWEEED, 1955.** Napa, CA. Ready to go back in the water after haulout this month. Owner motivated. Make offer. Contact (707) 738-1405 or [laird@ljdurham.com](mailto:laird@ljdurham.com).

**26-FT MCGREGOR, 1992.** Loreto, Mexico. \$3,950. Boat and trailer in Loreto, Honda 8hp long-shaft in CA. Water ballast with daggerboard. Ideal for Cortez. Boat sitting in outside storage in Loreto for the past 5 years. Contact (530) 318-2264 or [csa01@jps.net](mailto:csa01@jps.net).

**28-FT ISLANDER, 1978.** Richmond Yacht Club. \$11,500/obo. Dependable Bay boat and family cruiser. Rebuilt Volvo MD7A. Teak interior, roller furl jib. Edson wheel. Sleeps 5. Custom details. Located at Richmond Yacht Club, Pt. Richmond. (510) 459-1129 or (510) 798-4448 or [karenkittle@comcast.net](mailto:karenkittle@comcast.net).



**CAL 2-27, 1978.** Mulege, Baja. \$7,000. Moored Conception Bay. Equipped to cruise. New standing rigging and furler, main, 2 jibs, 2 solar panels, Universal 25hp, Origo, 3 anchors, more. Documented. MX Permit. New jobs, must sell. (734) 823-4078 or (867) 634-2777 or [gvsanicke@gmail.com](mailto:gvsanicke@gmail.com).

**28-FT PEARSON, 1977.** Richmond. \$5,500. Price reduced! Must sell, leaving area. Roller furling jib, sails in excellent condition. Sleeps 4 comfortably, enclosed head. Very dry boat, Atomic 4 gas engine. Great Bay sailing boat. Contact (510) 215-9924 or (510) 685-0252 or [cathyaobrien@msn.com](mailto:cathyaobrien@msn.com).

## 29 TO 31 FEET



**30-FT CATALINA CAPRI, 1985.** San Diego. \$13,500. Set up for single-/double-handed sailing. Autopilot, windvane, eight winches. Emergency rudder, tiller, new life lines, roller furling, full batten main, solar panel, trailer. Email for full information: [barry19872000@yahoo.com](mailto:barry19872000@yahoo.com).

**30-FT SANTANA 30/30 RC, 1986.** Port Huron, Michigan. \$17,995. Well cared for, race winning, fresh water, 2-owner boat. A comfortable fast racer! Cruiser great for getting away or family vacations. Too much equipment to list. More at [www.cranialmining.com/santana](http://www.cranialmining.com/santana). Contact [santana@cranialmining.com](mailto:santana@cranialmining.com) or (810) 987-8949.



**31-FT HARBOR CREEK, 1978.** Harbor Creek. Well equipped and in good shape. Sails in good shape. Both light and heavy winds. Perfect boat for a singlehander or a couple. More at [www.svisisail.wordpress.com](http://www.svisisail.wordpress.com).

**30-FT WYLIECAT, 1996.** \$75,000. #3, Silkye. 5hp outboard. Faux-finished carbon mast. Carbon rudder shaft, upgraded wishbone, spinnaker, Autohelm, re-done nonskid and bottom. A rare chance to own one of these fast, stable, easy-to-sail boats. (510) 521-7730.



**30-FT BRISTOL CHANNEL CUTTER.** 1997. \$125,000/obo. 30-ft Lyle Hess Bristol Channel Cutter, *Tigress*, 1997, sistership to the Pardeys' famous *Taliesin*. Extraordinary craftsmanship. Mahogany on oak. Teak cabin and decks. Hull so fair many think it's fiberglass. Amazing teak and birdseye maple interior. 27hp Yanmar. Well equipped: roller furling, storm trysail, spinnaker, sea anchor, radar, chartplotter, autopilot, windvane, refrigeration, VHF, 110V electrical, inverter, Force10 heater, Force10 stove/oven, windlass, 9-ft Fatty Knees dinghy with sailing kit, much more. Pristine like-new condition. More info at [www.tigress-bcc.com](http://www.tigress-bcc.com) or (650) 868-0348.

**30-FT HUNTER, 2002.** Hidden Harbor. \$39,500. 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](mailto:calvertvet@exwire.com). Call (530) 389-8387 or (530) 346-2266.

**30-FT CAL 3-30, 1974.** Napa Valley Marina Dry Storage. \$5,000. Best fixer ever! Needs electrical work, fuel pump and interior varnish, but ready to sail. Large sail inventory. Very sturdy, stable boat. See website for info and photos: <http://dumpyoldbroad.blogspot.com>. Contact [rebecanham@earthlink.net](mailto:rebecanham@earthlink.net) or (707) 746-5076.

**30-FT ISLANDER, 1979.** Marina Bay, Richmond. \$5,000. Nice, clean boat, roller furling, good main and jib. Volvo motor runs, but needs work. (530) 343-9391 or [plutonic1@aol.com](mailto:plutonic1@aol.com).



**29-FT WINGA 862, 1984.** Stockton Sailing Club. \$17,200. *Swedish Promise*. Fractional sloop, racer/cruiser. 6 halyards. New running rigging, new complete wiring, new panel, 2 new AGM batteries, autopilot and backup, new VHF w/remote, stereo, aft cabin w/two single berths, fridge, stove, BBQ, new head/hoses, new alternator, waterpump, Volvo Penta MD5 w/sail-drive, new 5 coats barrier w/2 antifouling, Mack Pack main, Mack 110 genoa, 150 genoa, spinnaker, asymmetrical w/socks, new upholstery, new cockpit cushions, dodger, bimini, too many extras. Perfect salon. Unique, comfortable, dry. Largest 28.5' boat you'll see! Email for pics: [tomsps@sbcglobal.net](mailto:tomsps@sbcglobal.net) or (209) 470-5804. More at <http://swedishpromisewinga862.wordpress.com>.



**30-FT WILLARD CUTTER, 1976.** San Mateo. \$29,500. Willard 8-ton world cruiser 35.2 LOA. Cutter rigged, affordable, full keel, blue water capable sailing vessel, designed by William Crealock. Liveaboard 10.6 beam. Full specs and photos: <http://amazonrainforestplants.com/willard30forsale.html>. Contact (541) 554-3356 or [michael.chadd@gmail.com](mailto:michael.chadd@gmail.com).

**29-FT COLUMBIA, 1964.** Alameda. \$6,500. Hull 103, LOA 28'6". Gas engine re-powered with Yanmar 3-cylinder freshwater-cooled diesel, 27.3hp, 177 hours. Interior in very good condition, outside solid, but needs cosmetic work. Larson full-batten main with Dutchman flaking, Schaefer furler with 95% jib. (831) 277-6034.



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**30-FT OLSON, 1981.** Brickyard Cove Marina. \$11,500. Boat is race ready. Two-axle trailer. Nissan 4-stroke, 6hp motor. Double spreader, reinforced mast step. On the trailer at BYC. (530) 542-3641 or dnewman2@pacbell.net.

## 32 TO 35 FEET

**35-FT RAFIKI, 1978.** Berkeley Marina. \$39,500. Cruising sailboat. Fiberglass hull. Beautiful teak interior. New (2007) Universal 35hp diesel, (18 gal) fuel tank. Chartplotter, radar, autopilot. Dinghy davits, outboard crane. Hand-shower in head. Recent (2009) survey available. <http://rafiki35.wordpress.com>. (925) 997-2500 or rafiki.35.sailboat@gmail.com.

**34-FT OLSON, 1988.** Berkeley. \$42,750/obo. Classic, tall mast, documented, only 39 made, built by Ericson, full cruise package, '99 Universal diesel with 700 hours, '06 rigging, 5 sails, Harken furler, tiller, anchors, navigation, loaded, very clean. (925) 980-5056.

**34-FT EXPRESS, 1988.** RYC. \$59,750. *Two Scoops*, well maintained, well sailed, fast with great sail inventory. Equipped with stove, refrigerator, GPS, radar, VHF with cockpit and nav station locations and marine AM/FM stereo. Contact [c\\_longaker@sbcglobal.net](mailto:c_longaker@sbcglobal.net), (415) 450-1113 or (415) 383-1006.



**34-FT SABRE, 1985.** Belvedere SFYC. \$49,500. *Moonlight Lady*. Very well maintained. Major overhaul 2004: New spars (Ballenger). New sails, main and 135. Antal track, Antal clutches. Harken traveler, carbon extendable whisker pole, Harken track-on mast, Awlgrip topsides, Garmin GPS 3205 color chartplotter, rebuilt pedestal 2006, engine overhaul 2008, brightwork 2011, bottom paint 2012. Other sails: 105 and 150. Sleeps 6. Contact: (415) 218-9393 or (415) 435-4074 or jfsails@comcast.net.

**35-FT CORONADO, 1971.** Monterey. \$19,500. Ketch rigged. Good condition. Great liveaboard with high freeboard. Docked in Monterey City, slip A-79. Slip may be transferable. (559) 288-1386 or kfa1@aol.com.



**34-FT C&C, 1981.** Emery Cove Marina. \$27,000. Racer/cruiser in excellent condition, Yanmar diesel, roller furling, Bariat ST winches, rod rigging, hydraulic backstay, 3 headsails, plus spinnaker, 3-burner propane stove, dinghy with outboard, shower and Lectra-San system. (925) 376-1081 or (925) 212-6080 or zedaker5@hotmail.com.



**33-FT IOD.** International One Design, 1947. Tiburon. \$8,500. Wooden boat in fairly good condition. Very fast boat, full set of fairly competitive sails. Needs cosmetic work and some hull work, but ready to race. Very competitive one design fleet with a long summer series culminating in a qualification for the IOD World Championships held in Norway, Sweden, UK, Canada, Bermuda, Boston, Long Island, Connecticut, Nantucket, Northeast Harbor and San Francisco. Check out the International One Design World Class Association at [www.internationalonedesign.org/home](http://www.internationalonedesign.org/home). More info at <http://sfiod.org/sales/3>. Contact (415) 250-7854 or zpupan@yahoo.com.

**ERICSON 35 MK II, 1977.** Richmond YC. \$39,000. 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](http://www.ericson351977.blogspot.com). Contact [sqsailors@hotmail.com](mailto:sqsailors@hotmail.com) or (925) 935-4413.

**32-FT WESTSAIL.** Pillar Point Harbor, Half Moon Bay. \$34,500/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.

**34-FT SAN JUAN, 1980.** Marina Bay, Richmond. \$30,500. Well maintained. New bottom paint 6/12/12. Wheel steering. Ample storage. Main double reefed, 110% roller furling jib and 155% genoa. Rod rigging. Hot/cold water. Sleeps six. Many extras. Contact (530) 673-8457 or sf885@sbcglobal.net.



**35-FT YOUNG SUN CUTTER, 1981.** San Carlos, Mexico. \$54,800. Proven blue water cruiser, ready to sail the world, with a bombproof fiberglass hull. Fully cruise equipped, designed by Robert Perry, same layout as Tayana 37, but at a bargain price. <http://youngsun.squarespace.com/specs>. Email [mohrmonte@gmail.com](mailto:mohrmonte@gmail.com).

**35-FT J/105, 2000.** Tiburon. Price to be negotiated. Blue Hull. Wheel. Autopilot. Racing main, jib, genoa, spinnaker. Sparingly sailed. Never damaged. Email [bronnerlehe@yahoo.com](mailto:bronnerlehe@yahoo.com).



**ERICSON 35 MK II, 1972.** Point Richmond. \$25,500/obo. Well maintained. Yanmar diesel engine. Electric windlass. Autopilot. New Awlgrip paint. Roller furler. Self-tailing winches. New interior. More at: <http://mavericksausalito.blogspot.com>. Contact (916) 247-6962 or (916) 704-1898 or rickfalconer73@gmail.com.



**33-FT HOBIE, 1979.** Marina del Rey. \$18,000. Turbo Hobie 33 with retractable keel, many new sails (class and turbo), carbon boom, open transom, kelp window, outboard, LED tri-light, boat battery, autopilot, many more upgrades - great deal! Email for photos: [bhuffman33@gmail.com](mailto:bhuffman33@gmail.com).

## 36 TO 39 FEET

**36-FT ISLANDER I-36, 1974.** Berkeley. \$27,500. Exterior brightwork - April 2012, bottom paint, outlass 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 cahhiway@aol.com.

**36-FT HANS CHRISTIAN, 1975.** Oyster Point Marina. \$39,000. A proven cruiser from Alaska to New Zealand. *Good Bones* needs new sails and a little TLC to restore her to offshore condition. Monitor wind vane, dinghy and more. USCG documented. Contact (415) 337-5303 or svtekin@gmail.com.

**38-FT MORGAN CUSTOM, 1978.** Marina Bay. \$18,500/obo. Strong, fiberglass ocean sailboat. Beautiful, fast, handles easily. Survey \$35K/\$247K. Large dry dodger/bimini, teak interior, Yanmar diesel, roller furling, autopilot, refrigerator, solar. Lifetime bottom. Encased keel and fuel tank. Call (916) 521-0470 (cell), or (760) 347-8207.



**CATALINA 36 MK II, 2001.** Monterey. \$104,999. 35hp diesel 240 hours, radar, GPS, roller furling with two sails, Dutchman flaking main, propane, refrigerator, Raymarine instruments, autopilot, dodger, windlass remote, whisker pole, PSS shaft seal, transferable Monterey slip. More at <http://c36forsale.com>. Contact (831) 204-2123 or erik@c36forsale.com.

**36-FT ISLANDER FREEPORT.** Model B, 1978. Morro Bay. \$47,000. Roller furling, Bruce, 2 Fortress, windlass, radar, 2 VHF, remote mic, chart plotter, Autohelm, depth, wind gauge, refrigerator, CNG stove/oven, 1000-watt inverter, dual bank charger, fireplace, Perkins 4-108. Contact [bobjenkiziar@sbcglobal.net](mailto:bobjenkiziar@sbcglobal.net) or (559) 707-7344.

**37-FT RAFIKI, 1978.** Long Beach. \$58,000. Upgraded cutter, no teak decks, 1600 hrs, heavy duty furling for stay/genoa. New varnish, updated radar, radio, GPS, autopilot, depth, wind, speed refrigeration, new interior. Upgrades. Too much to list, beautiful boat. (310) 251-8860 or bbfalcon@yahoo.com.

**37-FT CREALOCK, 1979.** Monterey. \$50,000. Cruising consultants, new LPU entire boat, new interior, new Yanmar. Email for pics and video. (831) 234-4892 or dcd987@gmail.com.



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**39-FT BENETEAU OCEANIS, 1993.** Hidden Harbor Marina, Rio Vista. \$70,000. Quantum main with lazy jacks, recent Yanmar 3JH2, in fresh water since survey and bottom paint-5 years, beautiful mahogany interior, large galley with micro, full dodger and bimini, 3 staterooms, 2 heads, GPS, depth sounder, VHF, great Delta boat with shoal draft, comfortable sailing on San Pablo Bay or enjoying wine and cheese in the shaded cockpit. Room for friends and family. (775) 741-6427 or drbeck@sbglobal.net.

**36-FT PEARSON, 1985.** Sausalito. \$45,000. Priced to sell. Owned for 15 years and am 2nd owner. Equipment: Roller furling jib, Dutchman system on main, Forespar rigid vang, 3-blade feathering prop, dodger, lifesling, life jackets, BBQ, complete kitchen setup, more. Original Yanmar diesel with only 385 hours. Original purchase receipt, owner's manual, sail plans, etc. Hauled, painted Oct '10 along with new cutlass bearing. Beautiful interior in near-new condition. Insurance survey in Feb '11 valued at \$70,000. Great boat at a great price. Located at Schoonmaker Point Marina, slip C-72. More at [www.flickr.com/photos/rgt-pics](http://www.flickr.com/photos/rgt-pics). Contact (925) 286-8738 or Bobgthomas@EarthLink.net.



**39-FT FREYA, 1978.** San Rafael. \$60,000. Landlocked family selling well-loved boat! World cruising, liveaboard, and Bay sailing. NEW: fuel tanks, standing rigging, radar/chart plotter, batteries, dodger, etc. Built by Gannon Yachts. Yanmar, SSB, Monitor windvane, Profurl, and more. Contact [torangeiser@hotmail.com](mailto:torangeiser@hotmail.com) or (415) 717-5815.

**37-FT RANGER, 1978.** San Pedro, CA. \$16,500. Ready for Catalina, needs some work to go south. 25hp Westerbeke diesel, custom interior! Furling jib, inflatable dinghy + 5hp outboard. Motivated seller. Contact [lkaikacaptain@gmail.com](mailto:lkaikacaptain@gmail.com) or (858) 449-5285.

**36-FT HUNTER VISION, 1992.** San Diego Marriott Marina. \$48,900. A sweet boat. Exceptionally clean and well maintained. Priced to sell. Stylish cruiser with free standing mast. Wide open interior-light and bright. Teak and holly cabin. Electric halyard winch, single line reefing. All lines leading aft. Yanamar 30hp engine, 35 gal fuel tank, 75 gal new stainless steel water tanks. Easy to sail. Fully loaded. Call for details: (928) 412-7475 or email [lteglas@aol.com](mailto:lteglas@aol.com).

**36-FT ISLANDER, 1973.** Catalina Island, Avalon Harbor. \$8,000/obo. Cruising history, ready to be restored. Great running Yanmar 2QM15. No huge issues. Priced to sell. If interested, please call for more info. (310) 528-3437.



**39-FT FREYA, 1981.** Aeolian YC, Alameda. \$25,000. Documented vessel. Heavy fiberglass hull by Gannon Yachts. Owner-finished in 2001 in Portland. Topsides are fully functional, but need significant cosmetic work. Was liveaboard in Eureka. Roller furling. Low-hours Perkins 4-108. 8-ft Zodiac. 45lb CQR. Electric windlass. Force 10 heater. VHF, depth, fuel gauges. Norcold 12-120-volt icebox. Pressurized water. Head with holding and macerator pump. More. [www.sailboat-freya.blogspot.com](http://www.sailboat-freya.blogspot.com). Contact (707) 980-3192 or [wirth11@att.net](mailto:wirth11@att.net).

**36-FT CATALINA 360, 2007.** Santa Barbara. \$122,000. 35hp Universal, 140 hrs. Excellent condition, professionally maintained. In-mast furling, color radar, Raymarine tri-data displays, autopilot, GPS, inverter, refrigeration, 3 batteries, windlass (up/down control), oversize bow/stern ground tackle, dodger, full bimini. Santa Barbara slip available. Email for complete equipment list. (805) 969-6327 or [paulconnien@gmail.com](mailto:paulconnien@gmail.com).

## 40 TO 50 FEET



**40-FT PEARSON BOUNTY II, 1961.** Brisbane Marina. \$28,500. Early bulletproof fiberglass. Sailed from Hawaii. Loaded. Sloop rig, Harken roller furling. 5 sails in great condition. Yanmar 27hp 3GM30F diesel engine, 75-watt solar panel, Ampair 100 wind generator, 4 AGM batteries, Prosigne Truewave 1000 inverter, Monitor self-steering windvane, Icom IC-M700 Pro with Factor III modem, Dynaplate, backstay antenna, Apelco VHF, propane Force 10 stove, Waterlog watermaker, Interphase depth-finder, lots of extras. This boat is a steal at \$28,500. (510) 410-5401.

**40-FT OLSON, 1983.** Squamish, B.C. \$73,000. Race and cruise equipped, Pac Cup ready, Espar furnace, fridge, dodger, furler, etc. An extensive equipment and sail list. (604) 898-9484 or (778) 879-4272 or [jgugins@telus.net](mailto:jgugins@telus.net).



**44-FT CATALINA MORGAN, 2007.** Seattle, WA area. \$287,500. 2007 mint condition. A real deck salon. Great Northwest and world cruiser. 75hp Yanmar 8+ cruising. New batteries, cruising spinnaker, power winches, hydronic heat, Raymarine C120, radar, autopilot, bow thruster. Will trade for powerboat or real estate. (408) 666-3261 or [jerryfsaia@aol.com](mailto:jerryfsaia@aol.com).



**44-FT KELLY PETERSON, 1977.** Daytona Beach, FL. \$110,000. Well maintained/new rigging/mast pulled, relit, repainted like new. Good access to Perkins 4326 diesel and water tanks. Diving equipment, great galley, sleeps 7. New electronics, inverter/charger, Navtex, Raymarine radar, Icom SSB, West Marine VHF. Fully battened main, 110 genoa, new storm sail, beautiful spinnaker. Lots of tools/equipment and parts. Sails like a dream! Left Alameda 14 yrs. ago. More at [www.grace44.com](http://www.grace44.com). Contact (702) 767-8323 or (702) 767-8322 or [kjng38701@aol.com](mailto:kjng38701@aol.com).



**42-FT FREYA, 1983.** San Carlos, Mexico. \$79,000. Larger version of classic double-ender, steel, new mainsail, new windlass, 50hp, 24/12v, Aries windvane, autopilot, windgen, solar, fridges, Ham/VHF, liferaft, dinghy, mahogany interior, easily single-handed. Email [trevand1@yahoo.ca](mailto:trevand1@yahoo.ca).



**CAL 2-46, 1974.** Point Roberts. \$119,000. Ready to cross oceans. Lovingly maintained and restored. 2012: Engine overhauled, standing rigging, furler, hydrovane, sails. Also electric winches, davits, watermaker, spares! Standup engine room, teak/holly sole, much more! <http://merrydolphin.zxq.net>. Contact (250) 505-4941 or [nelson2bed@gmail.com](mailto:nelson2bed@gmail.com).

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



**41-FT WAUQUIEZ CENTURION 41S.** 1999. Grenada. \$165,000. Comprehensive cruising inventory. Ocean ready. Refit in 2009 included new sails and rigging, upgrade of electrical and navigation systems. Owner's version. Linens and dishware included. [www.mindemoya.info](http://www.mindemoya.info). Contact (231) 620-3920 or (231) 620-3921 or [mindemoya@gmail.com](mailto:mindemoya@gmail.com).

**41-FT HUNTER 410, 2000.** Alameda. \$110,000. Fully equipped oceangoing yacht with liferaft, EPIRB, chartplotter, radar, autopilot, dodger, in-mast mainsail furling, roller-furling jib, heart inverter, two cabin layout, 3-burner stove/oven, VHF, leather, BUC value: \$128k. More at <http://boatpoint.com.au/reviews/2000/hunter-yachts-410-9029>. Contact (415) 377-6651 or [salcaide@yahoo.com](mailto:salcaide@yahoo.com).



**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](mailto:stevebarber046@mac.com).

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**43-FT HANS CHRISTIAN CHRISTINA.** 1986. Redwood City. \$179,000. Volvo TMD 30A 90hp. Furuno 1720 radar. Balmar 1200 windlass. Harken furling on jib and staysail. Barent winches. B&G 330 instrumentation. Newmar PHD-25 battery charger. Raritan 12 gallon hot water heater. Packless sealing system (Svendsen's). Very roomy and comfortable 3-cabin layout (Pullman master). VacuFlush/Tank Watch 4 monitoring system. Beautiful new granite countertops in galley with flowing colors to match the tongue-and-groove teak throughout. Norcold refrigeration. Force 10, 3-burner propane stove. Alpenglow lighting. All new enclosed dodger/cockpit (watertight) with covers and privacy screening for all windows... only the finest materials used. (650) 207-2253 or ps4010@aol.com.

**41-FT SCEPTRE, 1986.** Crescent Beach, B.C. \$168,000. Original owners. Professionally maintained. Recent survey and bottom paint. Email or call for more info and pictures: raceaway@shaw.ca or (604) 535-9373.

**44-FT HARDIN VOYAGER, 1977.** Marina Palmira, La Paz, BCS, Mexico. \$79,000. A spacious fiberglass, ketch-rigged veteran of the Sea of Cortez and west coast of Mexico. A traditional liveaboard and long range blue water cruiser with rare two-cabin, two-head layout. Center cockpit with hard dodger. Recently recaulked teak decks. Aft cabin has transom windows above the thwartships queen-size bunk and opening portholes for ventilation. Go to [www.YachtWorld.com](http://www.YachtWorld.com) for specs. (530) 541-4654 or mortmeiers@aol.com.

**40-FT HUNTER, 1986.** South Beach, SF. \$65,000. Comfortable, fast and fun. Great liveaboard. Queen centerline berth. Yanmar diesel. 6 sails. New in 2012: Instruments, running rigging, charger/inverter, canvas covers, cockpit cushions, haulout/bottom job, teak refinished, more. <http://h40.techuity.com>. Contact (650) 534-4795 or tcsmith00@gmail.com.



**40-FT SANTA CRUZ, 1983.** Monterey. \$99,000. A fast racer/cruiser. Excellent condition. Extensively updated. New Ballenger spar and rod rigging. Re-wired. New Raymarine instruments, windlass, inverter, refrigeration/freezer. New gelcoat decks and topside paint. New dodger. Custom transom ports. For photos and info see website: <http://santacruz40forsale.com>. Contact (831) 915-3540 or jimbo@mbay.net.

**50-FT MARINER MOTORSAILER.** 1980. Redwood City. \$165,000. Great liveaboard cruising boat. 2 staterooms, 2 heads, 300 gals fresh water, 400 gal/day watermaker, upright fridge/freezer, separate deep freeze. Too much other equipment to list. Please contact for complete list. Contact (831) 335-3573 or ladyhawke50ft@yahoo.com.



**46-FT JEANNEAU SUN ODYSSEY 42.2.** 2000. Tacoma, WA. \$134,000. This salt water veteran is fully equipped with all the necessary equipment to take you offshore in the direction of your dreams! She just got back from a cruise in the Med and the Caribbean and is lying Tacoma, WA waiting for you to prep her for her next voyage. She is a rare 3-cabin/3-head model, perfect for a family or larger group cruising - each cabin has its own head. Great charter opportunity for America's Cup next year! The vessel has many upgrades - and lots of spares! (206) 992-6637.



**47-FT CATALINA, 2000.** Long Beach, CA. \$185,000. Excellent condition and priced to sell. Call or email for more details, photos and spec sheet. (626) 807-0061 or sailboat470@gmail.com.



**MORGAN 462, 1981.** Sausalito Yacht Harbor. \$119,000. Bulletproof center-cockpit cruising ketch, keel-stepped masts, integral ballast, skeg-hung rudder, external chainplates, two cabins/heads, many new systems, immaculate. More at <http://s766.photobucket.com/albums/xx309/tmesser/Morgan%20462%20Cruising%20Sailboat/?albumview=slideshow&tr>. Contact (707) 334-3670 or baryb@aol.com.



**43-FT SERENDIPITY, 1980.** \$85,000/obo. *Lone Star*. Doug Peterson's SORC Serendipity 43. A winning combination: great performance and gracious living. The perfect cruiser. Must sell now. Email for brochure (specifications and current photos): [svlonestar@yahoo.com](mailto:svlonestar@yahoo.com).



**44-FT KELLY PETERSON, 1977.** Chula Vista. \$114,000. Blue water performance cruiser. Great liveaboard, cutter rig, 2 heads, solar panels, watermaker, wind vane, 12v fridge and freezer, 3-burner Force 10 stove, new main, new batteries. For more info go to: <http://kp44-odyssey-forsale.blogspot.com>.



**44-FT TARTAN 4400, 2003.** Channel Island Harbor. \$399,000, or trade?. Reduced price! Dark green hull, low hours, bow thruster, electric winches, vacuflush heads, spinnaker, new batteries, new LP and bottom paint, numerous other options/upgrades. See test sail at: [www.youtube.com/watch?v=ckZHxXEAMec](http://www.youtube.com/watch?v=ckZHxXEAMec). Contact (amjohn@sbcglobal.net or 530) 318-0730.



**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. Contact [raaddink@yahoo.com](mailto:raaddink@yahoo.com) or (707) 688-0814 or (707) 290-9535. 1200 Brannan Island Rd.



**40-FT OLSON, 1983.** Redondo Beach, CA. \$84,500. *Ono* is the perfect racer/cruiser. First overall Newport/Ensenada and Santa Barbara/King Harbor. All race equipment and sails. Comfortable for 8 people cruising. Full galley, refrigeration. Ultralight design, fast, easy to sail. Email [folkman@verizon.net](mailto:folkman@verizon.net).



**44-FT NORSEMAN 447, 1981.** San Diego. \$165,000. Aft cockpit, cutter rigged sloop, offshore pedigree, well maintained, many recent upgrades (sails, rigging, etc), Baja ready, RIB w/outboard, solar, SSB, call or email for more info. (619) 504-8733 or [jimkulas@cox.net](mailto:jimkulas@cox.net).



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**41-FT MORGAN OUT ISLAND, 1981.** Glen Cove, Benicia. \$49,900/obo. Center cockpit, 416 ketch rig. Great coastal/ocean cruiser. Shoal draft boat designed for chartering in Caribbean. Spacious layout down below, separate forward cabin w/head/shower and hanging locker. Ultrasuede cushions, updated lighting, Dickinson diesel heater. Refrigeration/freezer, three-burner propane stove/oven, microwave. Full walk-thru to master stateroom w/head/shower and separate cockpit entrance. Surprising amount of storage/stowage for a 41-ft vessel. Newer sailcovers and dodger. Rigid boom vang. Great Perkins 4-154 engine. Dinghy davits off transom. Amazing cruising yacht, in great condition at a bargain price. Our plans have changed, so add your custom electronics and go on the next adventure! Call Ken. (415) 269-2971.



**43-FT TASWELL, 1988.** Alameda, CA \$239,000. Bluewater cruiser. Major refit in 2007, then cruise perfected. Full details at [www.yachtsoffered.com](http://www.yachtsoffered.com), listing: 1291827. Contact Steve at (530) 748-8010 or [lotus48@att.net](mailto:lotus48@att.net).



## 51 FEET & OVER



**57-FT DUDLEY DIX, 1991.** Shelter Bay Marina, Panama. \$250,000/obo. Ready to circumnavigate again! Steel cutter, 3 staterooms, watermaker, generator, dinghy, dive compressor. Too much to list. Ready to go cruising in the Caribbean or Pacific from Panama! [svrenegade@hotmail.com](mailto:svrenegade@hotmail.com).



**60-FT LAURENT GILES, 1976.** Seattle. \$189,000. 1976, 60-ft ketch *Princess Irene*. Built to highest possible standards. Documented vessel. Yacht is designed for ocean passage making with two crew. Built by Royal Huisman. Aluminum hull. Multiple redundant systems including propulsion. <http://sailboatprincessirene.blogspot.com>. Email [dan5619@yahoo.com](mailto:dan5619@yahoo.com).



**53-FT ISLANDER, 1979.** Sausalito \$75,000/asking. Monitor, radar, rewired, new fuel tanks and extensive equipment. Sale by owner. <http://polaris5.weebly.com>. Call (415) 250-4301.



**60-FT STAYSAIL SCHOONER, 1997.** Sausalito. \$149,000. Full keel pilot house schooner. Hartog design. 52' on deck, 60' overall. 15' beam. 35 tons. Staysail rig. This sailboat has two pilot stations; one in cockpit, one in pilothouse. Owner may finance a portion of the purchase price. <http://latitude.idhra.com/forsale>. Call (415) 250-7854.

## CLASSIC BOATS



**32-FT DOUBLE ENDER TEHANI, 1926.** Sausalito. \$30,000. Classic Danish yacht in beautiful shape. Regularly sailed and always maintained. Email me for pictures/info: [pgaetani@gmail.com](mailto:pgaetani@gmail.com) or call (415) 246-7712.



**64-FT BLANCHARD MOTORSAILER.** 1938. Seattle, WA. \$249,000. Classic 64-ft motorsailer, built for the president of the Boeing Company in 1938 by the Blanchard Boat Company in Seattle. Designed by Walter Lynch, Port Orford cedar on oak frames Alaska cedar stringers and teak keel. Complete restoration and updates with new electrical and rebuilt engine. Even has a bathtub onboard. One of a kind. Contact via email or call, [shatarinc@yahoo.com](mailto:shatarinc@yahoo.com) or (206) 730-7300. Interesting trades considered.



**55-FT ALDEN CENTERBOARD YAWL.** 1970. Honolulu. \$68,000. This 1970 recently restored yawl will take you back to the 1930s. It has full cover, 120hp Ford Lehman engine low hours, hand beveled ports, teak deck, gold- and chrome-plated bronze fittings, aluminum main, Sitka spruce mizzen, 55ft overall, 13 ft. beam, amazing interior, mahogany over white oak, newer sails, new refrigeration, wiring, hoses, stainless steel frame, just hauled June 2012. More info at [www.aldendesigns.com/yawls-keel-cb/d0948.html](http://www.aldendesigns.com/yawls-keel-cb/d0948.html). Contact (510) 332-4900 or [vernonthompson@yahoo.com](mailto:vernonthompson@yahoo.com).

**65-FT CHESAPEAKE BUG EYE.** Half Moon Bay. \$30,000/obo. Beautiful, all clear fir, ketch. See web page, [www.sunstarsail.com](http://www.sunstarsail.com) or call for more info. (530) 467-3173 or [sunstarsail@yahoo.com](mailto:sunstarsail@yahoo.com).



**60-FT STAYSAIL SCHOONER, 1935.** (70-ft LOA). \$110,000/obo. *Volunteer* (Zoe H). Designer, Edson B. Schock; builder, Port Boat Works, (Wilmington, CA). Built concurrently with Humphry Bogart's yacht *Santana*. Veteran of four TransPacs (winner 1939, Aloha Class B). On-screen home of actor Jack Klugman in Universal Studios long-running television series, *Quincy, M.E.* Colorful history including WWII submarine patrol, Mexican charter service and El Salvadoran registry. Last raced 2005 SF Master Mariners, winner Dead Eye trophy. Old world craftsmanship, teak, oak, Honduran mahogany, leaded glass, marble; unique in all the world. One TransPac away from longevity record. Condition weathered; requires much sanding/varnishing to restore to former grandeur. Estimated replacement cost \$3 million. Owner willing to sacrifice for serious buyer. (541) 264-8346 or [schoonervolunteer@yahoo.com](mailto:schoonervolunteer@yahoo.com).



**59-FT ALDEN SCHOONER.** Design #356-B, 2005. Santa Barbara, CA. \$750,000. Rebuilt 2005. Epoxy glued dbl planked kapur (like teak) below w/l. 75% new frames, new deck beams. One knowledgeable owner for past 45 years. Professionally maintained. Email for photos: [captkent2@sbcglobal.net](mailto:captkent2@sbcglobal.net) or call (707) 252-9383.



**19-FT RHODES, 1940.** Hurricane, Utah. \$1,900. Partly restored boat that needs some plank work and re-caulking. Includes steel centerboard, mast, boom, main and jib, rudder, rigging. No known rot. Sturdy cradle on casters. No trailer. More photos on request. (208) 404-8965 or [miketaggett@gmail.com](mailto:miketaggett@gmail.com).

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**23-FT MULTI-23, 2008.** Los Angeles. \$19,000. Fast, fun boat that is perfect for the Bay. Price is firm. New 2hp Suzuki outboard still in the box. No trailer, but can help with acquiring one. Please call for more details. (650) 814-7217 or dave.licata@lanternservices.com.

**37-FT PROUT SNOWGOOSE, 1982.** Sausalito. \$28,000. Cutter, tanbark sails, low hour diesel, big hardtop over cockpit with large solar panels. Hauled July 2012. (415) 331-3612.



**47-FT MAYOTTE/VOYAGE, 1994.** Panama City, Panama. \$219,000. Motivated seller! Survey says \$306,000 value. I say \$219,000 and the 1st one there gets her! I love my wife very much and this is not for her, so am willing to walk away after spending over 2000 hours and lots of \$ to get her ready to go. Many brand new items and systems on *Archies Way*. Mast, boom, all standing and most running rigging totally rebuilt. New Hylalon 11.5 dinghy, watermaker, upholstery, etc. Great for kids, couple or charter. Contact me for all info and photos. This is one of those deals that you will kick yourself for not checking out before it is gone. (253) 617-0808 or garyswenson@hotmail.com.



**42-FT LAGOON 420 CATAMARAN.** 2008. Belize. \$340,000/firm. Loaded 3-cabin owner's version. Well maintained. Factory dual diesel, generator, AC, watermaker, inverter, chart plotter, new sails one year. Perfect family cruising cat. More at [www.facebook.com/media/set/?set-a.219422708070841.63102.149453491734430](http://www.facebook.com/media/set/?set-a.219422708070841.63102.149453491734430). Email soteljohn@hotmail.com.



**38-FT CHAMBERLIN CAT, 1992.** Nevis St. Kitts, Caribbean. \$85,000. Custom composite Vac-bagged Divynicell/Vynylester/Biax racer/cruiser. 2 doubles, 1 head, galley up, bridgedeck with seated headroom (4'6", 5'9" in hulls). Queen-sland-built, 20,000 ocean miles. Must sell. Email sydeva@gmail.com.

**48-FT LOOPING, 2004.** Loreto, Sea of Cortez, Mexico. \$399,000 USD. Spacious, luxurious, clean French-built performance catamaran ready to take you cruising. Fully equipped, pristine condition. MUST SEE!! Tour us on YouTube: Uj33dCr9FnY. Details on website: <http://neofsorsale.com>. Contact (916) 622-9348 or lloyds@jps.net.

**34-FT GEMINI 105MC, 2005.** Redwood City, CA. \$129,900. Great family or race boat. Perfect for San Francisco Bay, coast, Mexico, beyond. Fast; easy to sail singlehanded without heeling. Spacious deck, 3-bedroom interior. Elegant and comfortable. See more at website: <http://loonasea.gibbons.web.stanford.edu>. (650) 380-3343 or loon.asea@yahoo.com.

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**62-FT HOUSEBOAT.** Sausalito. \$35,000. Houseboat 22x62, on 20x55 concrete barge. Absolutely no berth, must be removed from Marin County. Copper roof, V-joint redwood siding. You can rehab what is there, or demo and start from the barge up. A new concrete barge this size would cost \$84,700. (415) 465-0039.

**43-FT VIKING MOTORYACHT, 1978.** Sausalito. \$69,900. Viking is well known for their quality engineering and rugged construction. This vessel is equipped with twin Detroit diesel 6-71's, Onan 7.5Kw generator, new main fuel tanks, new canvas flybridge enclosure, dripless seals, cutlass bearings, new heavy duty AGM 8D batteries, master stateroom Queen walkaround, Vacu-flush head system with Tankwatch monitor. She has been well taken care of with light use. Transfer of prime location Sausalito slip. (650) 400-9813.

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**31-FT LIEN HUA TRAWLER, 1985.** Bel Marin Keys. \$41,000. Glass. 6-cyl diesel. 1 GPH. Liveaboard or heavy cruising. Electric WC, 4-burner stove, autopilot. Beautiful interior. <http://haroldrmiller.com>. Contact (415) 299-1087 or (415) 883-3890 or MillerPI@Comcast.net.



**42-FT TRAWLER, 1979.** Long Beach. \$79,000. 42-ft California LRC twin 3208's. This boat is in really good shape. I would also trade for a motor sailer or remote cabin of equal value. The slip can come with the boat. It has a great view and is a great place to live. I will email pictures upon request. Wnbnfrench@msn.com or (310) 418-0379.

## PARTNERSHIPS

**BENETEAU 393 PARTNERSHIP.** Sausalito. Share available on clean, well-maintained 2002 Beneteau 393 racer-cruiser. Fully equipped above and below, full electronics, diesel, fine interior. Time share 1/8 \$325, 1/4 \$550/month. [www.marigotgroup.com/strider](http://www.marigotgroup.com/strider). Contact (415) 332-4401 or (415) 331-4900 or 393@marigotgroup.com.



**CATALINA 38, 1984.** Sparkman-Stephens. Emery Cove Yacht Harbor. \$10,000, plus...\$250 a month for a week's use. Beautiful, well-maintained vessel. Perfect for weekend at Angel Island, San Francisco, Napa or the Delta. Recently hauled. New upholstery. Custom teak salon and cockpit tables. "Toys" include: fold up bicycles, dinghy with Honda outboard, 32" flat screen, auxiliary generator, pulpit seats and refrigerator. Spinnaker. Purchase is like a timeshare... deposit, monthly use, monthly fee, no maintenance, you could sell your interest. Email 1derful@comcast.net.



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**35-FT BENETEAU OCEANIS 35.2, 1998.** Sausalito Clipper. \$35,000. 1/2 ownership. Equity share available for 35K. This boat has winged keel, folding prop, low engine hours, new sails two years ago. New GPS/Nav package this year. Comfortable and fast. Carefully maintained. Clipper Marina in Sausalito. Stable ownership for last 10 years. (415) 300-5879 or (415) 378-5187 or danielcmay@yahoo.com.

**CATALINA 380, 2001.** Sausalito Yacht Harbor. Full electronics, chartplotter, autopilot, and radar. New furling main and jib (2011). Quantum cruising chute, Yanmar 40 with low hours, dodger, electric windlass. Professionally maintained. Equipped for sailing and cruising: 2 cabins, centerline berths, innerspring mattresses, refrigerator, microwave, flat screen HDTV/DVD, electric head, and separate shower. Includes dinghy and outboard. Beautifully finished interior in Ultraleather and Corian. Equity share available, as low as \$335/month, depending on usage. Contact (707) 421-0366 or CSMSam@aol.com.

**PARTNER WANTED.** Southern California. 50% partner desired for 33-36-ft yacht. Can't justify annual expense based on my usage. Offer a Beneteau 331, but is negotiable. I have 31 years of sailing experience, without incident, and take excellent care of possessions. Email Sailor7788@cox.net.



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## WANTED

**LOOKING FOR PARTNERSHIP.** On small catamaran. San Francisco Bay. Negotiable. Looking for partnership on small catamaran on the Bay. Have 18-ft Hobie Cat in Santa Cruz and 38-ft keelboat in SF Bay. Would like to sail a small cat (wetsuit + trapeze) in SF without trailering from Santa Cruz to the Bay and back. If you have a small cat "near" a ramp and need/want experienced sailors to help you with it let us know. Contact (831) 297-3059 or [pierre.patino@gmail.com](mailto:pierre.patino@gmail.com).

**I WANT TO LIVE ON A BOAT.** SF, Sausalito. \$1,200 for right craft. Boat-savvy professor wants to live aboard a boat for several months while writing. Willing to be low-key. Call or email: (415) 971-1127 or [suni.petersen@gmail.com](mailto:suni.petersen@gmail.com).



## GEAR

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

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**GASHOUSE COVE 35-FT.** San Francisco Marina. \$19,500+\$5,500 transfer fee. 35-ft berth, #474 Gashouse Cove, 33-ft Chris Craft \$19,500 plus \$5,500 transfer fee. View of GG bridge, Alcatraz, free parking, showers, electric Gate 14. Serious buyers only. (530) 520-3068 or [nifty60s@gmail.com](mailto:nifty60s@gmail.com).

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**INTERNET FRAUD.** Recently, we've been getting another wave of reports of Internet scams, so we feel compelled to warn you once again about this unfortunate aspect of human nature. If somebody wants to buy your boat sight unseen, and suggests sending you a cashier's check for more than the asking price, trust your instincts. It is too good to be true. Usually they want you to cash the check and return the remainder to them for shipping costs. Then, much later, the bank informs you that the check was no good. We recommend that you don't even respond to the initial email inquiry. For more info on these cons, see: [www.craigslist.com/about/scams.html](http://www.craigslist.com/about/scams.html).

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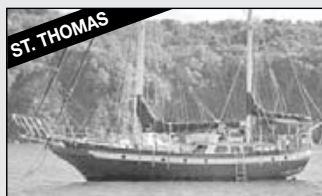
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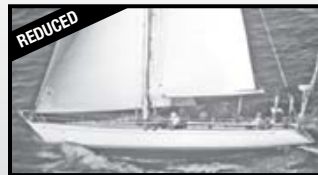
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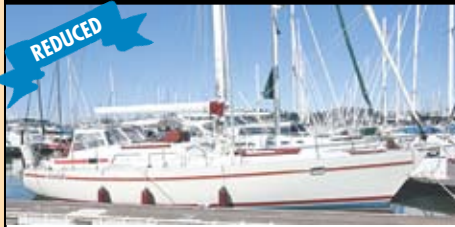
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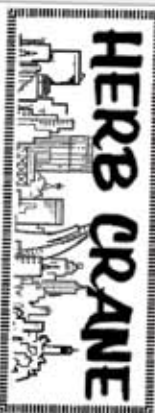
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**WHAT A SIGHT...** in the past month we've seen some pretty spectacular sailing yachts on the Bay, and I dare say... of the likes never witnessed before. The spectrum of yachts couldn't have been more diverse - from ultra modern AC 45's to classic wooden yachts. What is common between these two is both require skilled craftsmen to keep them afloat. Certainly when it comes to traditional yachts built of wood, KKMI is the only company on the Bay with a portfolio of famous yachts such as: *Pursuit*, *Yankee*, *Brigadoon*, *Santana*, and most recently, *Dorada*. If you own a classic power or sailboat, you owe it to yourself and your fine yacht to visit KKMI, where wood is part of their culture.

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