

# Latitude 38

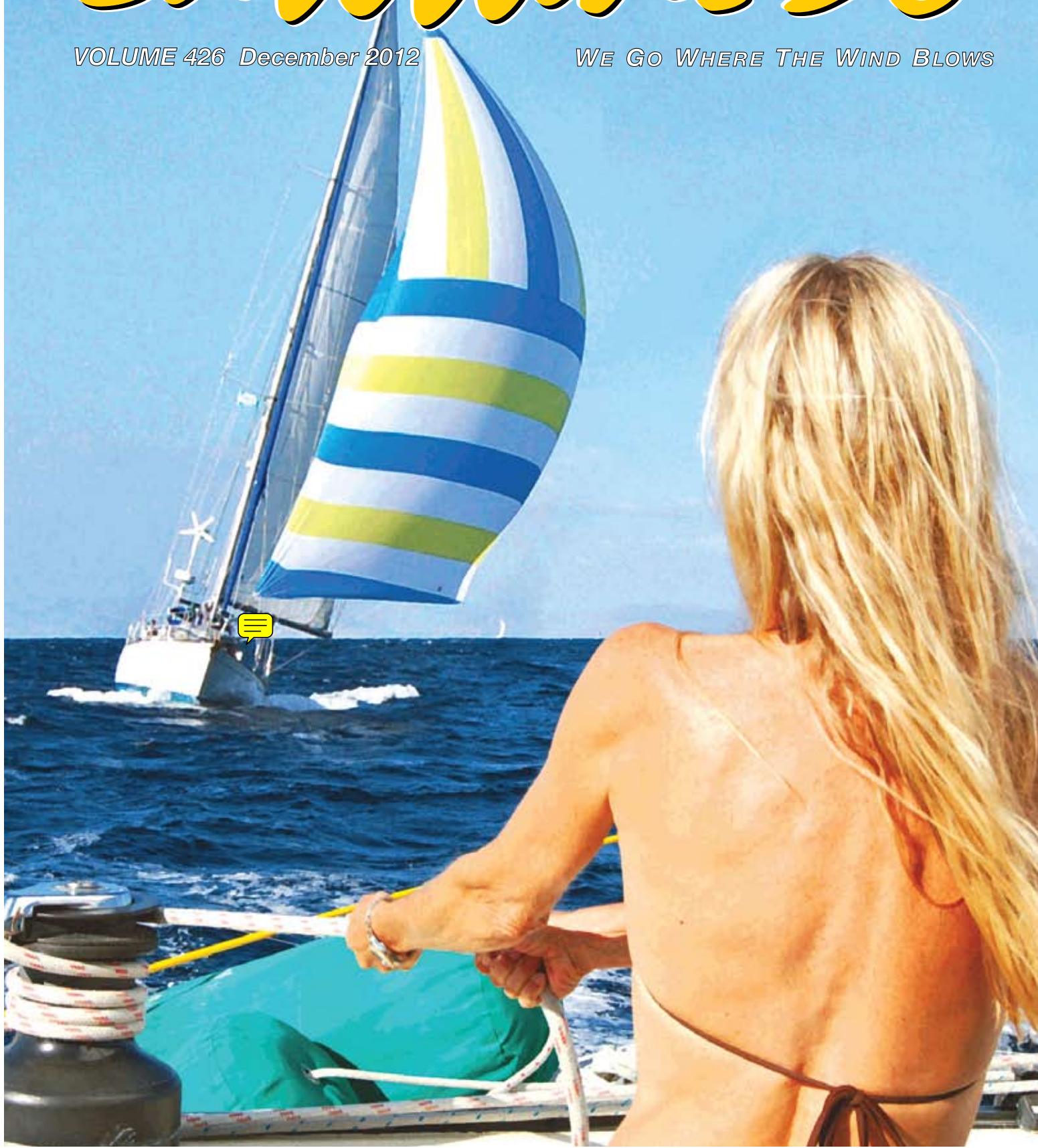
VOLUME 426 December 2012

WE GO WHERE THE WIND BLOWS

Latitude 38

DECEMBER 2012

VOLUME 426





# BAJA HA-HA XIX RECAP —

More than six months before the start of the Baja Ha-Ha XIX cruising rally, organizers chose 'Don't Stop Believin' as its theme, rationalizing that this hopeful directive — which was borrowed from the title of a sappy early-'80s rock anthem — symbolized the unflag-

the rally.

Halfway through the annual Cabo beach party (November 9), a full day after the bulk of the fleet had arrived, rally organizers were considering alerting search and rescue resources because Pomeroy — who'd been singlehandedly nonstop for a week since leaving Turtle Bay with a defunct engine — had not been heard from for more than 24 hours. At that very moment, though, Dawn Hilliard of the vintage San Juan Islands-based schooner *Destiny* rushed past on her way to greet an approaching dinghy and shouted: "He's here! Rich made it."

By that point, some concerned fleet members had learned the backstory to Pomeroy's Ha-Ha campaign, which made singlehandedly for 400 miles with little sleep seem like a cinch: A massive stroke three years ago left his right side paralyzed and robbed him of the ability to speak. But after endless hours of therapy the former construction boss achieved a remarkable comeback during the past year, regaining not only his motor functions, but also his ability to converse normally. So for Pomeroy, just sailing across the starting line of Baja Ha-Ha XIX was a colossal accomplishment.

Although the impediments other entrants faced along their paths to the cruising life may seem trivial by comparison to Pomeroy's, many are notable nonetheless. For example, the Hilliards of *Destiny* recently completed an exhaustive, three-year refit of their 1934 classic — which once belonged to eccentric aviator Howard Hughes. Others had similar stories: "The *Emerald Lady* was almost derelict when we bought her two years ago," explained John and Kelly Wanamaker of Seattle. "Today she is a fully bluewater-capable boat looking for many years of new adventures." According to Darrell Powell-Ford of Alameda, "We've completely gutted and restored *Rubber Duckies* ourselves." She's a 1974 Coronado 45 that was easy to recognize out on the ocean by the four cartoon

duckies emblazoned on her hull.

Rob and Nancy Novak of Sausalito came close to missing the rally entirely, but not because their lovely Oyster 485 *Shindig* needed a refit. While laying over at the Morro Bay YC guest dock during their trip south, they were side-tied to a large motoryacht that burst into flames in the middle of the night. Awakened by screaming, Rob and Nancy shoved off quickly enough to avoid disaster, but as Rob recalls, "Three minutes later we would have been totally engulfed in flames!" Two-time Ha-Ha vet Judy Stouffer of the Alameda-based Catalina 42 *Milagro* wasn't so lucky. During the trip down the coast to San Diego, she was thrown across the boat and fractured a vertebra in her back. But she

*Gentle zephyrs of sea breeze began to whisper in from offshore.*

insisted that her husband Michael carry on without her. (She hopes to join him eventually in La Paz.)

As in previous rallies, this year's fleet was composed of all sorts of sailboats — as well as three powerboats — that ranged from bargain-priced fixer-uppers to top-notch, all-ocean cruisers such as the spectacular Swan 77 *Cygnus Montanus II*, whose mast was twice the height of some boats she glided past. But as every new cruiser quickly learns, any decent boat will take you to the same beautiful anchorages.

It was also typical that the backgrounds of fleet members were as diverse as the boats they sailed on: firefighters, teachers, aerospace engineers, ski instructors, heavy equipment operators, physicians — even a brewmaster. But as always, not long into the trip the experience of cruising under sail together would prove to be a great societal leveler, fueling the natural camaraderie that results from a shared adventure.

As regular readers know, the first official event of the Ha-Ha is the Pre-Halloween Costume Kick-Off Party, co-hosted by West Marine at their superstore complex near Shelter Island (Sunday, October 28). In addition to the predictable assortment of swashbuckling pirates and saucy wenches, there



**With West Marine managers doing their amusing piratical schtick, costumed contestants strutted their stuff at the Kickoff Party.**

ging determination of many entrants to keep stoking the flames of their cruising dreams and ultimately make it to the Ha-Ha starting line, October 29, despite whatever obstacles they had to overcome to get there.

Little did the Rally Committee know during the planning stages of this 750-mile San Diego-to-Cabo San Lucas cruise just how severe some of those obstacles might be. By the end of the event, Rich Pomeroy of the Astoria, Oregon-based Polaris 43 *Flying Carpet* emerged as the obvious poster boy for the 'Don't Stop Believin' theme due to his struggles both before and during

**"Hurry up and snap the darn photo. This sucker's heavy!" Phil of 'Silhouette' (might have) said. Warmer water seemed to aid in the hunt.**



# TRUE BELIEVERS



were mutants, goblins, killer bees, human jellyfish, Polynesian princesses, Vikings, and even a cadre of Knights of the Round Table, presided over by the fleet's elder statesman, 84-year-old Howard Shaw (AKA King Arthur), skipper of the Oregon-based Hunter 54 *Camelot*, and his queen, Donna, who is 79 years young. The fleet's youngest sailor, by the way, was 17-month-old Nathan Bereson of the Seattle-based Young Sun 43 *Second Sun*. He came dressed as. . . a baby in diapers.

West Marine managers Galen Piltz and Ron Maggi — both decked out as buccaneers — emceed the annual costume contest and kept the crowd amused with silly piratical antics and admittedly bad pirate jokes. Many event sponsors were on hand to exhibit their wares. Ernesto the taco man and his crew tirelessly cranked out three types of tacos for hours. And, due to the abnormally hot weather, the Ha-Ha bartenders had to call for an additional "emergency keg."

Naturally, there's always a high level of anxiety among first-time cruisers, but conditions this year couldn't have been much more benign: The forecast from event sponsor Commanders' Weather was for several days of light winds and relatively flat seas, with clear, sunny



**Killer bees, wenches, Vikings. . . The quality of costumes this year was excellent, and many masqueraders played their roles to the max.**

days and a full moon rising just after sundown on the first night out.

On their way out of San Diego Harbor Monday morning, the fleet formed a loose procession as it passed well-wishers ashore and a boatload of print, radio and TV reporters. Also aboard the V.I.P. vessel *Dolphin* were U.S. and Mexican dignitaries, one of whom fired the official America's Cup shotgun to salute the departing parade.

A short time later, the Rally Committee surveyed the seas outside the harbor from the event's mothership, the 63-ft cat *Profligate*, and concluded that there wasn't enough breeze to sail in. So they reluctantly announced a "rolling start," whereby all boats could motorsail down the rhumbline at no more than six



knots until the breeze filled in.

But no sooner had crews adjusted their RPMs and resigned themselves to motoring than gentle zephyrs of sea breeze began to whisper in from offshore. At 11:30 the official (sailing) start was declared, as the wisps of wind had built to a steady five knots — still not much pressure, but enough to fly light-air chutes and creep south across the border toward the Coronado Islands. As if commissioned by the Mexican Tourist Board, several pods of playful dolphins appeared soon after the start to usher the fleet south.

The weird thing that day was not the light wind, but the eventual presence of dense sea-level fog that hung in clumps

for several miles offshore. At one point, it was so thick that some boats reported being able to see only a couple of boat lengths in front of their bows — a disconcerting experience when you're flying a broad-shouldered symmetrical spinaker. One com-



**Although there was barely any breeze for the 11 a.m. start, within a half hour it filled in nicely, allowing chutes to be flown with ease.**





# BAJA HA-HA XIX RECAP —

fort was that for the first time ever the Rally Committee had required all boats to have either AIS or radar.

Fortunately, just south of the Coronados the fog dissipated and the fleet plied southward under clear, sunny skies. Just as air temperatures were warmer than in previous years, the sea temp was higher too — about 62° just south of San Diego. And as several Mexican friends had predicted, the warmer-than-usual water meant that game fish were boated farther north than usual. In fact, less than an hour after the start the excited voice of Jerome Phillips was heard on the VHF exclaiming in his unmistakable English accent that the first catch in the fleet had been brought aboard his Oregon-based Hershine 41 trawler *Kinda Blue*.

As spotty cloud cover moved in late that first night, the fleet found an increase in wind beneath it — up to about 10 knots — giving watch-standers blissful, light-air sailing, while their off-watch mates slept soundly without the

annoying drone of diesel engines.

The first of many sensational sunrises greeted the fleet on day two. Compared to previous years there was little drama to report during the mandatory 7:30 a.m. radio check-in, although aboard *Sisu*, Christopher and Barbara Warnock's San Francisco-based Hans Christian 43, the pricey, brand-new, carbon-fiber spinnaker pole somehow broke into two splintered halves "with a horrible crunching sound" in a mere three knots of breeze. Go figure.

By late afternoon that day some boats were reporting 12 to 15 knots of breeze, and most had at least 10, allowing even the most heavily laden cruisers to move nicely down the rhumbline of this 360-mile leg. Before the slightly waning full moon flooded the sky with

light that evening, helmsmen could line up their forestays with Orion's belt to guide them south. After all the pre-start angst, this idyllic, low-stress sailing was the perfect recipe for rejuvenation and confidence-building.

Day three (Wednesday) was another splendid day of easy sailing with steady breeze in the 10-15-knot range and mostly clear skies overhead.

On the approach to Turtle Bay (Bahia Tortugas) the water temperature had risen to 74° and the game fish were active. Among the most impressive conquests: Crew aboard Marian Croyle and Neil Calvert's Alameda-based *Hylas 44 La Boheme* bagged a 55-inch wahoo, and aboard the Texas-based *Beneteau 423 Silhouette* Phil Donato brought in a 47-inch mahi. But the crew of *Heavy*

***Clockwise, from upper left: Nearly everybody took a swing or two; lady sailors muscled the tug-of-war hawser; plenty of fish to share; barefoot V-ball is always a hit; pinata pugilism; taking on fuel from a mobile supply boat; feasting at the potluck; beach party in progress; dancin' to the rock 'n' roll and salsa 'til the sun went down.***



FINN BEVIN

ALL PHOTOS LATITUDE / ANDY EXCEPT AS NOTED



# TRUE BELIEVERS

*Metal*, Rigo and Deborah Fuzetto's San Francisco-based custom 60-footer, undoubtedly bagged the most: 48 fish of various types, which left everyone wondering, "Just how big is their fridge, anyway?" Some catches were a bit too big: The *Kinda Blue* crew snagged an 8-foot shark, estimated to weigh about 300 lbs. Somehow they wrestled him aboard long enough to retrieve their \$50 lure, then set him free without losing any fingers or toes.

That evening, as more than a dozen of the lead boats converged several miles outside the broad Turtle Bay entrance, a brilliant moon rose over the Baja Peninsula as if specially ordered so the fleet could enter and anchor with ease.

Due to the relatively mild conditions, there was little drama and destruction to report on the morning net, at least in comparison to some previous years. The number of blown-out sails was

comparatively low, although there were a few mishaps. Aboard Tom Van Dyke's San Francisco-based Searunner 31 tri *En Pointe*, the crew was in the process of landing yet another fish when their spinnaker block shackle gave way and launched the chute into the sea. "Who knew you needed a swivel block for the spinnaker?" Tom quipped later. Capt. Phil of *Silhouette* admitted he had been so transfixed by the thrill of blasting along at 8.5 knots in 20 knots of wind that he temporarily lost his better judgment. "I knew I should have taken it down, but we were just having so much fun!" Yeah, they blew it up. Aboard the San Diego-based Catalina 30 *She Said Ok* Jeff Kiddy and Mike Kouris were also pushing the limits of their kite — and having big fun — when they were suddenly knocked down, which put the chute in shrimping mode. Fortunately, they recovered without trashing the sail or expending too much adrenaline.

But Michael Bowe of *Patanjali* told the scariest tale: During his approach to the bay his engine conked out and the Marina del Rey-based Catalina 42 was being washed toward the cliffs when some good-natured *panga* fishermen came along and towed her in. Speaking of escorts, many boats reported being ushered into the bay by playful pods of dolphins who seemed thrilled to have so many new visitors.

A tally after roll call revealed that eight boats had sailed the whole way, and several others motored only a very short distance.

The fleet received its usual warm welcome from the people of Turtle Bay. And no wonder. The arrival of the Ha-Ha armada each fall is by far the biggest event of the year here. Ashore, fleet members fanned out, exploring the dusty, unpaved streets of the town; practicing their Spanish with the local fisherfolk and shopkeepers; perusing





# BAJA HA-HA XIX RECAP —



CYGNUS MONTANUS III

**The gregarious Danes on 'Cygnus Montanus II' provided this evidence that their marlin-catching saga was real.**

the spartan shelves of the town's modest *tiendas*; reconnecting with reality at the Internet cafe; hiking the nearby hills; and chilling out at several beach-front watering holes.

Although community life here revolves almost entirely around fishing, the townspeople do have another passion: baseball. Believe it or not there are three traveling teams based here, with players age six to adult. Ever since they built a ballpark several years ago, it's been a tradition to play an 'exhibition game' there where all Ha-Ha'ers and local kids have a chance to bat. As always, the rally's Grand Poobah (*Latitude's* Richard Spindler) presided over the mound, lobbing lazy pitches for hours and giving up roughly 2,000 hits, without a single strikeout. To say the efforts of the Ha-Ha fielders lacked pol-

**One of the unanticipated thrills of standing watch at odd hours is occasionally witnessing spectacular sunrises like this one.**



LATITUDE / ANDY

ish would be a gross understatement. There were usually at least three errors per hit, but in their defense, only a few had brought gloves. Needless to say, everybody went away smiling.

That night many fleet members converged on the town's largest restaurant, the Vera Cruz, where sailing and fishing tales were recounted, dancers practiced their moves in the on-site disco, and apparently many elbows were bent — for the first time ever they ran out of tequila!

Weather was splendid the next day for the annual Turtle Bay beach party. In addition to a massive potluck, many fishermen brought in fresh-caught mahi, tuna and wahoo to grill on the communal 'cue, and share with whoever wanted a taste. While some sailors were happy just to kick back on the sand and catch up with friends, many played soccer, volleyball and other beach games on the flat pan left by the receding tide.

**L**eg Two takes the fleet south to remote Bahia Santa Maria, a rhumbline distance of 240 miles. It was slated to start at 8 a.m., although many stragglers hadn't even gotten their hooks up by that hour. Again, wind was almost nonexistent at the appointed hour, so again the Grand Poobah declared a rolling start. It was a little spooky, though, that almost immediately a gentle offshore breeze began to build. At 8:05 the rolling start was called off and spinnakers began popping open left, right and center.

During the morning hours most crews settled into a lazy routine, playing the light wind as they slowly glided south. But aboard the big Swan *Cygnus Montanus* there was all sorts of excitement. Twelve miles south of the starting line her crew fought an hour-and-a-

half-long Hemingway-esque battle with a 9-foot marlin before finally bringing the monster aboard for measurement (via a halyard), then setting it free.

The breeze held in the 8- to 10-knot range through the morning, then

built into the high teens by late afternoon, yielding spectacular sailing conditions under mostly clear skies. Commanders' Weather reported an odd situation with a weak high to the north of us and a weak low to the south, with messy, hard-to-predict pressure in between — their computer models didn't know what to make of it. At the time it was blowing 30 knots in Cabo as a

*"With the moon out and the Milky Way twinkling, last night was magic."*

result of a "circulation" farther south. But all that was expected to be a faded memory by the time the fleet arrived five days later.

The breeze got very light during the wee hours, but by the time of the morning net, it had piped up to the low teens again, putting smiles on the faces of fleet members as they hoisted their spinnakers yet again.

During the morning roll call we learned that several boats were having mechanical problems. The *Rubber Duckies* crew earned good Samaritan points for delaying their start from Turtle Bay to recharge batteries and upgrade wiring on Frank Murphy's San Diego-based Cabo Rico 38 *Truant*. Ethan Johnson's Seattle-based Catalina 30 *Golden Eagle* had been delayed in San Diego, but finally caught the fleet in Turtle Bay only to experience engine problems there that would force her to sail the rest of the way to Cabo. But she wasn't alone in that predicament. Paul and Celeste Carpenter's West Coast-based Valiant 40 *The Beguine* lost the use of her tranny and, as explained earlier, the engine on Rich Pomeroy's *Flying Carpet* was kaput also. What amplified the challenges he faced, however, was that one of his two crewmen had volunteered to help out the Portland-based Hans Christian 38 *Tillie* when one of her crew had to depart suddenly at Turtle Bay due to a family emergency. And Pomeroy's remaining crewman found another ride when he realized that *Flying Carpet* might get hung up in Turtle Bay awaiting engine repairs.

Luckily, though, there was plenty of wind on most of the course for even the engine- and trannyless boats to keep moving. As the water temperature con-





# TRUE BELIEVERS

tinued to rise to over 75°, fishermen — even those who relied on dumb luck rather than expertise — had continued success. Rich and Lynn Lewis of the Delaware-based Valiant 42 *Fellowship* reported boating a 57-inch wahoo. Not bad considering it was the first saltwater fish they'd ever caught. Moments after a nice big fish was brought aboard the Seattle-based CT49 *Scintilla*, her crew learned a valuable lesson about the law of the jungle: Before they had a chance to clean their catch, a mischievous seal leaped up onto the transom and grabbed an unearned lunch. As if that weren't weird enough, they also found a live bat stowed away in their spinnaker that night. It dropped to the deck during the dousing, passing inches from co-owner Christine Barnes' face. According to her boatmates, that caused her to scream with fright and "do the bat jig." Because stowaways are not allowed on *Scintilla* — and bats are creepy — it was unceremoniously sacrificed to the deep.

Meanwhile, Chris Johnson of the Nevada-based Hylas 445 *Aurora* had the unfortunate experience of snagging a sea turtle, but was able to free it quickly. Even more troubling was Eric Sellix' report of a near-miss while sailing through the night on his Oregon-based

Seawind 1160 *Pied-a-Mer III*: "I heard a big splash right beside me and smelled whale breath." Yuk! Luckily, the 38-ft cat slipped past the snoozing cetacean rather than

colliding with him.

With most of the fleet safely anchored in the vast, well-protected Bahia Santa Maria by the time of the third morning's net, the simple bliss of peaceful offshore sailing in near-tropical temperatures came through loud and clear: "This was the first time we'd ever sailed barefoot," said Michael Boone of the Oregon-based Hunter 44 *Desert Vision*. "It's been a long time since we could lie out on the tramps and gaze up at the stars," added Peter Brown of the Port Townsend, WA-based Grainger 48 *Taj*. "With the moon out and the Milky Way twinkling, last night was magic," said Dawn of *Destiny*. "This has been the best sailing we've ever done in our lives."

The vast oblong bay of Santa Maria is typically the favorite stop on the Ha-Ha itinerary. Steep, craggy ridgelines abut its western shore, and a lush, maze-like estuary skirts its north end, beyond which lies a primeval carpet of sand dunes — untouched by the influences of man — that stretches as far as the eye can see. Thanks to the recent passing of Hurricane Paul, the normally scrubby hillsides were greener this year than we'd ever seen before.

With the water temperature at least 75° and the sun baking down from a brilliant blue sky, the first lay day here was dedicated to swimming, kayaking, paddleboarding, hiking and beachcombing — oh, and catching up on lost sleep, of course.

The only inhabitants here are itin-

**Below: Light breeze, flat seas and sunny skies made for low-stress sailing. Left: Megan takes a refreshing dip off 'Tuant's bow.**



LATITUDE / ANDY

**When the wind is relatively light, some sailors get creative. Flying double headsails kicked this heavy cruiser into overdrive.**

erant fishermen who live in ramshackle huts for stints of several months at a time while working for the local fish cooperative. Over the years these rugged *hombres* have become great friends of the Ha-Ha. Like a magician, their de facto leader, Victor Felix, somehow organizes a party for the whole fleet on the bluff above the estuary mouth, complete with a fish and shrimp dinner, ice-cold beers brought in from many miles away, and a four-piece rock 'n' roll cover band complete with drums, keyboard, electric guitars and a PA system. Each year they travel 120 miles up the highway from La Paz, then transfer to a flat-bed truck for a 40-mile ride across the desert, before forging a river on a rickety ferry, then driving another 20 miles down the beach at low tide. And after all that they play only for tips! Not only are these guys dedicated, but their talent is awesome. The lead guitar player, for example, can cover Carlos Santana and Eric Clapton solos note-for-note. Needless to say, the Rally Committee always makes sure they are handsomely



TRUANT



LATITUDE / ANDY



# BAJA HA-HA XIX RECAP —



rewarded.

By this point in the rally the shared experience of traveling offshore along the same route had accelerated newly formed friendships, so that folks who met only 10 days earlier now swapped tales and shared personal insights as though they were old friends. The 'kid boat' people had all met each other, and some were already planning to buddy-boat beyond Cabo.

By this point also, many first-time voyagers had realized that downwind, near-shore sailing isn't so tough after all. And many undoubtedly wished they'd quit procrastinating and headed south years earlier.

**T**he start of 180-mile Leg Three is always slated for the rudely early hour of 7 a.m., with the goal that the smaller and slower boats will have to spend only one night at sea. But there isn't always much breeze at that hour, and this year the wind gods were definitely taking the day off. In fact, most boats never saw

**Clockwise, from upper left: Conga lining at BSM; Viking attack; dolphins often came out to play; Cabo's 85° water was inviting for all ages; the famous Cabo arch; (inset) the king and queen of Camelot; the 'Moontide' crew practices synchronized swimming at the Tropic of Taurus; the inviting BSM estuary; spinnaker parade on the track to Cabo.**

the breeze pipe up above 8 knots the whole way to the finish off Cabo Falso, five miles from the harbor.

Again, several boats delayed their start to help others. Notably, the Australia-based Beneteau 393 *Calypseaux VII* towed (trannyless) *The Beguine* down the course — but only until they hooked a dorado and said, "Sorry, gotta go!"

Later that day Rich Reiner of the San Francisco-based Oceanic 45 *Mandolina* announced that he'd picked up a kayak 22 miles outside the anchorage. Turned out it belonged to the Richmond-based Hunter 36 *Grey Goose*, and had disappeared from a boat party the night before — apparently due to a 'WTF knot'.

Roughly a half-dozen kid boats decided to delay their departure so they could have another glorious beach and surf day with their kids while waiting for the wind to improve. (As always, variations from the basic schedule were

never a problem, as long as the Committee was informed.)

Although Leg Three was a bit of a yawner in terms of fun under sail, air temperatures in those latitudes were hot, hot, hot — while much of the West Coast from California to B.C. was bundled up in rain gear — and the fish were still biting.

Because most boats were motorsailing south at roughly the same speed during that warm, starry night, the fleet was more concentrated than ever. In fact, the number of 'targets' visible on radar and AIS screens looked as though the Allied Fleet were about to invade Normandy. Luckily, visibility was crystal clear and no one fell asleep with their autopilot on.

Meanwhile, somewhere at the back of the pack, Rich Pomeroy's personal ordeal was playing out on its own tortured timetable. Winds had increased



# TRUE BELIEVERS



RUBBER DUCKIES



LATITUDE / RICHARD



MOONTIDE



GREY GOOSE

sharply during the two days when the fleet was snugly anchored at Bahia Santa Maria, but Rich was still out in it, sailing solo and taking a beating. Having never come into BSM before — and perhaps being less than clear-headed due to sleep deprivation — he elected *not* to brave the entrance and pull in to get some sleep. As he learned later, of course, few places along the West Coast have a more forgiving entrance (unobstructed and seven miles wide), and a more wide-open anchorage (four miles across and relatively shallow) where he could easily have sailed both on and off the hook.

In any case, by the time the fleet was nearing Cabo on the second morning of Leg Three, Rich sounded thoroughly exhausted and dispirited. Nevertheless, his solar panels were still providing him battery power, and the wind was no longer threatening, but instead maddening light. Rich's friends in the fleet, as well as Rally Committee members, were concerned, but he was in no immediate danger.

It would be hard to exaggerate the contrast between the unspoiled beaches of Bahia Santa Maria and the raucous streets of Cabo San Lucas. A longtime mecca for party-hearty tourists and serious fishermen, the frenetic, high-energy vibe of its countless bars, restaurants and nightclubs is the polar opposite of Santa Maria's natural serenity. But when you've been out at sea for the better part of 10 days, that first long marina shower and well-blended margarita are welcomed manifestations of civilization. And after being cramped up in the confinement of a sailboat interior, it's downright therapeutic to cut loose on the dance floor of the notorious Squid Roe bar with a couple hundred of your closest Ha-Ha fleet mates. As rally veterans know, this is an unofficial yet well-established Ha-Ha tradition.

Although for decades Marina Cabo San Lucas has catered primarily to sportfishing boats, its current director, Darren Carey, is determined to make

his facility equally welcoming to sailors. To that end, rates were lowered dramatically this year and, as always, his staff worked closely with the Rally Committee to shoehorn in as many Ha-Ha boats as possible. By Friday morning, they'd found room for over 60 of them.

That afternoon several hundred fleet members gathered under a cluster of sun umbrellas at the waterside Baja Cantina Beach Restaurant for the annual Ha-Ha beach party. With many sailors basking in the glow of personal satisfaction after successfully completing the trip — or was it the glow of happiness fueled by two-for-one margaritas? — new friends made plans to meet up again in distant anchorages, or buddy-boat together to La Paz, Mazatlan or Puerto Vallarta.

The highlight, as always, was the *From Here to Eternity* kissing contest, where lovers were meant to imitate the iconic, surf-splashed embrace of Burt Lancaster and Deborah Kerr at the end of that classic black-and-white film. (See *Sightings*.) By that time Rich



# BAJA HA-HA XIX RECAP



Pomeroy had come ashore with a hero's welcome from those who'd been monitoring his ordeal, and he too was able to have a few laughs at the lovers' antics.

The Awards Ceremony, generously hosted by the marina, saw the usual mix of praise and comedy, with the

***It's probably safe to say no one was happier to reach Cabo than Rich Pomeroy.***

Grand Poobah emceeing while wearing a black tailcoat with shorts and sandals. Every boat took home a prize, and three — Patsy Verhoeven's La Paz-based Gulfstar 50 *Talion*, George Woodley's Nevada-based Corsair 31 tri *Flying Fox*, and the Shaws' *Camelot* — were singled out for having sailed the whole way despite periods of little or no wind. In addition to gag awards for everything from "extreme snoring" to "spin-naker destruction," this year's Spirit of the Ha-Ha Award went to Dr. Electron

(Alan Katz) of the Choate-40 *Wizard*, for tirelessly aiding whoever needed assistance with a wide variety of electrical malfunctions.

All in all, it was a splendid two weeks

on the water, a just reward for more than 400 sailors who refused to *stop believin'* in their cruising dreams. As they travel on, hopefully some will write in and tell us about the ongoing adventures they're having 'out there'.

— **latitude/andy**

## Baja Ha-Ha XIX Division Winners

+ indicates sailed all of one leg; § indicates sailed entire course — "Soul Sailors"  
(117 finishers with 426 sailors aboard. For complete results see [www.baja-haha.com](http://www.baja-haha.com))

AGAVE DIVISION: **1+) *Distraction***, Olson 911, Don Lavery; **2) *Thunderbird***, Albin Stratus 36, International Rescue Group

BURRITO: **1) *Oceania***, True North 34, Derek Shaw; **2) *Mariah***, Gulf 32, Ken Painter

CEVICHE: **1) *Grey Goose***, Hunter 36, Alan & Linda Brabon; **2) *Alcyone***, Ericson 36, John & Cynthia McDaniel

DESPERADO: **1) *Rhapsody***, Herreshoff 36, Alan & Laura Dwan; **2) *Talos IV***, Pacific Seacraft 36, Paul & Janet Baker

ENCHILADA: **1++) *The Bequine***, Valiant 40, Paul & Celeste Carpenter; **2) *At Last***, Sabre 38, Delayne Brink & Vicki Brighton

FRIJOLE: **1) *Scot Free IV***, Hylas 42, John Harper & Deborah Martin del Campo;

GUACAMOLE: **1+) *Silhouette***, Beneteau 42, Phil Donatto; **2+) *Patanjali***, Catalina 42, William Walters

HUEVOS RANCHEROS: **1++) *Mondolina***, Oceanic 45, Rich Reiner; **2+) *Fluenta***, Stevens 47, Max Shaw & Elizabeth Brown-Shaw

IGUANA: **1+) *Wallflower***, Kalik 44, Deron Bardin; **2+) *Pacific Highway***, Davidson 44, Bruce & Laura Masterson

JALAPENO: **1§) *Talion***, Gulfstar 50, Patsy Verhoeven; **2+) *Distant Drum***, Ikyll 51, Harry Hazzard

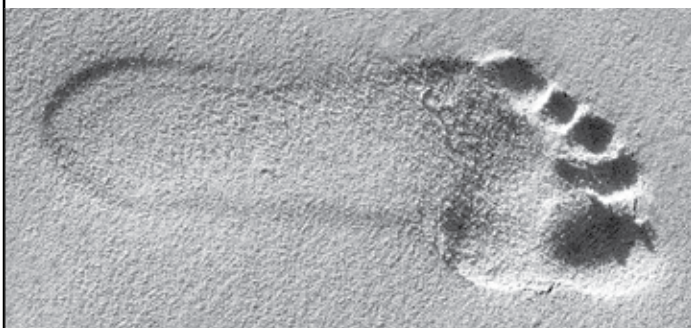
KILO: **1) *Iataia***, Beneteau 45, Sara & Marcos Rodriguez; **2) *Inspirare***, Bavaria 47, Annika & Arvid Elias

LANGOSTINO: **1§) *Camelot***, Hunter 54, Howard & Donna Shaw; **2) *Cygnus Montanus II***, Swan 77, Richard Jakaus & Paul Warneke

MARGARITA: **1§) *Flying Fox***, Corsair 31, George Woodley; **2++ tie) *Pied-a-Mer III***, Seawind 1160, Eric & Pam Sellix; **2++ tie) *Moontide***, Lagoon 470, Bill Lilly & Judy Lang

NO COMPRENDE (power): **1) *Oogachaka***, Kroger 42, Ken & Patty Sebbby; **2) N/A**

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## BAJA HA-HA MELTING POT

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 were as varied as ever, and you can bet that the crews who sailed them are as colorful as in years past.

In addition to many first-timers, there were plenty of 'repeat offenders' who wanted to replay some of the fun and great sailing that they'd 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.

Baja Ha-Ha 2013: You'll find occasional updates about next year's event on 'Lectronic Latitude' at [www.latitude38.com](http://www.latitude38.com).

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## CHECK OUT THE RECAP

In this edition you'll find a complete overview of this year's rally (pg. 76), which will give you insights into what each leg of the trip entails, should you choose to join the event in the future. To learn more about this year's fleet members, read our three installments of fleet mini-profiles in the September-November editions of *Latitude 38*. (Downloadable eBook archive at [www.latitude38.com](http://www.latitude38.com).)

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.pacificpuddlejumps.com](http://www.pacificpuddlejumps.com).



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## IMPORTANT DATES

Although 2013 dates have yet to be announced, a look at this year's schedule (below) will give you a good idea of next year's timing.

**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, & 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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# THE LATITUDE 38 INTERVIEW

## Webb Chiles

*We've never quite known what to think about sailor and author Webb Chiles, who turned 70 in November. It's impossible to deny his body of work as a sailor. He was the one who broke Sir Francis Chichester's singlehanded non-stop around the world record — and with an Ericson 37 — and has singlehanded (mostly) around the world a total of five times without sponsorship. But there are also things that make some sailors think he's a little outside the mainstream. For instance, there's a couple of weird boat names and the business of singlehanded around the world in an 18-ft open boat. And some people have told us they thought some of the things he's written in his books are a little . . . well, curious. The fact that he's been married six times has raised some flags with women.*

*When we found out that Chiles had acquired a 24-footer and was planning to singlehand her around the world, and would be in San Diego just before the Ha-Ha, we were eager to meet him. We found him to be a pleasant, intelligent, confident, independent and self-reliant man from the Midwest with a true passion for shorthanded ocean sailing. These are the highlights of our conversation.*

**Latitude 38:** Tell us a little about your new boat.

**Webb Chiles:** She's a Moore 24 ultralight hull #40 that I've named *Gannet*. I've owned her for about 18 months, but as I live in Evanston, a suburb of Chicago, it's cold in the winter, so I haven't been able to sail or work on her all that time.

**38:** Why a Moore 24?

**WC:** One factor is her reputation as a great sailing boat and a great sea boat that will take you where you want to go and bring you back. I also like the hollow bow, the slight reverse sheer — everything about the flush deck version. I don't like the later ones with the tiny house.

I started out thinking that I wanted a small boat to sail on Lake Michigan. But the truth of the matter is that I could just never get used to being a lake sailor, even on the fifth biggest lake in the world. So when I bought *Gannet*, I knew in the back of my mind that a number of Moores had been raced singlehanded to Hawaii, and that she's a proven seaworthy design. So my Moore is coming back to California and the ocean — by way of Texas and Lake Superior.

**38:** Did you get a good deal?

**WC:** I paid \$9,000, plus \$1,000 for a trailer I'm selling to a guy from Northern California later today. I usually buy boats and fix them up, but this one was in really good shape for sailing around the buoys. Nevertheless, having owned sailboats for 50 years — my first one was an Excalibur 26 that I bought new in Berkeley — I'm still surprised at how much money I have to put into them to get them ready for singlehanded ocean sailing. In the case of the Moore, I've added a carbon fiber bowsprit and some thin, flexible solar panels. But I still have some major things to do, as I'll probably replace the mast and boom, perhaps get a new rudder, and install a self-steering vane that was given to me by a fellow sailor who developed health issues.

**38:** Has there been a different rationale for each of your circumnavigations and boat choices?

**WC:** After I used the Ericson 37 *Egregious* to break Chichester's record, I sold the boat and a book about my trip, and looked for a boat that was qualitatively different. That's when I came up with the idea of going around in *Chidiack Tichborne*, an 18.5-ft Drascombe Lugger. I started that voyage from this same Driscoll's Boat Yard in Mission Bay, San Diego. After a couple of years, I found myself in Saudia Arabia with a broken rudder. When I came into port, they arrested me as a spy, which is how I ended up spending several weeks in Saudi Arabian

prisons. I never did get that boat back.

It's a little confusing, but about that time my grandmother died and left me a house here in Mission Bay, so I had enough money to go to England, where boats were much less expensive at the time. There I bought *Resurgam*, a really nice S&S 36 that was going to be my residence. But the manufacturers of the Drascombe Lugger built a replacement boat for me and shipped it to Egypt. Thus I was able to retrace my steps back to Saudi Arabia so I could complete my circumnavigation. I ended up doing a circumnavigation on *Resurgam*, too. She later sank off Florida, which is how I came to be swimming in the open ocean for 26 hours before being rescued.

When I give talks, I always point out that small boats are more cost effective than big ones. For example, *Egregious* cost \$40,000 in '70s money, and would do about seven knots. The 18.5-ft Drascombe Lugger cost much less, but would still go five or six knots. In fact, I once did 300 miles with no boat at all. [Laughter.]

**38:** Let's back up a minute. What caused *Resurgam* to sink?

**WC:** It's a long, personal and very painful story, so people will have to read about it in my book. But it was all my fault.

**38:** Can you explain the "300 miles in no boat"?

**WC:** Well, the Lugger filled with water once, and we had to drift to safety.

To continue my boat history, less than a year after *Resurgam* sank, I took all the money I had left and bought *Hawk*, a Heritage One-Tonner in Lake Champlain. I needed a home. I motored her down

to Florida, where I met my present wife. I've been married six times to five women, so [laughter] I need to complete a sixth circumnavigation to even things out. But I used *Hawk* for my fourth and half of my fifth circumnavigations.

**38:** Many sailors think that IOR and Ton rating boats are pretty awful because they were designed to beat a rule rather than sail fast, and because their pumpkin seed shape makes them difficult to handle when sailing downwind. What's your opinion?

**WC:** Well, I've set world records with them. They may be hard to handle if you push them hard downwind in strong breezes, but when you're sailing alone, you don't push that hard. When singlehanded, the limiting factor tends to be the self-steering vane. I sailed around the Horn with *Egregious*, which was an IOR shape, and with Jill on the S&S 34 *Resurgam*, which was

*"I've been married six times to five women, so I need to complete a sixth circumnavigation to even things out."*



roughly the same design concept. I didn't have a problem with either. The key is to sail with whatever boat you have.

For my fifth circumnavigation, with the Heritage One Tonner *Hawk*, I just wanted to go sailing, and was back in 18 months. I actually ended up racing my own time — from when I sailed *Egregious* and beat Chichester's time, just over 200 days — and I beat it. But by then the single-handed circumnavigation records had been creamed. *Hawk* ended up on a mooring in Opua, New Zealand. That's as good as place as there is in the world to have a boat on a mooring. Opua is beautiful, the sailing is wonderful, and the people are great.

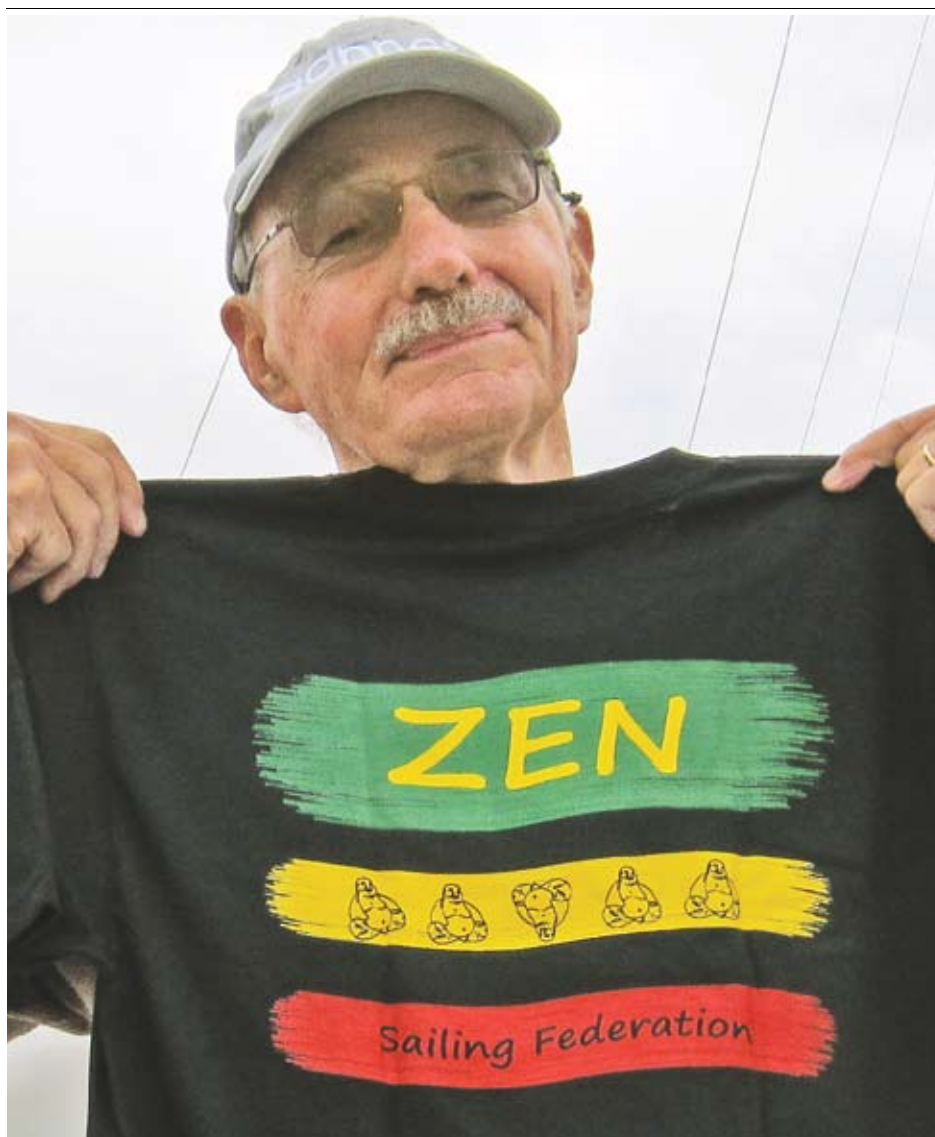
**38:** Were any of the boats more difficult to go around in than the others?

**WC:** The unbalanced 900-lb *Chidiack Tichborne* was a true open boat, so that was an entirely different experience. I never wanted a small boat just because it was a small boat. There's a guy building an egg-shaped 12-ft "ocean-going boat." What will she do, two knots? Well, that's not sailing, that's drifting. When *Chidiack* flipped between Fiji and Vanuatu, she remained gunwales deep with water that I couldn't get out, so I pumped up my inflatable and got into it, and we drifted 300 miles together at one knot. But that's not sailing.

*Chidiack* was a good boat. After I left San Diego, I made the Marquesas in 34 days, which was only two or three days longer than it took most 40-footers. My best run with her was just under 150 miles — and I count noon to noon, not just the best 24 hours. Yawl rigged, she was the best boat I've had for heaving to. She had a furling jib — my first one because they were new then and I didn't trust them — so all I had to do to heave to was furl the jib, drop the main, and flatten the mizzen. All of which I could do from the cockpit. I had to heave to once during my attempted 4,000-mile passage from Singapore to Aden. I'd gotten into a blow, and while hove to averaged three knots backward!

**38:** Did you have engines on these boats?

**WC:** *Egregious* and *Chidiack* didn't, but *Resurgam* and *Hawk* had two-cylinder diesels that I used for making electricity. Dur-



ing my fifth circumnavigation, I used a total of 40 gallons of diesel, and that included my transit of the Panama Canal. My attitude toward electricity is to reduce consumption, not increase the capability to produce more. That's why I've never had refrigeration on any of my circumnavigations. Running an engine every day to keep things refrigerated would ruin my whole experience of being out there.

These days most of the world's ports are set up for vessels with engines, which is why I have a small electric motor for *Gannet*.

**38:** Your bike is your means of transportation in San Diego. You're lean and look fit. How is your health?

**WC:** It's good, although I have gone blind in one eye. It's a combination of a detached retina, which was surgically repaired, then

glaucoma. It's not clear whether the eye will ultimately have to go.

**38:** When do you plan to leave San Diego?

**WC:** I was going to leave San Diego in June, but I have history in San Diego, and I'm finding that I quite like it here. So now I'm thinking I may take off a year from June instead of this coming June. I'm about to turn 70, so there's always a chance I won't be around a year from June. But either I'll have time or won't have to worry about it.

**38:** Has anyone gone around more times than you?

**WC:** A Japanese man has. But nobody has gone around more times who hasn't been sponsored or hasn't raced around. I have no shore teams and get no assistance.

My motivation is that I just love ocean sailing. For example, I'm going to go sailing tomorrow [the forecast was for rain] and I'm going to go sailing around something. Maybe Catalina. I'm not going to stop there, I just want to sail around something, then have a nice downwind sail back to get a better feel for the Moore.

**38:** You're a Zen sailor!

**WC:** It's funny, but lots of people who sail don't really like sailing that much, or even being on the ocean.

But with regard to the itinerary, I'll probably start by sailing to Hawaii. I've already gone around westward three times,



## the latitude interview:

and I don't really want to do that again. Plus, how would I get through the Panama Canal unless I could be towed? Twice I've gone east around Cape Horn. Whether *Gannet* would survive down there, I don't know. And the Northwest Passage isn't what it once was, so I don't know. This is the first time I won't have had a definite plan before I leave. But I'm again looking for a qualitatively different experience. At some point I expect to be sailing with gale force winds on the beam, and will be sailing faster than I've ever sailed on a monohull before.

**38:** *What's the fastest you've gone so far?*

**WC:** I was in a 55-knot storm with *Chidiack* and pegged the speedo at 10 knots, and did the same in a *Levanter* near Gibraltar. The boat was probably travelling at 15 knots, something she wasn't made to do. With my other boats, I probably got up to 12 knots in the Southern Ocean. But *One Tonners* pretty much top out at eight knots.

**38:** *What will you have for a sail inventory?*

**WC:** For many years my boats have had three sails — a furling jib, an asymmetrical chute, and a fully battened main. I'm having new sails built for *Gannet*. I'll have a traditional spinnaker and storm jib in addition to the furling jib and fully battened main and asymmetrical spinnaker.

**38:** *What will you use for communications?*

**WC:** Just a handheld VHF. I don't want to talk to anyone who isn't on my boat. When I'm out at sea, I never communicate with anyone. I just have the handheld to talk to officials in ports to find out where they want me to go.

**38:** *Interesting. Lots of singlehanded sailors — even ones who stay in radio communication with others — hear locomotives on the open ocean, see bears on their boats, and have other hallucinations caused by a shortage of normal sensory input. What about you?*

**WC:** During my first time going around, I remember hearing the voice of one of the women in my life. But no, I'm used to being alone. I enjoy my own company.

**38:** *Speaking of women in your life, how is it you've been married so many times?*

**WC:** I like women, women like me. [Laughter.]

**38:** *Are you concerned about being hit by ships because you won't have radar or AIS?*

**WC:** Those things aren't going to keep you out of danger. When you sail out of here on the California coast, on Lake Michigan, or around the Med, ships can come from all directions, and the risk of getting run down is serious. But if you get 30 miles offshore of most places — including New York City — you're no longer in danger of getting run down. Nobody else is out there.



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**38:** *Do you wear a harness?*

**WC:** Not usually on the other boats. I'll have one aboard *Gannet*, and I may wear it more. But because I can set and douse all my sails from the cockpit, I won't have to go on the foredeck much. The big fear when sailing alone is that something goes wrong in the middle of the night, the boat is out of control, and you have the spinnaker up. With my sail plan, I can douse the gennaker from the cockpit, so I really won't have to go forward.

**38:** *How do you get your weather?*

**WC:** I look around at sunset, checking to see if there are any changes in the sky or sea. I've had some false positives, but in all my decades of ocean sailing, I've never said 'It's going to be okay tonight', and it wasn't. I look for changes in the patterns in the sky, in the wave heights, and things like that. And I look at the barometer.

So many sailors look for weather windows, but there is a certain satisfaction in having survived a number of Force 12 storms — the maximum on the Beaufort Scale — confident that you'll be all right. I have been in Force 12 winds, always in the Southern Ocean except for once in the Tasman Sea just north of 40°S. I took knockdowns with my 36-footer and both my 37-footers so that all the masthead gear was washed off.

**38:** *What's the key to surviving a Force 12 storm?*

**WC:** Lots of sea room. [Laughter.]

**38:** *What was it like being in a One-Tonner in a Force 12 storm?*

**WC:** Much of the time was all right. The key is whether a wave breaks at the exact instant it hits your boat and flips you over. If the wave has already broken, you get foam all over the boat, but it's not so bad.

**38:** *Hank Grandin and son got rolled in a hurricane sailing across the Atlantic in an Olson 30, and Doug McNoughton got rolled in an Atlantic hurricane in, if we remember correctly, an Express 27. They both survived.*

**WC:** That's cause for optimism. I think being rolled in a Moore 24 would be all right. But having the boat picked up and tossed a long way by a breaking wave would be different. But there are virtues to small boats, as the curves are stronger.

**38:** *What will you navigate with?*

**WC:** My iPad is my chartplotter. I use iNavX. You can get some Navionics charts for it, as iNavX has all the NOAA charts, but you need to buy the stuff for outside the United States.



## webb chiles

But it's inexpensive compared to when I used to use C Map, where it was \$250 per region for charts. I bought the iPad to use as a chartplotter, but I've found that it's useful for so many other things. I can do all I need without a full computer, except update my website and a little of my finances, at which point I have to visit a Starbucks.

**38:** *The Moore is a very small boat. What's going to be worse, being inside or outside?*

**WC:** I'm not sure, but it's going to be the heat. I like dark color hulls and wanted a black Moore 24, but it would have been too hot. I haven't had *Gannet* in the tropics, but I had it on Lake Michigan when it was in the '90s. It was hot.

The problem with the Moore is not my ass, but my back. My favorite place on the boat is sitting on the floorboards, facing aft. I have access to everything. One of most comfortable positions is standing in the companionway. There is no ladder, and with a flotation cushion against my hip, it's very

comfortable and I can reach everything. It's like wearing the boat.

**38:** *What about exercise?*



**Webb's bicycle is almost bigger than the boat he plans to circumnavigate.**

**WC:** I have a workout that includes push-ups, crunches, knee bends. It takes about 15 minutes a day. I did it on the Moore last week. I have to improvise, but I can do it.

**38:** *What did you do for a career when you weren't sailing?*

**WC:** I stopped working for other people in '74. I've always thought of myself as a writer, and I managed to support myself that way.

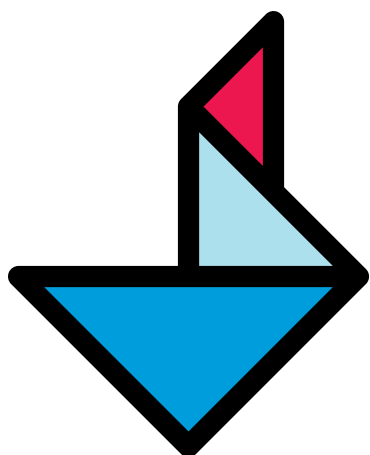
**38:** *What does your current wife think of your wanting to circumnavigate on a Moore 24?*

**WC:** My wife Carol is very intelligent — an architect — and a very good sailor. She

thinks I'm going to get killed.

**38:** *It's easy for us to say, but if you take the tradewind route, we think you and the Moore will do just fine.*

— **latitude**/richard



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# SEASON CHAMPIONS, PART I —

Thanks to the arrival of the America's Cup World Series road show this year, San Francisco Bay has drawn the attention of both national and international sailing aficionados like never before. And more of the world's most accomplished helmsmen, tacticians and crews raced on Bay waters this year than we can ever recall.

As cool as all that was, though, those visiting pros never stole the thunder of the diehard racers that you'll meet in these pages — the Season Champs of a wildly diverse number of one design fleets. Many have been campaigning their winning boats for years, if not decades. And as much as they might enjoy the novelty of a ride on an AC45, we'd bet most of them would not trade that scene for the camaraderie they feel within their own cadre of racing opponents.

There are so many classes here on the Bay that it will take at least two installments of this tribute to honor them all. In contrast to the ultra-high-tech AC72s that are now plying Bay waters in advance of next summer's America's Cup 34, we'll start our winner profiles this month with some of the most venerable yet well-loved design classes. (Look for Part II next month.)

## WBRA Bear — *Smokey* Steve Robertson

Regular crew: Josselyn Robertson, Henry Englehardt & Jeff Hariman



Steve Robertson

Steve Robertson has no clue how many times he's won a Season Championship. He simply never keeps track, but he guesses it's probably close to 20 in various classes, and in the Bear. . . well, probably over 10.

## BAY RACING ALPHABET SOUP

HDA = Handicap Divisions Association (Bay racing using the PHRF handicapping system); ODCA = One Design Class Association (Bay racing for one design fleets); OYRA = Offshore Yacht Racing Association (ocean racing using displacement/waterline divisions sailing under PHRF); WBRA = Wooden Boat Racing Association (Bay racing for the following wooden one design fleets). Additional fleets are one design or otherwise independently administered.

"I don't know! I don't even keep trophies!" he laughed.

Robertson's been sailing all his life, and has owned and raced *Smokey* off and on since 1966. After 47 years on the boat, he attributes his success to the racing on San Francisco Bay, the competition, camaraderie and probably *Smokey*. "We have a great crew and a fast boat," he said.

He claims winning this year was just

*"On the first day we broke the whisker pole on a badly timed jibe — totally my fault."*

like any other, "We just went out and did what we always do: try to get a good start, stay out of trouble, and sail fast. The Bear fleet has a lot of good sailors, and this year the most competitive sailors were Glen Tresser and Peter Miller.

Robertson sailed 20+ races this year. He likes to sail year-round, although he says he races mainly in summer. Either way, after more than half a lifetime with the same boat, it's clear he really likes *Smokey*.

"I love the Bear. It's the perfect boat. It's five minutes from my office, I can sail it alone, I can sail with a crew, we can cruise it. Boats are really expensive, right? But a 23-ft boat costs a hell of a lot less than a 30-ft boat."

## WBRA Bird — *Curlew* Bill Claussen

After racing all his life — both crewing and skippering — and a 20-year



Bill Claussen

hiatus wind-surfing, Bill Claussen said it was great to be racing again, and in the Bird class. His success this year in such an established class is even sweeter as he's been racing *Curlew* for only a year and a half.

"I used to watch them as a kid racing with my dad," Claussen said. "I'm also involved in restoring another Bird, which

has been a fun project. I'll be looking to charter her next year."

Claussen loves racing *Curlew*, as he says, "nothing sails like a Bird! She's easy to sail, it's a great fleet that's making a resurgence, and the competition is fun — as is sailing in the oldest racing fleet on the Bay."

He credits his winning formula this year to a great crew: Carl Fleming, Chris Klein, John Mara, John Ravizza, John Skinner, Jim Lindsey, and John Buestad, as well as to having a good boat, good speed and not making too many mistakes. Expect to see Claussen back on the water on *Curlew* next season.

## WBRA Folkboat *Josephine* Eric Kaiser

Regular crew: Patrick Morgan & Kurt Hemmingsen

Dropping the keel on *Josephine* last January may have had something to do with Eric Kaiser's winning performance this season: he discovered that the keel was actually bent and twisted off to port. Aha!

"After much grinding, filling and fairing of the keel and the entire hull, we finally had a bottom that resembled that of a race-worthy boat!"



Eric Kaiser

After five seasons on the Bay, Kaiser says a combination of factors helped him succeed: consistent crew that worked on the boat with him in the off season, Doyle Sails, and no flyers on the race course.

"Maintaining positive talk on board and making good decisions as far as minor adjustments to the rig and jib leads as the conditions changed (thank



LATITUDE / ANDY

LATITUDE / CHRIS



# WOODIES & ONE DESIGNS



**Smokin'!** The venerable Bird boat 'Curlew' flies across the Central Bay during the recent Jessica Cup Regatta. "Nothing sails like a Bird."

you Kurt) helped us."

A pivotal moment for Kaiser was winning the fleet's annual Woodies Regatta. "Somehow that regatta win gave the team a great deal of confidence, Kaiser said. "On the first day we broke the whisker pole on a badly timed jibe — totally my fault — and we used the spare pole my dad made out of wood some 25 years ago. I mostly carry it on board for sentimental reasons, but that day it kept us in the hunt.

"Right after we hit the dock, we raced over to Svendsen's and went to work building a new pole. It was a team effort, and in the end proved to be a difference-maker not only because we worked together to make it happen, but also because we increased the length of the pole 6 inches, something we had talked about earlier in the season as a difference between us and the other boats."

The cast of characters in the fleet keeps Kaiser racing, and he's not sure he'd be racing if that weren't the case. "We really love to beat each other out on the race course, but we're also good

friends off the water."

## **WBRA Knarr — Fifty/Fifty Brent Crawford**

*Regular crew:* John Bobincheck (co-owner), Tim Wadleigh, Dan Ahern, Steve Wegner & Scott Sullivan



LATITUDE / CHRIS

**Brent Crawford**

personal time to work on the boat and get it ready to race played a big part in getting to the top quickly," said Crawford.

"We replaced the old wood mast with the new aluminum mast, installed all new rigging systems, relocated the winches, installed new beer holders,

and did lots of sanding and varnishing."

It also helped that every *Fifty/Fifty* crew member committed to every San Francisco Bay race on the calendar.

"Our original goal for the year was to qualify for the International Knarr Championship in Copenhagen," Crawford explained. "The IKC regattas are absolutely incredible with 12 days of world class parties and some fun sailing too. Mission accomplished."

He considers the team ritual of drinking premium tequila before the start of every race, and cold beers at the finish line was key to their tenacity after ten long months of racing.

"Our defining moment for 2012 was when our team won the SFYC Fall Classic. After 50 races on SF Bay and 15 races in Denmark, my crew was still excited to get out on the water and give their best effort. That level of commitment and enthusiasm for ten straight months was just incredible. Consistency wins championships."

In 2013 the International Knarr Championship (IKCs) will be held at the San Francisco YC and Crawford expects every U.S. team will be giving a 100% effort to qualify in the first half of the season (April to June). "Regardless of how we finish, Team *Fifty/Fifty* will have fun."

## **WBRA IOD (Internat'l One Design) Fjaer**

**Rich & Mark Pearce**

Brothers Rich and Mark Pearce have campaigned *Fjaer* for four years and claim that their acumen on the water this year is thanks to consistency and a committed crew: Paul Zupan, Scott Lynch and a host of future rock stars



LATITUDE ARCHIVES

**Mark and Rich Pearce**

from the SFYC youth sailing program.

And if there's one thing that they learned this year, it's "Don't be OCS," as



# SEASON CHAMPIONS, PART I —

"it's never fast sailing backwards," Rich joked. "We've enjoyed some amazingly close and competitive racing this season. We are looking forward to more of the same next year. We have several new additions to the fleet and have crew positions available on any given weekend. It's an IOD; we love everything about it! Check us out at [www.sfiiod.org](http://www.sfiiod.org)."

He said the local IOD fleet is tough, with everyone having a shot on any given day. "The racing's been very exciting and very close, while each of the teams has been more forthcoming with their go-fast secrets."

Rich is excited that there's renewed interest in the fleet. "We're seeing interest from individuals and syndicates who like the one design rules, which limit sail purchases, provide for group purchase discounts, and ultimately limit the possibility of 'racing checkbooks,'" he said.

The Pearce family has sailed IODs for 50 years, said Pearce, during which time they've individually or collectively campaigned six different boats with various levels of success.

## **Etchells Fleet 12 — JR Bill Melbostad**

Bill Melbostad named his Etchells *JR* after his dad, with whom he sailed most of his life. While consistent starts, above-average boat speed and good boat handling were key to winning this year, Bill says the single most important factor was his crew: Steve Fentress, Bill Barton and Mike Ruff.

"The Etchells requires good teamwork



**Bill Melbostad**

and a crew that is used to working together," he said. "Between Bill, Steve and Mike, the combined experience is about 40+ years in the boat. That's a lot of years in a particular one design class."

Melbostad's been campaigning this particular Etchells for seven years and has been active in the fleet off and on since 1980. He loves that Etchells racing is always close, with boats usually finishing within seconds of each other. "The boat is very tactical, and being smart on the water is rewarded," he said.

An "aha" moment? "Jibing the boat

in 25+ knots on plane and a wave, the boom floats over effortlessly and the boat is totally under control," Melbostad said. "That's good boat handling!"

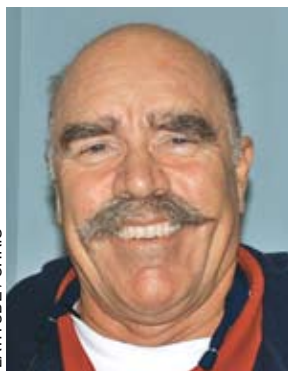
The fun factor is also high on the list for Melbostad, with top moments this year including sailing the boat with family and friends in club races and the Leukemia Cup, winning both events.

Watch out for *JR* in 2013 — the crew intends to sail every race during the one design season, with the intent of repeating their win.

## **ODCA Express 37 — Golden Moon Kame Richards & Bill Bridge**

This year is the third season championship for Richards and his crew on *Golden Moon*. The roster includes Tom and Eliza Paulling, Mike Mannix, Jason Westenburg, Brad Jeffry, Jeff Angermann, Chris Bridge, Sally Richards, Rebecca Hinden, Todd Hedin, Chris Boome, Aimee Daniel, Robbie Englehart, and others.

"They're a great group who want to



**Kame Richards**

constantly improve their skill level and don't complain about doing 10 or 20 jibes before the start of the first race every day!"

Richards loves being part of a one design fleet,

citing that it's "the best sailboat racing available," particularly when racing against Mick Schlens on *Blade Runner* (of Southern California).

"We have had a great time sailing against each other," said Richards. "He's a terrific competitor, and a joy to be with on and off the water. They sail the pants off their boat. The last time they came up for the Big Boat Series they got second. This year, we got second. Leading going into the last day just isn't good enough. You've got to be leading at the end of the last day, which is what Mick did!"

After all's said and done, and having campaigned his boat for ten years, Richards says that sailing the Estuary Wednesday Night Beer Can Series is in fact more rewarding than anything else he and his crew do.

"We get new people out on the water,



DANIEL FORSTER / ROLEX

sometimes for the very first time. We introduce people to sailing and racing and try to show that paying attention and concentrating on the job at hand yields big benefits."

## **ODCA Santana 22 — Santa María Chris Giovacchini**

Regular crew: Ted Wray & Nelson Bellesheim

If there's one aspect of racing that is



**Chris Giovacchini**

undeniably transparent across all boats, racers and fleets, it's that without a good crew you may as well go sink your boat. Chris Giovacchini on his Santana 22 *Santa María* claims that his secret to success this year was his outstanding crew, Ted Wray and Nelson Bellesheim. "They're dedicated and tenacious," Giovacchini reported.

LATITUDE / CHRIS



# WOODIES & ONE DESIGNS



**Nothin' to it. Longtime Express 37 racer Kame Richards drives confidently from the rail during September's Rolex Big Boat Series.**

Chris has been campaigning his boat most recently since 2010, and plans to do it all over again next year with his same crew of "devils." Given that he also reports that most of his experience is racing from behind — an assertion we strongly doubt — Giovacchini says it's always a highlight — and exciting — to catch up from behind.

"This did happen to us a few times! Once we rounded fourth at the leeward mark in a pack, decided not to follow, and caught them all at the finish by 50 yards for the gun. We were all pleasantly surprised . . . and happy!"

## **Express 27 — *El Raton* Ray Lotto**

**Regular Crew:** Steve Carroll, Patrick Lewis, Jordan Paxhia & Noe Goodman

This was Ray Lotto's third year winning the Express 27 Fleet San Francisco Championship Series and San Francisco Long Distance Series on *El Raton*. He says "excellence and consistency" were the secret behind his success.

Ray started racing *El Raton* in 1988, and for the last five years he's raced the

boat seriously with Steve Carroll, Patrick Lewis, Jordan Paxhia and Noe Goodman. "I've been racing *El Raton* with Steve for nearly 20 years," Lotto explained. "He's



**Ray Lotto**

is not only a top sailor in every respect but adds a great attitude."

A defining moment for *El Raton* was The Delta Ditch Run this year with winds gusting 30 to 35 knots from the west. As Lotto described it, "When we have a spinnaker run we pride ourselves on not having roundups. But on this race we had four roundups and one rounddown when the spinnaker pole went into the water and was bent. Patrick took the

like family, and he's one of the best sailors on the Bay. Patrick is excellent on foredeck and Noe keeps everything together. It is always good to have a woman on the boat. And Jordan

slats off the benches down below and taped them to the spinnaker pole, which made a brace so it could be used. There were many dismastings on that race." Nonetheless, *El Raton* scored first in the Express 27 Fleet and fifth overall.

Ray thanks Peggy Lidster, Express Fleet Captain, who has built up the fleet with tireless work, and adds that his shore crew Janet Lotto and Annie Carroll are the welcoming committee who greet them on the dock with Dark & Stormy cocktails whether they're crying or celebrating.

## **Laser — Christine Robin Tracy Usher**

Tracy Usher bought his first Laser, #17586, in 1974, took a bit of a break from Laser sailing in the 1980s to deal with an education and career start, then got back into it in the early '90s.

After living in age denial for a few years (foolishly missing the legendary Cancun Masters' Worlds, he says), Usher finally attended his first Masters' Worlds in '01 and he's been to every one since. During this time he's been through seven boats, including his current one, #199187.

Recalling a memorable moment, Usher says that in the late spring his weight went below 190 pounds for the first time in about 15 years.

"I discovered that Peter Vessella (among others) wasn't flying by me downwind anymore — and I wasn't giving much away going upwind. I said, 'Aha! This diet thing might actually be worthwhile!'"

Locally, he says the Laser has a great fleet with a mix of seasoned veterans (i.e. old people), and many up-and-coming youth sailors, including sailors in both groups with plenty of experience at the international level. "It's interesting that the young sailors don't always win!" said Usher.

Besides the local district schedule, Usher's 2013 racing plans include the Masters' U.S. National Championship at Cabrillo Beach, the Pacific Coast Championship in the Columbia River Gorge, and the Masters' World Championship at the end of the year in Oman. "Next season" starts this month at the RYC Small Boat Midwinters!

## **Laser Radial Desperate Laserwives Christy Usher**

Christy Usher calls her Laser Radial *Desperate Laserwives* because, she says,

LATITUDE ARCHIVES

# SEASON CHAMPIONS, PT I

behind every Laser Master sailor is a desperate Laserwife!

"DLWs are (the best) part of the Laser Master sailing lifestyle," Usher explained, "The term desperate Laserwives was coined by a group of us ladies at the Laser Masters' Worlds in Brazil in 2005 while lounging by the pool drinking Caipirinhas. At a Masters' Regatta, if the DLWs aren't sailing we're either lounging poolside, lunching, touring or shopping."

Usher's winning season seems a far cry from desperate. She's been sailing Lasers since college, but it wasn't until recently when she turned 35 that she joined husband Tracy on the Laser Masters' circuit and started racing the Radial more often.

The sweetest moment for her on the water this year was winning a race at the Masters Pacific Coast Championship to the cheers of her competitors.

"I rounded the leeward mark to the finish in first place (from fourth at the windward mark), and as I sailed to the finish line all the guys behind me were cheering me on. They were just as excited

COURTESY USHERS



**Christy (left, the 'desperate Laserwife') and Tracy Usher show their winning form during a bouncy day on the Bay.**

to see me win that race as I was! It was a very special moment for me and one I'll always remember."

She claims that what keeps her coming back, regatta after regatta, is the mental and physical challenge of racing a Laser, reconnecting with dear friends,

making new friends, and seeing so many new and fascinating parts of the world.

**W**e'll take a breather here, but pick up where we left off next month, with more accolades to the Bay Area's finest sailors. Don't miss it.

— **micelle slade**  
& **latitude/andy**

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# PASSIN' THROUGH

Fall is one of our favorites times of year in the Bay Area. Not only do the biting summer winds start to mellow, but cruisers from the Pacific Northwest — and sometimes beyond — pass under our iconic Bridge before continuing south. They come in all shapes and sizes of boats, all economic backgrounds, and all experience levels. Some are old salts, while others were newbies when they left. Of course, by the time they reach San Francisco Bay, they've endured the Oregon/Washington coastline and could now be classified as old salts themselves. Some are heading to Mexico for the season, others are on their way around the world.

We normally encourage readers to seek out these salty sailors when they see them in their marinas, but fate conspired to postpone the publication of this article until long after even the stragglers had passed through. We interviewed the six crews profiled here in late September/early October, and — with the possible exception of one boat — all have moved on long ago, with some having just completed the 19th annual Baja Ha-Ha (see page 76 for that story). But while their experiences might have expanded considerably since we met them, each has a unique story we think is still worth telling.

We met up first with our old singlehander friend Jim Kellam, a retired crane operator in the BC logging industry. Jim has sailed in three Singlehanded Trans-Pacs on his Spencer 35 *Haulback* — solo circumnavigating after the second — and he's told us on a number of occasions that he'd never sail with someone else. But, happily, he changed his mind when he met his new bride Janet, a retired business owner. They married in March — on the spring equinox — and set off from Vancouver, BC, in August on an extended cruise that may take them around the world.

Their having such a well-prepared boat, one might be fooled into thinking the Kellams didn't have all that much to do before casting off the docklines. Not

so. "I had my townhouse in Vancouver that was decorated just as I wanted," notes Janet. "I thought that's what my life was going to look like."

But then Jim asked her to go cruising with him, and she said yes. "We often ask each other what we were thinking, and we both have the same answer," says Janet, a wry smile turning up the corners of her mouth. "We were both thinking of me standing on the dock with a very small kit bag and a very big smile!"

The following months were spent clearing out the townhouse and prepping *Haulback* for extended cruising — including the addition of refrigeration and a watermaker (that sound you just heard was the collective gasp of disbelief from Jim's many Bay Area sailing friends). Of course, as Janet cleared out the detritus of her life — "I got rid of all my pretty things," she moaned — Jim made concessions of his own, such as finding some place other than the silverware drawer to store his toothbrush, toothpaste and comb. "What?!" he exclaimed when we burst out laughing at Janet's revelation. "It made perfect sense — it was close to the mirror and the sink!"

As for their future plans, they're minimal and very flexible. "We're just going to keep going round and round till we get dizzy and fall off," laughs Jim. "We don't have an end date. We're going to Mexico this winter [they just completed the Ha-Ha] and then we'll cross the Pacific." They plan to visit Australia and Indonesia and spend a year in Tasmania, but they insist they're not on a schedule. As Jim notes, when you're circumnavigating, "Your schedule becomes cyclone season."

Just down the dock from the Kellams in Alameda were their friends from Vancouver Mike Northup and Nancy Kettles on the C&C 115 *Defiant*. Mike and Nancy were the least experienced

crew we talked to but they were far and away the most enthusiastic. Their having suffered a knockdown during a southerly



"This isn't a flag, it's a trophy," say Mike and Nancy of *'Defiant's* tattered Canadian Maple Leaf.

gale off the Oregon coast, we wondered if they were second-guessing their cruising plans. "No way," they both cried. In fact, they couldn't stop smiling while recounting their adventure.

Where the Kellams had seen decent northwesterlies for their nonstop trip to the Bay, Mike and Nancy had southerlies on the nose the whole way for their nonstop hop. "We were between Cape Blanco and Cape Mendocino, and I was on watch when it happened," recalls Mike. "Both spreaders were in the water, and so was I." Thankfully he was tethered to the boat. "I remember thinking, 'Oh no, there's water getting into my foul weather gear!'"

When Mike went to check on Nancy, who was unhurt in the knockdown, he was wearing a gigantic grin. "He kept saying, 'That was so cool,'" Nancy laughs. "I was like, 'You're fucking nuts!'" Surprisingly, they sustained little damage — a lost winch handle, boat hook and BBQ cover, and a torn dodger.

This from a couple with admittedly no offshore experience. Mike has been sailing for years, but only in protected waters. When he met Nancy five years ago, they'd go out for mini cruises in the summer, but nothing long-term. "If you count up all the time I've been sailing off and on over the five years I've known Mike," says Nancy, "it'd add up to about eight months, if that. That gale was the first time I've been in anything over 25 knots of wind."

The couple — who retired, sold everything and moved aboard the day before leaving BC — joined *Haulback* during the Ha-Ha with plans to spend a year in



Janet and Jim Kellam on *'Haulback'.*





**The Gordon-Rein Family: Jen, Richard, Bruce and Carmen of 'Northern Passage'.**

Mexico before joining the Puddle Jump. From there, it's anyone's guess.

**B**ruce Rein and Jen Gordon were each living on sailboats in New Jersey when they met 15 years ago. They have since moved to Seldovia, Alaska, where they are raising their two kids — Richard, 12, and Carmen, 10 — before they set out on a year-and-a-half long adventure aboard their 51-ft Kanter Atlantic steel ketch *Northern Passage*. Each has extensive sailing experience, including sailing their previous boat, a Columbia 36, in Kachemak Bay (the bay that leads to Anchorage), but they always dreamed about cruising with the kids.

To that end, Bruce took a sabbatical from his job as a telecomm engineer (Jen is self-employed, so she takes her job with her), and they rented out their house and set off into the Gulf of Alaska on July 9. "That was the worst part of the trip for me," says young Richard, of their entry into the notorious Gulf. "We had 15-ft breaking waves that first day," confirms Jen. "It was pretty harrowing."

But Carmen is quick to point out a highlight: a huge pod of whales — "Northern right whales," she and Richard note proudly — they spotted on their way from Eureka to the Bay. Jen says the kids' school provided textbooks for schooling, but they're also learning about their environment as they go along.

With just a little over a year left to go, their itinerary is packed. Having just completed the Ha-Ha, they have plans to head to Panama — as of this writing,

they were already closing in on Puerto Vallarta — and the Caribbean with hopes to make it as far as Cape Cod by next August. Regardless, they'll keep cruising "until the fun or funds are gone."

**B**arely out of the newlywed stage, Steve and Judy Danzenroth tied the knot four years ago after meeting through the Seattle Singles YC. Steve had been sailing since the '80s — Puget Sound, Vancouver Island, the Queen Charlottes (Haida Gwaii) — while Judy had cruised and raced offshore for years, racking up



**'Code Blue's Steve and Judy Danzenroth.**

an impressive 16,000 bluewater miles. Steve had bought *Code Blue*, a Caliber 40 LRC, new in '02 with plans to cruise her, so finding a first mate who loved to sail was serendipitous. Together, they've also chartered in Tahiti and the BVIs.

In preparation for their five-year (or so) cruise, the couple moved aboard last August, so they've got the boat pretty well sorted. Even so, Judy says, "We've got a lot of stuff and need to lighten up the boat. You just always take too much with you."

*Code Blue* sailed out of Port Angeles on September 20 and endured the nastiness you'd expect between Cape Blanco and Cape Mendocino. "It was blowing 35-40 knots," Steve recalls. "The only damage was the bow lights are now gone and three toilet seat hinges broke."

## — PAST TENSE

From the Bay, the couple were going to take their time getting to Mexico before jumping off to the Galapagos, the Marquesas and on to Oz.

**Y**ou don't have to be a rocket scientist to build your own 62-ft custom steel boat, but it doesn't hurt. Okay, Oleg Bely isn't a *rocket* scientist; he's an astrophysicist, but close enough. The Frenchman left his home country in the early '70s to work as a researcher at a university in Brazil. His wife Sophie — who was, unfortunately, not aboard the day we dropped by — was also employed at the university. They quit their jobs to cruise the world aboard their 50-ft steel boat, conceiving and having their son along the way.

In the mid-'80s, the family — including their unborn daughter — took their first trip to Antarctica, and they were hooked. Over the last 30 years, the Belys have visited the icy continent at least once a year, though Oleg thinks it's probably more. Mementos of their voyages in the form of photos and paintings decorate their rich and spacious saloon.

A few years later, Oleg was offered a very good price for his boat, which allowed him to design and build one that would suit his new business: charters from Brazil to Antarctica. "It was a fantastic adventure, mainly because it finished very well," laughs a gregarious Oleg.

All told, the job took five, sometimes six, people 20 months, or a total of about 30,000 hours. "It cost less than \$150,000," he says, though he admits

**Oleg Bely, with 'Kotik' crewmember Dalila.**



# PASSIN' THROUGH

that government red tape and other issues could easily have killed the project altogether.

With their kids grown, the Belys left their homebase in Uruguay a year ago. "We like to go to the northern hemisphere every few years," he says. They wound their way up the Chilean Channels to the Galapagos, which they didn't care for, and on to Hawaii and the Aleutians, ending up in Dutch Harbor, Alaska, which they loved. From the Bay, their plan was to head to Mexico to have some work done on *Kotik* before hopping over to the Marquesas and Tahiti. While they're not on a schedule, per se, they do have another Antarctica expedition planned for January.

As for their business, Oleg points out that most of their income goes directly to maintaining *Kotik*. "The boat is first," he insists. "Besides, I don't want to get rich. I just want to live."

**K**arl Mayer disagrees with Oleg about Antarctica. "There are too many scientific stations, cruise ships and tour-



*Karl Mayer and family (in photos) of 'Muktuk'.*

ist boats for our taste," he says, speaking for his wife Alexandra and sons Gan, 8, and Noah, 5, who were also not aboard when we visited. The native Austrian has been cruising for the 22 years, the last 16 with Alexandra, so he knows what he likes.

Now on his sixth boat, a 47-ft steel Karoff design named *Muktuk*, Karl speaks well of the less-populated spots in the world and his desire to visit them. For

example, on this trip around, he really wanted to see Kodiak Island because they'd missed it the last time. Of course the shortest route from Europe to Alaska is through the fable Northwest Passage, so they just hopped on over to Greenland in May 2011. "The ice opened in front of us with a easterly breeze in August," Karl recalls. The trip through took about a month, and they spent the rest of the fall exploring Kodiak. They wintered in Sitka, leaving in April to explore Prince William Sound until July, when they made their way down the coast.

Though the family have a rough idea of where they want to go from the Bay, they're not on a schedule, nor do they have a set itinerary. This isn't a 'trip' for them, this is a lifestyle. For now, the boys are using an Austrian curriculum for schooling, but Karl admits they may stop moving in five or so years to give them a chance to grow up with a stable group of friends. "But then we will possibly go again," he says "Cruising is life."

— **latitude**/ladonna



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# MAX EBB

The problem is as old as the first anchor: How to get ashore from your anchored boat. The answer is and always has been obvious: Bring a dinghy. And from there, the solutions diverge.

On Long Island Sound, everyone tows their dink. For crossing open water, ocean cruisers carry inflatables. Megayachts have helicopters. But this was just an afternoon raft-up at Angel Island, and none of those solutions were practical.

This wouldn't have been a problem just a few years ago, when big raft-ups were allowed at the Angel Island mooring balls. But now they limit the number of boats on any one set of mooring buoys, so our group was distributed around the cove. I was tied up alongside one other boat that was similarly deficient in shore transportation.

The event was the Holiday Orphans' Cruise, organized each year by some of the berthers in my marina. All the liveaboards and other wayward sailors with no close relatives in town have a huge raft-up and potluck feast over in Ayala Cove. Unfortunately, not being an orphan, I always have to miss it. But this year, with the rest of the family engaged elsewhere that day, I pretended to be an orphan to join the fun.

"Well, I guess you could drag out your big inflatable," I suggested to the skipper of the boat alongside. He was a longtime liveaboard, and I knew he had a nice inflatable dinghy that worked with the outboard clamped to his stern pulpit.

"That thing is such a pain to set up," he complained. "And it has a slow leak.

I'll call the mothership on 16 again."

No one answered on 16, probably because the party was already well underway on the big boat that served as party central for the fleet. And their radio, if it was even on, was not getting anyone's attention. But I did notice a small kayak heading in our direction, and as it drew closer I recognized the paddler.

"Lee!" I shouted. "You're not an orphan — don't you always go home for the holidays?"

"Not this year, Max," she answered as she coasted alongside in a smartly-executed skidding turn. "I'm, like, the only one left on my floor of the dorm, so it's a good time to work on my thesis, and also go sailing."

"You mean you're finally going to finish your degree?" I said in amazement.

"If we get a lot of rain this winter," she predicted. "And not too much wind."

Clearly she still prioritized windsurfing above scholarship, so I concluded that I did not have to worry about my best crew being lost to a full-time job.

"Did you paddle that thing all the way across from the marina?" I asked.

"No way!" she replied. "It's a folder. Takes just five minutes to assemble."

"I had one of them folding boats once," added the skipper on the boat I was tied to. "Always leaked through the seams, and was too flexible for a motor of any size."

"Check out this one," Lee replied. "It's a totally new generation of folding boat, and the only seam is along the deck centerline. Everything else is a fold, like an origami puzzle, and it's got little bulkhead

and gusset pieces that snap in so it's very stiff when everything is tensioned up. It's so cool the way it folds into itself, and even the paddle fits inside the package."

"That's all well and good," said my friend from the other boat, "but next time bring the three-person version so you can ferry us over to the party."

"They might make a double in the future," Lee explained, "But this is just a prototype for the single. Not sold in any store, at least not yet. But I'll paddle back to the raft-up and send a dinghy your way."

She sped off across the anchorage with a few easy strokes of the double paddle.

Surely someone in the raft-up must have brought a real dinghy with an outboard, but when help arrived it was Lee Helm again, this time in an inflatable open kayak.

"You called for a taxi?" she hailed as the yellow inflatable boat bounced alongside.

"Uh, we asked for a water taxi, not a



## Max and Lee's Holiday Gift Guide

### Oru Kayak

[www.orukayak.com](http://www.orukayak.com)

Around \$800 and not available until spring. Invented by Anton Willis, it's the best folding one-person boat. The seat and paddle fit inside the package, and it assembles in just five minutes.



### Sevylor Tahiti Kayak

[www.sevylor.com/Tahiti-Classik-Kayak-P1813.aspx](http://www.sevylor.com/Tahiti-Classik-Kayak-P1813.aspx)

More more economical at \$175. The tried and true 'pool toy' of shore boats, but it's perfect as a small sailboat's short-range tender, as long as the rocks aren't too sharp.



### Quickboats

[www.quickboats.com](http://www.quickboats.com)

Not yet available, this looks like a good implementation of a folding powerboat, even with a price tag of \$3,000. Without being able to test, it's impossible to tell if it's any good, but the goofy promo video at their site is worth a watch.





# — A SHORE THING



Lee Helm demonstrates an Oru Kayak. The only seam is along the deck centerline.

MAX EBB

pool toy," complained my friend.

I climbed in carrying my contribution to the potluck, but my friend was skeptical.

"We'll be well below the Plimsoll mark," acknowledged Lee, "but I think the International Maritime Organization will grant us an exemption considering the route and the sea conditions."

After a little more hesitation he passed down a case of beer to contribute to the party, and then lowered himself carefully into the middle of dinghy. With just an inch of freeboard at our sagging midships, Lee carefully paddled us over to the mothership.

"Not nearly as nice a ride as the Oru Kayak," she observed, but sometimes a

pool toy is, like, all you need."

After setting out my tray of sushi and sampling some of the other offerings, I asked Lee if I could take the Oru Kayak out for a spin.

"Sure, but don't flip. I didn't put the flotation bags in it."

There's almost nothing as much fun as paddling a light and slippery single kayak around a calm anchorage full of your friends' boats. And according to Lee, this thing would fit in my cockpit locker.

"I'm writing to Santa Claus," I said to Lee as I climbed out of the kayak after my loop around the cove.

"They're taking orders," said Lee, "But the builder says they won't be in production till spring."

"Which reminds me," I said, "I've got a shopping list to fill out for the holidays. Any ideas for interesting new gifts and gadgets this year?"

Lee could see right through this ploy. Whenever I ask her for suggestions for gifts for other people, she rightly guesses that I'm really fishing for a gift idea for her. But she plays along.

"It's the end of a year that's divisible by four," she said, "and you know what that means."

"Leap year? Olympics?" I guessed. "Presidential election?"

"No, none of those are important," explained Lee. "It's the year for a new version of the racing rules. And that means a new rulebook, a new version of the USS appeals and the ISAF cases, and new smartphone apps for quick look-ups."

## Rule Book

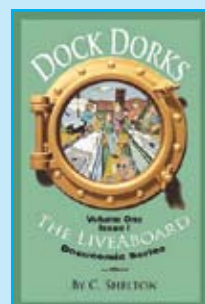
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ISAF Racing Rules of Sailing, as adopted by US Sailing. This is especially appropriate for the skipper of another boat with which you might have had an 'interaction' over the course of the previous season. \$30 from US Sailing, \$15 if

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Or get the smartphone app instead for just \$6. Especially handy for looking things up quickly. And it's allowed in the exam room for the USS Judges certification!

US Sailing sells a protest flag too, but at 8" square it's too small to be legal for YRA. Nice big ones are easy to find; search your favorite online retailer for 'code flag B'.



## Dock Dorks

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# MAX EBB

bor, most of them liveaboards. Lee must have recognized some of them, too.

"Trawler trash," she whispered.

"Lee," I said. "Some of those guys are my friends."

"I totally mean it in a good way," she backpedaled.

Packages were passed up to the party boat — about equal tonnage of food and booze — and they climbed aboard after. Clearly the party was about to gear up a notch, but before that happened someone recognized someone on a Newport 30 who needed a ride over to the raft-up.

"It's C. Shell!" he said as he hopped back into the dinghy. "I'll zip over and pick her up."

A minute later the high-powered dinghy was back with the passenger. Apparently most of this crowd knew her — they had once been liveaboard dock neighbors in a different marina.

"Anybody expecting anything good from Santa this year?" she asked as she climbed aboard the party boat.

C. Shell did not bring any food or drink to contribute, but instead had a bundle of what looked like little comic

books.

"I don't have any family in town," said one of her old friends.

"My ex confiscates all my mail," said another liveaboard.

"Who would think to give me a present?" complained another marina urchin.

"Here, guys, one for each of you," she said as she handed out the little pamphlets. "Happy holidays."

"Dock Dorks!" the first urchin exclaimed. "C, you did it! The book! Am I in here, like you promised?"

"I didn't promise nothin'," she insisted, but her old friends put down their drinks to comb the pages of this book of cartoons, mostly about the liveaboard culture and lifestyle, and mostly drawn from C. Shell's personal experience.

"Hey, guys," said one of them with a concerned tone. "We don't come off looking so good in some of these 'toons.'"

"Speak for yourself!" retorted another old dock neighbor of his. "She drew me as looking pretty good . . . oh wait . . .

never mind."

"This is just the first of four volumes," C. explained. "Eventually I'll publish the complete collected works in a square binding."

"Cool!" said Lee.

"I know a liveaboard who needs this book," said the owner of the big boat that was hosting the party, after flipping through one of the samples. "Do you have extras with you to sell?"

"Of course!" C. confirmed.

Meanwhile, the party animals on board were finding more drawings of themselves in not-always-flattering situations.

Truth is a defense in libel cases, and even the scurvy bunch of actual "dock dorks" depicted in the book recognized the truth in their characters. After another round of drinks they were all having a good laugh at most of the cartoons.

But I'll be thankful to get back to having holiday dinners with my actual relatives again.

— max ebb

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# THE RACING

For most of the country, November's weather is not known for being pleasant, but on San Francisco Bay, it was downright balmy. Sadly, there were only a handful of races to take advantage of mellow fall conditions. IYC's **Jack & Jill + 1**, RYC's **Great Pumpkin** and TYC's **Red Rock** regattas were three we covered, along with **RegattaPRO's Winter One Design** and **BYC's Midwinter** series. **Race Notes** will cover many of the rest.

## Jack & Jill + 1

Island YC's *ménage à trois* for women skippers went off on November 4 in shorts weather and just enough of a northwesterly to start on time and keep the seven entries sailing properly. They ranged in size from a Santana 22 to a Tartan Ten. The Spinnaker fleet got a 5.6-mile double-sausage course. The Moore 24 *Snafu*, helmed by Angela Robrock with husband Karl on foredeck and Mark Simpson trimming, kept the pressure on the theoretically faster Laser 28 *Stink Eye* all the way around the course and stretched out a lead on everyone else. *Stink Eye* finished a mere six seconds ahead with no hope of making up her time on *Snafu*. The Merit 25 *Faster Faster*, sailed by Deb Fehr, finished a couple of minutes later to earn second place. Dawn Chesney's J/24 *Dire Straits* rounded out the division.

The Non-Spinnaker boats got a quickie 2.8-mile single-sausage course. Pam Krawiec skippered the Tartan Ten *Ghost* to a convincing victory over Judith Maurier's Alerion 28 *Scrimshaw*, which placed second, and IYC Commodore Kristen Soetebier's Tuna *Pueo*.

But Soetebier won another honor, that of Queen of Latitude 38's Unofficial Women's Circuit, having skippered entries in Jack & Jill + 1 and Sadie Hawkins (IYC's full-crew women skippers' race in February), and volunteered her time at Island YC's Women's Sailing Seminar in September. Our congratulations to Kristen and to her female-friendly club!

— latitude / chris

RYC Great Pumpkin Regatta, just across the Bay, has become the Halloween event and so a couple of years ago the Red Rock Regatta was moved to the Saturday after Halloween. The course features Red Rock Island with other marks added as the weather allows.

This year's fleet was split into two divisions that, after a 40-minute postponement waiting for the wind to arrive, sailed the short course from TYC to Red Rock and back in a light northerly breeze. In Division 1, Mariellen Stern's J/105 *Joyride* and this writer's C&C 29 *Siento el Viento* got good starts but soon ran out of wind. Richard Selmeier and his crew on his C&C 33 *Hurricane Gulch* looked for more wind farther south. As the wind backed to a northwesterly and filled in from the north, Gerry Gunn on his Hawkfarm *Red Hawk* got the advantage.

At Red Rock, *Joyride* was well in the lead with *Red Hawk*, *Hurricane Gulch* and *Siento el Viento* turning in that order. *Siento el Viento* hoisted the spinnaker quickly and, taking advantage of the flood tide, sailed a southerly course to the finish, while *Red Hawk* and *Hurricane Gulch* enjoyed a close-fought battle farther north. *Joyride* held on to her lead to finish first in the division on corrected time, though the more southerly course and a fading breeze proved to be advantageous to *Siento el Viento*, which crossed the finish line just in front of *Hurricane Gulch* to take second on corrected time.

In Division 2, it was Ann Watson on



Kristen Soetebier, Queen of the Latitude 38 Women's Circuit.



back in the fleet, Gary Proctor sailing his C&C 30 *Meritime* singlehanded and Brian Forster on his Newport 30 *No Agenda* both found the light airs not to their liking.

— ian matthew

## TYC RED ROCK REGATTA I (11/3)

DIVISION 1 — 1) *Joyride*, J/105, Mariellen Stern; 2) *Siento el Viento*, C&C 29, Ian Matthew; 3) *Hurricane Gulch*, C&C 33, Richard Selmeier; 4) *Red Hawk*, Hawkfarm, Gerry Gunn/John Sullivan. (4 boats)

DIVISION 2 — 1) *Wind Dance*, Cal 2-27, Ann Watson; 2) *Oreo*, Santana 22, Garth Copenhaver; 3) *Don Wan*, Santana 28, Don Kunstler; 4) *Meritime*, C&C 30, Gary Proctor; 5) *No Agenda*, Newport 30, Brian Forster. (5 boats)

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

## RegattaPRO Winter One Design #1

Last month heralded the start of many Bay Area yacht clubs' midwinter series, and the RegattaPRO Winter One Design series' November 10 kick-off was sailed in typical midwinter style. Shifting winds frustrated racers and the race committee alike. "We set the mark and started the first four fleets — J/120s, J/105s, Melges 24s and Antrim 27s," says RegattaPRO head honcho Jeff Zarwell. "The wind shifted, so we dropped a second windward



The 'Snafu' crew won the Spinnaker Division and enjoyed their prizes: beer, chocolate and wine!

## Red Rock Regatta

Nine boats turned out for Tiburon YC's annual Red Rock Regatta on November 3. This race used to be sailed on the Saturday before Halloween, but the

her Cal 2-27 *Wind Dance* who had the good start and led from beginning to finish. Garth Copenhaver in the Santana 22 *Oreo* battled the legs to and from Red Rock with Don Kunstler in his Santana 28 *Don Wan* but lost out by overestimating the flood current. Meanwhile, farther





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The wind filled in just enough for race two during the RegattaPRO Winter One Design series.

mark for the J/24s. Oops, another shift! We shortened the course to let everyone finish at the leeward mark, and five minutes later, the doldrums set in."

Zarwell reports there was barely a breath of wind for the next hour and a half, but it finally picked up enough — from yet another direction — to allow the second race of the day to start *and* finish. "There were major shifts all the way up and down the course, leading everyone to believe the race was a crap shoot," he said. But as he noted, the results prove that a number of Bay Area sailors clearly know how to sail in the light stuff, promising a tight series.

— latitude / ladonna

#### REGATTAPRO WINTER ONE DESIGN #1 (11/10)

J/120 — 1) **Grace Dances**, Dick Swanson, 3; 2) **Desdemona**, John Wimer, 3. (2 boats)

J/105 — 1) **Godot**, Phillip Labey, 4; 2) **Alchemy**, Walter Sanford, 5; 3) **Jam Session**, Adam Spiegel, 5. (12 boats)

J/24 — 1) **Downtown Uproar**, Darren Cumming, 2; 2) **Frog Lips**, Richard Stockdale, 5; 3) **Snowjob**, Brian Goepfrich, 7. (6 boats)

MELGES 24 — 1) **Personal Puff**, Don Hauserman, 2; 2) **Wilco**, Doug Wilhelm, 4; 3) **Nothing Ventured**, Duane Yoslov, 6. (5 boats)

ANTRIM 27 — 1) **Always Friday**, John Liebenberg, 2; 2) **Arch Angel**, Bryce Griffith; 3) **Abacadabra**, Ian Chamberlain, 5. (3 boats)

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

#### Great Pumpkin Regatta

Spring-like conditions blessed the Halloween fleet of Richmond YC's Great Pumpkin Regatta with sunny skies and 7- to 14-knot westerlies for three buoy races on Saturday, October 27. The race committee offered three sailing areas for the 143 starters on what were fairly short windward-leeward courses that put a premium on starts and boat handling.

The largest one design fleets were the Moore 24, Express 27 and Open 5.70 fleets with 11 entries each, with the Wyliecat 30s having 10 on the line. The competition was close in the Moore and Wyliecat fleets as seven boats scored in the top three in each division.

Recently crowned Moore 24 National champion Bart Hackworth sailed his Richmond-based ULDB *Gruntilled* to just one point better than Bill Erkelens' Richmond-based *Eclipse*. Richmond's John Skinner and Steve Seal's Wyliecat *Silkye* paid a similar favor to Steve Woner's *Uno*. It's interesting to note that the Wyliecat fleet was so competitive that any one of six boats could have won mathematically as they started the third

and final race!

Out on the deep water course the close proximity of marks played havoc with the big boats. With less than a mile between marks, crews were physically pressed, and every mistake, big or small, cost position. At the end of the day, the six-boat PHRF S fleet finished with only a five-point spread. Daniel Thielman's R/P 44 *Tai Kuai* got what looked like a clean start in the third race and appeared set to pounce on the division, but failure to clear an OCS scuttled the hopes of the *Tai Kuai* crew. Instead, Mary Coleman's navy blue Farr 40 *Astra* — with Carlos Badel calling the shots aboard the SFYC entry — survived the cage fight and beat out John Clauser's 1D48 *Bodacious+* and Brad Copper's Tripp 43 *TNT*.

With high pressure building for Sunday's pursuit race and a forecast for no wind building to not much more, few held any hope of actually sailing. As the noon hour came and went, the people of the fleet, joined by a contingent of 17 multihulls, seemed happy to stick it out in the warm sunshine as chants of "Let's go, Giants!" occasionally rose from the boats.

Patience brought its reward and, at roughly 2:30 p.m., a band of stratus clouds appeared along the Cityfront and with it a familiar 15-knot westerly. The RC rolled the sequence off three hours late, and right off the bat VHF's crackled as a handful of skippers called in to withdraw. They probably figured they couldn't sail the 14-mile course in time to beat the 5 p.m. deadline. With an almost four-knot ebb running, it's hard to blame them.

Almost two hours later, with the counterclockwise "wrong way" boats pinned up behind Angel Island, a bevy of spinners filed along the edges of Raccoon

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

November's racing stories included: US Disabled Sailing Championships • GGYC Manuel Fagundes Seaweed Soup Regatta • SYC Midwinter Race • VYC Midwinter Race • SDYC Sir Thomas Lipton Cup • LaserPerformance/ICSA Singlehanded Nationals • ISSA Cressy Trophy • Kennedy Cup/ICSA Big Boat National Championship • Vendée Globe coverage (see *Sightings*) • US Sailing & ISAF news • Race Previews and much more!



# THE RACING



*Great Pumpkin fun — (Left page, clockwise from top) Saturday: Gordie Nash's 'Arcadia' took top honors in PHRF F; Parking Lot A; 'Daisy Cutter' was pretty in pink; the 'Kilo' crew wrassled with the spinny; the 5.70 fleet looked great coming (center) and going; "I yams what I yams!". (Right page, clockwise from bottom right) Sunday: 'Another Girl' followed 'GravlaX' to the line; finally taking 'Flight'; Kame Richards had adorable crew on 'Golden Moon'; the haunted boat, 'Jack Aubrey'; the multihulls caught up in the end; (center) 'Wild Rumpus!' got wild; this crewmember sassed the skipper. Boo!*

Strait, with Gordie Nash's yellow *Arcadia* in the lead and untouchable among his PHRF brethren. Seeming to not want a Santana 27 — even a highly modified one — to take line honors, the multihulls pushed hard to catch up. Eric Willis's Nacra F20 *Curved Wood*, Rodger Barnett's F40 *Tuki*, and Peter Stoneberg's M&M Prosail 40 *Shadow* all managed to overtake Nash's team just yards from the finish.

And as the deadline to finish expired, with the ebb now at max and the breeze dying, dozens of boats were left to practice rules of the road in close proximity all while going nowhere. Of the 189 starters, only 36 finished.

— dave willhite

## RYC GREAT PUMPKIN REGATTA (10/27)

### DEEP WATER COURSE (3 races):

PHRF S — 1) **Astra**, Farr 40, Mary Coleman; 2) **Bodacious+**, 1D48, John Clauser; 3) **TNT**, Tripp 43, Brad Copper. (6 boats)

PHRF U — 1) **Twisted**, Farr 40, Michael Pohl; 2) **Wicked**, Farr 36, Richard Courcier; 3) **Tiburon**, Santa Cruz 37, Steve Stroub. (5 boats)

PHRF V — 1) **Encore**, Sydney 36, Wayne Koide; 2) **Raven**, Beneteau First 35, David Schumann; 3) **Jeannette**, Frers 40, Henry King. (9 boats)

PHRF W — 1) **Eight Ball**, Farr 30, Scott Easom; 2) **Desdemona**, J/120, John Wimer; 3) **Intruder**, Melges 32, Greg Dyer. (9 boats)

EXPRESS 37 — 1) **Golden Moon**, Kame Richards; 2) **Stewball**, William Travis; 3) **Snowy Owl**, Jens Jensen. (3 boats)

J/105 — 1) **Godot**, Keith Laby; 2) **Javelin**, Charlie Abraham; 3) **Joyride**, William Hoehler. (5

boats)

MELGES 24 — 1) **Personal Puff**, Dan Hauserman; 2) **Wilco**, Douglas Wilhelm; 3) **Mako**, Stephen McMillan. (3 boats)

### OLYMPIC CIRCLE COURSE (3 races):

PHRF F — 1) **Arcadia**, mod. Santana 27, Gordie Nash; 2) **Wild Rumpus!**, Santa Cruz 27, Stephanie Schwenk; 3) **Don Quixote**, Santa Cruz 27, Craig Smith. (4 boats)

PHRF Q — 1) **Lilith**, Wyliecat 39, Tim Knowles; 2) **Ahi**, Santana 35, Andy Newell; 3) **Sheeba**, C&C 99, Michael Quinn. (5 boats)

PHRF Z — 1) **Chaos**, Olson 30, Raymond Wilson; 2) **Sweet Okole**, Farr 36, Dean Treadway; 3) **Another Girl**, Alerion Express 38, Cinde Lou Delmas. (5 boats)

ISLANDER 36 — 1) **Luna Sea**, Dan Knox; 2)





**Vivace**, Bill & Pattie O'Connor; 3) **Califia**, Tim Bussiek. (3 boats)

SF 30 — 1) **Shameless**, George Ellison; 2) **Bay Loon**, Grant Harless; 3) **Heart of Gold**, Joan Byrne. (6 boats)

WABBIT — 1) **Mr. McGregor**, Kim Desenberg; 2) **Wild Bunch II**, Aaron Sturm; 3) **Bad Hare Day**, Erik Menzel. (5 boats)

EXPRESS 27 — 1) **Wile E Coyote**, Dan Pruzan; 2) **El Raton**, Ray Lotto; 3) **Dianne**, Steve Katzman. (12 boats)

WYLIECAT 30 — 1) **Silkye**, John Skinner/ Steve Seal; 2) **Uno**, Steve Wonner; 3) **Dazzler**, Tom Paterson. (10 boats)

#### SOUTHAMPTON COURSE (3 races):

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

CAL 20 — 1) **Can O'Whoopass**, Richard vonEhrenkrook; 2) **Recluse**, Howard Martin; 3) **Invader**, Byron Jonk. (3 boats)

J/24 — 1) **Downtown Uproar**, Darren Cumming; 2) **Shut Up and Drive**, Val Lulevich; 3) **Flight**, Randall Rasicot. (4 boats)

MOORE 24 — 1) **Gruntled**, Bart Hackworth; 2) **Eclipse**, William Erkelens; 3) **Blue in Green**, Gilles Combrisson. (11 boats)

OPEN 5.70 — 1) **The Maker**, Tom Baffico; 2) **Boracic**, Michael Gough; 3) **Revenge from Mars**, Dave Peckham. (11 boats)

SANTANA 22 — 1) **Oreo**, Garth Copenhaver; 2) **Carlos**, Jan Grygier; 3) **Byte Size**, Anna Alderkamp. (5 boats)

ULTIMATE 20 — 1) **Layla**, Tom Burden; 2) **Ugain**, Dave Woodside; 3) **Viola**, Stephen Leonard. (7 boats)

PHRF G — 1) **Hog Wild**, Santana 20, John Spillman; 2) **Critical Mass**, Mancebo 24, Dodds Syndicate; 3) **Road Runner**, Ranger 23, Gregory Demetruilas. (7 boats)

#### RYC GREAT PUMPKIN REGATTA PURSUIT RACE (10/28)

PHRF — 1) **Arcadia**, mod. Santana 27, Gordie Nash; 2) **Moorigami**, Moore 24, John Siegel; 3)

**Flying Tiger**, Moore 24, Vaughn Seifers. (172 boats)

MULTIHULLS — 1) **Curved Wood**, Nacra F20, Eric Willis; 2) **Tuki**, F40, Roger Barnett; 3) **Shadow**, Prosail 40, Peter Stoneberg. (17 boats)

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

#### **Berkeley YC Midwinter Series**

On the same weekend that RegattaPRO's racers bobbed around to the west of the Circle, Berkeley YC kicked off their popular Midwinter Series in the center of the Circle (November 10-11). They also observed the wind reversing directions. "After only 1 hour and 45 minutes of chasing cat's paws," wrote Race Chair Bobbi Tosse, "we elected to start the 56 mostly patient yachts on a short four-mile race." At the time of the first start, the wind appeared to be coming from the east. "As the start sequence for the nine divisions rolled on, the wind

# THE RACING

direction also rolled on, clocking right as it proceeded. We can say with certainty that the wind direction on Saturday was 'variable.' They ended up with a south-southwesterly, and all 56 boats were able to finish, many under spinnaker.

"On Sunday, the ripples on the water were from real (but very light) wind," continued Tosse. "The 24 entries enjoyed an on-time start, and an eight-mile course." One of the racers that day told us she even saw whitecaps.

— latitude / chris

## BERKELEY YC MIDWINTER SERIES SATURDAY

DIVISION A — 1) **Relentless**, Sydney 32, Arnold Zippel, 1; 2) **Family Hour-TNG**, Henderson 30, Bilafer Family, 2; 3) **GravlaX**, X102, Gael Simon, 3. (7 boats)

DIVISION B — 1) **Flight Risk**, Thompson 650, Ben Landon, 1; 2) **Baleineau**, Olson 34, Charlie Brochard, 2; 3) **Heart of Gold**, Olson 911S, Joan Byrne, 3. (4 boats)

DIVISION C — 1) **Phantom**, J/24, John Guilford, 1; 2) **American Standard**, Olson 25, Bob Gunion, 2; 3) **Prime Mover**, J/30, Lloyd Burns, 3. (4 boats)

DIVISION D — 1) **Oreo**, Santana 22, Garth Copenhaver, 1; 2) **Achates**, Newport 30, Robert



The Berkeley Midwinters offered this crewmember a perfect opportunity to catch some shuteye.

Schock, 2; 3) **Crazy Horse**, Ranger 23, Nicholas Ancel, 3. (6 boats)

DIVISION E — 1) **Tiare**, Catalina 22, Paul McLaughlin, 1; 2) **Kodiak**, Bear, Peter Miller, 2; 3) **Huck Finn**, Bear, Margie Siegal, 3. (3 boats)

OLSON 30 — 1) **Hoot**, Andrew Macfie, 1; 2) **Chaos**, Ray & Craig Wilson, 2; 3) **Yankee Air Pirate**, Donald Newman, 3. (4 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Zachary Anderson, 1; 2) **Great White**, Rachel Fogel, 2; 3) **Abigail Morgan**, Ron Kell, 3. (12 boats)

MOORE 24 — 1) **Banditos**, John Kernot, 1; 2) **Twoirrational**, Anthony Chargin, 2; 3) **Mooretician**, Roe Patterson, 3. (8 boats)

CAL 20 — 1) **Fjording**, Tina Lundh, 1; 2) **Can O' Whoopass**, Richard vonEhrenkrook, 2; 3) **Recluse**, Howard Martin, 3. (4 boats)

## BERKELEY YC MIDWINTER SERIES SUNDAY

DIVISION 1 — 1) **Ragtime**, J/90, Tryg Liljestrand, 1; 2) **Stewball**, Express 37, 2; 3) **Warp Speed**, C&C 115, Jeff Smith, 3. (5 boats)

DIVISION 2 — 1) **Banditos**, 1; 2) **Frogflips**, J/24, Richard Stockdale, 2; 3) **Twoirrational**, 3. (5 boats)

DIVISION 3 — 1) **No Cat Hare**, Catalina 22, Donald Hare, 1; 2) **Antares**, Islander 30-2, Larry Telford, 2; 3) **Latin Lass**, Catalina 27, Bill Chapman, 3. (6 boats)

OLSON 30 — 1) **Hoot**, 1; 2) **Chaos**, 2; 3) **Yankee Air Pirate**, 3. (4 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, 1; 2) **Libra**, Marcia Schnapp, 2; 3) **Dianne**, Steven Katzman, 3. (3 boats)

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

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### Race Notes

December may seem early to start signing up for spring regattas, but not when the regatta in question involves traveling to the Caribbean. Entry is open for the **BVI Spring Regatta** and its three-day prequel Sailing Festival. Mark your 2013 calendar for March 25-31. See [www.bvispringregatta.org](http://www.bvispringregatta.org).

Alamitos Bay YC of Long Beach holds their biggest regatta on the weekend before Thanksgiving, with turkeys for prizes. This year's **Turkey Day Regatta** boasted 18 classes, nearly 200 boats, and 300 competitors racing on two ocean courses and inside the bay. The homeports of winning skippers were spread from San Francisco Bay to San Diego. Among the results you'll find online at [www.abyc.org](http://www.abyc.org), David West and Mark Roberts of RYC won the Mercury class, and Cooper Weitz of StFYC and SFYC topped the Laser Radial fleet. Brothers Dane, 17, and Quinn Wilson, 15, of Ojai and the Santa Barbara YC dominated the 29ers to win the 29er PCC Series. They have their sights set on moving up to 49ers and making it to the Rio Olympics. Speaking of which . . .

Did you just sell your wind-surfing gear at bargain basement prices and order a shiny new kiteboard at top dollar? Oops, sorry. ISAF has decided that RS:X windsurfers will be the boards of choice at the **2016 Olympic Games** in Rio de Janeiro after all.

The 27 entries in EYC's first **Jack Frost** on November 17 enjoyed 10-18 knot breezes and sun after an early morning rain shower passed through, reports Margaret Fago. In Division A, *Twisted*, Tony Pohl's Farr 40, pulled ahead by more than a leg to win both races of the day. His nearest competitor, *Red Cloud's* skipper Don Ahern, said, "They just did everything right. *Twisted* was flying, even when the winds picked up in the second race." See [www.encinal.org](http://www.encinal.org).

The **sf2sf Ocean Race** course has been announced: Start in San Francisco in the fall of 2015, take Cape Horn to port, South Georgia Island to starboard, Cape of Good Hope to port, Kerguelen



RICH ROBERTS

*Phil Toth and Dustin Durant saved their Viper from flipping on day 2 of Alamitos Bay YC's Turkey Day Regatta, held the weekend before Thanksgiving.*

Island to starboard and Cape Leeuwin to port, and finish in San Francisco. "Run what you brung" is the philosophy for the first around-the-world race starting and ending on the West Coast of the U.S. Getting sponsors onboard is the current challenge. For more about this ambitious event, see [www.sf2sfocceanrace.com](http://www.sf2sfocceanrace.com).

SeqYC's **Hannig Cup** raised over \$43,000 to support youth sailing, Sea Scouts and the Marine Science Institute. PYSF's high school racing team, sailing the J/29 L20, raised the most money in the pursuit race held on August 29.

— latitude / chris



## Start Line Strategies

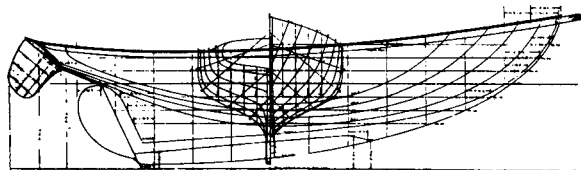
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# WORLD

With a report this month on **How to Choose a Vacation Sailing Venue**, plus miscellaneous Charter Notes.

## A New Year Brings New Possibilities — For Worldwide Chartering

If you're like us, whenever a new year approaches you tend to reflect on all the things you'd intended to do that didn't quite happen. You know, projects at work that you still haven't conquered, home improvements that still linger on your 'to do' list, and sailing vacations you experienced only in your dreams.

Well, the arrival of a new year is a time for new beginnings and new goals. So we suggest you rev up your imagination and start conjuring up some brand new vacation fantasies. But this time we hope you'll actually follow through on them. Trust us, you'll be glad you did.

If you're new to 'sail-it-yourself' bareboat chartering, you may not realize just how many well-established charter bases there are to choose from. As you can see by the map below, you can rent a late-model bareboat from a reputable firm in just about every prime sailing area on the planet. (Many of these regions offer luxury crewed yachts also.) But with all those choices, which place should you visit first? The answer to that question has a lot to do with the makeup of your group, and the activities and attractions that you're most keenly interested in pursuing.

We'll try to help you through the decision-making process here by approaching the options through several key questions that are often asked of professional charter brokers: Which are the best venues for first time charterers? Which offer the best sailing? Which

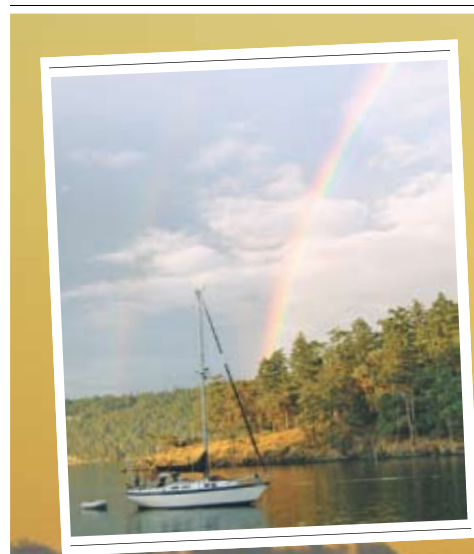
are best for kids? Which offer the most interesting cultural attractions ashore? And which are the most exotic?

Before we get into all that, though, let us clarify a few basics. If you've never chartered a bareboat before, you're probably wondering what skills you need to demonstrate, or documents you need to show, in order to rent a quarter-million-dollar sailing yacht. Actually, you'd be surprised how easy it is to qualify. Remember that all charter companies want your business, so they don't want to make requirements so tough that they scare prospective clients away.

First, if you now own, or have previously owned, your own boat you'll easily be able to rent a boat of similar size or a bit bigger without a hassle. If you regularly crew on a decent-sized boat, and have a respectable sailing/racing resume, that will probably qualify you also. And while it's nice to show a competency certificate from a sailing school, such documents are *not* normally required.

If you want to rent a catamaran, but have little or no cat experience, that's generally not a problem either. Again, if you own or have experience on a 38-ft monohull, you'll probably be allowed to rent a similar-sized multihull.

Our advice is not to BS the sales staff. If you arrive at the boat and are obviously out of your depth, the check-out staff will definitely notice — and that could be embarrassing. If your resume's weak and your confidence is a little shaky, the better tactic is to request a captain for the first day or two. Within that time

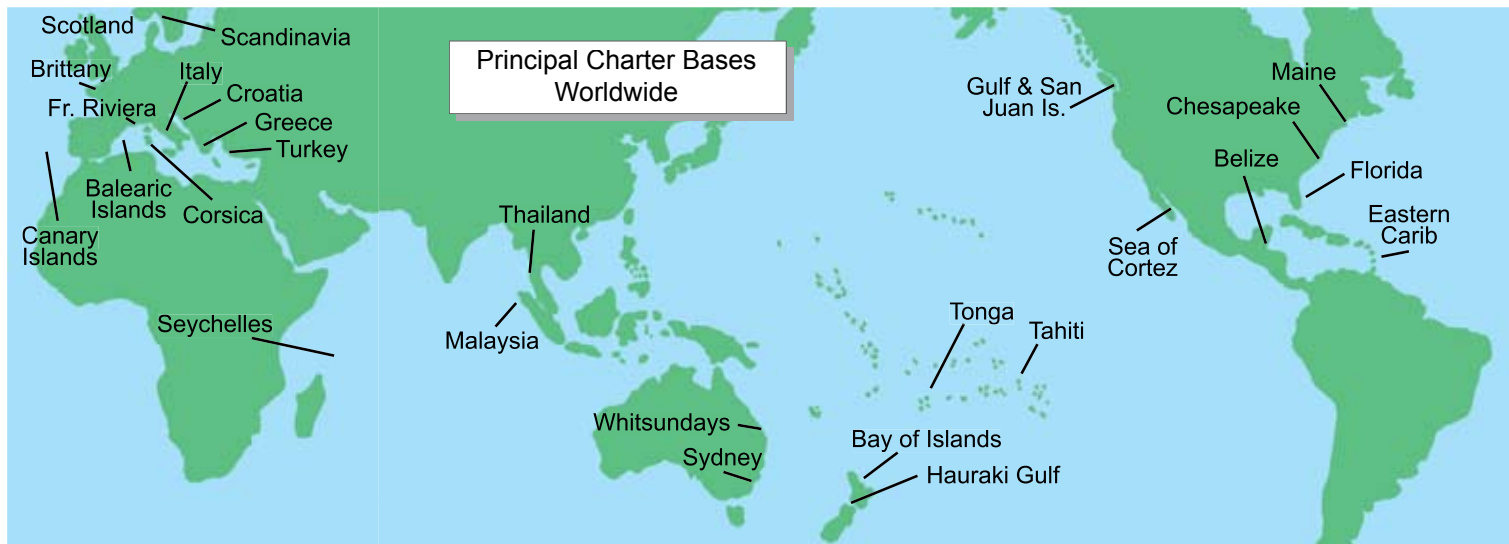


ALL PHOTOS LATITUDE / ANDY



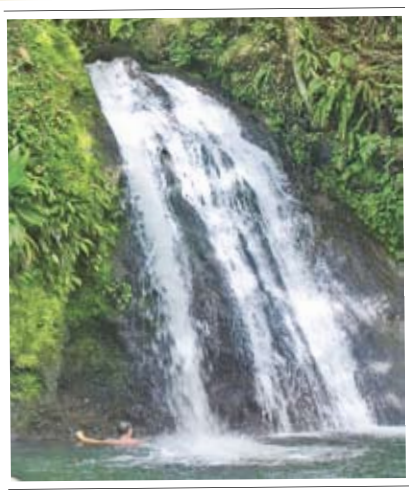
most halfway-competent sailors can become comfortable with handling the boat and managing its systems. The bonus in this scenario is that you'll probably come away with some valuable local knowledge — things like where the best snorkeling spots are, where you can find a secluded anchorage, and which beach bar makes the best Planter's Punch.

Having gone over the basics, let's try to whittle down the venue options:





# OF CHARTERING



**What destination is at the top of your chartering wish list? Spread: Tahiti? Inset, left to right: the San Juan Islands, (French) Guadeloupe, and Mexico's Sea of Cortez.**

## **Best First-Timer Destinations —**

You've probably heard a thousand times that the British Virgin Islands are at the top of our list for first-time charterers. And for good reason. Not only are BVI waters well protected, the distances between anchorages short, and the shore-side facilities abundant, but there are overnight mooring buoys in almost every popular anchorage. You can literally explore for two weeks without having to anchor — which is the most feared maneuver for most marina-based sailors.

Although we never tire of sailing in the BVI, that British Overseas Territory isn't the only place we'd recommend to first-time charterers. Roughly 350 miles to the southeast lies a cluster of tiny islands called the Grenadines. Here too, distances between islands and anchorages are quite short, and the sea state is generally pretty flat. But there isn't nearly the number of boaters, and not nearly as much development ashore as in the Virgins. Yes, you will have to anchor,

but with white sand beneath you in every anchorage, it's as close to a no-brainer as you'll find anywhere. Besides, you've gotta learn to set the hook sometime.

Another excellent first-timer destination is the greater Puget Sound region. Whether you choose to sail in the American San Juans or the Canadian Gulf Islands, you'll find benign conditions 90% of the time; excellent shoreside facilities, including many marinas; and breathtaking panoramas. You do have to pay careful attention to tides and currents, but that's a minor challenge that we've always viewed as part of the fun.

## **Best Sailing Winds —**

Which venues offer the best sailing? We'd be fools to guarantee that you'll find ideal wind and weather anywhere in any given week. That said, though, the trade winds of the Eastern Caribbean are about

as predictable as you'll find anywhere. That's why Antigua Sailing Week and the Heineken Regatta are two of the most popular regattas in the world. From the Virgin Islands south to the Grenadines you'll typically find ideal 12- to 25-knot conditions year-round, interrupted only by passing storms and 'tropical waves' during the June-to-November hurricane season.

Where else? You can usually count on some pretty fine sailing conditions in New Zealand during their summers (our winters), as well as in the Tahitian islands, which promise tranquil lagoon anchorages combined with often-booming interisland passages. Wind strengths in Mexico's Sea of Cortez tend to cycle every few days, giving sailors everything from very light air to strong blows. Taken as a whole, though, there's generally plenty of nice breeze there in fall, winter and spring.

**Best Venues for Kids —** In our experience, the most fun young kids typically have on a charter vacation is when they're snorkeling. Find a set of mask, snorkel and fins that fit your kid, let him or her splash around for a few hours in clear water over an abundant reef, and you'll have one happy kid — one who won't give you a hard time at bedtime.

Older teens and young adults tend to like the autonomy of taking off on a sailing dinghy, windsurfer or kayak (translation: escaping their parental units). With these criteria in mind, there are a lot of places that will fill the bill: the Eastern Caribbean, Belize, the Sea of Cortez, Tonga, Tahiti, Thailand, the Whitsundays, the Seychelles, and even Florida. If your charter operator doesn't

**For first-time chartering, the well-protected waters of the British Virgin Islands are hard to beat. But they are not the only viable option.**





TURKISH TOURISM

**Got any serious history buffs in your group? If so, consider a trip to Turkey's ancient Turquoise Coast. Pictured here is Bodrum Castle.**

offer watersports toys, you can often rent them from nearby waterside resorts.

**Best Cultural Attractions** — Which venues offer the most interesting cultural attractions ashore? Here we enter

a whole new realm of consideration. If some of your potential shipmates aren't diehard sailors, but love history, or simply like being surrounded by lively cultural traditions, there is a variety of destinations where such interests will be nourished while ashore, in addition to fine cruising under sail. Of course, anywhere in Europe is worth considering

— Brittany, Scotland, the French Riviera, Italy's western coastline, Croatia... But for serious history buffs, accessing the antiquities of the Greek Isles and Turkey's Turquoise Coast is tough to beat. Closer to home, the backwaters of Downeast Maine and the Chesapeake could also be considered, as towns there date back to colonial times. And when it comes to getting in touch with genuine Polynesian culture, both Tonga and Tahiti are sure to please.

**Most Exotic Venues** — Which venues are the most exotic? By our definition of the word, Thailand and Malaysia would definitely have to be high on the list, as would the dreamy isles of Tahiti and the Seychelles.

Yeah, we know: There are so many choices, yet so little time. If, after reading all this, you're more perplexed than ever about which venue to choose, why not gather a group of willing charter partners, introduce them to the options, and let them decide?

— latitude/andy

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# OF CHARTERING

## Charter Notes

We've been told by tourism professionals that **California sailors** comprise one of the largest segments of the **Eastern Caribbean's tourism market** — and that's especially true in the U.S. and British Virgin Islands. As dependent as the BVI is on tourism, however, they've never built a jumbo-jet airport, so visitors have to route through the larger airports at St. Thomas, USVI, or San Juan, Puerto Rico. We've written before that if you can't get a direct flight from a U.S. gateway all the way to Tortola, BVI, a viable option is to fly into St. Thomas and take the hour-long ferry ride to Tortola. (Ferries don't travel at night, so plan accordingly: [www.bviwelcome.com](http://www.bviwelcome.com).)

Now there's an additional new option: **Southwest Airlines** has announced they will begin service to San Juan in April. While there are already plenty of U.S. carriers that go there, Southwest offers free checked baggage and flexible 'per leg' pricing. If nothing else, it's nice to have an additional option.

Ever dreamed about crossing the

## Panama Canal on a sailboat?

Hopefully you'll have a chance to make that trip on your own boat someday. But in the meantime, be aware that the spectacular, Bay-based **schooner Eros** will be available this winter (**mid-December through April**) for special Canal transit charters, as well as cruises to the **San Blas and Las Perlas Islands**. (10 days to two weeks recommended.)

This meticulously refurbished 103-footer — see our October, '09 feature — takes up to eight guests in pampered comfort, and features gourmet cuisine. With her elegant lines and fine sailing



TOM BRICHTA

*Having emerged from an 18-year refit in better shape than ever, the lovely schooner 'Eros' is a beauty to behold, and a pleasure to sail.*

ability, she turns heads in every anchorage she enters. *Eros* is expected to be back in the Bay by summer. (For info, call 510-232-4282, email [bodle.grace@gmail.com](mailto:bodle.grace@gmail.com) or see [www.schoonereeros.com](http://www.schoonereeros.com).)

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# CHANGES

With reports this month on **Liz Clark's** body-surfing accident; on **Migration's** passage from Fiji to Thailand to get boat work done; on **Second Chance's** loving the cruising life in Maine; on **Panache** and the longest four minutes in Zach Lough's life; on **Angel Louise** making preparations to cross Europe's Continental Divide by water; and **Cruise Notes**.

## Swell — Cal 40

**Liz Clark**

### A Dangerous Pain in the Neck (Santa Barbara)

Imagine an Olympic downhill ski racer falling down and breaking a leg on a bunny hill. That's probably how Liz Clark of the Santa Barbara-based Cal 40 *Swell*, who has been cruising French Polynesia for years, feels right now. As many *Latitude* readers know, she was a champion surfer while attending UCSB, and has surfed some of the most dangerous tubes in French Polynesia. Yet it was while body surfing in small surf off San Diego's Torrey Pines Beach last month that she badly injured herself.



*Liz, not where she'd really like to be.*

"The tide was dropping, and one particular sandbar beckoned," says Liz, setting the scene. "With half an hour to kill and a bladder full of tea, a swim seemed in order. So without another thought, I zipped up my Patagonia R1 spring suit and hopped down the rocks, one fin in hand. I limped across the short strip of sand and collapsed knee deep into my beloved ocean. Ahhhh!

"My second wave looked like a beauty. It approached from the north and stood up as I kicked into it. But as I plunged down the two-foot face, an odd warble cropped up, tossing me head over heels. Totally unexpectedly, my head hit the sand. My body was angled such that all

*When a young woman with a broken neck can joke that she looks like Dog the Bounty Hunter, you know she's blessed with self-confidence.*

its weight and the momentum fell upon the forward part of my head, snapping it backwards. "No way!" I thought to myself.

"I came to the surface and ran down the checklist. 'Okay. I'm conscious.' Check. 'I can move my arms and legs.' Check. 'I'm okay. I'm okay.'"

Liz wasn't really okay. Unable to get help because her cell phone was out of minutes, she drove herself the three miles to her sister's house, her neck feeling "unstable and weak," where she lay down in pain. She called a friend, an ER nurse, who rushed the health insurance-less Liz to Sharp Hospital.

The initial results from the CT scan showed no break, so Liz and her friend were ecstatic, and removed the neck brace. But then Dr. Healy, having double-checked the image, rushed into the room and stopped the celebration. "Secure that brace!" He'd found that Liz had indeed fractured her neck.

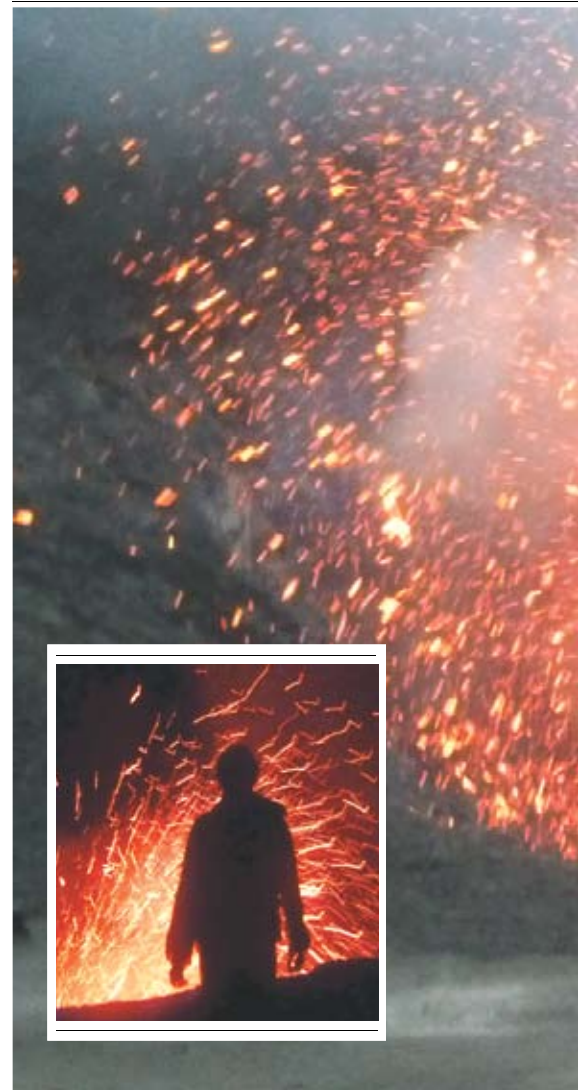
Liz has been taking the injury with gratitude that she didn't damage her spinal cord, and with positive thoughts and humor. Indeed, she's seemingly become obsessed with how ridiculous her hair looks from her having become a "ceiling inspector". When you can laugh at misfortune, you've got a lot going for you.

By the way, we've hoped to post Liz's favorite cruising recipes for the last two issues, but things have come up, so you'll just have to wait.

— *latitude/rs* 10/22/12

## Migration — Cross 46 Tri Bruce Balan and Alene Rice Fast Track to Thailand (Long Beach)

While in New Zealand last May, we decided that *Migration's* 43-year-old polyester-resined fiberglass topsides needed to be replaced. We'd already done the bottom, wing decks, and deck, but now her topsides were starting to delaminate from the ply, demanding the same attention. Since Alene and I have spent months in various boatyards fiberglassing and sanding, we thought it would be nice to have someone else do the itchy work for a change. But where? New Zealand was too expensive, and



Oz even more so. Friends in Thailand told us of the good quality work they'd had done there, so after weeks of research, deliberation, and dithering, we made the decision to have the job done there.

But first we wanted to sail back to Fiji, as we knew it would be a long time before we returned to the Pacific. We had a great trip north from New Zealand, with long stops — and some great lobstering — at South and North Minerva Reef. Then we had two excellent months cruising eastern Fiji and the Lau Group of Fiji.

On August 4th we left Suva and turned west. We wanted to arrive in Thailand before the NE monsoon set in, so we had about three months to cover the distance. We calculated that we could do it by spending about 50% of the time underway.

Our first stop was Vanuatu, the highlight being Mt. Yasur, the fantastic volcano on Tanna Island. We hiked far







PHOTOS COURTESY MIGRATION

***There is 'living on the edge', which just about everybody claims to be doing, and then there is standing at the edge of the crater of Mt. Yasur while the Tanna Island volcano is erupting with molten lava. Bruce Balan can be excused for looking a little bug-eyed in the photo.***

around the rim to where we could see the open pit blasting lava high above our heads. It was so exciting that our knees shook. While we were anchored in Port Resolution one night, the wind clocked around. We awoke to find *Migration* covered in ash. We were still finding ash in nooks and crannies months afterward.

Vanuatu deserves a whole season — if not three or four. But on our schedule we didn't have time to linger. After a stop in Port Vila to provision, we were off on a windy downwind run to North Indispensable Reef, which is part of the Solomon Islands. The open ocean reef is similar to Minerva, but far larger and much less visited. We stopped for only one night, enough time for a snorkel and to sit tight while a front passed through.

Three days of sailing brought us to the Louisiade Archipelago of Papua New Guinea. We've been hauling give-away stuff around the Pacific for years — including the original sails that came with *Migration* when I purchased her in '90, plus a whole set of old rigging — waiting to find someplace where the people could really use the stuff. Well, the Louisiades was the place! The people there need everything.

We had open trading days on *Migration*, with a constant stream of canoes from morning until night. We are firm believers in trading

rather than giving stuff away — except to schools and medical clinics — even if it's only for one yam. If the kids want a treat, we make them at least sing a song for us. We feel this keeps things on an even footing, with both parties respecting each other. We ended up with a lot of wonderful wood carvings and bagel shell necklaces. But our best deal was trading our sails and rigging for a ride on a traditional outrigger sailing canoe.

These canoes are still the primary source of transportation in these islands. The locals even use wave patterns to navigate when making overnight passages on them on moonless and starless nights. And they know how to sail these canoes! We had an awesome ride, with the boys showing off and really making the canoe fly. In fact, they pushed a little too hard, causing the steering paddle to crack, ending our day outing a little earlier than we'd hoped.

From the Louisiades, we had three windy, rainy, downwind sailing days to the Torres Strait that separates Australia and Papua New Guinea. We didn't want to check in to Australia, as many cruisers were complaining that customs was a big hassle and the fees were high. But we did anchor for three successive nights behind various islands, something which is permitted as long as you don't leave your boat. We did this because Alene was hard at work restitching the leech and foot of our relatively new — '10 — North Sails jib, which we'd purchased in New Zealand.

Torres Strait was windy and rough,

***A sailing canoe in the Louisiade Archipelago, now made much faster thanks to the donation of 'Migration's old sails.***



***A trading day on 'Migration'.***



MIGRATION

MIGRATION



# CHANGES

but life changed dramatically as soon as we exited it to the west side. Suddenly we were in Mexico again, with downwind sailing in flat water. Oh, it was

heaven! For days we sailed through the Arafura Sea, flying the spinny with 12-18 knots from astern, and not a swell to be seen. After all those years in the Pacific, we'd forgotten sailing could be so easy.

**The sailing conditions in the Arafura Sea reminded Bruce of Baja.**

East Timor, which has been trying to get back on its feet after years of strife, was an interesting stop. We found excellent snorkeling at Jaco island on the east end. But at Dili, the capital, the number of people from NGOs and the United Nations, as well as police and military personnel and vehicles, was a bit overwhelming.

The vast majority of boats visiting Indonesia join the Sail Indonesia Rally so they won't have to deal with the paperwork. We found the paperwork wasn't too hard to do ourselves — but it wasn't cheap. We had organized our cruising permit (CAIT) in advance via email, and we hired an agent to handle clearance in Kupang. The latter is a complicated procedure, and friends who tried to do it themselves eventually had to give up and hire an agent.

Besides the flat water sailing after the Torres Strait, the biggest change was the food. For all the delights of the South Pacific, excellence in the culinary arts isn't something that comes to mind. In the Pacific islands you can go a bit crazy on

**After the lack of greens in the South Pacific, and the lack of good cooking in New Zealand, Bruce and Alene were thrilled to see Asian markets.**

taro, yam, cassava, and breadfruit. And while we love New Zealand, the food is forgettable there as well. Now, however, we were in Asia, where there was lots of spicy and delicious food — and for little money. As for provisioning, it took weeks for us to get used to the fact that there were markets everywhere selling fresh produce. We didn't have to stock up every time we saw a fresh green.

Indonesia was delightful, and we were frustrated at having so little time there. The Komodo area is awesome, with incredibly good diving, and, of course, the dragons. Surprisingly, the area looks almost exactly like Baja California — especially the way the light falls on the hillsides at sunset.

Bali was fantastic — exotic and with a rich culture. All the islands in the area are fascinating, but Bali deserves a visit of many days. We definitely will return.

We moved north quickly with just a few stops until we crossed the equator, returning to the northern hemisphere after over 4½ years in the southern hemisphere. We were surprised to encounter more dolphins in Indonesian waters than in Fiji or Tonga.

We cleared out of Indonesia at Nongsa, where an excellent little marina took care of all the paperwork. We then crossed the busy Singapore Strait. Singapore is an interesting city-state, but it's one big mall. When it comes to shopping, the locals put Americans to shame. Not exactly our cup of tea. However, the Biodomes and SuperTrees are very cool, and the local food at the hawker stands is incredible.

The Malacca Strait along the west coast of Malaysia was challenging, but we did all right with two night passages and a couple of bumpy anchorages. It's amazing we didn't get hit or hit anything, for the quantity of ships, fishing boats, floats, nets, and debris is staggering. We were there in late October, the transition period between the monsoons, so there were thunderstorms every night. Thankfully, only a few bolts came close.

Langkawi, at the north end of Malaysia, was a fine stop. We checked into and out of the country there, and it was the easiest clearing we've ever done. We also stocked up on beer and rum for friends who were already in Thailand, as



Muslim Langkawi is, curiously enough, a duty-free port. People in Thailand appreciate all the alcohol cruisers can bring north. We then spent a couple of days in the beautiful southern Thai islands, getting in our first swimming and snorkeling in a long time.

We arrived in Phuket on November 10, 98 days after our departure from Suva, and only a week later than we'd originally planned. We'd travelled 5,919 miles and spent 38 nights at sea. Now we'll find a yard for *Migration*, research contractors, empty her completely out, move into a cheap apartment, and give her the big refit she deserves. As long as we've come all this way, we'll do it right so *Migration* has another 40 years on the sea.

There are definitely some challenges on a trip such as the one we did. Moving so fast, it helps to be lucky with the weather. We kept a close eye on it, and we were lucky. Once out of the Pacific and into the waters around Indonesia and Malaysia, the weather is generally benign at the time of year we passed through.



MIGRATION

MIGRATION



# IN LATITUDES



ALL PHOTOS COURTESY MIGRATION



**Clockwise from above:** Alene and Bruce, somehow oblivious to the presence of a real, live, mammal-eating Komodo dragon right in front of them. Komodo dragons have a nasty stink eye, sharp claws, and toxic saliva. The couple in the rice fields of Bali. Alene with a dolphin in Indonesian waters.

But there are a lot of calms around Indonesia and Malaysia. Because we were in a hurry, we ended up motoring more than in the previous 18 months. And all that motoring means fueling — often by jerry jug — which can be tiresome. We certainly wanted to stay longer in every place we visited. We had to keep telling ourselves we'd see them on the way back. That's another challenge — how to get back to the Pacific? There's so much more we want to see in that ocean. But we'll deal with that after the refit.

However, this trip has made very clear our biggest problem — there are just too many intriguing, amazing, fascinating places to visit in the world. How can we decide where to go next? But at least that's a pretty cool problem to have.

— bruce 11/01/12

**Second Chance — Hylas 46**  
**Dick Oppenheimer, Linda Dalton**

## Sailing the Maine Coast (San Francisco)

As we write, it's early October in Camden Harbor, Maine. The famous 'windjammer' schooners have been covered in shrink wrap. Brilliant yellow, red and orange leaves are dropping. And the temperatures have definitely cooled. All are signs that sailing here is finished for the season. So it's time to haul our Hylas 46 *Second Chance*, and place her in a covered shed for the winter. Once that's done, we'll return to San Francisco, having enjoyed another wonderful summer of sailing.

Just a month earlier, a small fleet of historic, lovingly restored wooden ships sailed past our moor-

ing and into the harbor for the annual Camden Windjammer Festival. *Victory Chimes*, a magnificent 132-foot three-masted schooner, glided her way into the harbor with her yawl boat maneuvering her through the mooring field to the city waterfront. The yawl boat provides power for the schooner when needed. With a hand on the tiller, crewmembers can gently nudge an engineless tall ship forward and into her slip. It was an extraordinary sight to see the schooner come into port, and a wonderful demonstration of skilled seamanship on the part of captain, crew, and yawl boat drivers.



**A yawl operator guides a windjammer into her berth.**

Even after several months in Maine, it feels as though we have just begun to explore this extraordinary cruising area. With almost 3,500 miles of scenic coastline, thousands of pristine islands, and the only fjord on the East Coast, there is no shortage of beautiful anchorages in this state. Wildlife abounds, and it's not unusual to see osprey, bald eagles, porpoises and seals.

While it's difficult to pick a favorite spot in Maine, Northeast Harbor stands out as a place of exceptional beauty. It is to the east of Somes Sound on Mount Desert Island, and is one of the major yachting centers in Maine. It is home to a small fleet of beautiful pleasure craft as well as working lobster boats. With Morris Yachts located near the town slips, there is a constant stream of Morris vessels on show.

Since it's water-oriented, Northeast

**Dick and Katie Oppenheimer on 'Second Chance'. What could be more satisfying than cruising Maine with your grandchildren?**



SECOND CHANCE

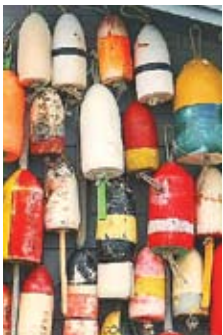
SECOND CHANCE



# CHANGES

Harbor has all the facilities, services and shops that a sailor could want, all located just a short walk from the harbor. A free shuttle takes passengers from the harbor to Acadia National Park, home to many fine hiking trails, as well as to the neighboring villages of Bass Harbor, Southwest Harbor, and Bar Harbor.

There are a number of challenges that



**Lobster buoys.**

make cruising 'Down East' unique. They include thousands of lobster traps, dense fog, a tidal range in excess of 12 feet and unmarked rocky ledges. Established lobster fishermen are allowed a maximum of 800 traps, with no apparent restrictions on where the traps can be set. Lobster buoys can be found in open water as far as 15 miles offshore, in the middle of mooring fields and scattered in narrow channels. 'It's not if, but when, your boat will get tangled in a lobster line,' is a famous local saying.

Outside of Stonington, a small fishing village that boasts the largest lobster catch in Maine, *Second Chance* became entangled in a 'double buoy'. To make lobster trap retrievals easier, a second buoy is sometimes tethered to the first buoy by a slightly submerged line five to eight feet in length. It's that line we got tangled in. After conferring with lobstermen on a nearby boat, we contacted a Stonington marina for assistance. Several attempts to untangle the line were unsuccessful, so we reluctantly started the engine and engaged the line-cutters on our propeller shaft, severing the line to release our boat. Unfortunately, it was

**The lobster catch has been at record levels for the last two years, driving prices way down — except in restaurants, of course.**

not possible to reattach the lines marking the traps, which we wanted to do in order to save the fisherman's investment of \$200.

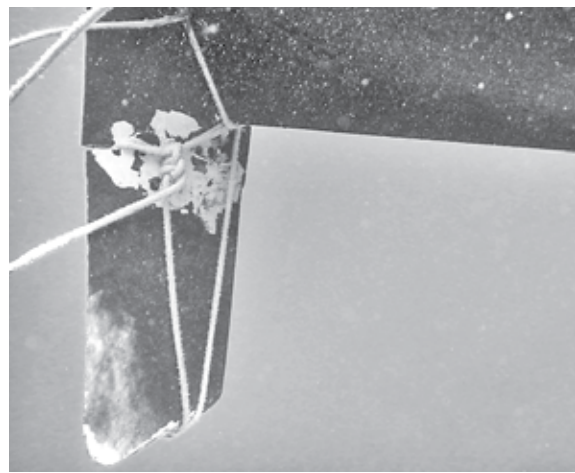
The last two summers saw record lobster catches in Maine, with the overabundance causing wholesale prices to plummet to as little as \$2/lb for the fishermen, while the retail price remained around \$6/lb. Restaurants certainly didn't pass on their lobster savings to customers.

Dense fog is common in Maine and can descend quickly, reducing visibility to just a few feet. We managed to navigate safely using our eyes, ears, radar, an AIS receiver and a chart plotter. But there were still some close calls with sportfishing boats.

While cruising the Gulf of Maine in dense fog on our return trip from Yarmouth, Nova Scotia, we tracked a 980-foot Disney cruise ship on our radar and AIS receiver as she moved through the water in excess of 22 knots. When she got within two miles on a converging course, we contacted her on VHF radio to verify that the crew were aware of us and that we would pass safely. To be more noticeable to commercial traffic, cruise ships' and high-speed ferries in reduced visibility, we'll be installing an AIS unit that doesn't just receive AIS signals, but transmits ours as well.

Even the most popular and picturesque harbors in Maine can contain hidden ledges and rocks. Beautiful Bucks Harbor, which seems almost unchanged since Robert McCloskey featured it in his 1952 children's book *One Morning in Maine*, has a particularly hazardous ledge. Located in the middle of the mooring field, it's covered by about four feet of water at low tide, and surrounding boats often obscure the orange and white marking buoy. Entering the harbor at low water early in the summer, we narrowly missed the ledge. When we returned two weeks later, we learned that two boats had gone hard aground until they were lifted off by high tide. To enhance safety, the harbormaster installed a large inflatable orange buoy with 'LEDGE' written on the side. It's not very elegant, but it's effective.

Even though we've just left Maine and Nova Scotia, we can't wait until we



return next summer for another season. We think it's wonderful!

— dick and linda 10/25/12

## **Panache — Catalina 30 Zach Lough Four Wild Minutes Off Niue (Ventura)**

I'm an ultra budget cruiser who took off with the Ha-Ha in '11, shortly after my girlfriend dumped me and backed out on our cruise. I've nonetheless made it much of the way across the South Pacific with countless adventures, which you can read about and see photos of at [www.sailpanache.com](http://www.sailpanache.com).

My most recent — and nearly last — adventure took place in October at Niue, a remote island-country in the South Pacific where you have to take a mooring buoy because there is no place to anchor. In poor weather, such as we had, even being on a mooring buoy isn't much fun. Here's how the adventure went down:

Dinghying back to the boat was a bit

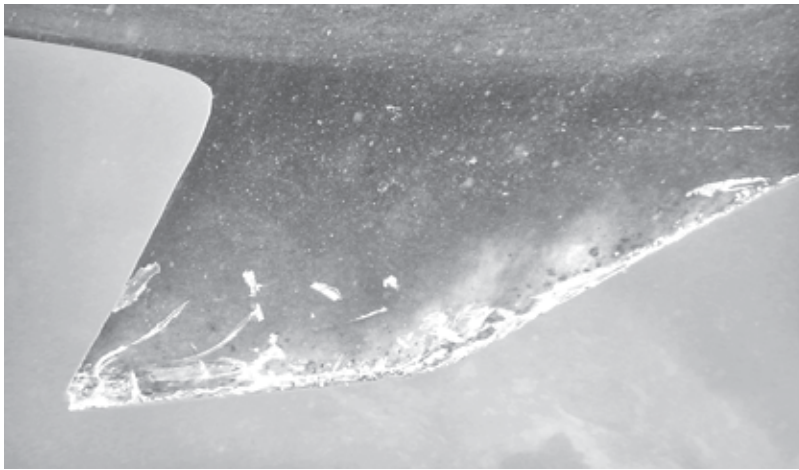




# IN LATITUDES



ZACH LOUGH



**'Panache', a 38-year-old Catalina 30, made it all the way to the South Pacific before she was rocked by a few minor problems.**

strange in such colossal swells, particularly since there was no light to see them coming. *Panache* rocked back and forth violently, so getting aboard was a task in itself. The wind was from the north and the swell from the northwest, which kicked *Panache* around just enough to make sleep impossible.

I had to get up in the middle of the night for a breather, as a can of spray paint clinking back and forth was keeping me from sleeping. No matter how I moved the can or packed material around it, the sound of that little mixing ball inside continued to keep me up.

"While on deck, I checked the boat's line to the mooring ball. The mooring was a refrigerator-sized block of concrete with a nylon rope, with an eye splice on a metal thimble to tie off to. *Panache* would periodically stretch the mooring line taut. Each time she reached the end

of the line, I was jerked more awake. As I climbed into the cabin to go below, I was careful not to step on the bundle of papayas my crew Vlad and I had put in the cockpit in case they had bugs intent on stowing away. With so many papayas, there really wasn't any other place for them!

Throughout the night I woke up periodically and made a visual sweep of the surroundings. Same waves, same wharf being beaten by the waves, nothing new of note. My crew Vlad and I never fell asleep, but we did fall into a limbo dream state where our brains were just conscious enough to lurch into action if need be. This must be how most animals sleep. In our state of grime and sleep deprivation, Vlad and I felt like animals.

Little did Vlad and I realize that during one of our partial dream states the rocking of the boat had

slowly untied the line between *Panache* and the mooring line. Like a blind man walking toward a cliff, *Panache* slowly and unnoticeably rocked toward the hard, coral shore just 100 feet away from the mooring.

I don't know what I was dreaming about, but the most terrible sound woke Vlad and me at the same time. It was as if a wrecking ball were ramming the bottom of the boat! Our animal sleep broken, both of us shot up.

BANG! With the force of a cannon blast, the wrecking ball struck again, jolting the whole boat like an earthquake. "We're on the reef!" Vlad shouted in a shaky voice. Never had my heart sunk so fast or my adrenaline risen so high in the same instant. Smashing your boat on a reef is a sure way to end your cruise quickly. And if it doesn't sink your boat, it will sink your cruising ambitions.

"Wow! Wow! WOW!" Vlad couldn't stop yelling the same thing each time the reef battered the keel. Noting that the bow was pointed toward the reef — meaning the prop was in deeper water, I screamed at Vlad to turn the engine on. "Now!!!" I kept hoping that I was just having a nightmare.

Vlad instinctively turned the ignition. "It doesn't work!" he shouted. "Should we call for help!?"

"What do you mean the engine doesn't work?!!!" I responded sternly. As I hopped into the cabin to get the engine started, a wave pushed us deeper onto the reef, shoving *Panache* over at a 40-degree **A condom every time you have sex. And, as Zach's crew Vlad would probably agree, double check the knots every time you moor.**



**Zach was red-faced with embarrassment about the incident.**

LATTITUDE/RICHARD



PANACHE



# CHANGES

angle and dumping all of our belongings in the cabin onto the sole.

Noting that Vlad hadn't turned the battery on for the engine, I did, and the engine immediately came to life. I jumped into the cockpit, wrenched the tiller to center, and threw the engine into reverse.

Every wave was accompanied by the terrible noise of the reef trying to shatter *Panache's* fiberglass hull. My jaw was clenched together in solidarity with *Panache*. "Come on. COME ON! COME ON!!!" I kept urging through my teeth.

With each wave we crept farther toward the point of no return. It wasn't working.

"We need to call for help!" Vlad insisted. I turned the engine off and did what every sailor fears — make a Mayday call.

"Trying to steady my hand, I picked up the VHF radio. Then it was time to steady my voice: "Mayday! Mayday! Mayday! This is the sailing vessel *Panache*. We have two persons aboard. We broke from our mooring in Alofi Bay and are on the reef. Requesting assistance. I repeat, we are on the reef and requesting ..." BANG! "assistance!"

I paused for a moment but got no response. It was 3 a.m., but I figured somebody had to be up and on 16.

"Should we abandon ship in the dinghy?" Vlad asked.

"No, it's safer on the boat for the time being," I answered quickly. I repeated the Mayday, and again got no response.

**The interior of 'Panache' might have ended up a smelly mess, and Zach might have been totally wiped out, but his Catalina 30 would survive.**

"Fuck it," I announced, "I'm getting us off this fucking reef!" Then I turned the engine back on.

*Panache* wasn't totally on her side, and because the reef was steep, if I gunned the engine in time with the waves, I thought I might be able to shimmy her free. Giving the prop every ounce of horsepower available at the right instants, I soon could tell that we were slowly making progress.

Then I looked aft and saw a huge black mass heading for us. Before the wave struck *Panache's* stern, the water under us was pulled into the black mass, and the tiller twisted violently into my side. There was a loud SNAP! — the sound of *Panache's* tiller shattering like a Louisville Slugger being destroyed by a fastball. The tiller then hung on by a thread. But that last big wave had been enough to lift *Panache* off the reef! We were moving in reverse. We were free, but were we slowly sinking?

I instructed to Vlad to check the cabin sole for water. There was a little, but nothing like in a Hollywood movie. "Shit. It's the toilet water!" said Vlad. During all the commotion, our plugged up toilet had dumped its smelly contents onto the cabin floor. But at the moment, it was the least of our problems.

"We need to anchor, but those moorings can't be trusted." I said. Right then I saw mooring ball #1, the one we had been on. And I quickly noticed that there was nothing wrong with it. It was the knot that had attached *Panache* to the mooring that had failed. The knot that I had tied!

What a sinking feeling!

We limped to the mooring ball and attempted to attach ourselves, only managing to tangle our dinghy with the mooring line. Another clusterfuck! We were stern-to to the swell, making *Panache* roll dangerously. We needed to fix this, but first we needed to remove from the cockpit all the papayas that we had smashed into the world's largest fruit salad. Vlad and I dug out the papayaed cockpit like dogs digging to China, not realizing we had flung half the smashed papayas into the dinghy. Whatever.

I hopped into the dinghy and started untangling the rat's nest of knots that were prevent-



ing us from making a second approach to the secure mooring. It was bad. The dinghy smashed against *Panache* as *Panache* rolled violently into the dinghy, all while I tried to free us from the mooring, covered in papaya. It was madness.

After what felt like an eternity, the knot was straightened out and *Panache* was once again drifting back toward the boiling breakwater. We definitely had steering problems, but we managed to inch forward once again and secure ourselves to mooring ball #1, this time with two lines and extra tight cleat hitches.

Exhausted and letting our heart rates return to normal, Vlad and I congratulated each other for moving quickly. It was time to call off our Mayday to Niue Radio, which by this point was getting lots of attention. We disinfected the cabin sole with bleach and sat on deck to hide from the fumes while doing a play-by-play breakdown of the four minutes of madness.

I couldn't help thinking about all the things that, had they been slightly dif-



**Niue is home to...**



PANACHE

PANACHE



# IN LATITUDES

ate plans sequenced between scuttling *Panache* and flying home from Niue, fixing the boat in Tonga and waiting out the cyclone season, and everything in between. Whichever way, landfall in New Zealand had never felt so far away. I had failed.

— zach 10/10/12

*Readers — So ends Zach's report. In a private email, he wrote to say that his cruising was probably "winding down." Since then, Vlad has flown home, Zach has gotten the rudder fixed, and he has checked out of Niue for Tonga. We're thinking that New Zealand, after the South Pacific Tropical Cyclone Season ends, might not seem that distant any longer.*

*Zach is too young to realize that he's not been a failure at all, but a raging success. No matter what he decides to do, the responsibilities and experiences he's had in the last year have given him not only a bigger bang-for-the-buck education, but a better real-life education than he could have gotten at Harvard. But even more important, dude, you've been living life to the hilt, not just existing. A tip of the Latitude hat to you.*

## **Angel Louise — Catalac 36 Ed and Sue Kelly Doing the European Divide (Des Moines, Iowa)**

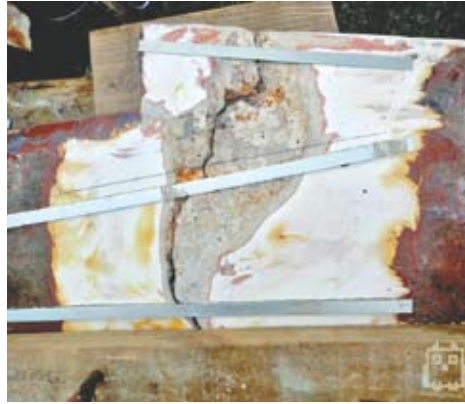
We write from the islands of Greece, the 34th country on our ship's log. Getting *Angel Louise* to the Aegean Sea has been worth the effort, but it's been a different kind of effort than we anticipated — and it involved a route that we had never read about before. Capt Sue and I have the distinction of having taken our sailboat from the North Sea to the Black Sea and Southern Turkey, which required crossing the 1,340-ft-tall Continental Divide by four principal canals

**'Angel Louise' may not be the newest or sleekest cat, but she's gone from Maine to Venezuela, across the Atlantic and across Europe.**



ANGEL LOUISE

PHOTOS COURTESY PANACHE



**The aftermath, clockwise from above. Vlad and Zach with the rudder at the Niue YC. A triumphant Zach found it was easy to drop the rudder from the boat. The major rudder damage was the shape of Texas. Zach at the Niue YC work table. Three aluminum stringers for extra strength.**

ferent, would have prevented *Panache* from going on the reef. If we had only left Niue with Elliot, or tied the mooring line tighter, or kept an anchor watch on deck, or turned the engine on a moment earlier, we might be in better shape. But all things considered, we were extremely lucky, because we were both safe and *Panache* was still floating. Our exhaustion was overwhelming, but sleep never came. Fear of breaking free from the mooring was enough to keep us both awake.

I jumped into the churning water the following morning and, when the bubbles cleared, could see the damage. *Panache's* keel looked as if the shark from *Jaws* had chewed it apart, and there was a superficial scar on the bow. The bad news was that the rudder was fractured. I took a few pictures and then hauled myself on deck. New Zealand was out of the question. I had gotten lazy, tied a shitty knot, and lost New Zealand. It

may sound silly, but losing New Zealand made my time in the Pacific seem like a waste. It's like hiking to within visible range of a mountain's peak, and then having to turn around.

We would have to remove the rudder and jury rig a fix good enough to get us to Tonga 310 miles away. Before any of that, though, we would have to wait out the low pressure system that was twisting the wind and waves into two days of torture. No toilet, no sleep, and all the luxuries of land teasing us by being only meters away.

The wharf was being swallowed by the westerly swell, making a landing suicide. Grudgingly we waited out the low, all the while awake and overly vigilant of the lines connected to our mooring ball keeping us away from the reef. I had plenty of time to be bummed out, and my immedi-



# CHANGES

and rivers of Europe. In the process of traveling up the Rhine and down the Danube, we learned new skills in poorly charted areas, while often testing the laws and regulations of nine different countries. We hoped the trip would be uneventful, but it proved to be anything but.

Capt Sue is a retired nurse practitioner, and I'm a retired assistant United States attorney. Having been inspired by the stories in *Latitude* and the philosophy of the publisher of *Latitude*, Sue and I bought *Angel Louise* in Maryland in the fall of '07 to be our movable retirement cottage until it wasn't fun anymore. We haven't looked back. Our quarter-century-old *Angel Louise* was the 26th of 27 Catalac catamarans built by Tom Lack of Christchurch, England.

We'd done five years of cruising prior to our European adventure. Our previous trips took us up and down the Intercoastal Waterway from Maine to Florida several times, and we spent two years cruising in the Eastern Caribbean as far down as Venezuela and the ABC Islands. By the summer of '11, we'd finally garnered enough courage to cross the Atlantic. It took 38 days, not counting the time we spent in Bermuda and the Azores. We then spent six winter months at London's St. Katherine Docks.

Even before we got to England, we'd dreamed of doing the French canals in the summer of '12. But those plans were dashed when we discovered that *Angel Louise* was too wide and tall to transit the locks and key canals of France. We were crestfallen. But the next morning we saw an ad in the *Sunday Times* for a trip from Holland to Romania aboard a River Hotel ship. It was as though the ad were put there to give us another way to achieve our dream.

We looked closely at the ship's picture and Sue have taken their "retirement cottage" to 34 countries so far, and will add to that number as long as they're having fun.



tures and route, and found that our cat was nowhere near as wide or tall. Despite our boat's tall traveler and antennas, we decided that she could make the trip. The fare for the River Hotel trip was \$14,000 per couple. I told Capt Sue that I would take her for free. There are always advantages for those who get to sleep with the captain.

While living aboard in London, we joined the English Cruising Association, The Royal Yacht Association and the Dutch Barge Association, and attended two lectures by the owners of two English boats that had made the trip. We found that Euro-critters are ethnocentric. For example, none of our U.S. Coast Guard licenses were acceptable. European authorities require an International Certificate of Competence (ICC), of which there is a separate one for inland waters and canals, and they also require a separate endorsement for sail. And unlike in the United States, you have to pay for examiners to test your skills on the water. You also have to pass a CEVNI written test showing you know lock and canal signals and rules. Having sailed our boat from the United States to England, it would have been comical for us to take a test to prove we knew how to sail — were it not for the fact that we were charged over \$1,000 U.S. for both licenses.

Early research revealed that only a handful of pleasure boats had made the trip by the rivers that we proposed, and most of them were powerboats with much larger engines. And a majority of them got to the upriver Rhine in Germany via canals. Boaters familiar with the Rhine warned us not to even try our proposed route with just two 37-hp Yanmar diesels, as they said we wouldn't have enough power to get our heavy boat past the Rhine's fabled Lorelei Rocks. But a few more adventurous folks encouraged us to give it a try, although they cautioned it would be a hard and slow trip for us. We even considered — briefly — putting a mount on the back of *Angel Louise* for our 15-hp Yamaha.

We finally decided that we would make the effort without being assured of success. If we couldn't get past the Lorelei Rocks, we'd just consider it another adventure, turn around, and head to the Med via the Atlantic.

We're happy to report that



*Angel Louise* turned out to be the little train engine that could. We discovered that we could make better headway in the areas of greatest current by weaving back and forth. But it was eerie and disconcerting in several places on the Rhine when it would take us a full minute for the length of our boat to pass a river buoy.

We had to much to learn. For example, if your boat is less than 45 feet long, she is free from the river regulations governing larger vessels. And the locks would be free for our cat, but pleasure boats have no right-of-way in any circumstances on the waters. And lock keepers would let us go into the locks after the larger ships if there was space, but we would always have to wait for a commercial ship going our way through a lock to use it.

With that introduction, we hope you'll read next month's report on our actual trip.

— ed / 11/15/12



# IN LATITUDES



PHOTOS COURTESY CABO YACHT CENTER

**Spread;** The rudderless Hylas 46 'Sea Silk' being towed from Mag Bay with a harness to distribute the tow load. **Insets left;** The sloop's protective skeg very likely prevented greater damage to the rudder. **While the hull and keel were damaged, it was only superficial in both cases.**

## Cruise Notes:

If you're unlucky enough to be caught in a remote area when a hurricane blows through, and your boat gets driven ashore, you're going to need a lot of things going for you in order to have a good outcome. Among them are decent weather, a responsive insurance company, a good rescue company, a powerful tow vessel, and helpful local authorities. Fortunately for Craig Blasingame and Sue Steven of the Coronado-based Hylas 46 **Sea Silk**, who were aboard with three friends when their big sloop was driven ashore at Mag Bay by October's hurricane *Paul*, they got all of them.

"Markel, the insurance company for the boat, was very responsive, as they called us the next day and told us to do whatever we needed to do to save the boat," explains Ari Kreiss of the **Cabo Yacht Center**. It was Kreiss and his

team who ultimately pulled *Sea Silk* free, towed her 170 miles to Cabo San Lucas, and are now repairing her. As the boat was stranded at Isla Santa Margarita, an island that forms the western shore of Mag Bay, they weren't able to use a backhoe to dig a trench for the boat to deep water, so they blew and dug the dirt out of the way. "We then rigged a harness to distribute the tow loads all around the boat, and pulled *Sea Silk* off with a powerful triple-screw 110-ft work boat," says Kreiss. "*Sea Silk* came off in better shape than any big boat we've pulled off a shore. The greatest damage was to the rudder, which had broken in half. There was also some relatively minor damage around the keel, some cosmetic damage,

and a little water inside. But in three weeks she'll be repaired and her owners can continue the one-year cruise they had started."

Kreiss noted that *Sea Silk* had gone up in about as ideal a spot as possible, and that the Mexican Navy, which has a base half a mile away, took extraordinarily good care of the boat and the five people who came off it in the storm. "The Navy put the crew up, fed them, and did everything they could for the owners." Viva Mexico!

While we were having a *cerveza* in the Baja Cantina in Cabo, a man sat down next to us and said "hello." It was Bob Barry, who knew us because he'd done the '06 Ha-Ha with his Beneteau 523 **Latitude 23**. When we asked him where he'd sailed since the Ha-Ha, he told us mostly around Cabo San Lucas.

"I started a day charter business out of Cabo in '07 with a Mexican partner, and two years later I bought him out. Despite all the competition, and the fact that I'm not Mexican, it's been a good business for me. A lot of my friends told me that I'd go crazy after I was in Cabo for a month, but I have a lot of friends and I like it here." Barry tells us that he gets most of his business from TripAdvisor, where his charters are ranked high on the list of popular activities in Cabo. Nonetheless, when the onetime Merrill Lynch employee gets his boat paid off in a couple of years, he says he'd like to buy a catamaran and sail the Caribbean.

Is hoisting **your dinghy and outboard** for the night no longer enough?

"On November 12 we had our grey Achilles inflatable and her 9.8-hp Tohatsu outboard stolen while we were anchored at Isla de Piedra outside Mazatlan," report John Gratton and Linda Hill of the San Francisco-based Hans Christian 33 **Nakia**. "The theft

**One way to lose your dinghy/outboard in Mexico is to ride it into a wave. Another is to have it stolen. Both are expensive propositions.**



CHERIE SOGSTI

# CHANGES

occurred at 12:30 a.m. local time, and the method was unusual. Our dinghy was raised high out of the water on a halyard, and the outboard was locked to the dinghy and then cabled and locked to *Nakia* with 3/16-inch lifeline wire. The thieves placed their *panga* beneath the raised dinghy, cut the bridle suspending the dinghy, then cut the cable from the dinghy to the boat. I was woken up by the sound of the cable pulling tight on *Nakia*, and was on deck in time to see the thieves cut the cable and race away in their *panga*.

John and Linda report they've been cruising Mexico since '04, and this was the first time they'd had anything stolen. But they were disappointed, because the only reason the outboard hadn't been mounted and locked to the back of *Nakia* is that shortly after sunset John had taken their inflatable to help a vessel in distress. As like Mark Twain said, no good deed goes unpunished.

For the sake of others, if your dinghy is stolen in Mexico, please let us know so we can alert everyone to possible hot spots and techniques used to steal dinghies. Historically, dinghy theft has not



CHERIE SOGSTI

**Barritt Neal, who has cruised Mexico, the South Pacific, and the Caribbean, says the folks at Cruiseport Marina treated him like royalty.**

been a big problem in Mexico, so let's work to try to keep it that way.

Are **cell** and **data antennas** stronger in Mexico than in the United States? It seems like it. Twelve miles after leaving

Cabo for Puerto Vallarta aboard **Profligate**, we were still talking on the phone and surfing the Internet with our Telcel modem. That's about 11½ miles farther offshore than when we sail south of Pt. Loma. And Renee Neal of the San Diego-based Peterson 44 **Serendipity** reports that she was reading her Facebook page — using her Telcel modem — while sailing down the length of the east coast of remote Cedros Island at 4 a.m. "There Barritt and I were, motorsailing along under a full moon, having a great time, and all my girlfriends were writing about how worried they were for me."

We met up with the Neals and buddy-boaters Chip and Katy Prather of the Dana Point-based Morgan 45 **Miss Teak** while at Punta Mita, and both couples had nothing but great things to say about their current cruise in Mexico. They all raved about **Cruiseport Marina** in Ensenada, whose staff drove them — at no cost — to and back from the immigration/port captain's office. "In all ways the Cruiseport folks treated us royally," says Barritt. Their big discovery at Turtle Bay was the **Annabelle** family's



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surprisingly large restaurant on the bluff above the cove just to the west of the pier. "Annabelle's food was delicious, and it was inexpensive," says Chip. They also bought diesel from Annabelle that was delivered to their boat at \$3.40 a gallon, a price that will give Californians a case of energy envy. Having already spent a lot of time in Cabo, both boats passed by this time in favor of **Puertos Los Cabos Marina** at San Jose del Cabo. They found that marina assistant manager Shirley Collins runs a pleasantly tight ship, and they enjoyed the less touristy town.

The crews of the two boats had the biggest laugh at **San Blas**, where they saw an enterprising man riding around on a three-wheeled bike while smoking marlin on half a 55-gallon drum mounted on the bike's handlebars! The man does this every day, and goes around selling the fish on a route. When he dropped five pounds off at a restaurant, the four cruisers asked if they could have a nibble to see how the marlin tasted. In typically stranger-pleasing Mexican fashion, the woman who ran the restaurant lifted a big chunk of the smoked marlin right

from her husband's lunch plate and gave it to the cruisers to taste. Yum!

The Neals and Prathers loved their stop at **Chacala**, where the water was astonishingly warm. Then they rounded the corner of Banderas Bay to anchor at **Punta Mita**, where they found themselves in company with two Mexican naval vessels. The vessels were part of a security team for President-elect **Enrique Peña Nieto**, who was about to take office, and Felipe Calderón, the outgoing president, both of whom were staying at that the St. Regis Hotel in the so-called Four Seasons complex. The Neals and Prathers are loving Mexico as much as, if not more than ever.

"When cruisers apply for U.S. passports, they should get business pass-



**Food trucks are so old sombrero! Wait until Mexican 'smokers on bikes' catch on in the States. Fresh smoked marlin — so tasty!**

ports, not the regular ones," advise Jim and Kent Milski of the Lake City, Colorado-based Schionning 49 **Sea Level**. "We were almost denied entry to South Africa because our passports were full," they write. "We had to get the American Embassy in Durban to glue some additional pages in. When we first got our passports, we could have gotten the

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# CHANGES

business version, which costs no more but has 32 extra pages. We've learned that European Union airlines won't let anyone fly to South Africa unless they have at least four blank pages in their passports. Anyway, we're currently at the international check-in dock, which is free but not very secure. But it's the only place that has space available for our cat. We could tell lots of tales of nasty seas getting here, but we're off to see lions, leopards and elephants, our daughter Samar will join us for Christmas in South Africa, and we think we'll make it to the Caribbean by March or April."

We presume the docks in South Africa are crowded because most circumnavigators still think that the only other option — going by way of the Red Sea and the Med — is still too dangerous thanks to Somali pirates. While piracy is way down, it's not out, and most cruisers don't see the risks of the Red Sea route as outweighing the rewards yet.

"October 14 was an interesting day here at Boca Chica, Panama," reports William Nokes of the Chetco, Oregon-based Gulfstar 41 **Someday**. "I was



FORGERIES R US

**When applying for a passport, get the 'business class' upgrade. It's free, and the extra pages could save you a major inconvenience.**

running the engine to charge the batteries when Pamela Bendall's Port Hardy, B.C.-based Kristen 46, **Precious Metal**, a vet of the Ha-Ha as well as cruising in Central and South America, motored in

behind a sailboat named **Rapscallion**. To my surprise, they passed through the anchorage — apparently on their way up-river to Pedregal — without responding to calls on VHF 16. Both Derek of Seagull Cove Resort and I tried hailing them on a variety of channels, but got no response. Derek finally jumped into his small boat and took off after them, wanting to make sure that they knew of the local hazards. Obviously they didn't, because Derek caught up with them just in time to see *Rapscallion's* mast take down the power line, and then *Precious Metal* go aground on a reef. It took several hours, but we finally got her boat off the reef and anchored. The fact that *Precious Metal* is a steel boat may have saved the boat's life, as she suffered no leaks."

Nokes, who writes a frequent and very readable blog from onboard in Panama, reports that it's possible to continue on past the Boca Chica anchorage the seven or so miles up the windy Rio Garibaldi to Pedregal and the big metropolitan area of David. But you do need the latest local knowledge to do it safely.

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

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"I sailed down in the '11 Ha-Ha with plans for open-ended 'commuter cruising' in the Sea of Cortez," writes Jimmy Peter of the Malibu-based Pacific Seacraft 37 **Island Time**. "After the Ha-Ha ended, I quickly left the noise and madness of Cabo for San Jose del Cabo. It was like exhaling. Cruisers told me that if I liked San Jose del Cabo, I would love La Paz. I did love La Paz! Initially I had a very busy cruising itinerary, with lots of anchorages, fishing villages and ports to check off my list. But whereas I used to just stay one night in places, I now spend two, three, and even four nights. And I now think an anchorage is crowded if there are more than three boats. I love the weather in the Sea, although I've gotten an education in how to deal with the *coromuel* winds and the sudden and strong *chubascos* and *elephant*es, as well as the brutal heat of summer. I also learned that *siestas* make so much sense! I might make it over to the mainland this winter, but if I don't, that's cool, because I still have so much more to see in the Sea. The one thing I'm going to do for sure is cruise farther up into the Sea

this spring and summer."

If you've been sailing in Mexico this winter, you know that the air and water temperatures have been unusually warm. For instance, the Prathers' thermometer read 86 degrees at Punta Mita, which is about 12 miles from Puerto Vallarta, and an astonishing 87+ degrees at Chacala. We don't know if *Miss Teak's* thermometer needs recalibrating, but we do know that surfers and SUP-ers are hitting the waves at dawn sans wetsuits and staying out until noon! Warm water means big fish. In April, Robert Pedigo landed a 428 lbs yellowfin tuna on the Puerto Vallarta-based sport-fishing boat **Journeyman**. In September, Dana Point's Guy Yocom landed a 428 lbs yellowfin at Cabo. The latter is the new International Game Fishing record because a deckhand had touched Pedigo's rod during his fight, disqualifying it for a record.



**Lots of sailors slag on Cabo. We loved it when only 12 people lived there, soured on it during the transition, but now love it again.**

Having sampled plenty of yellowfin, dorado, and yahoo during this year's Ha-Ha — thanks to the fishermen aboard *Profligate* and other Ha-Ha boats — we've decided that wahoo (ono) makes the best sashimi, but nothing can compare with Dino's baked yellowfin tuna.

There was sad news out of La Cruz in mid-November, as **Dick Schubert**, a lifetime member and staff commodore of the Half Moon Bay YC, passed suddenly as



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# CHANGES

the result of a carotid artery aneurysm. He and his wife Tami had done the '11 Ha-Ha with their CT-54 **Journey**, and had been popular members of the cruising communities in both La Paz and La Cruz. In fact, we're told Ha-Ha friends of Dick in La Paz even held a memorial service for him there.

**La Paz**, of course, is a popular 'next stop' for many members of the Ha-Ha fleets. Patsy Verhoeven of the La Paz-based Gulfstar 50 **Talion**, whose boat was one of only three that sailed the entire course, reports that the northers weren't as strong as predicted north of Frailes, and Los Muertos "was fabulous, as was the food at 1535, the *palapa* restaurant right on the bay."

"The arrival of many Ha-Ha boats coincided with the finish of the Baja 1000 and Mexican Independence Day, so the town was jumping," says Verhoeven, "and the net was busy with new arrivals asking for local knowledge. **The Ha-Ha Welcome To La Paz Party**, put on by the local businesses and Mexican government, was a huge success, and not just because four boats won weeklong stays



*Is there a female cruiser on the West Coast more accomplished than Patsy Verhoeven? She's also pretty good at paddleboarding.*

at the five-star **Costa Baja Resort and Marina**. La Paz, my town, is a fun and active place for cruisers in the winter.

There are several big events coming up on the cruiser calendar in Mexico.

December 11 is the **Riviera Nayarit Sailor's Splash**, which is a welcome to that region for Ha-Ha and other cruisers by **Paradise Village Marina** in Nuevo Vallarta, **Marina Riviera Nayarit** in La Cruz, and many other tourist businesses. The Splash is immediately followed by the three-day **Banderas Bay Blast**, which is strictly 'nothing serious' Ha-Ha-style racing for cruising boats, and also features the annual reopening of the **Punta Mita Yacht & Surf Club** and the **Pirates for Pupils Spinnaker Run for Charity**. See *'Electronic* for details.

Farther down the calendar are **Zihua Sail Fest**, the great cruiser fundraiser in early February; **Banderas Bay Regatta**, the biggest cruiser regatta in Mexico, in March; and **Loreto Fest**, the biggest cruiser gathering in the Sea of Cortez, in early May.

In the 30+ years we've been cruising Mexico, there have been two constants: 1) The great cruisers you meet. And, 2) The fabulously warm and kind people of Mexico. Two things to keep in mind if you're considering doing next fall's **20th Annual Baja Ha-Ha**.

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## 24 FEET & UNDER



**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 gggreenlee05@sbcglobal.net.

**22-FT SANTANA, 1970.** Alameda Marina, Alameda, CA. \$900/best offer. Includes main, spinnaker, 3 jibs, motor. Boat seaworthy, but needs exterior paint. (360) 666-4999 or (925) 323-2577 or ss.surbay@gmail.com.

**J/24 HULL #375, 1978.** Newport, OR. USA. \$7,000/obo. Good condition. Fast-fun boat, newer sails, and spares, 2 spinnakers, good standing and running rigging. Much recent hardware, many upgrades. 2-axle trailer, 3.5hp outboard. Email pmerskine@yahoo.com.

**23-FT COLUMBIA "T", 1973.** \$2,000. 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.



**24-FT ISLANDER BAHAMA, 1965.** Pittsburg, CA. \$3,300/obo. With 8hp Mariner outboard. Newer rigging, jib with furler, main with lazyjacks. Bottom cleaning 11/2011. VHF, fish finder, depth sounder, stereo, single-burner propane, good interior. Contact (323) 552-8224 or sanfranciscoharmony@gmail.com.



**24-FT CAL, 1985.** Redwood City Marina. \$4,500. Great Bay boat! Main w/single reef, Harken roller furling jib, 5hp outboard, new cushions, Porta-Potti, anchor, safety equipment and more. Call Rich at (650) 363-1390 or (650) 722-2389. Or email rich@spinnakersailing.com.



**22-FT FALMOUTH CUTTER, 1979.** Santa Barbara. For trade or \$45,000. Westerbeke 10 two diesel with 240 hrs, Vari-Prop. Two sets of sails - including one spinnaker and one gennaker. Triple axle trailer! And much more... go to www.sailboatlistings.com/view/32262. Contact davidhornung@hotmail.com or (805) 550-7939.



## 25 TO 28 FEET



**27-FT ANTRIM, 1999.** \$40,000. High mileage. Five-time PacCup vet, E.T. is ready to go again. Always on the podium. All category 2 equipment included (call for list). Or, remove the ocean gear and go buoy racing. Contact (925) 934-5197 or tony.english@comcast.net.

**26-FT CAPRI, 1993.** Vallejo. \$26,000. Pristine. Fin keel, inboard diesel. Open transom, custom walk-thru dodger. Galley, enclosed marine head, holding tank and macerator. Forehatch and 5 opening ports. Two batteries w/charger. 120/12 v. systems. VHF, WS/WP, speed, depth, autopilot. Cockpit cushions, teak cockpit table. Jibs: self tacking, 115, 150, and asymmetrical spinnaker, all in perfect condition. New last 4 years: main, jib, Harken furler, standing/running rigging. New bottom paint 2012. Call (707) 252-4467.

**28-FT HAWKFARM, \$8,900.** Yanmar diesel. 2 mains, 7 headsails, 2 spinnakers, some recent Quantums, standing rigging/chainplates replaced 2006. KM/DS/VHF/compasses/S/T primaries, good bottom, good PHRF racer. (415) 435-6038 or (415) 924-8485.

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**25-FT MERIT, 1986.** Morgan Hill. \$8,900 or trailerable trade. New gelcoat, new lifelines, low hour Honda 2hp. 1999 tandem Trailrite 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.



**27-FT MORGAN, 1972.** Alameda, Ballena Isle Marina. \$7,500. Maintained and used for day sailing in Bay Area. Excellent for day use and coastal cruising. Engine: Yanmar diesel 1GM1 8hp. Runs great. Bottom and side painted June 2011. <http://sfbay.craigslist.org/eby/boa/3352188924.html>. (415) 238-0046 or [dgililov@hotmail.com](mailto:dgililov@hotmail.com).

**27-FT DUFOUR, 1974.** Emery Cove Marina. \$10,000. Good condition. Sails are two years old, roller furling jib, Volvo Penta 20hp, variable pitch prop. Contact (510) 672-1729 or (510) 965-1614 or [raphael\\_julie@yahoo.com](mailto:raphael_julie@yahoo.com).

**25-FT CATALINA, 1984.** Berkeley. First serious offer. Everything in good shape. New upholstery. 5 foresails. Whisker pole. 6hp Nissan O/B. Very clean and ready for sailing. Contact (510) 984-4685 or [kernull@yahoo.com](mailto:kernull@yahoo.com).

## 29 TO 31 FEET

**30-FT RAWSON, 1964.** San Rafael. \$7,900/obo. *Blue Moon*. 100 hour Yanmar 3-cyl 30hp diesel. Radar, GPS, 12-ft Livingston tender, VHF, hot water, fully found, 6-tonner, 6'4" headroom. Lying San Rafael liveaboard berth. Call or email for more info. (562) 899-0774 or [sswells@att.net](mailto:sswells@att.net).

**29-FT ERICSON, 1975.** \$6,500. Unique 1975 Ericson 29, USCG documented, lying Napa Valley Marina dry store. Hull and deck in good shape, LPU mast and boom; mast rewired this year. 1 season on new Pineapple main, 120, spinnaker. Unused storm jib, older genoa. Newer standing rig. Custom canvas and 36" wheel. Strong rebuilt Yanmar YSB12. Pressure water, stove, custom joinery inside. Loads of gear and extras. 22 years one owner. Needs interior cushions and minor electrical and mechanical work, but a great Bay or coastal boat. Email [e29forsale@gmail.com](mailto:e29forsale@gmail.com).



**29-FT COLUMBIA, 1964.** Alameda. \$4,500. Hull 103, LOA 28'6". Re-powered with Yanmar 3-cylinder 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.

**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 BODEGA, 1977.** Redwood City. \$6,000/obo. Marina closing - unique opportunity to obtain partially completed sailboat. Clean Volvo diesel. Mast stepped. Teak cockpit. Bulkheads in place. Corian galley, cold-plate refrigeration. Teak V-berth with plywood quarterberth, chart table, settees. <http://home.jps.net/~tbishop/>. Contact (650) 283-0555 or [tbishop@jps.net](mailto:tbishop@jps.net).



**30-FT BRISTOL CHANNEL CUTTER.** 1997. \$125,000/obo. 30-ft Lyle Hess Bristol Channel Cutter, *Tigress*, 1997, sistership to the Pardey's famous *Taliesin*. Extraordinary craftsmanship. Mahogany on oak. Teak cabin and decks. Hull so fair many think it's fiberglass. Amazing teak and birdseye maple interior. 27hp Yanmar. Well equipped: roller furling, storm trysail, spinnaker, sea anchor, radar, chartplotter, autopilot, windvane, refrigeration, VHF, 110V electrical, inverter, Force10 heater, Force10 stove/oven, windlass, 9-ft Fatty Knees dinghy with sailing kit, much more. Pristine like-new condition. More at [www.tigress-bcc.com](http://www.tigress-bcc.com) or call (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 [renecanham@earthlink.net](mailto:renecanham@earthlink.net) or (707) 746-5076.

**J/29, 1984.** Redwood City Marina. \$10,000. Main, almost new Pineapple #3 and #2 jibs, 3/4 oz. spinnaker. New 8hp 4-stroke outboard, anchor, safety equipment. 2011 SYC race series winner. Call Rich at (650) 363-1390 or (650) 722-2389. Or email [rich@spinnakersailing.com](mailto:rich@spinnakersailing.com).



**30-FT NEWPORT, 1978.** Alameda. \$9,500/obo. Ready to motor, sail, or live aboard. Recently overhauled Yanmar diesel. Propane oven. Pineapple jib on Harken roller furler, main and asymmetric spinnaker with whisker pole. Immaculately clean, bright cabin. Topsides need attention. Contact (510) 406-2399 or [briss1935@gmail.com](mailto:briss1935@gmail.com).

**30-FT ETCHELLS 22, 1978.** Brickyard Cove. \$4,000. Driscoll hull #448, built '78. Complete with two sets of main, jib, spinnaker in great condition. With a trailer. Regularly sailed. This is being sold so that I can get a cruising boat satisfactory for my spouse. Asking only \$4,000/obo, which is less than the value of the sails. This is the most exciting sailing for this price. At Brickyard Cove, Point Richmond, CA. (415) 599-5792 or [tedw37@gmail.com](mailto:tedw37@gmail.com).



**29-FT RANGER, 1973.** Fortman Marina, Alameda. \$13,000/reasonable offer. All lines to cockpit. Singlehanded Transpac vet. Yanmar 2GM20F, good sails, TP, new electronics, self-tacking jib. Details at web site: <http://sites.google.com/site/ranger-29joy/>. Contact (831) 345-9384 or (831) 726-3192 or [lewiskeizer@gmail.com](mailto:lewiskeizer@gmail.com).



**NEWPORT 30 MK III, 1982.** Sausalito. \$16,800. Fast and comfortable; points well, 2006 Doyle main, 3 jibs, 2 spinnakers. Beautiful teak interior. Dependable diesel engine. Roller furling. Spinnakers. All lines led aft for singlehanded. Sweet boat. Contact (415) 225-7736 or [Danfron@aol.com](mailto:Danfron@aol.com).



**30-FT RAWSON SLOOP, 1964.** Ballena Isle Marina, Alameda. \$18,500. Beautifully restored Rawson 30 sloop. Tanbark sails, bronze ports and hardware, 4-107 diesel, radar, AIS, chartplotter, high amp alternator, Monitor windvane and much, much more. See more at website: <http://restoredrawson30.blogspot.com/>. (408) 234-5359 or [carlbabb@mail.com](mailto:carlbabb@mail.com).

## 32 TO 35 FEET

**34-FT CATALINA, 1987.** Alameda. \$48,000. Mexico vet. Electric windlass, 3 anchors, solar panels, wind generator, SSB radio with Pactor modem, radar, 2 GPS chartplotters, autopilot, high aspect rudder, 2 fuel tanks, Spectra watermaker. Dodger, bimini, dinghy motor hoist, fishing gear. 100 amp alternator, PSS shaft seal. (209) 295-2566.

**32-FT ERICSON, 1984.** Sausalito. \$12,000. Diesel, roller furling, wheel steering. Contact (415) 331-8250 or [jack@modernsailing.com](mailto:jack@modernsailing.com).

**33-FT CAL, 1972.** San Carlos, Sonora. \$15,000. *Carlota* was repowered with Universal 4 diesel. Has dinghy, 8hp outboard, SSB, Autohelm, radar, and lots of cruising equipment and spares. Also includes a new helical mooring in San Carlos Bay. Contact (520) 284-0806 or [k1bgd@yahoo.com](mailto:k1bgd@yahoo.com).

**33-FT RANGER, 1976.** Berkeley Marina. \$15,000. New topsides, racing bottom, racing equipped, interior spartan, but cruising gear included in sale. Excellent racing record, rebuilt Atomic 4, 3 kites, 3 headsails, very fast, retiring from racing. (510) 548-1210 ext.12 or (510) 652-3969 or [myy@yovino.com](mailto:myy@yovino.com).

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**33-FT SPAULDING, 1964.** \$25,000. *Auroral*, Spaulding 33 fractionally-rigged sloop, built in 1969. Made of finest materials. Spruce mast, boom and spinnaker pole. Restored bottom and rudder 2010. Sleeping berths for 4 people. Gray Marine engine. Hood sails and more. Email [jonah\\_ward@hotmail.com](mailto:jonah_ward@hotmail.com).

**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 (415) 450-1113 or (415) 383-1006 or [c\\_longaker@sbcglobal.net](mailto:c_longaker@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).

**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 (925) 935-4413 or [sqsailors@hotmail.com](mailto:sqsailors@hotmail.com).



**35-FT IRWIN CITATION 35.5, 1986.** Marina Bay Yacht Harbor. \$29,000. Great handling racer/cruiser with stylish lines in excellent condition. Nice teak interior sleeps 7. Memory foam cushions in V-berth. Nice galley with ice box, double sink and 2-burner propane stove. HD TV and Dolby 5.1 sound system. AC water heater, low hours Yanmar 3GM30F diesel, roller furling jib, Barlow 25 winches, Garmin GPSmap 178. New battened mainsail Oct. 2011. A lot of solid boat for this price! Contact (530) 863-9607 or [heartnsprite@hotmail.com](mailto:heartnsprite@hotmail.com).

**31-FT PACIFIC SEACRAFT (35 LOA).** 2004. Dana Point. \$139,900. Excellent condition, cruise ready, cutter, Monitor vane, 130 W solar, two autopilots, dodger/bimini, heater/fireplace, cold plate refrigeration, liferaft, EPIRB, radar/plotter, depth, VHF, spare parts. (949) 285-8362 or [pvanenwy@csulb.edu](mailto:pvanenwy@csulb.edu).

## 36 TO 39 FEET



**37-FT CREALOCK, 1997.** La Paz, Mexico. \$187,000. Excellent condition and location. She's totally turn-key and ready for your big cruise or commuter cruising Mexico. Hawaii and Mexico vet. Singlehander's package, shoal draft, Monitor windvane, liferaft, EPIRB, SSB, radar. Custom storage in galley and head, manuals, tools, spares, spares and spares. Dinghy with wheels and outboard. 2011: new lifelines, running and some standing rigging, full-batten main with Tides marine track, interior cushions and fabric. 35# CQR and 44# Delta on bow, 25# on stern. Dinghy w/wheels and outboard, Kato engine lift. (310) 459-1510 or [JimmyP0201@gmail.com](mailto:JimmyP0201@gmail.com).

**38-FT BENETEAU, 1991.** Sausalito. \$32,000. Diesel, roller furling, beautiful sailing boat. This is a great year and a very good design for this classic looking boat. Contact (415) 331-8250 or [jack@modernsailing.com](mailto:jack@modernsailing.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](mailto:dcd987@gmail.com).

**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. [www.flickr.com/photos/rgt-pics](http://www.flickr.com/photos/rgt-pics). Contact [Bobgthomas@EarthLink.net](mailto:Bobgthomas@EarthLink.net) or (925) 286-8738.

**36-FT HANS CHRISTIAN, 1975.** Oyster Point Marina. \$35,000. Proven cruiser from Alaska to New Zealand. *Good Bones*, needs new sails and little TLC to restore her to offshore condition. Monitor windvane, dinghy and more. USCG documented. Contact (415) 337-5303 or [svtekin@gmail.com](mailto:svtekin@gmail.com).

**37-FT RANGER, 1978.** San Pedro, CA. \$16,500. *Some work to be done* some work to be done. *SOLD* *flatable* *seller*.

## 40 TO 50 FEET



**42-FT CASCADE, 1972.** Redwood City. \$40,000. New sails, watermaker, Autohelm, new rigging, ice maker, marinized Westerbeke and more. Needs work on deck. Spent a lot, asking for less. Contact (650) 704-2302 or [galaxaura@gmail.com](mailto:galaxaura@gmail.com). PO Box 3163.



**41-FT MORGAN OUT ISLAND, 1981.** Glen Cove, Benicia. \$47,500/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 your own adventure! Call Ken. (415) 269-2971.



**43-FT SPINDRIFT CENTER COCKPIT.** 1980. Pago Pago, American Samoa. \$130,000. Rugged double-ender, full keel, 80hp Lehman-Ford, large tanks, autopilot, radar, 2 SSB's, VHF/AIS, triple-reef main (new), Profurl jib, hanked-on staysail, nine 2-speed self-tailing winches. EPIRB, liferaft (new), two dinghies, two outboards, 2kw Honda generator, watermaker, 4-burner stove, freezer, two heads, electric windlass, 60-lb CQR, 300' chain, cockpit enclosure; 6'-10" headroom below. Extensive features. One-owner boat since new. Cruised S. Cal to Mexico, Hawaii, BC, Central America, Panama, Galapagos, Pacific islands Marquesas, Tahiti, Cooks, Samoa, Tonga, Fiji, Vanuatu, and NZ. After 13 years Pacific cruising, owner (age 80, recently widowed) says that's it! Boat ideal for experienced couple wanting larger boat. Pago good start point for SW Pacific cruising. (684) 252-3489 or [nashsail@aol.com](mailto:nashsail@aol.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. Use link for current photos, complete equipment list: <http://sailboatvagari.blogspot.com>. (520) 825-7551 or [stanstreb@gmail.com](mailto:stanstreb@gmail.com).



**48-FT BENETEAU 47.7, 2003.** Sausalito, CA. \$275,000. Bruce Farr design with tall mast and deep keel performance hull. 3 staterooms 2 heads, 1 electric. 75hp turbo Yanmar with 265 hrs. 3-blade feathering prop. Bow thruster. Electric mainsail winch. Dutchman mainsail flaking and Furler headsail furling. Furuno radar on self-leveling Questus mount. B&G instruments including autopilot with remote at helm. Icom 502 VHF with remote and Icom 802 SSB. Espar heat. Xantrex 2500 watt inverter with Prosine Advanced Digital Control. ProMariner galvanic isolator. Original owner. Maintained as new. (916) 969-8077 or [curtis@surewest.net](mailto:curtis@surewest.net).

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**40-FT SANTA CRUZ, 1983.** Monterey. \$87,000. 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://santacruz40for-sale.com>. Contact (831) 915-3540 or jimbo@mbay.net.



**43-FT TASWELL, 1988.** Alameda, CA. \$239,000. Bluewater cruiser. Major refit in 2007, then cruise perfected. Full details at website, listing: 1291827. Contact Steve. [www.yachtsoffered.com](http://www.yachtsoffered.com). (530) 748-8010 or lotus48@att.net.

**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.

**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 frig/freezer, separate deep freeze. Too much other equipment to list. Please contact for complete list. (831) 335-3573 or ladyhawke50ft@yahoo.com.



**CAL 2-46, 1974.** Point Roberts. \$95,900. Reduced.. 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 nelson2bed@gmail.com or (250) 505-4941.



**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, Prosine Truewave 1000 inverter, Monitor self-steering windvane, Icom IC-M700 Pro with Pactor 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.



**46-FT JEANNEAU SUN ODYSSEY 45.2.** 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.



**50-FT FD-12, 1981.** Sea of Cortez. Unsinkable fully equipped blue water cruiser, AK/Mex/SoPac vet. Superb galley in pilothouse. 2 staterooms fwd and master stateroom aft w/berths for 5-6 and great fore/aft privacy. Reduced price. See website for details: [www.svdaydreamer.com](http://www.svdaydreamer.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.

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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. Barient 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.



**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 SCEPTRE, 1986.** Crescent Beach, B.C. \$168,000. Original owners. Professionally maintained. Recent survey and bottom paint. Call or email for more info and pictures. (604) 535-9373 or raceaway@shaw.ca.

**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 YachtWorld.com for specs. (530) 541-4654 or mortmeiers@aol.com.

**42-FT CATALINA, 1990.** South Beach Harbor, San Francisco. \$89,900. Great condition. Extensive upgrades. Full spec at: <http://leluya.blogspot.com>. (650) 716-4548 or leluya123@gmail.com.



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

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**46-FT JEANNEAU SLOOP, 1996.** Puget Sound, WA. \$149,900/offer. Good condition, newer North sails, newer Raymarine C-80 chartplotter, radar, Autohelm, Tri-data speed/depth, etc. Very clean below. 3-cabin, 2-head layout, inline galley, fridge/freezer, navigation station, AC, more. Contact (253) 377-1660 or sailingfans@hotmail.com.



**43-FT SERENDIPITY, 1980.** Best offer. *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.



**45-FT COLUMBIA, 1971.** Redwood City, CA. \$47,000/obo. World cruiser. Huge liveaboard. New radar and GPS. 2 steering stations. 55hp diesel. Separate shower. 2 heads. 2 staterooms. Large main salon and galley. Email for list of equipment, photos, and viewing: boomkin65@yahoo.com.



**44-FT KELLY PETERSON, 1977.** Daytona Beach, FL. \$95,000. Well maintained/new rigging/mast pulled, relit, repainted like new. Good access to Perkins 4326 diesel rebuilt 2009. New stainless steel 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).

**J/120, 2001.** San Francisco. \$180,000. Great one design boat for the Bay. Extensive inventory. Full B&G instrumentation, GPS, Yanmar with low hours. Kevlar and carbon racing sails. Recent haulout 2012. Excellent condition. Contact (650) 363-1390 or (650) 722-2389 or [rich@spinnakersailing.com](mailto:rich@spinnakersailing.com).

## 51 FEET & OVER



**53-FT ISLANDER, 1979.** Sausalito. \$66,000/asking. Monitor, radar, rewired, new fuel tanks and extensive equipment. Sale by owner. <http://polaris5.weebly.com>. (415) 332-6585.



**73-FT AMERICA'S CUP SLOOP, 1992.** Sausalito. \$143,000. Carbon composite hull, rigged for cruising, galley, 100hp Volvo diesel, Harken mainsail track, furler, aluminum spar, radar, VHF, solar, wind turbine, inverter, 2 jibs, 2 used mainsails, built by USSR. Fast and unique. (206) 715-8423 or [tyone@rocketmail.com](mailto:tyone@rocketmail.com).



**51-FT STEEL KETCH.** Super world cruiser, Ventura. \$89,900/reduced. 51' overall, 44' on deck. Ford Lehman 80hp diesel engine with low hours. Radar, AP, dodger, inverter, furling jib and genoa, custom exterior paint, with an elegant mahogany interior are just a few of her great features. This is a stout, well-built offshore cruiser. Has a draft of less than six feet and 250 gallons of fresh water capacity. Built in Holland by the best steel boat yard in the world. Owner financing available up to 80%. Also willing to consider equity trade for real estate. Quit your job start your life today with *Felicity*. Replacement cost exceeds 1 million dollars. Call (805) 982-0684 (cell), (805) 650-8888 (office) or (805) 290-6119. Email [dennis@survivalsystems.com](mailto:dennis@survivalsystems.com).

**59-FT SAMPSON, 2011.** Newport Beach, CA. Nearly completed, bluewater cruising, Sampson ketch, ferroement full keel. 47-ft deck, 58-ft LOA. Center cockpit, full mahogany interior, three staterooms, two heads, interior/exterior steering. Call Rod for video/inventory list. (714) 963-9282.

## 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.



**58-FT SCHOONER, 1925.** Port Townsend. \$139,000. *Suva* is a staysail schooner designed by Ted Geary. A gorgeous and sound classic yacht built almost entirely of Burmese teak. LOD 58', beam 14', draft 6'6". With dual station steering she is comfortable. Her rig is easily handled and she sails wonderfully. She is in very good condition. More at website: [www.schoonerforsale.com](http://www.schoonerforsale.com). Contact (360) 643-3840 or [schoonersuva@gmail.com](mailto:schoonersuva@gmail.com).



**15-FT SNIPE, 1950.** Albany, CA. \$1,800. Gorgeous 15-ft Snipe sailboat and trailer. Original owners, Mahogany clear deck, aluminum and wood masts, sails, etc. Boat has always been garaged and looks like new. Contact John at (510) 468-0380 or [john.serex@colliers.com](mailto:john.serex@colliers.com).



## MULTIHULLS



**35-FT CROWTHER BUCCANEER.** 1987. Richmond. \$32,000. Ply and epoxy professionally built trimaran. Larger and dryer than an F-31 for 1/3 the price. Sails 12 knots easily, will push 20 in a breeze. New paint: 3 bottom coats, topsides and deck. Buy now and get to know *Jabberwock* by SSS Three Bridge Fiasco. Email [phillip050@yahoo.com](mailto:phillip050@yahoo.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>. (916) 622-9348 or [lloyds@jps.net](mailto:lloyds@jps.net).



**42-FT LAGOON 420 CATAMARAN.** 2008. Belize. \$298,000. 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. [www.facebook.com/media/set/?set=a.219422708070841.63102.149453491734430](http://www.facebook.com/media/set/?set=a.219422708070841.63102.149453491734430). Email [sotelojohn@hotmail.com](mailto:sotelojohn@hotmail.com).



**38-FT CHAMBERLIN CAT, 1992.** Nevis St Kitts, Caribbean. \$85,000. Custom composite Vac-bagged Divinycell/Vinyl Ester/Biax racer/cruiser. 2 doubles, 1 head, galley up, bridgedeck with seated headroom (4'6", 5'9" in hulls). Queensland-built, 20,000 ocean miles. Must sell. Email [sydeva@gmail.com](mailto:sydeva@gmail.com).

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**55-FT MALCOLM TENNANT, 2006.** Ft. Myers, Florida. \$895,000. Maximum speed 17kts, cruise 15kts, 2.5gph at 8kts. Fast and economical Open roomy design with 6' 11" interior, 3 queen size cabins with individual heads and showers. Superb condition. Request complete information. Email [viclips@hotmail.com](mailto:viclips@hotmail.com).



**30-FT GEMINI 3000, 1984.** Puerto Escondido, Mexico \$45,000. Hull repairs being completed. Need steering cables and 9.9 Honda repairs. Not cosmetic gem, but self-sufficient/functional, 3 cabins with queen, solar, 8 amp hour/day refrigerator, chartplotter, autopilot, watermaker, well equipped. Contact [ssnick@gmail.com](mailto:ssnick@gmail.com) or (510) 846-6417.

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**50-FT BLAINE SEALY, 1978.** San Leandro Marina. \$37,000. 50-ft spacious, liveaboard trawler in San Leandro Marina. Large living room, full kitchen, 2 state-rooms, 2 baths, excellent running diesel, 4 levels with fly bridge, lots of teak. Two refrigerators, one freezer, washer and dryer. Great liveaboard with an excellent view and location. Call if you are serious. (415) 503-7192.

**78-FT DESCO TRAWLER, 1963.** Emeryville. Entertaining offers. Beautiful classic yacht operating as a floating B&B, event and concert venue. Great revenue. 5 state-rooms, 4-1/2 baths, amazing woodwork, hot tub, views, ambiance, more. Owner financing possible. See [www.barkissimo.com](http://www.barkissimo.com). Call for appointment, (415) 265-9706.



**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. Contact (310) 418-0379 or [Wnbnfrench@msn.com](mailto:Wnbnfrench@msn.com).

**43-FT VIKING MOTORYACHT, 1978.** Sausalito. \$75,000. 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. (650) 400-9813.



**39-FT C&L EUROPA TRAWLER, 1980.** Moss Landing, CA. \$49,500. Twin Ford diesels. Berthed at Moss Landing, North Harbor (assumable slip). Great spot to relax. Clean with lots of extras. (831) 713-6719.

## PARTNERSHIPS

**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. (707) 421-0366 or [CSMSam@aol.com](mailto:CSMSam@aol.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](mailto:1derful@comcast.net).



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**21'- 23' SAILBOAT WANTED.** For SF Bay. In good condition. Please contact RobynBrown.thefarm@gmail.com and RichardGroh@gmail.com.

**TEMPORARY LODGING.** Sausalito, CA. Looking for temporary lodging (2 to 4 months) in Sausalito area. Self-employed female with project accounts in the Bay Area needs to move closer to clients and sailing. No pets, no children, no drinking and no drugs. Access to 24/7 Internet a must. Would consider sublet, home share/in-law or stay on a boat. Sailing community references available. I am a member of a local yacht club. Email [sausalitotemporary@yahoo.com](mailto:sausalitotemporary@yahoo.com).



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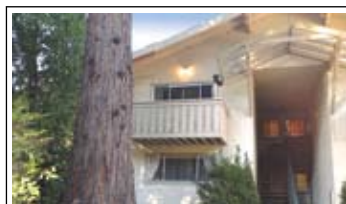
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**MONITOR WINDVANE.** Channel Islands Harbor, Oxnard. \$3,200. One year old Monitor windvane in perfect condition. Has about 3 weeks use from a one-way passage to Hawaii steering a Pacific Seacraft Dana 24. All parts included except transom mounts. Email mwilson501@gmail.com.

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**PIER 39 MARINA BERTH FOR SALE.** San Francisco. \$20,000/obo. 40 x 14 foot berth, currently leased at \$420 per month, SF property tax \$330 per year, visit website for photo slide show: [www.415images.com/pier39](http://www.415images.com/pier39). Contact Larry, (907) 225-3040 or loloane@hotmail.com.

**50-FT SLIP, SF, PIER 39, G DOCK.** Slip 22. San Francisco. \$55,000 - Lease to 2034. Next to breakwater - looking out on the Bay. Wow, what a view! Angel Island, Treasure Island, Golden Gate, Oakland Bay Bridge and Alcatraz. Convenience of the marina office and showers nearby. Contact bruceandbarbie@aol.com or (530) 274-2007.

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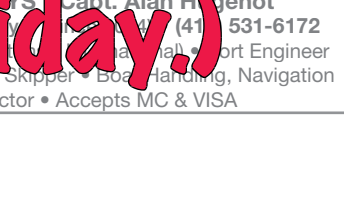
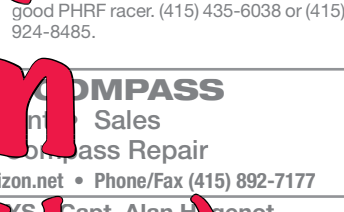
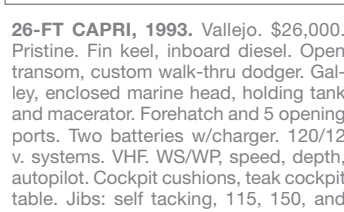
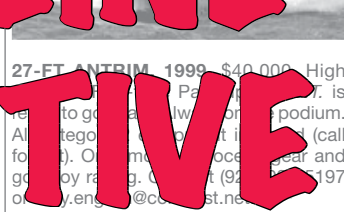
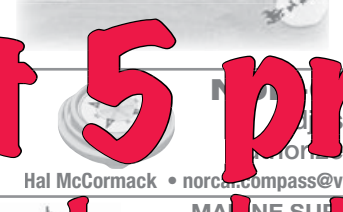
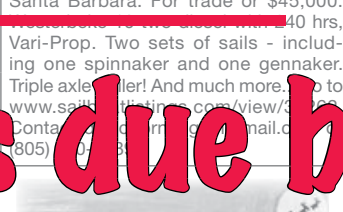
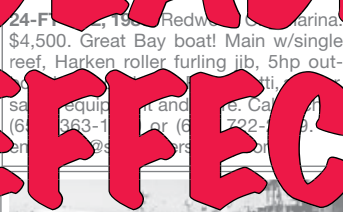
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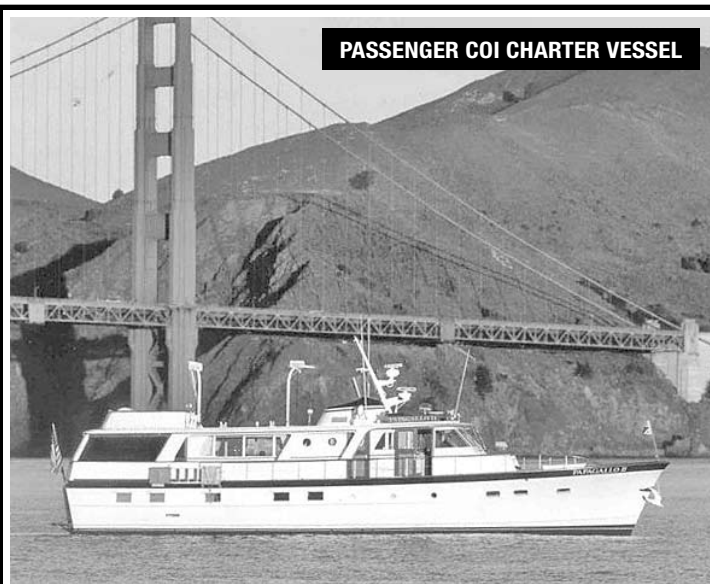


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*Why Not* is Doug Peterson's award-winning design for full comfort performance cruising. Motivated seller, Sausalito berth in very desirable location transfers with application approval. **\$75,000**



**HALLBERG RASSY 37 (2006)**  
*Further* was commissioned by original owner in Sweden and sailed singlehanded for over 6 years with recent arrival in San Francisco. Well-built long distance cruiser. Shared listing. **\$309,000**



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**47' CATALINA 470, 2008** Dark blue hulled beauty shows as new inside and out, only 50 hours on Yanmar. In-boom main, electric winches, bow thruster, custom hard dodger with Barrett Bonded glass. Transferable Sausalito Yacht Harbor slip. **\$349,000**

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**41' SCEPTRE CUTTER, 1985**  
Updated throughout, professionally maintained, transferable Sausalito Yacht Harbor slip. **\$174,900**

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**48' ISLANDER SLOOP, 1985**  
Pacem has had only two long-term owners since new, and shows absolutely beautifully today. New sails. **\$159,000**

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**52' CUSTOM COLD-MOLDED SCHOONER, 1999** Her keel was laid in '72, she then sat unfinished in covered shed until current owners discovered her in '95; meticulously finishing her out before & after '96 launch; then christened/documentated in '99. **\$149,000**

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**38' TA SHING PANDA, 1983**  
Gary Grant-designed classic beauty with brightwork and interior showing MUCH newer than her age. New interior upholstery and foam. Sails well, will make a perfect cruiser. **\$129,900**

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**43' SLOCUM CUTTER, 1984**  
Cruising cutter that has been well maintained and extensively updated — owners estimate they spend about \$10,000 yearly. **\$129,000**

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**36' UNION POLARIS, 1981** Only one owner since new, *Phantom* has never been cruised, extensively upgraded over the years, and is bristol inside/out. Must be seen to be appreciated, a contender for anyone in the market for a traditional cruiser. **\$79,000**

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**53' ISLANDER, 1979**  
Over \$100,000 spent over past several years on this vessel. Rewired, new fuel tanks, extensive upgrades. Owner is motivated to sell IMMEDIATELY. **\$79,000**

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**37' HUNTER LEGEND 37.5, 1993** 37.5 was one of Hunter's most popular designs ever and this particular low-time example is very clean inside and out, competitively priced and lying in Sausalito Yacht Harbor slip that's potentially transferable. **\$67,000**

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**33' WAUQUIEZ, 1984** Classic European sloop shows much newer than actual age — interior in particular shows as new. Major refit '97 included a much more powerful 30 hp diesel, B&G electronics, Harken roller furler, sails, heavy-duty dodger, etc. **\$59,000**

See at: [www.marottayachts.com](http://www.marottayachts.com)



**30' FORTUNE PILOTHOUSE CUTTER, 1978** This charming custom pilothouse feels WAY bigger than 30'! She also has much new equipment (including new Isuzu diesel installed in '95), shows pride of ownership throughout, and is a must-see. **\$43,500**

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**45' STARRATT & JENKS, 1977**  
Nice aft cockpit sloop with new Yanmar diesel (\$30,000 project). Great value cruiser or liveaboard. **\$39,000**

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**REDUCED!**

**44' STEEL** Canoe-stern cutter by Geo. Buhler/Fred Lagier & Sons. John Deere diesel. Stout steel construction. Awesome bluewater cruiser built to go to sea and stay there. Radar, GPS, etc. Here's your world beater! Asking **\$62,950**



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**48' GRAND BANKS** Trawler LRC. Aft master S/R, twin diesel, FB & PH helms, classic mahogany in BEAUTIFUL condition. Onan, fully loaded galley, 3 heads, shower & tub, inflatable dinghy w/ motor, swim platform, steady sails, radar, MORE! Asking **\$99,950**



**REDUCED!**

**40' VALIANT CUTTER** Great blue water cruising design that changed cruisers forever. Loaded with cruising gear, color radar, R/F, plotter, nav station, private staterooms, and MORE! A big, strong, performance world cruiser. Asking **\$69,500**



**27' CANADIAN SAILCRAFT CS-27** Low hours Yanmar diesel. Exceptionally well built & just finished major refit-refinish in & out. Absolutely beautiful, this boat looks new! Roller furling, self-tailing winches, new rigging & MORE. Outstanding value. Asking **\$17,950**



**MAKE OFFER!**

**35' ERICSON MkII** Sloop. Near new standing and running rigging, and sails by Quantum. Profurl roller furling—all almost new, solid example of a great Bruce King design. Excellent cruiser, 1/B, 13 Barient winches, wheel, 2 spinn, refig., shower, double spreader rig and MORE! **\$24,950/Offers**



**35' SPARKMAN & STEPHENS** Center Cockpit Sloop. Diesel, aft stateroom, hard (fully enclosable) dodger, good sail inventory, wheel, extra strong fiberglass construction, well found quality cruising boat. Asking **\$28,950**



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Asking **\$695,000**



**40' DUFOUR PERFORMANCE CRUISER** Full electronics, roller furling, dodger, fine sail inventory, cruise equipped. Fast, comfortable, in beautiful condition and MORE! Located in Southern California, she's a MUST SEE! Asking **\$159,500**



**REDUCED!**

**49' ROSBOROUGH WINDJAMMER SCHOONER** Stoutly built in Nova Scotia in 1980 of bronze-fastened white oak. 57' LOA; 13.5' beam. Loaded with character. Built to go to sea & stay there. Roomy, seaworthy design. Center cockpit, large aft strm, MORE! Asking **\$44,950**



**PERFORMANCE**

**40' X-YACHTS X-119 HIGH-PERFORMANCE** sloop. Renowned Danish performance cruiser/ racer. Loaded with gear and high tech sails. Proven bluewater cruiser and race winner. **\$109,000**



**REDUCED!**

**48' DUTCH CANAL BOAT** by deVries Lentsch. Steel. Unique, comfortable cruiser for Bay/ Delta. Diesel, tub, galley, fireplace, salon, convertible aft enclosure, beautiful decor, MORE! LIVEABOARD. A GEM! Now asking **\$144,000**



**REDUCED!**

**58' ALDEN BOOTHBAY EXPLORER** Motorsailer Ketch. Aft stateroom, dsl, genset, AC, heat & MORE! Famous bluewater cruiser meant to go to sea & stay there. Excellent layout, fantastic potential. Asking **\$198,500**



**LIVE/CRUISE**

**46' ISLAND TRADER MOTORSAILER KETCH** F/G, diesel, in/out wheel steering, queen aft plus double and single staterooms, two enclosed heads with showers and tub, AIS transponder, radar, AP, roomy, more! **\$89,950**



**REDUCED!**

**28' SOUTHERN CROSS** Cutter. Famous top quality pocket cruiser designed by renowned naval architect Thomas Gilmer. Diesel, double-ender, FG. Known for seaworthiness and beauty, these fine craft are rare on the West Coast. A great opportunity. Asking **\$16,500**



**35' TIARA 3500 XL EXPRESS CRUISER** Comfort, elegance & performance in one ultra-clean package. Twin 502 XL Crusaders. Roomy & luxurious, these powerhouses are well respected for their fit, finish & overall quality in the powerboat community & elsewhere. Asking **\$114,000**



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**46' LAKE UNION CLASSIC CRUISER**, 1930. Restored/rebuilt, excellent cond., new dsls, new genset, rewired/reframed/refastened, radar, MORE! She could cruise to Seattle tomorrow. Premium covered Marin berth. Dsl cabin heat. Great liveaboard/cruiser. Asking **\$69,995**



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**40' NEWPORTER** Ketch. "Ack" Ackerman's wonderful seaworthy and comfortable design in beautiful condition. 54 HP Isuzu diesel, 2 helms (wheel on pedestal & in pilothouse) radar, AP, cabin heat. Well set up for cruising & ready to go. Asking **\$44,950**

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# THANK YOU

The entire Team at KKMI would like to thank the racers, cruisers, day-sailors, fishermen and all the boaters who made up the extraordinary Class of 2012. We appreciate the opportunity to have served you and wish you a Happy New Year!

About Time, Adele, Adventure, Aegea, After You, Agua Azul, Ahava, Ahelani, Air, Air Jaldi, Airborne, Akela, Alaskan, Alchemy, Alcyone, Alegria, Alessandra, Alexandra, All Hail, All Ma Doe, Allegra, Allie Cat, Almar Pillar Point, Alpha, Alpha Wave, Alta, Alta Mia, Amazing Grace, Amelia, Amicus, A'mond Joy, Amore Kai, Anakalia, Anakonda, Andantino, Andiamo, Angelina, Annabelle, Anne Bonny, Annie, Annie Too, Annie's Song, Another Girl, Antares, Anticipation, Aon, Aphrodite, April Dream, Aquarius, Aquatrain, Aquavit, Arabella, Arbitrage, Arch Angel, Archview, Arete, Ariadne, Aries, Arugula, Asahi, Asilo, Ask Lisa, Astra, Astrea, Astrid, At Last, Atlas, August Ice, Auntie Em, Aurora, Ava J, Ava Serene, Avanti, Avida, Avion, Aviron, Awakening, Ay, Caramba, Azimuth, Azyxxi, Bagheera, Bandicoot, Barbara, Barbara J, Barge, Batteries Not Required, Bay Celebrations, Bay Gipper, Bay Voyager, Baykeeper, BB Joon, Bella Blue, Bella Luna, Bella Rosa, Belle Souers, Black Diamond, Black Mallard, Black 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