

Latitude 38

Latitude 38

VOLUME 427 January 2013

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JANUARY 2013

VOLUME 427





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Cover: The beginning of a new year is a time for dreaming, and for a sailor, what better dream can there be than a magnificent schooner riding the tradewinds of the Caribbean Sea? There's no need to own her or even crew on her to appreciate the splendor of a schooner under sail. May the year '13 be the lucky sailing year for each and every one of you.

Photo: Latitude 38/Richard

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

SUPER VALUES!



Jeanneau Sun Odyssey 45, 2007
\$290,000



Beneteau 381, 1999 \$89,000



Island Packet 380, 1999 Galatea
\$227,000

SAIL

51'	Beneteau Cyclades	2006	\$235,000
50'	Gulfstar	1977	139,500
48'	Beneteau First 47.7	2000	190,000
46'	Beneteau Oceanis 46	2008	289,000
46'	Beneteau Oceanis 461	1998	174,000
45'	Jeanneau Sun Odyssey	2007	290,000
42'	Beneteau 423	2004	189,000
42'	Beneteau First 42	1985	89,500
41'	Tartan 4100	2004	345,000
41'	Dehler DS	1998	145,000
40'	Beneteau 40	2009	199,000
40'	Beneteau 40.7	2001	155,000
39'	Beneteau 393	2003	134,500
38'	Beneteau 381	1999	89,000
38'	Island Packet 380	1999	227,000
38'	Beneteau Moorings	1991	42,000
38'	Ericson 38-200	1988	68,000
37'	Pacific Seacraft yawl	1984	119,000
36'	Beneteau 36.7	2010	144,000
36'	Hunter sloop	2004	94,500
36'	Beneteau 361	2000	89,900
36'	Catalina	1989	49,900
36'	Pearson 36-II	1985	57,900
35'	Island Packet	1991	139,000
34'	C&B Marine Tiffany Jayne	1982	29,000
33'	Beneteau 331	2004	84,900
32'	Beneteau First 30	2011	159,051
32'	J/32	1997	79,000
32'	Freedom	1984	47,500
32'	Westail	1976	64,400
24'	Corsair Sprint 750	2008	55,000

POWER

58'	Offshore Pilothouse	1995	795,000
53'	Navigator CPMY	1998	239,000
26'	Farallon 2600	2009	124,900

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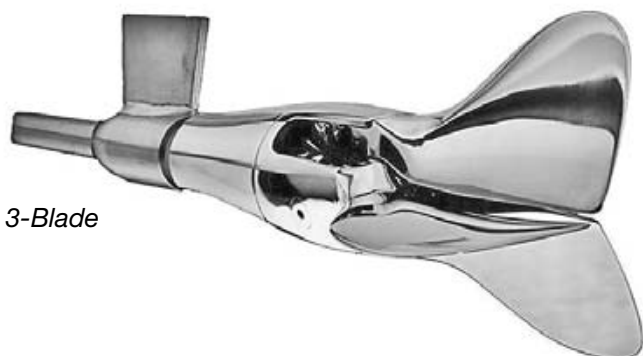
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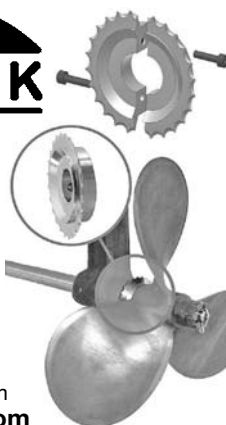
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Latitude 38

"we go where the wind blows"

Publisher/Exec. Editor Richard Spindler richard@latitude38.com
Associate Publisher John Arndt john@latitude38.com ext. 108
Managing Editor Andy Turpin andy@latitude38.com ext. 112
Editor LaDonna Bubak ladonna@latitude38.com ext. 109
Racing Desk racing@latitude38.com ext. 105
Contributing Editors John Riise, Paul Kamen
Advertising Sales John Arndt john@latitude38.com ext. 108
Advertising Sales Mike Zwiebach mikez@latitude38.com ext. 107
General Manager Colleen Levine colleen@latitude38.com ext. 102
Production/Web Christine Weaver chris@latitude38.com ext. 103
Production/Photos Annie Bates-Winship annie@latitude38.com ext. 106
Bookkeeping Penny Clayton penny@latitude38.com ext. 101

Directions to our office press 4
Subscriptions press 1,4
Classifieds class@latitude38.com press 1,1
Distribution distribution@latitude38.com press 1,5
Editorial editorial@latitude38.com press 1,6
Calendar calendar@latitude38.com
Other email general@latitude38.com



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SAIL.....

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1999 41' J/125 Aunt Jessie **SOLD**
2006 41' J/124 Forgiv... \$239K
2001 40' C&C 121 \$210K
2000 38' Catalina 380 \$119K
1993 38' Morgan 38 \$99K
2006 36' J/109 Lanui 199K
2007 33' Cross Current \$179K
2001 32' J/32 La Dolce **SOLD**
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2005 30' Columbia 30 \$60K

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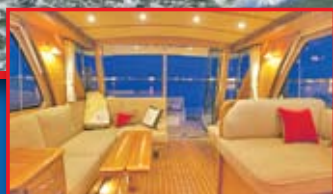
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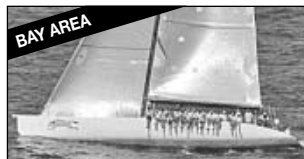
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Entry Form
next page!



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Thank you for participating in the YRA! We offer a choice for racing both on the Bay and on the local ocean!

SERIES INFORMATION

The YRA Party Circuit

- Includes the 3 marquee YRA Weekend Regattas plus the 1 day Summer Sailstice Regatta. Weekend regattas are The Great Vallejo Race, the YRA 2nd Half Opener, and the YRA Season Closer. The three weekend regattas features 2 days of racing and a party at the host club Saturday night.
- All 5 races are longer, destination style races.
- There are 6 Divisions available for each Regatta: PHRF, Sportboat, One-Design, Double/Singlehanded, Non-Spinnaker & Multihull. Divisions may be split into multiple fleets to ensure competitive racing.

The YRA Series

- In the Bay racing for boats with a current NCPHRF rating certificate (HDA) or for One-Design classes (ODCA).
- The series consists of 4 race days- YRA 1, YRA 2, YRA 3, YRA 4. Multiple races may be held on each race day.
- HDA Divisions are determined by grouping similarly rated boats.
- YRA Series Racers are invited to race in the Crewed Lightship ocean race for an additional \$5.00. Additional OYRA equipment requirements must be met. See http://www.yra.org/OYRA/ocean_safety.html.
- One-Design starts are available for any fleet that signs up for the ODCA season, or, gets at least 5 boats to sign up for a single race day. If you are not sure if your One-Design fleet is a current ODCA fleet, or would like to sign your fleet up for ODCA, please contact the YRA office at (415) 771-9500 or info@yra.org.

OYRA (Offshore Yacht Racing Association)

- In 2013, there are 9 ocean races ranging from 25 to 60+ nautical miles.
- OYRA racers are invited to race in the Great Vallejo Race for only an additional \$5.00!
- Racers will be divided into divisions determined by the OYRA board. Racers can also choose to race in the Short Handed division:

WBRA (Wooden Boat Racing Association)

- The WBRA participates in the US Sailing Golden Anchor program which makes WBRA racers eligible for a discounted US Sailing Membership. US Sailing memberships through the WBRA Golden Anchor program must be purchased online here: <http://www1.ussailing.org/membership/MPP/Default.aspx?ycid=112274N>
- Bay racing for one of the following 5 fleets:
 - Bird Boats
 - Bear Boats
 - Folkboats
 - IODs
 - Knarrrs

GENERAL INFORMATION

- **YRA Sailing Instructions are available on the YRA website at www.yra.org.** Sailing instructions are normally posted approximately 2 weeks prior to each race. If you do not have access to the internet and need to have your race instructions mailed to you, please contact the YRA office at (415) 771-9500 or info@yra.org
- Entries for a series, or individual regatta, must be received by 5 pm the Monday before the race or a \$35 late fee will be applied. No entries will be accepted after 5 pm the Wednesday before a race.
- **A YRA sailing membership and a membership in a YRA member yacht club is required to register a boat for any YRA series.** A YRA membership is required to race in any individual YRA Race, but one time racers do not need to belong to a member club.
- The YRA Offers a discount on all race fees to US Sailing Members. YRA Racers are eligible for a discount on US Sailing Memberships through the Golden Anchor Program. US Sailing Memberships can be purchased online at <http://www1.ussailing.org/membership/MPP/Default.aspx?ycid=101132Z>.
- Sailors entering the OYRA Season, or any individual OYRA Race, must submit complete an online crew & boat registration form through jibeset.net before each ocean Race. See http://www.yra.org/OYRA/ocean_safety.html for more information. **Please note that to race in an OYRA Race there are rigorous additional safety requirements in effect, including the requirement for a 406 EPIRB or 406 PLB.**
- Please fill out your entry form completely, sign, date and return it to the YRA office along with your payment. If you need additional assistance completing this form, please contact the YRA office.
- You can save time and postage by signing up online! Visit www.yra.org for more information!



Yacht Racing Association of San Francisco Bay - 2013 Entry Form

1070 Marina Vaillage Pkwy., Suite 202-G
Alameda, CA 94501
Phone: 415.771.9500
Fax: 415.276.2378
email: info@yra.org



Name: _____	Boat Name: _____	Sail Number: _____
Street: _____	Boat Model: _____	
City, State, Zip: _____	Manufacturer: _____	Yr Built: _____
Evening Phone: _____	Daytime Phone: _____	Designer: _____
Email Address: _____	U.S. Sailing #: _____	YRA Member #: _____
Yacht Club Affiliation: _____	Marina: _____	Berth/Slip #: _____

Membership Fees:	YRA Membership:	Required for YRA Racing	\$50	\$ _____
NCPHRF Fees:	Renewal of 2012 Certificate:	\$30 for YRA Members/\$40 for NON-YRA Members	\$ _____	
	New Certificate/Renewal of 2011 or prior Cert.:	\$45 for YRA Members/\$55 for NON YRA Members	\$ _____	

Season Racing Fees:	US Sailing Members	Non US Sailing Members	Fleet: (PHRF, One-Design, etc.)
YRA Party Circuit (Vallejo, 2nd Half Opener, Season Closer, Summer Sailstice)	\$150	\$165	\$ _____
YRA Series + Party Circuit (HDA/ODCA, Includes Party Circuit)	\$180	\$195	\$ _____
YRA Series only (HDA/ODCA, no Party Circuit)	\$150	\$165	\$ _____
Offshore Yacht Racing Association (OYRA) Full Season *	\$195	\$210	\$ _____
Wooden Boat Racing Association (WBRA) Season	\$150	\$165	\$ _____

Single Race Fees:	US Sailing Members	Non US Sailing Members	Fleet: (PHRF/One-Design, etc.)
YRA Series racers entering the Lightship Ocean Race *	\$5	\$10	\$ _____
OYRA season racers entering Vallejo	\$5	\$10	\$ _____
Vallejo Race Only	\$75	\$80	\$ _____
2nd Half Opener Only	\$75	\$80	\$ _____
Season Closer Only	\$75	\$80	\$ _____
All other YRA Races (write in race name):	\$55	\$60	\$ _____

Late Fee:	No entries are accepted after 5pm the Wednesday before the race
Any entry Rec'd after 5pm the Mon before the race	\$35 \$ _____

*** Participants in an ocean race or ocean series must complete an online boat crew registration form through Jibeset.net. See http://www.yra.org/OYRA/ocean_safety.html for addt'l info safety requirements**

TOTAL

In consideration of being admitted to sailing membership in the Yacht Racing Association of San Francisco Bay (YRA), I agree to abide by "The Racing Rules of Sailing" and the Sailing Instructions of the YRA and the regatta sponsors. I warrant that I will maintain compliance with the YRA Minimum Equipment requirements. To the fullest extent permitted by law, I hereby waive any rights I may have to sue the YRA with respect to personal injury or property damage suffered by myself or my crew as a result of our participation in the YRA and hereby release the YRA and it's race organizers from any liability for such injury or damage.. I further warrant that I have not relied upon any of the above entities or individuals in preparing my yacht for racing.

Signed: _____ Date: _____

Make check payable to YRA. To pay by MasterCard or Visa please provide card info below, including billing street address and zip code

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42 Catalina 42-3, 1989
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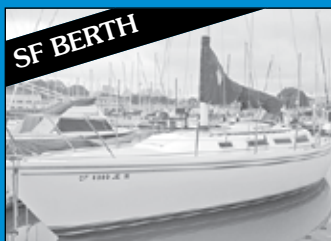
40' Caliber 40 LRC, 1998
\$189,500



39' Cal MkII, 1979
\$49,000



37' Hallberg-Rassy
Center Cockpit, 2006
\$309,000



36' Catalina, 1986
\$45,000



32' Westsail, 1977
\$49,000



30' Nonsuch Ultra, 1989
\$69,800



30' Cape Dory Cutter, 1982
\$39,500



30' Albin Ballad, 1978
\$25,000



41' Storebro SRC 400, 1990
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39' Sea Ray 390, 1985
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34' Legacy, 2003
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Commodore, 2001
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28' Protector Targa, 2004
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CALENDAR

Non-Race

Dec. 28 — Sail under the full moon on a Friday.

Jan. 1 — Clear away last night's cobwebs with a daysail.

Jan. 1 — 'Round the Island circumnavigation of Alameda. Starts at Island YC, then on to Aeolian and Ballena Bay YCs, finishing at Encinal YC. Info, IslandYCEvents@yahoo.com.

Jan. 2-30 — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m. Enjoy lunch and a dynamic speaker each Wednesday for about \$25. All YCs' members welcome. More info under the 'Events' tab at www.stfyc.com.

Jan. 3 — Club Nautique's Winter Seminar Series kicks off with 'Heavy Weather Preparation Devices' by Arnstein Mustad in Alameda, 6-8 p.m. Other seminars run at the same time at alternating locations (A=Alameda, S=Sausalito). \$10 members/\$15 non-members. **1/17:** 'South Pacific' by Rod Witel (S); **1/31:** 'Sail Trim' by Kame Richards (A); **2/7:** 'Adventures in the Pac Cup' by Tony English & Simon Bell (S); **2/28:** 'Electrical Systems Explained' by Peter Leib (A); **3/14:** 'NOAA Sea Birds in Our Sanctuaries' by Karen Carlson (S); **3/28:** 'America's Cup' by TBA (A). Info, (510) 865-4700 or www.clubnautique.net.

Jan. 5 — 'The Tale of Henry & Harry' story time for kids at SF Maritime National Historical Park's Visitor Center, 11-11:30 a.m. Free. After lunch, pay the \$5 vessel admission fee (kids under 16 free) for the 'Critters at Sea' program aboard *Balclutha* at Hyde Street Pier, 1-1:30 p.m. Learn the roles animals played in the Age of Sail. Spend the day exploring the park and museum, then board *Balclutha* again for a free chantey sing-along, 8 p.m.-midnight. Reservations required. Info, www.nps.gov/safr/index.htm.

Jan. 6-27 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or www.baads.org.

Jan. 9-13 — 53rd Annual Portland Boat Show at the Expo Center. Info, www.otshows.com.

Jan. 10 — Are you a single boatowner and need crew? The Single Sailors Association has crew to help sail your boat. Monthly meeting at Ballena Bay YC in Alameda, 6:30 p.m. Info, www.singlesailors.org or (510) 239-7245.

Jan. 24-27 — San Diego Sunroad Boat Show at Sunroad Resort Marina on the east end of Harbor Island. Info, www.bigbayboatshow.com.

Jan. 25-Feb. 3 — Seattle Boat Show Indoors + Afloat at CenturyLink Field & South Lake Union. The largest boat show on the West Coast. Info, www.seattleboatshow.com.

Jan. 26 — Sail under the full moon again on a Saturday.

Jan. 26 & 27 — Baja Ha-Ha Assistant Poobah 'Banjo Andy' Turpin will present Ha-Ha and Pacific Puddle Jump seminars back-to-back on both days at the Seattle Boat Show. 1/26: 4 & 5 p.m.; 1/27: 3 & 4 p.m. Info, www.seattleboatshow.com.

Jan. 26-27 — Whalefest Monterey celebrates whales, on Monterey's waterfront, 9 a.m.-10 p.m. Free. Info, www.montereywharf.com.

Feb. 2 — 24th Annual Women's Sailing Convention at Bahia Corinthian YC in Corona del Mar. \$185. Limited space so register early! Info, www.womenssailingconvention.com.

Feb. 2 — North U. Trim Seminar in Marina del Rey at Del Rey YC, 9 a.m.-4:30 p.m. \$85-115. Info, www.northu.com.

Feb. 5-Mar. 21 — Boating Skills & Seamanship course by USCGA Flotilla 17 at Yerba Buena Island, Tuesday & Thursday nights, 7:30-9:30 p.m. \$65. Info, uwpphoto@me.com.

Feb. 9 — US Sailing Race Management Seminar at Encinal YC, 8 a.m.-5:30 p.m. Info, encinalseminar@gmail.com.

Feb. 9-18 — Lake Havasu Pocket Cruiser Rendezvous. A great excuse to get your trailer sailer on the water, plus you'll sail under the London Bridge! Info, www.sailhavasu.com.

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Catalina 470, 2005	\$327,000
Catalina 470, 1999	MOTIVATED SELLER! 170,000
Catalina 42 MkII, 2004	195,000
Catalina 42, 1989	MOTIVATED SELLER! 89,000
Catalina 400, 2001	REDUCED! 164,900
Catalina 380, 2000	134,900
Catalina 36 MkII, 2001	98,500
Catalina 36, 1999	REDUCED! 82,500
Catalina 36, 1995	75,000
Catalina 36, 1984	49,500
Catalina 36, 1983	REDUCED! 51,900
Catalina 350, 2005	129,900
Catalina 350, 2003	116,500

Catalina 34, 2003	95,000
Catalina 34, 1990	47,500
Catalina 34, 1989	47,500
Catalina 310, 2000	REDUCED! 74,900
Catalina 310, 2000	59,000
Catalina 30, 1988	34,000
Catalina 30, 1984	22,000

Preowned Sailing Yachts at Our Docks

Gulfstar 50 owners' model, 1978	125,000
Beneteau 473, 2006	288,500
Norseman 447, 1984	199,000
Tartan 4100, 2004	345,000
C&C 38, 1979	41,000
Tayana 37 Cutter	77,000
Hunter 37, 1987	49,000
Hunter 356, 2003	REDUCED! 84,995

Santa Cruz 33, 1978	35,000
Hunter 31, 2007	REDUCED! 69,500

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CALENDAR

Feb. 15 — Hidden Treasures Fundraising Gala for Afterguard Sailing Foundation at California Ballroom, 7 p.m. \$100. Benefits the nonprofit that teaches sailing to underserved youth. Info, www.afterguard.net/hiddentreasuresg.html.

Feb. 19 & 23 — How the Tides Work for You talk by Kame Richards at Sausalito's Bay Model. 2/19 at 7 p.m., 2/23 at 1 p.m. \$15 (cash), RSVP required. Info, JimTantillo@comcast.net or (408) 263-7877.

Racing

Dec. 30 — Christmas Race. MPYC, www.mpyc.org.

Jan. 1 — Master Mariners New Year's Day Race and Chili Potluck at Pt. San Pablo YC in Pt. Richmond. Info, (415) 364-1656 or www.mastermariners.org.

Jan. 1 — Brrrr Rabbit. CPYC, regatta@cpyc.com.

Jan. 1 — Frostbite Regatta on Lake Yosemite. LYSA, www.lakeyosemitesailing.org.

Jan. 13 — Richmond YC Little Daddy Regatta. Big Daddy will follow in March. Info, www.richmondyc.org.

Jan 20-25 — 26th Annual Quantum Key West 2013 Race Week. Info, www.premiere-racing.com.

Jan. 22 — Frost Bite Series #1. Benicia YC, www.beniciayachtclub.com.

Jan. 26 — Three Bridge Fiasco, one of the oddest and most entertaining races ever invented, and the first SSS event of the season. Info, www.sfbaysss.org.

Jan. 26 — Small Boat Winter Series #1. Info, www.encinal.org.

Jan. 26 — Shields/Santana Sailing Clinic. MPYC, www.mpyc.org.

Feb. 2 — Double Up & Back. CPYC, www.cpyc.com.

Feb. 9 — Londerville Cup. HMBYC, www.hmbyc.org.

Feb. 9-24 — Red Bull Youth America's Cup Selection Trials. Young sailors, ages 19-24, will vie to be selected to race AC45s in the finals next fall. Info, www.americascup.com.

Midwinter Regattas

BERKELEY YC — Midwinters: 1/12-13, 2/9-10. Bobbi, (925) 939-9885 or bobbi@jfcbat.com.

BERKELEY YC — Chowder Races: Sundays through March except when they conflict with above.

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

CORINTHIAN YC — Midwinters: 1/19-20, 2/16-17. Michael, racing@cyc.org.

ENCINAL YC — Jack Frost Series: 1/19, 2/16, 3/16. Info, rearcommadore@encinal.org.

GOLDEN GATE YC — Manuel Fagundes Seaweed Soup Series: 1/5, 2/2, 3/2. Info, (916) 215-4566 or raceoffice@ggyc.com.

ISLAND YC — Estuary Midwinters: 1/13, 2/10, 3/10. John, (510) 521-2980 or iycracing@yahoo.com.

LAKE MERRITT SC — Robinson Memorial Midwinters: 1/13, 2/9, 3/10. Info, (510) 582-1048.

OAKLAND YC — Sunday Brunch Series: 1/6, 1/20, 2/3, 2/17, 3/3. Jim, oycracecom@gmail.com or (510) 277-4676.

REGATTAPRO — Winter One Design & IRC: 1/12, 2/9. Jeff, (415) 595-8364 or jzarwell@regattapro.com.

RICHMOND YC — Small Boat Midwinters: 1/6, 2/3, 3/3. Opti Midwinters: 1/5, 2/2, 3/2. Bob, bbranstad@gmail.com.

SANTA CRUZ YC — Midwinters: 1/19, 2/16, 3/16. Info, (831) 425-0690. Laser Midwinters: 1/13, 2/10, 3/10. Rob,

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52' Santa Cruz 52, '99, <i>Renegade</i>	\$495,000	40' Pacific Seacraft, '99, <i>DreamKeeper</i>	\$314,900	34' MJM 342, '05*.....	\$259,000
52' TransPac w/IRC mods, '03, <i>Braveheart</i> *.....	\$395,000	39' Silverton 351 Sedan Cruiser, '99.....	SOLD	33' Synergy 1000, '99.....	\$59,000
50' Bakewell-White, '02, <i>Brisa</i>	\$615,000	39' Carroll Marine CM 1200, '95*.....	Reduced \$49,000	32' Catalina 320, '95*.....	\$52,000
48' J/145, Hull #9, '03*.....	\$675,000	38' True North 38, 2002, <i>Ricochet</i>	\$184,900	30' Columbia 30, '06, <i>Escudero</i>	\$89,800
48' C&C Landfall 48, '81, <i>Footloose</i>	\$159,995	38' Aerodyne 38, '03, <i>Kira</i>	\$189,000	30' J/30, '79*.....	\$26,000
48' 1D48, '96, <i>Chaya</i>	\$60,000	38' Alerion, '07*.....	Reduced \$229,000	30' Peterson Half Ton*.....	\$14,900
45' Jeanneau Sun Odyssey, '08*.....	\$319,000	36' Sydney 3600, '02 <i>Fins</i>	New Listing \$119,000	30' Scout 30, '80, <i>Zelda</i>	Reduced \$49,500
44' J/44, '90, <i>Phantom</i>	\$239,000	36' J/109, '03*.....	Reduced \$185,000	29' MJM 292, '07*.....	\$269,000
43' J/130, '96*.....	\$184,000	35' J/105, '92, <i>Vim</i>	\$75,000	28' J/28, '87*.....	\$32,000
42' Beneteau 423, '07*.....	\$204,500	35' J/105, '01, Hull #400, <i>Lulu</i>	\$105,000	28' Alerion Express, '02*.....	\$59,500
40' J/122, '09*.....	New Listing \$399,000	35' J/105, '00, Hull #355, <i>Whisper</i>	\$89,000	26' J/80, '06, <i>J Hawk</i>	\$48,500
40' J/120, '02, <i>Alchera</i>	\$169,000	35' J/105, '99, <i>Life Is Good</i> *.....	\$68,900	26' J/80, '00*.....	\$29,900
40' J/120, '98, <i>Jolly Mon</i>	\$165,000	35' J/35C, '91*.....	\$89,000		

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CALENDAR

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SANTA ROSA SC — Winter Series: 1/13, 2/10, 3/24. Info, www.santarosasailingclub.org.

SAUSALITO YC — Sunday Midwinters: 1/6, 2/3, 3/3. Dave Borton, (415) 302-7084 or race@sausalitoyachtclub.org.

SEQUOIA YC — Winter Series: 1/26, 2/9, 3/16. Redwood Cup: 12/16, 1/13, 2/3, 3/3. Info, www.sequoiayc.org.

SOUTH BEACH YC — Island Fever Midwinters: 1/19, 2/16, 3/16. Info, www.southbeachyc.org.

TIBURONYC — Midwinters: 1/12, 2/9, 3/9. Ian, race@tyc.org.

VALLEJO YC — Tiny Robbins Midwinters: 1/5, 2/2, 3/2. Info, www.vyc.org or (707) 643-1254.

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

January Weekend Tides

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
12/29Sat	0055/4.8	0528/2.9	1120/6.0	1808/-0.5
12/30Sun	0127/4.9	0607/2.9	1158/5.8	1840/-0.4
12/31Mon	0158/5.0	0648/2.8	1238/5.6	1913/-0.2
1/01Tue	0230/5.1	0735/2.7	1323/5.2	1950/0.2
1/05Sat	0512/5.8	1149/1.2	1807/3.8	2306/2.0
1/06Sun	0602/6.1	1253/0.5	1940/3.9	
1/12Sat	0016/5.4	0506/2.2	1117/6.9	1752/-1.3
1/13Sun	0058/5.6	0559/2.1	1207/6.6	1835/-0.9
1/19Sat	0517/5.7	1221/1.1	1857/3.8	2332/2.5
1/20Sun	0607/5.7	1322/0.8	2019/3.9	
	LOW	HIGH	LOW	
1/26Sat	0432/2.6	1030/6.1	1712/-0.3	
	HIGH	LOW	HIGH	LOW
1/27Sun	0015/5.0	0508/2.5	1109/6.0	1742/-0.2

January Weekend Currents

date/day	slack	max	slack	max
12/29Sat	0224	0431/2.1E	0744	1032/2.4F
	1317	1637/4.6E	2036	2335/3.4F
12/30Sun	0301	0511/2.2E	0824	1112/2.3F
	1356	1718/4.4E	2109	
12/31Mon		0009/3.4F	0338	0553/2.4E
	0908	1156/2.2F	1437	1800/4.2E
	2143			
1/01Tues		0046/3.3F	0414	0637/2.6E
	0956	1243/2.1F	1524	1845/3.9E
	2219			
1/05Sat	0035	0350/2.8F	0701	1003/3.8E
	1405	1647/2.4F	1958	2224/2.4E
1/06Sun	0134	0446/2.8F	0750	1100/4.2E
	1506	1756/2.8F	2112	2326/2.3E
1/12Sat	0148	0408/3.0E	0721	1013/3.5F
	1306	1620/5.7E	2014	2315/4.5F
1/13Sun	0233	0457/3.2E	0815	1105/3.4F
	1359	1708/5.3E	2100	
1/19Sat	0108	0407/2.4F	0709	1009/3.3E
	1427	1729/2.3F	2018	2230/1.7E
1/20Sun	0206	0505/2.2F	0759	1109/3.4E
	1525	1834/2.5F	2124	2338/1.5E
1/26Sat	0112	0325/2.3E	0644	0933/2.7F
	1225	1535/4.6E	1933	2230/3.5F
1/27Sun	0146	0403/2.6E	0721	1011/2.8F
	1303	1613/4.6E	2005	2301/3.5F

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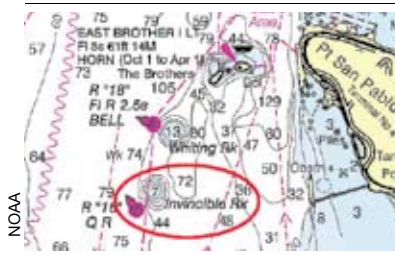
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LETTERS

↑↓ WHAT COULD GO WRONG AT INVINCIBLE ROCK?

Latitude asked about hazards in the Bay besides 'little Alcatraz' that many sailors may not be aware of. I nominate Invincible Rock, which is located about a half mile south-southwest of the Brothers, just outside the shipping channel near buoy '16'.

Invincible is surrounded by water depths of 50 feet or more, but rises precipitously to a charted depth of 7 feet. At very



Invincible Rock is just outside the channel at buoy #16 near the Brothers.

low or negative tides, it is a significant hazard to deep-draft sailboats, whose owners may be blissfully unaware of its presence. It's doubly dangerous because it's in an area of strong and confused currents caused by the highly variable bottom contours, and shifting winds

due to the proximity of the Richmond-San Rafael Bridge. As such, it's very easy to think 'what could go wrong?', because you're just outside a deepwater channel.

Bill Kinney

Fetchin' Ketch, Northstar 40
Marina Bay

Bill — Count us among those who have no doubt sailed over Invincible Rock not knowing what was only inches beneath our keel. It is interesting that Invincible Rock and Whiting Rock are so close to the shipping channel.

↑↓ EIGHT BELLS FOR CHRIS CORLETT

I was sorry to hear about the passing of Chris Corlett, an institution in the world of Northern California sailing, who recently died in his sleep of natural causes.

Sailing with Chris was unlike sailing with anyone else. His normally boisterous demeanor would become hushed, he would get very focused, and he was unflappable. He would not tolerate yelling or drama on the boat.

He recently told me that his most gratifying sailing experience was in the recent Pacific Cup he did with his son, Jesse. He was so proud of his son, whom he called a "natural."

Working with Chris made me understand what a really good guy he was. He truly cared about doing the right thing — a concept that is sometimes lost in today's business world. Even if it made his life more difficult, he would try. And Chris was always the first to crack a joke and the one who laughed the hardest at it afterward.

Allison Lehman
Alameda

Readers — In the November 28 'Electronic, we recalled, as best we could, the much talked about man-on-man sailing battles in the late '70s among Chris Corlett, John Beery and Tom Blackaller in the Oakland Estuary. John Selbach has filled us in on some of the details.

"I was there for the race between Chris Corlett and John Beery, from Mariner Square to the mouth of the Estuary and back on Santana 35s. It was a big deal because Chris was a rock star, but Beery had literally written the book on sailing. The bet was for \$1,000, which was chump change for Beery, who owned Mariner Square, but a lot for Corlett, who was broke. Since Chris didn't have enough money, he sold half of his bet: \$250 to me and \$250 to another guy. A bunch of us followed



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LETTERS

the two boats around the course, and Chris trounced Beery. It was embarrassing. Chris and I were always friends, and I always admired the fact that while he was a rock star, he was never too good for the average sailors on whose boats he sometimes sailed when they needed to win races."



CAXTON RHODES

Chris Corlett. Selbach tells us that Corlett acquired the nickname 'Poodle' for his habit of checking out any new race boats on the Bay. "When a new race boat would show up in the Bay Area, Chris would hunt her down, then carefully check out every aspect of her, from the keel chord to the way the thru hulls were faired to the block placement. He sniffed around these boats so much that he was given the name Poodle."

If anybody remembers the details of the Blackaller and Corlett race in the Estuary, we'd like to hear about it.

↑↓ HEAD FIRST INTO THE TRASH CAN AT LUCKYS

I sailed with Chris 'Poodle' Corlett heaps of years ago in the good old days of IOR racing. I didn't see him for a long time, and then just a couple of years ago he saw me in a Lucky store. "Bird!" he shouted. "It's my buddy Bird!" He then gave me a hug, picked me up, and dumped me head first into a garbage can adjacent to the checkout stand. He was laughing hysterically. I was, too. It was nice to see him again, because if you knew Chris, that was his way.

Jonathan 'Bird' Livingston
Punk Dolphin, Wylie 38
Pt. Richmond

Readers — Ages ago, when we primarily knew Chris by his reputation as about the best young helmsman in Northern California, he dragged us to a doctor's office on Oakland's Pill Hill. "This doctor owes me a lot of money for kicking butt with his boat in the Nationals back on the East Coast," Corlett explained, "and I need to get some of it."

As we recall, Chris barged right through the reception area with a big smile, and took up station in one of the doctor's waiting rooms. "What are you doing here?!" asked the horrified doctor when he entered the room. Chris had some great wise-crack of a response, so the poor doctor was stuck in a battle between wanting to laugh hysterically and desperately trying to maintain the decorum necessary for a doctor's office. Every time the doctor came up with an excuse why he couldn't pay Chris right then, Chris would loudly tell another joke, and the poor doctor would once again have to try to stifle his laughter. Chris was a good tactician.

↑↓ SUMMER AT THE ISLANDS WON'T BE THE SAME

The tragedy of Coast Guard Chief Petty Officer Terrell Horne III's death near Santa Cruz Island after being rammed by a panga from Mexico brought reminders of narco violence from the streets of Mexico to our front porch. We'll probably still make our trip to the Channel Islands this summer, but the knowledge that we'll be vacationing in a favorite transfer point for drugs and human smuggling will be unnecessary ballast for my conscience.

As sailors, many are unaware of the extent of environmental damage done by narco traffickers on land. Erosion, stream diversions, wildlife kills from illegal pesticides, and littering in wildlands — all on a massive scale — are the collateral damage from this country's war on drugs. Add this to the thousands of lives ruined by throwing marijuana users into prison.

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Readers need to be aware of the craziness being perpetrated in the name of justice. As with alcohol, prohibition of pot makes it marginally less available — but at a huge environmental and social cost. We all need to do what we can, where we can, to decriminalize marijuana.

Cliff Smith
Carola, Young Sun 35
Pt. Richmond

Cliff — If you're suggesting there isn't and hasn't been massive narco violence and human smuggling in California prior to the recent panga invasion, you've not been reading the papers. While narco murders are way down in Los Angeles, experts say the human trafficking is way up. And drug murders in Oakland are up something like 20% over last year.

We're going to be anchoring at the Channel Islands this summer, just as we have been for the last bunch of summers. And we're not going to be worried about narco and human smugglers. After all, smugglers don't want to mix with us any more than we want to mix with them. The tragic case of Senior Chief Horne — he was posthumously promoted — was unusual, because he identified himself as law enforcement, putting the two individuals in the panga in what they perceived to be a desperate situation. And desperate people do desperate things. Horne died as a result of being hit in the head by a prop after being knocked overboard in a collision between the two boats.



HORNE FAMILY

Horne left behind a pregnant wife and young son.

We don't think the bad guys intended to kill him. Not that it makes Horne any less dead or his family any less alone.

We think the last thing the United States needs is more unproductive stoners, but we also agree that the war on drugs has been a monumental failure. What high school students can't score any kind of dope they want on a few hours' notice? The only thing that the war on drugs has been successful at is creating massive government employment — Homeland Security, the FBI, the Border Patrol, all the police and sheriffs, the district attorneys and their staffs, the taxpayer-funded defense attorneys, the judges and all the court staff, the astronomically compensated prison guards, and on and on. Of course, had drugs been legal all along, these people wouldn't have needed to be hired, and the unemployment rate in California would be about 50%.

↑↓ OFFSHORE PEMEX STATIONS INDEED

In the December issue, *Latitude's* erudite response to a letter about pangas possibly smuggling drugs all the way from the Guatemalan border to California ended as follows:

"This leads us to believe that either these pangas don't go all the way to the border, or there are some unlicensed offshore Pemex stations."

According to the December 12 *New York Times*, "The authorities in San Diego said last year that they had found a boat equipped with a GPS device, which led them to a cache of fuel drums tied to buoys 50 miles offshore."

Ken Katz
Aab, 15-ft Minuteman catboat
Washington DC

Ken — Thanks for the heads-up; that was news to us.

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As we understand it, the panga in the accident that killed Coastie Horne at Santa Cruz Island was not itself a smuggling vessel, but a refueling vessel.

↑↓ HARBOR HOPPING IN THE WINTER

Having not lived in the Bay Area for the last 30 years, I don't remember what the weather is like there and farther south along the coast during the winter. I ask because we'd like to sail to Mexico from Alameda sometime in December or early January. Do you think we'll be able to find a safe weather window to hopscotch south?

I know that where we've lived — the Pacific Northwest — we wouldn't want to sail on the Pacific during those winter months.

Ron Odenheimer
Cetacean, Tayana 37

Portland, Oregon / Currently Alameda

Ron — If you're patient, we're confident that you'll be able to find the weather windows necessary for a safe trip south. Commodore Tompkins once grabbed a gal and our Olson 30 Little O, and set sail from San Francisco to Cabo. He said they had to contend with some southerly winds off the central coast of California, but never got a drop of water on deck the entire trip. With an Olson 30, that's saying something.

While the California coast is swept by northwesterly winds most of the year, in the winter it's generally either storm fronts from the south or more likely calms. Indeed, make sure you carry enough fuel, because you'll have to do a lot of motoring. We remember that it once took our old friend Christian about nine days to sail his engineless 26-footer from San Francisco to Morro Bay.

But do watch out for storm fronts. You can take that from Jack van Ommen of the Naja 30 Fleetwood. Jack has visited about 50 countries while sailing most of the way around the world over the past decade, but his voyage darn near ended before it started in a strong winter southerly a few miles south of Monterey. Fortunately, the Coast Guard came to his aid and towed him back to port.

And please remember that even if there is no wind, you must nonetheless be on the lookout for huge winter swells when in anything near shallow water. The shallow waters outside the Gate, for example, must be treated with the utmost respect. We've written enough reports of boats getting rolled and mariners getting killed out there in the winter to last us a lifetime. The entrances to harbors such as Santa Cruz and Morro Bay can also be extremely dangerous when there's a big swell running. So dress warmly and pick your window carefully.

Once you get south of the border, you can expect stronger winds down the coast of Baja than during the Ha-Ha. But you should have a good ride, and by the time you get to Cabo, you'll be living in your Speedo — if you're into that kind of thing.

↑↓ FOR PETE'S SAKE, GIVE US SOME HELP!

I'm 54 years old and have lived aboard my boat with my wife in Pete's Harbor in Redwood City for 20 years. I'm asking for help to keep Pete's Harbor from being privatized and turned into a walkway.

A multinational developer from Denver has purchased all the property, and is evicting all the residents — on land and on the water — in order to build luxury apartments. As far as I'm concerned, neither the voters of Redwood City nor Pete's Harbor have been given an adequate opportunity to participate in the decision-making process leading to the destruction of our unique marina community.

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Pete and Paula Uccelli created Pete's Harbor through 60 years of hard work for the boating community of San Francisco Bay. Pete's Harbor has a rich history and a deep connection with the people of Redwood City — and the residents of the harbor in particular. Pete's is a marina open to all, with a



COURTESY SAVE PETE'S HARBOR

restaurant and meeting place, and public bathrooms. It's a great place to walk dogs, launch kayaks, feed ducks, look at boats, have children play, and observe numerous species of wild animals and migratory waterfowl.

But thanks to the plans for 411 luxury apartments and condominiums, as well as spaces for 88 cars, and boat slips that will only be available to tenants, we marina tenants received eviction notices that say we must be gone by January 15. We have a core group of people, including an attorney who filed an appeal on November 13, to fight this. The City Council has 90 days within which to hear the appeal, but a specific meeting date has yet to be set. But even if the appeal staves off a decision, Ted Hannig, owner Paula Uccelli's attorney, says the remaining tenants will still be evicted come January 15.

Residents of Pete's Harbor in Redwood City are hoping to prevent their eviction.

Interestingly enough, part of the harbor is leased from the State Lands Commission, and will have to be transferred. Again, the public has been left out of this process.

When all is said and done, it looks as though 13+ acres will be developed and privatized — to a 12-ft walking path that will be considered part of the Bay Trail. The resulting three- and four-story megalith of concrete and cars will be within the tidal flood plain, as well as within view of the Don Edwards San Francisco Wildlife Refuge, which is currently undergoing restoration.

We need lawyers, funds, and representation to negotiate a better plan, one that includes the residents and approval of the city. What we don't need is legal 'loopholing' for profits, or removing a public place that residents and visitors have enjoyed for the last 60 years.

Buckley Stone
amaddencali@gmail.com

Buckley — We wish you and your group the best of luck. At this stage of the process, you're going to need it.

↑↓ **SAVE FREE SANTA CRUZ HARBOR ACCESS**

The proposed \$10 fee for the 'free' hand launch ramps in the Santa Cruz Harbor is a bad idea for many reasons.

The hand launch docks near Dock FF and Dock A have always been free. To charge a \$10 per-use fee will eliminate the only affordable, safe access point to the harbor and the Monterey Bay. Launching kayaks, SUPs, outriggers, and small boats from nearby beaches simply can't be done most days. These docks are a frequently used and treasured public asset, and should remain free.

To avoid paying the \$10 fee, many users may choose to illegally launch their kayaks or SUPs from Seabright or Twin Lakes beaches, which are to either side of the harbor entrance. The notorious shorepound at these beaches would put the public at risk of serious injury.

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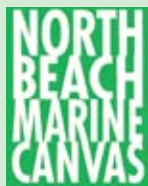
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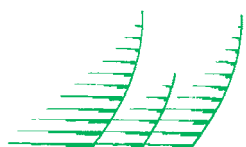


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*- Chris Vandervert
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LETTERS

Those who do choose to drive over to the Harbormaster's Office on the opposite side of the harbor to pay the \$10 fee would then go ahead and just launch from the boat launch right there. Therefore, there will be more boats, kayaks, SUPs, etc., launching from a boat ramp meant for actual boats near Leo's Nautical Treasures. This would be dangerous.

Rather than paying the \$10 per vehicle launch fee, many hand launch boat/kayak/SUP/etc. users will park in the Seabright neighborhood just outside the harbor parking lot, and then walk/roll their watercraft down to the hand launch dock at Dock A near Aldo's Restaurant. This will increase harbor users' negative impact on the Seabright neighborhood.

There is also the economic benefit. Users of the hand launch docks regularly spend money at harbor businesses before and after their use of the docks. Kayak fishers stopping by Leo's or Bayside Marine for bait, tackle or snacks before heading out to fish; SUPers for a bite to eat at one of the harbor restaurants after paddling; and small boat race groups hosting large post-race get-togethers at a harbor restaurant. And more. The free hand launch docks simply bring more people to the harbor, making the harbor a busier, more relevant economic hub.

In addition, the port is trying to apply launch ramp rules intended for real boats to things like kayaks and SUPs, and without giving proper notice. Please join me in protesting this move by visiting saveharboraccess.wordpress.com.

Carter McCoy
Santa Cruz

Readers — We're not experts on the details and nuances of the situation in Santa Cruz, but philosophically Latitude believes that ocean access should be considered a human right. In the case of swimmers, surfers, kayakers, SUPers, and other low-cost users, ocean access should always be free. And 'free' means not disguising fees with wildly inflated parking charges.

If anyone has noticed that local and state governments have been instituting all kinds of new fees and raising old ones, it should come as no surprise. These governments are not only broke, they made wild pension promises to public employees that can't possibly be met. As a result, the forecast is for decades of increasingly bitter squabbles over money.

↑↓ TO SEND OR RECEIVE, THAT IS THE QUESTION

We were running down the east coast of Australia from the Whitsundays to Sydney before a 20-knot northerly with a reefed main and the #3 wung out on a pole. It was about 3 a.m. and pitch black — of course — when, with almost no warning, we got hit by a 30-knot Southerly Buster. While trying to get the mess sorted out, one of the crew fell down and was injured. Then the AIS went off.

The signal was from the 600-ft bulk carrier *Mississippi*, and her closest point of approach (CPA) was going to be just a few feet. Just what we needed! I hailed the ship on 16 and got an immediate response. I advised the ship that we were a sailboat and were currently having difficulty maneuvering, and asked if she could please change course to port to go astern of us.

The *Mississippi* complied, and I saw her range lights widen, which allowed me to get back to getting *Cheyenne* organized. A bit later I checked on *Mississippi's* position. She was much closer and her range lights were directly in line.

"Oh shit!" I thought, but then I realized that she knew we were there, and had changed course a second time to make sure that we were all right! It was a good experience and



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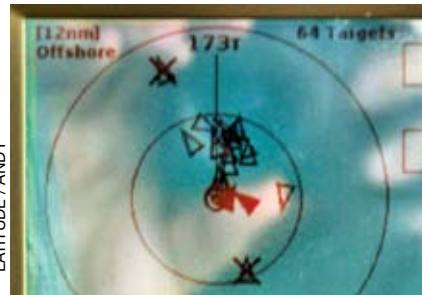
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LETTERS

another lesson in how valuable AIS is.

Alan Blunt
 Cheyenne, Whiting 49
 Los Angeles

Alan — We're big believers in AIS. In fact, if we had to choose between an AIS and radar, we might have a mental breakdown trying to make such a difficult decision. Fortunately, we have both.



There were only a dozen or so AIS targets this night — imagine what it looked like when more than 50 boats were showing.

The big AIS debate seems to be whether to get an AIS unit that transmits and receives, or one that just receives. Many sailors think they need to both receive and transmit. We're fine with a unit that just receives, as we believe it's our responsibility to stay out of the way of shipping, not vice versa. The other issue is that there were so many Ha-Ha boats transmitting AIS signals in the first couple of hours after the start that the AIS graphic interface on our unit was useless. Because of this, we think the units should be reserved for bigger commercial vessels.

By the way, we assume that the *Mississippi* didn't sneak up on you, and that you'd known she was coming when she was at least 25 miles away. AIS is great for situational awareness.

↑↓ GREAT HOPE WAS LOST

I have information for John Amen, who wrote in asking what happened to *Great Hope*, the scale prototype for George Kiskadden's 67-ft schooner *New World*.

In the early '80s, *New Hope* was purchased by my friend Tom Reynolds, an athlete and waterman from Tiburon and Santa Cruz. Tom, who is no longer alive, kept *New Hope* on a mooring that he built himself and placed in Cowell Bay, which is to the west of the Municipal Wharf in Santa Cruz. I was there the day Tom launched the mooring from the deck of *Great Hope*.

Tom would routinely paddle out to *Great Hope*, leave the paddleboard on the mooring, and then go sailing. After owning and sailing *Great Hope* for many seasons, Tom eventually sold the boat to another local surfer, who kept the boat on the same mooring.

Since Cowell's was a fairly exposed anchorage, there was always some concern that *New Hope* might be vulnerable to early- and late-season storms. I believe that it was in the mid-'80s that she chafed through her bow line, allowing her to be blown into the wharf and then onto the beach. As I recall, she was a total loss.

I know about this because I was a lifeguard for the City of Santa Cruz at the time, and I kept my boat, the *Santana 20 Flexy-Flyer*, moored near *New Hope* during the summer months.

Those were great times, and while *Great Hope* was a bit tender due to her narrow beam, she was a very responsive and much-loved boat. I certainly miss those times, and thank John Amen for giving me a reason to write about them.

Andrew Ward
 Santa Cruz



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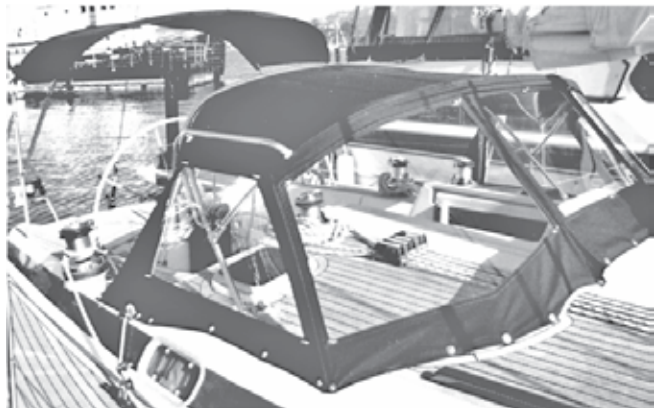
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LETTERS

↑↓ "A NEW BRAKING SYSTEM FOR SAILBOATS?"

I've have been boating for a few years, mostly in canoes. Recently I've been sailing a Balboa 26 on Mission Bay in San Diego, and I'm having a great time. But I hope you can answer a question about the Oracle AC72 catamaran.

It looks to me that the bow of Oracle's cat — and that of the others — is upside down, meaning that bottom is the farthest forward. I thought the object of the bow was to cut through the water and stay on top. The bows on the AC72s cut into the water, which seems as though it would make them dive into the swell. Is this some kind of new braking system for the sailboats?

Robert Yaussy
Lusty Lady, Balboa 26
Mission Bay

Robert — Good question. We overheard Lee Helm and Max Ebb discussing the subject, and we believe Max has recounted that conversation in this month's issue. Meanwhile, our resident expert in naval architecture had the following explanation:

"The reverse bow rake has less resistance in waves, which is why they are sometimes called wave-piercing bows. It also



Check out this month's 'Max Ebb' for more on the Dreadnought bow.

saves weight in the ends, which is critical. The downside is that such bows don't keep the decks as dry as if they had a forebody with conventional flare and bow rake. But this style bow is nothing new — see pottery pictures of ancient Greek ships, Dreadnought battleships, the 110 class sailboat, bulbous bow container ships, and A-Class 18-ft catamarans."

While not common, the reverse bow rake has shown up on some cruising catamarans, including a couple of Morrelli & Melvin 65s built by Westerly Marine of Santa Ana. Speaking of which, shortly after one of these cats was launched two years ago, we met up with the captain in Cabo. When we asked how the unidentified owner liked his new cat, the captain said he didn't. The cat had sailed so fast that she had scared the daylights out of him. The boat was for sale for a long time. But in October we saw her in a boatyard in San Diego, where the new owner was apparently undertaking an expensive redesign of the salon.

↑↓ THE HONOR IS OURS

Having returned to the cold, gray Pacific Northwest, I find myself unable to focus. My mind keeps wandering back to my adventure on the Hylas 42 Coyote during this year's Ha-Ha. Although I've done a handful of Pacific crossings, the Ha-Ha had to be the best two weeks I've ever spent on a sailboat. Words cannot express how awesome it was to spend time with a group of like-minded people with a common goal. There were random acts of kindness, generosity, and sincere caring everywhere. I can only hope this won't be my only Ha-Ha.

I'd like to thank the Grand Poobah, Andy 'Puddle Jump' Turpin, Doña de Mallorca, and the rest of the Ha-Ha team for organizing the event. I'm sure there are days of work involved that participants such as myself don't know about and that are never mentioned.

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LETTERS

Each morning during the Ha-Ha I looked forward to the 7:30 a.m. roll call and net, not only to keep track of the other boats, but to hear what words of wisdom the Poobah had for the fleet. His wit, knowledge, and especially patience, were a great way to start the day. I didn't miss a single net.

The Ha-Ha shoreside activities, such as the various parties and the baseball game were awesome, as they gave me a chance to put faces to the voices and boat names I'd heard on the radio. I met some amazing people who are now good friends.

Life is all about timing, and hopefully one day I'll be able to do the Ha-Ha on my boat. But I didn't want to wait until then to express my sincerest thanks.

Gary Souza
Caravella, Southerly 23
Puget Sound

Gary — Thank you, but please, you've gone way overboard with the praise.

Studies show that people get the most happiness for their money when they spend it not on cars, jewelry, furniture, or any of that junk, but on adventures. And that they get the biggest bang for their buck when they share these adventures with others. We think that largely explains the success of the Ha-Ha — not that we'd planned it that way.

Organizing and running the Ha-Ha is an exhausting endeavor that takes more time, energy, and worry than people imagine. That said, it's also the most rewarding thing we do all year, and it's an honor to be the Grand Poobah.

↑↓ "WOULD YOU STILL CHOOSE THE RIB?"

A hearty 'thank you' to the Wanderer, 'Banjo Andy' Turpin and Doña de Mallorca for shepherding last November's Ha-Ha fleet. It was my first, and I did it as crew on *Tamara Lee Ann* for Doug and Tamara Thorne.

I followed *Tamara Lee Ann's* progress home via their SPOT messaging system. Doug made it back to the St. Francis YC two weeks out of Cabo San Lucas. He apparently missed the Thanksgiving window by a couple of days, so it was a Bash all the way!

After the Ha-Ha, I asked you about what type of masthead light you had on *Profligate*, as it's one of the brightest I've ever seen. You told me that it was a Luna Sea, and I thank you for that. But I have another question.

Years ago, after my Morgan 45 *Painkiller* sank while sailing across the Caribbean, you and I corresponded about safety-at-sea issues such as whether it would be better to get into a RIB or a liferaft if you had to abandon your boat. At the time, you had come to the same conclusion as I, that a RIB was a perfectly fine solution for coastal cruising such as the Ha-Ha. Do you still feel the same way, or have you upgraded the offshore stuff on *Profligate*? Just curious.

Ron Landmann
Minden, Nevada

Ron — We're delighted that you enjoyed your first Ha-Ha, and hope that you can make it for next year's 20th anniversary edition.

We've always carried both a liferaft and an inflatable on *Profligate*, but given our druthers, we'd almost always want to get into the hard-bottom inflatable. But this is a personal choice, and is not something that we are recommending to anyone else.

Part of our reasoning is philosophical. We hate the thought of having to sit in a liferaft, unable to do anything to try to



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LETTERS

help ourselves. If we can get into our 12-ft hard-bottom inflatable with 12 gallons of fuel and a couple of gallons of water, we feel it would give us hope and options. For instance, with propulsion, we think we could better withstand rough seas in a hard-bottom inflatable than in a liferaft. At least until the fuel ran out. And if we were to see a ship or another vessel on the horizon, we'd be helpless in a liferaft, while with a 15-hp powered hard-bottom, we might be able to get much closer so we could be seen, if not drive right up to the vessel.

The downside of hard-bottoms for liferaft purposes is we're not sure a 12-footer could safely carry more than four people in rough weather, and they offer no protection from the elements. But no matter if we're sailing from San Diego to Puerto Vallarta, or Puerto Vallarta to the Marquesas, we'd rather get into the hard-bottom than a liferaft.

Our Leopard 45 catamaran 'ti Profligate, which charters in the British Virgins, does not carry a liferaft because all the destinations are so close and there are hundreds of other boats around, often within yelling distance. But when we take 'ti across the Anegada Passage, which is an often nasty 120-mile long patch of water, our 12-ft inflatable is our only option. We're cool with that, in part because it's a pretty busy stretch of water.

But as nobody knows better than you, if your boat sinks from beneath you, the key to survival is to get picked up, and get picked up quickly. Thanks to EPIRBs and the AMVER system, which as we recall are what got you rescued, and devices such as the Iridium satphone and the SPOT Messenger, mariners have more than one option these days. When it comes to Profligate, we have all three of these rescue devices, to say nothing of our SSB and VHF radios.

↑↓ **AFTER 20 YEARS, 2,500 PEOPLE**

I'm just wondering when we can register for the '13 Ha-Ha. I haven't seen anything on the website yet. Is there a limit to the number of entries? Is it true that singlehanders aren't allowed?

Jamie MacDonald
Ellare, Ted Brewer 37
Vancouver B.C.

Jamie — At the conclusion of each Ha-Ha, the staff goes into hibernation until May 1 of the following year, at which point the details of that year's event are announced. The next Ha-Ha is expected to start on October 28, although because of changes in Mexican immigration law, it may have to start one day earlier. We'll let you know as soon as we know.

This year's Ha-Ha will be the 20th — or platinum — anniversary. After roughly 2,500 mostly West Coast boats and mostly West Coast sailors, it's hard to believe there is anyone who hasn't done the Ha-Ha. Nonetheless, we're expecting a big fleet this year, and hope that you'll be part of it. When the economy was roaring, we had as many as 200 paid entries a year. We don't expect to match that anytime soon, so we wouldn't be concerned about any limit to the number of entries.

Singlehanders are not allowed in the Ha-Ha. The problem is that all three legs are relatively straight lines, so we feel it would be irresponsible to have so many boats on the same course without someone on watch every minute. During the night of the last leg of last year's Ha-Ha, we counted over 50 sets of running lights at the same time.

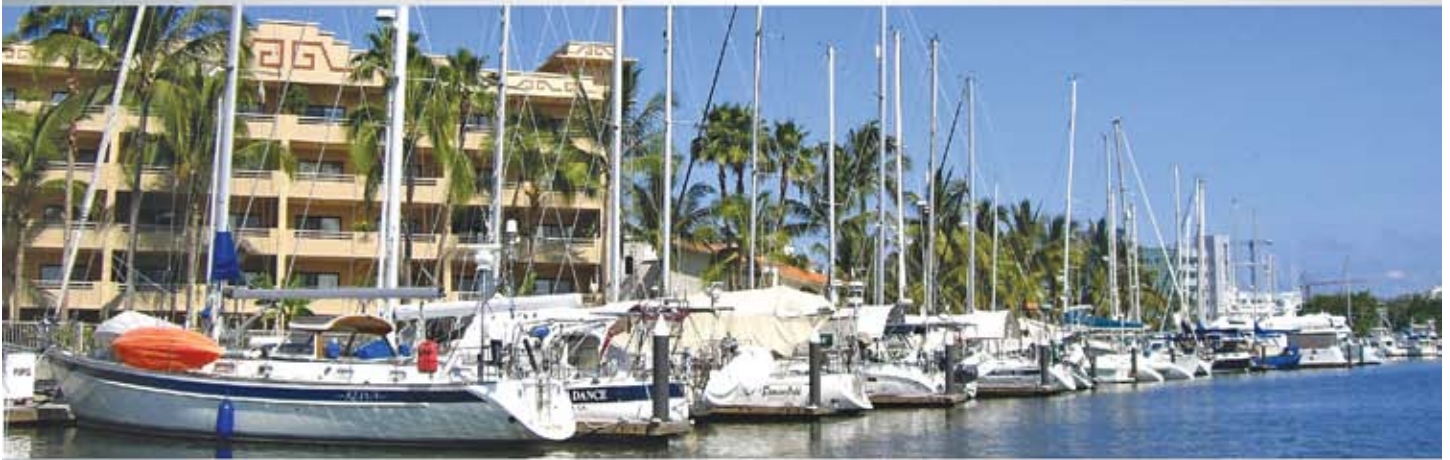
↑↓ **LIQUID DRAMAMINE DOES THE TRICK**

In the November issue Adam Scheuer wrote about hoping



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to find a cure for his wife's susceptibility to seasickness. As a longtime mariner, I suffered from being seasick, too. Regular Dramamine would put me to sleep, ginger made me sick, and wrist bands didn't work, nor did anything else. At least until I discovered Dramamine in the liquid form. Although it did not require a prescription, I had to buy it at a pharmacy.

I know that everybody is different, but for me the secret was to put a small amount on my tongue before we left the marina or on a trip where I might get sick. Every couple of hours after that, I'd put a few more drops on my tongue. The liquid form allowed me to control the amount I needed to keep from getting sick.

Eventually, I no longer got seasick at all. I still have a full outdated bottle of the liquid Dramamine in my medicine chest in case a guest may need it.

I would suggest that Adam's wife talk to the person behind the counter at her pharmacy and try a bottle of liquid Dramamine. She may have to experiment on the amount she needs, but she might find that she only needs a very little at a time.

Marlo Ann Smith
Marlo Ann, Nordic Tug 37
Port Orchard, Washington

Readers — Thanks for the tip, Marlo Ann. But we want to remind everyone that the '60s are long past, so please don't take in excess of recommended doses, and don't share medicines.

↑↓ VITAMIN C FOR COLDS AND MAL DE MER

A few years ago, you printed a letter from a medical doctor who recommend Vitamin C for *mal de mer*. He suggested taking 2000 mg before leaving, 2000 mg on departure, and so on. It works very well for me and my friends.

Jean-Marc Rolland
Newport, Oregon

Jean-Marc — We were born skeptical, so we can't help wondering if it's the placebo effect rather than the Vitamin C that is preventing you and your friends from getting seasick. In the interest of science, you might want to substitute some sugar pills for your friends' Vitamin C before you go sailing in rough weather the next time. If they don't get seasick, we suppose you can infer that it's not really the Vitamin C that's helping. If they do get seasick, let's not tell them the experiment was our idea, okay?

↑↓ HIT BY LIGHTNING MORE THAN YOU KNOW

In the December *Cruise Notes*, it was reported that Greg and Debbie Dorland's Tahoe-based Catana 52 *Escapade* had been hit by lightning twice in three years. She's actually been hit more than that.

I met and then sailed with the French crew who delivered *Escapade* to her original owner in Monterey. According to the delivery captain, *Escapade* — that wasn't her original name — had been hit by lightning and suffered electrical damage when they were northbound off Costa Rica. To my knowledge, this would give *Escapade* the distinction of being hit by lightning three times. Given her history, hopefully the third time was the charm needed not to be hit again.

Shaun Patrick
Planet Earth

Shaun — We recently received the following report from Greg and Debbie:

"We are now on Escapade in Fort Lauderdale, cleaning her

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LETTERS

up after the latest refit. But we're still fighting with the insurance company over some issues, so we'll probably be doing some cruising in the Bahamas rather than the Eastern Caribbean this winter. While lightning strikes of sailboats are a rarity in California, they almost seem like the norm back here. We've heard of a number of boats that have also been hit three times. One boat that got hit in Marsh Harbor the day we did got hit again while on the way to Lauderdale for repairs. The Lauderdale outfit Just Catamarans has had six lightning-struck boats to repair this season, ours included. We like all our new electronic equipment, but we don't need to get it replaced every year. We really miss our early days with Escapade in Mexico, and will really miss the relaxing times we had with her in St. Barth last winter."

A number of boats were damaged by lightning in Banderas Bay this summer — including boats more than 100 feet away from the boat that got hit by the actual bolt. Even for those with insurance, it's a real pain to replace all the electronics.

↑↓AM I BEING PASSIVE-AGGRESSIVE OR WHAT?

I loved the November 30 *Lectronic* photo of the catamarans anchored at Ensenada Grande, just north of La Paz. That precise spot — with the white cross just above the upper frame of the photo — was always my favorite. And I do appreciate *Latitude*.

I last wrote to you to point out that asking cruisers to report how inexpensively they can cruise Mexico wasn't necessarily a good thing for international relations. Having spent the best part of the '90s in La Paz watching cruisers bring their own beer to beachfront bars or pools so they could enjoy free chips and salsa, it began to annoy me. Your stories, while great, send a not-so-subtle message that bad behavior is all right in Mexico.

My case in point with the most recent *Lectronic* was your report about the Wanderer being stopped for speeding, not wearing a seatbelt, and not having current registration for his car — and that 'taking care of it' cost you less than a parking ticket would in San Francisco. I'd say you were lucky they didn't impound the car. You sure you didn't commit the other sin of slipping the cop a \$20?

After a story in the *San Francisco Chronicle* today about the planned increases in U.S. health insurance policies, your additional crack about a border fence was especially poignant. You might be right that the fence will soon be to be needed to keep *gringos* out of Mexico rather than Mexicans in Mexico — especially if the analysts at Goldman Sachs are correct and Mexico becomes the world's fifth biggest economy by 2020.

And be sure to mention to Doña de Mallorca that I hope she is paying the IVA for the rents on condos.

Dane Faber
WAFI, Vagabond 38
Sausalito

Dane — The '90s were so long ago, and cruising and cruisers were very different back then. For instance, Mary Shroyer told us that when Marina de La Paz was new, she and Mac used to open the doors of the restrooms in the morning and there would always be drunk guys covered in their barf passed out on the toilets. Mary told us that hasn't happened in years.

We're not sure what kind of lowlife cruisers you hung around with in La Paz in the '90s, but no matter how frugal our cruising friends are, they don't bring beers into establishments to snack on free goodies. Nor would we have let them. Furthermore, we think it's exceedingly insulting for you equate thrift with theft. Indeed, it's often been our experience that the less

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LETTERS

affluent cruisers integrate more fully with the locals than do very wealthy cruisers.

By the way, you may want to skip this month's Cruise Notes, for there is a short item on a Northern California sailor who has been happily cruising in Mexico for years on — gasp! — \$300 a month.

We reject your thesis that our editorial comments have sent "not-so-subtle messages" about "bad behavior" to fellow cruisers. There's no more link between articles about thrifty cruising and stealing snacks in Mexico than there is between drinking milk and doing meth. And if you're going to whinge about the few ultra-budget cruisers who might have been attracted to Mexico by our articles, haven't they overwhelmingly been offset by the more than 2,500 Ha-Ha boats we've brought south? As well as the tens of thousands of free-spending friends the owners of these boats have had come down to visit them? Or the many charity events that we've put on? If you're going to be the critic, perhaps you should outline what you've done for Mexico.

As for our breaking the law in a friend's car, it's true. It's also true that we came to a friendly stalemate with the police officer along the side of the highway. We wanted to give the officer our license, at which point we would have taken the ticket, and cleared up the matter at the police station the following day. Which, we might add, is what we always recommend that cruiser-drivers do. Alas, we'd misplaced our driver's license. After about five minutes of mulling over the problem, the officer, who clearly hadn't stopped us looking for mordida, suggested that perhaps it would be best if we just pay the fine right there. So we did.

We've been cruising in Mexico since '77, and this was only the second time we've paid what might even remotely be construed as mordida, and it was only because of the circumstances. Had we not, we and the officer might have died of old age along the side of the road. That said, we're glad that the practice of mordida has been on the decline in Mexico with the increasing professionalism of government workers. Nonetheless, if you think that the cultural custom of greasing the skids has disappeared entirely, you either no longer live in Mexico or you're out of touch.



LATITUDE / RICHARD

By the way, it was very thoughtful of you to remind Doña de Mallorca of her business obligations. She has no idea what she'd do without your help.

The one thing we can agree on is that the cove where the three cats were anchored is stunningly beautiful. We're pleased to report that it hasn't changed since we first visited it by boat 36 years ago.

ADIOS TO FM3S

For the past five years, I've been spending a good part of every year living on my Passport 40, Freyja, up and down the west coast of Mexico. I got an FM3 shortly after arriving in Mexico. When I went to renew it in Nuevo Vallarta this year, my agent told me that the rules had changed, that there were no more FM3s, and that the cost to get the new equivalent document had increased to about 5,000 pesos — about \$400

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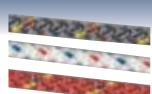
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— plus her \$75 fee. Apparently the new visas can be for anywhere from one to four years, but you have to buy the extra years, and they're not cheap.

She also told me that once you enter Mexico on your old FM3, you can't just convert to a normal tourist visa, but that you have to leave the country and then re-enter on a tourist visa — and at the same time surrender your FM3. I can't vouch for the 100% accuracy of this information, but it is an accurate repetition of what was told to me by the Nuevo Vallarta immigration agent.

The new law was passed in '11 but had an effective date of November 9 of last year. The main thing to take away from this letter is that there have been some very substantial changes in the immigration laws, and that each individual needs to check for themselves to see how they will be affected.

Ian Macrae
Freyja, Passport 40
Mexico

Ian — You're correct that there are big changes underway with Mexican visas, and there is tremendous confusion on the part of officials, agents, and those looking to get or renew visas. You're also correct that there won't be any more FM3s. As of early December, our FM3 was in the process of being replaced with some kind of multi-year visa, the details of which remain a mystery. Since we had to return home, we had to pay about \$40 to get a permit leave Mexico.

When in Mexico, it's good to be patient. So we'll just have to see what happens.

↑↓ THE BAD BOY OF TURTLE BAY

When it came to pass that we'd have to leave our Hans Christian 38 *Tillie* in Turtle Bay during our post-Ha-Ha trip back up the coast of Baja, I was offered help by a local *panga* operator named Ernesto. He wanted money, of course, so I gave him \$25 to sleep on a filthy couch in his home overlooking the beach. I sort of needed to do that because the taxi to the bus terminal on the main Baja highway left at 3:10 a.m.

After the three-hour drive to the bus terminal, I discovered that while I'd been dozing at Ernesto's, somebody had rifled my pack and taken some cash and my passport. Fortunately, I had earlier taken the precaution of hiding my green card and some cash on my person.

But this incident leaves a bad taste in my mouth about Turtle Bay. This is particularly true since I'd given other family members some clothes, which they said they needed.

Would I return to Turtle Bay? I doubt it. I was planning to send them some stuff from the U.S. to help them out, but not now, as it seems their thievery knows no bounds.

Barry Foster
Tillie, Hans Christian 38
Portland, Oregon

Barry — We're sorry to hear about your misfortune, but how did you get hooked up with Ernesto, who has been the well-known bad boy of Turtle Bay for eons?

That said, we don't like to hear you make wild generalizations — "their thievery knows no bounds" — about the people of Turtle Bay. When the Ha-Ha first started stopping there in '94, we weren't sure what kind of reception we would get. They have always been wonderful. Now, 19 years and nearly 10,000 Ha-Ha participants later, yours is the first complaint of theft that we've ever received.

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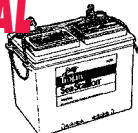
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LETTERS

Turtle Bay because someone had come on his boat and taken his wallet and money. A day later the 'victim' — and this is to his credit — got back on the radio and sheepishly admitted that his wallet and money hadn't been stolen after all. He'd just forgotten that he'd hidden them in his shoe.

We're sorry that you had a bad experience in Turtle Bay. Had you told us about it early enough, we think we might have been able to talk to the right people to get your passport and money back.

We will return to Turtle Bay. We love those folks.

↑↓ THIS LETTER BROUGHT TO YOU BY RED BULL

I just read that there were 13,000 emergency room visits last year associated with energy drinks. But they're legal.

I used to think that Red Bull was an alcohol drink, not suitable for kids. It turns out that it's just caffeine and B vitamins. So I'm thinking maybe it's not an appropriate sponsor for junior sailing. They certainly have the money to throw around.

Tom Woodruff
Palawan III, S&S/Derecktor
Falmouth, Maine

Tom — We fail to see the problem. Nutritionists say Red Bull has no more caffeine than a single cup of coffee and less sugar



GUILLAIN GRENIER / ORACLE RACING

than a bottle of fruit juice. Which is probably why it's been approved for sale in 164 countries around the world, including all 27 of the sometimes-finicky countries in the European Union. Red Bull sold 4.6 billion cans of the stuff in '11, making it the most popular energy drink in the world.

Red Bull doesn't seem any more detrimental to a person's health than, say, Dr. Pepper.

But it still had less than 40% of the market, and it has a Monster hot on its trail.

But more to the point, if Red Bulls were responsible for 40% of the energy drink hospital visits, that would come to one out of every 250,000 of their consumers. And since more than half of the energy drink hospital visits are associated with alcohol and/or drug abuse, that figure would drop to less than one in half a million. And what percentage of those do you think were idiots who drank five of them at once?

We've never consumed a Red Bull or any other energy drink, so we don't have a dog in this fight. But speaking of cats and dogs, do you know that 20% of the population is allergic to them? That would seem to make those domestic pets a much greater health concern than Red Bulls.

↑↓ DON'T GET US STARTED . . .

We finally got Internet here in Bundaberg, Australia, and I decided to check out the latest 'Lectronic. I want to comment on the experience that Scott and Donna Hansen of the Hawaii-based Tripp 47 *Celestial* had at Fanning Atoll in the Republic of Kiribati.

We on *Idefix* made an unplanned stop at Fanning on the way from Honolulu to Niue, and we had a great experience there. But I'm surprised that a couple of circumnavigators would dare leave port without a departure clearance (*zarpe*). Things must've been very different when they circumnavigated



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LETTERS

in '89. I was warned that we'd be asked for the previous port's clearance in every port, and sure enough, we were. We've always had it ready, and all our customs encounters have been as smooth as silk.

I find it unfair for Donna to single out Kiribati for threatening them with a fine for showing up *zarpe*-less, when I would expect the same reaction from any of the Pacific countries. But perhaps they know something I don't?

Thanks to a bit of research, the clearance and anchoring fees were no surprise to us, and we found them pretty rea-



COURTESY IDEFIX

After sailing in his second Singlehanded TransPac aboard his Olson 30 'Idefix', Adrian Johnson's girlfriend Shirley Leu joined him on a cruise to the South Pacific, including a stop at Fanning.

sonable compared to those of some other places. Australia's \$330 quarantine inspection fee is particularly egregious.

Kiribati is an extremely poor country faced with an incredibly challenging geographical situation, and I feel that sailors hailing from the wealthiest country in the world should approach such places with a lot of generosity. Our experience at Fanning was wonderful and, like the Hansens, we wish we'd been able to spend more time there, meet more of the people, and learn more about their precarious existence on this beautiful atoll. Unfortunately, our limited water, food, and fuel supplies meant it was time to move on. I really wish that we'd been able to come with goods to trade with the locals, but that's pretty much impossible on an Olson 30!

It's true that the United States — thankfully — doesn't require a departure clearance, and therefore doesn't publish any official procedures for obtaining it. It took us a bit of research and a couple of conversations with other cruisers to figure out that we had to print out form CBP 1300, fill it out, take it to the customs office, and get them to stamp the form. The only hiccup was locating the customs office and having to pay for a new customs decal because I didn't have my existing decal number with me. We showed up five minutes after the official closing time, but the customs officers were kind enough to give us our clearance.

Fanning is a fascinating and beautiful place, and only a couple days' sail from Hawaii. Sailors who want to go off the beaten path should give it a try — but do your research and come prepared!

Adrian Johnson
Idefix, Olson 30
Seattle, Washington

Adrian — In the November 21 'Electronic, the Hansens reported that they arrived at Fanning Atoll — where they'd previously had a great experience — after 4 p.m. on a Monday. Since the Fanning officials are so overworked, what with having to check in a boat every couple of months, no wonder they felt the need to charge for overtime. But welcome to our island! The \$20 for anchoring was more than reasonable, of course, as it was for several months. But what was with the threat of a \$500 fine — about one-third of what the average citizen of

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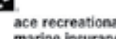
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LETTERS

Kiribati makes in a year — for the Hansens' not having a zarpe from the United States? After all, the Hansens hadn't needed a zarpe when they previously visited.

But then it got worse. Three days after arriving, the Hansens were told that the Kiribati big shots on Christmas Island had instructed officials on Fanning that the Hansens needed pay \$900 — or leave immediately! Plus pay between \$150 and \$250 to check in. Plus pay \$50 for a rat inspection — even though the Hansens had just paid \$260 to get a rat inspection at Palmyra, and even though Fanning is well known to have rats.

As much as we admire and respect anyone who cruises an Olson 30 all the way across the Pacific, we have to disagree with your characterization of the Kiribati fees, fines and threats. To our thinking they were outrageous and punitive, and the officials threatening to make the Hansens pay or leave the remote island immediately smacks of the lowest sort of human behavior. If the officials had asked for a \$1,000 donation to help the island, that would have been one thing. But to lower themselves to extortion was despicable.

The Hansens are better people than we, as evidenced by the fact that they didn't express any bitterness about the situation. "We admit we didn't do our homework, instead going on our past knowledge of checking into Fanning," they wrote. "Since our return, we've scoured the Internet, and can't find any mention of Kiribati's requiring a U.S. zarpe.

"The country is in trouble," the Hansens continued, "so, if you do visit, anything you can bring for trading or gifting — from flour and rice to T-shirts and goggles — is appreciated. But if you bring nothing else, don't leave home without your clearance papers!"

Talk about turning the other cheek.

While we're on a bit of a cranky bender, we might as well mention that we've never been particularly enthralled with Palmyra or the Fish & Wildlife folks either. According to the Hansens, they emailed Fish & Wildlife to arrange for a permit to visit Palmyra, which is owned by the Nature Conservancy, and to get a \$350 rat inspection. As strong as the Rat Inspectors Union is on Palmyra, the Hansens somehow managed to get the inspection fee lowered to the bargain basement price of just \$260. Right.

As far as we're concerned, Fish & Wildlife has a history of being a bullying and arrogant government agency, eager to use any excuse to pull in the welcome mat to those sailing the wide expanses of the Pacific in small boats. As for Palmyra's now being owned by the Nature Conservancy, that's another source of mixed feelings. We're not saying that the ultra-glossy Nature Conservancy hasn't done a lot of fine things, but in many ways it's also a one-percenter's club.

When you talk about the Nature Conservancy, you're talking about an environmental organization whose President and CEO is Mark Tercek, a former managing director at . . . Goldman Sachs? We're also talking about an environmental organization that has ties with roughly 1,900 corporate sponsors — including numerous executives and directors of oil companies, chemical producers, auto manufacturers, mining concerns, logging operations, and electric utilities. We're sure there aren't ever any conflicts of interest between industrialist sponsors and such an environmental group — although when legislation came up to allow drilling in Alaska's Arctic National Wildlife Refuge, the Nature Conservancy was oddly silent among environmental groups. It was later found that members of the Conservancy's leadership council — which included people from BP, Exxon-Mobil, and Phillips Alaska — supported the legislation. We're sure the oil executives simply misunderstood the intent of the legislation. Tercek has also refused to cut the Conservancy's

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LETTERS

ties with BP, which some readers may remember had a little oil spill in the Gulf of Mexico a while back. But hey, we've all spilled a little oil from time to time, haven't we?

UNDERSTANDING OCEAN MECHANICS

There is a reason to continue the discussion regarding the *Low Speed Chase* tragedy at the Farallon Islands, as all too many cruisers, guests and racing crewmembers do not understand ocean mechanics. As such, they don't know how to interpret safety-at-sea parameters. There is a lot such folks can do to be better informed:

1) Go to NOAA's National Weather Service Eureka, CA website and become familiar with their evolving Mariner's Guide to the Sea, no matter where you go boating. The FAQ is at www.wrh.noaa.gov/eka/waves/mg_faq.php. Then become familiar with the interactive Mariner's Wave Chart at www.wrh.noaa.gov/eka/waves/mg_tool.php.

2) Download, print, study and memorize Appendix D of the Farallones Incident report at media.ussailing.org/AssetFactory.aspx?vid=18674. This five-page section (pp. 35-39) will teach boaters how to understand and perhaps avoid dangerous coastal conditions.

3) Get a sense of conditions by watching surfing condition reports that surfers around the world use. Although these do not cover all areas that boaters traverse, they are worthy of attention. E.g., see www.MagicSeaweed.com.

4) In speaking with Chuck Hawley, one of the leading experts on safety at sea, David Sorka, Marine Program Manager, NWS, and Giuseppe Carnivale, founder and CEO of Navionics, much is being done to "effectively outline areas of breaking/hazardous waves in heavily used marine areas." Much of this is being done via the NOAA's coastal survey ships, and will be especially useful in configurable eCharts on onboard computers, smartphones, and iPads.

It is especially important that those who plan and participate in races and coastal cruising responsibly implement and pay attention to this evolving technology. Understanding coastal conditions, weather reports, and their captain's nature should empower all boaters to make informed decisions as to whether they think it is advisable to cruise or race on a particular day, or in a particular event with a particular helmsman.

Chuck Cohen
Marina Del Rey

Chuck — We've been sailing and writing about shallow water sailing mishaps for so long that it's difficult for us to estimate how many people are ignorant of the basics of ocean mechanics. For 35 years we've been sailing with three rules of thumb: 1) Waves break when they reach water that is 1.3 to 1.5 times their height; 2) Waves come in sets, and the 'waves of the day' can be twice as big as the average size waves; and 3) Wind against the current, particularly in shallow water such as just outside the Gate, can turn a mellow day of sailing into one where breaking waves quickly become a serious threat.

As for your recommendations, we love the National Weather Service Eureka website, particularly the interactive Mariner's Wave Chart. Perhaps it's a selfish 'love' on our part, for hopefully it will mean that one particular reader will never again try to convince us of his belief that, all things being equal, the longer the wave period, the more dangerous the conditions. The Mariner's Wave Chart shows that just the opposite is true.

The five-page Appendix D (pp. 35-39) of the Farallones Incident report by the US Sailing Independent Review Panel is also excellent. It was written by a conscientious panel of greatly



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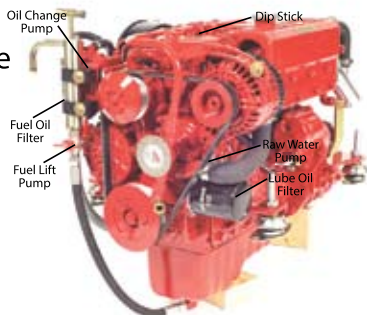
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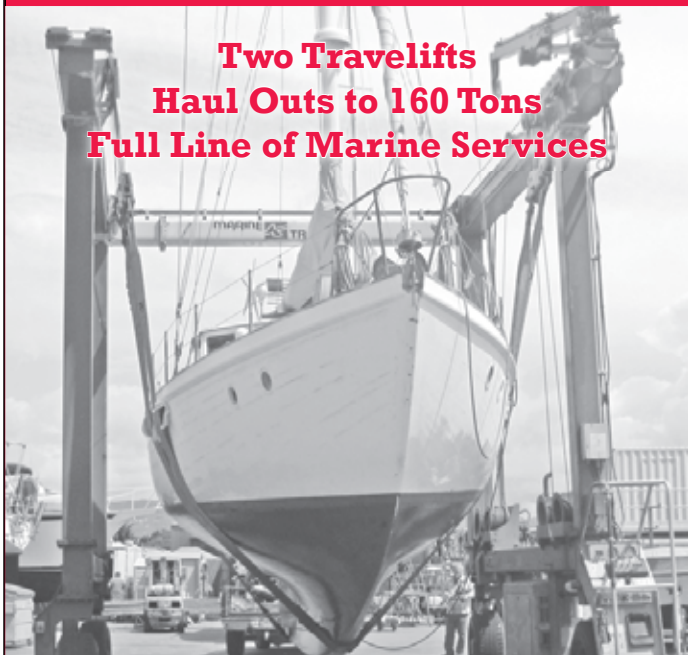
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LETTERS

experienced offshore sailors, and should be mandatory reading for anyone heading offshore.

While subject to normal weather forecasting errors, the offshore ocean forecasts available at any one of dozens of Internet sites have been a huge help to offshore sailors. The four most important bits of immediate information we get are wind speed, wind direction, wave height, and wave period. In some ways even more important is the fact that these sites can give you a decent overall idea if your area is likely to be whacked by serious weather in the upcoming week or so. We don't know of anybody who goes offshore without consulting a couple of these sites.

We're less excited about efforts to identify areas of hazardous and breaking waves. If someone understands the basics of ocean mechanics, the areas should be self-evident. We worry that too much 'help' might make mariners more lazy and stupid. Sort of like kids who can use calculators but don't know how to do basic multiplication in their head.

(We don't want to be too snarky, but we wish that Giuseppe Carnivale would spend more time making sure that his Navionics charts of Mexico were more accurate. When we sailed into Banderas Bay a month ago, we were shocked to see that our iPad Navionics charts didn't even show the shapes of Tres Mariettas Islands or how many there were, particularly since these are sizeable islands in the middle of the entrance to the bay. At the very least, we think the charts should have noted that they don't show the islands. It sort of reminds us that, way back in the day, Charlie's Charts omitted Sacramento Reef on the approach to Zihua. Oops!)

Having said all this, we continue to believe that none of this information or knowledge would have come as news to any of the more experienced crewmembers on Low Speed Chase. They knew all this stuff but they didn't think they were in danger. They were tragically mistaken. It's a lot like driving. Most people feel safe driving 20 mph over the posted speed limits, and most of the time they are right. But it only takes a slight miscalculation to result in tragedy.

↑↓ "I FEEL SAFE IN MEXICO"

In the December 12 *Lectronic*, the Wanderer made the following comment about safety in Mexico:

"People back in the States still ask us if we feel safe in Mexico. After rolling our eyes a few times, we tell them, yes, we do feel safe. Indeed, we feel a lot safer in Mexico than we do in many places in California. As we spend three months a year in Mexico, and three months a year in the Caribbean, we can also report that we feel safer in Mexico than we do in the Caribbean. If that changes, we'll let you know."

I've been in Mexico since the end of the '11 Ha-Ha, and continued on up to La Paz, over to Mazatlan, and back to La Paz, leaving only for a few weeks to see family back in the States. I plan to stay in Mexico until this summer, when I hope to get things together enough to sail to Hawaii and visit with friends at Molokai.

Alas, it won't be easy to leave Mexico because, well, life is so easy here. I love being able to wear shorts all the time, the exception being when I dress up to show respect to Mexican officials.

Safety? I berth at Marina Palmira, where I usually leave my boat unlocked, items on deck untended, and my dinghy tethered to a pier finger. I haven't heard of any theft issues anywhere in La Paz, and such reports would be heard on the popular morning cruisers' net. If I were anchored out, I would lock the boat and dinghy.

With regard to my personal safety, I haven't had any

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LETTERS

concerns. I actually feel safer in La Paz than I did in the Bay Area. And I'm a San Francisco native, so I'm not naïve about risks.

Yeah, I like it here in La Paz, and I feel safe.

Jack Gill
Azure-Te', Ron Holland 43
Sausalito

REMEMBERING THE GOOD OL' DAYS

I was on the docks at St. Francis YC when the publisher of *Latitude* started his magazine. Perhaps near where Conner was mastheaded for being a bullshitter, or the Twisted Sisters were amusing the boys. The years of the St. Francis YC's Big Boat Series blur with my aging.

I sailed on many of the Big Boat Series boats, including ones with Ed Lorence, Rex Banks, Arnie Schmeling, Stu Linder, Don Vaughn and Andy Macdonald. We won some and we lost some. Among the wins were the TransPac, the Bermuda Race, and the Miami to Nassau Race.

Among the big name owners were Huey Long, Jake Woods and big Jim Kilroy — whose recent book is partially responsible for my checking-in.

I've been a lurker on the printed page of *Latitude* and the electronic page of *Lectronic* for many years. I am of the clan of Kenny, not the Pope. You either know what that means or you don't.

I read Steve Pezman. I worked for Kevin Cody. My first surfboard was shaped by Matt Kivlin, either on the beach at Malibu or in a garage in Santa Monica, from a design by Joe Quigg. It sold for \$39,000 at an auction conducted by Randy Rarick in Honolulu a few years ago. I was there, and heard the stoke for the part of surfing history I had saved. I saw Matt with a tear in his eye, and Joe with a look of puzzlement at why the handsome guy got all the credit. Google can provide some of my bona fides in a few seconds.

I learned to sail on wooden sailboats, to surf on wooden boards, to ski on wooden skis. I know Velzy, Miller, Hobie, Noll, Bing, Weber and Mobley in ways you probably don't. Before you became the Wanderer, I wrote for *Sea, Sail, Yachting*, and *American Boating*, edited by Leon Mandel. You either know those names or you don't. I knew the first Curmudgeon when he worked for Bell Telephone, the Anarchist when he sold sails for Ed, and Bob Bitchin' when he was a biker.

What I am now asking you, as the apparent keeper and arbiter of the flame of men like me, who know things you may not, is would it be worth the time and effort to craft a very difficult book about men like me, who were schooled by wooden boards, boats and skis, and to remember the lessons we drew from such experiences? Or are we all FUBARed by the great solar wind-shift which appears to be possible or probable in the near term?

I know the publisher of *Latitude* is a ruthless pragmatist. I have no idea if we would be friends. Were you there when Conner was mastheaded for being a FUBAR bullshitter by some of my friends and mentors? Does it matter? Does any of it matter?

Back to the praise. You appear to have a functional bullshitter detector and an interesting sense of logical progression. There is some wine involved in the writing of this little paean, and some wine involved in the pushing of the send button.

P.S. Good on you for your life's work.

Mike Macdonald
Friday Harbor, Washington

Mike — Thanks for the very kind words. We've always



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LETTERS

thought of ourselves as being more of a hopeless romantic than a ruthless pragmatist, so it's interesting to hear how we're perceived by others.

We came into sailing via surfing, and Northern California surfing in particular. So while we're familiar with all the Southern California names you've dropped from surf movies and mags, we bought our first blank from Jack O'Neill at his 41st Avenue shop in Santa Cruz in '62, and later moved up to a George Olson 10-footer. Ironically, the Olson board weighed about as much as the sailboats he later designed and built.

We didn't start sailing until the early '70s — and only because a doctor told us that a perforated eardrum meant we could never surf again — and were still trying to figure out the difference between a foreguy and topping lift when we started Latitude in '77. Being a self-taught novice who didn't have two nickels to rub together, and who didn't come up through the yacht club ranks, had us feeling very much the outsider. As such, we never knew the early luminaries of modern yacht racing the way you did. Ironically, we think that being broke, not knowing anything, and not coming up through a yacht club were instrumental in Latitude's becoming successful.

Should you write a book about the lessons learned through experience by the 'men of wood'? It's hard to say. The world, and the worlds of sailing and surfing, have changed beyond recognition since both our heydays. The younger generations rarely have time — just as we had no time — for the lessons of grandpa. For better or worse, they've figured out their own way.

However, based on your extensive friendships and experiences, we think you have the raw material for what could potentially be an interesting memoir. But we'd recommend going light on the things such as victories and money, and emphasize the more human aspects. We, for example, would primarily be interested recollections of instances of particular bravery and daring, of humor and buffoonery, of tragedy and loss. Above all, forget the petty squabbles of years gone by, unless they can be told with good humor. After all, we can only assume that you're now collecting social security, and people who do that should concentrate on savoring the good qualities of people they've known, and let their shortcomings fade from mind. Speaking of which, despite being a sailor and a journalist, we have never heard the term 'mastheaded', nor do we have any idea what you mean by it.

↑↓ THE iNAVX WORKED SO WELL

We joined the '10 Ha-Ha with *Tribute*, our Beneteau 473. We had a fantastic time and spent six months exploring the Sea of Cortez.

With regard to iNavX navigation software, prior to making the trip back north, I purchased an iPad and had a friend bring it down to me in La Paz. I downloaded the iNavX app, intending to use it as a backup to my built-in GPS navigation system. The iNavX app worked so well that it became my primary source of navigation, and the built-in unit a buddy system. So yes, I can highly recommend iNavX.

By the way, we just sold *Tribute*, and her new owners are taking off for extended cruising in Mexico. The boat knows the way, and I'm hoping they have as much fun as we did.

You guys did an amazing job on the Ha-Ha. Keep up the good work!

Bruce Crockard
ex-*Tribute*, Beneteau 473
Long Beach

Bruce — Thanks for the kind words. We've heard several

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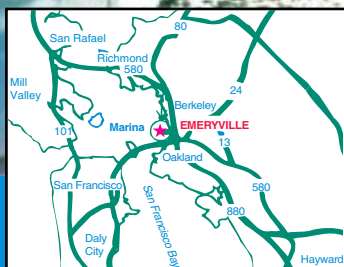
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LETTERS

other folks who think highly of the iNavX navigation app for their iPad.

↑↓ BUFFOONERY AS A HUMAN RIGHT

We got the following letter from John and Diana Lorentzen of the San Pedro-based Norseman 447 *Second Kiss*, and thought you might think it was funny.

"We're going in for the big Thanksgiving turkey feed at the Isthmus at Catalina this evening, but saw something on television news that Richard of *Latitude* might get a kick out of. There was a protest by mostly gay nudists in San Francisco who wanted to be able to hang out naked in public places.



KCAL CHANNEL 9

George Davis, 'Latitude 38' reader and nudist, doesn't leave skid marks because he always follows "nudist etiquette" by covering his chair before sitting down.

One of the cameras caught a naked guy reading a *Latitude* 38 to cover up his privates. Great advertising."

Gilly Foy
Destiny, Catalina 42
Punta de Mita,
Mexico

Gilly — Oh boy. We're almost as proud as the citizens of San Francisco must be.

For those of you who don't live in the Bay Area, it's indeed true that a group of mostly out-of-shape middle-aged and older gay white men have been demanding the right to not just walk around naked, but to leave 'skid marks' on bar stools, restaurant seats, bus benches, and so forth. While most San Franciscans are disgusted for aesthetic and health reasons, there are some citizens, and even members of the Board of Supervisors, who ardently support such buffoonery as a 'human right'.

Progressives can accuse us of being to the right of Marie Antoinette, but just as there are age and physical requirements necessary for one to become a police officer or firefighter in San Francisco, we believe people need to meet certain age and physical fitness requirements before they'll allowed to inflict the sight of their junk and bums on the general public.

↑↓ JAPANESE TRAINS AND AMERICA'S CUP CATS

I was reading an article in the *Smithsonian* magazine about a problem that the Japanese had with their high speed trains. When they entered a tunnel, the trains compressed the air



Japanese studied kingfishers to design more aerodynamic trains.

in front of them, and when they emerged from the tunnel there was a loud bang from the compressed air expanding. The chief engineer of the railroad was also an ornithologist and realized that some sea birds strike the water at very high speeds without adverse effects. He chose to study the kingfisher. I couldn't find out the speed at which they enter the water, but the gannet strikes the water at 60 mph.

Anyway, the scientists did some testing and modified the front of the train to resemble the beak of a kingfisher. The

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LETTERS

noise problem went away.

I wonder if there is something useful to be learned from this with respect to the bows of the America's Cup catamarans. Even if it did not solve the problem, it might give the crew more time to react if the impact were softened.

I've had my share of pitchpoles in a 14-ft FJ, but I can't imagine what it would be like with an AC72.

Tom Olcott
Opportunity, Bayliner 3270
Isleton

Tom — *Maybe there is something to it, but given the fact that America's Cup boats don't move anywhere near as fast as Japanese trains, let alone sail into constricted tunnels or water barriers, we're skeptical.*

↑↓ DINGHY THEFTS ON THE RISE IN OLD MAZATLAN

The news in *Lectronic* of the multiple dinghy thefts and attempts of dinghy thefts at the south end of Mazatlan, and in cases where cruisers had lifted and locked their dinghies and outboards, is indeed depressing. In our humble opinion, it calls for more extreme measures.

We're now in Turkey, but while in the Caribbean we had to deal with protecting our dinghy and outboard, especially at Porlamar, Venezuela. And we have been upset to learn that there are active dinghy thieves in the lagoon in St. Martin, some of whom have resorted to violence in the process of stealing dinghies from floating boats.

At the risk of being too aggressive, maybe it's time to be more proactive in dealing with such bad actors. I know the banks in the United States use dye packs in the money they give to crooks. It would not cause distress to a cruiser such as myself to hear about similar booby traps for would-be dinghy thieves. I wonder if a sufficiently electrified cable on a dinghy would be an effective deterrent? Particularly after a couple of cretins had gotten shocked.

I think there should be some kind of counter-theft device or trap that would be significantly off-putting to people who steal from cruising boats. In the case of the lagoon in St. Martin, we thought that perhaps the problem could be solved by putting a squad of beefy sailors onboard — sailors armed with baseball bats.

Our proposal for stopping Middle Eastern piracy was to equip and deploy a couple of squads of U.S. Marines on typical



COURTESY ANGEL LOUISE

Ed and Sue Kelly of Des Moines enjoyed their Thanksgiving turkey in . . . Turkey.

would not enjoy volunteering for such a deployment? It would eliminate the problem at low cost and inconvenience to the taxpayers.

Anyway, I hope everyone had a happy Thanksgiving and Christmas. We're having our Thanksgiving turkey dinner tonight at the Pineapple Restaurant in Marmaris, Turkey.

The accompanying photo is of us from the Capadoccia region of Central Turkey. Sue and I still haven't been able to



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From *CRUISING WORLD*, Dec. 2012:

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Besides, I love windvanes. It's an emotional issue with me. They're in balance. They are yin and yang. They require no energy. They are our future. We can't keep consuming. I never want to crank my diesel to run my autopilot, not when a clever, zero-sum mechanical device like the Monitor exist."



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 Angel Louise, Catalac 12 Meter
 Des Moines, Iowa

Ed — Dinghy theft is as frustrating to us as it is you. We've had two stolen dinghy/outboards stolen over the years. One was in Cartagena, Colombia, while a crewmember went below for just 60 seconds to change his pants before returning to the Club Nautico. The second time was at Palm Island, when a thief passed himself off as a security guy who was guarding the dinghies. The latter one really pissed us off, because it was a nearly new 15-ft Radial with a nearly new 40-hp Yamaha that we'd bought dirt cheap off a former captain. Both locations were/are notorious for dinghy thieves.

Dinghy theft has rarely been a significant problem in Mexico, so this outbreak at one location at the south end of Mazatlan is very troubling. Until the police decide to do something about it — everybody knows who steals stuff like this — we'd avoid anchoring in that part of the city. The big marinas are at the far north end of town, miles away.

As an indication of how much more serious dinghy theft is in the Caribbean, nobody would even dream of not locking even the most crappy dinghy to the dinghy dock at St. Barth, which is by far the safest of all the islands in the Caribbean. If you don't lock it, you lose it.

As for the idea of stationing beefy guys with baseball bats on boats in the lagoon at St. Martin, forget about it. The bad guys down there don't give a second thought to shooting people. As the old saying goes, you don't want to bring a baseball bat to a gun fight.

Electrifying the dinghy cable? It seems complicated, and you know the first people who would get shocked are your wife and your guests.

Our suggested solution for both Mexico and the Caribbean is to secure your dinghy and outboard, both during the day and at night, with a honking big stainless steel chain and a serious lock. Lots of people in Mexico and the Caribbean lock their dinghies with thin vinyl-covered wire that can easily be snipped with a rusty pair of pliers. That's just not going to cut it, if you'll excuse the pun.

The advantages of thick stainless steel chain are: 1) It advertises that you're serious about not having your dinghy stolen; 2) It can't be cut easily, except with a serious chain cutter; 3) It can't be cut through quickly with a hacksaw; and 4) No matter how delicately you try to handle it, the chain is very noisy.

On the downside, stainless steel chain is surprisingly slippery. We've already lost two long lengths.

An additional strategy is to paint or cover your dinghy and outboard in some way to make it look different from every other grey dinghy with a Yamaha. Studies show that thieves avoid pink-colored inflatables with lime green outboard covers.

We'd like to remind everyone to please report any dinghy thefts in Mexico so cruisers can get a better idea of the problem and where to be extra careful.

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

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

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

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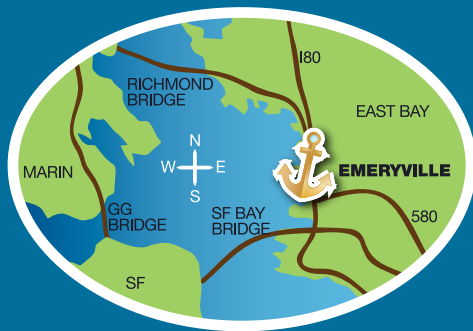
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SIGHTINGS

a splash followed by a blast

The year 2013 is going to be a great one for West Coast sailing. The America's Cup. The 20th Baja Ha-Ha. And even more importantly, countless days of regular folks enjoying plain old sailing fun, in big boats and small, from the Pacific Northwest to San Diego, from the Pacific Ocean to the Delta.

But since it's a little gray out in January, let's start the year with some sunshine sailing, shall we? For that, we take you down to two December events on the sun-drenched tropical blue waters of Banderas Bay, Mexico.

The first was the Riviera Nayarit Sailor's Splash, a big welcome to the Riviera Nayarit for Ha-Ha participants and other new cruisers by the state's Tourism Board and others. It started with a cruise to Paradise Village Marina in Nuevo Vallarta and a free brunch at the Vallarta YC. Then there was a sail over to the Marina Riviera Nayarit in La Cruz, swimming pool volleyball, and a big welcome party put on by the tourism board and the marina.



Not just a pretty face, Punta Mita Yacht & Surf Club Commodore Debbie Hayward swings a mean initiation paddle, too.

Talk about your welcome parties! Free Riviera Nayarit hats and shirts for all. Free tequila served by lovely young ladies in maroon gowns. Free beer. Free artisan pizzas. Free ceviche and other taste treats. And great Cuban music and dancing. All at the Marina Riviera Nayarit's Sky Bar, which provides a commanding view of Banderas Bay. The weather? A salubrious 78 degrees at 8 p.m. We've been to a lot of the sailing garden spots of the world, and we didn't need any free stuff to convince us that the Riviera Nayarit rocks!

The Splash was followed by the three-day 'nothing serious' Banderas Bay Blast, including the Pirates for Pupils Spinnaker Run for Charity, along the beautiful Riviera Nayarit shore of the Bay. About 25 boats, from little sloops to a big schooner, with a generous dose of catamarans, participated in at least one day of the Blast. Banderas Bay is one of the great flatwater pleasure sailing bays of the world. Alas, the breeze was a little light and weird this year, but it was still a . . . Blast.

Most cruisers and Blast participants are in the 'give back' stage of life, and that's a good thing, because the Blast, while free, is a charity event. This year a record \$4,250 was raised through donations, t-shirt sales, and lost bets with other boats.

Oh yeah, and from memberships in the prestigious Punta Mita Yacht & Surf Club. Membership requires that you sail to Punta Mita (or at least say you did), pay \$1 for Irrevocable Lifetime Membership, and endure an initiation whack on the ass by the Commodore while stooping over atop a table in the middle of the crowded yacht club restaurant. We don't know if it was because new commodore Debbie Hayward looked so hot in her pirate hat, but potential members couldn't wait to climb on the table, bend over, and take their whack like a man. Or woman. One new member even came back for thirds.

While everyone in the Blast was a winner, two boats were singled out for special mention. John and Gilly Foy of the Catalina 42 *Destiny*, formerly of Alameda and now of Punta Mita, won the Jack 'n Jill award from the Vallarta YC. And Bill and Patty Meanley of the San Diego-based Pacific Seacraft 37 *Dolphin* received the *Latitude* Award for beating nearly the entire fleet boat for boat, despite having the highest rating. What was their secret for being the first to tack over to what became the layline from nine miles out? "We had no choice, says Bill. "There was a whale in our path."

May all your 2013 sailing be filled with as much sunshine and serendipity as the Meanleys' Blast.

— richard

first lawsuit filed

It was bound to happen: The first — but presumably not the last — wrongful death lawsuit has been filed against the owner of *Low Speed Chase*, the Sydney 38 that was lost at Southeast Farallon on April 14 last year during the Full Crew Farallones Race. Five out of eight crewmembers perished in the accident. Corey Busch, father of 26-year-old Alexis Busch, filed the suit against James Bradford on December 11 in San Francisco Superior Court seeking unspecified damages.

The suit claims crewmembers should



in lsc tragedy

have known that seas "tall enough, steep enough and powerful enough to capsize and wreck their vessel were likely to be rolling onto the four-fathom shoal over which they were steering," and that Bradford, and skipper Alan Cahill, who did not survive, were guilty of "outrageous conduct."

"This is between me and the survivors and their families," Bradford told the *Chronicle*. "And I know about the lawsuit, but don't really know much about it. But I consider them all still my friends."

— *ladonna*

socrates heads for the horn

Shortly after setting off from Victoria, BC, on her third attempt at a nonstop solo circumnavigation, 69-year-old Briton Jeanne Socrates was forced to stop in the Bay to acquire a replacement liferaft after hers was lost overboard. The stop was sanctioned by the World Sailing Speed Record Council so Socrates is still eligible for the record she's attempting: the first woman to make the trip nonstop from North America. If she completes the feat, she'll also (unofficially) become the oldest woman to do so.

After sailing under the Golden Gate Bridge on November 5 aboard her Najad 380 *Nereida*, Socrates dealt with frustratingly light winds much of the way to the equator. Just after Thanksgiving, Socrates made her seventh solo crossing of that imaginary line. In the weeks since, she's

continued on outside column of next sightings page



Sights from a Splash and a Blast, clockwise from lower left: Debbie and Glenn of 'Beach Access' enjoy their YC initiation together; 'Cat2Fold'; John and Gilly of 'Destiny', the top Jack 'n Jill; Every crossing meant a water balloon battle; Kids had a blast, too; The P for P fleet sets out for Paradise Marina.



The Meanleys' 'Latitude' Award-winning 'Dolphin'.



Doña de Mallorca and some of the beneficiaries of the Pirates for Pupils.



SIGHTINGS

socrates — cont'd

seen a mix of rough weather and dead calms, but has experienced only relatively minor equipment issues, such as a non-functioning wind transducer and loose bolts on the new liferaft's mounts.

As of this writing, *Nereida* was about 2,000 miles from Cape Horn, which she expects to reach early in the New Year. During calm conditions, Socrates has been preparing herself and *Nereida* for what she knows is waiting for her in the Southern Ocean. "I received a report that a large iceberg near Cape Horn has broken into three pieces and is now surrounded by lots of growlers and bergy bits," she noted in a blog post. "That's good news if the pieces melt by the time I — and the Vendée Globe racers — get there." Track her progress on her website at www.svnereida.com, and while you're there, consider supporting her charity of choice, Marie Curie Cancer Care.

— *ladonna*

join us

Anyone who's attended the annual Seattle Boat Show will tell you that it's not only huge — with both an in-the-water component and an indoor stadium full of exhibitors — but it's also remarkably well organized. Among the highlights are hourly seminars on topics ranging from Alaska cruising tips to the latest electronic navigation techniques. We're happy to tell you that *Latitude 38* will be well represented also.

Managing Editor Andy Turpin will give two back-to-back seminars on each day of the show's first weekend, January 26 and




PHOTOS GUILLAIN GRENIER / ORACLE TEAM USA

in seattle

27; the first titled *Doing the Baja Ha-Ha Rally* and the second called *Sailing Tahiti and the Pacific Puddle Jump*. Times are 4 p.m and 5 p.m. on Saturday, then 3 p.m. and 4 p.m. on Sunday.

Dozens of event photos will transport you to the waters of Baja California and French Polynesia, as you glean firsthand insights into doing both events. We'll have informational handouts to share, and there will be plenty of time for questions. So if you're in the neighborhood, please plan to attend.

— latitude



The Red Bull Youth America's Cup will give young (19-25) sailors a chance to sail on AC45s and open doors for future professional careers as rock stars.

red bull youth ac selections

Twelve teams from as many different nations will be traveling to San Francisco between February 9-24 to compete for the right to represent their country in this September's Red Bull Youth America's Cup. More than 30 teams from around the globe applied to compete in the regatta, which will be held in San Francisco just a week before

the AC72s race in the America's Cup Finals. The teams will be vying for an unspecified number of spots to compete against Team America, which will represent the US, and American Youth Sailing Force, which will represent the Bay Area. Both teams were chosen during a special November selection process under the guidance of Oracle Team USA and helmsman Darren Bundock.

February 9-15 will see teams from Australia, Austria, Denmark, Germany, New Zealand and South Africa compete, while February 18-24 will include teams from Argentina, France, Italy, The Netherlands, Portugal and Switzerland. The selection process will include a

rigorous workshop with the intent of evaluating each team's organization, communication, crew work, sail trimming and helming with an emphasis on physical conditioning. At the end of the workshop each six-team group will compete in a competitive regatta aboard the AC45s, with America's Cup sailors and coaches providing valuable insights and knowledge to teach the young sailors, aged 19-25, how to sail these ultra-high performance wing-sailed catamarans.

Designed as a career pathway for the next generation of sailors to reach the oldest trophy in all of international sport — the America's Cup — September's Youth AC Finals may also include more teams than just Team America, American Youth Sailing Force and the winners of February's selection process. Under the Youth AC rules, existing America's Cup World Series syndicates can field youth teams that may be eligible for direct entry into September's finals; so far Emirates Team New Zealand, Artemis, Team Korea and China Team have expressed interest in fielding additional teams.

While not all of the details have been released, one thing is certain: this inaugural Youth America's Cup will add a whole new element to this summer's America's Cup Finals, with some of the world's top young sailors ripping it up out on the Bay in AC45s. Oh, to be a kid again!

— ronnie simpson



The training sessions for the U.S. Red Bull Youth AC teams were grueling.

world speed sailing records smashed

Not generally known as a sailing mecca, Namibia seems to be the place to break world sailing speed records. Aussie Paul Larsen chose the country's Walvis Bay on the Skeleton Coast for its flat water and strong winds to attempt to break the 500-meter outright sailing speed record — held by kiteboarders for the last three years — with his custom carbon fiber, wing-sail hydrofoiler *Vestas Sailrocket 2*. He accomplished his dream on November 16 with a speed of 59.39 knots (55.32 knots over one nautical mile), then broke it again on November 24 with a speed of 65.45 knots!

"We hit it hard and the acceleration was rapid," Larsen wrote on

continued on outside column of next sightings page

SIGHTINGS

records — cont'd

his website (www.sailrocket.com). "We went straight into the 60s. The pod was instantly high and I sheeted in as hard as I could to try and get it down. I was now adding a prefix to 'fast'. It was now 'This is *fucking* fast'. That word is there for moments like this. I believe it

ceases to be swearing." No kidding!

Even more speed records were broken in November in Lüderitz, Namibia, at the Lüderitz Speed Challenge (www.luderitz-speed.com), a contest for board-sailors on a flat, straight channel dug for the event. More than a dozen speed records were broken

at the event, including Antoine Albeau's (FRA) setting of a new world windsurfing speed record of 52.05 knots, and Zara Davis (GBR) breaking the previous women's record and then bettering it three times for a high speed of 45.83 knots.

— ladonna

kelpie is now kelpie of falmouth

The 65-ft (82-ft LOA) schooner *Kelpie of Falmouth*, built in 1928 at the famous Harvey Gamage Shipyard in Maine and known as 'the fastest schooner in the west' during the many decades she was known simply as *Kelpie* in Southern California, arrived at Cornwall, England, in early December. She had just completed a 9,000-mile delivery — almost all of it under sail — from Southern California via the Panama Canal.

The 84-year-old schooner has been taken to the Gweek Quay Boatyard in Cornwall, where she will be refurbished by Asgard Yachts with new teak decks, a new interior, and a modified rig. The project manager is Charlie Wroe, who is also the project manager and skipper for the 135-ft Herreshoff schooner *Mariette*. Readers may remember that *Mariette* was owned and raced for many years, mostly in Europe, by Belvedere's Tom Perkins prior to his building the 289-ft *Maltese Falcon*.

Kelpie has been renamed *Kelpie of Falmouth* to distinguish her from a similarly sized classic yacht in Falmouth named *Kelpie*. Once her restoration is complete, *Kelpie of Falmouth* will be enthusiastically campaigned.

We're embarrassed to say we don't know that much about *Kelpie*'s days in Southern California, except that the Minney family sailed her to Tahiti in '59. According to the colorful Ernie — who owns Minney Marine Surplus in Newport Beach — he, his father Capt. Bligh, brothers Owen and Joe, plus three other guys, initially set sail for the 300-mile distant Guadalupe Island. When Capt. Bligh couldn't find it, he decided they should continue on to 3,000-mile-distant Nuku Hiva in the Marquesas. They made it, too, but without the use of the engine, which had taken on water, and after suffering a knockdown during which water poured into the main salon. We know of no other details of that adventure, other than that the three brothers eventually staged a mutiny. For what it's worth, Ernie later circumnavigated with the 82-ft schooner *Shearwater*.

The new owner of *Kelpie of Falmouth* would love to compile a complete history of the yacht, so if you have stories or photos, please forward them to Sarah Jupp at kelpieoffalmouth@gmail.com. And while you're at it, cc richard@latitude38.com.

— richard

dock washes up

In mid-December, a commercial fishing vessel spotted a massive dock afloat just off Grays Harbor, Washington. The crew reported to authorities that it resembled the 66-ft beast that grounded itself on an Oregon beach last June.

After days of searching by the Coast Guard, the dock was discovered along an extremely remote stretch of beach near Forks. "It's in a very precarious location to get to, especially in these conditions," says David Workman, a spokesman for Washington's Marine Debris Task Force.

The weather along the Washington coast

HELENA DARVELID



Paul Larsen's 'Vestas Sailrocket 2' smashed the previous sailing speed record of 55.65 knots.



Spread: Trevor Murphy (left), the new captain, and Charlie Wroe (right), the project manager, pose in front of 'Kelpie of Falmouth'. Above: 'Kelpie' during her California racing days.

in washington

as this issue went to the printers was preventing experts from examining the dock. Until they do, authorities cannot confirm the dock is debris from the Japanese tsunami, but it's widely assumed to be. To deter would-be 'tsunami tourists', they are refusing to disclose the exact location of the dock. "At high tide, there's no beach and you've got a bluff," Workman says.

If it does turn out to be tsunami debris, it will likely get treatment similar to what its Oregon cousin received. Volunteers scraped two tons of marine life from the dock in an

continued in middle column of next sightings page

vendée globe update

After a carnage-filled first week that saw one-quarter of the 20-boat-strong fleet drop out with irreparable damage, this seventh edition of the Vendée Globe has turned into arguably the best race of all time. The solo, nonstop around the world race that started in Les Sables d'Olonne, France on November 10 has been going on for nearly 40 days as of this writing, yet the two leaders, currently south of Australia, are separated by only eight miles. Sailing new, ultra-fast and lightweight sisterships designed by the same collaboration of French design firm VPLP and Guillaume Verdier, the dynamic duo has been trading the lead since Day 1.

Taking differing routes around a split St. Helena High in the Southern Atlantic Ocean, then-race leader Armel Le Cléac'h and his *Banque Populaire* chose a northerly route around the high while 29-year-old

continued on outside column of next sightings page



PHOTOS COURTESY KELPIE OF FALMOUTH

SIGHTINGS

vendée — cont'd

race rookie and current leader François Gabart on *MACIF* followed in Jean-Pierre Dick's wake on a southerly route. Dick and Gabart were plagued by a period of no breeze before being rewarded with a band of pressure that allowed them a record-breaking speed run, with Dick setting a new singlehanded monohull record of 503 miles sailed in just 24 hours onboard his VPLP-designed *Virbac-Paprec 3*. Near the Cape of Good Hope, the trio of Dick, Gabart and Le Cléac'h all converged for a Southern Ocean restart with Englishman Alex Thomson on *Hugo Boss* and Swiss sailor Bernard Stamm on *Cheminées Poujoulat* sailing close behind.

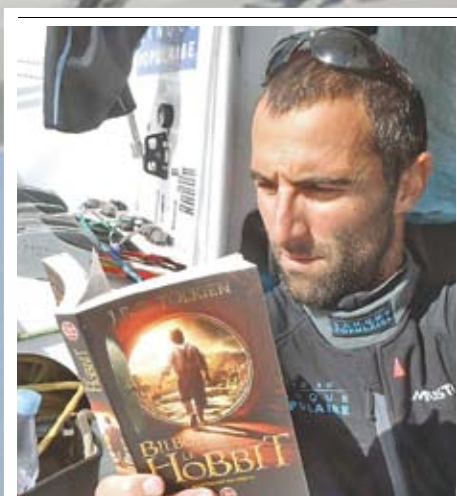
When approaching the Crozet Ice Gate, the second of eight ice gates in this race, Le Cléac'h routed himself toward the western end of the gate while the rest of the pack opted for the eastern end. With

continued on outside column of next sightings page

dock

effort to prevent invasive species from gaining a foothold in Oregon waters. The scrapings — which included four native Japanese species known to be invasive — were buried above the high tide line, while the dock itself was blasted with blow torches to sterilize it before it was cut up and removed.

Until a plan is finalized for the Washington dock, the Marine Debris Task Force — which includes federal, state and tribal agencies — wants the dock secured so it can't wash away again. But considering that the dock's location requires a five-mile hike through treacherous terrain, includ-



Armel Le Cléac'h on 'Banque Populaire' enjoys a little light reading as he trades leads with François Gabart on 'MACIF'.



— cont'd

ing rain-swollen streams and barely-there trails, everything about the effort will be difficult.

Senator Maria Cantwell, whose office says photos taken by the fishermen prove the dock is tsunami debris, is trying to push through legislation seeking \$20 million to help fund tsunami debris removal. "The debris . . . is a national problem," says Cantwell. "West Coast states and communities cannot and should not carry the burden and cost of dealing with tsunami debris on our own."

— *ladonna*



Gabart revealed the sweet life on 'MACIF' with a feast of wine, foie gras and honey (probably not all at the same time) as 'Banque Pop' was visible on the horizon.

vendée — cont'd

GPS tracks that showed the racers making aggressive moves north to reach the gate before immediately diving back south to reach stronger westerly winds, Le Cléac'h looked set to extend his lead, but amazingly Gabart and company were able to hunt him down. With Le Cléac'h and Gabart resuming their roles as leaders, the five-boat strong lead pack hooked onto a fast-moving low that propelled them almost all the way to Australia at warp speed.

Gabart and third-placed Dick once again set out to one-up each other and see who would topple Dick's 24-hour record. Averaging more than 22 knots of boat speed over 24 hours, Gabart shattered the two-week-old mark with a staggering figure of 545.3 nautical miles sailed in just 24 hours — just 51 miles short of the all-time monohull record set by the fully-crewed Volvo 70 Ericsson 4 in the 2008-09 Volvo Ocean Race. Using his "secret-weapon," a high-clewed blast-reaching jib that attaches at the stem of MACIF, Gabart used the record-setting run to reel in Le Cléac'h, who had begun to pull away.

Continuing the close match race that has raged since the start, the duo has dropped their three pursuers — and everyone else in the race — far behind. First it was Alex Thomson and Bernard Stamm who fell off the low that propelled the leaders, with both men dealing with a multitude of problems ranging from broken hydrogenerators to damaged steering systems, torn sails and even dental surgery! The pair resumed their close duel and chose the most northerly route in the race. Next, it was Dick who fell off the bus, going from 80 miles behind the leaders to more than 400 behind in what seemed like an instant. Gabart and Le Cléac'h, meanwhile have maintained their incredibly high speeds, seemingly sailing in their own personal weather windows en route to shattering the race record to both the Cape of Good Hope and Cape Leeuwin, Australia.

Behind the leading five, the race spread out significantly in the week before we went to press. Jean Le Cam (*SynerCiel*) and Mike Golding (*Gamesa*) still battled for sixth place while Dominique Wavre (*Mirabaud*) fell back and had to contend with hard-charging Spanish skipper Javier Sanso (*Acciona*), who was gaining on the Swiss sailor at every check-in. French skipper Arnaud Boissieres (*AKENA Vêrandas*) rounded out the top 10, followed by Bertrand de Broc (*Votre Nom Autour*), Tanguy de Lamotte (*Initiatives-coeur*) and French-Italian skipper Alessandro di Benedetto (*Team Plastique*) at the back of the fleet, which is now 13 boats strong.

Only two boats retired last month. First it was Polish skipper Zbigniew Gutkowski on *Energia*, who pulled into Portugal with autopilot problems, and then it was 2004-05 Vendée champ Vincent Riou on *PRB*, who hit a stray harbor buoy that damaged his mast's outrigger, forcing the Frenchman to divert to Brazil.

Follow the race in *Lectronic* or at www.vendeeglobe.org/en.

— *ronnie simpson*

triple whammy hits the bay

Bay Area sailors who'd been curious about the effectiveness of their cockpit scuppers and bilge pumps got their answers over the first weekend in December, as the final volley of a three-storm series walloped the region with torrents of rain and gusts higher than 50 knots.

continued on outside column of next sightings page



Vincent Riou's 'PRB' had a close encounter with a wayward nav buoy in the middle of the Atlantic Ocean.

VINCENT RIOU

SIGHTINGS

storms — cont'd

We're not aware of any deaths or serious injuries resulting from the storms — the first of which began pummeling the Bay Area a few days earlier — but there was plenty of damage. In a number of marinas, loosely stowed roller-furling jibs blew open, in some cases

tearing before they could be contained; several boats were dismantled; blue polypropylene tarps shredded like serpentine streamers; and bilge pumps worked overtime. Roughly four inches of rain fell in and around the Central Bay, while Santa Cruz and Monterey saw twice that amount.

The messiest results of the storms were probably in Richardson Bay, which lies between Sausalito and Belvedere. At least 19 (mostly

derelict) boats went adrift, in some cases nearly ending up as lawn ornaments for pricey homes in Belvedere and Tiburon.

Not surprisingly, some races were cancelled, although both the Golden Gate YC and the Sausalito YC got off their midwinter races (see The Racing Sheet for those reports). Richmond YC cancelled all racing, with the exception, ironically, of their Opti program, in which stoic junior sailors can be seen perfecting their skills on the even the nastiest winter weekends.

As wet and wild as conditions were for boaters, however, conditions seemed worse in many shoreside areas. More than 300,000 Bay Area PG&E customers lost power at some point during the storm, nearly 200 flights were cancelled at SFO, traffic accidents were predictably abundant — including a big rig flipping on the Richmond-San Rafael Bridge — and, according to the *San Francisco Chronicle*, so much runoff water backed up into the City's sewer system that it blew a manhole cover eight feet into the air.

— andy

a standout among champions

Later in the magazine you'll find our second installment of Season Champion profiles — the winners of a variety of one-design fleets. The sailor we'll introduce you to here is one of this year's honorees, but her accomplishments are so remarkable that we think she deserves extra special recognition.

As Kathi Pugh explains, before breaking her neck during a snow skiing accident on Christmas Eve day of 1979, she was "a competitive, go-for-it jock." The accident left her paralyzed from the shoulders down, with limited use of her arms. So naturally, she thought her sporting days were over. But that was before she learned about BAADS (Bay Area Association of Disabled Sailors) back in the '90s.

"I wasn't interested at first," she recalls, although she'd done a lot of lake sailing as a kid. "I thought they were going to stick me in a motorboat and take me putt-putting around the marina. But at my first meeting, they discussed a new logo, the swashbuckling pirate. I thought, 'Okay, at least they have a sense of humor.' After all, the pirate was the original disabled sailor with his peg leg, hook arm and patch over one eye.

"I went sailing that day on the club's Ericson 27. I sat in the back in a gimbaled seat, so I stayed level and comfortable no matter how much the boat tipped. And heel we did! With 17 knots of wind, her rails were dipping in the ocean and I was gliding on air. I've been

continued on outside column of next sightings page

usa 17 getting

On October 16, *USA 17* — Oracle Team USA's AC72 — pitchpoled on San Francisco Bay, severely damaging the boat and obliterating her massive \$2 million wing sail. Two months later, Jimmy Spithill reported that 17's new wing sail was not only finished and ready to be transported from New Zealand to the Bay, but that the boat should be sailing early in 2013. "It's been a good exercise to see how the team would react to a challenge like this," Spithill says. "We're just really excited to

TIM SELL / WWW.SAUSALITODIVING.COM



Boaters trying to save money by anchoring out may have ended up with no boat at all.



Kathi Pugh is the BAADS Season Champion. She sails her Access Liberty 'Pépé Le Pew' (spread) with a servo motor joystick.

ready to fly

get back on the water."

Spithill uses the word 'excited' a lot in a recent interview, and for good reason. In addition to their getting 17 sailing again, the team's second AC72 is on track to join her sistership on the Bay next year as well, which means sailors will enjoy the spectacle of two AC72s blasting across the Bay before the world descends for the finals next fall. That really is something to get excited about!

— *ladonna*

standout — cont'd

hooked ever since."

Not long afterward Kathi tested her sailing prowess aboard a specially designed one-person Access Liberty dinghy. "I control mine with a servo motor joystick. I move it east and west (right and left) for the tiller, and north and south (forward and backward) for the sails. There are two little switches on the joystick box where I can turn the mainsail off when I just want to bring in the jib and vice versa.

"I can sail my boat [which she's dubbed *Pépé Le Pew*] single-handedly. However, I could never do it without the incredible BAADS chase boat crew, which provides support in case of breakdowns."

Kathi credits the competition from BAADS Commodore Cristina

continued on outside column of next sightings page



PHOTOS: JOSH MADDOX

SIGHTINGS

standout — cont'd

Rubke as the inspiration behind her racing success in recent years. "Cristina not only efficiently runs our club (and many other things) with grace and good humor, but she's also a fierce competitor who controls her sailboat with her chin!

"Cristina talked me into competing in the National Disabled Sailing Championship in San Diego in October. I learned a great deal in our four days on the water, including how important it is to know all of the racing rules. However, I'm looking forward to improving my racing skills and competing next year. One thing for certain, my horizons have been broadened and I'm having a heck of a lot more fun.

"I love to race," she adds, "because it's not only mentally and physically challenging, but it gives you a benchmark of your sailing skills. There is always room for improvement."

With little fanfare, BAADS has been quietly enriching the lives of would-be sailors with a broad range of disabilities for many years. As

continued on outside column of next sightings page

the rogue

Club Nautique's 'Hump Night' sails, held every Wednesday during the summer months, are popular get-togethers that members look forward to, not just for the opportunity to go sailing but also for the post-sail barbecue and camaraderie. The weekly evening sails end in October, but Marianne Armand says not everyone is willing to abide by the 'rules'. "We have folks who don't want to stop sailing so they created a group of members who continue to sail on Wednesdays throughout the winter. We call them the Rogue Humpers!"

The weather was variable in December — gorgeous one day, fiercely storming



LATITUDE / ANDY

humpers

the next — but the Rogue Humpers took a chance to head out for a little sailing fun on December 5. (Remember earlier in Sightings where we reported on a series of three storms that pounded the Bay? They started on a Wednesday night!)

"Three Beneteau 37s from Alameda and Sausalito rendezvoused at McCovey Cove," reports Armand, the marketing manager at Club Nautique. "We all sailed there and it was absolutely sublime. It was actually warm!"

Eighteen Humpers had a potluck at anchor, enjoying the relatively warm evening while they had a chance. "There

continued in middle column of next sightings page

One of the most memorable things about cruising French Polynesia is making spectacular landfalls at places such as Opunohu Bay on Moorea. Just ask the Powell family aboard the Tiburon-based Jeanneau Sun Odyssey 47 'Calou', who did it in 2011.



standout — cont'd

Kathi points out, "Sailing with BAADS is one of the few recreational activities that is open to people of all ages, and with every kind of disability. We have people who have not only physical disabilities, but also mental and developmental disabilities as well. We have families who sail together, and it's extremely difficult to find a recreational activity that families can do if one of the family members has a disability.

"With the incredible support of the South Beach YC," she says, "BAADS has been going strong for 20+ years. That's saying a lot because we're an all-volunteer organization. All it will take to keep us going for the next 20+ years is committed volunteers and generous donors."

Our hats are off to Kathi and her supporters at BAADS, and we look forward to crossing tacks with her soon out on the Bay.

— andy

puddle jumpers prepare to pounce

In various anchorages along the West Coast of the Americas, dozens of adventurous sailors are now preparing to take one of the biggest leaps of their lives: the 3,000-mile crossing to French Polynesia.

Having coined the name Pacific Puddle Jump nearly 20 years ago to describe this ambitious annual migration, we've taken vicarious pleasure in reporting on the passages of each year's fleet, and we've enjoyed honoring fleet members by hosting send-off and arrival events.

We call the PPJ a rally, but we use the term loosely. Unlike the Baja Ha-Ha or ARC rallies, members of the PPJ begin their crossings anytime between February and May from a variety of places along the West Coast. There are no committee boats or mandatory roll calls, but many boats keep in touch along the way via informal radio nets, sharing weather and status info.

For the last few years, one of the additional benefits of registering (online at www.pacificpuddlejumper.com) has been taking advantage of a Tahitian yacht agency's offer of clearance in and out, duty-free fuel and bond exemptions for a very reasonable price. Without this deal, each arriving sailor must post a repatriation bond in cash, equal to the cost of an air ticket to your home. We're hoping to offer something similar this season, but details are still being worked out.

In the meantime, dates have been set for our major Puddle Jump events:

- March 1 — PPJ Send-off Party at Vallarta YC, Nuevo Vallarta, Mexico; 3-6 p.m. (at the Paradise Village Resort & Marina). Note also that both the Vallarta YC and the Marina Riviera Nayarit host free seminars to help Pacific-bound cruisers prepare. (See their websites for listings.)
- March 9 — PPJ Send-off Party at Balboa YC, Balboa, Panama; 12-4 p.m. (western side of the Canal).
- June 28-30 — Tahiti-Moorea Sailing Rendezvous, beginning at Papeete and ending at Moorea's Opunohu Bay. Working with several Tahitian partners, *Latitude 38* co-hosts this annual three-day event which is dedicated to celebrating the fleet's arrival, as well as introducing its members to various elements of Polynesian culture.

During the spring we'll publish mini-profiles of all crews who attend our send-off shindigs, and during the summer months we'll report on the Rendezvous, and publish a complete crossing recap with input from many fleet members. For more on this annual cruiser migration see the website and stay tuned to *Lectronic Latitude* for updates.

— andy

it's all about the kids

Once you experience the relatively carefree lifestyle of open-ended cruising, you can't help feeling incredibly fortunate. Perhaps that's why many cruisers find themselves looking for ways to 'give something

continued on outside column of next sightings page

SIGHTINGS

z-fest — cont'd

back' to the communities that host them. In Mexico, one great way they genuinely can make a difference is by supporting the annual Zihuatanejo Sailfest, slated for February 7-12 this year.

The six-day event is jointly focused on fun and fundraising, with an activity schedule that includes sailboat racing, a boat parade, beach games, auctions, a live music show and more. Every element has a fundraising component to it, with all proceeds going toward educating disadvantaged indigenous kids. In Mexico, children who do not speak Spanish are ineligible to attend public schools. But thanks to the Z-Fest-affiliated Por Los Niños program, special schools have been constructed, aimed at bridging this language gap. Recently, Zihua's municipal director of education estimated that more than 2,000 disadvantaged children are attending school due to the efforts of cruisers and expats-in-residence. Last year's event raised a whopping \$460,556 pesos (\$36,000 USD).

So if you're cruising the coast this year — or are looking for a good reason to fly down to the sunny latitudes of Mexico next month — we'd strongly encourage you to attend Z-Fest and help fuel this worthwhile effort. The first planning meeting is January 24. (See www.porlosninos.com for additional info.) As Winston Churchill famously said, "We make a living by what we get. We make a life by what we give."

— andy

the mysterious disappearing island

With modern advances in science and technology, it seems that new things are always being discovered, be it a miracle drug, a cure for a disease or a previously unknown species. So it's not every day that something gets "undiscovered," but that's exactly what happened in

November when a research vessel in the South Pacific went to look for Sandy Island (also known as Sable Island), shown to be located halfway between Australia and New Caledonia on Google Maps and on scientific — but not navigational — charts.

"We saw this mysterious is-

land on all the scientific maps and weather maps but not on this one navigational chart that was on our ship," says Sabin Zahirovic, part of the research team aboard RV *Southern Surveyor*. "So we decided to go see if it was actually there."

The research vessel, whose mission was to study tectonic evolution of the Eastern Coral Sea, arrived at the island's known position at night. The researchers watched their depthfinders and navigation equipment closely, but to their astonishment they found nothing but open sea. "The captain was actually quite nervous because the island was showing up on all the maps," adds Zahirovic. "Luckily for us the sea floor turned out to be very deep there."

While the un-discovery was not part of the ship's research mission, it's very significant nonetheless. "All the scientific cartography relies on these maps, and numerical simulations of waves and currents depend on (the) size of these land forms," says Zahirovic. "It just goes

continued on outside column of next sightings page

humpers

was frittata, stuffed shells, apple crisp, brownies, hot cocoa topped with whipped cream and chocolate shavings, and wine made from grapes from a member's front yard," Armand continues. "The Grand Humpers — those who do most of the organizing — are Marye Ellen Valentine and Ward Wogsland. So much fun!"

Of course you don't have to be a member of Club Nautique — or any club, for that matter — to enjoy some night sail-



The Rogue Humpers rocked up in McCovey Cove just before three big storms hit the Bay. Fun times!

GOOGLE MAPS



The mysterious and mythical Sandy Island was originally charted — albeit in a slightly different spot — by Captain Cook in 1774.

— cont'd

ing on the Bay. Just dig out your foulies, stock your boat with warm beverages and delicious goodies (or invite friends who know how to cook), and get out there. City lights can make it difficult to spot other boats, so it's wise to turn on your AIS or radar, as well as keeping a sharp lookout, but there's no reason at all that you and your friends can't start Humping yourselves . . . er, you know what we mean.

— *ladonna*

island — cont'd

to show the oceans are so underexposed. It's actually really shocking that we haven't *not* found more islands."

According to Jethro Lennox, publisher of *The Times Atlas of the World* (in which the phantom island had been featured at one time), "Back in the 19th century, cartographers would gather their information from various sources like explorers or even sailors, so you could never have a perfect map." Interestingly, the nautical navigation charts show nothing but deep water at the island's supposed location.

This just goes to prove that while Google Maps might be great for quick planning purposes, you don't want to use it for navigation!

— *ronnie simpson*



SPREAD: MARIANNE ARMAND; INSET: STEVE HAJNAL

2012 — THE YEAR

COURTESY LESLIE RICHTER



Former 'Latitude' Racing Editor Rob Moore passed away.

WWW.ALEXTHOMSONRACING.COM



The dapper Alex Thomson keel-walked his IMOCA 60 'Hugo Boss'.

At 16, Laura Dekker became the youngest person to solo circumnavigate.

COURTESY GUPPY



COURTESY X



David Addleman dove with the rays in Palau.

CARL BUNN



Cruisers helped rescue several whales caught in fishing nets in the Sea of Cortez.

TIM WRIGHT



San Francisco's Matt Brooks took his division in the St. Maarten Heineken Regatta aboard 'Dorade'.

LATITUDE / RICHARD



Carnival in St. Barth is refreshing and delicious.

onEDITION / ABNER KINGMAN



In case you missed any of the triumph and tragedy of 2012, here's a recap of the year's top sailing stories and the issues in which they appeared. **January:** After four years, the Econe bottom paint study came to a close, and we're no nearer to being able to buy our favorite water-based test paint. We interviewed Mini sailor Emma Creighton. Small-boat cruisers shared their secret: Go small, go now. Readers sounded off on the forced rescue of legally blind sailor Dennis Howard. We met the final set of Season Champs.

February: Loïck Peyron and crew won the Jules Verne Trophy aboard the 131-ft tri *Banque Populaire*. Dutch sailor Laura Dekker, at 16, became the youngest person to solo circumnavigate. After circumnavigating the Americas, *Ocean Watch* got a new home — San Francisco Bay — and a new name — *Spirit of the Sea*. Cruisers went to the rescue of four net-entangled whales in the Sea of Cortez. And we said goodbye to former longtime *Latitude* Racing Editor Rob Moore after a valiant battle with cancer.

March: Alan Olson shared plans to build San Francisco Bay's official tallship in Sausalito while Heather Richard worked to create a community sailing center at Sausalito's defunct Cass' Marina. The SSS Three Bridge Fiasco lived up to its name. Young circumnavigator Kara Dober shared some insight into cruising with kids, while Glenys Henry shared her tips for cruising the world on a budget. The merits of navigating with iPads was a hot topic.

April: We announced the inaugural SoCal Ta-Ta Rally. *Dorade*, under the stewardship of San Francisco's Matt Brooks, won



MARCO GLAVIANO

Beautiful models, such as Alana Marie-Greenfield, and talented photographers, such as Marco Glaviano — as well as crusty publishers — hang out in St. Barth.

'Low Speed Chase' was lost — and five of her eight crew killed — during the Full Crew Farallones Race.



DENISE PATTERSON



JENNY HALDIMAN

Randy Ramirez enjoyed the culinary delights of the South Pacific.



COURTESY KURT ROLL

Kurt Roll reeled in a 25-lb Mexican 'bale fish' (aka, a big bag of pot).



MICHAEL LAWLER

'Aegean' and her crew of four perished when she ran into North Coronado Island.

her class at the St. Maarten Heineken Regatta. Debris from the Tohoku tsunami started coming ashore on the West Coast. The Big Daddy Regatta was, as usual, big fun. With 185 participants, the Havasu Pocket Cruisers Convention is one of the fastest-growing — and largest — sailing events in the country. We interviewed Mark Denebeim, who spends time in the Bay and Caribbean. Kurt Roll made a surprising catch of a bale of pot off the California coast.

May: Five lives were lost when *Low Speed Chase* was swept ashore during the Full Crew Farallones Race, prompting a temporary USCG cancellation of ocean racing. *Aegean* and her four crew were lost two weeks later when that boat plowed into North Coronado Island during the Newport-Ensenada Race. The Clipper Round the World fleet sailed into the Bay after a harrowing 6,000-mile passage from Qingdao, China. *Dorado* continued her winning ways at the Antigua Classic Regatta. Matt Rutherford finished a grueling nonstop solo circumnavigation of the Americas. The Wanderer delivered his Zen-sailing Olson 30 *La Gamelle* to the Caribbean.

June: Talk on the docks centered on the dual sailing tragedies, from the government's role in our lives to the basics of calculating a wave's breaking point. Bird Boats celebrated 90 years of sailing on the Bay. The 199 entries in the Great Vallejo Race thought they were in for a beat but got to run instead. We introduced the 2012 Singlehanded TransPac fleet. The ocean racers made do with in-the-Bay races until the USCG closure was lifted.

2012 — THE YEAR

SAM DAVIES / SAVEOL



Sam Davies was just one of seven skippers to drop out of the Vendée Globe shortly after the start.

JIM ZORN



Crews in the Plastic Classic Regatta were greeted in the usual manner at the T-mark.

JAN ANDERSON



Seattle sailors did their part to 'save the ta-tas' in the Pink Boat Regatta.

ZIGGY MARLEY



The Poobah and crew reggaed pon da ocean in the inaugural SoCal Ta-Ta.

ROLEX / DANIEL FORSTER



The J/105 fleet took it to the max in the Rolex Big Boat Series.

COURTESY PURA VIDA



Kurt Roll takes a stand...on the bottom of 'Pura Vida'.

USGC / BRANDYN HILL



'Bounty', the replica of the original, sank during Hurricane Sandy, taking the lives of two crewmembers with her.



July: The Master Mariners strutted their stuff on the Bay. We featured three young sailors and the paths they took to live their passion. The Delta Ditch Run got back to normal with gorgeous downwind conditions. The Pacific Cup fleet was introduced. We recommended ways to take a great Baycation. Cruisers in La Paz helped some stranded pygmy sperm whales on El Mogote.

August: More tsunami debris, including a school bus, was spotted off the coast, just in time for the Hawaii races. The Single-handed TransPac saw serious drama: Alex Mehran broke the overall monohull record; Derk Wolmuth had to be rescued due to a potentially deadly infection, leaving his boat *Bela Bartok* to sail to Hawaii on her own; and his competitors banded together to save her. Emirates Team New Zealand launched the first AC72. Puddle Jumpers enjoyed Polynesian hospitality at the Tahiti-Moorea Sailing Rendezvous. The Great San Francisco Schooner Race offered lots of photo ops for sailors.

September: The America's Cup World Series was a smash hit on San Francisco Bay, with readers writing in to effuse all over the event. Around the same time, the Oracle AC72 was launched. Alain Thébault and crew crashed the ACWS party by bringing their 60-ft foiling cat up from L.A. to break the Bay's speed record. China Camp, a favorite destination for Bay Area sailors, was saved from the state park chopping block after its operation was transferred to the Friends of China Camp. The Pac Cup fleet fought squalls the whole way across the Pacific. US Sailing determined the loss of *Low Speed Chase* was a "failure of seamanship." The Delta Doo Dah fleet got hot and bothered up-Delta. The Pacific Puddle Jump fleet recapped their journeys to the South Pacific.



COURTESY MOONTIDE

Synchronized swimming in the Ha-Ha.

'Hydroptère' stole the show when she graced the Bay with her lovely lines.



DAREN HELDSTAB



COURTESY FINAL ESCAPE

Cruisers helped mother and baby pygmy sperm whales into deep water outside La Paz.

'USA 17', Oracle's 72-ft cat, capsized and demolished her massive wing sail.



GUILAIN GRENIER / ORACLE TEAM USA



RONNIE SIMPSON

'Bela Bartok' sailed to Hawaii by herself after Singlehanded TransPac skipper Derk Wolmuth had to abandon her.



COURTESY MIGRATION

The 'Migration' crew got hot and bothered at the crater of Mt. Yasur.

Liz Clark broke her neck surfing in San Diego, of all places.



COURTESY LIZ CLARK

October: The Seattle Pink Boat Regatta raised \$36,000 for breast cancer research while having tons of pink fun. Chuck Hooper and Roger Ruud became the Kings of *Latitude 38's* Beer Can Challenge by sailing in a beer can race every day of the week. Jessica Lockfield shared tips on how to make a cruise more pleasant. Serge Testa celebrated the 25th anniversary of his circumnavigation on the 12-ft *Acrohc Australia*. Hank Easom's 8 Meter *Yucca* celebrated her 75th birthday. The Rolex Big Boat Series welcomed multihulls for the first time. The first-ever SoCal Ta-Ta reggaed pon da ocean.

November: The second AC World Series event on the Bay wowed crowds as the Blue Angels did their thing overhead during Fleet Week. Energy Team's AC45 was pulled off the rocks at T.I. and then a salvage claim was made by her rescuer. Testing of Oracle Racing's AC72 went horribly wrong when she pitchpoled on the Bay, obliterating her massive wing sail as she was swept under the Gate by a strong ebb. The Leukemia Cup Regatta raised more than \$850,000. The Wanderer shared breakfast with Commodore Tompkins. Jeanne Socrates set off on her third attempt at a nonstop solo circumnavigation.

December: The Vendée Globe started and seven skippers dropped out shortly thereafter. The *Bounty* sank off the East Coast in Hurricane *Sandy*, killing two crewmembers. The 19th Baja Ha-Ha saw little drama and lots of fun. We interviewed multi-solo-circumnavigator Webb Chiles. We met the first batch of Season Champs. Kristen Soetebier became the *Latitude 38* Queen of the Women's Circuit. Liz Clark broke her neck surfing at mellow Torrey Pines, but she'll be just fine. And we said *adios* to 2012.

REGATTAPRO WINTER

ALL PHOTOS TIM SELL

Ten years ago, a one-man band — who was once photographed in an open RIB somehow displaying three handheld flags simultaneously for the once-powerful Farr 40 fleet — created a race series that has become a midwinter staple. “Bungee cord was my friend back then,” says Jeff Zarwell, creator, owner and principal race officer of RegattaPRO.

“The original idea was to give the Farr 40 teams winter practice sessions so the teams could keep their skills sharp and develop their crews,” notes Zarwell. “Today the whole thing has grown so that now we support J/24s, 105s, 120s, Melges 24s and Antrim 27s, along with eight volunteers from three different clubs that include the St. Francis, San Francisco and Sausalito YCs. Not only that, but for the last two years the Sausalito YC has partnered with us and provided their committee boat *Mercury* and equipment to run these one design races.”

The latest RegattaPRO race was held on December 8 about a half-mile north of the Berkeley Circle, a relatively cur-

Spread: Spinnakers just barely filled during the December 8 RegattaPRO Winter One Design Series. Here 'Snowjob' leads the J/24 fleet to the finish. **Insets:** The ladies ruled the foredeck on the Antrim 27 'Arch Angel' (left) and the J/120 'Mister Magoo' (right).



ONE DESIGN SERIES



REGATTAPRO MIDS

rent-free, shallow shelf on the east side of the Central Bay. Sailors basked in the tail end of a building high that stabilized as the day wore on. It was a cool, sunny day with what started out as a 17-knot northerly that slowly eased to the forecast six knots.

Conditions were good enough that PRO-for-the-day David Wiard easily managed to knock out two races. "David needed to run a race on this course for his certification so he ran the day's races," reports Zarwell, who kept a watchful eye from one of the course boats. "I think he and the rest of the volunteers did a very good job."

Sailors appreciate San Francisco Bay's consistent summer conditions, but one of the things that makes this place so special is that we can sail here all year long. Although the photos here



The crew on the J/105 'Walloping Swede' hone their skills during midwinter races so they can really kill it during summer counter races.

look rather tranquil, don't assume the weather is always this nice for midwinter racing. Winter can and does offer a full gamut of wind conditions in which teams can practice. And with the midwinter season still in full swing, there's plenty of time to participate.

Check out RegattaPRO's website

at www.regattapro.com for details on Zarwell's Winter One Design Series, or check out the 2013 Northern California Sailing Calendar and YRA Master Schedule (released this month) for the full lineup of Bay Area midwinters.

— dave wilhite

REGATTAPRO WINTER ONE DESIGN SERIES STANDINGS (4r, 0t)

J/120 — 1) **Desdemona**, John Wimer, 7 points; 2) **Grace Dances**, Dick Swanson, 7; 3) **Mr. Magoo**, Steve Madeira, 14. (4 boats)

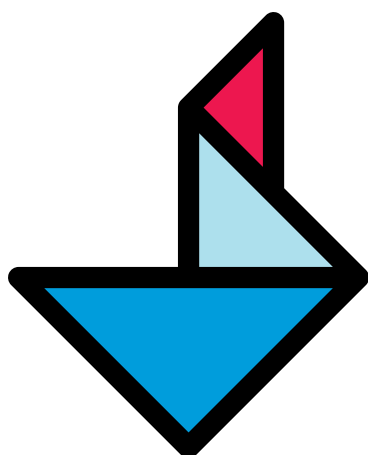
J/105 — 1) **Jam Session**, Adam Spiegel, 9 points; 2) **Godot**, Phillip Laby, 13; 3) **Wonder**, Tom Kennelly, 19. (17 boats)

J/24 — 1) **Snowjob**, Brian Goepfrich, 9 points; 2) **Downtown Uproar**, Darren Cumming, 9; 3) **Frog Lips**, Richard Stockdale, 11. (6 boats)

Melges 24 — 1) **Personal Puff**, Dan Hauserman, 6 points; 2) **Wilco**, Doug Wilhem, 11; 3) **Nothing Ventured**, Duane Yoslov, 12. (8 boats)

Antrim 27 — 1) **Arch Angel**, Bryce Griffith, 7 points; 2) **Always Friday**, John Liebenberg, 7; 3) **E.T.**, Consortium, 15. (4 boats)

Full results at www.regattapro.com



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THE HOULIHAN NAVY —

In many families, as siblings grow up and venture out into the wider world, their careers and recreational pursuits diverge, leaving them with little in common. But that's not the case with Maureen, Bill and Chuck Houlihan of San Diego. Although sailing wasn't an activity they shared as kids, as adults they each



In recent years, Maureen and Buzz have done most of their cruising in the waters of Panama and Ecuador.

evolved a passion for messing about in sailboats and exploring the world from a waterborne perspective. Even though they normally travel independently of one another, their sailing adventures over the years have been reciprocally inspiring.

For the past few years Maureen — 'Mo' — and her husband Buzz Hathaway have been cruising the waters of Panama and Ecuador aboard their Catalina 34 *Encore*. When we caught up with them at the Balboa YC last winter we realized that we knew Mo's 'baby' brother Chuck. Based at La Paz aboard his Allied 39 sloop *Jacaranda*, he and his partner Linda Edeiken are well known in the Mexican cruising community, partly because they serve as moderators for the popular Southbound and Pacific Puddle Jump cruiser groups at *Yahoo.com*.

"Well, you probably know my other brother, Bill, too," said Mo. "He's done the Baja Ha-Ha Rally twice aboard his Lagoon 410 *Sun Baby*." *Sun Baby*? Sure, we knew *Sun Baby*. In fact, we'd just crossed paths with Bill and his wife Sue a few months earlier in Banderas Bay.

That conversation inspired us to dig a little deeper into the experiences of this California cruising clan in hopes that their insights and advice might kick-start your own cruising adventures.

These days all three siblings are members of yacht clubs in San Diego

(Mo's with Southwestern YC, Bill's with San Diego YC, and Chuck's with Silvergate YC). But none of them grew up around yc junior programs, nor did they have structured sailing lessons of any kind. They each just discovered their shared passion by happenstance.

For Mo, who's now 72, the inspiration to give sailing a try didn't come until adulthood. While living in Hawaii, she became intrigued by the sailboats she'd see plying coastal waters, and one day someone offered her a ride. Later, back in San Diego she took a few lessons, then tagged along on some Wednesday night beer can races. One of the friends she met racing was setting up a 55-footer to take down to the Virgin Islands as a charterboat. "He asked if I'd be interested in coming along as cook," she recalls. "I laughed and said no, but a few nights later I woke in the night and thought 'Why couldn't I do that?'" As you've probably already guessed, that chance offer totally changed her life.

The year was 1972, and crewed charter yachts ruled the roost in the Virgin Islands, as the bareboat charter concept was only in its infancy. In fact, the whole V.I. fleet was miniscule compared to the scene there today, so all the charter crews got to know each other quickly.

It was at the now-famous thatched-roofed hut called Foxy's Tamarind Bar on Jost Van Dike that Mo met Buzz, who was the charter captain of an 80-ft Rhodes motorsailer named *Kanaloa*. Turned out he was also from San Diego. As every Caribbean sailing veteran knows, this wasn't the only romance kindled at that fabulously funky watering hole. At the

"I eventually became crew on my friend's brother's 'big boat', a Cal 24."

end of that season Mo and Buzz sailed *Kanaloa* up to New York via Bermuda, thus beginning 40 years of adventuring together.

Unlike Maureen, Buzz started sailing as a kid, first aboard a Sabot at a Sea Scout summer camp, then later aboard rented Lido 14s on Mission Bay. "I eventually became crew on my friend's brother's *big boat*, a Cal 24. I raced out of Oceanside and did several big and little Ensenada Races when I was young." Later, he raced for several years with Bob

Oldham, aboard the Ericson 41 *Valerie*, including doing two TransPacs.

By profession, Buzz, now 69, was a computer programmer for the aerospace industry, but he fell into delivering boats in the early '70s, and we suspect he found that to be a lot more fun. "My first delivery was from Tahiti to Hawaii to San Diego aboard a 50-ft ketch, built in the 1920s, that had no radio. I navigated by sextant and we hand-steered." She nearly sank on the way home, necessitating a stop in Honolulu, but they eventually arrived on the mainland, just four days before the start of the '71 TransPac. "That was hardly enough time to do the laundry before hopping on *Valerie* and racing back to Honolulu." Afterward, he delivered the same boat back to San Diego, which was the first of many offshore deliveries. "Once, (Maureen's brother) Bill joined me on a too-late-in-the-season trip from Hawaii on a Cal 48; it was cold and wet, but fast." Several deliveries on the East Coast led to his gig on the big Rhodes, when he met Maureen.

Bill, the middle Houlihan, a year younger than Mo, told us his first day of sailing — 57 years ago — was a classic San Francisco Bay experience: A friend from school invited him along for a sail aboard the family Bear Boat, *Threadbear*. Later, the same family invited him out on the 35-ft cutter *Lana Kila*. "Both of these wonderful daysails captured my imagination and thrilled me," he recalls.

But for Bill 'life' intervened, and it wasn't until many years later that he and his wife Sue bought their first boat (of many), an old wooden Snipe that had been built in Sausalito in the late '40s. "After some initial struggles understanding sailing with a centerboard, and the employment of some *colorful* language on my part, we had a



TIPS & TALES FROM SAILING SIBLINGS



Linda and Chuck show their appreciation for the wonderful life they've lived while cruising by volunteering as net controllers and more.

wonderful time sailing it in San Diego and Mission bays." It was many years later, though, that he and Sue finally got their chance to cruise south.

By contrast, Chuck, who is 13 years younger than Bill, had the good fortune of growing up in a Mission Bay neighborhood where he had easy access to watersports. "In 1965, when I was 12, my family moved to San Diego's Mission Bay and we lived within a block of the water. Maureen and Bill were out of the house by then." A neighborhood friend

Bill and Sue don't have as many blue water miles under their belts as the others do, but they traveled on a fancier boat: 'Sun Baby' (below).



named Jim Tank had a (12-ft) Penguin that the two pals sailed all over Mission Bay. "It was a great time and a good learning experience," he recalls. And we'd bet those carefree days helped fuel his future wanderlust.

After finishing high school, Chuck, now 58, traveled the world for several years — starting in '75 — living and working in Norway, Denmark, Italy, American Samoa, New Zealand and Australia. "It was in New Zealand that I gained much of my sailing and racing experience, which I built on when I returned to San Diego."

In Auckland, three years into his travels, he met a paraplegic sailor named Robbie Coleman who became his mentor. Robbie had an old sloop named *Mavis* that he'd sailed out from England; a classic woodie built in 1897!

"Robbie sailed the heck out of that boat. He was a fine yachtsman who was very involved with racing, and was also a surveyor. He took me under his wing and taught me how to sail, race and navigate," Chuck recalls. They were sometimes on the water 4-5 days a week and did short stints of cruising during the summer months. "He told me, 'When you're in a dicey situation imagine you're in a pub with a friend. He is telling you

— such as when clearing out of an anchorage at night when we are on a lee shore with the wind building."

In 1978, while Chuck was still vagabonding around New Zealand and Australia, Mo and Buzz took off on their first big cruise to Mexico and the South Pacific aboard *Gambit*, a Lapworth 36 that Buzz had bought in '68. She'd been built in 1959 of strip-planked mahogany as a fast racer. The plan was to spend two

"Then came the hardest thing we ever did: re-entry!"

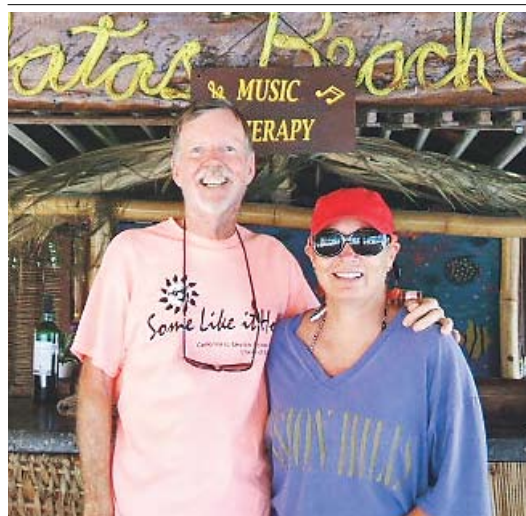
or three years in the South Pacific, then return home. But as is typical of world cruisers, their two-year plan extended to nine.

"We explored one island at a time until we got to Australia," remembers Mo, "and there we decided it was easier to keep heading west. Each year we decided where we would spend the next cyclone season. After five years in the South Pacific, we crossed the Indian Ocean, and spent a couple of years in the Mediterranean (via the Red Sea). We continued west via Gibraltar and the Eastern Caribbean, where we returned to the scene of the crime: Foxy's.

"We sailed down the islands to Venezuela and through Panama, then spent a year getting up the West Coast to San Diego ('87). Then came the hardest thing we ever did: re-entry!" One thing that made being back in the rat race tolerable was that they set a 10-year target for going cruising again. It took 20, though. But finally, in 2007, having both retired, they headed south again, this time on their 1988 Catalina 34 *Encore*.

Mo and Buzz were a couple of years into their first trip when Chuck flew to Fiji to join *Gambit* and sample full-immersion cruising. (He was living in Australia at the time.) Chuck made several long crossings with his sister and Buzz and lived aboard *Gambit* for six months in American Samoa while they went home to work.

After finally returning to San Diego, Chuck bought *Jacaranda* in 1986 and began cruising and racing her locally. Seven years later he set off on his own



the exact story (of your current situation). What advice would you give your friend?" I have used this many times in my mind to put a situation in perspective

THE HOULIHAN NAVY —



Having owned 'Jacaranda' for 26 years Chuck knows her intimately from stem to stern. He and Linda now keep her in Mexico all year.

extended cruise, which took him on a circuit of the South Pacific. "I was cruising on a very limited budget, averaging about \$450 a month."

In '98 he and Linda began cruising together, primarily in Southern California, until they departed for Mexico in '05. Looking back, Linda credits a family bareboat charter in the British Virgin Islands in '72 with first igniting her passion for sailing and cruising. And she sees her dad, Stan, as her role model for her current liveaboard lifestyle. After his youngest child went off to college, "he followed his dream, sold his medical practice, bought a sailboat and went cruising in the Caribbean with Mom for two years."

By 2008 all three Houlihans and their mates were out cruising — although rarely, if ever, together. We asked each of them to draw on their substantial experience and share some insights:

What were some highlights?

Mo & Buzz: "We especially liked the Western Pacific islands — Vanuatu, the Solomons, and Papua New Guinea — mostly because of good diving and very interesting cultures. We loved Turkey, where we stayed a year enjoying the very nice cruising and wonderful people. We liked places where a boat is useful rather than an inconvenience. Mexico and Turkey were among our favorites in that regard.

"Other fond memories: the people of the Marquesas, and the stunning beauty of all of French Polynesia, where Bill and Sue visited us; the Cook Islands, where we saw the fastest dancers in the South Pacific; the incredible singing in Tonga; Vanuatu, where we attended a

pig-killing ceremony, and drank kava in the men's hut; the hospitality of the Australians; the peaceful atmosphere of Bali; snorkeling and bargaining in the Red Sea; Egypt's pyramids and the Valley of the Kings at Luxor; the North African coast; and never having to change sails on the Atlantic crossing."

Chuck: "Our four summers in the Sea of Cortez were hot, but the wildlife,

scenery and fishing made it really special. Visiting the Revillagigedos Islands, 250 miles off the coast of southern Baja, has been the highlight of Mexico so far. Being able to swim with — and ride — the giant manta rays and experience the marine wilderness was incredible. We spent two-and-a-half months there over two winters. (Ed. note: See Chuck's *Revillagigedos Second Time Cruiser Guide* in the Yahoo Southbound group Files section.)

"In the South Pacific, highlights were Tikopia (Solomons), Tuvalu and Kiribati. In Kiribati we obtained permission to visit the southern islands after checking out. A supply vessel captain gave me his charts to trace and spent some time with me talking about the various entrances to the southern island group. I think I was only the fifth boat to pass through that season.

"The famous Queen's Birthday Storm in '94 will always be remembered. *Jacaranda* came through like a champ, but at times we needed snorkels, and it felt like we were in a submarine!

"During the time Linda and I have cruised together, the highlight has been the people we meet along the way that mean the most to us — both the locals and other cruisers."

Bill: "Our favorite places are anchorages, with or without friends, in the Sea of Cortez. One of the significant things about the Sea is the solitary situations we found ourselves in. Often we were the only boat in the anchorage and the silence was beautiful. I was swimming early one morning in El Cardonal on Isla Partida and about 100 yards from the boat I stopped and just looked around. I was startled by the silence. There was no sound whatsoever. It was stunning to me at the time, and it stayed with me when I returned to the States and the incredibly noisy environment we live in.

"Other favorites are: La Paz, La Cruz,

and Zihautanejo. Our preference was to stay at a place for a few weeks to get to know the neighborhood and some of the people. In that regard, the above towns topped our list."

What changes have you observed in the cruising community?

Mo & Buzz: "A big change we notice is how many more boats are cruising these days. About fifteen boats were in all of the Marquesas Islands when we were there in 1978. Also, the cruisers have grown noticeably older.

"The boats are much bigger. But with all the new sail-handling equipment, they can be safely crewed with fewer, less agile, and graying people, up to a limit. The population of kid boats is much larger too.

"Navigation and electronics are light years ahead. We had a sextant for our first five years. Self-steering wind vanes are fewer; before they were essential. If you're crossing an ocean without a vane you should have a large crew or two adequate autopilots.

"Years ago almost all cruisers had Ham radios with manual antenna tuners. It required proficiency in Morse Code and radio theory. Our Ham radio was wonderful for keeping contact with other cruisers, and getting telephone patches with stateside Hams to call our families. Today the FCC has relaxed the requirements for a license. Some of today's radios are FCC approved for both SSB and Ham.

"Charging systems are astronomically bigger. We cruised for nine years with a 35-amp alternator and two 12-volt car batteries (for house and starting). Today, high-output alternators, solar panels and wind generators are charging large banks of deep-cycle, new-technology batteries.

"Back then we were quite typical with a manual windlass for our 300 feet of chain, non-self-tailing winches, seven hank-on head sails, symmetrical spinaker without a sock,



TIPS & TALES FROM SAILING SIBLINGS

and engine-driven freezer which required daily engine running. And, of course, no computer."

Chuck: "The boats have sure gotten bigger and carry more toys since cruising with *Gambit* in the '70s. Plus, so many more folks are out cruising now. Weather forecasting is much better and on-board communication has leaped ahead with on-board email."

What's your cruising philosophy?

Mo & Buzz: "It's the same as our philosophy ashore: Treat others as you would like to be treated, and remember you're a guest in their country. We have all arrived someplace where a preceding boat has left a bad impression. Don't let it be us."

"We follow the 20-20 rule. We stay between 20° north and 20° south unless a continent gets in our way — and we'll keep going as long as we're having fun."

Bill & Sue: "Our cruising philosophy is quite simple. Do no harm; treat the Mexican people well; spend pesos where we can and when we can afford to; make numerous new friends (the easiest thing

The marine railway at the Balboa YC may be funky, but it's functional and convenient. 'Encore' awaits a fresh coat of bottom paint.

in the world in Mexico); and love the life we're living."

Chuck & Linda: "We are strong believers in leaving a clean wake. Think of the people coming behind you and how your actions might influence their stay. We try really hard to follow the rules and respect the customs of the host country."

"We like to get off the beaten path. In the South Pacific I was able to visit islands that had not had a cruising boat stop there as long as the people could remember."

"Both of us feel very strongly about paying back to the cruising community that has treated us so well for all these years. One of the ways we do that is by doing various net control responsibilities — Pacific Seafarers Net, Sonrisa Net, Amigo Net, Southbound Net — and working as moderators on both the Yahoo Puddle Jump Group and the Yahoo Southbound Group. We've also given a number of seminars for the Puddle Jump group in Puerto Vallarta."

Advice for future cruisers?

Mo and Buzz: "Don't be embarrassed. Everyone was new (to cruising) at some point. You don't have to have a lot of cruising experience to leave, but you do need to know your boat — how to sail her



Scuba diving is a fun hobby that also has practical applications. Buzz holds a clump of fishing net that had been fouling 'Encore's' prop.

— and have your sails and mechanical systems in order.

"If you are jumping now, know how to do the basic maintenance. Don't skimp on spares or tools. If you don't know how to repair something, bring along the spares and special tools. You probably won't have everything perfect or even installed; that's not necessary. If your schedule permits, as it should, there will be time later. As has been said, 'Cruising is working on your boat in exotic places.' An infinite amount of learning material is available. Lots of manufacturers and suppliers have websites and forums to share ideas and information."

"Never rely on one person's opinion. Better-prepared people have less chance of having broken dreams."

Chuck & Linda: "You don't need all the bells and whistles to cruise. We meet people who are virtually traveling marine stores, loaded down with lots of items they don't use."

"Mexico is the best for gaining experience. It's very easy cruising. Mostly sand or mud anchorages, and wonderful for getting your confidence level up. Cruise the boat for a year in Mexico without putting a lot of gear on it, then head back to the States and outfit her for long-distance sailing. By then you will know what works and what doesn't work."

"Buy the biggest ground tackle you can afford — oversized! We are constantly amazed at the light ground tackle we see on so many first-time cruising boats."

"This sounds nutty but it's very helpful to know how to sail. Don't laugh, we meet people all the time who have just gone out and turned left! Our suggestion is to race. Join a race boat as crew. Walk the docks on race day asking people if they need crew. Bring a smile and a willingness to jump in and help, and be honest with your experience level. Then after you've gained some experience,



THE HOULIHAN NAVY

start racing your boat. It will make you a much better sailor, and having an understanding of what it takes to make the boat go is so helpful when you're cruising.

"It always amazes us how many people we know who motor most of the time in Mexico. Those who say, 'We motor a lot because there is no wind,' should talk to us! Especially in the Sea of Cortez we found the sailing fantastic. For example: Get up at 4 a.m. and ride the Coromuel from La Paz to Isla San Francisco. We have done that at least five times and it has worked great. Boats that leave at 10 a.m. end up motoring all the way."

Bill & Sue: "Our advice for wannabes is the same that *Latitude 38* has been giving all along: 'Go, and go now.' And although the boat must be prepared as with any offshore trip, you can go for a short time. We had an acquaintance who had about six weeks off, so he and his wife headed south, did some surfing, saw some of the Sea, and headed back home. It doesn't need to be a full-time commitment. And it can be as inexpensive as one wants."

"We have seen families and wished we had made one of these trips when our kids were young. All the kids seemed to be having a great time and they conversed easily with adults, often sitting in the cockpit while the adults were talking."

"Our advice for wannabes is the same that 'Latitude 38' has been giving all along: 'Go, and go now.'"

It would be the most significant thing one could do with their kids. It will affect them for life. Cruising parents and kids seem closer than we generally see in the U.S."

Final thoughts?

Mo & Buzz: "Some sayings make sense when not taken to the extreme, such as 'Go simple, go now,' and 'There are those who leave unprepared, and those who never leave.'"

Bill & Sue: "One thing that I really

didn't like about Mexico was 'ugly Americans'; cruisers who work the system by filling up with marina water without paying for it or sneaking into marina showers without paying the required fee."

Chuck: "I must say that I learned a heck of a lot from Mo and Buzz over the years. Buzz has spent so many years sailing and working as a charter captain that I really pay attention when he starts talking. The worse the conditions, the calmer he becomes, until there's a point you have to say, 'For God's sake Buzz, will you speak up?'"

We're not surprised. Aboard sailboats, it's often the most capable and confident sailors who are the calmest. Think of the screamers you've encountered out cruising or on a race course and you'll realize that the opposite is also true!

Having gotten to know this family a bit, we'd have a hard time imagining any of them hollering in a panic or coveting the spotlight. Instead, they've quietly lived adventures lifestyles that we hope some readers can emulate.

— **latitude/andy**

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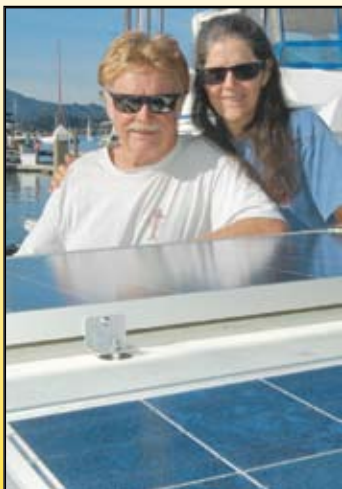


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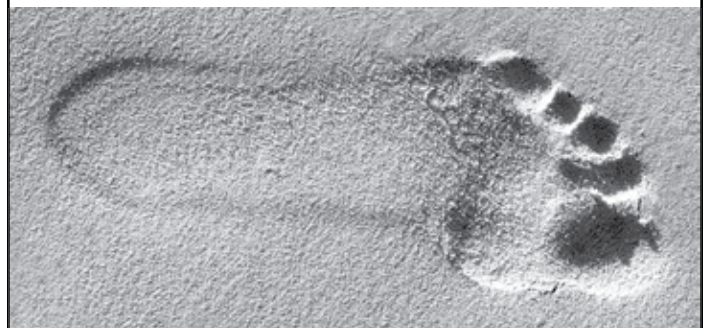
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SEASON CHAMPIONS, PART II —

Welcome back to the winner's circle of Bay Area racing. We'll pick up where we left off last month with additional profiles of the region's top sailors — this time, the season champs of many one design divisions.

Several years ago an informal poll of Bay Area sailors revealed that among the thousands who love to play on Bay waters, fewer than 10% are regularly involved with racing. By that measure we give competitive sailing a disproportionately large amount of coverage in these pages. Here's why: First, racers — like those you'll meet here — are deeply passionate about their sport, often making substantial sacrifices of time, energy and greenbacks to fulfill their season-long commitments. Second, their intensely focused concentration on sail trim, course tactics, weather changes, and the influence of Bay currents sets a standard of seamanship that non-racing observers can learn from. Third, many of the region's top sailors serve as mentors to the next generation of up-and-coming competitors — either by directly sharing their expertise or simply via the inspiration they impart. And fourth, because racing is where the heart-pounding action is that results in the many great photos you've enjoyed in *Latitude* over the years.

With those thoughts, we'll tip our hats to another boatload of one design wonders, all of whom deserve a toast of congratulations and a large measure of respect.

(Look for our final installment of champs next month, featuring mixed fleets with handicap ratings.)

J/120 — Chance Barry Lewis

Crew: Doug Nugent, Seamus Wilmot, Scott Kozinchik, Michael Redmond, Christian DiCarlo, Amy Guarnieri, Aaron Elder, Sean Ross, Bryan Murdock, David Krausz, Jamal Berkeley & Anne Alward

This is the 11th year of one design racing in San Francisco for *Chance*. According to owner/skipper Barry Lewis, winning the season championship this

year makes it the fifth win in the last seven years. But it's not as easy as it sounds.

"Competition in the J/120 fleet has always been intense, with at least three boats vying to win, and separated by just a few points after a long season," Lewis explained.

Most rewarding for Lewis is the high level of competition in the J/120 fleet combined with the Corinthian spirit that

"The key to winning overall is being consistent, and minimizing mistakes."

fleet members exhibit.

"This year was no different, with the entire fleet typically converging all at the same time at the first windward mark, frequent position changes in every race, and wins spread throughout the fleet members," Lewis said.

"The J/120 is the only boat on the Bay of 40 feet or longer that offers one design racing, and is an excellent boat for Bay conditions," he adds. "It's tough and sea-

worthy in 30 knots with lots of gears for all other conditions, but mostly it's one design racing at its best with a big, fast, and fun boat."

His winning formula? A well-



Barry Lewis

prepared boat and talented crew with strong contributors in every position, and great teamwork. "Most *Chance* crewmembers have been on board all of our 11 years racing, and consequently, we have had almost no turnover," Lewis said.

2) Mr. Magoo, Steve Madeira; 3) Desdemona, John Wimer (7 boats).

J/105 — Blackhawk Scooter Simmons

Regular crew: Ryan Simmons, Kristin Maberry, Brent Drany, Will Lowe & Katie Malone

Scooter Simmons is a familiar face at the awards podium in the J/105 fleet,



having enjoyed seven successful seasons on *Blackhawk*, and winning the season champion title in 2009 and 2010. He makes no bones about what it is he loves about racing his boat: "Winning!" But he works at it.

"It's taken us a number of years



Scooter Simmons

to work our way up to the top levels in our fleet," Simmons said. "We do win races, but don't win all the time. The fleet is very competitive right now with five or six boats that can win any regatta anytime. And then there are 10 or so boats that win races sometimes. The key to winning overall is being consistent, and minimizing mistakes."

This season Simmons said they've worked to eliminate their bad habit of being over the start line early. They've

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 specific wooden one design fleets). Additional fleets are one design or otherwise independently administered.



DANIEL FORSTER / ROLEX

Intense concentration and tight crew work took Barry Lewis to the J/120 winner's circle — again. Seen here, 'Chance' roars downwind during the 2012 Rolex Big Boat Series.

made a consistent effort to minimize the problem, which is key in this very competitive fleet that includes boats such as *Arbitrage*, *Donkey Jack*, *Risk*, *Jam Session*, *Mojo*, and, when they sail, *Good Timing* and *Masquerade*.

While the fleet has declined some over the past few years, there's often more than 20 boats at the starting line. "I believe we are the largest big boat one design fleet on the Bay, and I'm hopeful with the economy improving that maybe we can start growing our fleet again — or at least not lose any more boats."

2) *Arbitrage*, Bruce Stone; 3) *Risk*, Jason Woodley (24 boats).

Islander 36 — *Windwalker* Richard & Tom Shoenhair

Regular crew: Randy Hines, Myke Smith, Philippe Lamy, Scott Hauser, Donna Domino, John Poppelwell, Curt Theisen & Steve Crawford

Even though the *Islander 36 Windwalker* spent some time in the yard this year, forcing her to miss a few races,

consistent crew work was the order of the day for season champions Richard Schoenhair and his son Tom. They competed in the ODCA races, the Party Circuit races, and the I-36 nationals.

"Probably our best moment all year



LATITUDE / CHRIS

Tom (left) and Richard Shoenhair

was coming from way behind during the first race of the season in the Vallejo channel to place first — that was great," Richard said. "We have a crew that works together smoothly, and we never give up because the wind gods can come to our rescue."

Richard also gives son Tom credit for doing good by *Windwalker* when Dad is unable to sail: "He probably did better!"

Richard's been campaigning *Windwalker* since 1985, winning the season champion title in 2011, as well as another time years ago. "The *Islander 36* is a great boat and the fleet has a great tradition with a fun group of sailors who are all very competitive. I've had to come from behind many times this year, so keeping the boat moving fast is key!"

The Schoenhairs are sailing the *Sausalito Midwinters* this year, where five I-36s are entered. "Fortunately we were able to place first in the first race of the series," Richard said. "There is always more room for other I-36s to join us for this very casual series. Spinnaker and non-spinnaker boats all start together."

2) *Luna Sea*, Dan Knox & Myphi Alloy; 3) *Freedom Won*, John & Nanci Melton. (12 boats).

Melges 24 — *Wilco* Doug Wilhelm

Regular crew: Orlando Montalvan, Will Mitchell, Tyler Baeder & Seadon Wijsen

The year 2012 was an exciting one for the Melges 24 fleet, with plenty on the line in light of the Melges 24 Worlds being held in San Francisco in 2013. This year's season champion, Doug Wilhelm, has been campaigning *Wilco* just three years and

says time spent at national events learning from the top competitors in the nation has been invaluable on his road to success. He also credits his father Dan's longtime efforts in helping to develop his skills.

"Racing the Melges is all about shifting gears," Wilhelm said. "I had an 'Aha!' moment when I realized the top boats are at the top consistently because they are constantly shifting gears throughout each race, optimizing boat speed and sailing angle. Up the breeze in certain situations it's ideal to sail in a fast and low mode, pressing into the jib to get the bow out, to clear your air, or just to get the boat up to speed. Same goes for down the breeze; in certain cases it pays to have good VMG, and in others a hotter angle and more speed."

It's hard to disagree with the reasons that Wilhelm loves racing: "When the



Doug Wilhelm

SEASON CHAMPIONS, PART II —

race starts, the world's stresses go away and I don't think about anything other than my boat speed and maneuvers from the starting gun to the finishing gun. I love the challenge of achieving a balance of physical exhaustion and mental execution, all the while working as a team to draw on past experiences and practice," he said.

Wilhelm and his crew are very excited about racing in the Melges 24 Worlds and in the Rolex Big Boat Series, which will serve as the Pre-Worlds. Circumstances allowing, they'd also like to attend Charleston Race Week and the U.S. Melges 24 Gold Cup in Chicago.

2) **Relentless**, David Joyner; 3) **Personal Puff**, Dan Hauserman (16 boats).

Wylie Wabbit — Wild Bunch II Sarah Deeds & Aaron Sturm

Regular crew: Guillaume Canivet (plus John McBride, Andrew Hamilton, and Aaron's son Augie Sturm)

For *Wild Bunch II* owner Aaron Sturm of San Diego and helmsperson Sarah Deeds of Berkeley, winning the season was a team effort due to Deeds retiring in July with her first baby on the way. Sturm has been in the Wabbit fleet since its inception and Deeds has sailed

the Wylie Wabbit for some seven years.

Deeds sailed all of the races early in the season, including racing and winning the Delta Ditch Run, which was a definite highlight for her. "I was happy that my daughter — I was eight weeks pregnant then — got to win

the Delta Ditch Run with me!"

Deeds has sailed a lot of different boats, including Vanguard 15s, Express 27s and Moore 24s, and she's owned a 505, but she really likes the Wabbit. "Three people in a boat is ideal; no one gets bored and there's lots to do," she said. "Wabbis are way more dinghy-like — you don't need any winches, they're very responsive and they haul ass. These 30-year old boats are well loved, and several are being restored lately. The fleet will live on!"

She notes there are a lot of good sailors in the Wabbit fleet, but that team Erkelens is probably the toughest.

The *Wild Bunch II* crew plan to keep sailing Wabbis together next season,

although Deeds isn't sure how it's all going to work with a little one around. Anyone know a good babysitter?

2) **Mr. McGregor**, Kim Desenberg/John Groen; 3) **Bad Hare Day**, Eric Menzel (10 boats)

Mercury Class — Axon Doug Baird

Regular crew: Chris Messano

Doug Baird's been racing for 59 years on lots of different kinds of boats, but he's always had a Mercury. He plans to keep racing them until they bury him in his current boat Axon, he laughs.

He's been campaigning Axon for nine years, and has a record of season championship wins that goes back even farther: 1959, '62, '67, '68, '69, '89, '03 and '06.

This year Baird got new Doyle sails and says that those sails, along with the fine work of his crewman Chris Messano and the problems their competition had, seemed to give Axon an edge.

"The Mercury fleet seems to be pretty competitive," Baird explained. "Several very distinguished guys have come into

the class and *not* been successful. Although the last one to try was very successful — Chris Raab who won four times. That is one of the really satisfying things about this



Doug Baird

win. Chris struggled with some unproven sails."

A highlight for Baird was discovering that having Messano sailing with him made him more competitive, when combined with the new-found speed of his upgraded sails. Baird will continue crewing for Messano, who lives in Southern California, on his Mercury for most of the season, and they'll sail Axon in the



Rising to top honors in the largest big boat fleet on the Bay — the J/105s — is no easy feat. But this year 'Blackhawk' (#40) did just that.

Northern California races.

"I retired in '99 and made it a priority to go to every regatta I could, and I still do!" Baird laughed. "Sailing is my passion, and I try not to let anything get between me and my racing!"

2) **Vandal**, John Skinner; 3) **Stars**, Jim Bradley (15 boats).

NorCal Open 5.70 — The Maker Tom Buffico

Tom Buffico has been campaigning *The Maker* for just 2 ½ years, so this year's win was particularly sweet for him and his crew: Nick Burke, Synthia Petroka and his son Forrest Buffico.

"I think if you asked anyone in the fleet why we won, they would all answer 'the crew,'" Buffico said. "I've had the privilege of sailing with Nick and Synthia for many years and I believe we make a good team."

Racing the Open 5.70 is all about the fleet, Buffico says, which currently stands at 15 boats on the Bay.

"Our Northern California High Point series includes Long Beach Race Week, where we had 22 boats on the starting line, and racing on Huntington Lake," he said. "At Huntington the fleet reserves an entire campground together and we make a long weekend of it. It's a great group who work together to make the events as enjoyable as possible."



Sarah Deeds



Baffico likes the 5.70 because it's a light boat and easy to trailer. "The boat is pretty beamy with a deep ballasted keel, so for a sportboat it is very stiff upwind, but its weight is still relatively low, so it performs well off-wind."



Tom Baffico

not the latest gear investment.

The *Maker* will definitely sail the full season in 2013, says Baffico, with most events scheduled and a few new options under consideration, such as racing out of Santa Cruz.

"In any event, I'm still planning on making Sunday morning pancakes at Huntington," he laughed.

2) **Frolic**, Marc Finot; 3) **Boracic**, Michael & Tyler Gough. (13 boats)

Vanguard 15 — #740 **Al Sargent**

Regular crew: Rachel Magnusson

Al has been campaigning this boat for only the past two years. For him, sailing is the sum of many parts, he says, but

three factors stand out: great crew, constant improvement, and paying attention to the little things.

"Rachel's a great crew," Sargent said. "She always thinks one step ahead and is always positive, even during my goof-ups, which included missing the hiking straps once during a tack and falling out of the boat!"

Sargent keeps a notebook to track everything they do well, in addition to every mistake. And he reviews it prior to each race. "This

helps us focus on getting a bit better every day we go out," he explained.

As far as the little things, Sargent reminds us that Vanguard 15 racing is incredibly close. "Often only a few seconds separate first through fifth. Getting just a foot ahead in the first minute of the race can make a big difference in the eventual outcome. So we constantly look for ways to improve our technique, tuning and equipment."



Al Sargent and Rachel Magnusson

For much of 2011 and 2012, Sargent said he would often lose a couple of boats when going downwind wing-on-wing. His 'aha' moment came when he closed off the top couple feet of jib leech so that it was perpendicular to the wind, by bringing the jib clew back to the mast and holding the jib sheet down near the rail. "This sounds trivial, but it's typical of the little things that add up to make a difference," he said.

Al will be back next season, and he's

hoping some new competitors will too. He and others will try to entice some new experienced dinghy racers into the fleet by setting up boats for them to try out.

2) **#1203**, Rusty Canada & Claire Hulse; 3) **#1005**, Steve Kleha & Emily Hemberger (39 boats).

El Toro Juniors **Neil Marcellini**

Thirteen-year-old Neil Marcellini, an 8th grade student at Stanley Middle School in Lafayette, has been sailing El Toros since 2008. He started with a classic Tito El Toro, then a Caballero, and his current boat is a Moore El Toro. He's been on a winning streak the past few years, winning the El Toro Jr. North Americans in 2011 and 2012.

Marcellini set his sights on the 2012 El Toro Junior Season Championship after winning the 2011-12 Richmond YC Junior Program John Amen award by taking first place in the Advanced class.

"My success comes from help from my coaches Buzz Blackett, Dan Brandt, Steve Kittle, Kurt Lahr, Steve Lake, John Liebenberg, Chris and Nick Nash, Fred Paxton, Patrick Tara, and my dad, Lorn Marcellini," Neil said. "Also, lots of time on the water and working on boat handling."

He says at Stockton Sail Camp this year he learned good starting techniques from advanced class coaches. Tricks like watching the fleet from a distance and finding holes really helped his game.

"I really like using the wind and improving my racing tactics to make my boat go as fast as it can," he said.

Better watch out for this young lad next year as he has hefty goals: to win first place in the Richmond YC Junior Laser program, to participate in many regattas in the 29er with his sailing partner, Robbie Englehart, and to win the Junior El Toro North Americans for a third time.

2) **#11793**, Charlotte Lenz; 3) **#11854**, Josselyn Verutti. (25 boats).

El Toro Seniors — Cygnus **Arthur Lange**

The combination of many second places and a win in the final race in the series was the immediate reason for Art



Neil Marcellini

SEASON CHAMPIONS, PART II

Lange's winning the El Toro season fleet championship. In addition, a new mast helped him stay near the front of the fleet in the lighter air that plagued most of the races this summer. But Lange is sure

the major reason for his success is his 50+ years of competitive sailboat racing.

"That has taught me that to win it's necessary to be persistent, alert and ready to take advantage of all good-luck events — like favorable wind shifts and

mistakes of competitors — that happen to occur," he said. "It also helps to be physically fit."

Lange's been racing El Toros since 1974, during which time he's had eight different boats, including his current one, *Cygnus*, which he bought in

2000.

His best race of the year was the final one: the Corkscrew Slough Regatta, where the wind blew in the mid- to high 20s for about an hour of a two-hour race against a strong current, making the downwind leg against the current a serious boat-handling challenge.

"It was very gratifying to overtake John Pacholski — whom I was tied with going into this final race — on this last downwind leg with the chance of capsizing all too likely," said Lange. "This win reinforced my belief that being fully prepared for any physical challenge is an important aspect of racing any boat, especially a singlehander when the wind is strong."

2) #11820, John Pacholski; 3) #11649, Fred



ERIK SIMONSON / WWW.H2OSHOTS.COM

The crew of the Wylie Wabbit 'Wild Bunch II' had a very wild ride during last summer's Delta Ditch Run, but ended up taking first in fleet.

Paxton. (32 boats).

Inspiring stuff indeed. Tune in again next month to help us celebrate the successes of the mixed-fleet (handicapped) champions.

— michelle slade
& latitude/andy



Art Lange

PHOTO: DAVE TOWLE



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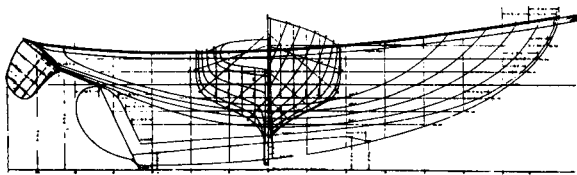
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"Boat on the rocks!"

The shout got the instant attention of everyone in the yacht club bar.

"Well, at least this will liven up the afternoon a little," I couldn't help thinking out loud. Not that I wanted to see a fellow sailor in trouble, but it had been an extremely dull afternoon around the waterfront. There was not much wind, and no rain, but no sun either. Only a hazy cloud cover that was neither sunny nor cloudy. It was the kind of winter day that has no weather at all. And nothing of interest happening at the yacht club either, until the call of "boat on the rocks" broke the monotony.

We rushed to the window overlooking the harbor entrance, where I expected to see the rig of a hapless sailboat that had missed a tack in the light air and drifted onto the riprap. I figured it would be one of those boats that only goes out once a year, and the combination of a fouled bottom and an out-of-practice sailor that usually spells trouble. But no mast or sails were in sight.

We ran out to the deck thinking it must be a small powerboat too low to see from inside the club. Still nothing. No, wait, there it was. Not a real boat, but what looked like a radio-controlled model. It was stuck between two big rocks on the edge of the channel and, despite constant rudder and sheet adjustments, it was not likely to get free without more direct intervention.

Somebody had to do it. I ran down the stairs from the deck, climbed carefully out onto the slippery rocks and leaned over to give the little boat the shove it needed to get back into open water. Once clear, the boat did a few tacks and jibes in circles, which I interpreted as a kind of "thank you" maneuver before it sailed out into the channel.

Whoever was driving this boat seemed to have very precise control — although it was surprising how much the little model heeled over in the light breeze. The skipper, however, was nowhere to be

seen. I walked back up the stairs to the deck and watched the little boat from a deck chair. Eventually it turned down one of the fairways between two rows of berths for real boats and I decided to follow it to find the owner.

I should have guessed. Lee Helm, naval architecture student and my oc-

casional crew, was at the controls.

"Thanks for the push, Max," she said as she brought the model smartly up into the wind for a perfect landing alongside the dock. "I was, like, really stuck there."

"No problem," I said. "It's fun to watch these things, but certainly no substitute for actual sailing."

"It was a gift," she shrugged. "Here, take it out for a spin."

She handed me the controller, showed me which control steered the boat and which one adjusted the sheets in and out, and I was off.

Sailing away from the dock was easy. But when I jibed around to the reverse course, with the boat aimed right at me, every control input seemed to be backward.

"Takes some getting used to," she said as she took the controller back from me to avoid tangling our rig with the bobstay of a big cruising boat.

"I'm surprised how much it heels in this light breeze," I observed as a puff found its way between two of the boats that sheltered the fairway. "A real boat would still have crew on the lee side in this wind."

"Scale effects," She explained. "Here's what's going on: Displacement varies by the scale factor cubed, and righting moment is proportional to displacement times righting arm, which varies linearly by the scale factor. So righting moment varies by the scale factor to the fourth power."

"Okay, but what do you mean . . ."

"Heeling moment," Lee interrupted, "is proportional to the sail area times the height of the rig. Area varies by the square of the scale factor, height is linear, so heeling moment varies only by the scale factor cubed. So a big boat is,

like, inherently more stable than a small one, even if all the proportions are the same."

"I don't follow this 'scale factor' stuff," I confessed.

"Think of two boats. One is twice as big as the other. If the small boat is X feet long, how long is the big boat?"

"Two X, of course."

"Right. And if the small boat has Y square feet of sail area, how much sail area does the big boat have?"

"Two..."

"BZZZT! Wrong. Think before you answer."

"BZZZT! Wrong!"



"Oh, of course, the big boat has twice the boom length and twice the mast height, so it has four times the sail area."

"Scale factor squared," said Lee. "The scale factor is two, and two squared is four. Now for displacement . . ."

"Now I get it. The boat that's twice as big will displace eight times as much, because it goes by volume. Eight is two cubed, or the scale factor cubed. But how did you get to scale factor to the fourth power?"

"Righting moment is displacement times righting arm, the horizontal distance between center of buoyancy, where the upward buoyant force is centered, and center of gravity, where the downward gravity force is centered."

She could tell that it was too fast for me to follow.

"You can just think of righting arm as proportional to beam. Make the boat twice as big, it becomes twice as wide,

— A MODEL STUDENT



SPREAD: GILLES MARTIN-RAGET; INSET LEFT: BIBI SAINT-POL; INSET RIGHT: CHARLES DIXON

Spread: The AC45s may be technological wonders but their bow profiles are as ancient as Dionysus' sailing dinghy (upper left) and more recently (early 1900s) the 'HMS Dreadnought' (upper right).

eight times as heavy, 16 times as much righting moment. Scale factor to the fourth."

"Now I get it."

"See what happens when boats get bigger? Double the size, and the boat only heels half as much in the same wind speed, because heeling moment increases by a factor of eight while righting moment increases by a factor of 16. In practice, we just make the rig a lot bigger, so the big boat heels just as much as the small boat but goes faster because it has relatively more sail area."

"And I always thought it was just the longer waterline," I said.

"That too. Anyway, the scale effect explains why models have these out-of-proportion deep keels with bulbs on the bottom, and still heel more than full scale boats in the same breeze."

"Something else I've been wondering about lately," I asked, taking advantage of the opportunity to bring up what might be a stupid question without any witnesses present. "The bows on those America's Cup catamarans. Aren't they upside down? Especially if pitchpoling is a problem, you'd think they'd have a normal bow rake to add some buoyancy forward when they start to dig in."

"You'd think so, but it would be wrong," she stated. "First, the bow profile isn't something they just draw on the profile view. It's the intersection of the two sides of the bow, and it says more about the amount of flare in the forward sections of the hull than about what the designer thinks would be a cool-looking bow. A conventional rake means there's a lot of flare, with the waterplane getting much wider as the bow is immersed deeper. A plumb bow means wall-sided, and a reverse rake means tumblehome

or a deck narrower than the waterline." "Okay, sure. But what's the advantage?"

"It's totally less resistance in waves," Lee explained. "And it's nothing new. Ancient Greek pottery shows pictures of small boats with the same bow profile as the A-Cup cats. Here, take the controls again."

All this time she had been sailing the model out in the channel, and now it was my turn to take the helm while Lee took out a cellphone with an internet connection. In less than a minute she had the image of an ancient Greek salad bowl on the screen.

"Most people think that the 'Dreadnought bow,' as they call it, is just used on warships for ramming other ships. But look, this is Dionysus' sailing dinghy, with a cargo. Clearly not a warship. And it's a bow profile that shows up all through maritime history, in any application where reducing wave drag is important and where water on deck is not a big issue, so they don't need the flared bow sections."

I could only half pay attention as I concentrated on where the model was going under my non-expert control.

"Look at this," said Lee as she showed me another downloaded image. "The *Dunderberg*, designed in 1865 but not finished in time to see action in the Civil War. Look at that bow."

The model was sailing right at me again, but by turning the controller around so it was facing the same way as the model, I could use my existing reflexes to steer instead of having to learn new ones on the fly.

"Here's another example," Lee continued. "The actual *Dreadnought* that the *Dreadnought* bow is named for."

"Now wait a minute," I said as I ducked the stern of a real sailboat that was on a collision course with Lee's model, "If I remember my World War I maritime history, the *Dreadnought* actually did sink an enemy sub by ramming it."

"For sure, the bow could also be a ram. But that's only a fringe benefit."

Lee produced a whole catalog of *Dreadnought* bows for me to view, including the 110 Class sailboat designed in 1939 (although it's really just a plumb bow), and the 18-ft A-Class catamarans, the closest relative to the America's Cup cats, which have been using the same reverse bow shape for decades.

"Okay, this kind of bow is nothing new," I conceded. "But you still didn't explain why a boat that's at risk of pitchpoling doesn't have more reserve buoyancy up front."

MAX EBB

"Some of it is just a trade-off for speed," Lee agreed. "But, like, consider what happens when a deck goes under at speed. Mucho hydro pressure pushing down on the deck, plus if the boat slows down, the apparent wind goes way aft and they can't let the wing out fast enough to unload it. The rounded topsides on the AC boats are much more friendly to the water when the bow is down, and with less drag they can keep the boat speed up. Witness how many times the AC45s have recovered from a near-pitchpole."

"So why don't we see these Dreadnought bows on all boats?"

"Surely you've done a couple of 'ice-breaker dockings' in your day, Max."

"Well, yes," I admitted

"And you've run over a log or two?"

"Of course."

"Not to mention that the bottom end of the headstay on your boat is way in front of the forward end of the waterline," she pointed out. "A conventional bow rake is practical, if not optimal. And there are artificial reasons, too, like rating formu-



T. EVENS

A light breeze is enough to put scale model boats on their ears.

las that penalize the extra waterline you can get — with very little weight penalty — by leaving off most of the hull above the waterline."

"There you are, Lee!" some voices shouted from behind.

We turned around to see a small gang

of college students running down the gangway toward us.

"Wind is up at Crissy," one of them announced. "We're driving over; get your gear!"

"Awesome," said Lee. "It's been almost flat calm all week. Max, can you put this boat away for me? You can leave it in your boat, I know the combo."

"Okay, but I get to play with it all afternoon."

"Deal!" she said as she ran off with her friends to windsurf the Cityfront.

I managed to keep Lee's model out of trouble as I walked back up to the yacht club deck, and the gang back in the bar all had fun playing with Lee's toy out in the channel until the batteries went flat and we had to launch a dinghy to retrieve it.

Then the sun broke through the haze, the wind started to blow, and we decided to go sailing.

— max ebb

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THE RACING

While December's weather can be delightful, it also can be ferocious. The Bay Area experienced both extremes last month, the former causing a number of DNFs while the latter cancelled some midwinter races. Almost all of the racing during the month was of the midwinter variety so we're just going to jump right into the **Midwinters Notebook**, followed by a preview of the **Rob Moore Memorial Regatta** and **Race Notes**. Bringing up the rear are **Box Scores**.

Midwinters Notebook

The Bay Area's midwinter series are in full swing and here are some reports on their progress.

Sequoia YC Winter Series — The second race of the Winter Series, held December 1, offered classic winter conditions: overcast skies with drizzle and light rain followed by brief periods of sun, fickle winds and a strong ebb current that was a major factor throughout the race. A 7.09-mile course was called, which proved to be a challenge for many entries given the prevailing conditions.

Although winds were light at the beginning, the race started on time. The predominant wind direction was from the south adding yet another twist to the race. Anticipating the new wind was the key to success in this race.

The winning strategy was to fall off right after the start and get to the east side of the Bay as soon as possible. This allowed spinnakers to be hoisted to take advantage of what little wind there was on a run to the turning mark. When the skies darkened and the rain fell, the wind was at its best and the first boats around the mark dominated the race. Those who chose a more direct course to the first turning mark sailed right into a hole and watched in frustration as the lead boats sailed on by.

Stan Phillips' Farr 30 *Frequent Flyer* took first place in the Spinnaker Division, and Dan Doud's Wylicat 30 *Pole*

up, the guns went off and three classes of Vallejo YC racers charged toward the weather mark. Ah, all was well and the 2013 racing season was underway. Isn't racing wonderful? There was just one small problem . . . no wind. VYC started its midwinter series just like its down-Bay sister clubs — with strong current and almost nonexistent wind. The result: no one finished.

So for last month's Midwinter #2, racers prayed for more wind. As the saying goes, be careful what you wish for. The forecast for the December 1 race called for howling winds gusting to 50 and torrential downpours. It was no surprise when only half the competitors arrived for the noon start. But despite the horrific forecasts, the weather decided to cooperate, with 10-15 knots out of the southwest. It was overcast but with a nice flood and flat water, it was a nice day of racing. As one skipper noted, "You just never know with the midwinters."

— gordon smith

Sausalito YC Midwinters — The weather forecast for December 2 — a gale warning predicting southwest winds at 20-30 knots, gusting to 45 — caused the race committee to wonder whether a race would be possible. It also caused a number of racers to hunker down at home. Thankfully, the rains stopped, the clouds parted, the sun came out and the weather was spectacular. Foulies disappeared as the winds moderated to 12



Division C ended with the top four boats separated by a mere 60 seconds after handicap corrections. Another great day on the Bay!

— dave borton

Berkeley YC Midwinters — The week-end of December 8-9 offered normal winter sailing conditions for the second set of races in the Berkeley YC Midwinters. We begin with the weather for Saturday. We all have our favorite places to go check and many of us have more than one. On December 8, I personally found at least three different options. All hinted at a northerly, but none of them indicated that we would have the 15+ knots that we saw at noon. So, with glee, we sent off the 61 entries in all nine divisions on a 9.4-mile course. We were tricked!

The third line heading of the race results indicates wind 2 to 15. It should instead read 15 to 2. A perusal of the elapsed time column tells the story. Most of Division A took less than two hours, but the last to finish took 4h, 29m, 35s. Out of 61 starters, only 52 finished. Of the nine DNFs, one reported a sail 'kerfuffle', one a 'too close' encounter (sorry, no details) and seven dropped out from a lack of wind.



The bigger boats towed the engineless boats in the Island YC Island Days midwinter race.

Cat topped the non-spin division.

— tim petersen

Vallejo YC Tiny Robbins Midwinter Series — On November 3, the flags went

and then to 5 knots from the northwest clocking to the north late in the race.

The first three fleets did three laps of the windward-leeward course and the fourth fleet did two. Racing was spirited, to say the least. The fleets often split with some going left, others right. Spinnaker



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'Nancy', 'Grey Ghost', 'Gammon' and 'Youngster' duke it out in Sausalito YC's midwinter.

For the first bunch of divisions, the racing was lovely: some close finishes, some divisions overtaking the division in front, and some changes of position during the race. For those still stuck on the course at about 4:15, the clouds lifted enough so the setting sun streamed across the Bay, making the houses on the hills look as if the windows all had beacons shining out.

On Sunday, not a single cloud could be seen in the sky and it was very warm (for December, that is). We still had the northerly wind, but it was very light. Since nothing could be seen to indicate otherwise, we started on time and sent the 27 entries in five divisions off on a 6.6-mile course. This turned out to be a reasonable choice as the wind stayed light and even looked as if we were going to have a repeat of the day before. However, the wind gods apparently took pity on everyone and a light westerly appeared at about 2:15. All was saved!

— *bobbi tosse*

Island YC Island Days Series — Twice around was once too many for most boats on December 9. It was a gorgeous

day for just about anything . . . except moving a sailboat really fast. Winds were fluky, light at best, and eventually proved to be nonexistent. The fleets got off okay with enough west wind to beat up the Estuary. Most were able to round the windward mark, fly the chute down to the leeward mark, and round toward a possible finish.

The race committee was optimistic and retained the full course, sending the racers around again. The wind direction toyed with the fleets and some were now flying their spinnakers as they sailed west toward the 'windward' mark from whence they came. They were the lucky ones. The rest just stopped — or worse, drifted backward with the current.

The wind came up enough to get the back of the pack around the leeward mark for their first pass. A Moore 24 got the gun after his second rounding before some boats even passed the first time! That would be about the last breath. A few A and B fleters managed to eke out a finish eventually, but the rest were doomed. The time limit passed with no one in C or D fleets finishing.

Those without motorized propulsion were looking at a long row home. The haves came to the aid of the have-nots, though. In particular, Michael Maurier and his crew aboard the *Alerion Express*

28 *Scrimshaw* demonstrated true Corinthian spirit by taking three in tow at once. Still, no complaints about this beautiful day on the water in December.

— *kristen soetebier*

Golden Gate YC Manuel Fagundes Seaweed Soup Series — Race #2 of the GGYC midwinters on December 1 took place as planned, despite predicted foul weather. Of the 69 boats registered, 52 braved the forecast and were rewarded with scattered clouds and shifty winds in the 12- to 18-knot range.

The postponement flag was hoisted at 11:30 a.m. instead of the warning signal as PRO Matt Jones decided to wait for an inbound freighter that was going through the race area. The pilot, who knew he was going to take longer than expected to transit south of Alcatraz, notified the race committee that he would transit through the deep-water channel north of Harding Rock, and that we could start racing. What a great example of the boating community working together on the Bay!

With that safety issue resolved, the postponement flag was dropped and we went into the start sequence 10 minutes late. The first five fleets sailed course 19, an 8.5-mile trip with two roundings of Harding Rock. The remaining two fleets sailed course 15, which is 5.5 miles long with a single rounding of Harding.

Most boats finished by 1:30 and were back at the club for our complimentary Sailors Buffet.

— *gary salvo*

Rob Moore Memorial Regatta

The 2013 Corinthian Midwinters are coming up on January 19-20 and February 16-17, and the inaugural Rob Moore Memorial Regatta will be held on February 16 as part of the series. The

For more racing news, subscribe to *'Lectronic Latitude* online at www.latitude38.com.

December's racing stories included:

- Vendée Globe • GGYC Manuel Fagundes Seaweed Soup Regatta • VYC Midwinters • SYC Midwinters
- RYC Small Boat Midwinters
- US Sailing One-Design Awards
- Banderas Bay Blast
- Cal 20 Fun Run • BYC Midwinters
- RegattaPRO Winter One Design
- Rolex Sydney Hobart
- Race Previews and much more!

THE RACING



More than 50 boats turned out for GGYC's Manuel Fagundes Seaweed Soup Series #2 on December 1, despite a terrible — and incorrect — weather forecast. Clockwise from top left: Conditions started out funky, but eventually turned pleasant; Mark Dahm's beautiful 'Benino' nabbed third in the Knarr fleet; Ready for 'Adventure' on a Catalina 30; The PHRF 4 fleet, including 'Nancy', 'Arcadia', 'Adventure', 'Layla', and 'Ultimate Cypher', take the line; hiking out on Daniel Thielman's RP 44 'Tai Kuai'; Steve Stroub's Santa Cruz 37 'Tiburon' eats up the course; Frank Morrow and crew on the IMX-38 'Hawkeye' took their division, PHRF 3; (center) 'War Pony', 'California Condor', 'Twisted' and 'Deception' stylin' in PHRF 1.

event will honor Rob's legacy in the San Francisco Bay sailing community with a fun race while raising money for lung cancer research.

Rob's contributions to Bay Area racing are legendary. Readers will remember him as *Latitude*'s racing editor, a beat he covered for 18 years. He was an honorary member of CYC for nearly as long, and worked tirelessly on the club's midwinter and Friday night racing series.

"Rob believed strongly that sailboat racing should be competitive *and* fun," said his widow, Leslie Richter. "He was discouraged by the recent downturn in participation in San Francisco Bay rac-

ing, and he was constantly trying to find ways to increase the number of boats on the water. With this in mind, CYC and the Bay Area Racing Federation (see next story) have launched a yearly event that will honor Rob's contributions to our sport with a focus on upholding his *Ten Commandments of Beer Can Racing*." Rob originally penned the Ten Commandments for a 1989 issue of *Latitude* 38, and they're available on our website at www.latitude38.com/wisdom.html.

Rob was only 58 years old when he succumbed to lung cancer. He was among the 20% of lung cancer victims with no history of smoking. Lung cancer is the leading cause of cancer deaths, and

the five-year survival rate is only 15%.

"Rob strongly supported efforts to increase funding and awareness of lung cancer research," said Leslie. "One of his final wishes was to continue that support in a meaningful way." So the Rob Moore Regatta will also be a fundraiser for the National Lung Cancer Partnership, with 100% of all donations to go to NLCP.

The theme for the race is 'Serious Fun', and a day of competitive racing for one design and PHRF fleets will be enhanced with a special guest speaker, a fundraising raffle, nice take-home tro-



ALL PHOTOS WWW.NORCALSAILING.COM

phies, dinner, and entertainment. Plans are in the works for a perpetual trophy that will be a bit out of the ordinary, and for some fun prizes ('Most Redheads on a Boat' and 'Best Mustache' are a couple of ideas that are being tossed around).

A network of Rob's friends is reaching out to the fleets to pump up the number of entries — the way Rob used to in previous years. You don't have to wait for that email or phone call, though; you can sign up for the series now at www.cyc.org.

— latitude/chris

About the Bay Area Racing Federation

The Bay Area Racing Federation (BARF) was founded in the mid-'90s by a small group of Bay Area sailors as they were concocting home-brewed beer. This crew,

frustrated by the politics, handicap games, and the growing cost of racing, wanted to get back to the basics of racing for the fun of it. Thus, this ad hoc federation was formed.

Committees would be formed by the members and led by whoever failed to be present. There would be no dues. Membership was to be granted by other members whenever they felt like it. Nomination and sponsorship processes would not be tolerated. And since Rob Moore missed the elections meeting, and since it was all basically his idea, he was elected commodore. He of course contested the election, but failed to disqualify himself in the re-vote. And so, BARF continues on in the spirit and memory of our friend, the late Robert K. Moore, founding and perpetual commodore.

— leslie richter

See www.bayarearacingfederation.org.

Race Notes

A few notable West Coast sailors were honored by making the diverse shortlist for US Sailing's 2012 Rolex Yachtsman and Yachtswoman of the Year. They include: Kiteboarding World Champion siblings Johnny Heineken and Erica Heineken of Larkspur (in Marin County); Melges 32 World Champion John Kilroy of Los Angeles; San Diego's Rolex Farr 40 World Champion Bill Hardesty and Delta Lloyd Regatta Finn Champion Caleb Paine; and Farr 30 World Champion Deneen Demourkas of Santa Barbara.

The winners will be announced in January and honored on February 26 during a luncheon at St. Francis YC, where they will be presented with Rolex timepieces. Congratulations to all the nominees!

— latitude/chris

THE RACING

THE BOX SCORES

The Bay's midwinter series are off to a roaring start, so without further ado, we'll get right to the results.

SAUSALITO YACHT CLUB MIDWINTERS (12/2)

SPINNAKER PHRF <95 — 1) **Q**, Schumacher 40, Glenn Isaacson; 2) **Ohana**, Beneteau 45f5, Marika Edler; 3) **Escapade**, Express 37, Nicolas Schmidt. (5 boats)

SPINNAKER PHRF >95 — 1) **Youngster**, IOD, Ron Young; 2) **Grey Ghost**, Hanse 342, Doug Grant; 3) **Nancy**, Wyliecat 30, Pat Broderick. (5 boats)

ISLANDER 36 — 1) **Vivace**, Bill & Pattie O'Connor. (1 boat)

NON-SPINNAKER — 1) **Horus**, Ericson 27, Josh Dvorson; 2) **La Mer**, Newport 30. (2 boats)

SPORTBOAT — 1) **Ragtime**, J/90, Trig Liljestrand. (1 boat)

Full results at www.sausalitoyachtclub.org

REGATTAPRO — See page 88.

GOLDEN GATE YC MANUEL FAGUNDES SEA-WEED SOUP SERIES (12/1)

PHRF 1 — 1) **TNT**, Tripp 43, Brad Copper; 2) **Tai Kuai**, R/P 44, Daniel Thielman; 3) **Twisted**, Farr 40, Tony Pohl. (10 boats)

PHRF 2 — 1) **Alpha Puppy**, 1D35, Alex Farell; 2) **B Line**, 1D35, Jim Hoey; 3) **Sapphire**, Synergy

1000, David Rasmussen. (9 boats)

PHRF 3 — 1) **Hawkeye**, IMX-38, Frank Morrow; 2) **Yucca**, 8-Meter, Hank Easom; 3) **Harp**, Catalina 38, Mike Mannix. (10 boats)

PHRF 4 — 1) **Arcadia**, mod. Santana 27, Gordie Nash; 2) **Xarifa**, IOD, Paul Manning; 3) **Youngster**, IOD, Ron Young. (11 boats)

CATALINA 34 — 1) **All Hail**, Page Van Loben Sels; 2) **Queimada**, David Sanner; 3) **Mottley**, Chris Owen. (5 boats)

KNARR — 1) **Fifty/Fifty**, Brent Crawford; 2) **Narcissus**, John Jenkins; 3) **Knarmageddon**, Petersen Billings. (4 boats)

FOLKBOAT — 1) **#116**, George Cathey; 2) **Nordic Star**, Richard Keldsen. (2 boats)

Full results at www.ggyc.org

BERKELEY YC MIDWINTERS SATURDAY SERIES STANDINGS (2r. 0t)

DIVISION A — 1) **Family Hour-TNG**, Henderon 30, Bilafer family, 5 points; 2) **Relentless**, Sydney 32, Arnold Zippel, 6; 3) **Ragtime**, J/90, Trig Liljestrand, 7. (8 boats)

DIVISION B — 1) **Flight Risk**, Thompson 650, Ben Landon, 2 points; 2) **Baleineau**, Olson 34, Charlie Brochard, 5; 3) **Wahoo**, Capo 30, Walter George, 8. (9 boats)

DIVISION C — 1) **Phantom**, J/24, John Guilford, 2 points; 2) **American Standard**, Olson 25, Bob Gunion, 5; 3) **Wind Speed**, J/30, Tony Ca-

struccio, 8. (6 boats)

DIVISION D — 1) **Achates**, Newport 30, Robert Schock, 3 points; 2) **Oreo**, Santana 22, Garth Copenhaver, 4; 3) **Mad Max**, Santana 22, Megan Dwyer, 10. (8 boats)

DIVISION E — 1) **Tiare**, Catalina 22, Paul McLaughlin, 5 points; 2) **Kodiak**, Bear, Peter Miller, 6; 3) **Huck Finn**, Bear, Margie Siegal, 7. (3 boats)

OLSON 30 — 1) **Chaos**, Ray & Craig Wilson, 3 points; 2) **Hoot**, Andrew Macfie, 3; 3) **Yankee Air Pirate**, Donald Newman, 6. (4 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Zachary Anderson, 2 points; 2) **Wile E Coyote**, Dan Pruzan, 7; 3) **Magic Bus**, Marc Belloli, 10. (16 boats)

MOORE 24 — 1) **Banditos**, John Kernot, 2 points; 2) **Mooretician**, Roe Patterson, 6; 3) **Mo-origami**, John Siegel, 7. (10 boats)

CAL 20 — 1) **Fjording**, Tina Lundh, 6 points; 2) **Can O'Whoopass**, Richard vonEhrenkrook, 6; 3) **Recluse**, Howard Martin, 7. (5 boats)

Full results at www.berkeleyyc.org

BERKELEY YC MIDWINTERS SUNDAY SERIES STANDINGS (2r. 0t)

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

DIVISION 2 — 1) **Banditos**, Moore 24, John



Encinal Yacht Club Announces: Francis Chichester Around Alameda Laser Race



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Kernot, 2 points; 2) **Froglips**, J/24, Richard Stockdale, 4; 2) **Twoirrational**, Moore 24, Anthony Chargin, 6. (5 boats)

DIVISION 3 — 1) **No Cat Hare**, Catalina 22, Donald Hare, 2 points; 2) **Antares**, Islander 30-2, Larry Telford, 4; 2) **Latin Lass**, Catalina 27, Bill Chapman, 6. (6 boats)

OLSON 30 — 1) **Hoot**, Andrew Macfie, 2 points; 2) **Chaos**, Ray & Craig Wilson, 4; 2) **Yankee Air Pirate**, Donald Newman, 6. (4 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Zachary Anderson, 2 points; 2) **Great White**, Rachel Fogel, 6; 2) **Libra**, Marcia Schnapp, 6. (6 boats)

Full results at www.berkeleyyc.org

SEQUOIA YC WINTER SERIES SERIES STANDINGS (2r. 1t)

SPINNAKER — 1) **Frequent Flyer**, Farr 30, Stan Phillips, 1 point; 2) **Dare Dare**, Jeanneau 32, Nico Popp, 2; 3) **Boudicca**, Open 5.70, Kathy Conte, 3. (9 boats)

NON-SPINNAKER — 1) **Pole Cat**, Wyliecat 30, Dan Doud, 1 point; 2) **Linda Carol**, Catalina 320, Ray Collier, 2; 3) **Sweet Pea**, Islander 30, Tim Petersen, 2. (4 boats)

Full results at www.sequoiayc.org

ISLAND YC ISLAND DAYS #2 (12/9)

PHRF <168 — 1) **Double Trouble**, Moore 24, Kevin Durant; 2) **Crazy Eights**, Moore 24, Aaron Lee; 3) **Wile E Coyote**, Express 27, Dan Pruzan. (8 boats)

168 RATERS — No finishers

PHRF >168 — No finishers

NON-SPINNAKER — No finishers

Full results at www.iyc.org

VALLEJO YC TINY ROBBINS MIDWINTERS #2 (12/1)

SPINNAKER — 1) **Velocita**, Mumm 36, Mary Mueller; 2) **Summer & Smoke**, Beneteau 36.7, Pat Patterson; 3) **Tutto Bene**, Beneteau 38s5, Jack Vetter. (3 boats)

NON-SPINNAKER — 1) **Citlali**, Olson 25, Frank Gonzalez-Mena; 2) **Margaret**, Newport 30, Richard Leijonflycht; 3) **Twist & Shout**, Catalina 30, Chris Mendonca. (3 boats)

Full results at www.vyc.org

RICHMOND YC SMALL BOAT MIDWINTERS #1 (12/1-12/2)

OPTIMIST CHAMPS (6r/0t) — 1) **Christian Ehrnrooth**, 6 points; 2) **Tommy Young**, 18; 3) **Stuart Henry**, 23. (14 boats)

OPTIMIST GREEN (6r/0t) — 1) **Ben Pontious**, 7 points; 2) **Constantine Mavromihalis**, 15; 3) **Henry Boeger**, 21. (15 boats)

ALL OTHER RACES CANCELLED.

Full results at www.richmondyc.org

SOUTH BEACH YC ISLAND FEVER SERIES STANDINGS (2r. 0t)

SPINAKER PHRF ≤ 113 — 1) **Leglus**, Ohashi 52, Hiro Minami, 5 points; 2) **Centomiglia**, Flying Tiger 10, Fabio Maino, 10; 3) **Aero**, Hobie 33, Joe Wells, 11. (11 boats)

SF 30/SPINNAKER PHRF ≥ 114 — 1) **Sirocco**, Soverel 30, Bill Davidson, 7 points; 2) **Flight Risk**, Catalina 38, Dan Gaudy, 7; 3) **Breakout**, Santana 35, Lloyd Ritchey, 8. (10 boats)

SPINNAKER CATALINA 30 — 1) **Adventure**, Jack McDermott, 3 points; 2) **Goose**, Mike Kas-trop, 4; 3) **Friday's Eagle**, Mark Hecht, 5. (5 boats)

NON-SPINNAKER — 1) **Avalon**, Catalina 30 Mk II, John Ford, 5 points; 2) **La Maja**, Islander 30, Kenneth Naylor, 6; 3) **Synergizer**, Ericson 28-2, Larry Weinhoff, 7. (9 boats)

Full results at www.southbeachyc.org

SANTA CRUZ YC MIDWINTER SERIES STANDINGS (2r. 0t)

SPINNAKER PHRF ≤ 88 — 1) **Octavia**, Santa Cruz 50, Shepard Kett, 4 points; 2) **Animal**, Sydney 38, Walecka/Akrop/French/Lezin, 4; 3) **Heart-beat**, Wylie 46, Lou Pambianco, 4. (8 boats)

SPINNAKER PHRF ≥ 89 — 1) **Wildthing**, Express 27, Bryan Myers, 5 points; 2) **Hanalei**, Santa Cruz 27, Robert Schuyler, 6; 3) **Sumo**, Santa Cruz 27, Henry Cassidy/Jim Livingston, 8. (15 boats)

NON-SPINNAKER — 1) **Gypsy**, Santana 22, Fred Molnar, 3 points; 2) **Sailing Pair-a-dice**, Catalina 30, Barry Keeler, 3; 3) **Old Enough to Know Better**, Santana 22, Charles Roskosz, 6. (9 boats)

DOUBLEHANDED — 1) **Lowly Worm 2.0**, Moore 24, Scott Nelson, 4 points; 2) **Adios**, Moore 24, Hilary Walecka, 4; 3) **Cadenza**, Moore 24, Bruce Donald, 5. (8 boats)

Full results at www.sccyc.org

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With a report this month on **The Best of Pacific Northwest Chartering.**

Sailing the Salish Sea: Spectacular Cruising Close to Home

We've always loved sailing the prime cruising grounds of the Pacific Northwest — even before we knew that region's proper name. In fact, it wasn't too long ago that a reader harangued us for referring to the waters of the Canadian Gulf Islands and American San Juan Islands, collectively, as "the Greater Puget Sound region." "Wrong, you idiots!" barked the disgruntled reader. Nor is it correct to call that whole area the Strait of Juan de Fuca region, or the Georgia Strait region, although when cruising or chartering in the islands you'd typically traverse both of those bodies of water.

Anyway, you can imagine our relief when the U.S. and Canadian governments got together three years ago and came up with a name that solved our naming predicament perfectly: The Salish Sea. This newly minted moniker refers to the exact region that's the subject of this article: from the British Columbia mainland west to Vancouver Island, and from Seattle north to the narrows beyond Desolation Sound. If you haven't yet explored the Salish Sea under sail, you've got a real treat in store for you.

There's a long list of reasons why we like sailing this chartering venue so much, the first of which is that the entire region is so refreshingly beautiful. The fact that both the mainland shores and the islands are lush with forests and greenery goes a long way toward satisfying one of the primary goals of most

Below: You won't often find big winds in the Salish Sea, but the mellow conditions are definitely conducive to relaxation. **Right:** Overnight mooring balls are prevalent and affordable.

charterers: to become totally relaxed. As you wind your way through the maze of islands that form the Gulf and San Juan Islands, yet another picturesque vista opens up around every turn. Cozy, rustic homes — each with its own idyllic dock out front — lie nestled beneath towering pines, and will inspire you and your boatmates to debate which would make the most ideal retirement home.

For Bay Area sailors, another plus is that this region is very close to home — two hours by air or 15 hours by car — especially when compared to the majority of worldwide charter destinations that lie in the tropics. For a family, the savings in air fare alone can be substantial.

There are a number of luxury crewed yachts available in the Northwest, but the bulk of the charter options here are bareboats. American and Canadian charter bases can be found in many parts of the Sea, including Seattle, Anacortes, Bellingham, Vancouver, Friday Harbor (San Juan Island), Sidney and Comox.

When you consider that most bareboat firms here are relatively small companies, and that the May-to-September season is relatively short, you'll understand why we're pitching this summertime destination in the middle of winter: You need to book well in advance in order to have a good choice of boats — especially catamarans, of which there are only a few. (Yes, there are powerboats for hire too, if you must.)

In terms of the relative ease of sailing challenges here, we'd rate the Salish Sea as a

great destination for first-time charterers — right up there with the British Virgin Islands — although with one caveat. Both venues offer short distances between well-protected anchorages, ample shoreside facilities, and the option of overnighting at marinas or on mooring balls — which all but eliminates the need to anchor, unless you want to. But here, you do have to be very mindful of substantial tides and currents. Planning your itinerary around the often-strong flow of currents is essential, as is choosing your anchoring (or mooring) spot with the tidal rise and fall in mind. That said, strong winds in the 20- to 25-knot range are rare up north, while they're common in the Caribbean, where they can be a real shocker for first-timers.

Navigational hazards are well marked throughout the Salish Sea, and charts are spot-on. If you get too relaxed, though, one potential difficulty is that with all that greenery you might get a bit confused as to which densely wooded island you're passing at any given moment. But these days many bareboats

ALL PHOTOS LATITUDE / ANDY



OF CHARTERING



spent north of the border will add a little variety to your trip. And it's well worth noting that the Gulf Islands will be considerably less crowded than the San Juans.

What's to do in the Salish Sea? Other than sailing from one gorgeous anchorage to another, popular activities include trail hiking up, over and across the islands; kayaking; crabbing; gunkholing by dinghy; swimming in near-shore lakes; poking around the shops; visiting museums and historical sites; and, of course, wining and dining.

Unlike at many competing destinations around the world, snorkeling is *not* a huge draw here, as water temps are a bit chilly in most, but not all, areas. Believe it or not, though, the underwater attractions here are abundant and fascinating if you've got the right wetsuit. Scuba divers who arrange a dive with a local operator are usually thrilled by the colorful range of sealife they find in these clear waters.

Fishing is a huge industry in these latitudes, of course — in fact, the promise of feasting on salmon and crab is reason enough to travel here. Not many charterers try their luck with rod and reel, but many charter boats come equipped with crab traps.

Without giving away too many secrets, we'll tell you about a few of our favorite places. First, though, we should explain that there are a variety of protected Ma-

There is definitely something special about sailing through a maze of green beneath the snowy heights of Mount Baker.

Left and above: Wherever you moor in these waters, there'll always be plenty of worthwhile opportunities for exploring ashore.

come with chartplotters, which make interisland navigation a cinch. (Or just bring along your iPad.)

Just as the Salish Sea's northerly location — roughly between latitudes 47 and 50 N — has a lot to do with its strong tidal influences, these high latitudes also yield extremely long days: Midsummer sunsets occur after 8 p.m., so it's light outside well after 9. With summer sunrises at around 4 a.m., early birds can up-anchor and get underway in full light, thereby maximizing the distance they cover in a day. (That's six more hours of daylight than in, say, the Eastern Caribbean.)

One of the strongest arguments for chartering in this region is that you can easily put together itineraries that balance semi-secluded anchorages with stops at charming little towns and waterside resorts, thereby keeping your whole crew happy and amused. And speaking of variety, it's quite easy to visit both Canadian and American portions of the Sea in the same trip. Assuming that

everyone in your group remembers to bring a passport, you'll find that entering Canada and returning to the U.S. at ports of entry in the islands is less of a hassle than any other border crossing you could name. (The Canadian options include: Bedwell Harbour and Poet's Cove on Pender Island, Ganges on Salt Spring, or Nanaimo, Sidney and Victoria on Vancouver Island, plus Vancouver city itself. The U.S. options include Friday Harbor and Roche Harbor on San Juan Island, Anacortes, or Point Roberts, on the mainland just south of Vancouver.)

In years past the disparity in value between the U.S. and Canadian dollars has made a visit to our northern neighbors a comparative bargain. Today, though, the currencies are almost exactly on par. Still, a few days



WORLD

rine Parks on both sides of the border. They generally have mooring balls where you pay on the honor system, well-tended hiking trails, as well as picnic and barbecue facilities. Some also have heads and showers. Two of our favorites are Sucia, at the north end of the San Juans, and tiny Jones Island, in the heart of the San Juan cluster. Both are supremely peaceful and beautiful.

We tend to stay away from towns more than most charterers, but it would be hard to dislike the picture-perfect Canadian village of Ganges on Salt Spring Island or Friday Harbor, the principal town of San Juan Island. Both are quaint, peaceful places where you'll have fun browsing the shops, having a nice meal, and perhaps chatting up the locals, many of whom have bailed out of the rat race to live the laid-back island lifestyle.

In our book, one of the real gems of this region is Victoria, the capital of B.C., which is perched near the southern end of massive Vancouver Island. Not only is it the cleanest, neatest port city you'll



find this side of Scandinavia, but it's small enough that the many attractions of its downtown are easily walkable. With a little luck you can get a slip right on the waterfront, directly in front of the iconic Empress Hotel, which is in the heart of the downtown action. A few minutes' walk will take you to the splendid Royal B.C. Museum, which has an IMAX the-

atre attached, and to dozens of shops, cozy pubs, wine shops specializing in island-grown *vino*, and restaurants of all sorts. Speaking of which, having a savory Indian lunch in the ornately decorated Bengal Lounge at the Empress will make you feel as if you're back in the days of the British Raj.

We'll give you two strategies for visiting this fair city. The first is to clear out of Friday Harbor and ride a strong ebb south down Haro Strait on a day when the wind is up (overcast days often bring the most wind). On your route south, you just might spy a group of orcas, as they tend to congregate in the Strait, between the western shore of San Juan Island and the southern portion of Vancouver Island.

If you're on a tight schedule, consider Plan B, which will save you nearly two travel days: Find a berth or anchorage at or near Brentwood Bay, 14 miles north of Victoria, so you can access the north entrance to Butchart Gardens. (There are actually four mooring balls adjacent



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to the entrance if you're lucky enough to snag one.) Trust us, even if you don't give a hoot about flowering plants, this place will blow you away. And the kicker is that comfy tourist buses run to and from Victoria all day until about 10 at night. So you can check out the gardens in the morning, then spend the rest of the day in town.

As much as we enjoy the charms of Victoria and several other towns in the islands, our absolute favorite section of the Salish Sea is Desolation Sound. Lying far from the hubbub of festive San Juan resorts such as Roche Harbor, the waterways and anchorages of the Sound are truly serene — you might even say 'spiritual' — places with virtually no development. With its steep-sided, glacier-carved inlets, heavily wooded slopes punctuated by waterfalls, and cozy grottos sheltered by giant boulders, the Sound has a truly primeval feel that will have you thinking you've gone back in time. If you can't connect with nature here, there may be no hope for you.

Beyond its natural beauty and inherent tranquility, the Sound has another quality that makes it special: Because it is farther inland than the San Juans or Gulf Islands, the water temps here are substantially warmer. We've personally recorded 70° in several places — comfortably swimmable.

Given enough time, you could take a bareboat even beyond Desolation Sound to the Broughton Islands, a remote cluster of unspoiled islands visited primarily by serious fishermen and long-range cruisers. If organizing such an expedition on your own sounds daunting, be aware that several bareboat operators organize annual flotillas to the Broughtons.



LATITUDE / ANDY

You don't have to have a green thumb to be awed by Butchart Gardens. And they can serve as an easy access point for visiting Victoria.

Whichever part of the so-called Salish Sea you choose to explore, we're confident that you won't be disappointed. It's easily the most impressive cruising destination on the West Coast of North America — and so close to home.

— latitude/andy



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CHANGES

*With reports this month from **X** on avoiding Super Typhoon Bopha in the Philippines; from **Hana Hou** on the passage from Tonga to New Zealand's Bay of Islands; from **Beach House** on crossing the Indian Ocean to South Africa; from **Dreamcatcher** on sailing to Thailand; from **Harmony** on a hot summer in the Sea of Cortez; and **Cruise Notes**.*

X — Santa Cruz 50

David Addleman

Just Missed By A Super Typhoon (Monterey)

I'd never been near a typhoon before, let alone a Super Typhoon. But then along came *Bopha* at the end of November and early December while we were moored at Puerto Galera, Mindoro, which

is 80 miles south of Manila in the Philippines. The early forecast was for *Bopha* and her 140 knots — wow! — to blow right through Galera. But then it went south. Good for us. Bad for the Filipinos on the island of Mindanao.

David misses Mexico. Mexico misses David and his old Cal 36.

Really bad for the Filipinos on Mindanao. The early death toll was over 400, with many people still unaccounted for. Thousands of homes were wiped out by a combination of 120-knot winds and substantial tidal surge. The amazing thing is that it wasn't as bad as the super typhoon that hit the Philippines the previous December, claiming 1,200 lives.

The *Bopha* scare did give me some experience getting *X* tidied up, and she now looks like a proper race boat. But getting ready for a typhoon was a little more work than I expected. Put all the sails away. Take all the canvas down. Find a place to hide the dinghy. Check the mooring. Fit all the chafing gear.

After all that work, we had only one

Puerto Galera, one of the most beautiful beaches in the Philippines, escaped the brunt of Bopha.

breezy night and no rain at all. The weather is back to sparkly spectacular now. Puerto Galera is thought to be safe in a typhoon, even though plenty of boats have been damaged here in the past. But almost all of the damage was due to failed mooring lines rather than boats dragging.

I wish I were back in Mexico for all the events on Banderas Bay and along the Riviera Nayarit. I miss them and all the good people. And the food is waaaaay better in Mexico than in the Philippines. The Filipino cuisine, if you can call it that, is a bit narrow, as the Filipinos aren't big on flavors. And here in Puerto Galera, a big tourist area with the best beach in the Philippines, most of the restaurants are run by Germans.

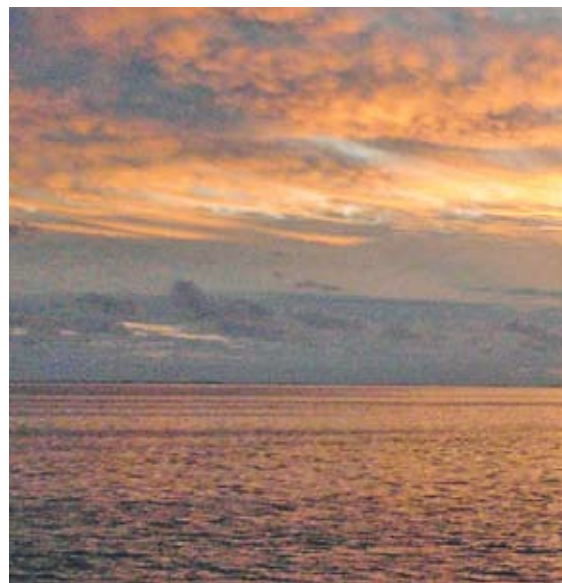
Nonetheless, I've been having a good time, even if Shayne, my pretty young Filipino girlfriend, is making me a little chubby with her cooking. In fact, she's making me lunch right now, dressed in nothing but lace panties. What a life.

— david 12/15/12

Readers — When writing this, David had just sailed to the Philippines from Palau, which also got nailed by Bopha.

Richard and Leora Roll of Seattle, who are five years into their Pacific cruise, were at Palau with their Beneteau 45. Prior to Bopha's roaring through, the couple laid out all four of their anchors, two off the bow and two astern. "We took the lines ashore above the tide line away from rocks, and tied them to the bases of the trees," they wrote. "Everything on the boat was stripped or lashed. When we learned that Bopha was to be a direct hit as a Cat 3 or Cat 4, we figured there was nothing helpful we could do staying on the boat. So we loaded up our dinghy with essential documents, clothing, and fuel, and made the 10-mile crossing back to Sam's Tours, a dive operation in Malakal Harbor, Koror. Fortunately, it blew only 50 to 60 knots, and the hardest part proved to be getting our anchors up after the typhoon had passed through."

Interesting note: The Rolls also did a Pacific circuit — the Marquesas, Palau, and Japan — in the '80s. With a Catalina 30!



Hana Hou — Norseman 445

George Deane and JoAnne Clarke
Tonga to New Zealand
(Nawiliwili, Kauai)

It's often not easy to make it the 1,100 miles from Tonga or Fiji to New Zealand to avoid the South Pacific tropical cyclone season, but we did it. And no, it wasn't easy for us or for many others.

We departed Tonga on October 28, and since our departure was very early in the tropical cyclone season, our main concern was the possibility of getting hit by a nasty cold front as we neared New Zealand. Wow, did we get it backward!

After motoring south in light winds for a couple of days, we sailed into the lagoon at Minerva Reef, which is 250 miles south of Tongatapu, Tonga. Minerva is an unusual — and mostly-submerged — mid-ocean reef, which provides good protection from ocean swells. There



IN LATITUDES



SPREAD PHOTO COURTESY HANA HOU



When you leave Tonga and the South Pacific, inset upper left, for New Zealand and Whangarei's Town Basin Marina, top inset, it's about 1,200 miles. The only place of refuge on the way between between Tonga/Fiji and New Zealand is at Minerva Reef, spread. It can be a rough trip.

were nine other boats anchored in the lagoon at Minerva when we got there, all engaged in the time-honored tradition of trying to decide when to start on the remaining 750 miles to New Zealand.

Everyone's thinking was clarified when we learned that the first tropical storm of the season had formed over Fiji and would be heading our way! We left Minerva for New Zealand the next day, and by the following day everyone else had left, too, hoping to stay out of the path of the storm. Most of the boats still in Tonga elected to stay put.

After forming, the tropical storm headed south and east, and was supposed to cross the Dateline and pass to the east of us. But tropical storms do whatever they feel like doing, so this one basically tracked down the Dateline

some 200 to 300 miles to the east of us. While we didn't get hit with hurricane force winds, we did get stuck in a 'squash zone' between the storm and the high that was behind it. As such, we saw 30- to 35-knot winds, with gusts to 40 knots, and seas to 15 feet, for 60 hours. Our trusty Monitor windvane did almost all of the steering, allowing us to stay below most of the time, trying to keep from getting thrown around.

The boats that didn't head as far west as we did really got smacked. One of the boats, Aussie-born Brit Steve Jones's 36-ft *Windago*,

was rolled and suffered severe damage. Both Jones and Tania Davies, his 43-year-old Kiwi crew, suffered moderate

head and other injuries. They set off their EPIRB, and eventually had to hang on to a thick rope as they were winched aboard the Chinese freighter *Chengtou*. Jones said credit needed to be given to the crew of the Tasmania-based *Adventure Bound*, which had bravely sailed north into the tropical storm to stand by his disabled boat.



Tania and Stephen, safe.

Fortunately, all storms pass, and a couple of days later there was no wind at all. We were still a couple of hundred miles from New Zealand, so we started to motor in relatively calm seas. But 24 hours later, and just 100 miles from our Bay of Islands destination, our engine punked out. We were bummed, because we were just bobbing around, and a front was supposed to hit New Zealand 72 hours later — a front with the potential to whack us again. We used the morning to retie all the stuff on deck that had been blown loose by the previous storm. We'd already lost a boat hook, JoAnne's kayak paddle and a deck brush, and had had some of the canvas torn.

But then JoAnne's karma kicked in, as the wind filled in from just the right direction to allow us to sail directly to the Bay of Islands. Indeed, we managed to sail to within 100 yards of the Quarantine Dock at Opuia, and were towed the final 100 yards by a friendly Kiwi. We cleared customs on November 11, spent the night on the Q Dock, and were towed to the boatyard the next morning.

George Deane, John McPeak, and Joanne Clarke, the skipper and crew of 'Hana Hou', enjoying a celebratory drink in New Zealand.



HANA HOU

CHANGES

Our diesel injector pump needed to be rebuilt, so we spent the first couple of weeks at the boatyard in Opuia. But there probably wasn't a better place in the South Pacific for two sailors to recuperate for a week. The Island Cruising Association, a Kiwi group that fosters cruising in the South Pacific, was having a 'welcome to New Zealand' event the whole week. There were seminars about New Zealand; boat part repair guys hawking their services — and boy, did they get fully employed by the cruisers who had been in the storm; Bob McDavitt, the retired New Zealand Met Service weather guru, who gave a talk on why it's so hard to predict the weather in the South Pacific; and BBQs every night.

The get-togethers gave the crews of the 20 to 30 boats that came down through the storm plenty of time to talk story while licking their wounds. But what a great group of resilient people! It was fun for us to come face to face with lots of folks we had only 'met' on the radio. We also got a chance to reunite with crews from boats we'd met at Fanning, Suvarrow, Pago Pago and Nuku'alofa. What a good time!

Boats that had stayed in Tonga for the storm started to show up in the Bay of Islands the second week we were there, and they reported having an entirely different experience. They'd had very little wind. That meant a lot of motor-

ing, but also very little damage. We did Thanksgiving at the Opuia Cruising Club with about 80 cruisers from all over the world, enjoying an American excuse for another party.

On November 27, with our engine repaired, we took off on a beautiful motorsail south to Whangarei (that's *fong-ger-ay* for you non Kiwis). The Bay of Islands and the east coast of New Zealand's North Island are spectacularly beautiful and green cruising areas. We hope to hit a few more anchorages when we pass north on our way back in April. We anchored for the night at Urquarts Bay, and then we were up at dawn to catch the flood up the river to Whangarei's Town Basin, our home for the season.

We got checked in and the boat secured by noon, so you'd think we'd have settled in and relaxed for awhile. But nooooo! We rented a car and drove north back to Pahia for a party — surprise, surprise — for Russell and Karin, who had left the Bay of Islands seven years before on a long circumnavigation. They arrived back with a new crew, Brisa, now two years old. What a big party at their hometown, with many cruisers they had met along the way. It was like a South Mission Beach party, but on steroids.

About two-thirds of this year's Pacific Puddle Jump Fleet were at the party, including the entire Fanning Island YC. The latter is a group of cruisers who had all left from Honolulu, and had all stopped at Fanning at some point before joining up with the Milk Run somewhere along the way. YC members included *Privateer*, *Radiance*, *Evangeline* and our *Hana Hou*. *Latitude's* Banjo Andy, the honcho of the Pacific Puddle Jump, is going to have to set up a Northbound Puddle Jump at some point.

This weekend our friends John Neal and Amanda Swan of the Friday Harbor-based Hallberg Rassy 42 *Mahina Tiare III* will be in Whangarei to visit Amanda's folks. John and Amanda just completed their 22nd year of sail training. Our plan is to get together for a tall tale or two at one of the many pubs within walking distance of the Town Basin.

We're getting ready to fly back to San Francisco for holiday parties in the City, San Diego, and Gig Harbor. We also plan to get our 'slope- side chalet' — i.e. our

RV — up and running for some skiing. We'll return to New Zealand around the end of January.

— george and joanne 11/27/12

Beach House — Switch 51 Cat
Scott Stolnitz
10,000 Indian Ocean Miles
(Marina del Rey)

I keep finding myself humming the Joni Mitchell lyric " . . . the wind is in from Africa" — even though she was singing about the wind blowing into Crete from North Africa while I'm inspired by the Indian Ocean breeze that brought us to South Africa.

We arrived at Richards Bay, KwaZulu-Natal, on the heels of 20 to 25 knots of blustery winds from the northeast. It's lucky we got in when we did, because we subsequently saw 38 knots in the harbor, and were told that it later blew like stink outside. The southeast coast of Africa has a reputation for strong winds and huge seas. But it all depends on the time of year. When *Beach House* leaves

Members of the '12 Puddle Jump Class gather at Russell and Karin's to toast their collective cruising successes. So many good friends!



'Hana Hou' got towed the last 100 yards to the Customs Dock.



RV — up and running for some skiing. We'll return to New Zealand around the end of January.

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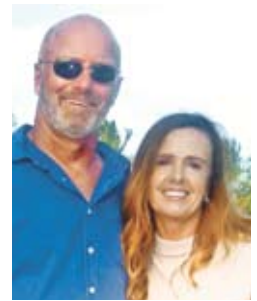


Members of the '12 Puddle Jump Class gather at Russell and Karin's to toast their collective cruising successes. So many good friends!

IN LATITUDES

WIDE WORLD TRAVEL PHOTOS

sailing to date. I've heard some of those reports, too. We might have had a little more wind than normal, but not that much. We were on the ITCZ from Cocos to the Chagos, so that wasn't too bad, and we sailed farther north than the traditional route, which may have given us less challenging conditions than those experienced by other cruisers. Sailors who go by way of Mauritius apparently always have some tales to tell. The situation in the Indian Ocean is that you get a cross swell from the Southern Ocean — just as you do in the South Pacific. The difference is that there are fewer places in the Indian Ocean that block your exposure to the swell.



Scott with sailing partner Nikki Woodrow.

We did have a brush with tropical cyclone *Anais*, which was not only a Category 3 storm, but was also the earliest — mid-October — major cyclone in the northwest Indian Ocean. *Anais* started near Diego Garcia, unusually far to the east for a tropical cyclone, and then headed WSW. We got a 40-knot gust when she was still a depression. Fortunately, she headed away from us. Tropical cyclones in this part of the Indian Ocean are most frequent and intense from January through March, but they don't reach South Africa.

I would estimate that 80% of the cruisers we've met in South Africa would have liked to go up the Red Sea to the Med, but decided against it because of the Somali pirates. The incident in which the two owners and two crew of

Scott has been out cruising a number of years. He's seen here replacing a saildrive somewhere in Central America during a tide change.



BEACH HOUSE

When you cover 10,000 miles you see a lot of things, even if not moving quickly. From top: Tide-washed Darwin, Australia. Cocos-Keeling. The beaches of Indonesia. Richard's Bay, South Africa., A lemur on Madagascar. And one of the many points along the Coral Coast of Australia.

for 900-mile distant Cape Town in late January, I'm told to expect to have to motor much of the time.

Our arrival at Richard's Bay marked the end of 10,000 miles of sailing for the year. My current sailing partner is Nicola Woodrow, originally from Holt/Norfolk in the United Kingdom, but who now resides in Perth. It's been her lifelong dream to follow in the path of Robin Lee Graham. Unfortunately, several members of her family have health issues, so it's unlikely she'll be able to join me when I leave Africa, but perhaps later. Many *Latitude* readers know that my wife Cindy passed away earlier in the cruise, the victim of depression. This cruise is lovingly dedicated to her memory.

Nicola and I started this sailing season 6½ months ago on the East Coast of Australia, then continued on up to Gove and over to Darwin. We were the first boat to finish the Darwin to Ku-

pang, Indonesia Rally — an event I have mixed feelings about. We continued on to the Komodo dragon parks at Rindja and Komodo, and the Gili Islands off Lombok, and Bali. To be honest, I found Indonesia to be a giant marine toilet, and thus didn't care for it at all.

We continued on to Christmas Island, Cocos-Keeling, the Chagos Archipelago (Salomon and Peros Banhos Atolls), and then made the long passage to the north of Madagascar. It was a thrill to see lemurs running wild on one of the beaches. We dropped anchor at Mozambique, but didn't go ashore, then completed the 10,000 miles by sailing down to Richards Bay.

Latitude reported that some cruisers say their crossing of the Indian Ocean was their roughest



CHANGES

the Marina del Rey-based Davidson 59 *Quest* were murdered by pirates was the most talked about. The fact that nearly all circumnavigators are going around via South Africa instead of the Med has made for a shortage of slips in South Africa, but they seem to be adjusting.



Somali pirates such as this are filling South African slips.

As per NATO's Ship Watch program, our route across the Indian Ocean was outside the HRA — aka 'high risk area'. No vessels have been attacked south of 6° in more than eight months, and that one was close to the Seychelles. The Somali pirates have found that it's less expensive and less dangerous to cross the border into Tanzania and Kenya, and kidnap land tourists. Special forces are 'in country' and cutting on the problem. Coalition forces are also using unmanned drones out of the Seychelles, making a big 'ship presence' felt in much of the Indian Ocean. The thing that caught my attention was looking at AIS 'destination' pages for large commercial vessels and seeing the notation "Armed Guards ONBD".

Another consideration for cruisers is that South Africa is tremendously less expensive than the Med. For example, it's costing me just \$150/month to put my 51-ft catamaran in a slip at Richards Bay while I visit the United Kingdom and return to the States. By the way, I've already found my 'boat guy', a Zulu chap named Hebron who came highly recommended by Geoff and Chris of *Shambala*.

I was also lucky because the boat

Oddly, herbivores kill more people in Africa than do carnivores. You don't want to startle a hippo, buffalo or elephant, because it might charge.

across from me had the fuel polisher guys up from Durban, a two-hour drive. Unless you pay a big fee, they only come up a couple of times a year. Some \$220 later, *Beach House's* fuel has been polished down to one micron. My fuel was black, apparently because of the fuel I'd purchased in either Indonesia or Nosy Be, Madagascar. Fuel companies add paraffin to the fuel, which saves them money, but turns the fuel brown and isn't particularly good for diesels. So *Beach House's* engine problems — an inexplicable loss of 25% of normal power — have probably been a result of a combination of water, dirt, and paraffin.

Richards Bay is about one hour south of Cape St. Lucia, an upscale town where hippos roam the streets at dusk. We've been warned not to mess with the hippos or the Cape buffalo, as they kill more humans per year than all other animals combined. It's funny, because hippos aren't aggressive and they don't eat meat. But if you scare, threaten, or corner them, they attack. One of the locals in St. Lucia recently startled a hippo, and had his leg taken off!

After Cape St. Lucia, we'll drive to the Umfolozi Game Park, which has lots of all the big animals except for big cats. When I return in January, I will do four days in eight-hour distant Kruger National Park, which has all the big cats. Not long after that, I will head up the Atlantic.

— scott 12/01/12

**Dreamcatcher — Cal 46
Glenys Henry, Harry Mellegers
Thailand and India
(Singapore / ex-Oakland YC)**

[Editor's Note: Due to internal issues, this is a continuation of a *Changes* that appeared several months ago, and about events that occurred a year ago. But no reason to fret, it's timeless material.]

After our successful haulout at Rebak Marina in Langkawi, Malaysia, we set sail for 150-mile-distant Phuket, Thailand. After losing the wind, we had to motor through the most densely populated fishing fleet we've ever encountered. My having done many trips up and down the Malacca Straits, that's saying something.

The squid fleet uses white and green lights that are so bright they blind you. Because they



do, and because they don't use nets, they are relatively safe sea companions. The same can't be said for the others who fish — the purse seiners, net draggers and individual fishermen — who are also out in force. The most dangerous of the lot are the paired trawlers, who drag a more than half-mile-long net between them in tightening circles.

Dawn found us adjacent to the lovely Phi Phi Island group of Thailand. We carried on for another six hours in 12 to 15 knots of wind that kept us on the rhumbline almost all the way to Ao Po Marina in north Phuket. When we tied up at the fuel dock, we were told that, thanks to the imminent start of the popular Phang Na Bay Regatta, there was 'no room at the inn'.

We'd torn the leech of our headsail coming up from Malaysia, so we hired a car to drop it off at the massive Rolly Tasker Sail loft, which is located in a building the size of a 747 hangar. We also took care of some other boat chores,



IN LATITUDES

DREAMCATCHER



and live entertainment were hard to believe!

Unfortunately, there was some food poisoning resulting from the party at Paradise Resort on the second night, and both Henry and I suffered. I'll spare you the gory details, but it was ugly. Sick crew meant lots of other boats had to sail the regatta short-handed.

Nonetheless, it was a fabulous event, and gave us a chance to catch up with our pals in the Phuket sailing community, as we'd had to miss their regatta last year.

After the regatta in early February, we spent three days at the Ao Po Marina with a long errand list in hand: pick up the repaired sail; pick up the repaired Honda outboard (the fools in Singapore had put two-stroke fuel in our four-stroke engine, messing up the carburetor); provision for five weeks at three different supermarkets; get a generator part welded; do the laundry; wash the boat and everything on her — and on and on. It was a frantic three days.

While leaving the marina, we hit the bow anchor of a large motoryacht with our solar panel. So our lovely 20-mile sail to Nai Harn Bay was peppered by phone calls around Phuket to try to find a replacement solar panel. We couldn't go to India with a compromised ability to keep our beer cold! Octopus Marine came to the rescue with a panel they delivered to the Phuket YC Resort the next morning. We must have looked pretty incongruous on lovely Nai Harn Beach — two

Looking down at Nai Harn Beach, one of the nicer places to have a solar panel delivered so you can install it on your anchored boat.



LATITUDE/RICHARD

The Phang Na Bay regatta sites were great, but the food . . . ?



A photographic taste of Thailand, clockwise from above: Koh Phi Phi, arguably one of the most beautiful beach settings in the world. Ao Po Marina was packed for the regatta. Everybody complains about Thai traffic, but it's not that bad. Fishing boats are everywhere. The Tasker loft in Phuket.

including clearing into Thailand.

If you thought carbon paper — young ones won't even know what it is — is dead, you're wrong. It was alive and thriving at the port captain's/immigration offices in Phuket, just as it had been in Langkawi. Fortunately, a generous dose of forbearance worked well in both Langkawi and Phuket. Few countries have officials as efficient as Singapore's, something we needed to remind ourselves, as we were heading to the Andaman Islands of India. Nowhere is government less efficient than in India.

While at Ao Po Marina, we moved aboard our friend's boat *Rusalka* for the five-day Phang Na Bay Regatta. Our plan was to beat our other friends on the Hallberg 53 *Rascal*, which we had crewed on when the boat won her division in November's Raja Muda Regatta in Malaysia. When it comes to racing, we

check our loyalty at the dock!

By the time the Phang Na Bay Regatta — our sixth — was over, we were raced out! But we'd taken second in our class, losing the tie-breaker to the winning boat *Rascal*, at least keeping the top spots 'in the family'.

The regatta winds had been great, the scenery beautiful to the point of distraction, and the parties typically full-on. We try not to drink too much, as trying to reboard your boat in the pitch dark from Thai long-tail boats is dangerous. But the launch party at the Coconut Island Resort, located off the main bay in Phuket, was nothing short of movie-glam fabulous, and the Sheraton Krabi party was every bit as good as in previous years. The portions of food, drink,



THAI FOOD 7 PHOTO

CHANGES

yachties carrying a 2 x 4-foot cardboard box, standing ankle deep in the shallows amongst the semi-naked sun worship-

pers, waiting for a long-tail boat.

Our 'passage to India' — specifically's India's Andaman Islands — took a smidge under 72 hours. It wasn't entirely comfortable, but we did have a lovely dolphin escort on the second morning.

When provisioning, Glenys decided to pass on the red ant eggs.

As you might expect, cruising in India, even just India's Andaman Islands, will require another month's installment.

— glenys 04/15/12

Harmony — Tayana 42 Terry and Diane Emigh The Sea Of Cortez (Anacortes, WA)

Some people have a hard time adjusting from the cool, wet, gray weather of the Pacific Northwest — such as Anacortes, daytime summer highs in the low 70s — to the sizzling, steamy summers of the Sea of Cortez, where even the water temperature reaches 90 degrees. But not Terry or Diane.

"My daughter is having her first baby, and we have a condo in Anacortes," says Terry, "otherwise I would never go back. When I'm here in Mexico, I sometimes check out the Anacortes weather on my computer — and then I *really* don't miss it!"

The couple sailed to Mexico with the '11 Ha-Ha, then continued over to the mainland, spending Christmas and New

It's only December, but Terry is revving up the Honda, and almost seems ready to head back up to the Sea of Cortez right now.

Year's in La Cruz. They made it as far south as Las Hadas/Manzanillo before heading north toward the Sea.

"We made landfall at Isla San Francisco — about 40 miles north of La Paz — in early May," says Terry. "From there we sailed north to Bahia Concepcion in company with Ha-Ha vets Rick and Gina Phillips, and their 13-year old twins James and Sydney, on their Vancouver, WA-based Taswell 49 *Endeavor*. After Concepcion, the Phillips headed home for the summer while we continued north to Santa Rosalia."

The couple anchored inside the breakwater at Santa Rosalia, spent time at Sweet Pea anchorage on San Marcos Island, and then backtracked to Concepcion Bay for weather guru Geary Ritchie's famous Fourth of July party.

"We then swam with the whale sharks at Punta Chivato," remembers Terry, "reprovisioned at Santa Rosalia, and spent four or five days at gorgeous San Francisquito."

After Animas Slot, they found themselves at Bahia de Los Angeles (BLA) at the end of July, well ahead of the pack. By 'pack', Terry means the 25 or so cruising boats that spent last summer in the Sea. For whatever reason, this was about 15 fewer boats than had spent the previous summer in the Sea.

Having enjoyed the Don Juan anchorage just outside BLA, the couple decided they should continue north to Refugio, and ultimately San Felipe. At 600 miles north of the southern tip of Baja, and 60 miles south of the U.S. border, San Felipe is about as far north in the Sea as you can go. Only two other boats, *Beyond Reason* and *Albion*, did it as well.

Since it was only 236 more land miles to San Diego, Terry and Diane decided to travel to California for parts and gear for themselves and their cruising friends.

"We brought 170 pounds of stuff with

us on the Greyhound-like — or perhaps -affiliated — bus from San Diego to Mexicali," remembers Terry. "It wasn't a bad bus, and the tickets didn't cost much. All the other passengers got off on the U.S. side. When we crossed the border, we were surprised that none of the officials were the least bit interested in what we had in our 170 pounds of



baggage."

It was at Mexicali that the Emighs got a higher education in the unpredictability and inconsistencies of Mexican law enforcement. When they arrived in Cabo at the end of the Ha-Ha, they'd gotten the normal 6-month tourist visa. By Mexican law, after six months those with tourist visas have to leave the country for at least one day before applying for a new one. But immigration officials at the Puerto Vallarta Airport either didn't know or didn't care about that law, and gave the Emighs new six-month visas.

When tourists leave Mexico, officials are supposed to collect the visas. But nobody did when they crossed the border at Mexicali on their way to California. When the Emighs got back to Mexicali, Immigration gave them new six-month visas. But since the local bank was closed, they asked Terry and Diane if they would kindly stop at the bank when they got to San Felipe and pay for their visas there! Unless you're anal retentive, you gotta love Mexico.



IN LATITUDES



WHALE SHARK BY TERRY EMIGH

Spread; It's a shark! But no need to freak, as whale sharks, the largest of all fish, is a slow moving filter feeder. Inset right; San Felipe, at the extreme north of the Sea. Inset left; San Juanico, which turns lush after the rains. Inset upper left; A very rough guide to the Sea of Cortez.

Before leaving San Felipe, the Emighs needed diesel, but there is no fuel facility at the dock. But in Mexico, the bigger your problem, the more people seem to like to help. "The Fonatur folks at San Felipe had a 55-gallon drum, which they put in their pickup, then filled up with diesel at the local Pemex station," remembers Terry. "Then they drove the drum down to the dock, and using a garden hose and an air-compressor, pumped the fuel into *Harmony*."

There was no charge for the help. Yeah, you gotta love Mexico.

The Emighs made it back down to BLA in time for the end of September full moon party. "It was like Christmas," remembers Terry, "as we had presents for many of the boats. There were head parts for one boat, sunglasses for another, a VHF radio for yet another, and engine parts for a fourth."

The couple were at Santa Rosalia in

mid-October when Fonatur Marina officials advised everyone that hurricane *Paul* was on the way, and was expected to hit with 100-knot winds. The cruisers stripped their boats, and Fonatur gave them room to store their stuff. Terry and Diane anchored a little to the north, and never saw more than 40 knots. Santa Rosalia Marina, however, had gusts to 62 knots, enough to tear some of the docks apart. But *Paul* thankfully wasn't as bad as everyone had feared.

After *Paul*, the Emighs continued south and crossed over to the mainland. When we visited with Terry in mid-November in La Cruz, he told us that he and Diane were headed as far south as Zihua, after which time they would work their way north for

another summer in the Sea of Cortez. Of course, two summers in a row in the Sea won't be close to a record, as Jake and Sharon Howard of the Hunter Legend 45 *Jake* have spent the last five summers in the Sea — and are planning to make this summer their sixth!

If you're considering spending a summer in the Sea, Terry has some information and tips for you:

Provisioning — La Paz is the last place going north with big box stores. There are decent stores for provisioning at Loreto and Santa Rosalia, but none after that until the big new grocery at San Felipe some 270 miles to the north of the latter. BLA does have *tiendas*, but the prices, as in the restaurants, are very high.

The Beer And Rum Index — "We could buy 24 cans of Pacifico for 210 pesos, or about 75 cents each, in Santa Rosalia. Beers in restaurants in admittedly remote BLA were about \$3.30 U.S. However, government stores in BLA sold liters of Ron Costello — a good dark rum — for 66 pesos or about \$5."

The Sea Will Provide — While Terry eats bacon, eggs and hash browns for breakfast every morning, he says "the Sea feeds you" and that parrotfish is his and Diane's favorite. Fishing in the Sea during the summer is world-class. While it's illegal for foreigners to take shellfish, it's no secret that many cruisers do take and eat lots of clams, which are fortunately plentiful.

Banks — There is no bank between Santa Rosalia and San Felipe, something that caused a few cruisers big problems. It's a cash, rather than a credit card, economy in the middle and upper Sea.

Cost of Cruising — Terry and Diane set aside 10,000 pesos — about \$800 U.S. — for each month. It was all they needed. The \$800 included the cost of fuel, dining out at a restaurant about

History, anyone? The French, of all people, founded Santa Rosalia in 1884, and ran a copper mine until 1954. This car is all that's left.



PIERRE LA FOULE

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once a week, and drinking "copious amounts of Pacifico beer".

The MVP of Boat Gear — "Our Honda 2000 portable generator. It powered the 5,000 btu window air conditioner we'd bought at Home Depot in Mexico, our computers, which we used all the time, our refrigerator and freezer, and our VHF and SSB radios." Terry, who, like his wife, was in the marine electronics business before retiring, says that computers require a lot of power. "Our inexpensive Toshiba's with 15-amp screens drew six amps each."

Solar Panels — "We had two 135-amp solar panels and two 85s, but even in the brilliant sun of the Sea they weren't nearly enough to keep up with our electrical needs. Everybody told us that wind generators would be a waste in the Sea of Cortez, but I think they're wrong, as there always seemed to be plenty of wind. Nonetheless, we're going to continue to rely on our Honda. We ran it an average of four hours a day, during which time it burned a half-gallon of gas."

Air Conditioners — "Our air conditioner kept the cabin about 10 degrees cooler than outside, but it was still warm. The biggest benefit of the air conditioner is that it got rid of the humidity, which is the most unpleasant thing."

Refrigerator and Freezer — "We had a Adler-Barbour refrigeration system for our 10-cubic-ft refrigerator, and an Engel stand-alone unit for our frozen foods."

Internet Access — "Diane likes to go to church once a week, so we were often near churches or villages. I'd say we had Internet access about half the time. Our Rogue Wave antenna helped pick up weak Internet signals."

The Locality of Elephantes — "Unlike most other cruisers, we didn't see one *elephante*, and the most wind we saw during the summer was 39 knots."

The Emigh's most valuable boat gear was a Honda 2000 generator. With an adaptor, they now run on gas, propane, or natural gas.



Many other boats saw nearly nightly *el-ephantes*, with wind from the 20s to the mid-30s. But it all depended on where you were. Boats could be seeing 35 knots in one place, and boats five miles away had no wind.

Join Me For An Ice Cream? While at BLA, Terry met an interesting 92-year-old prospector named Herman Hill who has been living in the area for 30 years. Terry accepted Hill's invitation to join him on a 2½-hour drive to Guerrero Negro — to buy a gallon of ice cream.

Did Somebody Say Shark? While at BLA, Terry and Diane saw tour boats taking tourists to see the whale sharks — and getting closer than they are supposed to. When the tour boats left, the couple let *Harmony* drift, her engine off, among 10 to 15 of the magnificent 25- to 35-ft creatures.

The Hottest of the Hot — "Bahia de la Concepcion and nearby Mulege seemed to be the hottest places in the Sea, with daytime highs to 105° and lots of humidity. We saw 92° water temps in the bay, so you didn't get much refreshment jumping in."

It Was A Wet Summer — "Three major deluges ended a four-year drought. When we headed north toward San Felipe early in the summer, the only plants we saw were cactus. On the way back down, after the rains, it was green and lush. San Juanico didn't even look like the same place. Early in the season we were troubled by honeybees looking for water. We didn't see any more bees after the heavy rains, but the boo-boos, tiny little flies that don't bite, were out by the thousands."

Given the high heat of the Sea in the summer, you might assume that Terry and Diane lived in the water. But no. "I got nailed by a stingray during the full moon party at BLA, and it took three months for it to finally heal," says Terry, "so I hardly swam at all because I was worried about an infection. The stingray spine, hurt, but not that much. The thing that hurt like holy hell for nearly two hours was stepping on a sea urchin at Muertos."

Anyway, Terry and Diane loved the Sea so much they can't wait to get back, and they highly recommend it to others: "People need to do the Sea before they jump across the Pacific," says Terry.

— latitude/rs 12/05/12



Cruise Notes:

"I left my boat at Grenada Marine in Grenada for the hurricane season in the Eastern Caribbean," writes Rick Meyerhoff of the Sausalito-based LaFitte 44 **Maya**, "and came back down in early November — about the same time the Ha-Ha fleet was on its way to Mexico. Having done the Ha-Ha with both my Westsail 32 and my LaFitte 44, I enjoyed following this year's event on *Lectronic* while getting my boat ready to splash for the season. After a week of work, we launched on November 7, hung around Clark's Bay until the 15th, and are now cruising. By the way, I can't say enough good things about Audrey Urista, our third crewmember, who met us through the *Latitude 38 Crew List*. She's been an incredible crew as we've adventured through the Grenadines. We're now at Union Island, and are heading to Mayreau's Saltwhistle Bay. Tomorrow we're off to the Tobago Cays. For those

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PHOTOS COURTESY CABO YACHT CENTER

Spread; Audrey Urista enjoys the view of the Grenadines from the bow of 'Maya' She got on the boat through the Latitude 38 Crew List. Inset left; The Tobago Cays, one of the most popular diving destinations in the Eastern Caribbean. You can see why. Inset top left; Union Island.

curious about Down Island prices, diesel is \$9/gal, gas is \$7.20/gal, soft drinks are \$1.80, and beer is \$2.60. It's more expensive than Mexico," says Meyerhoff, "but we're still having fun."

A tip of the *Latitude* hat to Bruce and Marcelle Parsons of the Tasmania-based **Adventure Bound**, which we believe is a Tayana 37. After Stephen Jones and Tania Davies of the Australia-based 37-ft **Windago** reported they'd been rolled by tropical storm winds between Fiji and New Zealand, and needed help, the Tasmanian couple reversed course. They sailed north into the tropical storm to stand by for two days until a Chinese ship could rescue Jones and Davies. According to George Deane of the Kauai-based Norseman 445 **Hana Hou**, Bruce and Marcelle received a much deserved hero's welcome from gathered Puddle Jumpers when they arrived in Opua,

New Zealand. "Bruce and Marcelle did what the rest of us hope we would have the courage to do," said Deane.

Speaking of Opua, Warwick 'Commodore' Tompkins of the Mill Valley-based Wylie 38+ **Flashgirl** reports that while doing his laundry at the Opua Marina on a Friday afternoon, he popped into the busy Opua Cruising Club for a fish & chips lunch. With his steaming platter in hand, Commodore searched the crowded club for a place to sit, and finally found a spot with two men. The three got to talking, as sailors do, and Commodore learned that the younger and more talkative of the two was Jesse Smith of the Chesapeake-based Skye 51 **Obelisk**. Smith had doubled Cape Horn, then spent 18 months cruising Chile before continuing west

to New Zealand. The other gentleman was Andrzes Plewil of Poland, who didn't say much because he's not fluent in English. Smith advised Commodore that Plewil had doubled Cape Horn with his 38-ft **Plonika**.

"What are the chances that three random people could sit down for a meal at the Opua Cruising Club, and all three had doubled Cape Horn going the wrong way?," asks Commodore. Not very good — particularly since the 'wrong way' means east to west, and against the wind and seas rather than the much easier west to east with the wind and seas. Commodore had sailed the 1,000-mile 50° South to 50° South stretch as a young boy aboard his parents' 85-ft LOD schooner **Wanderbird**. They were in the process of making the 120-day trip from Gloucester to San Francisco. If you haven't seen the short film *50° South to 50° South* that Commodore's father made about the trip, you must Google it. You will be boggled by the 60-ft seas, but even more so at how Commodore and his young sister used the schooner as a giant playground while underway. If today's Child Protective Services could have seen the young kids at the end of the long bowsprit without PFDs, scrambling to the top of the masts, or swinging in the rigging, they'd be apoplectic.

In a world where governments such as the **State of California** pay a graduate of an Afghanistan university over \$820,000 a year — Google it, it's true — to be an on-call prison psychiatrist, our heart skips a beat when we learn about a low-income person who is living and cruising well within his modest means. We're talking about Bill Anderson of the Banderas Bay-based Hughes 39 catamaran **Feet**. Anderson was a long time ski instructor at Squaw Valley, a job he says that doesn't pay much unless you teach

We admire people like Bill Anderson, who spend and consume very little, but who seem to enjoy life as much as, if not more than others.



LATITUDE/RICHARD

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celebrities. "The only celebrity I ever taught was Sonny Bono, and he killed himself by skiing into a tree." After suffering back problems, Anderson decided to start building his cat in January of '95. Before it was over, he'd put in \$120,000 and 9,000 man hours — "a tenth of my life" — into finishing his boat. But *Feet* is cool, and weighing just 6,000 pounds, is a little hot rod. Anyway, Anderson tells us that he's been enjoying life on his boat in Mexico for years while living on just \$300 a month — which is less than half of what he collects from social security. To put that in context, that's \$68,200 less per month than California taxpayers paid for the on-call psychiatric services of one Mohammed Safi. It makes us wonder who is more in need of having their heads examined, California prisoners or California voters.

Jimmy Cornell, who founded the Atlantic Rally for Cruisers (ARC), and who has managed some 30 other long distance cruiser rallies, is at it again, this time with the **Blue Planet Odyssey**. It's the most ambitious undertaking of his career.

"Blue Planet Odyssey will call at some



The indefatigable Jimmy Cornell, founder of the ARC and countless other long distance events for cruisers, as well as author of many books.

of the most threatened islands in every ocean, including Tuvalu, Tokelau, the Tuamotus, the San Blas, the Maldives, Micronesia, Kiribati, the Marshalls, and India's Andaman Islands," says Cornell.

"Participants will be able to start and finish from a port on their own continent, or join the event at any point along its route. Blue Planet Odyssey will sail westabout around the world along the classic tradewind route via the Panama Canal and Torres Strait. For those who prefer to sail a more challenging route, there will be the option of a northern route via the Northwest Passage or a southern route via Easter Island."

We're not sure how anyone can effectively coordinate an event that has starts in **Europe, Africa, South America, North America, Australia, Asia**, and also features two **Northwest Passage** Routes and an **Easter Island Route**. But if anyone can, it's the irrepressible Cornell. It must be noted that the Roman-born former reporter for the BBC is much more than a prolific organizer and author, as he has also sailed 200,000 ocean miles, which has included three circumnavigations as well as trips to the Arctic and Antarctic. The primary start for the Blue Planet Odyssey will be in August of '14 from a yet-to-be-specified port in southern Europe. Entry fees have



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yet to be determined.

Speaking of the **ARC**, for the first time since '89, the Canary Islands start of the granddaddy of all cruising rallies was delayed several days due to the forecast of high winds on the nose. Participants roared their approval when the announcement was made.

In a stunning surprise, the Class 40 **Vaquita** from landlocked Austria was the first of 226 ARC boats to finish, covering the 2,700 miles to St. Lucia in just 12 days and one hour — an average of over nine knots. They'd taken an extreme northern route for the third year in a row, which despite adding 600 miles to their crossing, enabled them to beat a Swan 80 and other large racing boats to the finish. *Vaquita* was one of the fleet's few racing boats, so most of the event's 1,269 participants couldn't care less how fast she sailed, only that they and their many new friends had made it across safely. The cruisers in this overwhelmingly cruising event had strong winds — meaning lots of double- and even triple-reefed mains — for the first half of the crossing, and light winds for the

second half. The ARC is one of the great cruising events in the world.

While we're on the subject of cruising rallies, John and Lyn Martin, directors of New Zealand's **Island Cruising Association**, inquired if *Latitude* and/or the Ha-Ha might be interested in joining forces for a 'Return to the States' cruising rally for Puddle Jumpers. They're thinking of an 8-month event that would see the fleet leave from New Zealand and stop at the Australs, Tuamotus, Line Islands, Hawaii, and Seattle. We wish them well with the concept, but it's too long and grand an event for what we would be able to be involved in.

Pierre Belanger of the Canadian Beneteau 411 **Coulicou** reported that his wife was jumped on December 10



The view of the French side of St. Martin, looking down at Marigot and Sandy Ground. It's a beautiful island, but it can be dangerous.

by two black males — approximately 16 years of age — as she was returning to their boat after checking in on the French side of St. Martin in the Eastern Caribbean. Although the assailants weren't armed, they beat the woman badly enough around the head that she had to be taken to the hospital. The two youths managed to make off with the

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woman's purse, which contained the couples' boat papers, passports, and cash. Two suspects were later arrested, but nothing has been recovered. The woman had gone ashore after lunch, and left her dinghy at the the Budget Marine dock, which is on the canal on the French side of Simpson Bay Lagoon, a short walk from Marigot. Her path to and from the official offices in Marigot would have taken her along one of the most heavily traveled streets on St. Martin, and in the middle of the day. The woman was jumped near the lagoon bridge. Not long before the incident **Coulicou** had completed the Caribbean 1500 rally.

We've said it before, but those of you who think cruising in **Mexico** is more dangerous than cruising in the **Caribbean** have no idea what you're talking about. We say this based on having had boats in both places for more than 15 years. St. Martin, *Latitude* readers will remember, is where several assailants boarded Manhattan Beach-based circumnavigator Mike Harker's Hunter 49 **Wanderer III**, and repeatedly kicked him in the head. He died of a stroke not long



A flipped 'Love Love' on the beach at Saidia, Morocco, her rudder and props fouled with nets. Five sailors died in the terrible incident.

afterward, we suspect from complications caused by being kicked in the head so many times. St. Martin is a gorgeous island with great sailing, great beaches, great Indian food, and some great people. But you must be on guard, because it can be a dangerous place, too. Unless

you look and act like a local, it's best not to walk alone except in tourist areas, and stay in groups and lighted areas after dark.

We're not fluent in French, so we might have some details wrong, but apparently the French owner of what appears to be a F/P 56 cat died, along with his four French crew, on the night of November 12 after his catamaran **Love Love** went on the beach near Saidia, Morocco. The cat was slated to sail across the Atlantic to Brazil, but her boom had broken, so she was being taken back to Gibraltar for repairs. With the winds said to be blowing 15 to 20 knots, the crew attempted to motor the cat into the resort port at night to get fuel. Some claim the entrance to the port is littered with fishing nets, and apparently one or both of the cat's props and rudders got fouled in the nets, rendering her helpless. It's unclear how it happened, but the cat somehow flipped, and ended up on the beach, all her crew dead. The daughter of the cat's owner is furious about the incident, saying that her father was an extremely meticulous and experienced

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sailor, and that sailors have long complained that the poorly marked nets are a severe navigation hazard.

On December 7 James Blackford found himself making an unexpected visit to Japan aboard the motor vessel **Global Explorer**. This was a result of his sailboat, **Makalii** — type and hailing port unknown — having been dismantled and taking on water 85 miles northwest of Palmyra in a lonely part of the Pacific. Blackford's setting off his EPIRB activated the Automated Mutual Assistance Vessel Rescue (AMVER) System. This brought a Coast Guard aircraft to the scene to make sure he was stable. After two days of drifting, Blackford was picked up, but had to abandon his boat.

Still think **EPIRBs** aren't worth the money? Just three weeks before, the 56-ft sailboat **Island Breeze**, with four people aboard, lost her steering 170 miles off the coast of Virginia. The crew set off their EPIRB, which activated the AMVER system, which resulted in a Coast Guard H-130 aircraft and a Jayhawk helicopter arriving on the scene.

The four crew were safely picked up a short time later by the 753-ft bulk carrier **Eptalofos**.

John and Cynthia Tindle of Hermosa Beach are saddened to report the loss of the Jeanneau 45 **Utopia**, a boat that brought them 10 years of cruising pleasure in the Caribbean. The couple had sold **Utopia** in April of '11 to a man from Venezuela. For some reason the new relationship didn't take, so in August of last year the boat was being delivered up to St. Martin to be sold. August is hurricane season in the Caribbean, and Tropical Storm **Isaac** blew through while **Utopia** was lying on a mooring off the Purple Turtle Beach, Prince Rupert's Bay, Dominica. **Utopia's** two delivery crew said they were aware of the approaching storm, but figured they were in good shape on the mooring. Alas, something failed in the early hours of August 22, and by the time the crew



After a long career in the Caribbean, it was curtains for 'Utopia' on Dominica. The Tindles previously cruised another 'Utopia' in Mexico.

realized it, the boat was on rocky Point Glou-Glou. She was soon destroyed. We don't know if there was anything wrong with the mooring, but we do know that a lot of boats have been lost over the years after captains put their faith in unfamiliar moorings.

Indonesia need not pay *Latitude* a huge consulting fee to have us explain why their dream of attracting 20,000 boats a year is delusional. There aren't that many boats sailing around the

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world, let alone sailors interested in cruising Indonesia. It's that simple, so do your country a favor and forget the 'get rich quick' scheme. However, if Indonesia wants to see a sustainable increase in the number of visiting cruising boats, and the money they leave behind, there are two simple and obvious steps they need to take: 1) Stop making it so horribly difficult and expensive to get visas and cruising permits; and 2) Have veterans of the Australian-owned Sail Indonesia Rally explain why the event gets such poor reviews, and then make the appropriate changes.

"Our arrival in Fort Lauderdale marked the completion of our 12-year circumnavigation with our Deerfoot 74 **Interlude**," report Kurt and Katie Braun of Alameda. "We spent nine months in Lauderdale doing a refit — including painting her a different color, in case anybody is looking for us. After that, we spent the summer cruising New England. We are now slowly making our way back to the Bay Area. Currently we're in Aruba, but plan to spend a month in the San Blas Islands before transiting

the Canal. We'll be on the Bay for the America's Cup."

Well done! For anyone looking for an intelligent and thorough sailing blog, we highly recommend the Brauns'.

"Just a quick update from the South Pacific," writes David Kane of the Atlantic 42 cat **Lightspeed**, with which he did the '05 Ha-Ha and '06 Puddle Jump, and with which he and his wife Kathy did the '11 Ha-Ha and '12 Puddle Jump. "It looks like developing cyclone *Evan* will be the first of the season, and is expected to strike the Samoan Islands in the next 24 hours, then double back for Fiji and Tonga. Fifteen cruising boats are hunkered down here in Pago Pago, American Samoa, to ride out the blow."

As we went to press, we were still trying to get details of the destruction caused by *Evan*. According to some experts, *Evan* turned out to be the most powerful tropical cyclone in the South Pacific in 20 years, and it tore through **Wallis and Futuna, Tonga, American**

Samoa, Western Samoa and Fiji, with winds to 140 knots. Those in American Samoa, like the Kanes, seemed to have dodged a bullet, as *Evan* took an unexpected turn at the last moment. We've also heard that boats in storage at Vuda Point, Fiji, did quite well. Nonetheless, we can only assume that many boats were lost to this terrible storm. A number of people were killed, and thousands were left homeless, in a large part due to storm surges and flooding.

We apologize for having to report so much **bad news** in this issue of *Cruise Notes*. But please don't get the wrong impression, as there are thousands upon thousands of folks out there cruising and having a great time. Us, for example. And everybody else we've talked to in Mexico this season.

Speaking of **Mexico**, there are some great events coming up, including the **Zihua SailFest**, the **Banderas Bay Regatta**, the **La Paz BayFest**, and **Loreto Fest**. Then there's the **Caribbean**, where there are too many great events to list. Get out and enjoy them! And don't forget to write.

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WHAT'S IN A DEADLINE? Our Classified Deadline is now the **15th** of the month, and as always, it's still pretty much a brick wall if you want to get your ad into the magazine. But it's not so important anymore when it comes to getting exposure for your ad. With our new system, your ad gets posted to our website within a day or so of submission. Then it appears in the next issue of the magazine. So you're much better off if you submit or renew your ad early in the month. That way your ad begins to work for you immediately. There's no reason to wait for the last minute.

14-FT GIG HARBOR WHITEHALL. Oakley, CA. \$5,500. Three boats in one: gorgeous traditional tender, exercise scull, sailboat. This boat has Kevlar hull, wood sheer, green/white gelcoat, sliding seat, oars, plus forward-facing rowing system, full sloop or cat sailing gear with two daggerboards, tiller extension, (all like new), stainless keel guard, custom cover and trailer. Rows like a dream. New cost: \$11,701 plus shipping. For photos and info (check "Available" for similar used Whitehall) at website. www.ghboats.com/boats/14-to-17-feet/14-Whitehall/. (925) 420-6260.

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.



ZEN 24, 2011. Alameda Marina. \$35,000. Coming to U.S.A. from Japan. Clean and quiet electric inboard system. No need for any gas or diesel oil and oil changes. Solar charging. Folding prop. Only used for demonstration sailing. Show boat condition. www.zenboat.jp. Contact (669) 777-8011 or sailzen24@gmail.com.

24 FEET & UNDER



J/22, 1983. San Francisco/Monterey. \$11,000/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 greenlee05@sbcglobal.net.



19-FT WEST WIGHT POTTER, 2011. Alameda. \$17,000. New bottom paint, hatch, sail, hand rail covers. New 2012 Nissan 6hp Sail Pro. Very clean, used one summer. Contact (650) 683-6251 or kat.churchwell@sbcglobal.net.

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9-FT FATTY KNEES. Benicia. \$2,000. With sail kit (mast, boom, rudder, sail and daggerboard), good quality oars, and new gunwale guard not installed yet. Boat is in very good shape. \$2,000/obo OR trade for RIB of equal value. (916) 712-4088.



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 or email. (650) 363-1390 or (650) 722-2389. rich@spinnakersailing.com.

19-FT WEST WIGHT POTTER, 1999. Oyster Point Marina, South San Francisco. \$5,000. A well-equipped boat with a storied history. Large sail inventory, all in excellent-good condition. Easily single-handed. Centerboard replaced with bulb keel. No trailer included. (408) 490-1937 or whatari@gmail.com.

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25 TO 28 FEET



27-FT ERICSON, 1972. Berkeley, CA. \$5,000. After 8 great years she needs to sail more. New standing rigging, newer main, BBQ, Radio w/Bluetooth. Inboard Atomic 4. New fuel pump. More at <http://goo.gl/JasYI>. Contact (415) 358-1850 or augustz@augustz.com.

26-FT RANGER, 1974. Alameda. \$6,500. 2 mains, 5 headsails, 2 spinnakers, new main cover, full boat cover. New halyards. Spinnaker pole, whisker pole, two tillers and tiller extension. 2 Lewmar halyard winches, 2 Harken two-speed sheet winches, 2 Barient spinnaker winches. All lines led to the cockpit. Bottom job and hull painted late 2010; diver every 2 months. 2006 Mercury 6hp with lock, newer battery and charger. Contact (510) 337-9425 or (510) 390-1619 or corsair48@comcast.net.



27-FT SANTA CRUZ, 1979. Santa Cruz Harbor. \$6,000. 4 jibs, 2 mains, 3 spinnakers. 4hp Yamaha. Bottom painted 1/2012. No trailer. Desirable South Harbor slip may be available for 6 months. (408) 398-4189 or clauderoge1@gmail.com.



26-FT RANGER, 1970. Alameda \$6,500. Great SF Bay boat. Gary Mull design, 2nd owner. Pineapple main. 125% jib, 3 spin, Quantum 125% and North 100% jibs. Fastest R26 on Bay. Won Jazz Cup (2x), PHRF division champ 2002/03, #1 in South Beach YC Beer Can series 2006-2010, #2 in 2011. Good condition, ready to race or cruise. Rigging by Scott Easom. Stern pulpit, oversize Lewmars, new boom 2003. Bottom painted April 2011. Evinrude 7.5hp OB rebuilt 2012. Contact simon@escalatecapital.com or (650) 269-0546.

29 TO 31 FEET

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. Call (831) 277-6034.

30-FT WYLIECAT, HULL #3, 1996. \$75,000. *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.



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.

29-FT ERICSON, 1975. Napa Valley. \$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. One 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. As is, where is. Email e29forsale@gmail.com.

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, (650) 363-1390, (650) 722-2389 or email rich@spinnakersailing.com.

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://dumypoldbroad.blogspot.com>. Contact (707) 746-5076 or renewcanham@earthlink.net.



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. (530) 389-8387 or (530) 346-2266.



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.



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

30-FT NONSUCH ULTRA, 1986. Ballena Bay Yacht Harbor, Alameda. \$60,000. Well equipped. Call for more information. (510) 632-2370 or (510) 614-9817 (evening) or csersav@gmail.com.

30-FT CATALINA, 1985. Marina Village, Alameda. \$24,000. Beautiful condition. Dodger, roller furling, wheel, wind, speed, depth and more. Barely used Pineapple spinnaker and pole. Universal 25 diesel. Must see to appreciate. (209) 795-0694 or bjdouglas08@comcast.net.

32 TO 35 FEET

32-FT CATALINA 320, 2000. Berkeley. \$69,000. New mainsail, roller furling jib, dodger, well maintained by OCSC. Contact moody_robert@hotmail.com or (209) 872-0331.

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@cslb.edu.

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

32-FT WESTSAIL, 1975. San Diego. \$42,000. Traditional layout with gimballed table. Monitor windvane, autopilot + spare, MaxProp, watermaker, diesel heater, LP deck, inverter, Volvo diesel, excellent sails w/extras. 80 gal water and fuel. Details and photos at website: <http://baymarinesupply.com/sabai/>. Contact bbhawk1973@gmail.com or (619) 252-5899.



34-FT SABRE, 1985. Belvedere SFYC. \$49,500. *Moonlight Lady*. Very well maintained. Major overhaul 2004: New spars (Ballenger). New sails, main and 135. Antal track, Antal clutches, Harken traveler, carbon extendable whisker pole, Harken track-on mast, Awlgrip topsides, Garmin GPS 3205 color chartplotter, rebuilt pedestal 2006, engine overhaul 2008, brightwork 2011, bottom paint 2012. Other sails: 105 and 150. Sleeps 6. Contact: (415) 218-9393 or (707) 938-7665 or jfsails@comcast.net.

36 TO 39 FEET

39-FT YORKTOWN, 2006. Moss Landing. Best offer. Custom Ocean. Cruise ready, great liveaboard, hardly used, loaded with extras, "best Yorktown ever built." 277 hours on 70hp diesel, spinnaker never hoisted, see to appreciate quality. (408) 268-4573 or paul5z@comcast.net.

CATALINA 36 MK II, 2001. Monterey. \$94,999. 35hp diesel 240 hours, Raymarine radar, instruments, autopilot, GPS, roller furling with two sails, Dutchman flaking main, propane, refrigerator, dodger, anchor windlass, whisker pole, PSS shaft seal, transferable slip in Monterey. More at <http://c36forsale.com>. Contact (831) 204-2123 or erik@c36forsale.com.

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



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37-FT EXPRESS, 1985. Alameda, CA. \$94,500. *Bullet* is an excellent example of the incredible Carl Schumacher-designed Express 37. *Bullet* lived in fresh water (Chicago) for 15+ years, before coming to San Francisco in 2002 where she received a complete refit and upgrade; receiving an additional refit in preparation for the 2008 Pacific Cup, where she won her division and placed 4th overall. *Bullet* has enjoyed great success on the race course, winning many local regattas, including a 3rd in the 2012 StFYC Big Boat Series. This is a turnkey TransPac or Pacific Cup boat with a well-established and competitive one-design fleet to compete against on SF Bay. www.facebook.com/pages/Bullet-Express-37-For-Sale/448504885197693.

ERICSON 38-200, 1986. Marina Seca, San Carlos, Sonora Mexico. \$59,000. In well above-average condition. Equipment: new rigging/lifelines, Furuno radar/GPS, Adler-Barbour fridge, 3 new lifeline AGM batteries-150ah, Icom VHF IC-M604 w/cockpit command mic, CD/stereo, inverter. Strong Universal 5432/2335 hrs, 51 amp alt (have new 90 amp), autopilot, Lofrans manual windlass (have new Lewmar electric windlass, not installed), water heater, LPG stove w/oven, new macerator, 2 propellers, full cockpit enclosure/cushions, 35lb CQR/13S Danforth, depth, full batten main w/spare plus 150 genoa plus jib, lazyjacks, dockside cable, new bottom paint, draft 6' 6", water 80 gal, holding 26 gal, fuel 55 gal (tank recently polished). www.flickr.com/photos/roderunner/sets/72157632220871154. Contact rode7runner@yahoo.com or (520) 401-2352.



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.



37-FT CT, 1977. Puerto Vallarta, MX. \$29,000. Classic Bob Perry design. Volvo 3-cylinder, radar, chartplotter, autopilot, depth finder, SSB, AIS, Viking life raft, 10-ft Zodiac, Ballenger spar and boom, Lee main, Schattauer genoa on ProFurl. www.flickr.com/photos/pauldemeire. Email tillerking@centurytel.net.

36-FT PEARSON, 1985. Sausalito. \$45,000. Priced to sell. Owned for 15 years and am 2nd owner. Equipment: Roller furling jib, Dutchman system on main, Forespar rigid vang, 3-blade feathering prop, dodger, lifelines, 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. Contact Bobgthomas@EarthLink.net or (925) 286-8738.

36-FT ISLANDER, 1977. Los Angeles. \$25,500. *Odyssey* is a well equipped world cruiser, having just completed a solo southern ocean circumnavigation. She was extensively refit in 2011, and is well equipped, including AIS, SSB, radar. http://svodyssey.blogspot.com. Contact eric.p.loss@gmail.com or (949) 838-5667.

39-FT OLYMPIC, 1973. Alameda \$25,000. Carter designed racing sloop. Westerbeke 50hp hydraulic drive, Anchor wiring, 13 Lewmar winches up to 3 speed #55, 12.8ft beam, 7700lb ballast, fin keel, twin wheel steering. Needs some maintenance. Lots of boat for the price. (510) 537-9689.

40 TO 50 FEET



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.

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.

47-FT CATALINA, \$285,000. Customized bluewater ready. Extra fuel capacity, 110 or 240v, watermaker, chartplotter, radar, AIS, coldplate fridge/freezer. Custom cabinets and workshop, dive compressor, in-boom furler, staysail, autopilot, wind vane, new hard dodger, heat-air, Autoprop, Much more. (916) 607-9026 or cestlavie_2000@hotmail.com.



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. (530) 748-8010 or lotus48@att.net.



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 years ago. More at www.grace44.com. (702) 767-8323 or (702) 767-8322 or jking38701@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 rich@spinnakersailing.com or (650) 363-1390 or (650) 722-2389.

44-FT HARDIN VOYAGER, 1977. Marina Palmira, La Paz, BCS, Mexico. \$79,000. A spacious fiberglass, ketch rigged veteran of the Sea of Cortez and west coast of Mexico. A traditional liveaboard and long range blue water cruiser with rare two-cabin, two-head layout. Center cockpit with hard dodger. Recently recaulked teak decks. Aft cabin has transom windows above the thwartships queen size bunk and opening portholes for ventilation. Go to www.YachtWorld.com for specs. (530) 541-4654 or mortmeiers@aol.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, raaddink@yahoo.com. 1200 Brannan Island Rd.



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.



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 galaxaura@gmail.com or (650) 704-2302.



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. Contact amgjohn@sbcglobal.net or (530) 318-0730.

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48-FT BENETEAU FIRST 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. Pro-Mariner galvanic isolator. Original owner. Maintained as new. (916) 969-8077 or curtis@surewest.net.



40-FT PEARSON BOUNTY II, 1961. Brisbane Marina. \$25,000. 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 \$25,000. (510) 410-5401.



43-FT LAVRANOS CAT KETCH, 1996. Brunswick, Georgia USA. \$47,990. Loaded with enough equipment to sail around the world. Yanmar w/874 hours. Aries windvane, watermaker, wind generator, 5 solar panels, SSB, GPS/radar/chartplotter. Inflatable w/ob, many electronic charts. Contact (765) 465-2788 or zz3k39@yahoo.com.



45-FT LOA IOR RACER/CRUISER. \$65,000/reduced. *Infrared* was designed by Laurie Davidson, with later underbody and new rudder system by Carl Schumacher. This boat is a 3-cabin layout with all amenities. Newer 40hp Volvo Penta diesel with 18" Flexofold prop, all with low hours. Roller furler and self-tacking jib, with Robertson 3000 autopilot with triple AGM batteries and Xantrex charge system. Gives new cruising comfort. Health problems in family have helped reach decision to reduce the price to \$65,000. DVD of boat is available. Call Ray Lopez. (209) 772-9695.

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.



46-FT JEANNEAU SLOOP, 1996. Puget Sound, WA. \$155,000/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. (253) 377-1660 or sailingfans@hotmail.com.

51 FEET & OVER



70-FT ANDREWS, 1995. Shelter Island, San Diego. \$395,000. *Condor* is ready for Hawaii with top boat speeds of 28.5 kts. Well maintained and meeting all Transpac requirements. Great SoCal boat. Available for Transpac Charter also! www.condor70racing.com/sale. (773) 895-6106 or (847) 209-1508. zschrmm@comcast.net.



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.

CLASSIC BOATS



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. www.schoonersale.com. Contact schoonersuva@gmail.com or (360) 643-3840.



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. *Daydreamer*, an Alaska/Mexico/SoPac vet, is a 1981 50-ft FD-12, an unsinkable, flush deck w/pilothouse, cutter-rigged, medium displacement bluewater cruiser. Two staterooms forward and master stateroom aft provide excellent privacy when visitors or family are onboard. The daylight-filled, spacious nav station and galley make for easy navigation and cooking and pleasant watches during inclement weather. Critical systems have built-in redundancy for fail-safe reliability. Priced from mid \$150k range (obo), she's in sunny San Carlos, Mexico; if you can spare 2 days and can get to Tucson or Phoenix, we can drive you to the boat one day and back the next. Full info and contact details at website: www.svdaydreamer.com or call (928) 848-9705.



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 CATALINA MORGAN, 2007. Seattle, WA area. \$284,500. Mint condition. A real deck salon. Great bluewater cruiser. 75hp Yanmar 8+ cruising, 500 hours. New batteries, cruising spinnaker, power winches, hydronic heat, Raymarine C120, radar, autopilot, bow thruster. Trades acceptable. Contact (408) 666-3261 or jerryfsaia@aol.com.

42-FT CATALINA, 1990. South Beach Harbor, San Francisco. \$89,900. Great condition. Extensive upgrades. Full spec at: <http://luluya.blogspot.com>. (650) 716-4548 or luluya123@gmail.com.



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40.5-FT NORDEREY, 1952. Moss Landing Harbor, Dock A71. \$17,000/obo. Built in St. Monance, Scotland. All wood. Hull in excellent shape. Needs work. One owner for 35+ years. Perkins 4-108 engine. Full sail inventory plus, Aries self-steering. Looking for a good steward. Contact Tim: norderey1@yahoo.com or (209) 570-9951



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. Email sotelojohn@hotmail.com.

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CATALINA 380, 2001. Sausalito Yacht Harbor. Full electronics, chartplotter, autopilot, and radar. New furling main and jib (2011), Quantum cruising chute, Yanmar 40 with low hours, dodger, electric windlass. Professionally maintained. Equipped for sailing and cruising: 2 cabins, centerline berths, innerspring mattresses, refrigerator, microwave, flat screen HDTV/DVD, electric head, and separate shower. Includes dinghy and outboard. Beautifully finished interior in Ultraleather and Corian. Equity share available, as low as \$335/month, depending on usage. Contact (707) 421-0366 or CSMSam@aol.com.

MULTIHULLS



33-FT SEAWIND 1000, 1998. Los Angeles. \$135,000/obo. The boat has just returned from 4 years in Mexico, and has been surveyed and is strictly sound, but needs a lot of details. It has new motors, sails, canvas, hull paint and thru hulls. Have a bid for the windows at \$1,700. Wax and clean hull: \$500. Fix loose wires and plumbing: \$750. It's a great boat, needs details worked out. Contact Frank. Cabosportsfrank@yahoo.com or (512) 750-5735. (Photo is sistership.)

34-FT GEMINI 105MC, 2005. Redwood City, CA. \$129,900. Great family or race boat. Perfect for San Francisco Bay, coast, Mexico, beyond. Fast; easy to sail singlehanded without heeling. Spacious deck, 3 bedroom interior. Elegant and comfortable. See website. <http://loonasea.gibbons.web.stanford.edu>. Contact loonasea@yahoo.com or (650) 380-3343.



38-FT CHAMBERLIN CAT, 1992. Nevis St Kitts, Caribbean. \$85,000. Custom composite Vac-bagged Divinycell/Vynylester/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.



45-FT C&L SEA RANGER, 1985. Emeryville, CA. \$99,000/obo. Great liveaboard or Delta cruising on sundeck trawler in excellent condition. 3 staterooms with walk around queen memory foam bed, 2 full heads with stall showers, stainless up-galley, large salon, teak and holly floors, TECMA toilets, twin Volvo turbo diesels. \$30,000 of upgrades including new radar, canvas, 4/8d house batteries, VHF with flybridge remote, depth sounder. Engines were professionally serviced. Onan genset. Emery Cove slip with great view. Contact (530) 228-1827 or lorenchristopher@sbcglobal.net.



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47-FT VOYAGE/MAYOTTE, 1994. Panama City, Panama. \$207,000. This is not a fixer upper. All running and standing rigging, mast, boom, water maker, 11.5' dinghy, 800 amp hour Rolls batteries, charger, upholstery, etc. Brand new! Contact garyswenson@hotmail.com or (253) 617-0808.

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://neosforsale.com>. (916) 622-9348 or lloyds@jps.net.

POWER & HOUSEBOATS



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



52-FT IRWIN, 1984. Mazatlan, Mexico. Freya is a 52-ft Irwin ketch currently in Mazatlan, Mexico. We plan to sail to Puerto Vallarta Jan. 1st and on down to Zihuatanejo by the 15th of Jan. We still have to work, so full-time cruising is not an option now. If you are the same, but would like to enjoy the cruising life (part-time) on a gorgeous boat capable of going anywhere in the world, then visit our website for details. www.freya52.com. (530) 342-1665 or freya52@live.com.



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LOOKING FOR PARTNERSHIP. On small catamaran. San Francisco Bay. Negotiable. Looking for partnership on small catamaran on the Bay. Have 18-ft Hobie Cat in Santa Cruz and 38-ft keelboat in SF Bay. Would like to sail a small cat (wetsuit + trapeze) in SF without trailering from Santa Cruz to the Bay and back. If you have a small cat "near" a ramp and need/want experienced sailors to help you with it let us know. Contact (831) 297-3059 or pierre.patino@gmail.com.

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. Contact sausalitotemphousing@yahoo.com.

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SAIL: NORTH 'GENNAKER'. Asymmetrical. East Bay. \$1,500. Downwind speed and fun! Red/white/blue gennaker 3/4oz, including full North snuffer/sleeve, all in excellent condition for 48-foot mast. Details and photo via email request. Contact buglight2010@hotmail.com.

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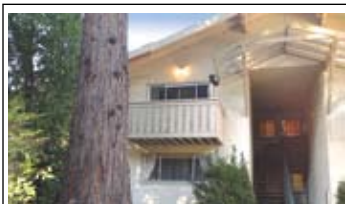
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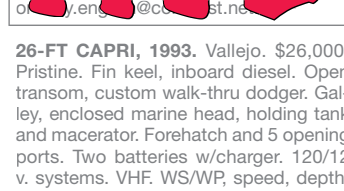
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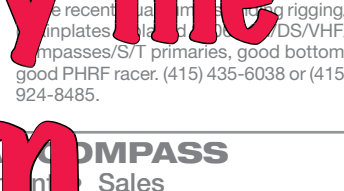
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