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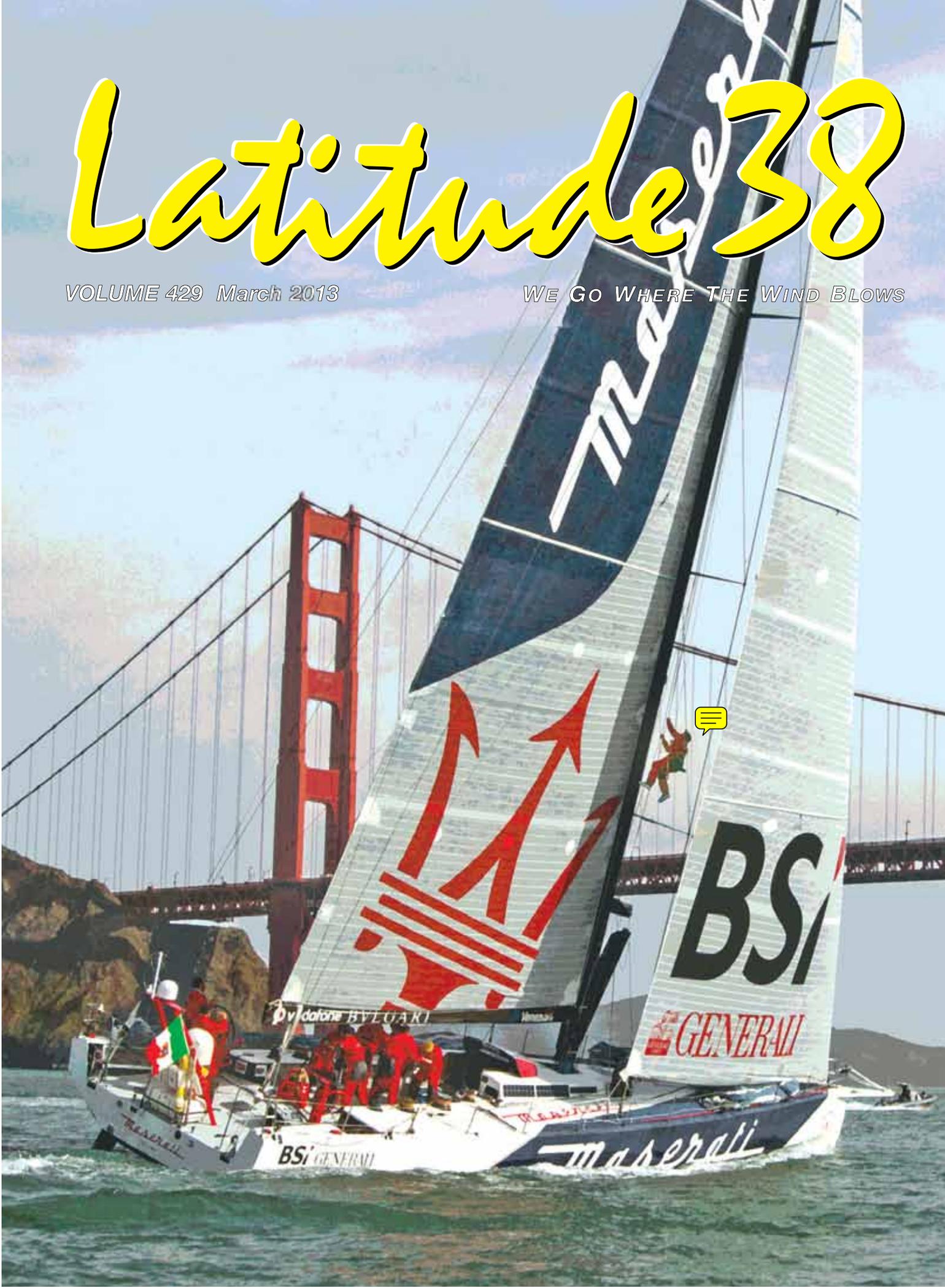
Latitude 38

VOLUME 429 March 2013

WE GO WHERE THE WIND BLOWS

MARCH 2013

VOLUME 429



THREE BRIDGE FIASCO



— A MATTER OF TIME



ALL PHOTOS ERIK SIMONSON / WWW.PRESSURE-DROP.US EXCEPT AS NOTED

Richard Holden, with his son Mike as crew, was first to finish and won Overall DH Multihull honors on his F-27 'Sea Bird'.

'Dumbfounded' was the word used by Richard Holden of the Alameda based F-27 *Sea Bird* to describe his feelings when he and his son Mike realized they'd beaten 333 boats across the line of the Singlehanded Sailing Society's Three Bridge Fiasco on January 26. "It wasn't until I looked around at the finish and realized nobody else was there that I knew we had won line honors," said Holden.

And win they did. *Sea Bird* led a strong contingent of mid-sized trimarans across the line.

"My son, Mike, had entered his Laser 28 in the singlehanded division but we hadn't sailed together in awhile so I talked him into sailing my boat," said the elder Holden. Right now father and son are very happy they chose the better weapon for the day.



THREE BRIDGE FIASCO

The big question mark for this race each year is course direction. Yet depending on whom you ask, it's either a complex answer or a rather simple one. Current often dominates the decision-making process but wind is a factor that shouldn't be overlooked.



The Three Bridge Fiasco lived up to its moniker with 333 starters and 300 finishers, 290 of them finishing in a 90-minute window!

This year's race, however, really played more into what time you started. Boats in a specific rating band — 3 to 50 seconds per mile, meaning those that started between 9:30 and 9:45 a.m. — were blessed with about as ideal conditions as could be delivered. Any earlier than that and there simply wasn't enough pressure to keep a consistent pace. Those who started later in the sequence of the reverse-order start battled with a stiff and unseasonable westerly wind combined with a really nasty ebb chop. That classic San Francisco, midsummer-like westerly wreaked a bit of carnage in the fleet in the form of torn sails, sore muscles and pretzeled spinnaker poles.

So which was the 'right' direction this year? Almost overwhelmingly, clockwise. Each of the four divisions was won by a clockwise rounder, all of whom started in the same 15-minute window.

However, if one had entered the 30-strong Doublehanded Moore 24 fleet, the right answer was to sail whichever way you wanted.

Like most counterclockwise teams, Bill and Melinda Erkelens of the Moore 24 *Eclipse* were feeling good but got caught in a hole on the Berkeley Circle before a northerly filled in. They

were torched by Philippe Kahn on *Pegasus-MotionX*. "We thought we had things well in hand but Philippe sailed up from behind with a pack of J/22s, hooked up in the new breeze and was gone," said Bill. "All we could do was sit there and wait for the breeze to fill for us."

Kahn and crew member Mark Christensen "split from the pack that we were with at Treasure Island and decided to sail more distance but to stay lower to catch some drainage wind and possibly some North Bay northerly early." He credits luck for the advantage over the considerable skills of the other Moore 24 crews. Kahn went on to win the division by almost 10 minutes . . . going the wrong way.

Second place in the Moore fleet went to Gilles Combrisson on *Blue Angel*. Combrisson and crew Patrick Perigaud sailed clockwise — Blackhaller, Red Rock, Treasure Island — the favored route, and although they sailed well, Combrisson at one point had to free-climb the mast to unjam a spinnaker halyard that had sucked into the jib halyard sheave. Through it all they still managed to pass Karl Robrock and Steve McCarthy on *Snafu* just before the finish. "We changed down to the number three right after T.I., and I am sure glad we did because beating into that nasty ebb with the number one wasn't good for Karl," Combrisson said. "That's where we got them."

In Doublehanded Monohull Overall, a group of big fast boats pulled stunning performances. Buzz Blackett's Antrim Class 40,

California Condor zipped around the course in a little more than two-and-a-half hours. "At least we didn't run aground this year," Blackett laughed. But the quick pace of the race really took a toll on his crewman, the boat's designer, Jim Antrim. "I was so tired at the end," he said.

Behind *Condor* were world-class racer Emma Creighton with Dan Dytych aboard the borrowed Farr 36 *War Pony*, followed by Chris Shepherd and his old friend Tom Warren aboard the borrowed Melges 32 *Intruder*. "All we really did was give the boat what it wanted and and just kept it going as fast as we could," said Shepherd. "We came into the race set up for light air and didn't have a reefable main, which is why Buzz and Emma got us as we struggled up the Cityfront."

Bragging rights may always seem to go to those who sail doublehanded, but this race is really about one sailor and one boat. It is hosted by the Singlehanded Sailing Society, after all. Singlehanders struggle with the complications of being crew, navigator, tactician and helmsperson. They undoubtedly exert



DAVE WILHITE

Mike Holden, crewing for his dad Rich, won first to finish honors on his F-27 'Sea Bird'.

The Fiasco is the largest single race in the country. With so much potential for chaos, we can see why.

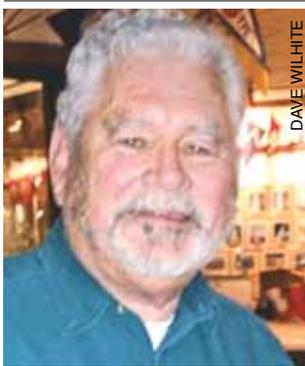


— A MATTER OF TIME

more than double the energy of their doublehanded comrades, so they must be careful about when and where they make their moves.

Gary Helms sailed his Corsair 750 Dash trimaran, *White Knuckles*, to a resounding Singlehanded Multihull victory, but it wasn't easy. He struggled off the start line battling tiller and winch issues when he quickly realized self-tailers would really be a big help. "Who at Corsair decided not to put self-tailing winches on my boat? Jeez!" Gary wrote in an open letter to the BAMA fleet. "I stumbled back and forth . . . tiller-winch-tiller-winch-winch."

Things got much better as soon as Helms rounded the mark at the base of the Golden Gate Bridge. With his bows now pointed downwind and his screecher drawing full and by, the little 24-ft tri began picking off boat after boat as he brought the wind from behind.



Gary Helms gave the competition in the Singlehanded Multihull division the ol' one-two aboard his Corsair 750 Dash 'White Knuckles'.

To sailors who had been racing for up to an hour, the view must have been disheartening as *Knuckles* moved in to deliver knockout punches, one after another. "I had a big singlehanded smile," said Helms.

Helms kept up with the

doublehanded teams he'd started with, as well as with fellow singlehander Dave Morris aboard his F-27 *Three Points*. Once the flood pushed the two through Raccoon Strait, they hooked up into the fresh northerly found on that side of the Bay and battled the rest of the way up to Red Rock, where they lost track of each other in the mêlée of boats congregated there.

To complicate the rounding for just about everyone, includ-



Buzz Blackett sailed his custom Antrim Class 40 'California Condor' to Overall Doublehanded Monohull honors. His secret weapon? His crew was the boat's designer, Jim Antrim.

ing Gary and Dave, Richard Deveau had launched himself off his Express 27, leaving crewman Scott Gordon to save the out-of-control *Chile Dog*. Aaron Kennedy witnessed the event from the wheel of his Beneteau First 36.7, *Ay Calliente!* and stood by in case he needed to pluck Deveau out of the water. Deveau simply couldn't make his way up the Express 27's broad transom so Kennedy deftly moved in with the swim ladder down and helped the dazed and wet skipper from the chilly Bay. Deveau was reunited with his boat and promptly retired while Kennedy sailed on.

"I'm so glad we spend all that time practicing MOB maneuvers," said Kennedy. "That made a real difference as we threaded our way though all of these caught-unaware skippers that popped around the corner."

"I'm just really glad Aaron had a swim ladder," said a grateful Deveau.

After passing the mini-drama, neither Helms nor Morris reset his downwind sails right away but they came out with guns blazing as soon as they spotted each other. "Reaching across the Bay, I was reluctant to open the screecher because it looked a little too spicy," said Helms. "But there was that 27 again and it was race on!"

The wind backed a bit and Helms soon found himself wishing he had a bigger spinnaker when Morris began to pull away with his big symmetrical chute. However, as the pair entered The Slot, the breeze came forward and increased to the point



THREE BRIDGE FIASCO —



Top row, left to right: 'Moxie' follows the pack to the wind; Aaron Kennedy and Adam Watts help 'Chile Dog's Richard Deveau aboard 'Ay Caliente!'; Sara and Mark Adams get to work on the StFYC J/22 'Number 9'; Overall Singlehanded Monohull winner Greg Nelsen rounds Red Rock on 'Outsider'. Middle: The 'Zeehond' crew in a Zen moment; 'Papillon' leads the charge to second in class; 'Bosporus II' followed suit; 'Lassie' come home; Chris Shepherd and Tom Warren celebrate 'Intruder's first-in-class win. Bottom: Taking second in their classes, Dave Morris on 'Three Points' and Daniel Willey on 'Galaxsea' seem unevenly matched; fun times for 'Family Hour-TNG' and 'JR'; first in class is a real 'Humdinger'; 'Emma' was right behind them, snagging second place.

that *Knuckles'* more modern sail plan came into its own and Helms was able to deliver that last knockout punch. "At that point I simply pulled away," he said.

Helms reports that when he was hit by a big puff at Treasure Island, he turned to take down the screecher. "My boat behaved but I spent tons of time wrestling the wild snake down to the deck," he said. "Not easy for an old man. I was pretty pooped."

With *Three Points* well behind, Helms

tucked in a reef while in the lee of the Financial District, for which he was thankful later. Out in the Central Bay the fresh northerly had given way to a stiff westerly that peaked up into the 25-knot range and, with an almost four-knot ebb running, the waves had really squared up. "Past Alcatraz, I tried to tack for the finish but couldn't get the boat past head-to-wind," said Helms. "In the end, after something like three tries, I finally jibed around and made my way from

there." That's about the time a second set of hands starts sounding pretty good.

Greg Nelsen earned top spot in the Singlehanded Monohull division aboard his Azzura 310 *Outsider*. He battled his own shorthanded issues, including a self-admitted heinous spinnaker set at Red Rock and fatigued forearms late in the race. "I kind of made my own mess by totally screwing up my spinnaker hoist,"

— A MATTER OF TIME



said Nelsen. "Everything was going great except, like a lot of other racers, I was set up on the wrong side for the hoist. But I figured what the heck, I could pull it up and sort it out once was up in the air."

That Nelsen had miscalculated his procedure was just the beginning of his problems. Not only was the whole thing set up to hoist from the incorrect (starboard) side, but the sheets were led through lifelines and jib sheets, and the head and tack were reversed! "I used up a bunch of energy and a lot of time sorting out that mess," he admitted, "but I did get it sorted out and by staying high was able to carry all the way to Treasure Island, which paid off in the building westerly."

That fifteen minutes of hell took its toll when Nelsen's forearms began to lock up as he negotiated the broiling Cityfront. "I haven't done any workouts this year and am totally out of shape," said Nelsen. "I really suffered at the end. I wasn't quite crying for mommy, but the thought crossed my mind."

In the meantime, two-time Race Chair Jan Brewer and her team of volunteers had a real fiasco to deal with. Among her issues were three boats with the same name, two boats of the same make with the same sail number, boats with one name painted on but registered

under a different name, and finally more than 290 boats finishing from every direction in fast conditions within 90 minutes of each other. To make things even more exciting, 100 of those boats finished in one 20-minute window! The final order of the 300 finishers took dozens of people weeks to sort out, and that was with two video cameras running to record the finish. And again, the largest single race in the US earns its name.

"The first time I chaired the race, one could say I was ignorant," said Brewer. "This second time, one could say I'm just plain stupid! But I'll tell you what — I ain't no fool. Next year I'll do the race myself!"

— dave wilhite

THREE BRIDGE FIASCO

SSS THREE BRIDGE FIASCO RESULTS

SINGLEHANDED:

Multihull — 1) **White Knuckles***, Corsair 750 Dash, Gary Helms; 2) **Three Points**, F-27, David Morris; 3) **Bobanja**, Robert Hyde. (4 boats)

Sportboat — 1) **Outsider****, Azzura 310, Greg Nelsen; 2) **Further**, Santa Cruz 27, James Clappier; 3) **Absinthe**, Moore 24, Randy Lakos. (6 boats)

PHRF ≤ 108 — 1) **Xpression**, C&C 110, Dirk Huselman; 2) **Coyote**, Beneteau First 42, Steve Hill; 3) **RedSky**, Olson 34, Brian Boschma. (5 boats)

PHRF 111-150 — 1) **Whirlwind**, Wyliecat 30, Dan Benjamin; 2) **Crinan II**, Wyliecat 30, Don Martin; 3) **Bandicoot**, Wyliecat 30, Al Germain. (5 boats)

PHRF ≥ 153 — 1) **Summertime Dream**, Schumacher 1/4-ton, Scott Owens; 2) **Galaxsea**, Nauticat 43.5, Daniel Willey; 3) **Egret**, Tartan 30, Tom Boussie. (8 boats)

Non-Spin — 1) **Sobrante**, Catalina 320, Paul Descalzo; 2) **Talisman**, Pearson 31-2, Tom Savage; 3) **Mel'Ki**, Santana 22, Deb Fehr. (10 boats)

Express 27 — 1) **Great White**, JP Sirey; 2) **Wet-su**, Phil Krasner; 3) **TAZ!!**, George Lythcott. (5 boats)

*Overall Singlehanded Multihull
**Overall Singlehanded Monohull

DOUBLEHANDED:

Multihull < 0 — 1) **Adrenaline**, Mod. D-Class, Bill Erkelens Sr./Chris Steinfeld; 2) **Bill The Cat**, Nacra F20c, Bruce Edwards/Eric Willis; 3) **Shadow**, Formula 40, Peter Stoneberg/Kyle Gunderson. (7 boats)

Multihull > 0 — 1) **Humdinger**, Walter Greene 35, Lawrence Olsen/Kurt Helmgren; 2) **Emma**, Corsair

31UC, Bill/Brock Roberts; 3) **Millenium Falcon**, Cross 27, John Donovan/Doug Frolich. (16 boats)

Sportboat — 1) **Intruder**, Melges 32, Chris Shepherd/Tom Warren; 2) **Makaira**, Audi Melges 20, Skip Shapiro/Malcolm Park; 3) **Layla**, Ultimate 20, Tom Burden/Ann Levine. (36 boats)

PHRF ≤ 108 — 1) **California Condor***, Antrim Class 40, Buzz Blackett/Jim Antrim; 2) **War Pony**, Farr 36, Emma Creighton/Dan Dytch; 3) **Dare Dare**, Jeanneau Sun Fast 3200, Nicolas Popp/Jacques Benkoski. (35 boats)

PHRF 111-150 — 1) **Paradigm**, J/32, Luther/Robert Izmirian; 2) **Arcadia**, Mod. Santana 27, Gordie Nash/Ruth Suzuki; 3) **Life Is Good**, Wyliecat 30, Andy Hall/Chris Penn. (23 boats)

PHRF ≥ 153 — 1) **Youngster**, IOD, Ron Young/Doug Wilhelm; 2) **Bosporus II**, Columbia 36, Rick Wallace/Pete Gilmore; 3) **Wuda Shuda**, Soverel 26, Craig Page/Mark Dowdy. (41 boats)

Non-Spin — 1) **Spirit of Freedom**, J/124, Bill Mohr/Mike Berndt; 2) **Acey Deucy**, J/44, Richard Leute/Anton Muzik; 3) **Aeolus**, J/111, Rob Theis/Stefano Lindt. (26 boats)

Express 27 — 1) **Tule Fog**, Steve Carroll/Jordan Paxhia; 2) **Shenanigans**, Nick Gibbens/John Collins; 3) **Libra**, Sergey Lubarsky/Bill Woodruff. (17 boats)

Express 37 — 1) **Expeditious**, Bartz/Marshall Schneider; 2) **Snowy Owl**, Jens/Liv Jensen; 3) **Expression**, Decker Flynn/Derek Steward. (7 boats)

F-27 — 1) **Sea Bird****, Richard/Mike Holden; 2) **Papillon**, Andrew Scott/Greg Carter; 3) **Peregrine Falcon**, Bill Gardner/Will Matievich. (6 boats)

J/105 — 1) **Bald Eagle**, David Miller/Roger Wise; 2) **Nirvana**, David Gross/Alex Samodurov; 3) **Melilani**, Richard Butts/Jill Visor. (11 boats)

Moore 24 — 1) **Pegasus-MotionX**, Philippe Kahn/Mark Christensen; 2) **Blue Angel**, Gilles Combrisson/Patrick Perigaud; 3) **Snafu**, Karl Robrock/Steve McCarthy. (29 boats)

SF Bay 30 — 1) **Ione**, J/30, Peter Jermyn/Curt Brown; 2) **Wind Speed**, J/30, Tony Castruccio/Konstantin Andreyez; 3) **Wahoo**, Capo 30, Walter George/Ken Brown. (6 boats)

Wylie Wabbit — 1) **Keala**, Ron Tostenson/Bert Martin; 2) **Mr. McGregor**, Kim Desenberg/John Groen; 3) **Furrari**, Ethan Petersen/Jesse Gage. (6 boats)

J/22 — 1) **Swamp Donkey 6**, Scott Sellers/Geoff McDonald; 2) **Tango**, Russ Silvestri/Tom Ducharme; 3) **7**, John Turney/Justin Shaffer. (8 boats)

J/24 — 1) **Downtown Uproar**, Darren Cumming/Steve Meyers; 2) **Flight**, Randall Rasicot/Jasper Van Vliet; 3) **Fly By Night**, Alex Schultink/Amancio Souza. (6 boats)

Islander 36 — 1) **Windwalker**, Richard/Tom Shoenhair; 2) **Cassiopeia**, Kit Wiegman/Nathan Bossett; 3) **Pilot**, Paul Zingaro/Dan Dereszynski. (7 boats)

Santana 22 — 1) **Zingaro**, Jennifer McKenna/Laela French; 2) **Tackful**, Frank Lawler/Cathy Stierhoff; 3) **Pip**, James Dilworth/Cara Kritikos. (3 boats)

*Overall Doublehanded Monohull

**Overall DH Multihull & First to Finish

Complete results at www.sfbaysss.org

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Perth Amboy, NJ	Jan 26	Nanaimo, BC	Mar 9
Marina Del Rey, CA	Feb 2	Milwaukee, WI	Mar 10
Richmond, VA	Feb 2	City Island, NY	Mar 23
Canyon Lake, TX	Feb 2	Boston, MA	Mar 23
Duluth, MN	Feb 9	Long Island, NY	Mar 24
Milford, CT	Feb 9	Erie, PA	Apr 6
Wayzata, MN	Feb 9	Ottawa, ON	Apr 6
Hilton Head Is., SC	Feb 9	Half Moon Bay, CA	Apr 6
Wayzata, MN (Cruising)	Feb 10	Jersey Shore, NJ	Apr 7
Vancouver, BC	Feb 16	Raritan Bay, NJ	Apr 13
Chestermere, AB	Feb 23	Toronto, ON	Apr 13
Portland, OR	Feb 23	Montreal, QC	Apr 20
San Francisco, CA	Feb 23	Coos Bay, OR	Apr 27
Seabrook, TX	Feb 23	Marion, MA	Apr 27
Shreveport, LA	Feb 23	Saint John, NB	Apr 27
Seattle, WA	Feb 24	Rochester, NY	Apr 28
Dallas, TX	Feb 24		
Oxnard, CA	Feb 24	Rules Webinars:	
Marblehead, MA	Mar 2	Feb 27 & Mar 6	
Portsmouth, RI	Mar 2	Apr 2 & Apr 9	
San Diego, CA	Mar 2	Apr 25 & May 2	
Winnipeg, MB (Trim)	Mar 2	Expedition Software Webinars:	
Detroit, MI	Mar 3	Feb 6 & Feb 13	
Annapolis, MD	Mar 3	Apr 23 & Apr 30	
Macatawa, MI (Evening)	Mar 7	Rules & Expedition Software Webinars	
Kenosha, WI (Evening)	Mar 8	are taught in two 3-hr sessions,	
Chicago, IL	Mar 9	6pm-9pm eastern time.	
Lexington, KY	Mar 9		
Stamford, CT	Mar 9	More seminars to come!	

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PEDAL TO THE METAL —

There must be a zillion ways to celebrate New Year's Eve. But it would be hard to top the radical way legendary Italian ocean racer Giovanni Soldini and his international crew ushered in 2013: Despite freezing temperatures, they set sail from New York Harbor aboard their VOR 70 *Maserati*, headed out into gale-

cisco monohull sailing record set aboard *Aquitaine Innovations*.

To be clear, the team actually broke two records: The World Sailing Speed Record Council's (WSSRC) course is from New York's Ambrose Light — which,

ironically, no longer exists as a fixed navigational light, having been run over by a freighter in 2008 — to the Golden Gate Bridge. That benchmark is now 47d, 0h, 42m. The more traditional anchorage route, which memorializes the clipper *Flying Cloud's* famous time of 89d, 8h (set in 1854 and not broken until 1989), runs from a starting line between the Statue of Liberty

and Manhattan's North Cove Marina, and a finish line between Alcatraz and Pier 39. This effort is called the Clipper Challenge Cup and is administered by the Manhattan Sailing Club. The target for future challengers is now 47d, 2h, 33m.

Soldini and crew traveled 14,200 miles — only a thousand miles farther than the minimal rhumbline distance

After being teased by excruciatingly light air on her approach, 'Maserati' glides toward the finish line, having clocked 14,200 miles.

— averaging roughly 12.6 knots. From the very beginning, *Lady Luck* seemed to have been riding along with them. The strong winds continued, so that after three days *Maserati* had covered 1,200 miles. Throughout the trip the team experienced a bare minimum of gear failures and injuries — especially when measured against many previous attempts.

But it would be completely naive to chalk up this stunning achievement to luck alone. Led by Soldini, 47, who's done two around-the-world races and 30 transatlantics, the eight additional crewmen, who range in age from 26 to 43, possess a phenomenal pool of talent. Collectively, the team has excelled in many of the world's most demanding offshore races aboard both mono- and multihulls, including the Volvo Ocean Race, Around Alone, the Barcelona World Race and Trophée Jules Verne.

They entered the South Pacific trades at 27°S and began blasting toward the equator on a screaming 20-knot reach.

As we reported last month, *Maserati* hit the easterly trade winds on day six and passed through the Atlantic doldrums a few days later without enduring too much shifty air — although they did suffer a near-knockdown during a sudden gust.

While diving down the South Atlantic they faced their toughest tactical deci-



Time to celebrate! With a fireboat escorting her, 'Maserati' entered the Bay, only 47 days after departing New York on New Year's Eve.

force winds with swells up to 15 feet high, and rocketed south toward the equator at speeds of up to 34 knots — the nautical equivalent, you might say, of red-lining a sleek Maserati sports car down a straight-line race track.

There was no Champagne that first night, though. That would come 47 days later, after the nine-man team had passed beneath the Golden Gate Bridge, thus bettering — by 10 days — Yves Parlier's 1998 New York-to-San Fran-



MASERATI CLOBBERS THE CLIPPER RECORD



LATITUDE / ANDY

Frenchman Seb Audigane, American Ryan Braymaier and others decided to give Giovanni a sea bath upon arrival at their Pier 39 berth.

sion: which side of a large high-pressure zone to pass on. They ultimately chose to head east into headwinds for several days, which proved to be the right call.

A highlight of their days in the South Atlantic was when Alessandro di Benedetto — the only Italian singlehander in the Vendée Globe — aboard *Team Plastique* passed *Maserati* going in the opposite direction. The two countrymen apparently only saw each other's boats on radar, but in that part of the world seeing a friendly blip on the radar screen is like getting a bear hug.

Rather than battling brutal conditions at the Horn, as many of their predecessors had, *Maserati's* crew struggled a bit with light, shifty winds, which eventually ac-

celerated to 35 knots, taking them into the Pacific in style — under spinnaker, that is — on day 21. The crew was thrilled when they realized they had passed beneath the notorious Cape 17 hours ahead of the 110-ft maxi-cat *Gitana 13's* 2008 time — she still holds the overall NY-to-SF record at 43d, 3m.

The second half of the trip proved to be trickier, wind-wise, and substantially slower, beginning with five days of headwinds. At the end of a month at sea they entered the South Pacific trades at 27°S and began blasting toward the equator on a screaming 20-knot reach.

Although predictable, the vagaries of the Pacific doldrums (ITCZ) proved annoying to this go-fast team, but they picked their way through to the North Pacific trades with relative ease.

It was during those slow-go days that they took time to deal with a hole near the top of the mast. It had been punched

Meet the multinational crew: four Italians, a German, a Spaniard, a Chinese, a Frenchman, and an American.

through earlier in the trip by the hammering of a steel portion of the upper mainsail batten, after the top batten car opened up. Soldini's longtime boatmate Guido Broggi went aloft with a pot of carbon-fiber goop and completed a first-class repair while rocking with the swells 105 feet above the deck. This, along with a few broken battens due to a crash jibe in a squall, was the only real damage suf-



Maserati's Track

fered by the boat or crew on the whole trip — not a single blown sail or broken bone.

Mother Nature made the crew work extra hard during the last week of their sprint around the Americas. Not only did they have to sail close-

hailed most of the way up from the equator, but winds fluctuated between light and very light for days, forcing frequent tacks and sail changes. Once they'd clawed to within 1,000 miles of the finish, you could tell by some of the comments in press reports and blog posts that the nine endurance sailors were getting antsy to arrive. "We are already dreaming of drinking an ice-cold beer,"

said Soldini five days before arrival.

About that time they ran out of most of their "comfort" foods too, including goodies like chocolate and snack bars. A couple of days later they ran out of coffee and sugar — for the Italians in particular, this was serious privation. But the waiting game continued, as winds remained

changeable and light.

The final 24 hours were probably the most frustrating of all, as the team crept ever closer to the Golden Gate in maddeningly light and unstable winds, knowing their friends and family, as well as the international press corps, were waiting to welcome them to the City by the Bay. San Francisco's famously strong winds were nowhere to be found.



PEDAL TO THE METAL —

As Soldini noted later in a melancholy tone, "We were sailing through the night at two-and-a-half knots, with the lights of San Francisco visible in the distance."

Finally, late Saturday morning, February 16, *Maserati* glided into the Bay, escorted by a fireboat that saluted her crew with fountains of spray, while greeters pulled alongside bearing snacks and Champagne. When the team tied up at Pier 39 they were jubilant but noticeably weary — although probably not nearly as weary as previous record-holders Warren Luhrs of *Thursday's Child*, Isabelle Autissier of *Ecureuil Poitou-Charentes II*, or Yves Parlier of *Aquitaine*, who sailed with additional crews of only two, three and three, respectively. And it's worth noting that *Flying Cloud* hadn't even reached Cape Horn on her 47th day, while slower Gold Rush-era ships would have been only a quarter of the way around by then!

Such a feat as Soldini's requires not only a helluva crew, but also a helluva

boat. With a lifetime of offshore sailing under his belt, the good-natured Italian knew *Maserati* (former Volvo Ocean Racer *Ericsson 3*) had the speed potential

"Even when you're driving, standing up high on the platform, you get every wave right in the face!"

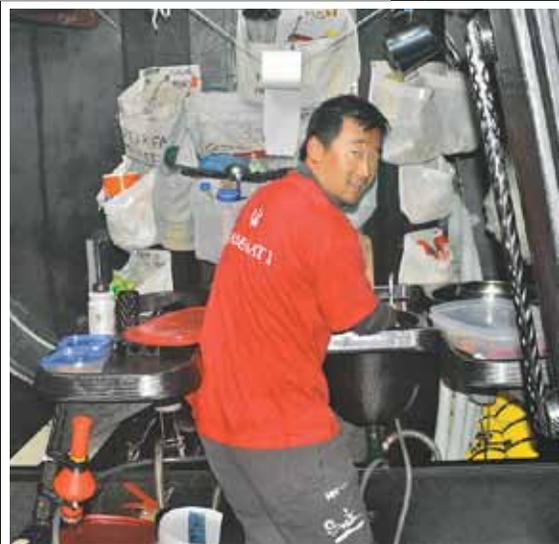
to break the record even before he began putting her through a multi-million-dollar refit that included a three-foot keel extension with 3,000 lbs taken off the bulb, and another 2,000 lbs carved out of the interior.

Compared to some of his earlier boats,

such as the Open 60 *Fila*, this carbon-fiber 70-footer is much more demanding and on-the-edge: "On *Maserati* everything is pushed to the limit much more, explained Soldini. "It would be very easy to make a mistake."

But the team made few, if any, despite having the pedal to the metal the whole trip. "The boat is incredible," explained American Ryan Braymaier. "Any time you're sailing in any kind of reaching conditions you're sailing faster than the wind, no matter what the wind strength. So any time you're between 70° and 130° true wind angle, you're doing at least a knot faster than the wind if not more. This is what allows us to keep a high average all the time. Even upwind you are more or less sailing the wind speed all the time. And as soon as you start

Clockwise from upper left: 47 days of hand-steering and trimming for speed; Italian bowman Corrado Rossignoli gets a masthead view; German Boris Herrmann records the route on his beach-ball globe; Frenchman Sebastien Audigane and Soldini ponder weather input; Tiger Jianghe of China helps out in the galley; Braymaier naps while his shipmates read, safe from the constant spray.



ALL COLLAGE PHOTOS: MICHELE SIGHEL

MASERATI CLOBBERS THE CLIPPER RECORD

to crack off a little bit you're going faster than the wind. It approaches multihull speeds a lot of the time. If it was blowing 30 knots we were doing 32, 34 knots with the wind anywhere between 130° and 180°."

We were reminded that VOR 70s are not designed to go downwind at high speed with the nose up. They're designed to reach very fast in moderate conditions, so the bow is always down and the boat is "under water." Although *Maserati* was modified to lessen her bow-burying tendencies she was still very wet at high speeds off the wind. "Even when you're driving, standing up high on the platform, you get every wave right in the face!" Braymaier claimed. Three ballast tanks aft help keep the nose up when flying downwind, as do sailbags stacked strategically.



LATITUDE/ANDY

And the winner is...

Nevertheless, as several crewmen told us, when the wind is up and you're off watch, the only dry place to be is below decks in a bunk. With Michele Sighel, the cook and photographer, out of the watch system, the eight others rotated in

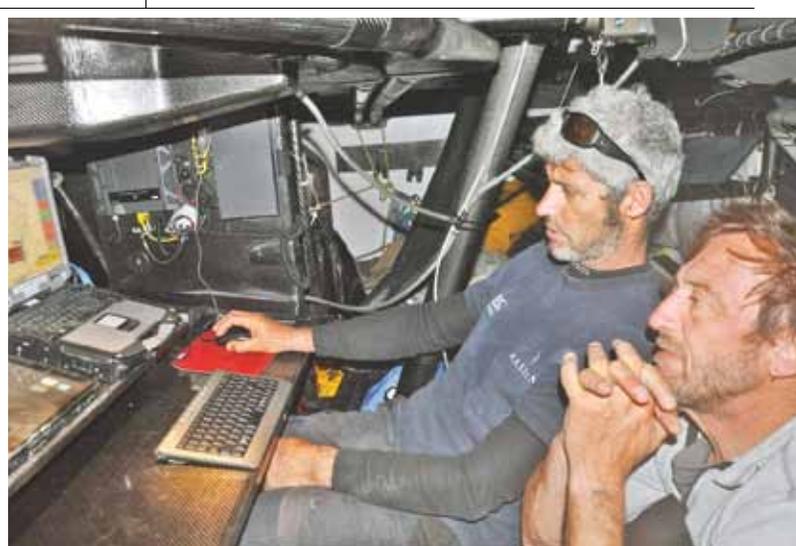
groups of two: four hours on and four hours off, with a new pair coming on every two hours. An hour on the wheel was plenty in heavy conditions.

With six native languages represented by this international bunch, you'd think that basic communication must have been a real challenge, but they got by.

Actually, Spanish turned out to be the most common denominator, as it's close to Italian and most of the others could suss it out also. "It's pretty cool to sail with a boatload of people who don't all speak the same language," said Braymaier. "It adds a bit of a challenge, but at the same time it makes life a lot more interesting and a lot more fun."

As with all modern offshore speed machines, the belowdecks living space is undeniably Spartan, with six pipe berths for hot-bunking, a tiny galley where mostly freeze-dried food was prepared, and a nav and comms station. They checked in with Commanders' Weather and other sources daily for weather info, but with so many seasoned circumnavigators on board, they picked their own routes.

When he wasn't feeding the hungry horde, Sighel tried to document every aspect of the trip photographically, starting at sunrise. His arsenal of gear included two Nikons, a waterproof camera and five GoPros. The fact that he uploaded stills



PEDAL TO THE METAL

and videos daily — which were ultimately posted on the event site or Facebook — kept fans around the world engaged and enthused.

We learned that when they were kids, both Soldini and Braymair had been fascinated by the story of *Flying Cloud's* remarkable New York-to-San Francisco record. And they'd later followed the campaign of *Thursday's Child*, which finally broke the great clipper's 135-year-old record in 1989. At the awards celebration Soldini admitted to having fallen in love with *Flying Cloud's* female navigator, Eleanor Creesy — that role was a true anomaly for a female of that era. "She chose a nearly perfect route, with no information, no satellites, no anything. She really was a fantastic navigator. Much better than I. She was a beautiful girl!" quipped Soldini with a school-boy twinkle in his eyes.



ARNOLD FREIDLING

Sweet! It's gotta be nice to have a classy sponsor who doesn't mind investing whatever it takes to fund such an admirable dream.

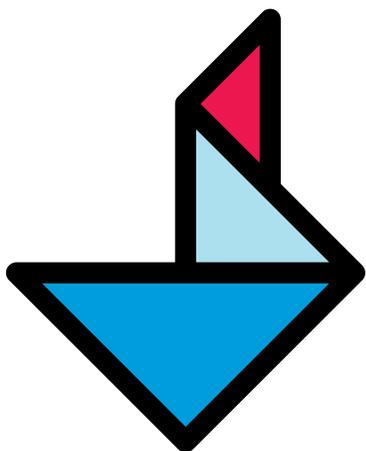
Is there room within this 47-day time for improvement? Soldini and his crew think there probably is — particularly because of their struggles coming up the Pacific. But it will take an incredible boat, an extremely well-seasoned

crew, and a phenomenal amount of good luck. After all, one of the things that makes this game so unpredictable is that it contains three unavoidable weather wild cards: the Atlantic doldrums, the Cape Horn region, and the Pacific doldrums. No matter what sort of hull you're sailing, and how polished your crew is, there's just no way to guarantee what Mother Nature will throw at you. Guess that's why such efforts are so much more compelling to

follow vicariously than a buoy race.

In any case, Soldini and his mates are the Clipper Challenge Cup's honorary owners for the time being. Before presenting it to them, the Manhattan Sailing Club's Commodore Michael Fortenbaugh reflected: "The world needs visionary people who push the boundaries and break records. Their accomplishments inspire all the rest of us." Indeed they do.

— **latitude/andy**



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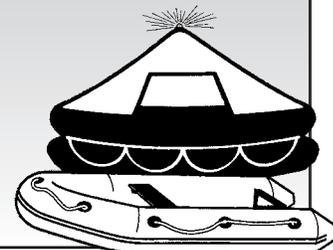


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RESURRECTING THE GOLDEN RULE —

In boatyards all over the world, sailboat fanatics of all stripes expend countless hours of labor and shocking amounts of money to resurrect neglected vintage vessels. But none have a pedigree quite like the *Golden Rule*.

"The *Rule* has stirred the imaginations

Angelman-Davies gaff ketch bound for the U.S. nuclear test zone at Eniwetok Atoll in the Marshall Islands. Their widely publicized intention was to non-violently disrupt, and draw attention to, the nuclear bomb tests that were being conducted in that U.S. territory.

"At that time," explains Oliver, a member of Veterans for Peace, "both the U.S. and the Soviet Union were conducting above-ground tests of very large nuclear weapons, which produced readily detectable clouds of radioactive fallout that wafted around the planet. Radiation contamination began to turn up in cows' and mothers' milk. Public concern grew and, for the first time, many middle-class Americans began to

idea for the *Golden Rule's* voyage was spawned.

The other crewmen were William Huntington, George Willoughby, Orion Sherwood and James Peck — all of whom were deeply committed to non-violence.

Golden Rule and her crew never made it to the Marshalls, though. Instead, they were arrested and jailed in Hawaii twice while en route. But reports of their mission did make an impact on the public mindset, and it inspired others to follow their lead.

"Far from being defeated," says Oliver, "their example helped to ignite a storm of worldwide public outrage against nuclear weapons that resulted in the Limited Test Ban Treaty of 1963, and which has continued down to the present in the many organizations still working to abolish weapons of mass destruction.

"The example set by the *Golden Rule* and her crew was also the inspiration for all the modern environmental and peace voyages, and craft that followed in her wake."

The first of those was the 50-ft Colin Archer-style ketch *Phoenix of Hiroshima*, whose owners met Bigelow and his crew in Honolulu, and were inspired to carry on their mission. They sailed to the Marshalls that same year and successfully entered the test zone in protest. The horror of nuclear war was an issue close to the heart of the *Phoenix's* skipper, Dr. Earle L. Reynolds, as he had been sent to Hiroshima after WWII to study the effects of nuclear fallout on the growth and development of surviving Japanese children.

There is also a direct connection between *Golden Rule* and Greenpeace, explains Oliver. "At a Vancouver meeting of activists in the late 1960s Marie Bohlen, an American inspired by the *Golden Rule's* exploits, suggested a pro-



Above: The 'Golden Rule' sails off Diamond Head in 1958. Right: Busted by the U.S. Coast Guard in Honolulu.

of people ranging far across space and time — from Hiroshima to Connecticut, and from the 1950s up to the present," says history professor Dr. Skip Oliver. Why? Because she holds a unique place in maritime history, having been the first modern vessel used to spotlight and protest the escalation of nuclear warfare.

In 1958 a crew of anti-nuclear weapons activists, headed by former U.S. Naval Commander Albert Bigelow, set out from San Pedro aboard this 30-ft

Fredy Champagne surveys 'Golden Rule's storm-battered hull. It was obvious the renovation would be an enormous challenge.



SHERRY CHAMPAGNE



U.S. COAST GUARD

wonder if their government knew what it was doing."

Although Bigelow had commanded both a subchaser and a destroyer escort during WWII, news of the bombing of Hiroshima led him to an epiphany: "It was then that I realized for the first time that morally, war is impossible," he wrote. Later, after he and his wife became Quakers, they housed two Hiroshima Maidens who'd come to the U.S. to undergo plastic surgery for disfigurements caused by the bomb. That experience galvanized his anti-war convictions.

In 1957 the Bigelows joined The Committee for a Sane Nuclear Policy (SANE), and tried to effect change via a petition drive and requests for an audience with White House officials. But when those efforts proved fruitless, Bigelow and others turned to more visible means of nonviolent protest, and the



THE ANTI-NUKE FLAGSHIP



NATE LOMBA / OPPORTUNOGGRAPHY

Breaktime. L to R are: Luke Lucariello, Leroy Zerlang, Chuck DeWitt, Alicia Parreira, Cody Hills, Daleen Zerlang & Brittney Anderson.

test voyage toward the U.S. nuclear test site in the Aleutians. The rusty trawler *Phyllis Cormack* soon headed north, and Greenpeace was launched.

"Just as importantly, the use of non-violent direct action as a basic guiding principle by the *Golden Rule's* crew would also influence future generations of activists. The seas of the world have never been quite the same since.

"Their example helped to ignite a storm of world-wide public outrage against nuclear weapons."

"It is in the memory of her crew, and the causes that they helped to inspire," Oliver adds, "that the Veterans for Peace have vowed that the *Golden Rule* shall again ride the waves of peace."

Before bringing you up to date on the resurrection of this unique historic craft, we should mention that Hunting-

ton later helped found Peace Brigades International, and both Bigelow and Peck were later among the original thirteen Freedom Riders who, in 1961, risked their lives to desegregate interstate public transportation in the American South. Professor Oliver explains, "Peck was savagely beaten by a Ku Klux Klan mob, and Bigelow placed his own body between a mob and (future Georgia Congressman) John Lewis." The politician recounted that story at the 2012 Democratic National Convention.

Little if anything is known about what happened to the *Golden Rule* during the past half century after she was sold in Hawaii in 1958. But somehow she ended up derelict in a sleepy Humboldt Bay anchorage, where she sank during a storm in 2010. Afterward, she was raised from the

depths by local tug operator and master mariner Leroy Zerlang of Zerlang & Zerlang Boat Yard.

"Leroy has had a lifelong love affair with Humboldt Bay, its history and its classic wooden boats," explains Oliver. He has a gruff exterior, beneath which lies an equally gruff interior. He is not much of a peacenik, but he's coming around.

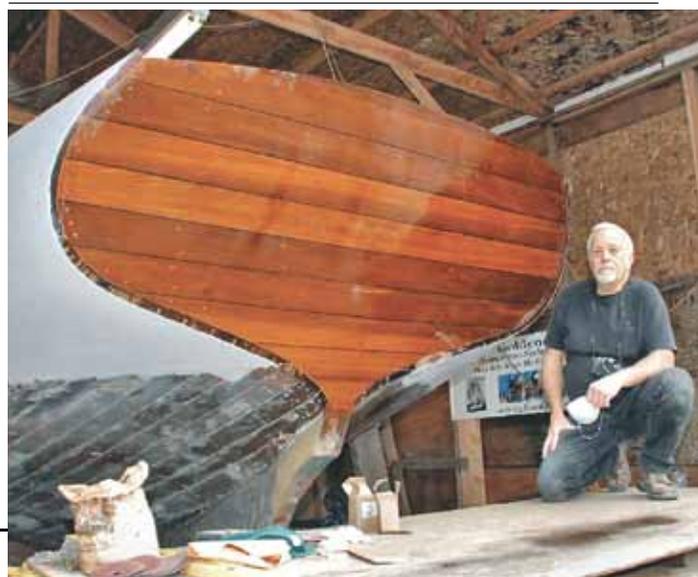
Given Leroy's penchant for old boats, he couldn't resist the challenge of raising the *Golden Rule*, with the idea of finding some folks to restore her to useful purpose. "After doing some research on the boat's background," explains Oliver, "he was startled to learn that the *Golden Rule* had played an important role in the history of the Cold War. He put out some feelers and was contacted by the Smithsonian Institution, several historians, and finally the Veterans for Peace.

"One day in 2011, longtime Veterans for Peace activists (and nonsailors) Fredy and Sherry Champagne wandered into the boatyard, having heard something vague about a peace boat in need of restoration. Fredy swears that when he put his hand on her keel, the boat spoke to him, asking for another life."

The couple soon struck a deal with Leroy: He would provide space and facilities, if the Veterans for Peace would rebuild her. As you might imagine, the restoration team is "an eclectic mix of sailors, shipwrights, historic boat lovers and peaceniks."

Steps of the restoration are being overseen by master shipwright David

Restoration Coordinator Chuck DeWitt poses beside the prettiest portion of the 'Rule's refit: her shiny new transom.



NATE LOMBA / OPPORTUNOGGRAPHY

RESURRECTING THE GOLDEN RULE

Peterson, who is said to be the most talented wooden boat restorer on Humboldt Bay. Restoration Coordinator Chuck DeWitt is another key player. A Navy vet and environmentalist, he makes sure that the necessary tools and supplies are always available to the team, plus he's involved in fundraising and publicity. Welding and metal fabricating are handled by Dennis Thompson, a vet who lives aboard his self-built, 44-ft steel sloop *Andromeda*.

Peterson and DeWitt advise a wide range of other volunteers, including some who were barely out of diapers when the Cold War ended. One is boatwright Brecken Van Veldhuizen, a recent graduate of the Northwest School of Wooden Boatbuilding near Port Townsend, WA. "To her," says Oliver, "the three words that every woman should most want to hear are, 'Let's go sailing!'" Another is former high school all-American linebacker, Mike Gonzalez of Trinidad. A talented wood sculptor and sailor, he is a strong be-



GOLDEN RULE PROJECT

You need only look at this photo of the 'Rule's trashed interior to know that her resurrection is barely short of a miracle.

liever in "peace, love and freedom." He says sailing and the *Golden Rule* embody all three.

"As of this writing the restoration is moving ahead briskly," reports Oliver. "Volunteers and shipwrights are on the job daily. The hull is fully planked and nearly faired, and is about ready for

painting. The new Yanmar diesel engine (which was donated by an anonymous supporter) has been installed, the deck beams are in, the cockpit well is done, and the decks are framed. A new prop and shaft are being delivered, and the interior is starting to go in."

The current goal is to launch the newly refurbished hull sometime this year, then send the *Golden Rule* on a "ten-year voyage in opposition to war and militarism," a vision that meshes with the VFP's principal goal: "that the United States abandon war as an instrument of national policy." If only that were as 'easy' as rebuilding an abandoned wooden hulk from stem to stern.

— **latitude/andy**

(For more on this remarkable effort see www.vfpgoldenruleproject.com, and while you're at it, see if you can dig up a copy of Bigelow's 1959 chronicle Voyage of the Golden Rule.)

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BEER CAN

As a not-so-scientific survey pointed out recently, fewer than 10% of *Latitude 38* readers are active racers. That's a shockingly low percentage considering how many races take place in venues all along the West Coast — and particularly here in San Francisco Bay.

The relatively low numbers probably have a lot to do with intimidation. After all, sailing around buoy courses in very close quarters could be nervewracking the first few times out. But that's no reason to give up on the idea altogether. One of the best ways for newcomers to get their feet wet, so to speak, is by participating in casual weeknight contests

If you project an upbeat, can-do attitude, you'll probably snag a ride.

popularly called Beer Can races.

As you'll see if you pick up a copy of the *Northern California Sailing Calendar & YRA Master Schedule* (see www.latitude38.com) every weeknight some friendly yacht club hosts a Beer Can race somewhere in the Bay Area. A couple of these series begin this month, and the rest rev up in April.

Once you decide on a venue, the next question is whether to show up to do battle in your own boat or try to find a ride as crew. Either way, the whole point of Beer Can racing is to break away from the drudgery of the rat race for a few hours by getting out in natural surroundings, expending a little muscle-power, and having a few laughs.

While basic racing rules are observed — and you're expected to know them — protests are usually strongly

discouraged, and the intensity of competitive spirit is kept on a low flame. For most — but not all — races you'll need to register in advance, but entry fees are purposely kept affordable. And there are almost always both spinnaker and non-spin divisions.

Races typically last less than two hours, followed by several hours of schmoozing, dining and drinking back at the hosting club. And, no, on Beer Can race nights you do *not* have to be a club member. (Option B is to skip all that and sail back to your slip in the twilight, but as you'll read below, doing so countermands the Eighth Commandment.)

If the whole process sounds enticing, but still a bit intimidating, we suggest bringing along a seasoned racer to act as your mentor. Having someone on board who's got the rules down pat and can understand the course descriptions and committee boat flag signals without confusion will be a great asset — thus allowing the experience to decrease your stress rather than increase it.

The other option that's well worth pursuing is simply showing up early at a sponsoring club with your foulies, some snacks and a six-pack of beer, yuppie water or whatever. If you project an upbeat, can-do attitude, you'll probably snag a ride. And with any luck, by the end of the evening you'll have made a boatload of new friends, had a few chuckles, and gotten a solid introduction to the whole scene — so you can come back the next week and de-stress some more. See also the *Latitude 38* Crew List on our website.

Fearing that you might think we're



oversimplifying the potential of Beer Can racing as a source of fun and a springboard to competition at a higher level, we put a shout-out to readers to share some of their experiences. The following are excerpted replies that help illustrate the potential of this casual weeknight tradition:

"I started racing at the Cabrillo Beach YC Wednesday Night races with a guy

LATITUDE 38'S TEN COMMANDMENTS OF Beer Can RACING

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

2) Thou shalt honor the racing rules if thou knowest them. The *2013-2016 US Sailing Racing Rules*, unless specifically stated elsewhere in the Sailing Instructions, is the current rules bible. Few sailors we know have actually studied it cover to cover: it's about as interesting as reading tax code or the phone book. For Beer Can racing, just remember some of the biggies (port-tack boats shall avoid starboard ones; windward boats shall avoid leeward ones; and outside boats shall give room at the mark). Stay out of the way of bigger boats, pay your insurance premiums, and keep a low profile unless you're sure you know what you're doing. Like

most things, it boils down to common sense.

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

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

RACING PRIMER



Which would be more fun: Rushing from work into mind-numbing traffic, or getting out on the water for a casual race around the buoys?

I'd sold a house to. I found out early on that there was a lot of 'confusion' in the cockpit, so I migrated to the bow — quieter! After that, I moved up to a J/35, still doing CBYC Wednesday nights; a lot more fun, and I sorta learned to trim.

"A bit later my wife Carol and I were

tricked into buying a Heritage 37 One Ton. That was a great boat, appropriately named *Troublemaker*. We really learned to race on her — many, many lessons, some funnier than others. Our first protest was against a boat named *Trust Me*. It didn't work out that well for us.

"We joined a very small YC in Long Beach, the Little Ships Fleet, and made the acquaintance of a couple of crazy

guys who had the Santa Cruz 50 *Bombay Blaster* and wanted to do the TransPac. I did a lot of Mexico races and other fun stuff with them, then the TransPac in 1989. That was a bit of a disaster, but we didn't sink, although we did do just about everything else wrong that you could think of.

"We finally sold *Troublemaker* and bought the boat of our dreams, an Express 37, *Juno*. We have raced most of the races in SoCal with *Juno*, including favorites like Santa Barbara to King Harbor, SDYC Hot Rum series, and of course, lots and lots of CBYC Wednesday Night Races. We wanted to join up with the Express 37 fleet at Big Boat Series, so we brought *Juno* up to the Bay a few times — and learned a bunch more lessons."

— dave cort
commodore, transpac yc

"I'm not a water person and didn't grow up sailing — never even gave it the slightest thought, even though I grew up in the Bay Area. However, my husband Steve did grow up sailing and really enjoys the sport. . . . I wouldn't ride the low side of a boat at all, and would cling to the high side with white knuckles. . .

"I knew I had to figure out if I could handle the summer winds on the S.F. Bay. So I decided to participate in Coyote Point YC's Wednesday night Beer Can races. . . . The first race of the season, I was one of three people on a Catalina 36 in 25 knots of wind. I came off the boat with a huge bruise on my upper leg and bruises on my arms. But I went back the next week and made it to every Beer Can race that season. It took me two-thirds of the season before I could honestly tell my husband I had a good time.

"When our friends heard that, the bets were on as to how long it would take us

only Beer Can racing.

5) Thou shalt not amp out. No screaming, swearing or overly aggressive tactics. Save that stuff for the office or, if you must, for Saturday's 'real' race. If you lose it in a Friday nighter, you're going to run out of crew — not to mention friends — in a big hurry. Downing a quick chill pill on the way to the starting line has been medically proven to have a calming influence on the nerves. (One's probably plenty if you're driving though.)

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

7) Thou shalt not mess up thy boat. Everybody knows some hardcore weekend warrior who ripped his sails up in a Friday night race and had to sit out the championship race on Saturday. The point is that it's not worth risking your boat and gear in such casual competition: As the song says, you got to know when to hold 'em, and know when to fold 'em. Avoid

other boats at all costs, not to mention buoys and other hard objects. If you have the luxury of two sets of sails, use the old ones.

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

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

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

BEER CAN PRIMER

to buy our own boat. Steve soon called me to tell me he found an Islander 36. So, to really learn how to sail and handle the boat, I raced our boat in every Beer Can race that summer and got hooked, more or less.

"In January we doublehanded in the Three Bridge Fiasco. I've managed to place in some of the races in which I've been at the helm, and have done several women's crewed races with our boat. And I've sailed the boat by myself, which is a big deal for me."

— *jocelyn reed swanson*
zingara

"I began sailing at UC Santa Cruz in 1976 with Phil Vandenberg. That led to Wet Wednesday Beer Cans, starting on Randy Repass's Cal 2-24 *Xantippe*, then the Santa Cruz 33 *Flying Squirrel*, Santa Cruz 27s, Moore 24s and, of course, *Merlin*. I was lucky and I knew it.

"I then did several Windjammers on *Robon* and *Xantippe*; and SCORE and other offshore races on Santa Cruz 50s *Chasch Mer*, *Oaxaca* and *Octavia* — some real hero boats. I moved to Tahoe and cut



TIM SHERER

As this snapshot illustrates, you don't have to enjoy beer — or even be old enough to drink — to get a kick out of so-called Beer Can racing.

my teeth campaigning on Moore 24s and Santa Cruz 27s, then did about seven or eight Nationals in the Bay and elsewhere.

"After moving to Portland I sailed Santa Cruz 27s, a Columbia 43, C&C

37, Hunter 54, the J/46 *Riva* and others boats on about 10 Swiftsures, 10 Newport-to-Ensenadas, and about 10 Whidbey Island Race Weeks, and cruised all over the Northwest. I also did Pac Cups, then 'the big dance' when 12 Santa Cruz 50s did the 2002 Pac Cup. I was aboard Seattle's *Anomaly*. I now own my own Martin 24-1 *Nelly*. I ain't no rock star, but it all started with the Beer Cans in Santa Cruz. I have been lucky to know so many great skippers, racers and derelicts in all these efforts.

"By the way, I have read (and still possess) almost every *Latitude 38* since the beginning. It is so much better than a bible."

— *david paul*

We're not sure about that last bit, but the experiences of all three writers certainly illustrate our point. You've got to jump-start your racing career somewhere, and weeknight Beer Can races are a great place to begin. We'll look for you out there.

— *latitude/andy*

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MAX EBB

One thing that really helps my morning commute is the informal car-pool. If you know the ropes and have the right coordinates, you can go to a certain corner at a certain time, and there will be a line of commuters waiting to hop into your car. You get to use the HOV lane and bypass the traffic jam at the bridge approach.

There's no need to even roll down a window — they all know the drill. You just drive up and people open your back door and climb aboard. Sometimes I don't even get a good look at who is in my back seat before I'm on my way to the freeway.

But sometimes they recognize me before I spot them.

"Hi, Max," Lee Helm surprised me from right behind. I hadn't recognized her, all rigged up for an office job.

"What a coincidence!" I said.

"Not really, Max. I saw your car and, like, let a few people in front of me in line, so the odds were skewed."

"What brings you to the City on a weekday morning?" I asked. "Shouldn't you be finishing up your thesis?"

"It's spring break, and I have a temporary consulting gig," she explained. "Boring work, but totally good moolah. How did your midwinter series go?"

I made the usual excuses for not winning more races this year, not the least of which was that Lee was not crewing for me often enough.

"You must be sailors," said an older man sitting on the right side of the back seat. He had climbed in right after Lee to make three. "I used to race on the Bay, too, back in the IOR days."

We introduced ourselves, and although his name did not ring a bell, we determined that I had crewed on a boat that was one of his competitors in the early '70s. We did have a few old friends in common.

"Those heavy old IOR boats were real lead mines," I remembered.

"We thought of my boat as more of a 'broach coach,'" he corrected. "Good ol' International Offshore Rule. It was the only big-boat game in town from 1970 to 1990. And for that first decade it was all about big masthead chutes, narrow sterns, and tiny rudders. The boats were too heavy to plane. Kids these days have it easy"

Distracted by reminiscences of what Lee referred to as the dark years of the IOR, we hardly noticed the time pass as we sailed past the traffic jam at the bridge approach and then tacked

across several busy lanes to get to the toll booth bypass.

"We'd never get to work on time without this anchovy lane," said Lee.

"Anchovy lane?" I asked.

"You know, the HOV lane."

It was a new one on me, but made perfect sense for sailors in commute traffic.

Once up on the bridge, we were treated to the sight of two huge wing sails out in the Bay. The America's Cup 72-footers were out practicing.

"A little early in the day for those guys, isn't it?" I asked.

"The terms of the race limit the number of practice days, so they have to put in some long ones. Trying to make up for being burned this winter when the Kiwis had long summer days and we only had short winter days. But they counted the same."

"Not to mention our little accident," I added.

"You know, I used to follow the America's Cup very closely, back when it was in Newport," said our passenger. "Mainly because I was fascinated by the design innovations."

"I thought the old 12-meter rule was



'Emirates Team New Zealand' with two hulls flying and three foils in the water. Everything appears to be under control.

very restrictive," I said.

"Oh, no, not at all," he insisted.

"There were major advances within that rule. We had the first separate rudder in '67, and the wing keel in '83."

"Don't forget the square stern in '70," added Lee, "with that big submerged flat

transom. One of my professors still uses that as an example of how small-scale tank data can lead us astray."

"Ah yes," my passenger recalled. "Ted Turner's famous 'even a turd is tapered at both ends' quote. But now, the AC72 rule makes all the boats look the same. There are no trade-offs allowed between

— THE WAR FOR THE CUP



GUILAIN GRENIER / ORACLE TEAM USA

Oracle's 'USA 17' giving the impression of somewhat less control. The windward rudder is out and there seems to be excessive bow-up trim.

sail area, length, weight and stability. The rules dictate a minimum weight, the exact length, the area and shape of the wing. What's left for the designers to play with and the fans to second-guess?"

That was when we fetched up against traffic on the bridge. Our fast reach was over as we hit five lanes of hove-to cars and trucks.

"The AC72 rule may have been intended to make all the boats similar," Lee proposed, "but it was an epic fail thanks to some major unintended consequences."

"Those two boats look identical to me," our guest insisted, gesturing toward the South Bay where the two huge wing rigs, now hidden behind the bridge structure, were sparring.

"It's the foils! And the control system!" Lee said with unconcealed excitement. "Look, here's what they did: First, the

rules only allow one rudder and one daggerboard on each hull. No canard lifting foils or extra control surfaces. Fair enough; you can still put lifting surfaces on them. But then, the rules go on to say that you can't change the angle of attack of the daggerboards, only raise and lower them. And the rudders aren't allowed to do anything fancy either; they can only rotate about an axis within 10 degrees of vertical, and no part of the rudder can swing forward of three meters or aft of one meter from the stern. And the volume of the daggerboards is also limited, so no big buoyant foils."

"Why do you think they put in all those restrictions? Seems like they make it almost impossible to make them foil-borne that way."

"For sure, and the magic word is 'almost.' The intent of the rule was to have all the boats be very similar, because with multihulls, a small performance

edge usually translates to, like, a really big speed difference, and that's no fun to watch and no good for the sponsors. So by writing rules that prevented foiling, they would keep the boats similar and more or less equal. Or so they thought," she said with a diabolical laugh.

"That's not how it's playing out, is it?" I said.

"Right, Max. It's turned into one of the most amazing technology wars in A-Cup history."

"You mean because they are experimenting with different foil configurations?" asked the former IOR racer in back.

"That's just a small part of it," said Lee. "The real game is the control system. It's sort of like trying to fly a big airplane at a very low altitude without an elevator or ailerons."

"And an engine that keeps changing the power setting with every gust of wind," I added.

"Zackly," confirmed Lee. "Foiling those beasts would be easy if they were allowed to put active elevators on the rudder foils and angle-of-attack controls on the daggerboard foils. But keeping those monsters from wiping out without any pitch and roll controls must be a really tough challenge."

"I hope there's a fly on the wall recording the internal design team conferences," said our passenger. "Maybe there will be a good book or two written about how they did it once the races are over."

"That's how we used to spectate back in the day," I added, mostly for Lee's benefit since she is way too young to remember a world without broadband. "No live TV, no internet. We got newspaper reports the next day, magazine articles the next month, and if we were really lucky and there was no Cold War crisis that day, we got a few seconds of blimp footage replayed on the evening

news. But it was the books that really kept me engaged. This time, we have onboard cameras and sound, and I can watch the whole race, start-

to-finish live on the net."

"Welcome to the '90s," Lee jabbed.

Traffic was still becalmed, and we were all getting a little nervous about getting to work on time.

"Actually," said Lee, "I have a conspiracy theory about the Kiwi boat, and why they seemed to be foiling so well so

"Even a turd is tapered at both ends."

MAX EBB

early in their program, with so much better control than the defender."

"This should be good," I warned, glancing in the direction of my right-



COURTESY LUNA ROSSA CHALLENGE

'Luna Rossa's hull form is the same as 'ETNZ's. The pinched ends are reminiscent of IOR hull shapes. The shape might be fast at low speeds, but relies on foiling for high speeds. Or maybe the shape is intended to reduce resistance during turns.

hand back seat passenger.

"I mean, like, think it through," said Lee. "You know that you have a control problem, and you can't afford a bad crash early in the program. And you can't waste any practice days. So it makes perfect sense to set up the first boat with active elevators and foil controls, just to see what range of angle adjustments will offer the most stability when these controls are taken off and the foils are all fixed in position to comply with the class rules."

"So you think Oracle saw how easy it was for the Kiwis to foil, and got overconfident? And that's why they crashed?"

"Just a theory," Lee emphasized. "Use the controllable rudder foils and daggerboard foils to determine what settings work. Then remove the illegal controls before anyone sees."

"Have you seen any actual evidence that this was done?" I asked.

"No way! It was a secret! But they did get really sensitive about the Oracle spy boat getting too close."

"Even with all this pre-race secret experimentation," said the old IOR racer, "what sort of difference do you think the final designs will show, once they figure out what angle to set the foils?"

"And, do you think the S-shaped foils, versus J-shaped or L-shaped, will

make all the difference?" I asked.

"They do have four moving parts, counting the two rudders and two daggerboards," Lee explained. "And they only need to control the three rotational degrees of freedom: pitch, roll and yaw. So they can have active hydrodynamic control, in theory. But forget the S-shape versus L-shape, I think you're looking from the wrong direction. To control the angle of attack of the foil as it moves up or down, the critical curvature of the foil would be visible from the side, not from ahead or behind. Imagine a slight curve such that when the daggerboard is all the way down it lifts more, and when it's pulled halfway up it's at a much lower angle of attack and lifts less. Link the two foils with cable or hydraulics, and *voilà*, you have aileron control."

"The forces won't be balanced," observed our passenger. "It will take a lot of grinding to crank those foils up and down fast enough."

"True," Lee confirmed. "That's why it's hard. Same with the rudders. You can set up the two rudders to work together or opposite, and angle the

blades like the old V-tail Bonanza airplane to get yaw and pitch out of only two control surfaces, if they can be adjusted independently. But that will also take a lot of input force to make it work, and if you set it up for the optimum angles it might bust the class-rule limits on fore-and-aft movement of the blades."

"I saw a photo of one of the boats with daggerboards that sure looked like they angled out instead of in," I remembered. "That seems all wrong, from a side force and roll torque point of view."

"It is wrong," said Lee. "Gotta be pure disinformation, if they did that on purpose."

At last, the traffic to windward was starting to get some pressure, and a minute later my knotmeter broke into the double digits again.

"Well, you've given me something to look for in these big cats," said our passenger. "It might be an interesting technology war after all."

"For sure," said Lee. "Even the more obvious things like the wing rig details are showing some differences, for example the way the allowed area is divided among various panels and how the slots between them are configured. And, like, they can't all be right. One of those designs is going to turn out to be a lot faster."

"So everything will be different except the overall specs and the hull shape," I tried to summarize.

"There're interesting differences in the hulls, too," said Lee. "The Kiwis, and also Luna Rossa, which is using the same design, have hulls that almost look like much thinner versions of IOR hulls. They are fat in the middle and pinched in at the ends, so much so that the buttocks are concave downward."

"Excuse me?" I said, not knowing whose buttocks we were suddenly being critical of.

"Contour lines in the hull made by



COURTESY ARTEMIS RACING

'Artemis' hull form has fuller ends and a cleaner run for less drag at higher speeds.

vertical longitudinal slices," Lee tried to explain. "Anyway, it's like the classic IOR pinched ends and full mid-section. Also results in a low prismatic coefficient."

"Prismatic coefficient?"

"Ratio of volumetric displacement to the product of the midship section area times the length. That is, the ratio of the displacement divided by the volume of the prism with the same cross-section as the midship section and as long as

— THE WAR FOR THE CUP

the waterline."

"But what does it really mean?" I asked.

"Hulls with lower prismatics are generally better at lower speeds; higher prismatics are better for pushing to hull speed and beyond. It suggests that the Kiwis think they will be foil-borne sooner, and don't need to optimize the hulls for high speed because the hulls will be, like, out of the water. Or maybe they like the shallower ends because it lets them turn more sharply with less drag."

By this time the fleet was moving nicely and I was preparing to bear off onto the exit ramp. I followed the usual protocol by setting a course to the downtown transit center to offload supercargo.

"By the way, I'll be taking my boat out to watch the first round of elimination trials in July," I said to the passenger in back. "Give me a business card and I'll put you on the guest list."

"You can crash the yacht club, too," Lee added. "It will be fun to be part of the circus on the water, I mean, at least once, but to actually follow a race, the best way to watch is on a big screen TV in a room full of drunk sailors."

"This might actually be exciting," my

"... their buttocks are concave downward."

passenger said as we swapped cards. "I'll definitely take you up on that invitation, Max."

Lee took a card too, but then pulled out her phone and read the QR code, and handed the card back.

"Trouble is," she remarked, "the really exciting stuff is completely below the radar of the PR flaks and the sailing press. There's a secret technology war

in progress. The team that figures out how to get these boats foil-borne in light air without completely losing it in heavy air is going to win."

"That's the way it should be," answered our passenger. "The Cup has always been more about the technology than about the sailors, even though the media tries to make rock stars out of them."

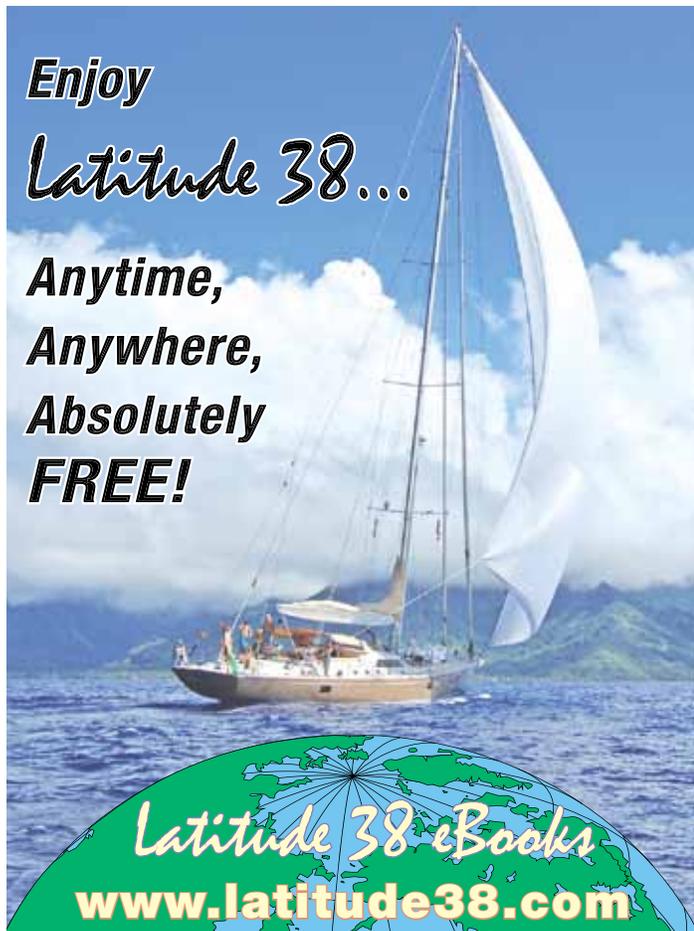
"For sure," Lee agreed. "It will be won by the team with the best stability and control system."

I luffed up to the side-tie in the drop-off zone at the transit center, and my passengers opened the door to disembark.

"But if the media people don't understand it," he complained, "then they don't think the fans will understand it either. And thanks for the ride, I'll see you in July."

"The media people are wrong!" I heard Lee proclaim as they ran off to their respective offices.

— max ebb



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THE RACING

February offered Bay Area sailors some gorgeous conditions for racing. Most clubs' midwinter series wrap up this month, so let's take a quick look at a few of them. For something different this month, we'll start things off with **Race Notes**, then hear about **Tiburon YC** and **Encinal YC's** February midwinters. Finally, we'll round things out with the final **Corinthian YC** Midwinter weekend, the first day of which was the new **Rob Moore Memorial Regatta** (and fundraiser), and **Box Scores**.

Race Notes

Among notable medal finishes in the **ISAF Sailing World Cup Miami**, which wrapped up on February 1-2, were San Diego's Caleb Paine, Finn, gold; Paige Railey, a StFYC member, Laser Radial, gold; Charlie Buckingham of Newport Beach, Laser, bronze; Fred Stammer and San Diegan Zach Brown, 49er, gold; Anna Tunnicliffe and Redwood City's Molly Vandemoer, 49er FX, silver; and Kristen Lane/Molly Carapiet, both of Tiburon, 49er FX, bronze. The 49er medal series was sailed on a long, narrow stadium course. "It was really intense," said Brown. "The shifts were 10 seconds and 40 degrees, and it was pretty wild out on the trapeze trying to keep the boat moving." For complete results and more, see www.sailing.org.

Caleb Paine also won the **Lauderdale Olympic Classes Regatta** the following weekend. Oakland's Christine Neville and Hanne Weaver, of Gig Harbor, WA, placed fifth and sixth respectively in Laser Radials. Campbell D'Eliscu of Newport Beach placed third in 29ers. See host Lauderdale YC's site at www.lyc.org.

Dustin Durant, 25, with crew Shane Young, Ben Wheatley and Alex Jacobs, won the 2013 ISAF North America and Caribbean Nations Cup, a Grade 2 Match Racing event in Bridgetown, Barbados, last month. On April 5-7, they'll compete on their home waters of Long Beach at the Ficker Cup in hope of earning the last spot in the world-class

46-boat **Audi Melges 20 Winter Regatta** on February 9-10. The best score among several West Coast entries was seventh-placed John Kilroy's *Samba Pa Ti*. Marc Hollerbach's *Fu* from Michigan won the regatta. See www.melges20.com.

— latitude / chris

Built in Buenos Aires, Argentina in 1946 by German Frers, Sr., **FjordIII** launched the Frers legacy in successful racing design. Immaculately restored in the Bay Area, *Fjord III* was purchased by W. Scott Perry of Montevideo, Uruguay, about a year ago, and underwent a complex shipping odyssey from KKMI's boat yard to return to her home waters. With her recent emotional return to the Buenos Aires YC, she is once again racing in the classic circuit on the Rio Plata, purportedly with a descendent of German Frers as one of the crew.

— terri watson

TYC Midwinters

Thirteen boats turned out for the second race in the Tiburon YC Midwinters series on February 9. It was a typical North Bay winter day, with a light southerly and a building ebb, and PRO Rob Hutchinson postponed for a few minutes to ensure the wind was stable. The course was set with a windward mark, a close reach to the reaching mark, and then back to the windward mark on a broad reach with a run to the finish against the ebb current.

In Division One, the two J/105s retired early to ensure they could get back to their berths before the -6.7-ft low tide shut them out, but the rest of the division managed to complete the two laps. Alice

Shinn's Laser 28 *Sonata* took both line honors and first on handicap, followed by Jerry McNulty's Hawkfarm *Red Hawk* and the Laser 28 *Stink Eye*, sailed by *Latitude's* Christine Weaver.



Life really was good for the fleet of Encinal YC's Jack Frost Midwinters on February 16.

After a poor start, Division Two's C&C 29 *Siento el Viento*, skippered by this writer, used the spinnaker to great advantage to power around the reaching mark, then sail strongly back to the windward mark with plenty of spinnaker jibes to the finish, keeping out of the tide. Only 36 seconds behind (on corrected time) was Gerry Gunn's Harbor 25 *Diversion*, with Ann Watson coming in third in her Cal 2-27 *Wind Dance*.

— ian matthew

TIBURON YC MIDWINTER SERIES STANDINGS (2r, 0t)

DIV. 1. PHRF <174 — 1) **Stink Eye**, Laser 28, Christine Weaver, 5 points; 2) **Sonata**, Laser 28, Alice Shinn, 6; 3) **Natural Blonde**, J/105, Dennis Deisinger, 9. (9 boats)

DIV. 2 PHRF ≥174 — 1) **Siento el Viento**, C&C 29, Ian Matthew, 2 points; 2) **Wind Dance**, Cal 2-27, Ann Watson, 5; 3) **Diversion**, Harbor 25, Gerry Gunn/John Sullivan, 5. (8 boats)

Full results at www.tyc.org

EYC Jack Frost Midwinters Encinal YC's Jack Frost Midwinter



Dustin Durant, Shane Young, Ben Wheatley and Alex Jacobs (l-r) celebrate their win of the 2013 ISAF North America and Caribbean Nations Cup.

Congressional Cup.

The next **Volvo Ocean Race** will make one North American stop – in Newport, RI, in May 2015.

Miami's Coconut Grove YC hosted the



The Olson 25s (l-r) *Synchronicity*, *Shadowfax* and *Balein* make a run for the finish.

MARGARET FAGO

Race on February 16 was blessed with 10-knot northerly winds, which shifted to the west-northwest and dropped a knot or two by the second race. Race one was a sprint around the course for scratch boat, *Twisted* — Tony Pohl's Farr 40 — which maintained its lead in the series with two first places for the day. Don Ahrens held onto second with two clean second-place finishes aboard his Farr 36 *Red Cloud*.

Racing was tight in all the fleets but the strong current on the second race's upwind leg created an added challenge. Mark Simpson on the Olson 25 *Shadowfax*, who had placed second in race one with a seven-second corrected difference, pulled off a 1m, 23s lead in the second race.

The Santana 22s were relieved when the race committee shortened their second race to once around after a struggle against the current. Kristy Lugert on *Kitten* was pleased with first place in the second race, after Frank Lawler on *Tackful* had beat her out of first by one minute in the first race. The Tunas all finished within minutes of each other in

both races.

This series has one more day of racing on March 16.

— margaret fago

ENCINAL YC JACK FROST SERIES STANDINGS (6r, 1t)

PHRF ≤110 — 1) **Twisted**, Farr 40, Tony Pohl, 5 points; 2) **Red Cloud**, Farr 36, Don Ahrens, 13; 3) **Frisky**, J/105, Tom Hintz, 14. (8 boats)

PHRF ≥111 — 1) **Elusive**, Olson 911, Charles Pick, 6 points; 2) **Osituki**, Cal 28, Rj Pimentel, 12; 3) **YPSO**, Cal 2-27, Tim Stapleton, 16. (7 boats)

WYLIECAT 30 — 1) **Whirlwind**, Dan Benjamin, 7 points; 2) **Life Is Good**, Andrew Hall, 11; 3) **Crinan II**, Bill West, 19. (6 boats)

OLSON 25 — 1) **Shadowfax**, Mark Simpson, 6 points; 2) **Synchronicity**, Steve Smith, 10; 3) **Balein**, Dan Coleman, 13. (5 boats)

SANTANA 22 — 1) **Oreo**, Garth Copenhaver, 8 points; 2) **Kitten**, Kristy Lugert, 14; 3) **Tackful**, Frank Lawler, 15. (11 boats)

Full results at www.encinal.org

A Midwinter to Remember (Rob)

The second Saturday of the 2013 Corinthian Midwinters, on February 16, doubled as the Rob Moore Memorial Regatta. The race was not just a sentimental tribute to our comrade, who passed away from lung cancer last January, and a great excuse to have even more fun than usual at the regatta, but a chance to do some good by raising funds for lung cancer research.

PRO Michael Moradzadeh described sparkling skies and seas flattened by a modest flood, making for postcard-perfect sailing conditions. "The Cityfront was the target of choice this year," he said. "Saturday's downwind starts in light, variable northerly winds went smoothly, with fleets mainly sent around Blackaller and the newly-reset Fort Mason buoy. Smaller boats enjoyed a run to Fort Mason and a beat home, while larger boats were compelled to negotiate a light, patchy puzzle around Blossom."

Once back into Marin waters, racers found dying breeze and not enough flood current to compensate, until a narrow band of air drafting down Angel Island filled sails that had been languishing there only moments before.

"Virtually every one of the 123 starters finished well within our time limit, packing the CYC harbor," said Moradzadeh. Their crews then scurried upstairs to hear Stan Honey's talk on AC34 technology. A raffle prize drawing, ceremony, and trophy handout for the Rob Moore Regatta preceded a buffet dinner and dancing in the ballroom.

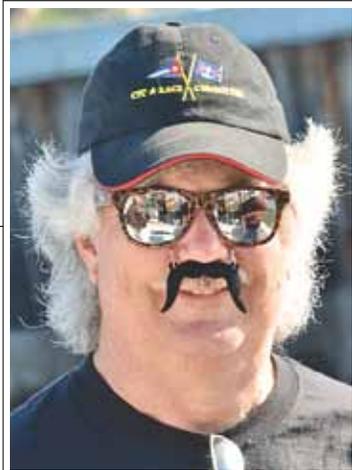
Racing continued on Sunday, concluding the series that began January 19-20. "Winds built from an eerily still morning to a delightful mid-teens breeze, backing steadily from the north to the west," said Moradzadeh. "Black-

'Fjord III' sailing in the Rio Plata. "Those not-too-professionally applied numbers on her side," wrote KKM's Terri Watson, "and the 'Cowes' lettering on her stern are cheap stick-on letters I got at West Marine. We had to put them on for import compliance for the Uruguayan authorities."



CLAUDIO CAMBRIA

THE RACING



Final CYC Midwinters — Top (l-r): 'Kira' received the Best Corinthian Performance trophy; Everyone was a-'Quiver'; Redheads such as Lynn Davis and Christine Weaver got North Sail hats (Marianne Armand was deemed a 'strawberry blonde' — 'No hat for you!'); Sweet sailing; 'Jarlen' curtsies to 'Sir Leansalot'. **Middle:** Rob Moore Memorial Regatta prizes, beer kegs and mustard kits; Two mustaches for the price of one; "Yay for fun, glorious winter sailing!"; 'Isle of Skye' awash in a wake; Midwinters are good for the whole family. **Bottom:** PHRF 1 played follow-the-leader; Stan Honey packed the house; Ted Goldbeck had some lovely crew on 'Just 'Em'; Rob's widow Leslie Richter gave special prizes to mustachioed men; 'Maxine's crew focuses on what lay ahead; running for fun.

aller was the target buoy of choice. Many of the lighter boats rocketed across the Bay and back to Raccoon Strait, only to be faced with the classic midwinter challenge of finding enough wind to make it around the turning mark and across the finish line. Of Sunday's 109 starters, about 90% found their way across the finish line."

Moradzadeh believes that this was the best-attended second weekend in recent memory, and, "judging by the comments by the racers, one of the most cheerful."

Richmond YC's *Quiver*, *Arcadia* and *Golden Moon* took the Aotea Team Trophy (teams consist of three different boats from the same yacht club sailing

in three different divisions). Warren Konkel's J/111 *Topzy Turvy* earned the Best Performance trophy for beating a very tough fleet. Jim Erskine on the C&C 33 *Kira* took the prize for Best Corinthian Performance, and also received the loudest cheers at the final trophy presentation on Sunday afternoon.

Rob's widow, Leslie Richter, organized the fundraising and the special RMMR awards. "Everything about the first year of the event exceeded my expectations," she said, "the weather, the turnout on the water and at the club, the generosity of our sponsors and donors, Stan Honey's entertaining and educational talk, the support from CYC and volun-

teers, great food, wine from Dry Creek Vineyard, and the terrific band Cole Tate — Rob would have been very pleased. We raised nearly \$20,000 for the National Lung Cancer Partnership and look forward to an even better event next year."

— latitude / chris

CORINTHIAN YC MIDWINTERS FINAL (4r, 0t)

MULTIHULL — 1) SmartRecruiters, Extreme 40, Jerome Ternynck, 7 points; 2) **Bridgerunner**, SL33, Urs Rothacher, 7; 3) **Ma's Rover**, Corsair F-31, Mark Eastham, 8. (4 boats)

PHRF 1 — 1) Hana Ho, SC50, Mark Dowdy, 12 points; 2) **Whiplash**, MC38, Donald Payan,



ALL PHOTOS ROXANNE FAIRBAIRN / FOXSHOTS.SMUGMUG.COM

14; 3) **Tai Kuai**, R/P 44, Dan Thielman, 15. (11 boats)

PHRF 2 — 1) **Topzy Turvy**, J/111, Warren Konkel, 7 points; 2) **Peregrine**, J/120, David Halliwill, 7; 3) **Sapphire**, Synergy 1000, David Rasmussen, 26. (16 boats)

J/105 — 1) **Lulu**, Don Wieneke, 9 points; 2) **Cal Maritime**, Matthew Van Rensselaer, 9; 3) **Joyride**, Bill Hoehler, 11. (8 boats)

NON-SPINNAKER A — 1) **Q**, Schumacher 40, Glenn Isaacson, 9 points; 2) **QE3**, Tartan Ten, Perot Janson, 10; 3) **Min Flicka**, Hanse 370, Julie LeVicki, 11. (10 boats)

PHRF 3 — 1) **Sweet Okole**, Farr 36, Dean Treadway, 8 points; 2) **Golden Moon**, Express 37, Kame Richards, 10; 3) **Stewball**, Express 37, Bob Harford, 19. (19 boats)

PHRF 4 — 1) **Arcadia**, Mod. Santana 27, Gordie Nash, 6 points; 2) **Uno**, Wyliecat 30, Bren Meyer, 10; 3) **Shenanigans**, Express 27, Nick Gibbens, 12. (12 boats)

EXPRESS 27 — 1) **Desperado**, Mike Bruz-

zone, 9 points; 2) **Moonlight**, Jim Gibbs, 11; 3) **Mahna Mahna**, David Carrel, 11. (5 boats)

SF BAY 30s — 1) **Shameless**, Schumacher 30, George Ellison, 4 points; 2) **Wind Speed**, J/30, Tony Castruccio, 12; 3) **Heart of Gold**, Olson 911S, Joan Byrne, 12. (7 boats)

NON-SPINNAKER B — 1) **Kira**, Cal 33, Jim Erskine, 7 points; 2) **Spirit**, Alerion Express 28, Julia Yost, 12; 3) **Amandla**, Catalina 34, Kurt Magdanz, 12. (13 boats)

PHRF 5 — 1) **Bagheera**, 5.5 Meter, Peter Szasz, 11 points; 2) **Fjaer**, IOD, Rich Pearce, 11; 3) **Siento el Viento**, C&C 29, Ian Matthew, 11. (8 boats)

NON-SPINNAKER C — 1) **Patience**, Ranger 23T, John Baier, 7 points; 2) **Meritime**, C&C 30, Gary Proctor, 8; 3) **Maxine**, Yankee 30, Stephen Spoja, 9. (9 boats)

CAL 20 — 1) **Can O'Whoopass**, Richard vonEhrenkrook, 4 points; 2) **Just/Em**, Ted Goldbeck, 7; 3) **Raccoon**, Cal 20, Jim Snow, 11. (4 boats)

Full results at www.cyc.org

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

February's racing stories included:

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- Three Bridge Fiasco
- SCYA Midwinters, Tahoe Ski/Sail, Sadie Hawkins, Beer Can Previews and much more!

THE RACING

The Bay's 2012-2013 midwinter series are wrapping up this month, so without further ado, we'll get right to the results.

SOUTH BEACH YC ISLAND FEVER SERIES STANDINGS (4r, 1t)

SPINNAKER PHRF ≤ 113 — 1) **Aeolus**, Bene-teau 34, Rob Theis, 4 points; 2) **Aero**, Hobie 33, Joe Wells, 6; 3) **Leglus**, Ohashi 52, Hiro Minami, 8. (9 boats)

SF 30/SPINNAKER PHRF ≥ 114 — 1) **Lazy Lighting**, Tartan Ten, Tim McDonald, 3 points; 2) **Sirocco**, Soverel 30, Bill Davidson, 5; 3) **Solar Wind**, Martin 32, Max Crittenden, 10. (8 boats)

SPINNAKER CATALINA 30 — 1) **Goose**, Mike Kastrop, 5 points; 2) **Adventure**, Jack McDermott, 5; 3) **Friday's Eagle**, Mark Hecht, 6. (5 boats)

NON-SPINNAKER — 1) **Alpha**, Sonar 23, John Wallace, 4.5 points; 2) **Seaview**, C&C 115, Pete Hamm, 6.5; 3) **La Maja**, Islander 30, Kenneth Naylor, 9. (8 boats)

Full results at www.southbeachyc.org

GOLDEN GATE YC MANUEL FAGUNDES SEA-WEED SOUP SERIES STANDINGS (4r, 0t)

PHRF 1 — 1) **Twisted**, Farr 40, Tony Pohl, 10 points; 2) **Tai Kuai**, R/P 44, Daniel Thielman, 15; 3) **TNT**, Tripp 43, Brad Copper, 15. (13 boats)

PHRF 2 — 1) **Quiver**, N/M 36, Jeff McCord, 14 points; 2) **Alpha Puppy**, 1D35, Alex Farell, 16; 3) **Ragtime**, J/90, Trig Liljestrand, 17. (10 boats)

PHRF 3 — 1) **Hawkeye**, IMX-38, Frank Mor-

THE BOX SCORES

row, 5 points; 2) **Uno**, Wyliecat 30, Brendan Meyer, 14; 3) **Harp**, Catalina 38, Mike Mannix, 14. (11 boats)

PHRF 4 — 1) **Arcadia**, Mod. Santana 27, Gordie Nash, 4 points; 2) **Youngster**, IOD, Ron Young, 12; 3) **Xarifa**, IOD, Paul Manning, 12. (14 boats)

CATALINA 34 — 1) **Mottley**, Chris Owen, 6 points; 2) **Queimada**, David Sanner, 11; 3) **All Hail**, Page van Loben, 13. (6 boats)

KNARR — 1) **Narcissus**, John Jenkins, 7 points; 2) **Benino**, Mark Dahm, 12; 3) **Fifty/Fifty**, Brent Crawford, 14. (7 boats)

FOLKBOAT — 1) **#116**, George Cathey, 6 points; 2) **Nordic Star**, Richard Keldsen, 8; 3) **Thea**, Chris Herrmann, 17. (5 boats)

Full results at www.ggyc.org

SAUSALITO YACHT CLUB MIDWINTERS SERIES STANDINGS (4r, 1t)

SPINNAKER PHRF < 95 — 1) **Q**, Schumacher 40, Glenn Isaacson, 4 points; 2) **Escapade**, Express 37, Nicolas Schmidt, 7; 3) **Streaker**, J/105, Ron Anderson, 10. (7 boats)

SPINNAKER PHRF > 95 — 1) **Youngster**, IOD, Ron Young, 5; 2) **Grey Ghost**, Hanse 342, Doug Grant, 6; 3) **Nancy**, Wyliecat 30, Pat Broderick, 7. (5 boats)

ISLANDER 36 — 1) **Vivace**, Bill & Pattie O'Connor, 4; 2) **Windwalker**, Rich Shoenhair, 6;

3) **Califia**, Tim Bussiek, 10. (6 boats)

NON-SPINNAKER — 1) **Homus**, Ericson 27, Josh Dvorson, 3 points; 2) **La Mer**, Newport 30, Randy Grenier, 7; 3) **Geronimo**, Lancer 30M, Michael Campbell, 10. (6 boats)

SPORTBOAT — 1) **Ragtime**, J/90, Trig Liljestrand, 4 points. (1 boat)

MULTIHULL — 1) **Origami**, Corsair 24, Evan Freedman, 4 points. (1 boat)

Full results at www.sausalitoyachtclub.org

BERKELEY YC MIDWINTERS SATURDAY FINAL (3r, 0t)

DIVISION A — 1) **Family Hour-TNG**, Hender-son 30, Bilafer family, 7 points; 2) **Ragtime**, J/90, Trig Liljestrand, 8; 3) **Relentless**, Sydney 32, Arnold Zippel, 14. (9 boats)

DIVISION B — 1) **Flightrisk**, Thompson 650, Ben Landon, 3 points; 2) **Baleineau**, Olson 34, Charlie Brochard, 10; 3) **Wahoo**, Capo 30, Walter George, 11. (9 boats)

DIVISION C — 1) **Phantom**, J/24, John Guil-liford, 3 points; 2) **American Standard**, Olson 25, Bob Gunion, 7; 3) **Wind Speed**, J/30, Tony Cas-truccio, 12. (6 boats)

DIVISION D — 1) **Achates**, Newport 30, Robert Schock, 4 points; 2) **Oreo**, Santana 22, Garth Copenhaver, 6; 3) **Crazy Horse**, Ranger 23, Nicholas Ance, 14. (8 boats)

DIVISION E — 1) **Tiare**, Catalina 22, Paul McLaughlin, 6 points; 2) **Huck Finn**, Bear, Margie Siegal, 9; 3) **Kodiak**, Bear, Peter L. Miller, 10. (3

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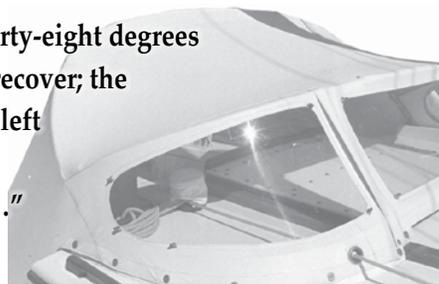
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— Patrick O'Brian



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boats)

OLSON 30 — 1) **Hoot**, Andrew Macfie, 4 points; 2) **Chaos**, Ray & Craig Wilson, 5; 3) **Yankee Air Pirate**, Donald Newman, 9. (4 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Zachary Anderson, 4 points; 2) **Wile E Coyote**, Dan Pruzan, 8; 3) **Libra**, Marcia Schnapp, 18. (16 boats)

MOORE 24 — 1) **Banditos**, John Kernot, 10 points; 2) **Mooretician**, Roe Patterson, 10; 3) **Twoirrational**, Anthony Chargin, 12. (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 FINAL (4r, 0t)

DIVISION 1 — 1) **Ragtime**, Trig Liljestrand, J/90, 5 points; 2) **Stewball**, Express 37, Bob Harford, 13 3) **For Pete's Sake**, Ultimate 24, Peter Cook, 17. (8 boats)

DIVISION 2 — 1) **Froglips**, J/24, Richard Stockdale, 8 points; 2) **Banditos**, Moore 24, John Kernot, 9; 2) **Twoirrational**, Moore 24, Anthony Chargin, 10. (5 boats)

DIVISION 3 — 1) **Antares**, Islander 30-2, Larry Telford, 6 points; 2) **No Cat Hare**, Catalina 22, Donald Hare, 6; 2) **Latin Lass**, Catalina 27, Bill Chapman, 12. (7 boats)

OLSON 30 — 1) **Hoot**, Andrew Macfie, 5 points; 2) **Chaos**, Ray & Craig Wilson, 8; 2) **Yankee Air Pirate**, Donald Newman, 11. (4 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Zachary Anderson, 4 points; 2) **Dianne**, Steve Katzman, 10; 3) **Libra**, Marcia Schnapp, 12. (7 boats)

Full results at www.berkeleyyc.org

REGATTAPRO WINTER ONE DESIGN FINAL (6r, 1t)

J/120 — 1) **Desdemona**, John Wimer, 11 points; 2) **Grace Dances**, Dick Swanson, 14; 3) **Mr. Magoo**, Steve Madeira, 21. (5 boats)

J/105 — 1) **Jam Session**, Adam Spiegel, 15 points; 2) **Alchemy**, Walter Sanford, 31; 3) **Akula**, Doug Bailey, 33. (16 boats)

J/24 — 1) **Snowjob**, Brian Goepfrich, 12 points; 2) **Downtown Uproar**, Darren Cumming, 12; 3) **Frog Lips**, Richard Stockdale, 17. (6 boats)

Melges 24 — 1) **Personal Puff**, Dan Hauserman, 9 points; 2) **Nothing Ventured**, Duane Yoslov, 21; 3) **Smokin**, Kevin Clark, 24. (8 boats)

Antrim 27 — 1) **Arch Angel**, Bryce Griffith, 10 points; 2) **Always Friday**, John Liebenberg, 10; 3) **E.T.**, Consortium, 25. (4 boats)

Full results at www.regattapro.com

ISLAND YC ISLAND DAYS #4 (2/10)

PHRF <168 — 1) **Spirit of Freedom**, J/124, Bill Mohr; 2) **Crazy Eights**, Moore 24, Aaron Lee; 3) **Double Trouble**, Moore 24, Kevin Durant. (7 boats)

168 RATERS — 1) **Double Agent**, Merit 25, Robin Ollivier; 2) **Bewitched**, Merit 25, Laraine Salmon; 3) **Dream Catcher**, J/24, George Lyth-

cott. (6 boats)

PHRF >168 — 1) **Lelo Too**, Tartan 30, Emil Carles; 2) **Proverbs 21:21**, Ideal 18, Stephen Ritz; 3) **Wuvulu**, Islander 30, John New. (5 boats)

NON-SPINNAKER — 1) **Take 5**, Wilderness 21, Roger England; 2) **Scrimshaw**, Alerion Express 28, Michael Maurier; 3) **Galatea**, Aphrodite 101, Amy Snell. (4 boats)

Full results at www.iyc.org

VALLEJO YC TINY ROBBINS MIDWINTERS #4 (2/2)

"A" SPINNAKER — 1) **Dry Land**, Etchells, Jim Wallis; 2) **Summer & Smoke**, Beneteau 36.7, Pat Patterson. (4 boats)

"B" PHRF ≤149 — 1) **Somewhere In Time**, Schock 35, Tom Ochs. (3 boats)

"C" PHRF ≥150 — 1) **Cittali**, Olson 25, Frank Gonzales-Mena. (7 boats)

SEQUOIA YC WINTER SERIES SERIES STANDINGS (4r, 1t)

SPINNAKER — 1) **Frequent Flyer**, Farr 30, Stan Phillips, 4 points; 2) **Dare Dare**, Jeanneau 32, Nico Popp, 5; 3) **Sweet Grapes**, Ericson 36, Alan Orr, 11. (14 boats)

NON-SPINNAKER — 1) **Pole Cat**, Wyliecat 30, Dan Doud, 6 points; 2) **Linda Carol**, Catalina 320, Ray Collier, 8; 3) **Sweet Pea**, Islander 30, Tim Petersen, 11. (5 boats)

Full results at www.sequoiayc.org

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WORLD

With reports this month on **Less Common Styles of Chartering**, a lucky sailor's report on **Two Destinations in One Holiday Season**, and a book-by-the-berth charter that included **Offshore Sailing and a Round-the-Island Race**.

Vacationing Under Sail: An Addiction That's Tough to Beat

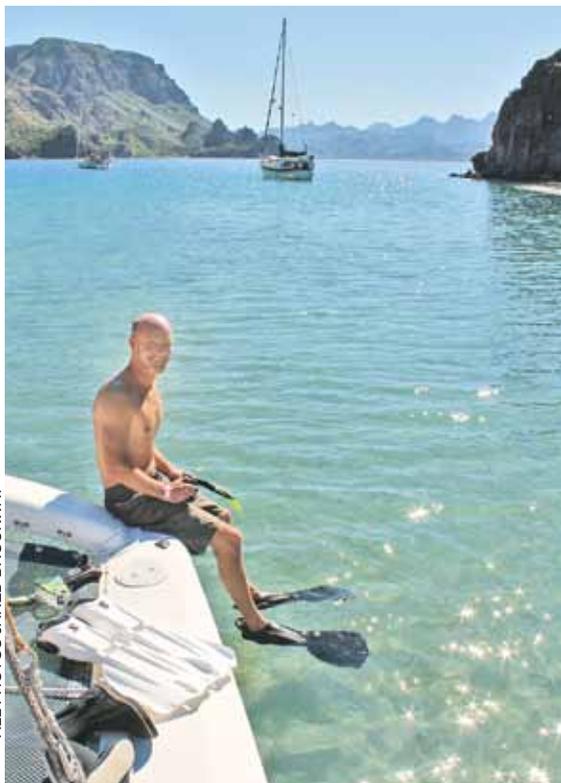
We try to keep our addictions to a minimum. But one seemingly uncontrollable passion that we're proud of is our love of bareboat charters in sunny locales where there are plenty of worthwhile attractions ashore. Since we've been lucky enough to take many vacations under sail over the years, we think we're pretty well qualified to give advice.

In addition to our standard recommendations — reserve your boat early, and get potential boatmates to commit with a cash deposit so they'll remain committed — we'd like to share some insights this month into the pros and cons of different styles of chartering.

One-directional charters — We're surprised so few people take advantage of this possibility, as it allows you to see more territory without having to backtrack. Two ideal venues are the Eastern Caribbean and Turkey's Turquoise Coast. (Redelivery fees do apply.)

Twosome-only charters — We usually preach "The more the merrier," but there

Time for a refreshing dip. Multihull-oholic Paul Martson runs charters of his own out of Ventura aboard his Contour 34 'Orange'.



ALL PHOTOS JARED BROCKWAY

are times when it's wonderful for just you and your lover to take a little sailing getaway — without the kids, your college roommates and/or your in-laws. In some locations there aren't many smallish boats (i.e. 36-footers) in the fleets, though, so be sure to book way in advance.

Family reunion charters — The polar opposite is what we call the family reunion charter. These often require multiple boats, but tend to forge memories that will be relived for years to come.

Surf and turf charters — If you have non-sailing friends that you'd like to turn on to the pleasures of sailing, we suggest you break them in with a few days in a waterside resort, followed by a few days of liveaboard sailing.

Special event charters — If you have potential shipmates who thrive on nonstop action, consider inviting them on a charter that coincides with a regatta — perhaps in the Caribbean, Pacific Northwest or SoCal — or a special cultural event, such as a Caribbean carnival. Food for thought!

— andy

A Holiday Season Chartering Twofer

I have to admit to being surprised to learn that the winter holidays are such a busy time for the international yacht chartering industry, though I probably shouldn't be. After all, I spent my Thanksgiving and New Year's holidays on charter boats in the Sea of Cortez and Rio de Janeiro (respectively). Both destinations have beautiful sailing weather at that time of year, and getting out in it for a few days is a perfect cure for the winter blues.

The Thanksgiving trip to Mexico's Sea of Cortez was all about the boat. Genevieve and I met with Paul, Gary and Sue in Loreto for a week of day-sailing around the nearby islands. Getting to Loreto is easy — if you plan far enough in advance. Alaska Airlines runs daily flights from San Francisco via L.A. that are reasonably priced. However, when those seats

fill up, options get less convenient and more expensive. Due to our planning this trip just a few weeks prior, most of the Alaska flights were gone. Paul ended



up flying to San Diego and shuttling across the border to Tijuana, where he caught a Mexican commuter flight to Loreto. Genevieve and I flew to San Diego a couple of days later and made the 16-hour road trip to Loreto by rental car. Life is in the journey. . .

Loreto is a picturesque colonial town with a sizable population of sportfishing tourists and U.S. expats.

It's also just 20 miles north of Puerto Escondido, one of the largest and best-protected harbors in Baja. Gary's Corsair 31, available for charter through Pierpont Performance Sailing (www.pierpontperformancesailing.com), has been in Puerto Escondido since the 2011 Baja Ha-Ha. The racy folding trimaran is ideal for the Sea of Cortez. It's fast, easy to put in and take out of the water, and fun to sail, even when the wind is light and other boats are motoring. The retractable daggerboard and rudder are also handy for pulling the boat right up to the beach, making a dinghy unnecessary. But perhaps best of all, it has lots of sunny horizontal surfaces that are ideal for lying about, sleeping under the stars, or just airing things out.

Our trip this time was shore-based





As it often is in San Francisco, the wind was stronger inside the bay than outside, so we were treated to some pleasantly powered-up sailing on the way back to the marina.

The skippered charter, as opposed to bareboat, has more advantages than swapping sailing stories with the cap'n, especially for a day trip like this. Andrew could explain the boat's rigging and systems underway instead of at the dock. He showed us the most interesting nearby places, and gave us the background on the landmarks we were seeing along the way.

Two charters in two countries in one holiday season — that's a lot of boating fun. Hopefully the good karma from my patronage of the international yacht chartering industry will help balance my being absent from holiday family gatherings. Or, maybe next year I can get my family to join me.

— *jared brockway*
san francisco

Inset: The charming historic hotel in Loreto. Spread: There's a lot to be said for a boat that can be beached, especially in Mexico.

— staying at a hotel, eating mostly at local restaurants and daysailing out of Loreto. But on a previous trip here, we circumnavigated Isla Carmen, spending nights anchored at beautiful and mostly deserted coves on the island. Both vacation styles were enjoyable. It just depends whether you prefer to sleep and eat afloat or ashore. Hotel bedding is nice, but a less obvious advantage of being land-based is that, staying in Loreto, you tend to meet more people. A highlight of this trip was sharing the company of new friends that we made at restaurants, in the marina, and even hitchhiking.

New Year's in Rio wasn't a boat-based vacation like the Thanksgiving trip, but we did charter a skippered daysail through Ancoraue Tours (www.ancoraue.com) on their 36-foot monohull. Our skipper Andrew, an American expat from Texas, runs a rock-climbing school in Rio. His bilingualism was a nice bonus since our Portuguese was only useful for

getting a few laughs.

Some Brazilian cities developed as mining towns, some as railway stops, and others as seaports. To see a city the way it was meant to be seen, you have to come at it via the right mode of transport. Seeing Rio by boat is no exception, though seeing it from one of the many peaks is impressive too.

Starting from the marina — strange that a port city of six million people has only one marina — we sailed between the 16th-century fortifications of São João and Laje Island, out to the group of small islands off Ipanema and Copacabana beaches. The water clarity and temperature were inviting, though we decided against snorkeling since we both had colds.

Getting There is Half the Fun: Round Barbados Race

The primary goal of our mid-January charter was to participate in the Mount Gay Rum Round Barbados Race, but we had to get there first. That required a 260-mile open-water sail from Antigua, with a boatload a shipmates we'd never

The boat Jared sailed in the Sea of Cortez may have had Spartan accommodations, but it was fast and fun. Perfect for zipping around.



WORLD

met.

At the Falmouth Harbour Marina we easily found the Ondeck Sailing office and the charter boat *Spirit of Venus*, a Beneteau First 40.7. We'd booked a cabin for the week, which was to include a sail to Barbados, then a race around the island. The other charter crew were a threesome of lifelong pals, Bob, Chris and Topper. They met back in the Vietnam era, teaching mountain climbing to Marines. Since then, they've stayed in touch and climbed, sailed, raised kids, managed relationships, and generally mucked about in life together. They have chartered together many times, but this was their first offshore trip.

We all met the captain, Harry Robinson, a soft-spoken young man who inspired absolute confidence and taught us a lot from the start to the finish of the trip. After dinner ashore, we claimed our berths onboard. The next morning was the usual hurry to prep the boat, check out with Immigration, provision, and



Sylvia and Barry (foreground) strike a pose with their core crewmen. Big fun was had by all, and new friendships were forged.

stow food. We cast off by 10 a.m., bound for Barbados, under gorgeous skies with moderate breeze.

That first day was wonderful, seeing the volcano smoking on Montserrat off to starboard; then Guadeloupe came into view. We saw many wind generators along its Eastern shores. After nightfall our track took us between Guadeloupe and La Désirade, which we hugged to

give wide clearance to Petit Terre, a dangerous flat-topped rock well off Guadeloupe with a light on top.

Our watch rotation started at 6 p.m. with three people per shift for three hours on and three off, hand steering all the way. Now in the Atlantic, we encountered confused seas and frequent squalls, so we reefed the main. Even then, the mainsheet needed constant attention as *Venus* tended to round up in puffs. We put in the second reef at 28 knots and found that to be plenty of sail for most of the passage. The trip was otherwise uneventful, though bouncy.

Two of the crew had a rough time of it, with seasickness and lots of bruises. We saw just glimpses of the islands we passed off our starboard side — Dominica, Martinique and St Lucia.

After 42 hours of sailing, we arrived at Barbados at 3 a.m. and docked at Port St. Charles. We checked into Barbados at 9 a.m., then sailed down to Bridgeport, the capital, which is a lovely old-style



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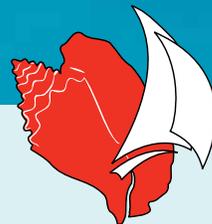
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city. After waiting for the pedestrian bridge to raise, we entered the tiny inner harbor, then Med-moored at Independence Square, right in the middle of the city. Andy and Bev, volunteers from the Barbados Cruising Club, were there to greet us. They helped secure our lines and generally assisted us in many ways, including helping us provision and giving us rides around town. What a nice welcome — they treated us like family!

After getting the boat tidied up, we headed off on foot to the Barbados Cruising Club at Carlisle Bay, the center of events and organizer of the Mount Gay Rum Round Barbados Race.

We learned that the club had been founded in 1957. A founding member of the club was The Right Excellent Errol Walton Barrow, who later became the first prime minister of Barbados. He was a sailor, but wasn't admitted to the Barbados YC because of his race, so he founded the Barbados Cruising Club. That's why the Round Barbados Regatta is sailed on the weekend closest to his

birthday — a national holiday called Errol Barrow Day.

Carlisle Bay is stunning, with great beach restaurants and good swimming, so we soothed our bumps and bruises with some drinks, swimming and great company. In roughly forty hours that we'd sailed together on the passage, we'd become pals, and we all relished the accomplishment — the first time offshore and overnight for three of the crew. We met two more crew who came for the race as well, making us a total of eight, which made for tight quarters on board. But the extra muscle was a good thing during the racing.

The Two Restaurant Race: An 18-mile windward/leeward course in the lee of Barbados, started at 11 a.m. We had



It was worth making the long haul to Barbados to be able to race around the island against top Caribbean sailors, fueled by the trade winds.

a great start and got third place. That evening was the first of several Mt. Gay Rum parties and we met many fellow competitors, sailors from all over the world, and local Barbadians (Bajans).

We decided to anchor out in Carlisle Bay instead of the inner harbor because the bridge opens just a few times a day.

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It was nice to be anchored in clear water, and it gave us a chance to clean the bottom of the boat, which had many barnacles. We also had the delight of waking up to the sight and sound of race horses being exercised on the beach and swimming around the anchored boats!

The following day we practiced sail changes and spinnaker work, which served us well on race day. That left us with a bit of time to explore the town and eat some local food onshore. There's a lot of Trinidadian influence in the cuisine. Signature dishes include flying fish, and coo-coo (cornmeal with okra). Yum!

We started the Round Barbados (pursuit) Race at 8:30 a.m. with clear skies. After passing many boats on the first leg, on the leeward, west side of Barbados, we came into the wind at the north end with just four boats ahead of us. We managed to reel them all in and were the lead boat for awhile until the wind died. It was an



Med-moored in Carlisle Bay, the race crew was in the heart of the action, with easy access to provisioning and nightlife.

hour-and-a-half of torture, watching boats pass on the outside until the wind came back and got us back in the race. As the faster/late-starting boats came up on us, we hoisted the kite on the SE side of the island and managed to hold most of them off, finishing third over the line. The two boats ahead of us were a 78-ft maxi and a 40-ft racing catama-

ran. We were very happy with our finish, being a new team, and having finished ahead of two other "boats to beat."

On shore, we had lots of congratulations, celebratory drinks and dancing until the wee hours. Turns out we should have saved some energy for the closing party the following night at The Beach House, a lovely restaurant up the coast in Holetown. It was a grand affair with delicious food, a great band and the awards ceremony. Mt. Gay really treated us well!

We left early the next morning as the bridge opened at 6 a.m. for just a half-hour! The beam reach back to Antigua was gorgeous. We finally saw some dolphins, and had plenty of time to learn new knots from the Three Mountaineers. It was a perfect end to a great nine days with all our new friends, Captain Harry and Ondeck charters.

— sylvia & barry stompe

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CHANGES

With reports this month from **Someday** on the natural life in Panama; from **Pacific Star** on an impending circumnavigation that has included stops in Rome, Paris and London; from **Dolphin** on surviving the Big Island's South Point; from the **Zihua SailFest** on raising 65K for disadvantaged kids; from **Interlude** on cruising the 'hard coast' of New England; and **Cruise Notes**.

Someday — Gulfstar 41 William Nokes and Barbara Wade A Beautiful Place and Time (Chetco Bay, Oregon)

I'm not very religious, at least not in the sense of following any particular faith. But I do believe in a higher being, and try to live my life so I'll leave the world a little bit better place than when I arrived.

I'm not a rabid environmentalist, either, trying to impose my will on others. But I take personal responsibility for the impact I have on the planet. For example, nothing goes overboard from *Someday* that will not naturally and harmlessly disappear quickly.

When I see a place such as Bahia Honda on the Pacific Coast of Panama, my belief in a divine creator is amplified, so nothing — and I mean nothing — but fruit peelings goes overboard. Even though the bay is huge, bigger than Coos Bay, Oregon, where we used to live, we use the holding tank. We don't even discard our biodegradable paper towels.

There is minimal human impact here from the roughly 200 residents, most of whom live in the small village on the island in the middle of the bay. There are no roads, no airstrip, no fuel supplies and no trash on any of the beaches.

A few of the dugout canoes do have outboard motors, but they are nonethe-

There's not much at Bahia Ensenada Honda. No roads. No gas stations, No pollution. No 'civilization'. Nonetheless, Bill and Barb like it.

less mostly paddled about in the clear, deep waters. Perhaps one of the reasons is that a boat with fuel calls only periodically, and the fuel is very expensive. But hearing an outboard is such a rarity that it always catches your attention.

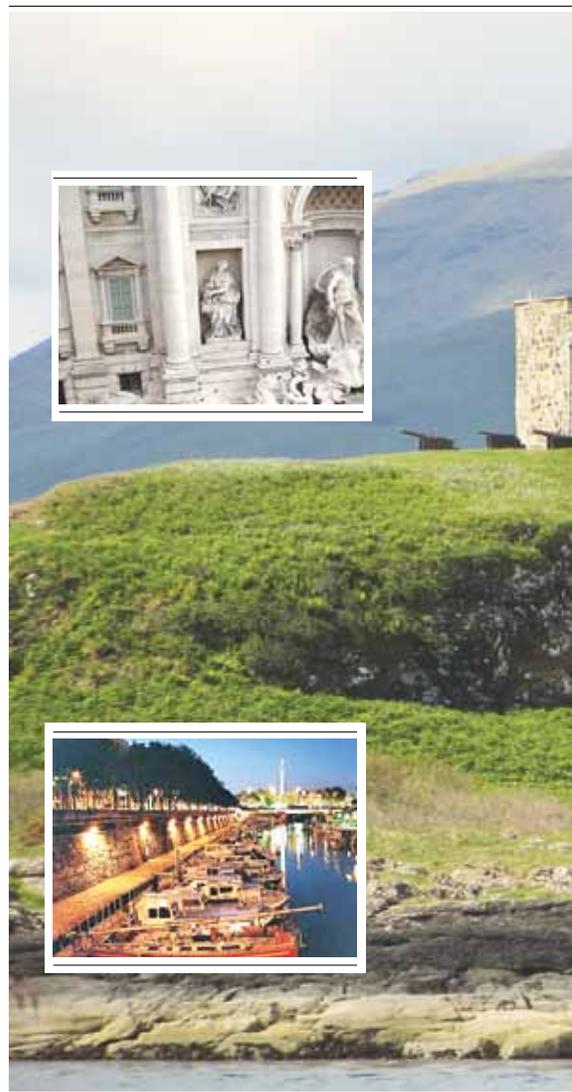
Every few days a sailboat will enter the bay and anchor in order to trade with Domingo or his sons for fruits and veggies. After a few days the boat will leave, as no cruisers stay too long.

When the sun rises in the morning over the surrounding hills, the hills to the west gradually become illuminated from the top down in a slow but inexorable slide of light on the green jungle. We're usually awake in time to fix coffee and watch the sunrise. The howler monkeys, and an occasional other unidentified wild animal, are a pretty good alarm clock for the impending dawn.

During the day in this totally protected anchorage, we watch the boys and young men fish from their homemade canoes, landing carvallo, pargo, sierra, bonita and other fish. Most days porpoises will be chasing the same food source. One morning we saw a fair-sized whale breach in the bay. It happened so quickly that we weren't able to identify it, but it was likely a young humpback. There are also a wide variety of birds that at various times circle, dive, screech, sing or sit placidly.

Not only did God create this exquisitely peaceful place, as yet not defiled by civilization, but He clearly provides for the people living on its shores. True, some locals work at a hotel resort that is a short *panga* ride outside the bay to the northwest. But most live off the land and sea, as mankind did for centuries prior to our more 'civilized' life.

God even went out of His way to provide for Barbara and me last Easter when we were anchored in 50 feet of water about 100 feet from shore. After rowing, and sometimes motoring, around the bay with our 2-hp Honda for a couple of hours, we approached *Someday* to hear a mysterious slapping sound on the far side of our ketch. Rowing around to the other side of the boat, we saw a nice-sized sierra mackerel flopping around on deck, having obviously jumped



up there by itself. I dispatched it with the oar and cleaned it. Barb cooked it in the galley. And the two of us, and our dog Ana, ate it. Since it was Easter, we figured it was a holy mackerel if there ever was one.

Ironically, while God provided a fish to feed us, He has yet to teach us how to fish successfully.

Barbara and I realize that many people think the world has been overwhelmed by people, stress and pollution. But based on our experience, it all depends on how and where you choose to live your life.

— william 02/17/13

Pacific Star — Island Packet 35 Horst Wolff and Julia Shovein England to the Caribbean (Paradise)

We're probably the only vets of the 2007 Ha-Ha who welcomed in 2012 by

SOMEDAY



Barbara, enjoying a sierra that arrived via special delivery.

SOMEDAY



IN LATITUDES



SPREAD PHOTO COURTESY PACIFIC STAR

Spread; If we were to guess where the above photo was taken, we'd say the Tuamotus, Fiji, or Phuket. How were we to know it is Scotland's West Hebrides? Insets; Horst and Julia's still-unfolding circumnavigation has included stops at Rome and Paris. Cosmopolitan cruising!

watching the awesome fireworks show from Tower Bridge in London. To recap briefly, following the Ha-Ha we headed across the Pacific with the 2008 Puddle Jump fleet to start our circumnavigation. By 2011, we were in the Med, where among other things, we took the train from the marina to Rome every day for a month. And later, because of *Pacific Star's* 5-foot draft and less than 6.5 foot 'air draft' — minus the mast, of course — we were able to travel 1,000 miles through France via the rivers and canal system. Including a stop in Paris! By late 2011, we had *Pacific Star* settled in for the winter at St. Katherine Docks, next to London's Tower Bridge.

We made a list of 200 things we wanted to see in London — and by the end of our six-month stay had ticked off all but

seven. London was a source of unending entertainment and culture. There were a dozen American boats that wintered over with us, so we met every Tuesday morning for breakfast. We swapped information and did things like organizing a bunch of us getting our chains galvanized by a company in Birmingham. There are few marine services available in London proper.

We also did some outings together. For instance, we all walked to the Lord Mayor's Parade and saw all the beautiful floats from the various guilds. Hundreds of years ago, the parade was on the Thames River, and each guild had a decorated boat — hence the origin of the term 'floats'

in parades. And after touring the Clink Prison, I finally understood what my father meant when he told me I would probably end up "in the clink".

While in the Marquesas in 2008, we were joined by a French woman named Martine, who had found that she was incompatible with the crew of the boat she'd been on. We'd last seen her six years before in a laundry room in Tonga, checking a bulletin board for her next possible berth. She lives in London now, so we reconnected. She took us on numerous walks, and had us visit her home for gourmet French dinners.



Victoria Station, an unusual cruiser destination.

It wasn't until mid-April that we left London, accompanied by two other English friends. Terrence, one of the two, guided us through the lock and back through the Barrier down the Thames River. We overnighted in the Swale on our way to the English Channel. The 20-ft tides and fast currents never ceased to amaze us.

While at Ramsgate we had our first and only visit from customs. They wanted to know if we were still within our 18-month grace period to avoid having to pay the European Union's Value Added Tax (VAT). They reminded us that we would have to pay the stiff tax if we remained in the E.U. longer than 18 months. They admitted that going to the Channel Islands — Guernsey and Jersey, off the Normandy coast of France — was technically an option for leaving the European Union. "But," they added, "you can't just go for a short time". Yet

With a will! Horst puts his back into getting his and Julia's Island Packet 35 'Pacific Star' through yet another lock.



PACIFIC STAR

CHANGES

they couldn't define a 'short time'.

Unfortunately, cold and stormy weather finally caught up with us. We were unable to leave Ramsgate for two weeks because of gales. Once we were

able to leave, we could make it only 20 miles to Dover. We then gunk-holed our way along England's southern coast on a veritable magical naval history tour.

In Portsmouth, for example, we saw the artifacts from the *Mary Rose*, Henry VIII's flagship, which sank in 1545. Among the intact artifacts were

longbows, leather vests and engraved cannons looking as though they were fresh from their casting. And our tour of the *HMS Victory*, Lord Nelson's flagship during the Battle of Trafalgar in 1805, allowed us to spend hours exploring every nook and cranny, imagining what life was like aboard a mighty ship in that era.

By May we were in the Solent, which is the 15-mile by two- to four-mile wide strait between Britain and the Isle of Wight. Despite the bad weather, the Solent was crowded with sailboats and enthusiastic English sailors. How bad was the weather? During a stay at East Cowes Marina on the Isle of Wight, locals pointed to some boats anchored outside. Four others, we were told, had just sunk in a bad gale. Sailing the coast of Great Britain — the ninth largest island in the world, and the largest of the British Isles

When it comes to sailing in brisk conditions, Cowes and The Solent are to England what San Francisco Bay is to the United States.

NELSON PHOTO



'Victory's fabulously ornate transom.'

er vests and engraved cannons looking as though they were fresh from their casting. And our tour of the *HMS Victory*, Lord Nelson's flagship during the Battle of Trafalgar in 1805, allowed us to spend hours exploring every nook and cranny, imagining what life was like aboard a mighty ship in that era.

— is not for the faint of heart.

While in Cowes, we phoned a cruising couple whom we had met while sailing in Crete. They own a garlic farm, restaurant, guesthouse and education center. They picked us up in town and took us home for the day.

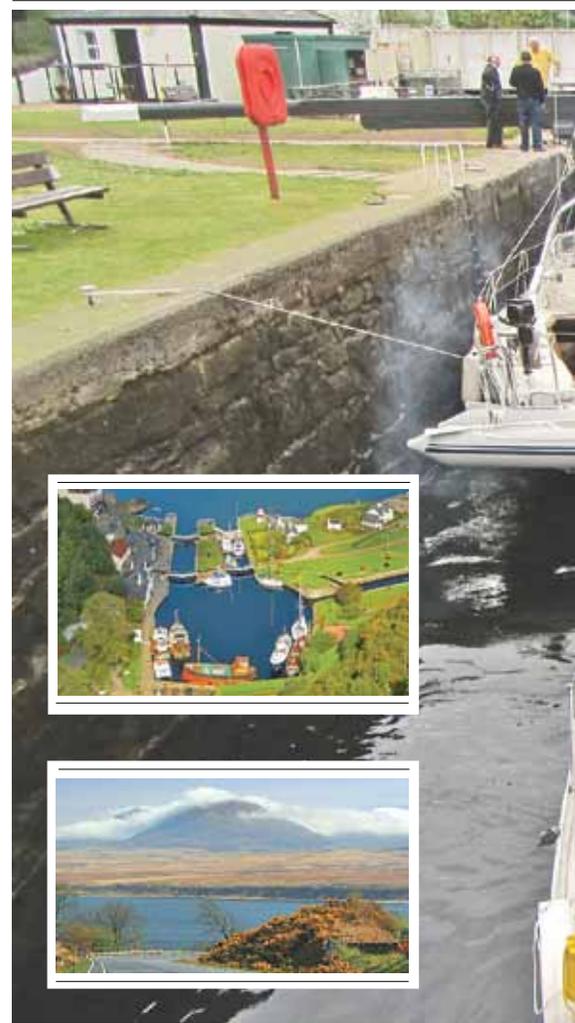
By the time we made it to the Devon coast, on the southwestern coast of Great Britain next to Cornwall, we were still being pounded by the weather. We tied *Pacific Star* to the pontoon outside the Brixham YC, from which it was another 20 feet to the dinghy dock. It was a nice base for exploring.

Riding in a beautifully restored 1940s British bus, we made our way to the summer house of Agatha Christie, the author of 66 detective novels — and the best selling novelist in history. When we returned to the yacht club, we were shocked to see our dinghy still tied to the dock — but hanging 20 feet above the water! Locals told us not to worry, and suggested that we have a few beers while waiting for the tide to come up. After years of cruising, you would think that we'd have paid more attention to the tides.

Leaving the Dartmouth area, we gave a wide berth to Portland Bill, site of so many famous nautical disasters. It is possible to take a shortcut, but it's not recommended unless you know the area well — and we didn't. It was a very sad day when we rounded the Bill, as we learned that three young fishermen had been killed tending to their lobster pots.

The maritime museum in Falmouth had an RYA rescue helicopter available for boarding, as well as displays of famous shipwrecks and rescues over the centuries. Because the Olympics were coming to England the following month, there were also various classes of racers available to view. While in colorful Weymouth, we saw several Olympic sailing teams preparing for the big event. We also took interest in a minor exhibit that showed a map of where Cornish émigrés ended up. The largest concentration of Cornishmen outside Cornwall is — Grass Valley, California!

We sailed past Land's End and Penzance, intending to head up to Wales and the Isle of Man. But after fighting strong winds and standing still in the water outside Bristol Channel for



four hours, Horst smartly turned the wheel and announced, "We're going to Ireland!"

After a 150-mile crossing, we arrived at Waterford, Ireland, and made our way up the River Suir. As the Irish and English have long had their troubles, skippers of several Irish boats were quick to point out that we were flying the wrong courtesy flag. We quickly struck the Union Jack and rectified our mistake.

We then made our way up the east coast of Ireland, which we found quite dangerous because of the thick fog, rain, strong winds and tidal currents. We day-hopped our way north, stopping at beautiful anchorages and town piers, taking in the sights along the way. We met and commiserated with French and English sailors — and even Irish locals — about the inclement weather along Ireland's east coast. Nonetheless, we finally made it north to Howth, near Dublin, and squeezed into the marina. Since hundreds of boats were arriving the next day for a regatta, we were al-

JOSEPH COCKER



IN LATITUDES



IPACIFIC STAR

Spread; Horst and Julia work 'Pacific Star' through a lock in the Crinan Canal, located in the heart of Argyll, Scotland. Left top inset; Another view of one of the locks on the Crinan Canal. How beautiful, although it looked as though it might rain a bit. Lower inset: The island of Jura.

lowed to stay one night. We decided to 'do' Dublin on only our way back from Scotland.

We continued on to Northern Ireland, where we were very impressed with Belfast's *Titanic* Museum near Bangor — and with the assistance of Irish sailors, who advised us on the best way to make our way north to Scotland. From Glenarm, Ireland, across the North Channel to Scotland's Argyll Coast, we enjoyed a sailing paradise of sheltered waters dotted with countless islands. In addition, there were dozens of closely spaced places to anchor, moor or tie up. It was just beautiful!

Our first stop was Port Ellen on Islay in late May — just in time for the Malt and Music Festival sponsored by six of the island's distilleries. And it just got better and better as we headed to the islands of Jura and Mull. The latter is home to the gorgeous but quaint town

of Tobermory, which afforded views of the soaring eagles that had recently been reintroduced to the area. A farmer who allowed us to hike across her fields — “careful around the horses, the stallions can be dangerous” — said that an eagle consumes five pounds of meat per day, which meant that some of the new lambs went missing. Consequently, not everyone appreciates the return of the eagles.

From Loch Linnhe we sailed down to the bustling town of Oban, where we ran into *Alchemy*, one of our compatriots from wintering over in London. They had just sailed up the east coast of England to Scotland, and through the Caledonian Canal. We traded stories and sent a SailMail to the London gang to let them know

what we were up to. We then continued our journey south to the Crinan Canal — just five locks — and crossed it slowly, taking three days before entering the Firth of Clyde.

We had sails repaired in Tarbert — all marine work was reasonably priced in Scotland — and then made our way to the Island of Arran. While there, Terrence, who had rejoined us, climbed to the top of 2,800-ft Goat Fell. By the time we got over to Troon — here Horst had to pull the transmission to fix the leaking shaft seal — we were able to make some inland trips by train to 30-mile-distant Glasgow and 120-mile-distant Edinburgh.

Scotland has some incredible sailing grounds, and we experienced only a few. We envy those who have boats there.

We had visitors arriving in Kinsale on the southern coast of Ireland, and so we made our way back down the Irish coast. By July, we were able to meet a half-dozen friends and relatives in County Cork — just in time for an arts festival. Soon we were surrounded by great pubs, music and scenery. We even made our way to Blarney Castle to witness those kissing the stone.

We chose Kinsale as our departure point for crossing the Atlantic. More on that next month.

— julia 02/20/13

Dolphin — Ericson 41 Skip White Surviving South Point

As Skip and 'Dolphin' rounded Puna Point at sunset, the elements seemed ominous. But at least it wasn't cold.



SEAN OKELLY

Kissing the Blarney Stone — not easy.



SKIP WHITE

CHANGES

(San Diego / Oahu)

After a successful singlehanded crossing from Puerto Vallarta to Hilo on the Big Island, this proud, division-winning vet of the 2010 Ha-Ha was looking forward to some inter-island cruising in the Hawaiian Archipelago.



Skip, planning his passage on a computer under the palms.

While Med-moored to the concrete quay at Radio Bay in Hilo, my boat received much needed post-passage freshwater baths, as Hilo gets 127 inches of rain a year! Having gotten some rest and a clean boat,

I set my sights on the leeward side of the Big Island and destinations such as Kona, Kealahou Bay, and Honokohau Harbor.

The problem with getting to the leeward side of the Big Island from Hilo is that you have to decide whether to go around the northern or southern end of the island. Most sailors opt for the north end — even though it requires sailing down the notoriously rough Alenuihaha Channel between the Big Island and Maui. That said, only a few cruising boats a year attempt rounding South Point on the southern tip of the island, as the reinforced tradewinds compress while wrapping around the Haleakala mountains. These brisk easterly trades are looking for an escape from the 10,000-foot peak as they deflect and move south. The wind routinely blows in the mid-30s and gusts to the mid-40s as they wrap around South Point — the southernmost part of the United States — during the summer months.

Always up for a challenge, I decided

It might not have been easy, but Skip would rise to the considerable challenge — thanks to reefing — and round South Point safely at dawn.

to go around by way of South Point. After all, it's a much shorter distance to Kealahou Bay, better known as Cook's Bay. This is where Capt Cook, one of the greatest explorers in history, and his crews on *Resolution* and *Discovery*, discovered Hawaii in 1779. After his being treated like a god, a dismasting forced Cook to return a second time, when he received a much different reception. Cook was killed during a minor skirmish, and if it were not for the bravery of Capt Bligh, Cook's longtime navigator, his body never would have been recovered. There is a memorial to the great explorer.

I created a passage plan to put me off South Point at dawn, when the wind should be the lightest. With the trade winds having blown hard for many days prior to my leaving the shelter of Radio Bay, the seas were large, confused and of shortperiod. I chose to motorsail as close to the wind as possible while heading to the first point to the southeast. The higher the course I kept, the more insurance I had against the wind clocking to the right. With a lift as I neared the point at Lehia, I let *Dolphin* reach down to Puna Point, where the Cape Kumukahi Lighthouse lets sailors know to stand off the reefs and low-lying ground. Rounding the point, I jibed with just enough daylight on deck to set the pole, in short-period 12-ft seas, which stacked up before pounding the Big Island. Rounding this corner was no joke — yet my real test wouldn't be until the next dawn.

As the sky turned from sunset to dark, I recalled a drive I'd done the week before in a rental car, when I realized that the 'Big Island' nickname was appropriate. Hawaii's Big Island is more than twice as large as all the other islands combined. It also features the majority of the climates found in the world, from snowy volcano peaks to lush valleys to barren deserts to sandy beaches.

Sailors know that winds get compressed by land masses. In my previous sailing experience, I had noticed compression from about as far out as 10 miles. But as I headed toward South Point, the wind began to rise to 25+ knots 50 miles out! My first concern was whether the wind would keep a steady direction, or if it would push me toward shore — which would require multiple



jibes in strong winds and short period seas. The wind direction plus drift had me spot-on for just one jibe, but as the wind continued to build, I had to double-reef, then triple-reef, the main. The third reef meant I had nothing but a scrap of sail with which to control the boat, but I didn't want to exceed seven knots of boat speed.

Years before, I made the decision to leave the halyard reefing lines at the mast rather than run them through a series of blocks back to the cockpit. My thinking was the less friction, the better. Whether it had been a good decision or not didn't matter, for hesitating would have only made things much more dangerous. So I went forward to the mast in those dangerous conditions. Perhaps due the proximity of the Lava Coast, I was certain a second refractive swell would send large waves into the air, with hundreds of pounds of water crashing into me. As I pulled the mainsail down to reach the cringle for the third reef, I

SKIP WHITE



INDIA JONES



Spread; Sailors attempting to round South Point aren't allowed many mistakes, as the wind blows hard, the swells are big and steep, and the shore is unforgiving. Inset bottom left; Having achieved his goal, Skip surfed a 'secret spot'. Inset top left; The Captain James Cook Monument.

stood soaked from head to toe as another wave said 'hello'.

I was fortunate that my Ericson stayed balanced under the shortened sail plan, as it allowed me to make it to my final jibe mark without having to make additional jibes. It was right at dawn that I, somewhat out of practice, had to make the jibe. I was in 15-ft short-period swells, not a place for errors. And the anemometer was reading in the mid-30s, with the boat doing eights. I would be lying if I didn't say that I was proud that I executed that heavy weather jibe perfectly. Right as the sun rose.

I had made my jibe mark low so that I would be certain to clear South Point. What I hadn't considered was that by giving myself that insurance, I would be nearly on a beam reach in the large, short-period waves. I knew that if I held the course too long, a wave would climb

up the hull and slam the house — surely breaking the one large window on the starboard side and flooding inside. But I had only a few miles to sail to find protection — and did — from the same point that seemed to want to send me to the bottom.

With any challenge, hopefully there is a good reward at the end.

And I got mine, for having gained South Point, I got protection from the seas and had less strong winds. So I unfurled some of the jib, took a reef out of the main, and let *Dolphin* fly.

The leeward side of the Big Island was wonderful, particularly Kealakekua Bay. It is home to a protected reef, which has some of the most colorful and healthy coral in all of Hawaii. After tourist hours, it's

possible to pick up a submerged mooring in shallow water at the very northwest curve of the bay.

Dolphin and I are currently in Kewalo Basin on Oahu. If anyone is planning a trip to the Hawaiian Islands and would like to go sailing, visit me at cruisingexpeditions.com.

— skip 01/15/2013

Skip — Your story reminds us of one of the Pan Am Clipper Cup Around the State Races in the '80s, when the great New Zealand-based Farr 40 Exador, which had been kicking ass in the large international fleet, rounded South Point just a little too close. The crew reports that a wave broke over her second spreader, bringing the mast down.

Zihua SailFest Sailing Fun, Sailing Fundraising (Zihuatanejo, Mexico)

Although this year's Zihua SailFest fleet was the not biggest ever, the event managed to raise about \$65,000 U.S. That's a nice increase over last year, when about \$40,000 was raised. Since its inception 11 years ago, Zihua SailFest has raised well over \$350,000 to help educate the disadvantaged children of Zihua. In its early days, the money went to support teacher Maria Sanchez, who selflessly taught 30 indigenous children Spanish under a tree. Children who don't speak Spanish can't attend public schools in Mexico. SailFest, in partnership with the City of Zihuatanejo, built Sanchez a school that now provides educational opportunities for 375 bright-eyed young scholars.

As the event prospered over the years, SailFest has been expanded to assist all disadvantaged children in the Zihua area. Over the years, SailFest has helped to build more than 60 classrooms, bath-

When it came time to 'show me the money', SailFest officials had no trouble pulling out the big check for deserving kids.



SAILFEST

CHANGES

rooms, kitchens and playgrounds, benefiting approximately 3,500 low-income students. Rotary International has

contributed over \$225,000 in support of SailFest's educational initiatives.

That Zihua SailFest, easily the most successful cruiser fundraiser in Mexico, has thrived is all the more remarkable because it started as an idle afterthought. In the fall of 2002, a group of Mexico

regulars were talking about doing something a little different in Mexico that winter. "Why don't we sail down to Zihua in late January and have a little regatta, making it a little fundraiser for some local charity?" suggested the publisher of *Latitude*. Blair Grinols, of the 45-ft *Capricorn Cat*, and some others thought it was a relatively decent idea. About mid-January, however, the publisher of *Latitude* started having second thoughts about making the long round trip from Banderas Bay just to do a couple of races with friends. But other members of the group ragged on him, claiming that without *Profligate* as a magnet, there wouldn't be critical mass to get the event off the ground. So we semi-reluctantly agreed to show up. When we got to Zihua a couple of days before the event, we discovered that a number of cruiser dynamos and Rick of Rick's Bar, who was looking to make his bar the cruiser center, had gotten all the cruisers and half the town behind the event.

The remarkable thing is that over the ***Si, se puede! Kids need lots of attention in order to thrive, and the disadvantaged Zihua locals got their share during this year's SailFest.***

years a series of cruisers, supported by enthusiastic land-based folks and businesses, picked up the baton each year to make the event a success. Several times in the early years, cruisers arrived just weeks before the appointed start to find that there had been little organization. Without the relentless energy and organizing skills of this series of cruisers, the event would have weakened.

When the economic crisis in 2008 reduced the number of sailboats visiting, the city of Zihuatanejo, 40+ land-based volunteers and 200 local businesses stepped in to help the cruisers organize the fund-raising events. This has guaranteed the continuity of the event.

SailFest had become so successful by 2005— it appears in most general interest travel guides to the area — that a SailFest foundation was established to manage it. Since then, the funds have been administered by Por Los Niños de Zihuatanejo, a Mexican-registered non-profit corporation. A nine-member advisory committee composed of year-round international residents, local bilingual Mexican educators and representatives of the sailing community makes all funding decisions. The Por Los Niños administrator, Lorenzo Marbut, was recently honored as the 'Distinguished Immigrant of the Year' in recognition of SailFest's contributions to the Zihuatanejo community.

It must be noted that the financial success of the event has benefited greatly from the Florida-based Bellack Foundation, Northern California cruiser Pete Boyce and Zihua donor Jane Fiala, who have made sure that whatever money was raised by the fleet and hugely supportive local businesses was at least partially matched by them. With their help, last year, five schools and more than 400 children benefited from educational projects funded by SailFest.

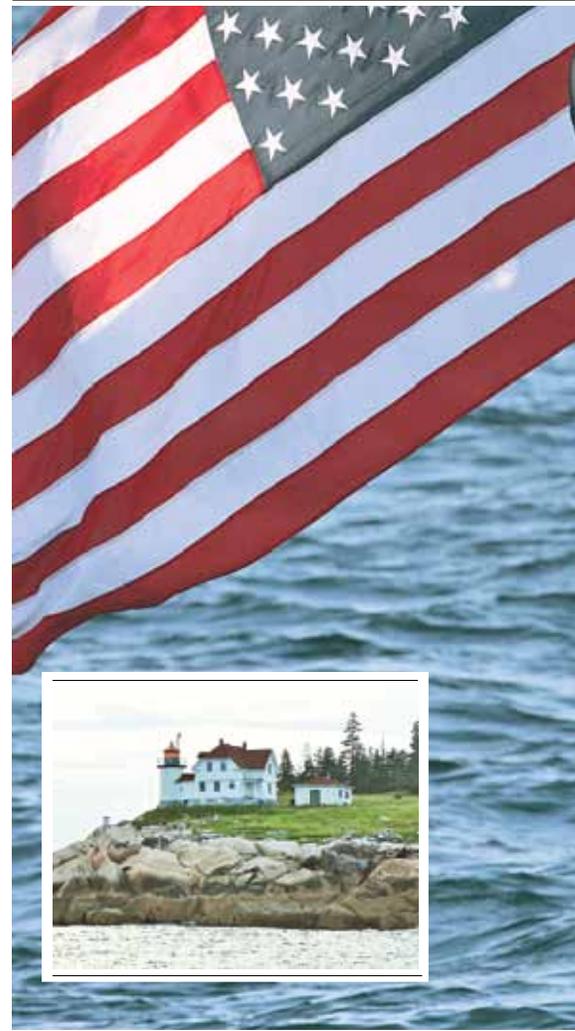
If you're planning to cruise the Mexican mainland next year, we'd urge you to consider visiting charming Zihua — and participate in next year's Z-Fest. Everyone leaves with a smile, knowing they've helped to make a difference in the lives of some extremely grateful kids. By the way, donations to this worthy cause can be tax deductible in the US.

— latitude/rs 2/15/03

MARGARET REID



SailFest logo wear — you gotta have it.



Interlude — Deerfoot 74 Kurt and Katie Braun Cruising New England (Alameda)

[Continued from last month.]

After a day-hop north from Provincetown, we made landfall at Rockport, Mass., which is on Cape Ann. This was our first landfall on the so-called 'hard coast' of New England, as opposed to islands and sand spits such as Cape Cod. With a granite shoreline and massive rock seawalls, Rockport is aptly named.

We anchored off the small beach to the west of the harbor with a few other yachts. As we pulled in, the air temperature rose 10 degrees as a light breeze blew over the hot rocks around the bay. People were sunbathing on the beach, and kids were swimming in the 66° water. Seven swans a-swimming and a concert band playing marches from the bandstand ashore completed the scene.

During a late afternoon harbor cruise in our dinghy, we found a fleet of five US Navy training sloops — all sporting dress

MARGARET REID



IN LATITUDES



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Kurt and Katie in the cockpit of 'Interlude', their 1986 Deerfoot 74 Pilothouse sloop, looking appropriately patriotic for a summer cruise in New England. We love their mission motto: "To go boldly until we can't go anymore." The couple just pulled into La Cruz on their way to Alameda.

flags — rafted off the main wharf. Independence Day is more like Independence Month in this part of the United States.

With touristy shops, art galleries, music and fresh lobster, Rockport was a delightful one-day stop. We enjoyed seeing the famous fisherman's shack — named 'Motif #1' — depicted in countless paintings, and the Shalin Liu Performance Center, a beautiful venue with a huge picture window overlooking our anchorage. We also bought our first Maine lobster — \$8/lb, steamed and cracked — at Roy Moore's in Bearskin Neck.

Portland, Maine, after one night anchored off York Beach, was our next stop. We dropped the hook near the downtown waterfront and enjoyed the many shops, pubs and restaurants. The seafood, no matter if purchased at the Harbor Fish Market on Customs Wharf, or in any of the many fine restaurants,

was uniformly excellent. We also had fun sampling the numerous local micro-brews and hard ciders that are widely available on tap. The Portland Museum of Art is one of the finest in New England, with works by Monet, Degas, Renoir, Gauguin, Matisse, Picasso and Homer, and Maine art by the Wyeths. Segway Tours of Portland gave us a fun guided local history lesson, and a chance to try this new mode of transportation. Segways are classified as being the same as electric wheelchairs, and the operator is technically a pedestrian.

Much of Portland was destroyed in a conflagration started by firecrackers on Independence Day in 1866, so much of the city was rebuilt using brick. We thus found it ironic that the Portland

Fire Department would not take our expired signal flares, and advised us to contact the Coast Guard. The Coasties told us to call the fire department. This runaround prompted us to call the State Fire Marshall, who finally arranged a hazardous items pickup.

People not from the Northeast are sometimes confused by the term 'Down East'. Here's the deal. When ships sailed from Boston to ports in Maine — which were to the east of Boston — the wind was at their backs, so they were sailing downwind, hence the term 'Down East.' When they returned to Boston they were sailing upwind, which is why many Maine residents still speak of going 'up to Boston' — despite the fact that the city is 50 miles to the south of Maine's southern border.

After 10 days in Portland, we headed 40 miles farther 'Down East' to Boothbay Harbor — in time to witness a funerary lobster boat parade around the harbor. Not asking for whom the accompanying bell tolled, we thanked the anonymous fisherman for his services and hoisted a glass in his honor. Boothbay Harbor has many seafood restaurants, our favorite being McSeagulls, which featured a dinghy dock, huge menu, full bar and lobster specials priced lower than at most lobster chow houses. Of nautical interest, the nearby Boothbay Harbor Shipyard built a Deerfoot 67 in 1991-'93, and *Interlude's* aluminum ventilator scoops are still being cast at Luke Shipyard one bay over.

We sailed most of the way to Rockland, where we helped with the consumption of 20,000 pounds of lobster during the 65th annual Maine Lobster Festival, held August 1-5. The festivities included numerous live bands, a parade, a coronation, eating contests and touring of the hovercraft carrier *USS San Antonio*.

Lobsters are blue-blooded and exhibit 'negligible senescence', meaning barring injury, disease and predation, they could live indefinitely.



KLAWFUL

CHANGES

A 'two bug' dinner with corn and roll set us back just \$19.

After gorging on lobster, we motored over to Gilkey Harbor, Penobscot Bay, where 60 yachts gathered for the annual Seven Seas Cruising Association



Penobscot Bay.

Downeast Gam. Back in the '90s, *Interlude* was an East Coast cruiser and did several trips between Maine and the Caribbean. She holds the Dashew design record of 147,000 total miles sailed, with 55,000 being the average. We, the fifth owners,

have owned her the longest and sailed her the most miles. Steve and Linda Dashew met up with us for the Gam, where we were surprised to learn that the four of us were the only circumnavigators at the gathering of seasoned cruisers.

[Editor's note: In last month's *Cruise Notes*, we incorrectly wrote that the Braun's had sailed *Interlude* 150,000 miles. She's now been sailed a collective 150,000 miles by all her owners.]

Some folks say that the cruising season in Maine can consist of as few as two weeks of nice weather. Prior to coming to Maine, we'd been concerned about having to avoid millions of lobster pots when blinded and shivering from the fog. We had our first dreaded day of fog and rain on August 5. Fortunately, our fears of frequent fog and rain never materialized, and we had only a handful of overcast days. Nonetheless, the weather rarely stops cruisers in this part of the U.S. from having fun with their boats.

Fortunately, it was a pleasant sunny

Bar Harbor, population 5,000, is a well-known summer colony for the well-known. It's also home to most of Acadia National Park.

day when we motored 30 miles Downeast through waters of Merchants Row to Burnt Coat Harbor on Swan's Island, which were thick with lobster pots. Katie took position in the dinghy on the foredeck with the autopilot remote, hitting the 'dodge' button when necessary, while Kurt navigated with the chartplotter, making macro course corrections from the pilothouse.

We eventually anchored at Somesville in Somes Sound, Mount Desert (pronounced 'desert' as in 'desertion') Island in order to visit Acadia National Park. The park features great hiking on trails, as well as walking/biking on gravel carriage roads built by the sporting Rockefellers, to numerous peaks. Mind you, a 'peak' in these parts is about 1,500 feet. We recommend hiking up Dorr Mountain, since Cadillac Mountain, although higher, can be reached by bus and therefore is not as satisfying a climb. Although not geologically spectacular, Somes Sound is the only true fjord on the eastern Atlantic seaboard.

Bar Harbor, the biggest town and main transportation hub of the area, is mostly touristy, with tall ship cruisers and restaurants galore. Southwest Harbor is small, but is the yachting center, with two chandleries and the home for both Hinckley and Morris Yachts.

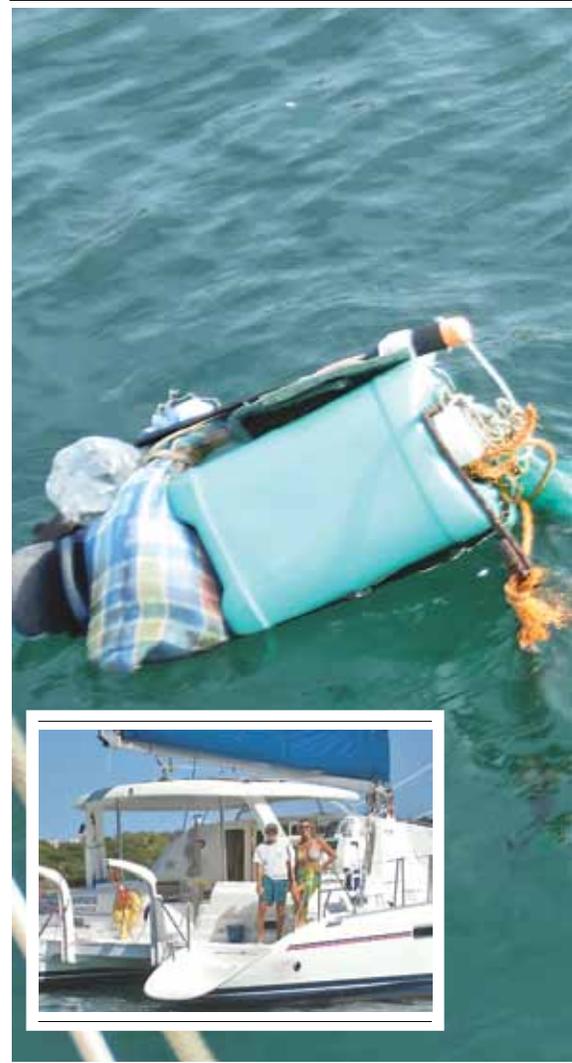
Mount Desert Island is as far 'Down East' as we planned to go, so we began to backtrack with a nice sail to Pulpit Harbor on North Haven Island in Penobscot Bay.

— katie 02/15/03

[The third and final installment of the Braun's New England cruise will appear in the April issue.]

Cruise Notes:

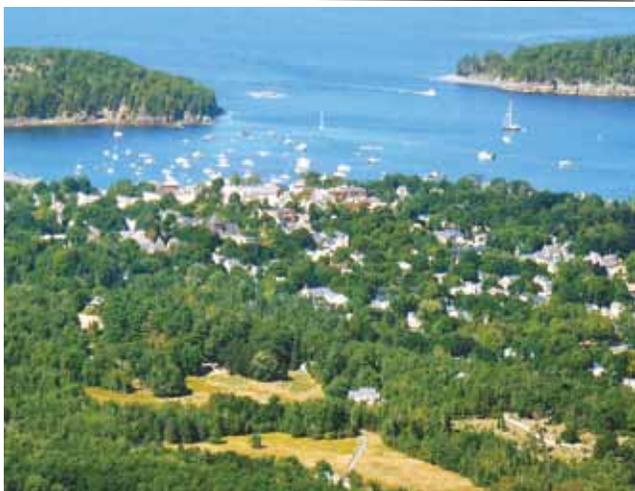
In disturbing news, Bill Lily and his partner Judy Lang reported their Lagoon 470 **Moontide** had been boarded by three armed men at about 2 a.m. on February 19 while they were at anchor at Caleta de Campos, where they had stopped on their way from Zihua to Mazanillo. "I was awoken by banging on the sliding door into the salon," Bill reports, "and like an idiot, I opened it — at which time a gun was put in my face. Three young men ransacked the boat looking for cash. I gave them what I had, and they went through the boat taking my navigation com-



puter, a cell phone, cameras and booze." A veteran of many Ha-Ha's, and number one of the list for this fall's Ha-Ha, Lily reports the couple were unhurt, but had gotten a heavy dose of adrenaline when looking down the barrels of pistols."

Caleta de Campos is the same anchorage where Blair Grinols' 45-ft cat **Capricorn Cat** was boarded about 10 years ago by an armed man claiming to be police. Thanks to the spot and area's having a hinky reputation, we've always made straight shots between Zihua and Manzanillo. Given what happened, we encourage others to do the same. By the time you read this, we expect a more detailed report on this incident to have appeared in *Lectronic Latitude*.

Glenn Twitchell of the Newport Beach-based Lagoon 380 **Beach House**, and a good friend of Bill and Judy's, had an interesting take on the context of the incident. "In defense of Mexico, at nearly the same time Bill and Judy were robbed, some idiot in Orange County, where all



IN LATITUDES



DESTINY

In a dreadful oversight in the last issue, we neglected to run John and Gilly Foy's photo of Augustin, the well-known and well-respected free diver who cleans cruiser boat bottoms in Zihua. Inset left; John and Lynn's gleaming, new-to-them 'Moonshine'.

three of us live, *killed* and *wounded* a lot of innocent strangers."

For those looking for an even greater context, check out the website *killedtourist.com*. While certainly not definitive, it's an ongoing compendium of misfortunes that have befallen tourists in foreign countries around the world. Caution: You may never leave home again.

In much better news, the *Latitude* Caribbean office opened on February 12 aboard the publisher's Leopard 45 'ti Profligate' in the British Virgins, and all we can say is that sailing is going full tilt in the Eastern Caribbean! It's not surprising, as there are several gazillion more boats and cruisers in this part of the world than in Mexico. After dropping our gear on 'ti, we cabled it to Penn's Landing — a cool little Tortola marina we'd never been to before — to see John and Lynn Ringseis's new-to-them Leop-

ard 43 **Moonshine**. The Novato residents had previously run crewed boats for The Moorings, then bought a new Lagoon 410 in France and sailed her to the Caribbean to do crewed charters on their own. Crewed charters are fun but wearying work, so after about five years they sold the cat. Apparently the only thing more wearying than doing crewed charters is not having a boat of your own, so late last year the couple purchased a new *Moonshine*.

Joining us at Penn's Landing was Tim Schaff, formerly of San Francisco, Cabo San Lucas, and Puerto Escondido, and for about the last nine years the owner and charter captain of **Jet Stream**, 'ti *Profligate's* sisterhip. Schaff is a walking ency-

lopedia of all things Leopard 45s/47s. For instance, he knows off the top of his head what size — 3/8-inch or 10 mm — chain will fit the windlass gypsy, and which size of what kind of anchors will fit on the cat's bow. Tim then told us the story of how an item weighing less than a quarter of an ounce, and free almost everywhere, once saved him tens of thousands.



LATITUDE/RICHARD

Never cast off without these enviro savers.

"We were on charter at Maho Bay in the U.S. Virgins, and just before knocking off for the night, somebody got a whiff of diesel from the bilge. It turned out there was a leak near the bottom of one of the 75-gallon tanks. That meant it wasn't going to be long before the bilge pumps started pumping fuel overboard, bringing the Coast Guard and big fines. It crossed my mind to use underwater epoxy, but I knew that even if we could reach the leak — which I barely could — the stuff wouldn't stick to the diesel-coated stainless. Then I had a brainstorm — stick a toothpick, which would swell with moisture, into the small hole!"

It worked, saving Schaff's charter and big fines. "We know that we'll all have to replace our stainless tanks at some point," continued Tim, "so Leopard folks need to know that a company in the Northeast makes plastic fuel tanks for the 45s/47s. The tanks are way better than stainless steel because they are transparent, allowing you to see how much fuel is in them. That's great, because as we all know, sailboat fuel gauges never work for very long."

A few hours later we returned to 'ti *Profligate* — and were blown away to see

Thanks to the humble toothpick, Tim Schaff was saved from the nightmare of despoiling some of America's best beaches with diesel.



JEAN ST. JEAN

CHANGES

what a great job BVI Yacht Charters has done of taking care of her. A dozen years old, she looks great and everything works.

One thing that's always bugged us about 'ti is how dim the lighting is in her salon. Well, remember the 15-ft LED stripe lights for \$13 from Amazon that we wrote about in 'Lectronic? Problem totally solved — and they fit the overhead grooves like a glove. The interior of 'ti now looks like AT&T Park in San Francisco illuminated for a seventh game of the World Series.

The next night we went over to Nanny Cay to — if the weather didn't cooperate for crossing the Aneгада Passage — enter the Singlehanded Race on Saturday and the Sweethearts of the Caribbean Race for couples on Sunday. We weren't at the sign-up party for 30 seconds before we ran into Steve Schmidt of the cruising Santa Cruz 70 **Hotel California, Too** — and long, long ago of the Saratoga area. He was all revved up about the Singlehanded Race despite the splint on his thumb. "I dropped my outboard on it," he explained. We almost threw up at just the thought of how badly that must have hurt.

Then we saw this big guy dressed in



LATITUDE/RICHARD

Play ball! LED strip lights are so great that we even use them rolled up as cockpit lights on 'ti Profligate'. They're . . . brilliant!

white, including his hat and his long braided beard. There was no mistaking our old St. Barth friend, the inimitable circumnavigator David Wegman of the Cowhorn 33 schooner **African Queen**.

David immediately introduced us to a fellow whose dad had owned the **Gangplank Bar** at the bottom of the St. Francis Hotel in San Francisco back when that hotel was top hat. His father had died before age 40, so he was adopted by an uncle — who also died before age 40. 'The heck with this dying young stuff,' he said to himself, so he bought a Newporter 40 — remember those hard-chined, plywood-hull ketches? — and sailed to the Caribbean. He's now in his late 60s, having been cruising the Caribbean for 30 years, much of it with his wife aboard their Gallant 53, which is a smaller version of an Ocean 71. We're saving both their names, because they are the subject of next month's *Latitude* mini-interview. If you don't want to die young, you won't want to miss it.

With marginally decent conditions forecast for the **Aneгада Passage**, de Mallorca and the Wanderer decided to forgo the Sweethearts race and make a break for St. Martin. There's a guy who has been writing to *Latitude* for the last several years insisting that sailing in short-period swells is more comfortable

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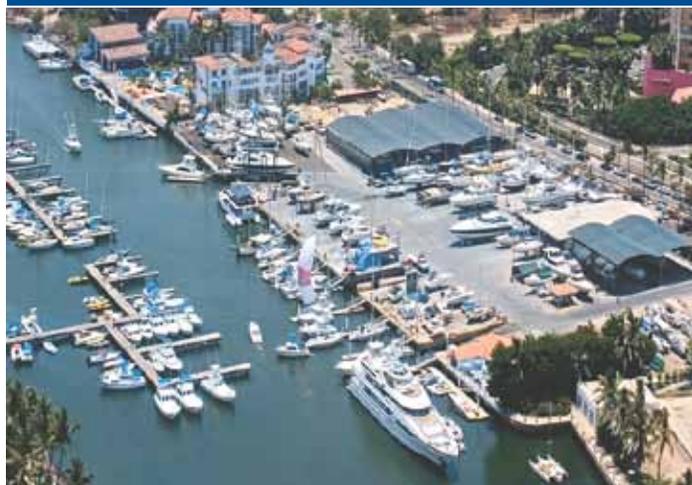
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and safe than sailing in long-period swells. It's a pity that he couldn't have joined us for our 14-hour bash, for he'd have been singing a different tune long before we reached the lee of Dog Island.

The British Virgins see many big yachts, but it's when you pull into St. Martin — which, by the way, is much more dangerous for tourists than Mexico — that you are dumbstruck. Even **Hemisphere** — which at \$250,000/week and 145-ft is the world's largest luxury sailing cat — was dwarfed by the huge motoryachts. Among them was the wildly futuristic — and surprisingly attractive — 390-ft, \$300 million **A**. Her young owner, Russian oligarch **Andrey Melnichenko**, is in the process of building a highly secretive — and rumored to be similarly unconventional — 500-ft sailing yacht.

You've never seen **transportation follies** like those on St. Martin. It's as though it were created by 14-year-old boys with too much video game experience. And we're not just talking about the brainless tourists joy-riding Harleys, the fleeing car thieves, or the bank rob-

bers driving getaway cars. The biggest thrill is watching the 747s land and take off at Queen Juliana Airport — although the extended runway has diminished some of the old-time excitement — such as the times an Air France pilot used to hit the cyclone fence at the end of the runway when landing. Check out the videos on YouTube. Some of them show the jet blasts blowing blankets and people across the road, across the beach, and into the Caribbean Sea. It's a St. Martin thing.

Then there's the **5:30 Follies**, when the big yachts make their way through the narrow opening created by the Simpson Bay lift bridge to get into Simpson Bay Lagoon. It's so entertaining that the patio of the ever-welcoming **St. Mar-**



Where does the skipper of this 319-ft motoryacht — funded by you lovers of Victoria's Secret stuff — think he's going?

tin YC and nearby hotel verandas are packed with people gathered to watch the the captains of multi-million-dollar yachts trying not to screw up. Remember how we criticized the San Francisco Board of Supervisors for not approving the megayacht marina proposed for under the Bay Bridge? Had they seen the interest megayachts get from the

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CHANGES

hoi polloi at St. Martin, and realized the amount of money megayachts spew out each week, they would have gotten revenue-generating religion.

Last night's big attraction was the 315-ft motoryacht **Limitless**, which was paid for by all you ladies — and gentlemen — who shell out big bucks for a few ounces of cleverly cut fabric marketed by **Victoria's Secret, Pink** and other retailers. When launched in 1997 for Leslie Wexner — a true rags-to-riches story from Dayton, Ohio — *Limitless* was the largest motoryacht in the world. Although now more than 200 feet shy of that title, and nearly 20 years old, to our thinking she's still the most handsome — and masculine — looking of big motoryachts. Anyway, *Limitless* shot the bridge gap at about 1/10th of a knot, with just a few feet of clearance on each side. What had been just a fascinating spectacle suddenly turned hilarious, however, when a **police truck**, sirens wailing, roared up the road to the bridge barrier. Obviously it could go no farther, because the roadbed was pointing 90 degrees into the air and because the king of



LATITUDE/RICHARD

Also seen at the St. Martin YC: Cary Purvis and Tom Korhs, vets of numerous Ha-Ha's, who are on their way to Europe. More next month.

ladies' lingerie's 2146-ton megayacht was in the way. The thieves must have had a giggle and a half as they sped away, the sound of the siren on the helpless police car growing fainter by the second.

The next morning we were at the huge and exemplarily stocked **Budget Marine** in Cole Bay, when we asked a guy at the dinghy dock if he locked his dinghy. He said he did — ever since he had his dinghy stolen in Mexico about seven years before. Naturally, that led to a conversation. He didn't want his name used because he was "keeping a **low profile**", but said he was from Long Beach and knew Greg King and Jennifer Sanders of the schooner **Coco Kai**, which after many years of cruising has been put up for sale in the Far East.

Because of its unrivaled Internet access, the *Latitude* office in St. Martin has been the **McDonalds** next to immigration, customs and the Simpson Bay Lagoon lift bridge. By about 2 p.m., we can no longer take the ambience or the smell of the place, so we go kitty-corner across the lift bridge to the **St. Martin YC**. We hadn't even sat down when **Chris Rousseau** of Dallas came up and asked, "Aren't you the Grand Poobah?" He and **Julie Jacoby** had crewed aboard Jim and Rebecca Casciani's C&C 40 **Mariposa** in the 2003 Ha-Ha, and they'd

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Jean and Stephanie on SV Le Letty, a Bruce Roberts 44 Ketch, in Barra de Navidad, Mexico. Hydrovane mounted with dinghy davits.



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just finished a week's charter in the St. Martin area. A hour later we saw a guy at the next table wearing a Baja Ha-Ha T-shirt. It was Tom Kohrs with Cary Purvis of Alameda- and Berkeley-based Island Packet 37 **Dragon's Toy**. Their story was so interesting we're holding it, too, until next month.

Cruising in Mexico is absolutely brilliant, but if you like a lot of wind, a lot of regattas, a lot of young folks, and a lot of wild partying, **cruising the Caribbean** might be even more brilliant for you.

"We joined the Mexico Class of 2012-2013 a little late, as we didn't cross the border until January 21," report Michael Moyer and Anita Chapanond of the Newport Beach-based Alajuela 48 **Cherokee Rose**. "We did all our paperwork at the 'three windows' — port captain, immigration, and customs — in Ensenada. Despite the many promises that checking into Mexico here would be faster and more efficient, for us it was the same as ever. We were told, however, that they will open a second 'three windows' office near the Cruise Port Village Marina, which is closer to the main harbor. It would

be for private as opposed to commercial vessels. But we wouldn't hold our breath. Finally, for those Bashing back to California, be advised that the **Punta Tosca light**, about 150 miles north of Cabo, was not operational as of February 1."

"We had hoped to enjoy cruising New Zealand in the Southern Hemisphere summer, followed by the Southern Hemisphere winter in the tropical New Caledonia/Vanuatu area," report Steve and Dorothy Darden, formerly of Tiburon, but for the last many years residents of their Pacific-roaming M&M 52 cat **Adagio**. "But our plans have changed, and instead we will spend this summer with family in the States, then do Australia — and especially Tasmania — during the Southern Hemisphere summer. With the onset of winter in 2014, we'll move north again up the east coast of Australia to the Great Barrier



Steve Darden has become an accomplished photographer, with great shots from Alaska to Tasmanis. We'd call this one 'Trifecta'.

Reef."

It's great to have options, isn't it? By the way, their comment about plans to sail the east coast of Australia reminds us of an 'old style' check-in during a race up the coast of Australia. Many years ago, one entry on the Brisbane to Gladstone Race brought along carrier pigeons to relay their daily positions. We can only imagine what the inside of the boat looked — and smelled — like. Alas, most

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CHANGES

of the pigeons were never seen again.

With **Somali pirates** having all but closed off the Indian Ocean approaches to the Red Sea, circumnavigators are having to go via South Africa's Cape of Good Hope. Jim and Kent Milski of the Lake City, Colorado-based Schionning 49 **Sea Level** did it a couple of months ago, before continuing on up to foggy Namibia, and then crossing to tropical Brazil. Scott Stolnitz of the Marina del Rey-based Switch 51 **Beach House** is about to do the same.

"After some R&R in Santa Barbara and London, I've returned to *Beach House* in Richard's Bay with Alexandra Deegan of the U.K., who will crew with me to Cape Town," reports Stolnitz. "That leg will be about 1,000 miles, and will feature stops at Durban, Port Elizabeth, Knysna, Mossell Bay, around Cape Agulhas, the southern tip of Africa, and into the Simon's Town/Cape Town area. Once there, Alexandra will be replaced for the Atlantic Ocean crossing by Nicola Woodrow, who already crewed for me across the Indian Ocean. While at Richards Bay, Alexandra and I took



LIZ CLARK

Since Liz is back to playing around with Tahitian kids, you can rest assured that she's all but completely recovered from her broken neck.

a tour of the Thorny Bush Game Park, which is immediately adjacent to Kruger National Park, and did a quick one-day tour of Swaziland. We saw elephants, lions, rhinoceros, a cheetah and a leopard — as well as all the usual suspects. It was a terrific experience!"

"After a quiet couple of months of healing from my broken neck, I'm feeling fully recovered, and am back in Tahiti," reports Liz Clark of the Santa Barbara-based Cal 40 **Swell**. "We had a close call a few weeks ago with cyclone *Gary*, so there is no need to rush *Swell* back into the water. Fortunately, my new friend Po-

ema is hosting me on her organic vanilla farm, so I don't have to live in the yard. Depending on the inspiration of the day, I'm either writing, doing *Swell* projects, or helping out in the organic garden."

There are three remaining big dates in the Mexico cruising season: March 19-21, the Vallarta YC's **21st Annual Banderas Bay Regatta** out of Paradise Marina in Nuevo Vallarta. Great sailing conditions, great venue, and strictly fun sailing for cruising boats. And free. Sometime in April, the Club Cruceros de La Paz **Bay Fest**, which is usually three or four days of social events, and at least one day of fun racing. Although the event still isn't listed in the club's website, we can't imagine they won't host the popular event again this year. Also free. May 2-4 — The Hidden Port YC's **Loreto Fest** fundraising social festival at Puerto Escondido. Last year was an off year, but this is traditionally the biggest cruiser event in the Sea of Cortez. Yet again, free.

How is your cruising season going?

Write us at richard@latitude38.com. We'd love to hear from you.

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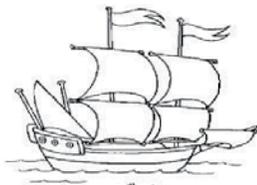
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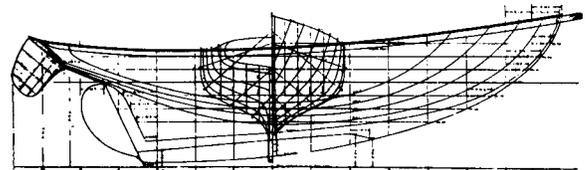
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WHAT'S IN A DEADLINE? Our Classified Deadline is now the **15th** of the month, and as always, it's still pretty much a brick wall if you want to get your ad into the magazine. But it's not so important anymore when it comes to getting exposure for 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.



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, (650) 363-1390 or (650) 722-2389. Or email, rich@spinnakersailing.com.

17-FT MONTGOMERY, 1985. Auburn area. \$6,000. In good condition, ready to sail. Newer Briggs & Stratton 5hp outboard motor. Owner has not been able to sail last few years. Everything kept in storage, so in good shape. Contact for photos. (530) 305-4017 or immy81@gmail.com.



21-FT PRO OPEN, 2001. Sausalito. \$21,750. 2001 Yamaha 115hp 4-stroke outboard motor. Flowscan fuel gauge. New tubes 03/09. Pacific Manufacturing single-axle galvanized trailer-permanent tags. Interlux barrier coat and fresh bottom paint 9/12. All manuals and service records. Two-owner boat and professionally maintained since new. More at www.sfbayadventures.com. Contact (415) 331-3006 or (415) 331-0444 or paul@sfbayadventures.com.

26-FT MACGREGOR 26X, 2003. Eureka, CA. \$18,000. Wonderful lake or Bay cruiser. Roomy cabin with stove, sink, dinette, fore and aft bunks, head with sink and Porta-Potti. Roller furling jib, single-reef main, boom vang, topping lift, 50hp 4-stroke Johnson, pedestal steering, new aftermarket performance rudders, cockpit cushions, bimini, barbecue, swim ladder, fish/depth finder, yellow sail covers and gunwale stripe, factory trailer, lots of extras. Beautiful condition inside and out. Contact timberwool@suddenlink.net or (707) 497-6890.



26-FT NORDIC FOLKBOAT, 1961. SF Marina (East). \$10,000. Brandt-Moeller Nordic Folkboat (wood). Completely restored 1991. Professionally maintained. Excellent condition. New cover from Covercraft. Cruising gear, 4.5hp two-stroke, long shaft Nissan outboard included. See ad at: <http://sfbayfolkboats.org/classifieds.html>. Email wmadison@joneshall.com.

24 FEET & UNDER

23-FT WYLIE WABBIT. Ukiah. \$3,500. Wylie Wabbit #40. (707) 489-0253.



19-FT COMPACT, 1988. Marina Bay, Richmond, CA. \$3,500. Newish motor (6hp Tohatsu) and newish sails with furling jib. Excellent condition. Includes a 19-ft trailer and a chartplotter/depth meter. (510) 223-6291.

17-FT FOLBOT GREENLAND II, 2009. Fort Bragg. \$1,500/obo. With sail rig and pontoons, motor mount and many extras. Boat and gear almost \$5,000 new. Used only a few times, only in fresh water. Color: red. (707) 964-0820.



22-FT CATALINA, 1985. Auburn, CA. \$4,500/obo. Swing keel with trailer good condition. 4hp Yamaha, pop top, galley, mainsail, jib, and genoa. Well maintained. Contact nrowland@inreach.com or (530) 392-5651.

25 TO 28 FEET

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



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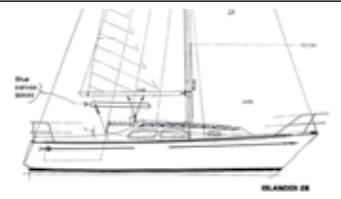
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26-FT CAPRI, 1993. \$19,500. Price reduced 25% from Dec. ad. This beautiful boat, professionally maintained, continuously upgraded has lots of new/near-new gear. Cruise, race or just get out on the Bay and enjoy it. Contact (707) 252-4467 or LivelyLady2@att.net.



26-FT RANGER, 1973. Ventura Keys. \$5,500. Gary Mull design. Had a successful racing career in its day. One owner 20 years. Overall Ranger in GOOD condition. Near-new stainless steel standing rigging, mainsail and roller furling jib. Near-new 9.9hp 4-stroke Honda with electric starter. Automatic Navico Tillerpilot and near-new bimini cover. (805) 644-5598 or (213) 610-4037 or rstewart@sraarchitects.com.



28-FT ISLANDER, 1989. San Diego. \$9,000. Robert Perry design, Atomic 4 engine, good motor, good sails, San Diego berth. Will consider car as trade. health forces sale. Great boat. Roller furling jib, cockpit bimini, wheel steering w/ cover, cockpit cushions, sleeps six, wind instruments and spares. (619) 863-5539 or (909) 626-9144.



27-FT PACIFIC SEACRAFT ORION. Mk II, 1985. \$65,000. 1996 Baja Ha-Ha winner, fully equipped, 9 sails including cruising spinnaker and storm sails, Raytheon 24-mile radar with map system and Questus mount, VHS, Icom SSB and Ham radio, stereos, 27hp Yanmar 3GM, Monitor windvane, Raymarine electric autopilot and GPS, solar panels, wind/trolling generator, Adler-Barbour refrigeration, Simpson Lawrence electric windlass, anchors w/200ft chain, teak interior, rigged for singlehanded, brass windows and winches, over \$100,000 invested. (562) 430-8321 or clausibaas@gmail.com.

28-FT BRISTOL CHANNEL CUTTER. 2003. San Mateo. \$149,000. Sam L. Morse factory built and finished. All teak exterior and interior. Bronze fittings. 27hp Yanmar. MaxProp. Radar. Garmin touch-screen GPS. X-5 autopilot. EPIRB. Hot water. Refrigeration. Freehand windvane. More at www.leoregius.org/adventure.html. (650) 430-0731 or adventure@leoregius.org.

29 TO 31 FEET

30-FT RAWSON, 1964. San Rafael. \$7,900/obo. *Blue Moon*. 100 hour Yanmar 3-cyl 30hp diesel. Radar, GPS, 12-ft Livingston tender, VHF, hot water, fully found, 6-tonner, 6'4" headroom. New bottom paint 2/2013. Lying San Rafael liveaboard berth. Call or email for more info. (562) 899-0774 or sswells@att.net.

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

30-FT CATALINA, 1981. Stockton Sailing Club. \$16,000. Nearly new diesel engine, wheel steering, dark blue interior cushions, spinnaker with pole, tall rig, bimini-dodger assembly. (209) 481-0448 or d.felkins@sbcglobal.net.



30-FT BRISTOL CHANNEL CUTTER. 1997. \$120,000/obo. 30-ft Lyle Hess Bristol Channel Cutter, *Tigress*, 1997, sistership to the Pardeys' famous *Taliesin*. Extraordinary craftsmanship. Mahogany on oak. Teak cabin and decks. Hull so fair many think it's fiberglass. Amazing teak and birdseye maple interior. 27hp Yanmar. Well equipped: roller furling, storm trysail, spinnaker, sea anchor, radar, chartplotter, autopilot, windvane, refrigeration, VHF, 110V electrical, inverter, Force10 heater, Force10 stove/oven, windlass, 9-ft Fatty Knees dinghy with sailing kit, much more. Pristine like-new condition. More at www.tigress-bcc.com or (650) 868-0348.

30-FT HUNTER, 2002. Hidden Harbor. \$39,500. Beautiful boat. Professionally maintained and ready to go. Yanmar diesel. Roller furling. All lines led aft. Comfortable cabin. VHF. CD stereo. Propane galley. Fun to sail. Email for pictures. Contact (530) 389-8387 or (530) 346-2266 or calvertvet@exwire.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 or (650) 722-2389. Or email rich@spinnakersailing.com.



30-FT NEWPORT, 1977. Sausalito. \$9,950. Sturdy, attractive, fast, comfortable Bay and Delta cruiser/racer in excellent condition. Like-new mainsail and roller furling jib. Spinnaker and sock. Edson wheel. Wind speed and point, depth sounder, VHF, stereo. Full cockpit instrumentation. Rewired AC and DC electrical control panels. 4 deep-cycle batteries and charger. Safer natural gas four-burner stove, oven, broiler. New electric windlass, two anchors, all-chain rode. Sitting chart table. Overstuffed cushions and mattresses. Sleeps six. Beautiful teak inside and out with custom mahogany drop boards. Thick, strong through-bolted Lexan windows. Two opening ports and three opening hatches. Inflatable dinghy and oars. Multiple interior lighting arrangements. Contact (925) 766-8205 or 77Newport30@hotmail.com.



30-FT CATALINA, 1985. Paradise Cay Yacht Harbor. \$25,000. Excellent condition. Diesel, wheel. Many upgrades. Engine perfectly maintained by professional mechanic. Sails are like new. Dutchman system on main. Self-tailing winches. Newer standing rigging, lifelines and line clutches. Full boat cover. Price includes haulout (this month), new bottom paint and new propeller shaft coupling. (415) 435-9469.

30-FT NEWPORT, 1979. Alameda. \$7,900. Yanmar YSM12 diesel. New head gasket, valve cleanup by List Marine. Extra sails include storm jib and spinnaker. Complete new varnish inside. Call for photos, more info. (360) 333-8900 or (510) 499-5129 or johnjillboat@yahoo.com.

30-FT OLSON, 1981. Brickyard Cove, Richmond. \$10,000. Hull #120. Two-axle trailer. Nissan 4-stroke, 6hp motor. Double spreader, reinforced mast step. On the trailer at BYC. Contact (530) 542-3641 or dnewman2@pacbell.net.

30-FT NEWPORT, 1974. Rio Vista. \$3,450/obo. Great day sailer. New Mercury outboard with electric starter. Inside needs remodeling. Email for pictures, sterlingnz2002@yahoo.com or call (916) 835-1147.

30-FT CAPE DORY, 1982. San Carlos, MX. \$30,000. Custom gooseneck trailer. New rigging, bottom paint, gel batteries. Full batten main, Furler, Lewmar ST30's, Volvo diesel, wheel, dodger, Autohelm, CQR, 50' chain, solar panel, dinghy, EPIRB, more. U.S. delivery possible. (575) 758-8366 or jmac@laplaza.org.



ISLANDER 30 MK II, 1971. Redwood City. \$10,500. Volvo Penta inboard diesel, folding prop, 4 jibs (including tape drive 110, 125, 155), spinnaker, pole, roller furling, Harken self-tailing winches, autopilot, VHF, recent (2011) survey. (650) 969-1105 or trp43@aol.com.

32 TO 35 FEET



35-FT YOUNG SUN CUTTER, 1981. San Carlos, Mexico. \$49,800. Proven blue water cruiser, ready to sail the world, with a bombproof fiberglass hull. Fully cruise equipped, designed by Robert Perry, same layout as Tayana 37, but at a bargain price. <http://youngsun.squarespace.com/specs>. Contact (970) 759-4211 or mohrmonite@gmail.com.



34-FT EXPRESS, 1988. Richmond Yacht Club. \$54,900. Well maintained, fast, and with lots of extras. Good inventory of new and used sails. Great cruiser-racer around the buoys or offshore. (415) 450-1113 or c_longaker@sbcglobal.net.

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34-FT HUNTER, 1984. Barra de Navidad, Mexico. \$32,000. Custom Hunter 34 turn-key. Total refit masthead to keel. Full cruising gear, lying Barra de Navidad. Can deliver anywhere. Please contact for pictures or complete list of gear. (949) 246-2886 or tommykollekt@gmail.com.



35-FT SANTANA, 1979. South Beach Marina. \$14,750/obo. Replaced mast and boom in 2004. Extensive suit of racing sails, including unique Elvis spinnaker. Great boat for racing or cruising. Email spiritofelvisyacht@gmail.com.



35-FT HINCKLEY PILOT YAWL, 1966. SFYC. \$70,000. *High Tide* is a two-owner, full-keel classic Sparkman & Stephens design. Hand-laid fiberglass hull. Westerbeke diesel. Wheel steering. Gray Awlgrip topsides. Varnish teak trim. Roller furling jib, full batten main, lazy jacks, jiffy reefing. Sleeps four. Honduras mahogany + teak throughout. Teak and holly sole. Head w/stainless sink, shower, hot/cold pressure water. 3-burner propane stove, refrigerator. 3 screened hatches. 8-ft Avon inflatable, Honda outboard. <http://hinckleypilot35.ning.com/photo/photo/listForContributor?screenName=2oz7ad9pf1um>. Contact (415) 435-9565 or sswan200@aol.com.

33-FT SPALDING, 1969. \$25,000. *Auroral*, built 1969 by pattern maker Ivan Davies. Hull made of bruynzeel, plywood deck, cabin house sides made of teak. Fastened with bronze, Monel. Grey marine engine low hours. Set of sails and equipment. Email jonah_ward@hotmail.com.

33-FT TARTAN 10, 1980. Brisbane Marina. \$13,000. New North 3DL racing main, very good 3DL racing headsails, three spinnakers, Vectran halyards. Many practice sails. Yanmar 2-cylinder diesel. Martec folding prop. New racing bottom, Blue Awlgrip topsides. Good racing history. Contact (650) 454-6950 or mcdonaldmarine@gmail.com.

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

33-FT RANGER, 1978. La Paz, BCS, Mexico. \$18,000. #460 of 464 built, none better. Radar, solar, watermaker, water heater, shower, LectraSan, Ham SSB, Garman 172c, windspeed, dir, spdog, LED TV, DVD, VHS, M/W, propane stove/oven, Adler Barbour and more. Health problems, make offer. (801) 897-6659 or tequilajimhart@yahoo.com.



34-FT CUSTOM FRERS. Cold-molded cedar/carbon/epoxy, 1999. Sausalito. \$53,000/obo. Exceptional, high-quality cold-molded construction: cedar/carbon fiber/epoxy. Pedigree design, fast, strong, reliable, ready for the Bay or South Pacific. Interior video: www.youtube.com/embed/O0elreyuJVQ?rel=0. More at www.kabrum.com. (415) 717-5589 or Peter@DocumentaSurveys.com.

32-FT WESTSAIL. Pillar Point Harbor, Half Moon Bay. \$25,000/obo. Hull #417. Original owner, center table interior. Perkins 4-108. 6 bags of sails, lots of extra gear. Needs work. Must sell. (650) 303-3901 or pgclausen@gmail.com.



36-FT JEANNEAU 36.2 SUN ODYSSEY. 1998. San Rafael. \$89,000. Immaculately maintained, ready for cruising. Recent haulout, beautiful inside and out. Rerigged for singlehanded sailing. See web address for pictures and equipment list. <http://hitchcraft.net/Zingara>. Contact (415) 299-0263 or miglopra@gmail.com.

36-FT BRISTOL 35.5, 1981. La Paz, Mexico. Fixed keel. Cruise ready, new main, new dodger, radar, radio, watermaker, more. Great for SF Bay, ocean or Mexico. Purchase in Mexico, save tax. Cruise Sea of Cortez. See more at www.BristolTrueBlue.com. Contact (510) 232-8421 or info@BristolTrueBlue.com.



PEARSON 365, 1979. Moss Landing, CA. \$49,000. Sloop rig. Upgraded 2-spreader mast for better performance. Furling jib, new LPU hull and deck. Fresh bottom paint. New interior cushions, life lines, and ports. Stainless 3-burner stove. New H/C pressure water system. Low hours on Perkins 4-108. Solid and pristine cruiser. Call James for details and pictures. Contact (831) 383-1650 or (831) 565-9143 or marthaashelman@aol.com.



37-FT GOZZARD, 2001. Blaine, WA. \$249,500. Beautiful yacht: below market price. Classy, strong, easy to sail. Offshore capable, equipped for cruising. Roller furling genoa and staysail. Cruising spinnaker, snuffer, full battened main, whisker pole. 63hp Westerbeke, dual Racors, watermaker, hydronic heat, refrigerator, freezer, Surrrette batteries, 190A alternator, 3 stage regulator, radar, chartplotter, autopilot, charger/inverter, galvanic isolator, VHF, EPIRB, PSS no-drip, three anchors, windlass, Lifesling, dodger, bimini, RIB dinghy, 4hp Suzuki. More at www.boativated.com/gozzard-37. Contact (509) 687-6236 or (509) 423-7845 or ravenclaw@boativated.com.

CATALINA 36 MK II, 2001. Santa Cruz. \$102,000. Very clean. Autopilot, GPS chartplotter, windlass, new dodger, roller furling jib, asymmetrical spinnaker. Universal 35hp diesel under 1500 hours. Inverter, 12 volt refrigerator, microwave, TV with DVD player, stereo with cockpit/cabin speakers. Many extras. Magma grill, dock box, Zarcos companionway doors. Excellent transferable slip location in Pacific Yachting charter fleet in Santa Cruz harbor. Forget the 20+ year waiting list. Enjoy it now! To contact email rfrankian@sbcglobel.net.



37-FT BALTIC. Performance cruiser, 1981. Newport Beach. \$49,000. Fiberglass sloop. Roller furling, full batten main, 5 berths in three cabins. Volvo Penta engine. <http://occsailing.com>. Call (949) 645-9412.

37-FT CT, 1977. Puerto Vallarta, MX. \$25,000. Classic Bob Perry design. Volvo 3-cylinder, radar, chartplotter, autopilot, depth finder, SSB, AIS, Viking liferaft, 10-ft Zodiac, Ballenger spar and boom, Lee main, Schattauer genoa on Profurl. More at www.flickr.com/photos/pauldemeire or email tillerking@centurytel.net.



38-FT CATALINA 380, 2000. Marina Village, Alameda, CA. \$124,500. Great Bay and coastal cruiser. Well maintained in beautiful condition. Deep keel, tall rig, all electronics, microwave, inverter, water heater, new batteries '12, new bottom '11, Westerbeke 40hp, professionally serviced, beautiful interior, 6'9" headroom, Queen aft cabin. Email for equipment list and pictures. Contact (408) 828-0837 or (916) 780-9888 or Billsails2@yahoo.com.

37-FT RAFIKI, 1978. Long Beach. \$58,000. Beautiful boat, no teak deck, 36hp 1600 hrs., heavy duty furling for stay and genoa. New varnish, updated radar, radio, GPS, autopilot, depth, wind, speed, refrigeration, new interior. Too much to list. (310) 251-8860 or bbffalcon@yahoo.com.

37-FT EXPRESS, 1985. Alameda, CA. \$87,500. *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.

36 TO 39 FEET



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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.

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

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



37-FT TARTAN, 1985. Ventura. \$68,500. Exceptional condition/cruise ready. She just returned from 2012 Puddle Jump (CA-Tahiti-CA) ready to go again - today! Extensive refit, inventory list and cruising equipment, way too much to list here. More at www.tartan37sailboat.com. Contact (949) 463-8287 or (805) 569-9844 or t37sherpa@gmail.com.



39-FT PEARSON P-39, 1987. Ventura. \$84,500. Solid boat and active cruiser. Solar panels, SSB, GPS, AIS receiver, 24-mile radar, autopilot, StackPack, electric windlass, centerboard, kayak, 8-ft inflatable w/10hp Evinrude. Many upgrades, very good condition. More at www.theseastory.blogspot.com. Contact (916) 276-2937 or pearson39@gmail.com.

39-FT FREEDOM, 1984. Ready for serious cruising. Loaded with gear. Too much to list. Located in Mexico to save you the effort of getting her there. More at www.ketch-22.com/Ketch22.html or tm@ketch-22.com.

36-FT CATALINA 350, 2003. South Lake Tahoe. \$126,000. Bristol C-350 fresh water, many extras, low engine hours, 35hp diesel, light usage, new bottom paint, new Autoprop, furling main and genoa, dinghy, outboard, expertly maintained, full maintenance records, all manuals. Email genngm@charter.net.



36-FT CRUISING CUTTER, 1978. Newport Beach, CA. \$34,500. A no-compromise cruising boat, designed for a couple to cruise. Fiberglass. VERY solidly built. Long, cruising keel, with cutaway forefoot. Large, warm, wooden interior - large tankage, large locker space and much in the way of storage. Center cockpit, cutter rigged. A cozy aft cabin, with much storage, and a comfortable, athwartship double bunk. Main cabin has an L-shaped galley, large settee area (convertible for sleeping), much storage, full head, and separate shower. A solid, roomy, cozy boat - perfect for living aboard, extended weekends, or long-distance liveaboard/cruising. Contact (949) 500-3440 or nb92663@hotmail.com.

40 TO 50 FEET



41-FT BENETEAU OCEANIS 411, 2001. Mediterranean. \$119,000. The perfect couple's cruising boat with offshore capabilities. Two-cabin owner's version. Designed by Groupe Finot and built by Beneteau in France. Well-equipped and meticulously maintained. Never chartered. Stored on the hard at least six months per year since new. No sales tax, personal property tax, or value added tax for USA buyers. USCG registered. Lying in the Med. Price reduced from \$139k. (415) 269-4901 or sail@voleauvent.com.



40-FT PEARSON BOUNTY II, 1961. Brisbane Marina. \$20,000/obo. 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, Proline 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. Contact (415) 312-6027 or bounty2forsale@gmail.com.



44-FT CATALINA MORGAN, 2007. Seattle, WA area. \$284,500/obo. Mint condition. A real deck salon. Great blue-water cruiser. 75hp Yanmar 8+ cruising, 600 hours. New batteries, cruising spinaker, power winches, hydronic heat, Raymarine C120, radar, autopilot, bow thruster. Trades acceptable. Contact (408) 666-3261 or jerryfsaia@aol.com.

47-FT CATALINA, \$275,000. 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. Contact (916) 607-9026 or cestlavie_2000@hotmail.com.



41-FT CT, 1976. Vallejo. \$55,000/obo. Veteran cruiser. Owned by the same owner since 1976. It has many cruising extras. Sails, anchors, and ground tackle. Set of world charts. 75hp Volvo diesel. (415) 726-3322 or maspragg@aol.com.



41-FT ISLAND PACKET. SP Cruiser motorsailer, 2007. Alameda. \$324,900. Purchased new in 2009. Excellent condition. Great platform for viewing America's Cup racing. Large pilothouse with inside steering. Roller furling main, jib, and reacher. Also includes a standard mainsail for improved performance. Lewmar electric sheet winches for main and jib. 110hp Yanmar diesel with 200 hours, burns .75 gallons/hour at 5 knots. Window coverings, feathering prop, bow thruster, radio, wind instruments, knotmeter, depth-sounder, autopilot. John. (510) 366-1476 or mountainguy@mountainguynews.com.



45-FT MAPLE LEAF, 1986. Rio Dulce, Guatemala. \$225,000. Center cockpit sloop. Envy of the anchorage. This immaculately maintained, majorly upgraded, proven cruiser can take you anywhere. A full description, inventory list and pictures are at #1291907 at www.yachtsoffered.com. Contact (604) 309-4554 or searchid@telus.net.



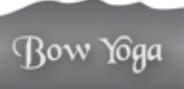
40-FT HINKLEY BERMUDA. Fiberglass yawl, 1969. Newport Beach, CA. \$99,000. Renowned classic Bill Tripp design. Timeless lines, wide sidedecks, solid construction. Cruising sails, roller furling, radar, Yanmar diesel, Maxprop, centerboard. (Photo is sistership). More at <http://occsailing.com> or (949) 645-9412.

40-FT C&C AFT CABIN, 1983. Marin. \$65,500. Rare aft cabin 40 model. All standing rigging, instruments, roller furling, hydraulic backstay, and many other improvements less than five years old. Absolutely the most boat for the money. (415) 516-1299 or cc40sailboat@aol.com.



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48-FT BENETEAU FIRST 47.7, 2003. Sausalito, CA. \$265,000. 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 Qwestus 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 Prosigne Advanced Digital Control. Pro-Mariner galvanic isolator. Original owner. Maintained as new. (916) 969-8077 or curtis@surewest.net.



42-FT CENTURION 41S, 1999. Spice Island Marina, Grenada. \$165,000. Comprehensive cruising inventory. Ocean ready. Refit 2009: new sails, rigging, upgrade of electrical and navigation systems. Watermaker, Windgen and solar panels. Owner's version with shower. Linens and dishware included. More at www.mindemoya.info. (231) 620-3920 or mindemoya@gmail.com.

44-FT NORDIC, 1980. Anacortes, WA. \$179,000. Ocean capable vessel, \$200K update 2004-7. Modern, reliable and fast. Many cruising extras. Perry redesign of rig. Low hours, no blistering. Contact (360) 668-6961 or normarsur@msn.com.



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.

44-FT HARDIN VOYAGER, 1977. Marina Palmira, La Paz, BCS, Mexico. \$69,000. A spacious fiberglass, ketch-rigged veteran of the Sea of Cortez and west coast of Mexico. A traditional liveaboard and long-range bluewater cruiser with rare two-cabin, two-head layout. Center cockpit with hard dodger. Recently recalculated teak decks. Aft cabin has transom windows above the thwartships queen size bunk and opening portholes for ventilation. Go to YachtWorld.com for specs. Contact (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. Contact (707) 688-0814 or (707) 290-9535 or raaddink@yahoo.com. 1200 Brannan Island Rd.



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

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



41-FT SCEPTRE, 1986. Crescent Beach, BC. \$168,000. Original owners. Professionally maintained. Recent survey and bottom paint. Email for more info and pictures, raceaway@shaw.ca.



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. (650) 704-2302 or galaxaura@gmail.com.



47-FT CUSTOM. Fiberglass cutter, 2004. Coos Bay, OR. \$499,900. Bluewater high-latitude cruising sailboat, two helms, one enclosed, sleeps six, premium equipment, electronics, 85hp diesel, 4.2KW generator, workshop, 200+ fuel and water, refrigeration, washing machine, insulated. More at www.hyssop.com/boat or call (541) 888-5688.

42-FT CATALINA, 1989. Jack London. \$82,500. New Doyle StackPack with tuned main, newish Doyle jib, Raymarine electronics, electric head, 3 cabins, newish stove/oven. Low hours on Yanmar. (510) 717-0151 or ballensail@yahoo.com.



44-FT TARTAN 4400, 2003. Channel Island Harbor. \$379,000, 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=ckZHxXEMec. Contact amgjohn@sbcglobal.net or (530) 318-0730.



43-FT SERENDIPITY, 1980. \$60,000/OBO!! *Lone Star*. Doug Peterson's SORC Serendipity 43. A winning combination: great performance and gracious living. The perfect cruiser. Must sell now. Email for brochure (specifications and current photos): svlonestar@yahoo.com.



41-FT KETTENBURG K-41 F/G, 1970. Ventura West Marina. \$45,000. Cruise ready, Raymarine electronics, Yanmar 40hp 3JH3E, Mermaid A/C Adler-Barbour refrigeration/freezer. Asymmetrical spinnaker. 65 gal water, 68 gal fuel. Seakindly from the golden age of fiberglass boat building. Sell or trade for real estate or classic car. Seller is a competent sailor and will instruct new owners. More at www.kettenburgboats.com. Contact (805) 320-3549 or (805) 646-6707 or wmmors@dslextre.me.

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



40-FT CREALA, 1993. Rio Dulce, Guatemala. \$130,000. Crealock-designed (lines very similar to Pacific Seacraft 40) cutter rigged, double ender, cruising equipped, teak deck/interior. Maintained and cruised by one owner. Clean, comfortable. (604) 931-2173 or tillsonds@yahoo.com.



50-FT STEEL PILOTHOUSE KETCH. 1984. West Coast - in transit. \$65,000. 50hp Kubota, new sails, roller furling, Lofrans windlass, ST7001 autopilot, Garmin546 chartplotter, radar, Icom 710/130 SSB, (2) 50W panels, liferaft. Aft stateroom, pantry, shower, large engine room, tool room, workbench. Delivery possible. Contact (503) 298-5780 or svultreya@yahoo.com.



40-FT KAURI WARWICK. (One-off), 1983. Whangarei, New Zealand. \$200,000. Kiwi-built triple-skin cold-molded kauri cutter. Details, go to house website: www.americankiwihome.com. Also see separate *Latitude 38* property ad (house for sale, page 146). Email neptune@central.com. 150A Beach Road, Onerahi-Whangarei, 0110, New Zealand.

51 FEET & OVER



53-FT ISLANDER, 1979. Sausalito. \$57,000/asking. Monitor, radar, rewired, new fuel tanks and extensive equipment. Sale by owner. See more at <http://polaris5.weebly.com> or call (415) 332-6585.



52-FT IRWIN, 1984. Puerto Vallarta, Mexico. Gorgeous Irwin 52 Ketch. Love the boat and would rather have a 50% partner than sell outright. Tons of upgrades. See website for all the info. www.freya52.com. (530) 342-1665 or freya52@live.com.



68-FT DEREKTOR, 1971. Richmond, CA. \$350,000. Fantastic fast pilothouse expedition yacht set up for singlehanded. 2011 refit including new Yanmar, mast, sails, refrigeration, electronics. Just returned from voyage across Pacific to Fiji, ready to go again. More at <http://sites.google.com/site/yachtspandion/home> or email svpandion@gmail.com.

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32-FT DOUBLE ENDER TEHANI, 1926. Sausalito. \$30,000/obo. Classic Danish yacht in beautiful shape. Regularly sailed and always maintained. Email me for pictures/info: pgaetani@gmail.com or call (415) 246-7712.

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50-FT CSK CRUISING CATAMARAN. 1970. Alameda. \$75,000. LARGE salon, galley up, 80hp diesel, 4 cabins, 2 heads. Call (925) 212-8940.



38-FT FONTAINE PAJOT ATHENA. 1995. San Francisco, CA. \$169,000. Our beloved ocean cruising vet *Family Circus* is for sale. New LPU in the salon, new canvas, new trampoline, dual Yanmars, one just rebuilt. 4 cabins, two heads. Radar, GPS, plotter, etc. Ocean gear - drogue, liferaft, autopilot, spares, etc. Fantastic sailing platform for Bay and ocean fun. Ready to go! Our family keeps growing - the boat needs to as well! (925) 878-9659 or ctzortzis2014@gmail.com.



42-FT CSK, 1973. Puerto Escondido, Baja, MX. \$109,000. Catamaran, glass over fir and mahogany ply, strong and light, ketch-rigged, roller furling main in boom, Furuno chart plotter and radar model 1725, Robertson autopilot with remote, 3 hydraulic helm stations, SSB radio, Volvo hydraulic drives with folding Martec props. Powered by 2.3 Ford Cruise at 8 knots at 1 gallon per hour. 2 VacuFlush heads. 2 staterooms, DVD player, flat screen. Galley up with large upright refrigeration. Solar panels, electric windlass, washdown pump. Fuel 80 gallons, fresh water 160 gallons, 2 water heaters electric and propane and propane furnace. Now lying on private mooring. Possible delivery. Email sailpotion@gmail.com.

48-FT TRIMARAN, SACRAMENTO. \$69,000. Fiberglass on plywood. On trailer, 2 miles to river, never launched. New sails, 100hrs on new diesel, 5 winches, sleeps 17. Needs mast, some interior work. Must be launched or moved from Sacramento location. (916) 205-1912.

48-FT LOOPING, 2004. Loreto, Sea of Cortez, Mexico. \$399,000 USD. Spacious, luxurious, clean French-built performance catamaran ready to take you cruising. Fully equipped, pristine condition. MUST SEE!! Tour us on YouTube: Uj33dCr9FnY. Details on website: <http://neofsorsale.com>. Contact (916) 622-9348 or lloyds@jps.net.



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. More at www.facebook.com. Email sotelojohn@hotmail.com.



38-FT CHAMBERLIN CAT, 1992. Nevis St Kitts, Caribbean. \$85,000. Custom composite Vac-bagged Divinycell/Vinylester/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.

34-FT GEMINI 105MC, 2005. Redwood City, CA. \$129,900. Great family or race boat. Perfect for San Francisco Bay, coast, Mexico, beyond. Fast; easy to sail singlehanded without heeling. Spacious deck, 3 bedroom interior. Elegant and comfortable. See more at website: <http://loonasea.gibbons.web.stanford.edu>. Contact loon.asea@yahoo.com or (650) 380-3343.



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. It has new motors, sails, canvas, hull paint and thru hulls. Frank. (Photo is sistership.) Contact Cabosportsfrank@yahoo.com or (512) 750-5735.

POWER & HOUSEBOATS



39-FT MAINSHIP, 1997. Santa Rosalia, BCS, MX. \$95,000. Outfitted for cruising the Sea of Cortez, watermaker, air conditioner, ice maker, Northern Lights generator, 350 gal fuel tanks, 80 gal water. (760) 420-6570 or (615) 100-0261 (Mexico). Or email casatenbaja@gmail.com.

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

CATALINA 380, 2001. Sausalito Yacht Harbor. Full electronics, chartplotter, autopilot, and radar. New furling main and jib (2011), Quantum cruising chute, Yanmar 40 with low hours, dodger, electric windlass. Professionally maintained. Equipped for sailing and cruising: 2 cabins, centerline berths, innerspring mattresses, refrigerator, microwave, flat screen HDTV/DVD, electric head, and separate shower. Includes dinghy and outboard. Beautifully finished interior in Ultraleather and Corian. Equity share available, as low as \$335/month, depending on usage. (707) 421-0366 or CSMSam@aol.com.



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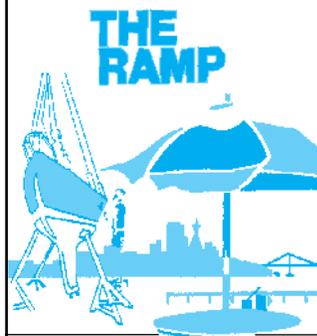
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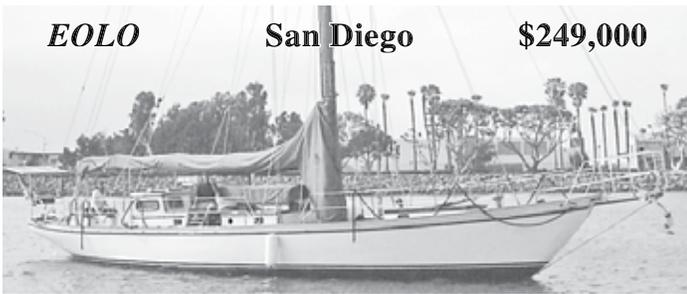
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LAGOON 39

Way back in July Lagoon announced the outline of the new designs to come, the details of Club Lagoon, the owner association, and the marketing theme for 2014: "I Love My Lagoon." The all new Lagoon 39 made her American debut in Miami on Valentine's Day!

If that kind of planning breeds that kind of coincidence, it will surprise nobody that the new 39 not only looks amazing, she's a fantastic sailing boat. The rig plan is all new to Lagoon, and seems perfect for SF Bay: high aspect main and self-tacking jib for our breezy summers, and roller furling code 0 and roller furling gennaker for long runs to the Delta and light winter winds. She's on her way to Oakland for the April show. Watch our blogs for news as we learn more about this newest Lagoon.

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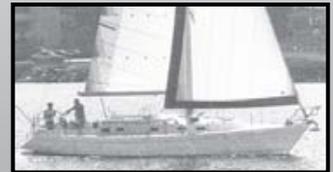
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48' ISLANDER SLOOP, 1985

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

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41' SCEPTRE CUTTER, 1985

Updated throughout, professionally maintained, transferable Sausalito Yacht Harbor slip. **THIS IS THE MOST COMPETITIVELY PRICED SCEPTRE ON THE MARKET AT \$139,000.**

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34' GEMINI 105MC CATAMARAN, 2005 THE most successful cats ever designed and this one, the only one on West Coast, was just detailed and shows very nicely inside and out. Never been cruised and has less than 400 hours on Westerbeke dsl. **\$135,000**

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43' SLOCUM CUTTER, 1984

Cruising cutter that has been well maintained and extensively updated – owners estimate they spend about \$10,000 yearly. **\$129,000**

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

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53' ISLANDER, 1979

Over \$100,000 spent over past several years on this vessel. Rewired, new fuel tanks, extensive upgrades. **MAJOR PRICE REDUCTION; OWNER IS MOTIVATED TO SELL IMMEDIATELY. \$57,000**

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32' WESTSAIL CUTTER, 1976 Repowered, rewired, Awlgrippd and flawless inside and out, this is the nicest Westsail we've seen in YEARS! She's ready to cruise and lying in a potentially transferable Sausalito YH slip. **\$55,900**

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37' HUNTER LEGEND 37.5, 1993 One of Hunter's most popular designs ever, this particular low-time example is very clean inside and out. Competitively priced. Lying in potentially transferable Sausalito YH slip. **MAJOR REDUCTION TO \$55,000**

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37' TAYANA, 1977 Nice example of a very popular model with exterior canvas and brightwork in good shape. The Perkins 4-108 diesel runs like a top, and interior shows well. A must-see for anyone in the market for a well-found, well-priced bluewater classic. **\$49,900**

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ERICSON 35 Mk III, 1983 Covered Mk III in very nice shape (she's had \$30k+ spent since 2004—new sails, standing/running rigging, electrical panel, keel bolts, etc.), attractively priced; lying in Sausalito YH slip. Quality, sound construction and style. **\$48,000**

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30' FORTUNE PILOTHOUSE CUTTER, 1978 This charming custom pilothouse feels WAY bigger than 30'! She also has much new equipment (including new Isuzu diesel installed in '95), shows pride of ownership throughout, and is a must-see. **\$29,500**

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30' ALBIN BALLAD, 1978 Classic plastic in very nice shape inside and out. \$30,000+ spent on upgrades including new Yanmar dsl, new custom Ballenger spars, roller furler, sails and dodger. Hauled & painted Dec. '12. Transferable Sausalito YH slip. **\$29,000**

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48' GRAND BANKS Trawler LRC. Aft master S/R, twin diesel, FB & PH helms, classic mahogany in BEAUTIFUL condition. Onan, fully loaded galley, 3 heads, shower & tub, inflatable dinghy w/ motor, swim platform, steady sails, radar, MORE! Asking **\$99,950**



40' VALIANT CUTTER Great blue water cruising design that changed cruisers forever. Loaded with cruising gear, color radar, R/F, plotter, nav station, private staterooms, and MORE! A big, strong, performance world cruiser. Asking **\$69,500**



42' WESTSAIL CENTER COCKPIT Cutter. Aft strm, dodger, wheel, low-hr dsl, full keel w/cutaway forefoot, dedicated nav station, enclosed head & MORE! Outstanding bluewater cruiser from board of Crealock. Westsail quality & seaworthiness. Nice boat. Must see. Asking **\$84,950**



35' ERICSON MK II Sloop. Yanmar diesel, roller furling, weather cloths, windlass, two mains & 90% jib, galley, enclosed marine head/shower, autopilot, great interior, full rails & pulpit. Very nice example of this venerable & well loved Bruce King design. Asking **\$24,950**



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35' SPARKMAN & STEPHENS Center Cockpit Sloop. Diesel, aft stateroom, hard (fully enclosable) dodger, good sail inventory, wheel, extra strong fiberglass construction, well found quality cruising boat. Asking **\$28,950**



49' ROSBOROUGH WINDJAMMER SCHOONER Stoutly built in Nova Scotia in 1980 of bronze-fastened white oak. 57' LOA; 13.5' beam. Loaded with character. Built to go to sea & stay there. Roomy, seaworthy design. Center cockpit, large aft strm, MORE! Asking **\$44,950**



34' FRERS CUSTOM Sloop by renowned German Frers. Beautiful, highest quality, cold-molded construction. Dsl, like new sails & lots of cruising gear. She's ready to go, fun to sail, & nice to look at. Asking **\$59,000**



34' TIFFANY JANE Sloop. Rare & lovely sailing icon from C&B Marine of Santa Cruz, CA. An elegant double-ender. Very well maintained & thoughtfully rigged. *Dancer* comes with like-new dodger, full complement of sails, laptop w/chart software & more. Asking **\$34,950**



42' BENETEAU FIRST Unusually well-found, comfortable & spacious bluewater performance cruiser always kept in beautiful cond. by long time owners. Dsl, highly desirable double-spreader tall rig, new upholstery, many upgrades, furling+spinn, more. Just hauled & ready! Asking **\$84,950**



53' ISLANDER Sloop. Big, comfortable cruiser, 4 cabins, 2 heads, diesel, dodger, many upgrades reported: new standing/running rigging, furling, headsail, radar, etc. 6'4" headroom and MORE! We think this vessel is a great value... Asking **\$57,000**



48' EUROPEAN CANAL BOAT by deVries Lentsch. Steel. Unique, comfortable cruiser for Bay/Delta. Diesel, tub, galley, fireplace, salon, convertible aft enclosure, beautiful decor, MORE! LIVEBOARD. A GEM! Now asking **\$129,500**



41' NEWPORT Mk II C&C-designed performance cruiser w/comfort & excellent seaworthy qualities. Dsl, dodger, bimini, roller furling, gen/cruise spinn, self-tailers, wheel, AP, dedicated nav station, very fresh & nice vessel in apparent great cond. Asking **\$49,000**



80' TRAWLER YACHT Magnificent trawler yacht conversion of famous DESCO Trawler. Fully operational, self-contained & well-found go anywhere yacht w/thriving B&B business. Comfortable, spacious, tasteful decor, 400hp CAT dsl. MUST SEE! Asking **\$788,000**



32' CATALINA 320 Great example of this great design. Ready to go with low-hour Yanmar diesel, furling genoa, Dutchman, electronics package, wheel steering, dodger and MORE! Nice boat and attractively priced. Asking **\$59,000**



30' CAPE DORY Cutter. Alberg design. One of the finest smaller bluewater cruisers ever built. Famous for comfort, durability, seaworthiness & stout construction. Dodger, near-new dsl, RF, radar, GPS, MORE! Asking **\$34,950**

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EVERY FEW YEARS...the bottom of the boat needs to be repainted. Some owners pick the yard that's closest to their marina and others shop for the best price. For our boat...we've selected KKMI. They offer superb quality, great value and unsurpassed expertise. With two locations, they're also convenient to most marinas on the Bay. If you've never hauled at KKMI before...I'd give them a call. You'll be happy you did. Speaking of hauling...if you are an experienced professional in the marine industry and are looking to join a winning team...give KKMI a call. They have openings in their mechanical, rigging, electronics and travelift departments and would love to hear from you.

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