

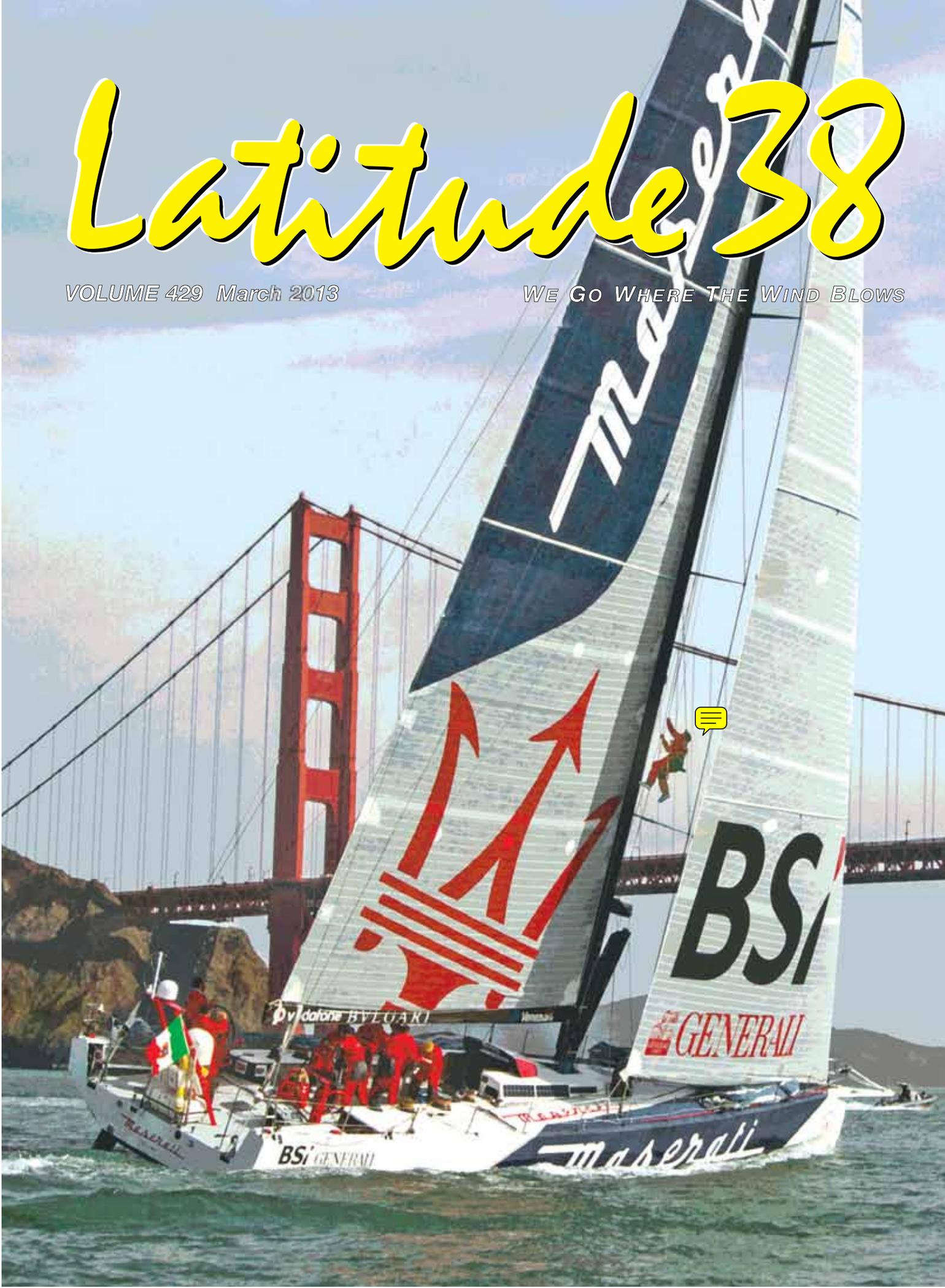
Latitude 38

# Latitude 38

VOLUME 429 March 2013

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MARCH 2013



VOLUME 429



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# What a Fiasco!

It was a fiasco. But it's supposed to be. San Francisco Bay's Singlehanded Sailing Society held its annual Three Bridge Fiasco on January 26. And as fiascos go, it did not disappoint. There was light air, heavy air, and plenty of current to challenge the more than 350 single- and doublehanded, mono- and multihull competitors.

The rules are simple enough; the tactics, not so much. Round a fixed mark by the Golden Gate Bridge, Red Rock by the Richmond/San Rafael Bridge, and Treasure Island by the Bay Bridge; in any order and in any direction. Oh, and starts are staggered based on each boat's handicap.

Buzz Blackett's Pineapple Powered Class 40, *California Condor*, sailed by Buzz and the boat's designer, Jim Antrim, was the first monohull to cross the finish line, finishing ahead of 266 other doublehanded monohulls.

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Cover: At the end of her 14,000-mile sprint from New York, the sleek VOR 70 *Maserati* glides toward the Golden Gate. Crew photographer Michele Sighele climbs the rig to record the arrival from atop the sloop's 105-ft mast.

Photo by Bjoern Kils

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

## SELECT BROKERAGE



Beneteau 46, 2008 \$289,000



Jeanneau 45, 2007 \$290,000



Beneteau 36.7, 2010 \$144,000



Island Packet 380, 1999 Galatea \$219,000

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45' Jeanneau Sun Odyssey	2007	290,000
42' Beneteau 423	2004	175,000
41' Dehler DS	1998	145,000
41' Tartan 4100	2004	324,500
40' Beneteau 40.7	2001	155,000
40' Beneteau 40	2009	199,000
38' Beneteau 381	1999	89,000
38' Beneteau Moorings	1991	35,000
38' Ericson 38-200	1988	63,000
38' Island Packet 380	1999	219,000
37' Pacific Seacraft yawl	1984	119,000
36' Beneteau 36.7	2010	144,000
36' Beneteau 361	2000	89,900
36' Pearson 36-II	1985	57,900
36' Catalina	1989	47,500
36' Hunter sloop	2004	94,500
35' Island Packet	1991	139,000
33' Beneteau 331	2004	84,900
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32' J/32	1997	79,000
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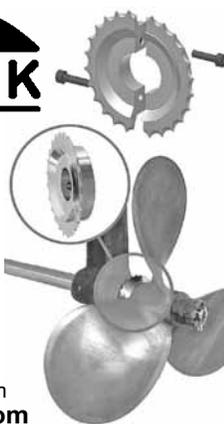
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## CALENDAR

### Non-Race

**Mar. 1-6** — *Lady Washington* and *Hawaiian Chieftain* continue their Northern California tour in Oakland with tours, educational programs and Adventure Sails. **3/7-19**: Redwood City; **3/20-4/1**: Sausalito; **4/2-8**: Bodega Bay; **4/11-17**: Eureka; **4/19-29**: Crescent City. See [www.historicalseaport.org](http://www.historicalseaport.org) for a full schedule and pricing.

**Mar. 2** — Sail a Small Boat Day. Free rides on a variety of different small sailboats at Richmond YC, 10 a.m.-3:30 p.m. Wear something warm and waterproof, and bring a PFD and change of clothes. Info, [www.richmondyc.org](http://www.richmondyc.org).

**Mar. 2** — 'Your Boat as a Business' seminar at Tradewinds Sailing School & Club, 10 a.m.-2 p.m. Stick around for 'Flotilla Trips & More' by David Kory, discussing upcoming trips, 6-8 p.m. Free. Info, (510) 232-7999.

**Mar. 3** — 27th Annual Mariners' Sunday at St. Luke Presbyterian Church in San Rafael, 10 a.m. An ecumenical service dedicated to mariners, with StFYC's Sons of the Sea Chorus. Followed by brunch at Loch Lomond YC. Info, [www.stlukepres.org](http://www.stlukepres.org). Brunch reservations, (415) 707-0924.

**Mar. 3** — Fundraiser for International Rescue Group at Alameda YC, 2-7 p.m. Info, [www.internationalrescuegroup.org](http://www.internationalrescuegroup.org).

**Mar. 3-31** — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or [www.baads.org](http://www.baads.org).

**Mar. 6** — In-the-water liferaft training class by Sal's Inflatables, 3:30-5 p.m. at Golden Gate YC, just before the Crew List Party. \$39. Reservations & info, (510) 522-1824.

**Mar. 6** — *Latitude 38's* Spring Crew List Party at Golden Gate YC, 6-9 p.m. It's early in the season so you can set up your crew sooner. \$5 for anyone 25 & under (with ID)! Only \$7 for the rest of us. See [www.latitude38.com](http://www.latitude38.com) for details.

**Mar. 6-27** — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m. Enjoy lunch and a dynamic speaker each Wednesday for about \$25. All YCs' members welcome. More info under the 'Events' tab at [www.stfyc.com](http://www.stfyc.com).

**Mar. 7** — Wildlife on the Bay & California Coast talk by marine ecologist Carol Keiper at Corinthian YC, 6:30 p.m. Free. Co-hosted by Modern Sailing School and Club. RSVP at [www.cyc.org](http://www.cyc.org) or (415) 435-4771.

**Mar. 7-10** — San Francisco Ocean Film Festival celebrates the sea with films that increase awareness. \$14 per program or \$100 for a Film Pass. Info, [www.oceanfilmfest.org](http://www.oceanfilmfest.org).

**Mar. 7-10** — Sacramento Boat Show at Cal Expo. Info, [www.sacramentoboatshow.com](http://www.sacramentoboatshow.com).

**Mar. 9** — North U. Trim Seminar at Nanaimo YC (BC), 9 a.m.-4:30 p.m. \$85-115. **4/27**: Coos Bay YC (OR). Info, [www.northu.com](http://www.northu.com).

**Mar. 10** — Daylight Saving Time begins. Woot!

**Mar. 14** — Club Nautique's Winter Seminar Series continues with 'NOAA Sea Birds in Our Sanctuaries' by Karen Carlson in Sausalito, 6-8 p.m. \$10 members/\$15 non-members. **3/28**: 'America's Cup', speaker TBA in Alameda, same time. Info, (510) 865-4700 or [www.clubnautique.net](http://www.clubnautique.net).

**Mar. 14** — Are you a single boatowner needing crew? The Single Sailors Association has crew to help sail your boat. Monthly meeting at Ballena Bay YC in Alameda, 6:30 p.m. Info, [www.singlesailors.org](http://www.singlesailors.org) or (510) 239-7245.

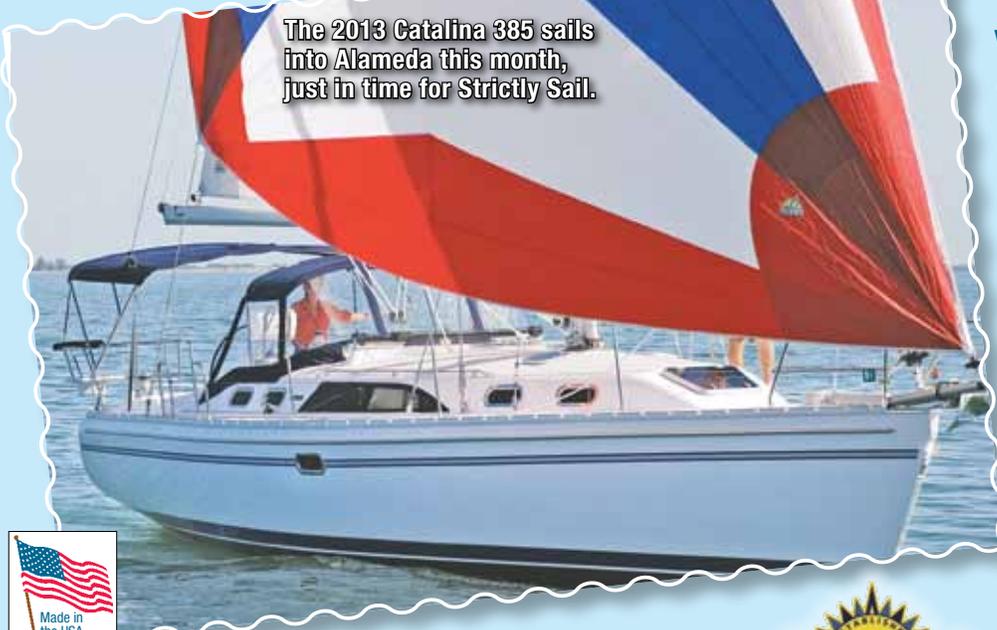
**Mar. 16** — Marine Flea Market at Emeryville Marina, 8 a.m.-1 p.m. Info, (510) 654-3716.

**Mar. 16** — Mariners Swap Meet at Channel Islands Landing in Oxnard, 8 a.m.-3 p.m. Info, (805) 985-6269.

**Mar. 16, 30** — Celebrate Women's History Month at San Francisco Maritime National Historical Park with 'Heroines at Sea: Adventures of Sailing Wives' aboard *Balclutha*, 3-3:45 p.m. \$5, under 16 free. Info, (415) 447-5000.

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Catalina 34, 1990 .....	<b>REDUCED!</b> 45,000
Catalina 34, 1989 .....	47,500
Catalina 34, 1987 .....	<b>NEW LISTING!</b> 49,000
Catalina 310, 2000 .....	<b>REDUCED!</b> 74,900
Catalina 30, 1988 .....	<b>SOLD</b>
Catalina 30, 1984 .....	<b>SOLD</b>
Catalina 30, 1984 .....	<b>NEW LISTING!</b> 33,000
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C&C 38, 1979 .....	41,000
Tayana 37 Cutter .....	<b>SOLD</b>
Hunter 37, 1987 .....	49,000
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Ranger 25 Tug, 2008 .....	120,000
Ranger 21EC Tug, 2009 .....	47,500
Ranger 21EC Tug, 2009 .....	<b>REDUCED!</b> 42,500
<b>Preowned Power Yachts</b>	
Cheoy Lee 66 Ocean Trawler, 1987 .....	<b>REDUCED!</b> 449,999
Ocean Alexander 44 .....	165,000



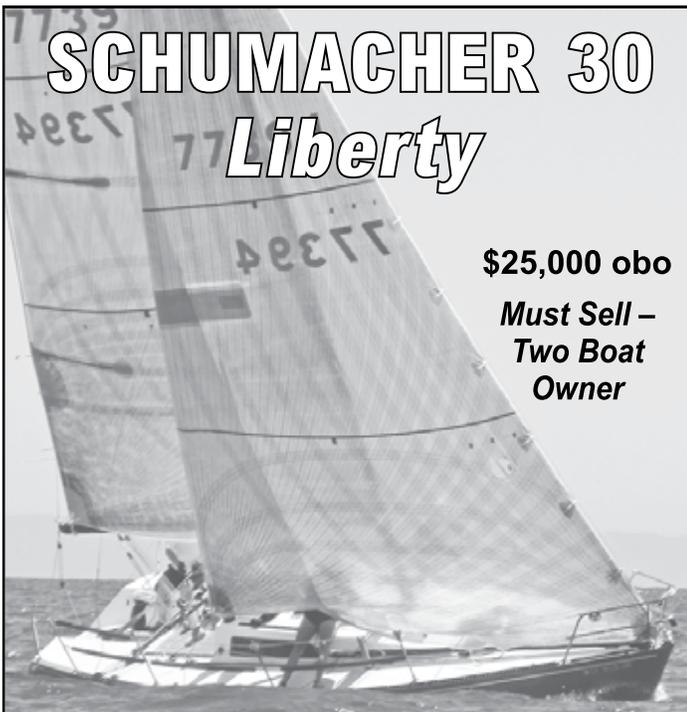
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## CALENDAR

**Mar. 16-17** — ISAF Sea Survival course at San Francisco YC, 8:30 a.m.-6:30 p.m. Fulfills training requirement for offshore racers. \$240. Repeats **3/23-24**. Info, [www.sfyyc.org](http://www.sfyyc.org) (click 'Training Sessions').

**Mar. 17** — Cal Sailing Club's free introductory sail at Berkeley Marina, 1-4 p.m. Info, [www.cal-sailing.org](http://www.cal-sailing.org).

**Mar. 20** — Vernal equinox, aka the first day of spring!

**Mar. 23** — 'Suddenly in Command' safety course by USCGA at San Jose West Marine, 10 a.m.-2 p.m. \$15. RSVP required, (408) 246-1147.

**Mar. 23** — Open Boat Party & Open House at Seal Beach YC in Long Beach. Info, (562) 787-3636.

**Mar. 23** — 'Sail Repair Clinic' at Tradewinds Sailing School & Club, 10 a.m.-12 p.m. Stick around for a 'Sail Trim' seminar from 1-5 p.m. \$20 per seminar. Info, (510) 232-7999.

**Mar. 27** — Sail under the full moon on a humpnight.

**Mar. 30** — Beginning Chantey Singing Workshop aboard *Balclutha* at SF Maritime's Hyde Street Pier, 2-4 p.m. Fee-free day. RSVP required, (415) 561-7171.

**Apr. 11** — 'Highlights of a Sailing Life' presentation by cruising guru Jimmy Cornell at Corinthian YC, 6:30 p.m. \$10. RSVP, [www.cyc.org](http://www.cyc.org) or (415) 435-4771.

**Apr. 11-14** — Strictly Sail Pacific at Jack London Square. Info, [www.strictlysailpacific.com](http://www.strictlysailpacific.com).

**Apr. 13** — Santa Rosa Sailing Club's Upper Petaluma River Cruise. Info, [www.santarosasailingclub.org](http://www.santarosasailingclub.org).

**Apr. 21** — Berkeley YC Swap Meet & Open House, 6 a.m. Info, [swapmeet@berkeleyyc.org](mailto:swapmeet@berkeleyyc.org) or [www.berkeleyyc.org](http://www.berkeleyyc.org).

### Racing

**Mar. 2** — Long Distance #1. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**Mar. 2** — John Pitcher Memorial. CPYC, [www.cpyc.com](http://www.cpyc.com).

**Mar. 9** — Mercury Series #1. EYC, [www.encinal.org](http://www.encinal.org).

**Mar. 9** — Spring Series #1. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**Mar. 9-10** — Spring Dinghy. StFYC, [www.stfy.com](http://www.stfy.com).

**Mar. 9-10** — Big Daddy Regatta, a don't-miss Bay Area classic. RYC, (510) 237-2821 or [www.richmondyc.org](http://www.richmondyc.org).

**Mar. 9-10** — BAYS Winter Optis #4. Info, [www.bayarea-youthsailing.com](http://www.bayarea-youthsailing.com).

**Mar. 15-17** — San Diego Sperry Top-Sider NOOD Regatta. SDYC, [www.sdy.com](http://www.sdy.com).

**Mar. 16** — SSS Corinthian Race. SSS, [www.sfbaysss.org](http://www.sfbaysss.org).

**Mar. 16** — Doublehanded Long Distance #1. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**Mar. 16** — Lee Storrs Regatta for keelboats, Marina del Rey. South Coast Corinthian YC, [www.sccyc.org](http://www.sccyc.org).

**Mar. 16-17** — Spring Keel Regatta on the Cityfront. StFYC, [www.stfy.com](http://www.stfy.com), (415) 563-6363 or [raceoffice@stfy.com](mailto:raceoffice@stfy.com).

**Mar. 17** — Spring 1 & 2 PHRF. MPYC, [www.mpyc.org](http://www.mpyc.org).

**Mar. 23** — Island YC's Doublehanded Lightship. Proceeds benefit United Cerebral Palsy. Info, [www.iyc.org](http://www.iyc.org).

**Mar. 22-28** — Newport Beach to Cabo San Lucas Race. This 800-mile downwind dash serves as a great tune-up for the TransPac. Newport Harbor YC, [www.nhyc.org](http://www.nhyc.org).

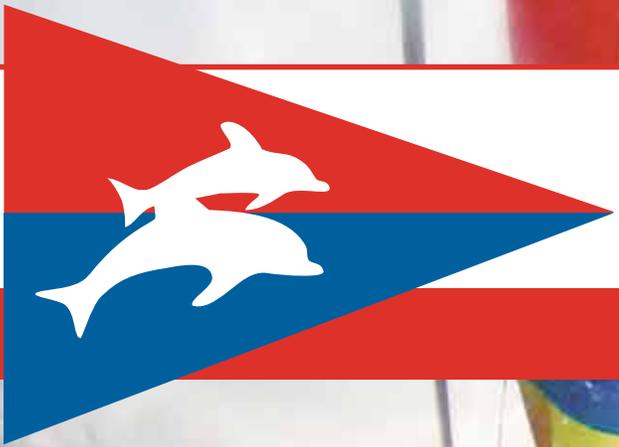
**Mar. 23** — Rites of Spring, includes all-female crew division. OYC, [www.oaklandyachtclub.net](http://www.oaklandyachtclub.net).

**Mar. 23** — Small Boat Winter #3. EYC, [www.encinal.org](http://www.encinal.org).

**Mar. 30** — If the Lightship is peanuts to you, don't miss BAMA's Doublehanded Farallones. Info, [www.sfbama.org](http://www.sfbama.org).

**Mar. 30** — Rosenblum Regatta. SFYC, [www.sfyyc.org](http://www.sfyyc.org).

**Apr. 6** — 25th America's Schooner Cup in San Diego, a spectacular regatta featuring (you guessed it) schooners from up and down the coast. Proceeds from race and Sunday's concert benefit the Navy-Marine Corps Relief Society. Contact Silver Gate YC at [manager@sgyc.org](mailto:manager@sgyc.org) or (619) 222-1214 to enter your schooner or find out more.



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## CALENDAR

**Apr. 6** — Bullship Regatta, the annual running of El Toros from Sausalito to the Cityfront. Info, [www.eltoroyra.org](http://www.eltoroyra.org).

**Apr. 6** — Women Skippers Regatta. SYC, [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).

**Apr. 6** — Spring Tune-Up Race, the mother of all beer can races. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**Apr. 6, 20** — April Regatta #1 & 2 at Spring Lake. Santa Rosa SC, [www.santarosasailingclub.org](http://www.santarosasailingclub.org).

**Apr. 6** — Summer #1. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

**Apr. 6** — Andy Byrd Memorial Race. CPYC, [www.cpyc.org](http://www.cpyc.org).

**Apr. 7** — Spring Series #3. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**Apr. 13** — YRA-WBRA #1. GGYC, [www.yra.org](http://www.yra.org).

**Apr. 13** — Doublehanded Long Distance #2. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**Apr. 13-14** — BYC's 41st annual Rollo Wheeler Regatta. One design & PHRF buoy races on Saturday, pursuit race on Sunday. Bobbi, (925) 939-9885 or [bobbi@ijfcbat.com](mailto:bobbi@ijfcbat.com).

**Apr. 13-14** — Big Dinghy. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**Apr. 13-14** — Ski/Sail National Championships on Lake Tahoe. Every sailor must ski, every skier must sail, and all must party! TahoeYC, [www.skisail.com](http://www.skisail.com).

**Apr. 20** — YRA-OYRA Crewed Lightship. StFYC, [www.yra.org](http://www.yra.org).

**May 4-5** — The 113th annual Great Vallejo Race, one of the biggest races on the Bay, which also serves as the YRA season opener. Info, (415) 771-9500 or [www.yra.org](http://www.yra.org).

**May 18** — Singlehanded Farallones Race, a rite of passage for local solo sailors. SSS, [www.sfbaysss.org](http://www.sfbaysss.org).

**June 15** — YRA-OYRA Full Crew Farallones Race. SFYC, [www.yra.org](http://www.yra.org).

**July 8, 11, 13** — 47th L.A. to Honolulu Race, better known as the TransPac, starts. Info, [www.transpacrace.com](http://www.transpacrace.com).

### Remaining Midwinter Regattas

**BERKELEY YC** — Chowder Races: Sundays through March.

**CAL SAILING CLUB** — Year-round Sunday morning dinghy races, intracub only, typically in Laser Bahias and JY15s. Info, [racing\\_chair@cal-sailing.org](mailto:racing_chair@cal-sailing.org).

**ELKHORN YC** — Frostbite Series: 3/2, 3/16, 3/30. John Herne, (831) 840-0200 or [johnherne@gmail.com](mailto:johnherne@gmail.com).

**ENCINAL YC** — Jack Frost Series: 3/16. Info, [rearcommodore@encinal.org](mailto:rearcommodore@encinal.org).

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

**ISLAND YC** — Estuary Midwinters: 3/10. John, (510) 521-2980 or [iycracing@yahoo.com](mailto:iycracing@yahoo.com).

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

**OAKLAND YC** — Sunday Brunch Series: 3/3. Jim, [oyracecom@gmail.com](mailto:oyracecom@gmail.com) or (510) 277-4676.

**RICHMOND YC** — Small Boat Midwinters: 3/3. Opti Midwinters: 3/2. Bob, [bbranstad@gmail.com](mailto:bbranstad@gmail.com).

**SANTA CRUZ YC** — Midwinters: 3/16. Info, (831) 425-0690. Laser Midwinters: 3/10. Rob, [robschuyler@cruzio.com](mailto:robschuyler@cruzio.com).

**SANTA ROSA SC** — Winter Series: 3/24. Info, [www.santarosasailingclub.org](http://www.santarosasailingclub.org).

**SAUSALITO YC** — Sunday Midwinters: 3/3. Dave Borton, (415) 302-7084 or [race@sausalitoyachtclub.org](mailto:race@sausalitoyachtclub.org).

**SEQUOIA YC** — Winter Series: 3/16. Redwood Cup: 3/3. Info, [www.sequoiayc.org](http://www.sequoiayc.org).

**SOUTH BEACH YC** — Island Fever Midwinters: 3/16. Info, [www.southbeachyc.org](http://www.southbeachyc.org).

**TIBURON YC** — Midwinters: 3/9. Ian, [race@tyc.org](mailto:race@tyc.org).

**VALLEJO YC** — Tiny Robbins Midwinters: 3/2. Info, [www.vyc.org](http://www.vyc.org) or (707) 643-1254.

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Asking **\$210,000**



**Bakewell-White 50, 2002, Brisa**  
Custom design built for world cruising. Asking **\$615,000**



**Tayana 55, 1988, Samadhi V**  
This boat has good karma – it is in the name! Asking **\$249,000**



**47' Beneteau 473, 2006 Done Dealing**  
Clean, well maintained, great price.  
**\$269,900**



**70' Custom Catamaran, 2004 My Way Forever**  
The ultimate cruising yacht. Go anywhere in the world! **\$2,453,700**



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Must see, beautifully maintained classic cruising boat. Asking **\$314,900**



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70' Catamaran, '04, <i>My Way Forever</i> .....	\$2,453,700	40' J/120, '02, <i>Alchera</i> .....	<b>SOLD</b>	34' J/34, '85, <i>The Zoo*</i> .....	\$29,900
55' Tayana CC, '88, <i>Samadhi V</i> .....	\$249,000	40' J/120, '01, <i>Vahevala</i> .....	New Listing \$169,950	34' MJM 34z, '05* .....	\$259,000
52' Santa Cruz 52, '99, <i>Renegade</i> .....	\$495,000	40' J/120, '94* .....	\$149,000	33' Synergy 1000, '99, <i>After Burner</i> .....	\$49,000
52' TransPac w/IRC mods, '03, <i>Braveheart*</i> .....	\$395,000	40' Pacific Seacraft, '99, <i>DreamKeeper</i> .....	\$314,900	32' Luhrs Open 32, '03, <i>Mad Dash</i> .....	\$114,900
50' Bakewell-White, '02, <i>Brisa</i> .....	\$615,000	39' Silverton 351 Sedan Cruiser, '99 .....	<b>SOLD</b>	32' Catalina 320, '95* .....	\$52,000
48' J/145, Hull #9, '03* .....	\$675,000	39' Carroll Marine CM 1200, '95* .....	\$49,000	30' Columbia 30, '06, <i>Escudero</i> .....	<b>SOLD</b>
48' C&C Landfall 48, '81, <i>Footloose</i> .....	\$159,995	38' True North 38, 2002, <i>Ricochet</i> .....	<b>Pending</b> \$184,900	30' J/30, '79* .....	\$26,000
48' 1D48, '96, <i>Chaya</i> .....	<b>SOLD</b>	38' Aerodyne 38, '03, <i>Kira</i> .....	\$189,000	30' Knarr, '61, <i>Sophia</i> .....	New Listing \$60,000
47' Beneteau 473, '06, <i>Done Dealing</i> .....	\$269,900	38' Alerion, '07* .....	\$229,000	30' Peterson Half Ton* .....	\$14,900
45' Jeanneau Sun Odyssey, '08* .....	\$319,000	36' J/111, '11, <i>Invisible Hand</i> .....	<b>SOLD</b>	30' Scout 30, '80, <i>Zelda</i> .....	\$49,500
44' Wylie/Fox 44, '06, <i>Ocelot</i> .....	New Listing \$253,000	36' J/109, '03* .....	\$185,000	29' MJM 29z, '07* .....	\$269,000
43' J/130, '96, <i>RAM</i> .....	New Listing \$210,000	36' Sydney 3600, '02 <i>Fins</i> .....	<b>SOLD</b>	28' J/28, '87* .....	\$32,000
43' J/130, '96* .....	\$184,000	35' J/105, '92, <i>Vim</i> .....	\$75,000	28' Alerion Express, '02* .....	<b>SOLD</b>
42' Beneteau 423, '07* .....	\$204,500	35' J/105, '00, Hull #355, <i>Whisper</i> .....	\$84,900	26' J/80, '06, <i>J Hawk</i> .....	<b>SOLD</b>
41' J/124, '06 .....	\$239,000	35' J/105, '99, <i>Life Is Good*</i> .....	\$68,900	26' J/80, '00* .....	\$29,900
40' J/122, '09* .....	\$399,000	35' J/35C, '91* .....	\$89,000		

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# CALENDAR

## Mexico and Caribbean

**Mar. 16-Apr. 20** — The 4th Annual Cruisers Rally to El Salvador starts in Mexico and meanders 'rally style' to Bahia del Sol in El Salvador. Info, [www.elsalvadorrally.com](http://www.elsalvadorrally.com).

**Mar. 19-23** — The 21st Annual Banderas Bay Regatta, five days of 'friendly racing for cruising boats'. The sailing conditions and the Paradise Marina venue couldn't be better. Everybody plays it safe because they're sailing their homes, and the entry is cheap. It's the perfect time and place to have family and friends fly down to join you in the tropics. In fact, you'd have to be nuts to miss this one. The regatta is part of the monthlong Festival Nautico Vallarta. Info, [www.banderasbayregatta.com](http://www.banderasbayregatta.com).

**Mar. 20-23** — The Loro Piana Caribbean Superyacht Regatta and Rendezvous at the Costa Smeralda YC in Gorda Sound, British Virgin Islands. Having seen the success of the St. Barth Bucket, the Italian clothing company and the new yacht club wanted in on the superyacht action, so they started this event. It attracted 14 top-quality superyachts in its first year, and they expect even more this time around. The yacht club is located a winch handle's throw from the Bitter End YC and all the charterboat moorings in Virgin Gorda's North Sound. Info, [www.superyachtregattaandrendezvous.com](http://www.superyachtregattaandrendezvous.com).

**Mar. 25-31** — BVI Spring Regatta & Sailing Festival, British Virgin Islands. One of the Caribbean's best regattas, which includes a huge bareboat fleet. A great way to spend a week-long charter. Info, [www.bvispringregatta.org](http://www.bvispringregatta.org).

**Mar. 28-31** — St. Barths Bucket. *Yachting World* has called this "the greatest sailing spectacle in the world" and there is no way we could disagree with the evaluation. Imagine 40 invited yachts from 100 to 289 feet going at it in three races in the spectacular open waters of the Caribbean. At night, almost all the boats line up on one quay in a harbor the size of Belvedere Cove to party, party, party, French Caribbean-style. The fleet is big enough that if you know your stuff, you probably already know somebody on a boat, and therefore have a decent shot at getting a ride. Info, [www.bucketregattas.com/stbarths](http://www.bucketregattas.com/stbarths).

**Apr. 8-13** — Les Voiles de St. Barth. This is sort of a St. Barths Bucket for people with boats shorter than 120 feet. The relatively new event attracted about 60 boats last year and, with 36 entries already, expects a bigger fleet this year. It offers the same great sailing as in the Bucket, but with even more casual French Caribbean-style partying. If you can sail, there's a decent chance you can get on a boat. Info, [www.lesvoilesdesaintbarth.com](http://www.lesvoilesdesaintbarth.com).

**April 11-14** — La Paz Bay Fest. This will be the fifth year for this descendant of the (in)famous La Paz Race Week. An event for cruisers that includes races, potlucks, cruising seminars and other fun activities for the family. More info on Bay Fest 2013 can be found at [www.clubcruceros.net](http://www.clubcruceros.net).

**Apr. 18-23** — Antigua Classic Yacht Regatta. If you love classic yachts, there is nothing that compares to the Antigua Classic Regatta: great boats, great racing, and great fun at a terrific historical site. There are often good opportunities to crew in the Classic. Even Dennis Conner walked the docks and got a ride last year. Info, [www.antiguaclassics.com](http://www.antiguaclassics.com).

**Apr. 28-May 3** — Antigua Sailing Week, now in its 46th year, is the granddaddy of all great sailing weeks in the tropics. After years of 200+ entries from around the world, Sailing Week took a big hit with the Great Recession a few years back, but is now back to the five races plus the *Yachting World* Around the Island Race, so maybe the old girl is back up to speed. But, like us, she's gotten more mellow with age. Info, [www.sailingweek.com](http://www.sailingweek.com).

**May 2-4** — Loreto Fest and Cruisers' Music Festival. This

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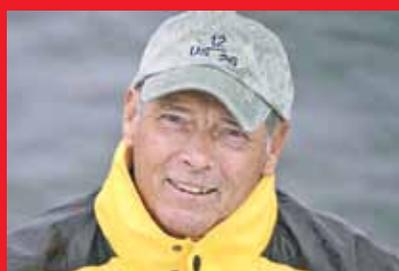
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# CALENDAR

classic Baja event, started to clean up Puerto Escondido, draws a very large crowd of cruisers and Baja land-travellers for a chili cook-off, dinghy races and other water activities, the Candeleros Classic race, and lots of participant-created music. The goals are to have fun and raise lots of money for Mexican charities in Puerto Escondido and Loreto. Info, [www.hiddenpartyachtclub.com](http://www.hiddenpartyachtclub.com).

**June 28-30** — 8th Annual Tahiti-Moorea Sailing Rendezvous, hosted by *Latitude 38* and Tahiti Tourisme. This free event is focused on cross-cultural appreciation and includes a cocktail party, a sailing rally to Moorea, Polynesian music and dance performances, and cruiser participation in traditional Tahitian sports — the highlight of which is the six-person outrigger canoe races. Info, [www.pacificpuddlejumps.com](http://www.pacificpuddlejumps.com).

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

### March Weekend Tides

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
3/02Sat	0214/6.0	0834/0.4	1515/4.3	2020/2.0
3/03Sun	0301/6.0	0938/0.3	1636/4.1	2119/2.4
	LOW	HIGH	LOW	HIGH
3/09Sat	0313/1.7	0925/6.1	1543/-0.3	2235/5.6
3/10Sun	0502/1.3	1118/6.1	1724/-0.1	
	HIGH	LOW	HIGH	LOW
3/16Sat	0252/5.5	0927/0.6	1620/4.2	2119/2.4
3/17Sun	0332/5.3	1020/0.7	1730/3.9	2214/2.7
	LOW	HIGH	LOW	HIGH
3/23Sat	0331/2.1	0924/5.1	1551/0.5	2243/4.9
3/24Sun	0411/1.7	1015/5.3	1627/0.5	2311/5.2
	HIGH	LOW	HIGH	LOW
3/30Sat	0156/6.1	0821/-0.5	1517/4.7	2015/2.0
3/31Sun	0241/6.1	0915/-0.5	1623/4.4	2110/2.3

### March Weekend Currents

date/day	slack	max	slack	max
3/02Sat		0100/2.9F	0357	0711/4.2E
	1056	1350/2.9F	1712	1939/2.6E
	2242			
3/03Sun		0152/2.5F	0446	0806/4.1E
	1204	1458/2.8F	1825	2039/2.1E
	2346			
3/09Sat		0202/3.2E	0523	0818/3.5F
	1110	1416/4.8E	1800	2102/4.2F
3/10Sun	0004	0346/3.7E	0711	1007/3.8F
	1303	1601/4.7E	1942	2240/4.1F
3/16Sat		0147/2.4F	0444	0749/3.7E
	1151	1441/2.6F	1804	2017/2.0E
	2344			
3/17Sun		0233/1.9F	0528	0838/3.4E
	1251	1543/2.2F	1907	2110/1.6E
3/23Sat		0209/2.4E	0543	0832/2.5F
	1122	1420/3.8E	1813	2112/3.3F
3/24Sun	0015	0249/3.0E	0624	0913/3.0F
	1209	1502/4.0E	1849	2143/3.5F
3/30Sat		0046/3.1F	0337	0655/4.9E
	1037	1337/3.7F	1704	1927/2.8E
	2231			
3/31Sun		0133/2.8F	0421	0746/4.7E
	1136	1436/3.4F	1807	2022/2.4E
	2327			



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- 2000 40' Sabre 402 Pending
- 2000 38' Catalina 380 \$119K
- 1993 38' Morgan 38 \$97K
- 2006 36' J/109 \$199K
- 2004 36' J/109 \$177K
- 2003 35' J/105 \$110K
- 2002 35' J/105 \$90K
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# LETTERS

## PHOTOS OF DAUGHTERS DRIVING BOATS

I love the photo of the young girl on the cover of the February issue of *Latitude*. Very cool! It reminded me of a photo of my daughter at 10 years of age, steering my Anglemar Sea Witch all the way from Richmond to Tiburon for the Wooden Boat Show.

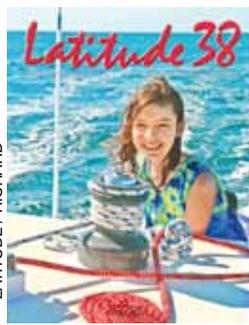
Stephen Carlson  
Sea Quest, Sea Witch  
San Francisco

## YOU MIGHT TRY TO FIND AN INVISO PFD ON EBAY

Where's the PFD for the girl on the cover of the February issue of *Latitude*? She looks to be under 16, and therefore is required by law to wear one.

Joanne Jackson  
Zeus, Beneteau Sense 43  
Pt. Richmond

Joanne — The model in the photo is wearing a Class AAA Inviso Safety Master PFD made by Super Safety, Inc. during the late '90s. You can't see the PFD because it's invisible. Indeed,



LATITUDE / RICHARD

this feature was a big hit with the kids who are required to wear a PFD because, as one said, "The Inviso is like not wearing a PFD at all!"

Alas, Super Safety went out of business in short order for two reasons. First, the fact that their products were invisible made it difficult for retailers to take inventory and for end-users to find them on their boats. Indeed, the last straw was when Super Safety lost a \$10 million lawsuit to a woman who suffered brain damage as a result of tripping over one of the invisible PFDs while going down the companionway. That she was drunk and "being chased by the ghost of Joshua Slocum" were not considered to be mitigating factors when calculating damages.

That said, we sometimes have trouble with 'one size fits all' nanny-state laws crafted by well-intended bureaucrats. For example, on New Year's Day we took a friend and her large extended family sailing on Banderas Bay. A bunch of them were teens and kids, and as most of them live in Sayulita, they were all expert surfers. One, for instance, is the fourth rated 12-year-old surfer in the world, and is therefore regularly flown to the best surf spots on the planet by his sponsors. When he dove off Profligate's daggerboard in the middle of Banderas Bay, what were we supposed to do, make him wear a PFD? After all, it was about the least dangerous thing he did all day.

There are many differences between the United States and Mexico. In the United States, the majority of legislators feel it's the government's responsibility to make sure that even the most stupid, stoned and drunk individuals can't do any harm to themselves. In Mexico, people are expected to make a reasonable effort to watch out for their own well-being. If, for example, somebody hits himself in the face with a hammer, it's considered to be the fault of the person who swung the hammer, not the manufacturer of the hammer. While neither system is perfect, we prefer the Mexican view of personal responsibility.

While neither system is perfect, we prefer the Mexican view of personal responsibility.

## ADDING INSULT TO INJURY

I recently received a letter from San Francisco's 700-slip South Beach Harbor about their intent to charge an annual

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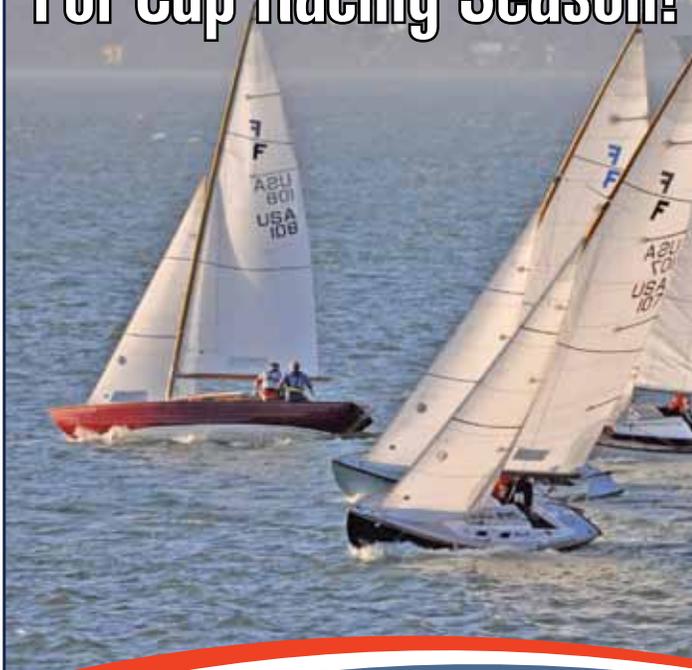
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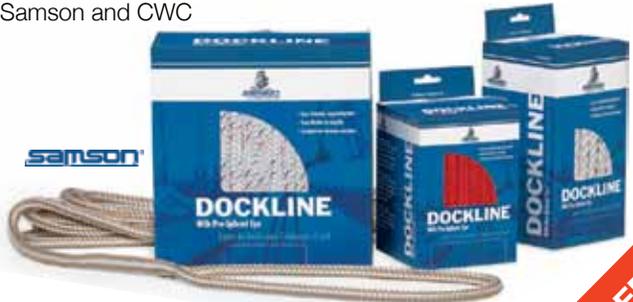
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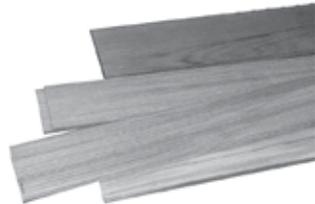
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## LETTERS

fee of \$75 to keep my name on their waiting list for a slip. The reason given was that they needed to recoup costs of the administrative burden of maintaining the list. They even went so far as to say they hired someone just for that job!

I'm one of those poor souls in South Beach wait-list purgatory. After coughing up \$80 in 2005 to get on the list, I'm still nearly 200th in line for my boat length category. I believe that somehow I dropped even farther down the list since last year, but that's another story. As far as I'm concerned, the imposition of annual fees for the privilege of waiting in line is nothing more than adding insult to injury.

The marina's announcement letter is full of half-truths at best. Other people reading about the marina's claims of high costs to maintain a list quickly come to the same conclusion I did. B.S.! A few thoughts come quickly to mind:

— The administrative burden of maintaining a waiting list? Try a spreadsheet.

— Don't like answering people's questions about their position on the list? Post the list on the harbor's website so people can see their position without having to bother anyone.

— Don't like adding people's names to the list? Make a form on the website so people can put themselves on the list.

The letter goes on to state that it is "... normal practice of Northern California marinas to charge an annual fee." I phoned five local marinas at random — Berkeley, Brisbane (no wait list fee, but a \$25 application fee), Coyote Point, Grand Marina and San Francisco Marina — and only the San Francisco Marina, another quasi-governmental entity, charges a fee for being on the wait list. So not only is it unusual to charge any wait-list fee at all, it's even more unusual to charge an annual fee.

It's also noteworthy that none of the other marinas I spoke to seemed to have a problem with the administration of their wait lists. It was simply a non-issue. When a slip becomes available, the marina calls up the next person on the list, and so on, until someone answers the phone and puts down the deposit. Given that slips don't turn over very rapidly at South Beach, there isn't a lot of work involved.

South Beach also stated that they think the fee will 'speed up' the wait. Since the wait is determined by people vacating slips, I don't see how a fee is going to accelerate the process.

It would be fantastic if the San Francisco Port Authority paid attention to the obvious demand for slips, and looked at



WEBB LOGG

**South Beach is such a popular marina that hundreds pay \$75 a year just to keep their name on the waiting list — even if they are 200 from the top of the list.**

opening parts of their shore-line real estate for another marina. As a sailor, I know I'm biased, but as long as sailors keep the halyards from banging the mast, a marina is a quiet, not-too-hard-on-the-environment, and easy-on-the-eyes way to utilize what up to now has been a lot of wasted resources.

I'd prefer to remain anonymous as I still would like a slip at South Beach Harbor, and don't want my name to 'accidentally' fall off the list.

Name Withheld by Request  
On the List

NWBR — It seems to us there are about 50,000 tech guys

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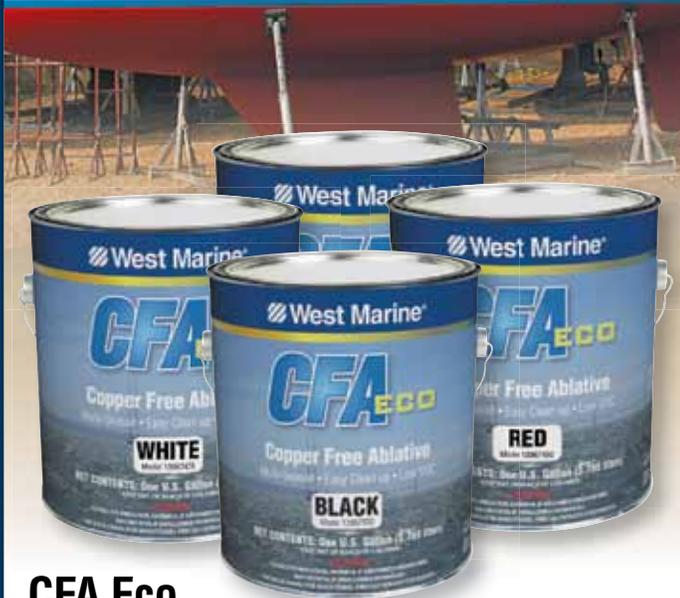
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## LETTERS

and gals in *The City* who could, in their sleep, create an automatic and transparent website for South Beach Harbor.

### ↑↓ ONE OF THE GOOD THINGS OAKLAND HAS TO OFFER

There's a treasure on the shore of Oakland's Lake Merritt, as that city runs a boating program that offers the use of 14-ft Capri sailboats. The cost is a mere \$24/hour for the use of a tidy little sloop that accommodates up to four adults.

The day I was there with my dad, a nice young guy rigged the boat, patiently helped everyone aboard, and cast off the boat. The fixed keel makes it virtually impossible to tip the boat, and the canoe paddle is strong enough for kedging off

if you wander into shoal water. The winds on Lake Merritt are pretty reliable, and while they do shift enough to make things interesting, they don't drive you crazy.

The views of downtown Oakland are spectacular, and when you sail close to shore you get to interact with the many joggers. There's actually a bit of wildlife, too, as you're certain to see plenty of ducks, cormorants, Canada Geese and other more exotic species.



DAN MARSHALL

### Joe Marshall enjoys day-sailing on Lake Merritt.

For many years my dad, Joe Marshall, loved sailing and racing his 26-ft Pearson Ariel on the Bay. But as it came time to move out of his house into a retirement home, he was full of dread, as is everyone who reaches that stage in life. Learning that he could continue to sail, but now on Lake Merritt, made the move much more palatable.

Dan Marshall  
USCG Master  
Cupertino

*Readers — What a cool thing for your dad, as having something to look forward to, especially one that involves using the body and the mind, is essential to the quality of life.*

*Lake Merritt is the largest saltwater tidal lake in the United States, more or less described a 'V', with the 'wings' being about three-quarters of a mile long. You can rent El Toros, Sunfish, 14-ft Capris, and even catamarans from the Lake Merritt Boating Center for what seems to us to be very reasonable prices. For instance, you and five of your friends can rent a 14-ft Capri for just \$24 an/hour — \$20 if you are an Oakland resident. Or you can launch your own small sailboat for just \$2. See the Lake Merritt Boating Center website for details.*

*We realize that some readers experience trepidation at the thought of venturing into the flatlands of our hometown, but last year the New York Times ranked Oakland as the "fifth most desirable destination to visit in the world" — just after London and just ahead of Tokyo. Indeed, it was the highest ranked city in North America. A cynic might nearly die of laughter and say such a ranking is a lot more revealing of the New York Times than it is about 'Oaksterdam', but we're trying to be less cynical.*

### ↑↓ LOCALLY SOURCED, ORGANICALLY GROWN ANCHORS

There is so much talk and varied opinion about anchors, but what about the steel being used in them and where it's sourced? I'm going through the exhaustive research on anchors, and have a fairly good idea of what general type I'd like, so the hard work is over. Or is it? I recently was introduced to a newer brand anchor, the Mantus. Have you any knowledge of or experience with them yet? More importantly, can you

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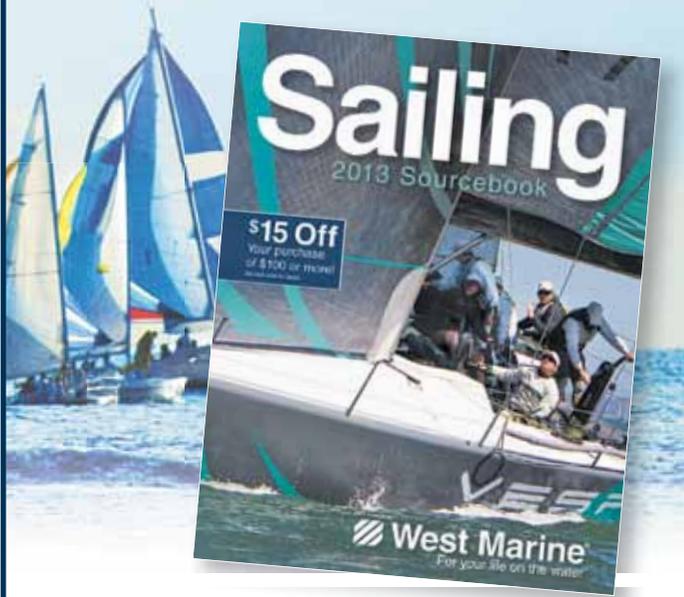
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## LETTERS

educate me on the steel and other structural features that make their anchors the best? Can you tell me where I might find further research?

Chris Glubka  
SeaGlub, Hylas 46  
San Francisco

*Chris — We're not the kind of folks who care about the terroir of the wine we drink or food we eat, so you can imagine the depth of our concern over the source of steel in our anchors. We figure as long as we buy anchors that are two sizes above what's recommended, and use plenty of scope, we'll be in good shape. Now that we think of it, we use an aluminum anchor.*

*If you charter a Leopard 45 cat in the British Virgins, the boat generally will come equipped with a 45-lb CQR and 150 feet of chain. That was simply not adequate for Tim Schaff, formerly of San Francisco, formerly of Marina Cabo San Lucas, formerly of saving boats during Hurricane Marty in Puerto Escondido, and for the last nine years, owner/captain of the Leopard 45 Jet Stream in the British Virgins. Tim outfitted his cat with an 88-lb Rocna anchor and 300 feet of 3/8-inch high-test chain. "I like to sleep at night," Schaff told us, "and I like to feel my boat will be fine if she's anchored in 50 feet and she gets hit by a 50-knot squall while I'm gone. So I like the extra-large anchor and, when possible, 10:1 scope."*

*We feel Tim might be a little on the excessive side, but not much. The only downside of the Rocna and similar 'modern' anchors is that they are very expensive. For example, West Marine lists a Rocna 88 at \$1,200, while an equivalent Lewmar claw, state-of-the-art for many bottoms not long ago, is only \$215.*

### ↑↓ WELCOME TO PALMYRA

I understand there is a letter in the February *Latitude* about Palmyra Atoll — where I now am living and working for the Nature Conservancy. I can't wait to see the letter.

Having cruised a bit in the South Pacific, Caribbean, Mexico and Canada, and traveled to many parts of the world, my three-month work stint has been a very interesting experience.

*Latitude* has always been a welcomed read. I must have picked up my first copy back in 1985 when we purchased Horizons Charter and Yachting Association.

Mike Casey  
Palmyra Atoll

*Mike — Thanks for the kind words. Given your experience as a cruiser, we're interested in your take on the Nature Conservancy's somewhat-less-than-welcoming welcome to small boat cruisers plying the vast stretches of the Pacific.*

### ↑↓ IS THE PATH LESS TRAVELED THE BETTER ONE?

Have you observed the increasing number of damaged, capsized and sunken recreational sailing vessels that have been reported around the world in the past few years? Most production boats now have thin fin keels, some with a bulb at the bottom, and unprotected spade rudders. I imagine this is because speed is a very important selling point. Certainly more important than safety. I also assume that fin keels and spade rudders keep construction costs down, too.

When sailing boats are designed for racing, I don't have any objection. But I think cruising a racing boat offshore borders on insanity. As you know, it's not uncommon for cruisers on the West Coast of the Americas to cross paths with submerged logs, drifting buoys, shipping containers, fishing nets and whales. Trust me, I have seen those kinds of dangers many

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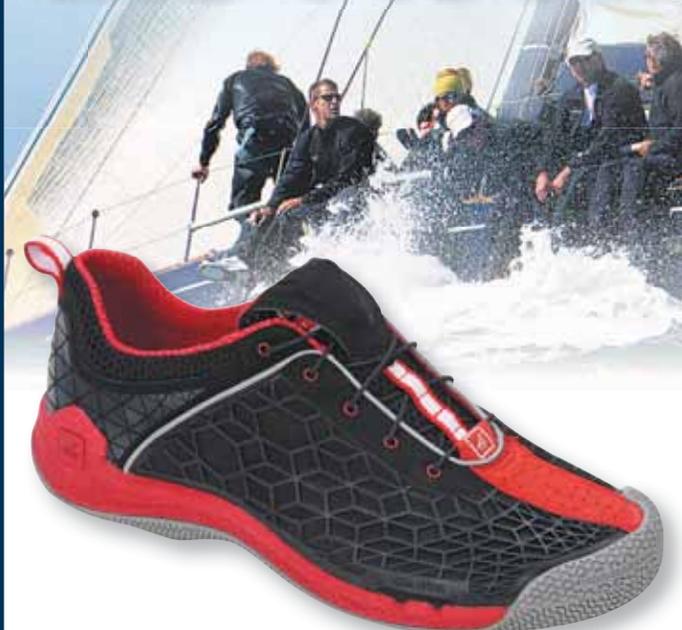
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## LETTERS

times on my trips between Baja and Acapulco.

Do you remember the good old days when the ballast was molded inside the hull, and the hull was designed to absorb and/or smooth out encounters with hard things in the water? Can you imagine the force applied to the joint between the bottom of the hull and the keel when a modern vessel hits an obstacle, be it a log, rock or even a whale? If skippers and crews of those boats are relying on EPIRBs and satphones to save them after striking such an object and sinking, I think we're on the wrong path.

Massimo Bachi  
Nauti Elizabeth, Nauticat 33  
Marina Ixtapa, Mexico

*Massimo — Generally speaking, we'd agree that boats with fin keels and spade rudders are more vulnerable when colliding with something hard. The problem is accentuated by the fact that if modern boats do hit something, they are likely to have been moving at a higher speed than a boat with an encapsulated full keel and supported rudder.*

*We're not sure what percentage of boats has been lost because of weakness in their hulls/keels and spade rudders. But the percentage doesn't seem great enough to deter boatbuyers, perhaps because the alternatives are slower.*

*EPIRBs and satphones? One of the reasons boatbuyers might be less deterred by boats with fin keels and spade rudders is that the EPIRB and AMVER rescue system seems to work so very well.*

### ↑↓ ARE OLSON 30S GOOD FOR SAN DIEGO BAY?

A friend is looking to get a small ULDB for PHRF racing in San Diego. What's your opinion of an Olson 30? He previously owned a Wilderness 40 and a Hobie 33.

Frank 'Noodles' Ansak  
San Francisco

*Frank — As we wrote last month, all the little Santa Cruz ULDBs — the Moore 24, the Santa Cruz 27, the Express 27, the Olson 30, the Wilderness 30 — as well as the Hobie 33, are great boats. The Olson and the Hobie both rate 96 under PHRF, at least on San Francisco Bay, so they are the fastest of the bunch.*

*Olsons are known to excel in light air, which is the predominant condition in San Diego, and we think the Olson's cockpit is more user-friendly. But there is lots to like about the Hobies, too. We'd probably base our buying decision on a combination of price and the number of sisterships that come out to play in San Diego.*

### ↑↓ SATISFYING THE SUSHI YEN

Like the Wanderer, we love finding bargains in Mexico, especially when it comes to dining out. While we embrace fresh Mexican cuisine, including seafood, tacos, *sareanado*-style fish and *camarones* galore, Nancy's appetite for Japanese food led us to a unique, all-you-can-eat sushi restaurant in Old Mazatlan. We learned about it from some expats who live in Mazatlan. But the place doesn't have a name and their description wasn't precise: "It's right down the street, catty-corner from the Panama, and they have an all-you-can-eat-sushi dinner special for 110 pesos". Not knowing what a Panama was, we figured this would be a good adventure.

A couple of hours later, we came across a wooden door in a darkened hallway with the word 'sushi' scrawled on it. The interior featured a dozen wooden tables and night club decor. But this was not a 'boat' or 'sushi buffet' place, as the chef

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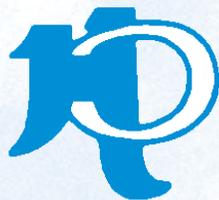
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## LETTERS

brought out one platter at a time for the patrons. We enjoyed platter after platter of sushi. The first course was a platter of thinly sliced sashimi with a delicious avocado sauce. The next platter was 12 pieces of futomaki roll, followed by a plate of nigiri style sushi.



COURTESY SHINDIG

**Nancy and Rob Novak followed sketchy directions to satisfy their yen for good sushi.**

Fortunately, we're active folks, because we feasted on over 55 pieces of sushi, washed down by a total of five Corona beers. The total bill: less than \$22 USD. Then we discovered that Panama was a bakery, so we had dessert, too.

Nancy & Rob Novak  
*Shindig*, Oyster 48  
Sausalito

### ↑↓ **BEST BARGAINS IN MEXICO**

In the February 1 *Lectronic* you cited the spectacular bargain of a meal you had at El Coleguito in La Cruz, as well as complete annual physicals with blood tests and EKGs for \$50, and asked readers for examples of other bargains in Mexico.

Our favorite was trading *panga* fishermen a 12-pack of Coke Zero — ick, purchased by mistake! — three bananas, and one kiwi fruit for lobster. There were two of us, so we expected to get two lobsters. The *panga*-to-boat transfer was a little iffy, so the fisherman gestured to our five-gallon cockpit bucket, a classic empty drywall multi-use bucket, to help complete the transfer. We handed it over, and they handed it back filled with lobster! Eight of 'em!

We became the Forrest Gumps of lobster. We steamed it, sauteed it, BBQ'd it, broiled it, and had lobster tacos, lobster burritos, lobster omelettes, lobster sandwiches and lobster stew. But mostly lobster tacos.



NWBE

**Possessing shellfish is illegal for foreigners, but they still taste good.**

If we'd had cookies, we could have struck an even better bargain, for every fisherman we ran into asked for cookies.

Later on during that same trip, we admired the full-to-the-gunwales-with-Humboldt-squid *panga* fleet as they cleaned their catch just inside Punta Entrada in Mag Bay. In fact, we dinghied over to take pictures. The guys were rightly proud, and they posed with their catch. Then they insisted on gifting one to us! Soon we became the Forrest Gumps of calamari!

We love Mexico, and we love Mexicans.

Names Withheld by Editor  
United States

*Readers — It's illegal for foreigners to have any shellfish, including lobster, in their possession except on a plate in a restaurant. As such, we thought it was best to withhold the author's name. And yes, we know that sometimes friendly fishermen all but force shellfish on you.*

### ↑↓ **MY BEST BARGAIN IN MEXICO WAS MEDICAL CARE**

Ignoring the red danger flags flying on the beach at Ixtapa last month, I went looking for — and found — more wave than

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## LETTERS

I could handle. A crackling face-plant into the sand earned me a trip by *Cruz Roja* — Spanish for Red Cross — to a clinic in Zihuatanejo about 20 minutes away. Besides the ambulance ride, I was x-rayed, examined by a GP and a specialist, and given a neck brace and pain killers. The diagnosis was a probable cracked vertebrae. From being back-boarded on the beach to being released from the clinic, the total cost was just under \$500. There was an extra charge for thoroughly irrigating the sand packed into my eye.

In addition to what I consider to have been skilled and medical care at about 2% of what it would have cost in the U.S., there was a bonus. When the physician wrote up his orders, it gave my kids their first chance to ever see a manual typewriter. I'm home now, doing fine, and thinking I'll watch for those flags next time we enjoy the beaches of Mexico.

Clifford Smith  
Carola, Young Sun 35  
Davis

### ↑↓A SLIGHT CORRECTION

Jim Kilroy's *Kialoa II*, which was written about recently in *Latitude*, was built and launched as a sloop in 1964. She was never a ketch, but she was converted to a yawl. I'm not sure if 'converted' is the correct term, as her main boom was shortened a bit and a mizzen mast simply added on. She also lost her 'elephant ear' rudder and grew a spade rudder. We have a great model of *Kialoa II* in this configuration in a case at the St. Francis YC.

We — meaning Barient winches — built all the winches for *Kialoa II*, including a double cross-connected pedestal winch (grinder). At the time, this was the biggest winch order our fledgling company had ever had. It might have been the biggest winch order any company had ever had. Jim Kilroy makes mention of this in his fine new book *Kialoa US-1 Dare to Win*. I recommend it as a great read about when yachts were real yachts.

R. C. Keefe  
President of Barient Winch Company, 1965

### ↑↓"I USED TO LIVE ON A HOBIE 18"

I just wanted to give you some info and ask a few questions. I bought/saved the 55-ft Marples catamaran *Crystal Blue Persuasion* in Santa Cruz. The boat had suffered under



CAPNTED

**'Crystal Blue Persuasion' washed up in Santa Cruz last spring, damaging her rudders.**

her previous owner, almost to the point of destruction. For example, she'd gone ashore and both her rudders were bent, her keels were broken off and not retrieved, one shaft and strut were bent, one nice Yanmar diesel had been torn open then left to die in a watery bilge, her new sails were never covered, and more. It wasn't pretty.

That sort of explains how a 24-year-old for whom sailing is life — as evidenced by the fact I used to live on a Hobie 18 — came to buy a 55-ft cat for under \$5,000 just prior to the arrival of a storm, a storm that surely would have been the end of her. I have owned many boats, have many skills, have already had a colorful life, and love catamarans very much.

Since the keels are gone, I want to upgrade by putting in

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## LETTERS

some daggerboards, but don't have the time to build them. Do you know any nice boards someone may no longer need, or maybe if an America's Cup team has an extra pair that I could use?

As for rudders, I'm very familiar with vac-bag composite construction, and want to use high density foam instead of wood. I'm trying to find a mapped image of a good rudder design that can be brought to the mill, then foam milled.

Being an underdog in Santa Cruz, I don't have many contacts in the sailing world.

Deyess K. Payne  
Crystal Blue Persuasion, Marples 55 cat  
Santa Cruz

*Deyess — Our having seen Crystal Blue Persuasion as a participant in the 2008 Ha-Ha, it's disheartening to learn she's suffered so much. She was a cool-looking boat, so we hope you can bring her back.*

*Far be it from us to question the path of a guy who once lived on a Hobie 18 — we admire that kind of gumption and thrift — but we wonder about what seem to be your priorities. With a boat that obviously needs so much help, we'd suggest that you stick to the basics, as big boats cost big bucks, and doing stuff one-off can send the cost into orbit.*

*Our first call would be to John Marples, the boat's designer, to ask him if it's possible, let alone economically feasible, to convert the cat to daggerboards. As the owner of a large cat with daggerboards, we can say there are pros and cons to having daggerboards, the latter mostly having to do with their breaking and it being more complicated — and therefore more expensive — to build them and their cases. We don't know of any daggerboards lying around idle, and America's Cup daggerboards are far too complicated for your purposes. Marples would also be our go-to guy for rudder design. We think he could give you excellent guidance on getting big bang for your rudder buck.*

*You didn't ask, but in our opinion, the best use of money would be stopping water from getting into the hulls, getting at least one rudder to work, and getting at least one engine to run. The essentials. That buys you time to decide on what to fix next. We wish you the best of luck!*

### ⇅ SCOPE WORKS EVEN BETTER THAN AMBIEN

Almost all of the anchoring problems you discussed with Brian Bouch in the February *Letters* could be solved if he used a catenary weight, as it would soften or even eliminate the jerking that loosens anchors.

I have always found a 22-lb weight to be ample. Naturally, more weight would be even better, as the purpose of the weight is to keep the anchor chain or rope from straightening out.

I carried a catenary weight with a chain hook for the anchor chain, and one with a cast bronze slider for the rope.

Ernie Copp  
Orient Star, Cheoy Lee Offshore 50  
Long Beach

*Ernie — We always respect your advice and experience, but there is a very interesting — and graph-filled — article on catenaries at [www.petersmith.net.nz/boat-anchors/catenary.php](http://www.petersmith.net.nz/boat-anchors/catenary.php). We don't know who Peter Smith is, but according to the article, catenaries are most effective on smaller boats, and are all but worthless in strong winds. And contrary to popular belief, they don't do much to absorb shock loads. The article's leading solutions are more scope and a larger and more effective anchor. But for all we know, some 'experts' have graphs*

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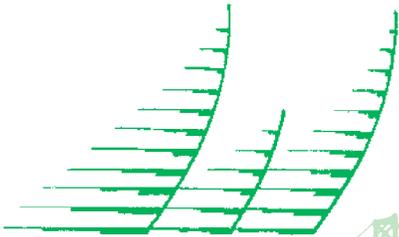
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- Chris Vandervert  
Catalina 30

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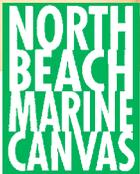
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# LETTERS

that 'prove' just the opposite.

The one thing we know is that we sleep best with an anchor at least two sizes greater than recommended that is hanging at the end of lots of scope. We generally put out 10:1 — as long as there is plenty of room in the anchorage. After all, what good does anchor chain do sitting in your chain locker?

## ↑↓ "THANK YOU FOR THE DOUBLE HONOR"

I always read *Latitude 38*, and I was aware of the Queen of the Women's Circuit honor you give out. But I somehow missed it when reading through the November issue, so friends had to tell me that I'd been so honored. But that's not all, as I also missed the fact that I had been named Sailor of the Month for November — at least until I saw *Latitude's* new Master Racing Calendar, which featured photos of all 12 of last year's Sailors of the Month.

I want to thank everyone at *Latitude* for the honors. I'm especially tickled to see the amazing company I had in the Sailor of the Month category. I can't believe that I'm featured in the same article — let alone the same page — as some of those truly accomplished sailors. By the way, I know several of them personally, and they are truly nice guys and gals.

I also particularly want to thank *Latitude* for endorsing, through the awards you have bestowed on me and other women, female participation in the sport of sailing. The

number of women in sailing and racing continues to grow, and it is through this type of encouragement and appreciation that more women become confident that their participation and improved skills are appreciated.

Speaking as a staff commodore of the Island YC, I also want to thank *Latitude* for your recognition of our races and programs that encourage female skippers to sail in the Women's Circuit and in all other racing in the Bay Area. Although our club has a relatively small number of members, we converted at least three more women into sailboat ownership in just the last half of 2012, so I guarantee

there will be plenty of competition for these same awards next year. In particular, watch out for increasing estrogen levels in the Santana 22 fleet!

Kristen Soetebier  
*Latitude* Sailor of the Month, November, 2012  
Pueo, Santana 22  
Oakland

Kristen — De nada. Women make great skippers and crew. We know, because we sail with hundreds of them each year on Profligate, during both daysails and overnights. And the women drive, grind, tail, pack chutes and do everything else the guys do. And often better. We won't even discuss the difference in smells.

If you're a woman reading this, and you really want to learn how to build your confidence, our advice is to buy or become a partner in a Santana 22. A place like the Oakland Estuary would be ideal, as the winds are mild and the waters flat, and it would be difficult to get into too much trouble. Have someone go out with you two or three times while you learn the basics, then start singlehanded. In the beginning, just practice tacking

LATITUDE / CHRIS



Kristen Soetebier was the 2012 Queen of the Women's Circuit and November's Sailor of the Month.



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## LETTERS

and gybing close to home. You'll be surprised at how quickly you get the hang of it and improve. As your confidence builds, wander a little bit farther away, and tack and gybe closer to obstacles just for the fun of it. Having to make all the decisions will accelerate your trial-and-error learning process like nothing else. After the fourth or fifth afternoon, you'll be saying, "I can do this!" And really mean it.

The next step is evening beer can races on the Estuary. Have an experienced woman racer come along for the first couple of races and help you with the most basic racing rules. But sailing



LATITUDE / RICHARD

**It can be so delightful in the Estuary that your crew may go overboard on purpose.**

side by side with other boats will advance your sailing skills dramatically. And it's a beer can, so nobody is going to take things too seriously. Worried you might hit another boat? Don't, as you won't be going fast enough to do any damage. Worried that you might be the last boat to finish? Nobody cares. Worried that you won't be welcomed by other sailors. Trust us, you will be.

If you get stuck along the way, contact Kristen or one of the other women sailors, as they'll be glad to help. When you want to progress to sailing on the Bay or in the ocean, start by sailing on other peoples' larger boats. You'll have plenty of opportunities.

### ↑↓ FINDING CREW FOR THE HA-HA

I'm hoping to help out folks who are planning to do next year's Ha-Ha. Locating productive yet fun crew for the Ha-Ha's has required a lot of time and planning on our part, but it has been worth the effort. Since our boat is a Lagoon 47 cat, our crew requirements are a bit different than for monohulls, most of which don't have quite as much room. In addition, Bill, my partner, has set up *Moontide* so he can easily singlehand her, so sailing experience isn't even a necessity for *Moontide* crew.

Prior to my entering the picture, Bill's ideal crew profile included 'good-looking women who love to party, but who do not require babysitting'.



LATITUDE / ANDY

**Bill Lilly is very particular about his crew: they must be women and they must be fun.**

Indeed, I helped him select crew for his Hugh Hefner and the Playmates-themed Ha-Ha. It wasn't easy being Bill on that Ha-Ha, as he had to sleep in the salon while underway so he could always be ready to handle any questions or issues that arose.

He also had to unplug heads that had been subjected to face wipes, tampons, and so forth — despite his repeated pleas for the women to desist. Bill has found some excellent crewmembers via an internet dating site. Indeed, it was through that site that I met him. I'd always wanted to do the Ha-Ha, and it was his recruiting for the Ha-Ha on that site that caught my attention. But we didn't find any good prospects on the same dating site for last year's Ha-Ha, so we turned to the *Latitude 38* Crew List. And we struck gold!

One nice thing about the *Latitude* list was that we didn't have to convince the women that they could have fun sailing

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## LETTERS

without five-star luxury accommodations. (Did I mention that Bill prefers women crew?) Or that they would enjoy new adventures with a bunch of unknown sailors. We found women with all levels of experience, so we then focused in on compatibility. We asked for, and followed up on, references from others who had sailed or traveled with the women. We did not want princess types or ones who did not play well with others. Since *Moontide* is known to throw some unofficial parties during the Ha-Ha, we wanted to make sure the women could handle such rigors as party-hosting.

In the end, we found ourselves with the best *Moontide* crew yet — and that's saying something. All were ready to jump at the chance to work, learn, and contribute. Our sincere thanks to *Latitude* for providing the sailing community with the Crew Lists, which we'll make good use of again.

Judy Lang  
*Moontide*, Lagoon 470  
Newport Beach

*Readers — Moontide, the last entry in last year's Ha-Ha, is entry #1 in the 2013 Ha-Ha. It will be Bill Lilly's sixth Ha-Ha.*

### ⇕ **BOTTOM PAINT FAILURE**

I put environmentally friendly ePaint on my trimaran, but it failed, just as you reported that it failed on the *La Gamelle* Syndicate's Olson 30 *La Gamelle* in St. Kitts. I applied the paint as per the instructions on the can. When I called ePaint to complain about the failure of the product, they said that I hadn't let it dry for 24 hours at 60 degrees or above. Here in the Pacific Northwest, that means the paint could be applied only in July or August.

Getting the stuff off was a total bitch, because the strippers you can use on an epoxy faired bottom aren't that effective, and it smears, so it clogs your sandpaper.

David K. Miller  
Farrier F-33  
Poulsbo, WA

*Readers — Our intent in that 'Lectronic report was not to slam ePaint, but merely report on our experience with it. The*



***e-Yikes! What's happened to 'La Gamelle's bottom paint while hauled out at St. Kitts?***

*truth of the matter is that we don't know of any bottom paint — even the most toxic stuff — that hasn't gotten terrible reviews from at least some users. Unfortunately, there are so many variables — bottom preparation, application, weather, and even location — that it's hard to tell what*

*the cause is when there is a problem. Noting that we haven't tried other products recently, we've enjoyed excellent results with Micron 66 on Profligate. Wish we'd put it on *La Gamelle*.*

*While ePaint advises us that their products are now stronger and more effective, our gut feeling remains that non-toxic paints still aren't as effective as toxic paints.*

### ⇕ **WHY NOT JUST GO 'COMMANDO'?**

Having read about the bottom situation on *La Gamelle* as she was on the hard in St. Kitts, I wonder why you don't forgo bottom paint all together and just scrub the bottom once a

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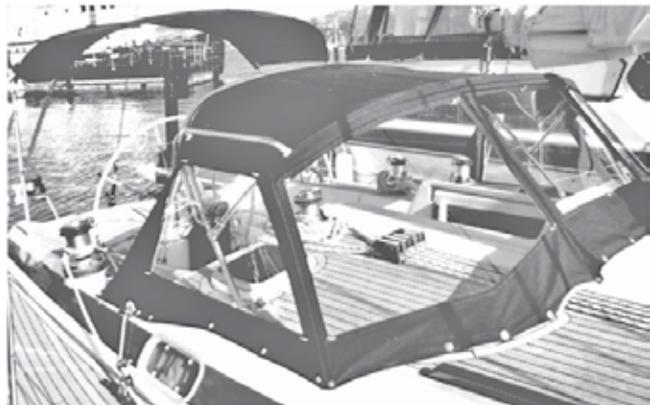
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## LETTERS

week before racing. I would think that diving on her in the warm Caribbean waters would be fun.

Tom Anderson  
C&C 32, Nonpareil  
Marblehead, MA

Tom — Going without bottom paint has certainly crossed our minds, particularly as we'll now only have the boat in the water three months a year. Besides, the Olson 30 doesn't have much wetted surface to scrub, and diving conditions don't get more idyllic than in the Caribbean. Alas, our attempt to 'go green' has left us with paint peeling off the bottom, which isn't fast. Until we see the boat with our own eyes, we're not sure which of three options we'll pursue. Option #1: Just throw the boat into the water and scrub as needed, hoping all the bottom paint peels off in the process. Option #2: Slap a coat of ablative paint over the current paint, hoping that most of it sticks, and scrub as needed. Option #3: Take advantage of ePaint's offer of all the materials necessary to redo the job from scratch. Stay tuned.

### ↑↓ HOW TO GET OTHERS TO FUND YOUR SAILING TRIP

Has the story of Jim Sullivan of *Elusive Spirit* made it to *Latitude*?

Sullivan, who had sailed the South Pacific years ago until he was rolled three times in a typhoon and had to be rescued by a car carrier, eventually made his way to Southern California, where he bought the Cal 2-30 *Elusive Spirit*. He then announced that he was going to set a record by making an engineless, 8,000-mile non-stop voyage to the Philippines, where he had a girlfriend.

He dubbed his adventure the XPAC 8000, gave it a Pennies for Life theme, and posed before local television cameras with famous dolphin advocate Ric O'Barry of the Dolphin Project. The publicity was to attract charity donations for every mile he sailed toward his destination. He was given a big send-off by the Del Rey YC on March 4, and moments before leaving, got on a cell phone and proposed to his girlfriend in the Philippines.

The story that hasn't been widely told is that Sullivan had boat and other problems, and never made it to the Philippines. In fact, he apparently pulled into several California ports after leaving Marina del Rey.

As far as I'm concerned, the whole thing reeked of the wrong motivations and commercialism. What has long distance sailing come to?

Jim Barden  
Ann Marie, Morgan Out-Island 28  
Santa Rosalia, Mexico

Jim — We'd never heard of Sullivan or the XPAC 8000, but according to the adventure's website, *Elusive Spirit* arrived in Honolulu on July 13 — more than 3.5 months after most sailors would have been expected to complete that part of the trip.

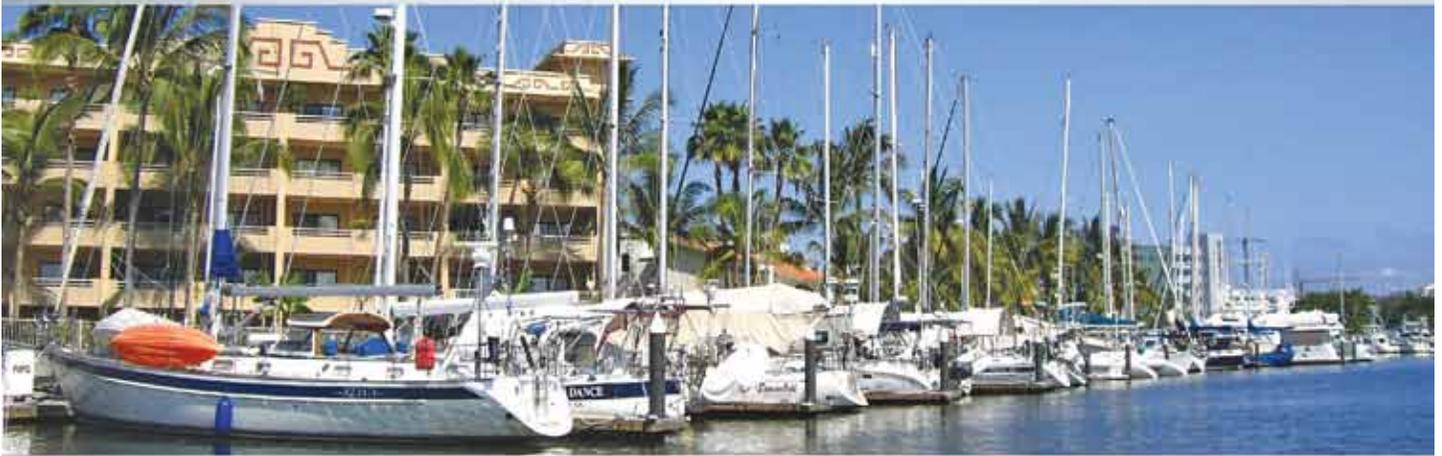
We have no animosity against Sullivan, but the website also claims that he "achieved his first goal by arriving in Hawaii." This simply isn't true, since his stated goal was to sail non-stop to the Philippines. But Sullivan apparently has a different view of what it means to achieve a goal: "If you don't make it, that's okay, as long as you tried," he writes. He must have 'graduated' from a dumbed-down public school in California.

The website urged people to visit Sullivan at the Hawaii YC, to hear his story of "overcoming personal fears and anxieties." We could find no mention of how much money he raised, how much of it was donated to charity, and how much had been used for expenses and other administrative costs. There was also no mention of what happened to the Filipina woman he



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## LETTERS

had proposed to.

Having been around the block a few times, we've become cynical about many charities, and sailing charities in particular. A significant number of charities seem to play on the public's sympathies for the downtrodden and the environment, but too often primarily serve to provide good-paying jobs, travel, and other benefits for the administrators, their families and friends.

Want to sail somewhere and have other people pay for it in four easy steps? 1) Pick a charitable theme that tugs at peoples's hearts; 2) Contact a charitable organization that purports to support such a cause, and negotiate a cut of whatever money you can raise; 3) Have somebody create a slick website; 4) Start hustling for money, partners and donations. Depending on the charity, you can keep anywhere from 30 to 90% of the money you raise. And 100% of what you don't bother to report. The cool thing about sailing in support of some charity is the general public doesn't know much about sailing, so you can make an easy trip sound daring and difficult. For example:

"To raise awareness of the devastating effects of climate change on the Îles Sous Le Vent, Joe Blow, who lost his home to crooked Wall St. bankers, will be risking his life sailing an ancient boat, day and night, with no one to help him steer, across the widest expanse of ocean in the world. He'll struggle with terrible storms and the dangers of being run down by ships, having to navigate reefs that have claimed hundreds of vessels, all to help raise awareness that if we Americans don't cut down on our use of fossil fuels — and handguns! and sex-trafficked girls! — the poor islanders will have their homes swallowed by the sea. Indicative of Blow's total commitment, he won't use his engine at all, but rely entirely on solar power. Blow's selfless dedication to solving the imminent climate change disaster means he won't be able to talk to his wife and children for more than a month, but Blow feels that his commitment to the Family of Man must take precedence over his biological family. His only company will be his cat Helpless, who lost an eye and genitals to a texting driver behind the wheel of an SUV that only got 10 miles to the gallon. A nearly infinitesimal portion of the Sailing to Save the People of Îles Sous Les Vent funds raised will be shared with other catchily named charities. Please support this brave man and his selfless dedication to the future of all our children."

What it really means is that Joe has been dumped by his wife and kids, who now have restraining orders because of his drinking and physical abuse, and that he's lost his home because he used it like an ATM. Blow is trying to convince people to help buy him a used Santa Cruz 50 with a great autopilot so he can enjoy the cruise of a lifetime to French Polynesia without having to spend any of his own money.

Mind you, there are great charities out there and, for all we know, XPAC 8000 is on its way to becoming the greatest of them all. But as we said, experience has taught us to be skeptical.

### IMMIGRATION INS AND OUTS

Latitude was right about Mexico's 180-day tourist visa. It's still the same as before. However, the FM3 and FM2 visas are gone, having been replaced by *Residente Temporal* or *Residente Permanente*. There is a lot of confusion in both categories. A friend of mine renewed his old FM3 into a *Residente Permanente* because he owned more than \$40,000 worth of real estate. If you have an income of \$3,000 or more per month, you also get permanent status. Then there is the 'points' system, which nobody seems to have a grip on yet.

*Residente Permanente* is the same as *Immigrato* used to be. It means that you are done with *Migracion*, and can take the citizenship test if you want. There are some other minor

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## LETTERS

issues, but there are only three categories of visas now.

If folks with FM3s and FM2s would write in and tell what happened when they renewed, we might get a wider picture.

Bob Walker  
Cactus, Hunter Cherubini 37  
Wofford Heights / La Paz

*Bob — Our FM3 was up, so we got a Residente Temporal. While there are now only three categories of visa — Tourist, Temporary Resident and Permanent Resident — there are subdivisions of each. For example, our Temporary Resident visa has a 'lucrativo' endorsement. It's unclear to us exactly what that means.*

*Just because you have real estate doesn't mean you can get Permanent Resident status. We own real estate in Mexico, but we have to wait two more years — a total of four since getting an FM3 — if we want to apply for Permanent Resident status. By the way, people tell us it's not so easy to pass the test if you want to become a Mexican citizen. You have to pass a detailed test about Mexico and Mexican history, and you have to sing the Mexican national anthem. Kind of funny for a country that has so many of its citizens sneak into the United States.*

### ↑↓KEEPING UP WITH MEXICAN LAWS

I appreciate the information *Latitude* puts out about Mexico and changes in Mexican immigration and other laws. I'll be down there in a couple of years on my boats, so the information is helpful.

The piece in *Lectronic* about the whales getting in the way of sailors racing on Banderas Bay was pretty funny. Those evil buggers!

Mark Hamill  
Pika, Brent Swain  
Coutenay, BC

*Mark — We try our best, so thanks for the kind words. The most important thing to understand is that Mexican culture is very different from United States culture, so there is less precision in laws, procedures and enforcement. You gotta go with the flow. And if you can't get what you want from one office, you should realize that you very well might be able to get what you want from another office. After two months — with lots of holidays — we finally got our Residente Temporal status, which replaced our FM3 visa. Exactly what that status means — we also have a 'lucrativo' endorsement — remains to be seen.*

### ↑↓WHAT LUCRATIVO REALLY MEANS

The Wanderer reported that he finally got a Temporary Resident visa to replace his discontinued FM3, and wondered what the 'lucrativo' endorsement means. It means that he can work legally in Mexico, as opposed to people who have regular tourist visas, who can live in Mexico for up to six months at a time, but cannot work there.

Speaking of nice weather in the tropics, I just got back from a few weeks at my house in the Florida Panhandle. It was heaven, with the temps between 72 and 75 every day. The food was as inexpensive as in Mexico, and you always got lots of it. But meals didn't come with all the tequila one could drink, as is the case at El Colegio.

After a few weeks of warm winter weather, it was hard to come back to Sausalito.

John Skoriak  
Sausalito

*John — We understand that the holder of a 'lucrativo' visa*

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## LETTERS

*is allowed to make money in Mexico, but it doesn't mean that you can engage in any occupation or business venture that you want. For example, we can't just start a charter business and work as the captain. It's unclear which occupations are permitted and which are not.*

### ↑↓ REMEMBERING KELPIE

As a schoonerman, I want to offer my sincere congratulations to Trevor Murphy for his excellent job of delivering the 82-ft schooner *Kelpie* from Southern California to the United Kingdom. I had a nice talk with Trevor when he and his crew stopped in San Diego on their way to the Canal. *Kelpie* was not



COURTESY DAUNTLESS

*'Kelpie' always seemed to lead the way for 'Dauntless' when they raced together.*

in very good shape, and I had my doubts that she would survive the trip across the Atlantic during hurricane season. During the 20-some years that Jim Dobott owned *Kelpie*, she and my 71-ft schooner *Dauntless* competed against each other many times. I have to admit that *Kelpie* was the fastest schooner in our class we ever raced against. She could sail five degrees closer to the wind than *Dauntless*, which was a huge advantage. The only times we could beat her were when Jim made some kind of mistake.

Even though *Kelpie* and *Dauntless* were competitors, Jim and I were good friends. After *Kelpie* was rebuilt in San Diego in the early 1980s, my wife Peggy rechristened her. And I crewed for Jim the year *Kelpie* set the Ensenada record for her class.

I'm delighted to see that the new owner has undertaken the project of bringing the old beauty back to life. I wish *Kelpie* and her new owner well.

Paul Plotts  
*Dauntless*, 71-ft Alden schooner  
San Diego

### ↑↓ MORE LIKE THE BAJA GURGLE

I'm happy to report that we were able to make the Baja Bash — actually more like a Baja Gurgle — from Cabo to San Diego in five days during the third week of April of last year. We had calm weather all the way. So calm that we were able to round Cabo Falso and escape the northern end of Cedros in the late afternoon without any problem. We made the trip nonstop except for two hours at Turtle Bay.

Charley Eddy  
*Snug Harbor*, Catalina 470  
Alameda

*Charley — If you're going to be beset by calm weather, there is no better time than during a Baja Bash. Here's hoping that this year's fleet has equally easy March and April Bashes.*

### ↑↓ A THANK YOU FROM SEASILK'S OWNERS

As the owners of the Hylas 46 *Seasilk* that was driven aground inside Mag Bay during Hurricane *Paul* last October 16, we would like to thank everyone who helped us during that difficult time. That would include Todd and John from San Diego-based Todd & Associates; Chris from Magdalena



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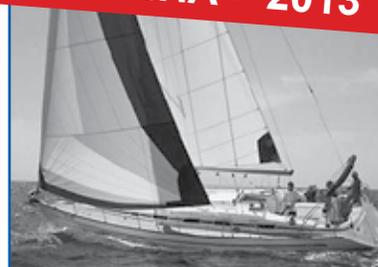
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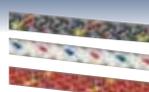
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## LETTERS

Bay Outfitters; Terry, Ari and Lynn from Cabo Yacht Center; Casey from Markel Insurance; Admiral Salazar and the entire Mexican Navy crew from the Puerto Cortes Navy Base; AT&T



COURTESY SEASILK

**After washing ashore during Hurricane 'Paul', 'Seasilk' was successfully pulled from the beach and repaired, and continues cruising today.**

(because Verizon just doesn't work in the remote areas of Baja); the US Consulates in Cabo and Tijuana; the volunteers on the marine emergency Ham radio station; the US Coast Guard 11th District that monitors EPIRB signals; the SPOT emergency notification system; our family members and friends at home,

David, Amber, Edye and Dick; and most importantly, the *best* crew: John, Montyne and Brian. It was our crew who made what could have been a total disaster into something more like an unscheduled adventure. Clearly it takes a village to successfully rescue a grounded sailboat and her crew!

Our boat was repaired beautifully by Cabo Yacht Center, and we were able to resume cruising on December 16. After a stop in Mazatlan, we headed down to Banderas Bay, where Craig enjoyed joining a big group for an afternoon daysail aboard *Profligate*. We'll shortly head south to the Gold Coast, Manzanillo, and Zihua before returning to the Sea of Cortez in the spring.

We also want to thank the publisher of *Latitude* for offering to bring down parts for us during the Ha-Ha, and for allowing us to tell our story so that others will benefit from our experience.

Sue Steven & Craig Blasingame  
*Seasilk*, Hylas 46  
Coronado

*Sue and Craig — Few boats that are blown ashore by a hurricane survive and recover as well as Seasilk did. Well done to everyone!*

### ↑↓ THE DEFINITION OF MAST HEADING

In a recent issue, you said that you'd never heard of the term 'mast heading' and therefore didn't know what it meant. As I understand it, mast heading was a punishment mostly reserved for midshipmen — it would not do to flog the little blighters for a minor infraction. One must maintain their stature in front of the common seamen. So as punishment, they were sent up to the top of the foremast, to the highest partners available at the time, to lash themselves in for the duration of their watch. A punishment, I think, that was most effective in a heavy swell. Perhaps at some time it came to mean a public excoriation or humiliation.

David Niedziejko  
*Feed the Kitty*, Catalina 22  
Nevada City / Golden Gate YC

*David — We love learning new stuff, and that term was new to us. Thank you.*

### ↑↓ YOUR IDIOT'S GUIDE TO SSB IS NOT FOOLPROOF

*Latitude* readers might benefit from our experience of precisely following *Latitude's Idiot's Guide to SSB Radio*, as it appeared in the October issue.

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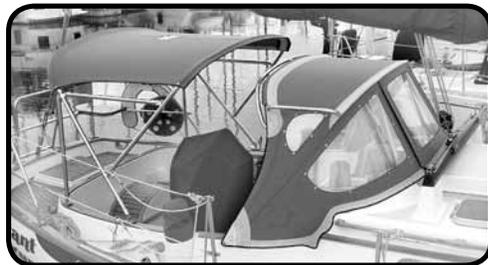
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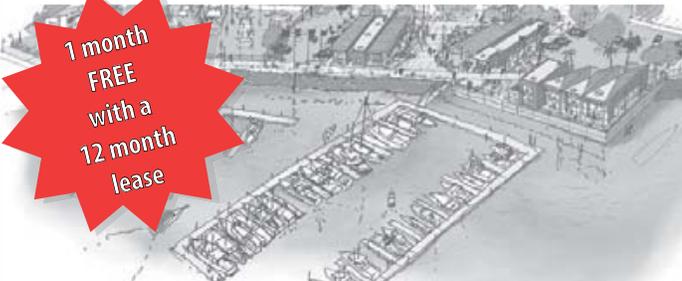


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## LETTERS

Last year we bought a beautiful, new-to-us Cabo Rico 40, resplendently equipped with all the radio and safety equipment one might need. We duly concluded the purchase, and are diligently preparing for our upcoming cruise in the Caribbean. Realizing that we needed both a ship station license and the individual user license, we faithfully followed the *Latitude* guide — and got into trouble.

Our application for the ship station license was straightforward. True, there was a checkbox for the MMSI number, but there was no guidance on either the FCC website or the *Idiot's Guide* as to what to do if you are unsure of this number, which would have been obtained from the prior owner. Common sense suggests that it could be added later — it's only a number in a database, for Pete's sake. Even more common sense suggests that as the vessel is uniquely identified by its official Coast Guard documentation number and name — which the FCC definitely has on file with the existing MMSI number and license — just perhaps the FCC might put two and two together and issue the new owner of the equipment an MMSI number. Well, no, that would be way too easy.

The FCC issues a new MMSI number. Typically, of course, a new number can't be entered into the existing equipment. There are exceptions, but I understand that equipment frequently will accept an MMSI number only once and then, if any changes are needed, may have to be shipped back to the manufacturer for any corrections or edits. The remedy to the problem is far from simple.

Effectively, I had to cancel the license — bang goes the \$160 application fee — then the prior owner needed to cancel his ship station license, while I almost simultaneously reapplied for the same license again — referencing the cancelled license and MMSI number. With, you guessed it, another \$160 fee. Only then was I issued a license that has an MMSI number that correlates with equipment onboard.

Bottom line, here's what *Latitude* readers need to know prior to following the not-so-foolproof *Idiot's Guide* when buying a used boat:

1) Identify any and all DSC/MMSI-registered equipment onboard (VHF, SSB, AIS, EPIRBs, PLBs, handheld VHF's, whatever).

2) Obtain from the seller all the relevant registration data. Hopefully, they will be linked with a single MMSI number.

3) Ensure that the seller, as a condition of the sale, agrees to promptly cancel all registrations and licenses pertaining to all this equipment. We had the pleasure of buying our boat from a fine gentleman who has bent over backwards to accommodate our needs. Not every boatbuyer will be so lucky.

4) Obtain confirmation that this has been done.

5) Then, and only then, apply for FCC licenses, NOAA EPIRB registrations, etc. Try to make the applications as simultaneous as possible with the seller's cancellation.

Logical? Sure. But who knew it would be impossible to simply change a number in a database? Our government, being born of bureaucracy and with an infinite capacity to produce red tape of the finest variety, has little appetite for common sense or for user-friendly approaches. Conversely, they have an appetite for duplicate fees for anyone who accidentally gets this sequence wrong. It's a lot easier than you might think to make this mistake, as there is no easy-to-find information on what to do if equipment on board is already MMSI-registered at the time of vessel purchase — a circumstance that will get more and more common as our technology advances.

Terry Rugg  
Pajarito, Cabo Rico 40  
Redwood City



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# LETTERS

Terry — HF expert Gordon West wrote that article, and we believe it to be one of the best articles on the subject we've ever published. That said, we're grateful for your clear and concise five-step guide for those purchasing used equipment.

## ↑↓ THE LAST VOYAGE OF GRENDEL

Ahhhh, the ever-elusive David Vann surfaces yet again! This time as the author of 'Last Voyage of the Culin', in the October 2008 issue of *Outside* about the death of a 78-year-old on his boat near the Mexican-Guatemalan border. It seems to me that Vann's skills at creative writing may have once more overwhelmed his ability to tell the truth, for I don't remember things quite the way he did in the *Outside* story. At the risk of telling a story that is like a chapter out of a B-movie based on an Elmore Leonard book, let me give you my firsthand version of what happened.

I had swallowed the anchor for a few years, and was living in a palatial estate in Los Gatos — complete with the requisite yoga studio. But it had become a gilded cage. Then an ad appeared in your glorious rag for a sailing trip from San Francisco down to and through the Panama Canal, and up to Belize. Ostensibly, the objective was to deliver David Vann's yacht, the ill-fated *Grendel*, to a group of writers in Belize.

*Grendel* had already left, so I sent off the required check to be crew, and flew to Cabo San Lucas to meet the boat. Her crew searched the tiny Cabo waterfront for me for three days. It wasn't their fault that they couldn't find me, because Vann had told them to look for a woman named Jane, not a guy named Jay.

After my 30 years of repairing and overhauling boats, you can imagine my dismay upon boarding *Grendel*, an ancient CT-50, to find: No SSB radio; the engine starter switch hanging by one wire; broken switches on the electrical panel, requiring pieces of toothpicks to use them; sails that were shit; standing rigging that was rusty at the chainplates; slack steering; no autopilot; and the dinghy? What dinghy? It wasn't much better in the engine room, as the fuel filter canister was corroded solid, there were cracked hoses everywhere, and hose clamps on the exhaust had almost rusted through.

I thought about a Dos Equis and a night's sleep, but hell,



STEVE LACY

I decided to see what I could do with what tools were available. Capt. Spreader — it wasn't a name I gave her, but rather how she referred to herself — gave me *carte blanche* to do whatever repairs I wanted. But she made it clear that she hadn't received any money from Vann for the repairs. "Yet." She

said that she was waiting for Vann to send some.

While I got to work in fixing some things, Vann suggested that Capt. Spreader ask me if I would front the cash for the repairs, and that he would reimburse me when we got to Acapulco. I've done a lot of questionable things over the years, including a Puddle Jump with a woman I met through the Crew List, demolition derbies, mountain lineman jobs, process serving, and working as a repo man with my own tow truck. I'd done those, but no way was I going to front the money to repair Vann's boat.

Capt. Spreader borrowed money for fuel from her girlfriend, so after a close eye for bad fuel, we each bought our own gro-

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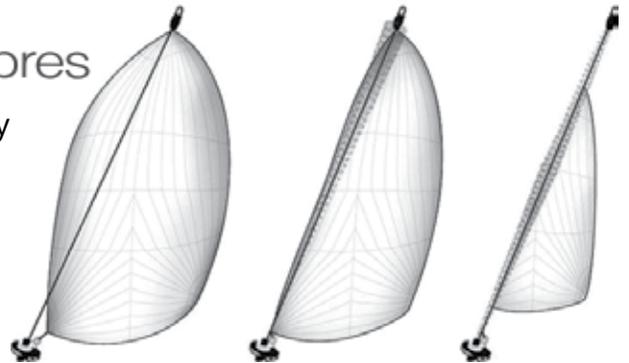
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## LETTERS

ceries and set sail. The crew consisted of Capt. Spreader, the aforementioned girlfriend, two surfer dudes — we promptly dubbed them Dumb and Dumber — whom Vann had hired to watch the boat several months prior, a grad student from Brooklyn, a 50-something retired army colonel who, having been "tossed out of the house by my old lady," wanted to get his first sail in, and a couple of secretive geeky guys in their 20s who huddled and whispered a lot. Thinking back on it, I must have been really bored in Los Gatos.

The running lights quit on the first night, so I hard-wired them past the switch. The head plugged with paper, but nobody knew how that happened. The alternator stopped charging — until encouraged by a firm whack with a hammer handle. We had to stay with the original alternator belt even after it started to fray because the replacement was a foot too long. And after 100 miles, the engine fluttered when the vessel heeled beyond a certain point. It seems the fuel tank vent was poorly situated, and thus took on saltwater from time to time.

After dark, we missed a head-on with a ship by about, oh, 30 feet. A short time later an albatross landed long enough to express its feelings — and mine — about *Grendel* by shitting on the companionway stairs. The lucky bird was able to fly away with a squawk. Having no wings, I was unable to leave.

It's during the night watches that you get to know the other members of your crew. My first watch was with Dumber. He surprised me by lighting a four-paper joint, then showing me the .38 Police Special he carried "for protection against *federales*." Unfortunately, there was a slight jerk of the boat, and the pistol slipped from my hand and into the deep waters of the Pacific. I apologized profusely, and promised that Vann would replace it for him.

All the next day Dumber bitched about not being able to find his stash. I told him that he mentioned hiding it in a 'secret place' while he was stoned. Always wanting to help, I suggested that he ask the Geeks or the Colonel if they'd seen his stuff.

After limping into the Acapulco YC, I made a list of deficiencies that had *Grendel* exceeding the definition of 'manifestly unsafe vessel'. Then I described what might be involved in crossing the Gulf of Tehuantepec, and how crossing it with a boat in *Grendel's* condition could be defined as attempting suicide. So five of us crew jumped ship.

Months later I received a few postcards from Capt. Spreader. She described wallowing in the Gulf of Tehuantepec for five days before being towed to "the last village in Mexico" by a fisherman. She wrote that they were still waiting for money, and that the engine had saltwater in the fuel system. After a month of that — hello! — the engine's death certificate had effectively been signed.

The last thing I heard about David Vann was a letter from the U.S. Bankruptcy Court listing me as a creditor. That was the only recognition I ever received for my work.

Why did I go on the *Grendel* trip? The idea of that crew being left alone with the boat just tore at me. I felt as though my leaving would be akin to abandoning children. I was also fueled by boredom, and made my decision to go while wearing my vision-impairing testosterone blinders. You know, the pair we men wear when falling in love with the woman dancing topless on the table at Squid Roe. You get the testosterone blinders in your teen years. They come in a black leatherette box along with the earplugs needed to keep you from listening to common sense.

Does anyone know what happened to *Grendel* or her crew? It would be fun to find out.

PHOTO: DAVE TOWLE



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## LETTERS

*Latitude's* December issue advice to novice sailor Sam Furgason — "You can't let yourself or any member of your crew go overboard. In most cases it's a death sentence." — was good stuff. I'm a great fan of *Latitude*, as our water-soaked opinions are often similar — your choice of having saildrives in *Profligate* notwithstanding. For example, yeah, I have a piece of government-issued paper that says I can operate a vessel with up to six paying passengers, and supposedly am an expert at towing. But the truth of the matter is all of us with government-issued licenses need to honestly evaluate our skills in every situation and, ignoring the gold braid on our hats, make the correct decision as to whether we are qualified to be in charge of a specific vessel in a specific situation. Otherwise, our government license becomes something appropriately presented on a white roll.

Jay Myers  
*Ne'r Do Well 3*  
*Never Again 2*  
 Sacramento River

*Jay* — Actor/sailor/author Sterling Hayden famously went on about how character building — or something — it was when you tried to run a big sailboat without the adequate resources. Having dabbled in that realm ourselves over the years, we think Hayden overstates the pleasures. It sure makes for vivid memories, although the farther past, the more enjoyable they are.

We want to remind all readers that each person's recollection of an event or series of events tends to differ, so readers would be wise to not consider one person's version as gospel truth. That said, we'd like to hear Capt. Spreader's version, she with the saucy handle.

### ⇕ GETTING ON BOATS IN THE TROPICS

I was intrigued by the mention in a recent edition of *Lectronic Latitude* of boats needing crew for the BVI Spring Regatta and Sailing Festival, and for the St. Barths Bucket. Just having taken up sailing here in the Bay Area in recent years, I have learned how to find slots here, and am wondering how I identify crewing opportunities for these races. Suggestions?

Name Withheld by Request  
 San Francisco

N.W.B.R. — 1) Show up on site. 2) Dress and act like a sailor. 3) Be outgoing.

Mind you, being on site in St. Barth would usually involve being on a charter boat from St. Martin, as every room on St. Barth usually sells out for the event, and there is no such thing as an inexpensive room on the island.

### ⇕ BUCKET (CREW) LIST QUESTION

My question is more of a 'bucket list' question than a 2013 St. Barths Bucket question. Say I were to consider trying to catch a ride on one of the big boats in the Bucket. Do I want to bring along a dressy, all-white — or all-blue — outfit to help seal the deal?

Paul Brogger  
 Mid-Life Cruises, San Juan 28  
 Olympia, WA

*Paul* — Once you get on a boat you'll often be given a crew shirt, but while you're walking the docks hoping to get a ride, dress like a sailor — a light-colored polo shirt, khaki shorts and



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## LETTERS

deck shoes. Let people see your sailor's tan and your muscles. If your shirt is from another prestigious Caribbean regatta, all the better. But you have to actively seek out crew positions, so don't pull a wallflower. And don't give up if you don't get a ride the first day — after a day of repacking chutes on 150-ft boats, some crew remember they have obligations for the last two days of racing.

Younger women looking to get rides on the Bucket have a second option, as they can also dress hot in the Baz Bar a few nights before the racing starts. That always results in a couple of invites.

By the way, all the boats in the Bucket are big boats, and the loads are tremendous. If you're not careful or don't know how to stay out of the way, you can get hurt.

### ↑↓ TRIPLE VIRGIN DOES GREAT IN FIASCO

While driving south from Port Townsend, Washington in late January, I wondered if there was going to be any multihull sailing on San Francisco Bay that weekend. Going online, I discovered that the Bay's biggest race of the year — the Singlehanded Sailing Society's Three Bridge Fiasco — was to be held the following day. There were over 350 entries, including 35 multihulls. After a couple of phone calls and emails, I replaced a crew who had fallen sick on Drew Scott's F-27 *Papillon*. The race would involve three firsts for me: I had never met Drew, I had never raced an F27, and I had never raced on San Francisco Bay.

The Three Bridge Fiasco is aptly named, for the 21-mile course takes the fleet under/near/around the three main bridges that cross San Francisco Bay. It starts and finishes on the San Francisco waterfront, home to this year's America's Cup. The 'Fiasco' part of the race refers to the format. It's a pursuit race, so the slower boats start first, and if the handicapper has it all right, and if the sailors are equally good and equally lucky, everybody will finish at the same instant. Pursuit races are fairly common because they are so much fun, but what makes the Fiasco unique is that you can round the three bridges in any order you want. So imagine 350 shorthanded boats, starting in any number of directions, and nobody knowing for sure which way their competitors will go until they either harden the sheets or hoist a spinnaker.

Winter winds on San Francisco Bay are often light, so usually only a few boats finish the Fiasco. But there were 10 knots for our 10:15 a.m. start, and it was blowing 30 knots in The Slot by the time we were headed for the finish line three hours later. So this year a lack of wind wasn't a problem.

Even to a Bay racing novice such as myself, it seemed obvious that the clockwise circuit would be most favorable, as it would avoid a long beat, and the tide would be with us on the last leg to the finish. The drawback was the big calm patch between Tiburon and Angel Island, but we could see that even the earlier-starting boats were getting through. One advantage late starters have in pursuit races is that they get to 'go to school' on the boats that start before them.

So Drew and I sailed the course clockwise, which meant a short beat to the Blackaller turning mark, which we rounded in company with several other Farrier trimarans and a couple of 32-ft Flying Tigers. Despite being longer and able to point higher, the Tigers — perhaps because they had no rail meat — were no faster to the weather mark.

After rounding, we tried to carry the screecher on a close reach toward the Richmond Bridge, but soon gave up. With no screecher to worry about, we were able to concentrate on staying high on the mark, and were the most windward boat as we neared Tiburon. The Greene 35 *Humdinger* passed us

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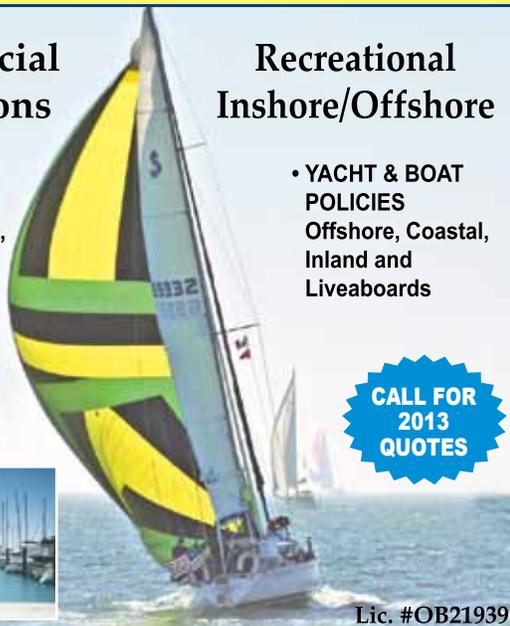
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## LETTERS

to leeward, but Drew and I were pretty happy with our position. The few boats that had opted to head to the Richmond Bridge via the lee side of Angel Island ended up parked in the lee of the big island.

The wind was much stronger past the Tiburon headland, and we had a close reach in 20 knots up to the Richmond Bridge (actually Red Rock) turning mark. Monohulls aren't much for reaching in any kind of a breeze, so we picked them off one by

ERIK SIMONSON/PRESSURE-DROP.US



Catamaran designer Richard Woods hopped a ride on 'Papillon' for the Fiasco.

one. Better still, we closed the gap on the first two F-27s and *Humdinger*. Rounding the island was interesting, as for the first time in my racing career we met race boats going the other way around the mark. I'm still not sure who has 'water' in that situation. Nonetheless, five multihulls rounded the island overlapped,

with most of the monohull fleet behind us.

Our next mark was the Bay Bridge, so we headed downwind. Or did we? It was hard to tell in the turbulent lee of the island, which meant we were slow hoisting the spinnaker. Once we got it up, we blew it — tactically — as first we headed too high, then too low, on our way down to the Bay Bridge. Regardless, by Treasure Island we had picked off all the monohulls but *Humdinger* and a J/70.

Quite bizarrely, on our way to Yerba Buena we also passed a good number of boats beating up to Red Rock. Certainly they had picked the wrong way to sail the course, as we only had a short beat to the finish, while they still had a long beat and a 10-mile run. That meant we were in the hunt for a spot on the podium.

With the wind now up to Force 6, we decided to put a reef in for the last beat, mindful that on the last leg we'd be sailing close to where both Russell Coutts and Jimmy Spithall had capsized their AC72 catamaran in similar conditions. We passed beneath the Bay Bridge four abreast with other trimarans. It was exciting, but not as exciting as for the crew of another tri that had left their spinnaker up too long. We clearly saw most of their daggerboard as they struggled to get the chute down. It took us time to reef in the lee of Yerba Buena, so two F-27s and *Humdinger* pulled ahead of us.

Now the race to the finish was really on. In puffs, our reefed trimaran closed on the leaders, as they had to dump sail. But we dropped back in the lulls. As we headed toward Alcatraz, the wind increased and held steady, allowing us to overtake the F-31 and an F-27. The J/70 might be a fast boat offwind, but she couldn't cope with us to windward, and fell behind. I've noticed these sportboats have near multihull speeds offwind, but fall over on beats, making them slow upwind. Despite the reef, I still played the mainsheet while sitting on the windward trampoline. I'd ease it when I saw two feet of daggerboard showing.

With one more tack for the layline, we quickly began closing on the two leaders. But it was not to be, as the F-27 *Sea Bird* finished first, followed by *Humdinger*, and then us just a minute out of first place. Had the course been a mile longer, I like to think we could have got them both. Still, there's always next year, and now I know better what the wind does in the Bay.

So the multihulls cleaned up this year. Some monohull sailors might say, "Well, you had a long run this year." But it

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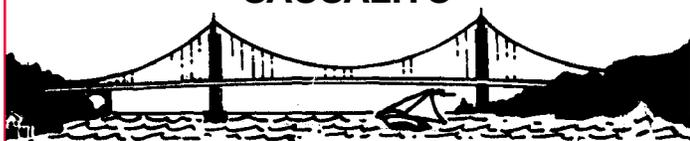
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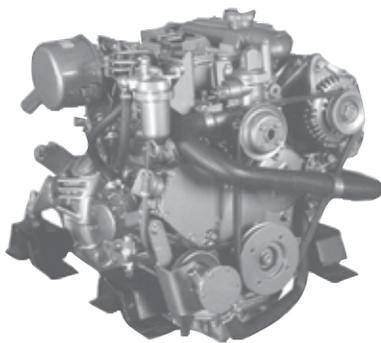
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## LETTERS

was a circular course, and the truth is that we overtook most of the boats on the close fetch/beat north to Red Rock.

Anyway, my grateful thanks to skipper Drew, all the great competitors, and the race committee. I will be back.

Richard Woods  
Woods Sailing Catamaran Designs  
UK / BC

*Richard — It comes as no surprise to us that the Fiasco is attracting over 300 boats, as it's a great race that requires a multitude of talents — traditional racing skills, shorthanded sailing skills, tactical decision making, and luck. Plus it's not just a windward-leeward with the same old scenery. We have fond memories of the event. One year we were singlehanded an Olson 30 through a gap in the Berkeley Pier on our way from the Bay Bridge to Red Rock, and had the late great Mark Rudiger next to us on some other 30-footer. After rounding Red Rock, the far more skilled Rudiger left us far in his wake.*

*We think folks who love the Fiasco — particularly multihull sailors — would also really like Island YC's Silver Eagle Long Distance Race, to be held this year on June 29. And we mourn the loss of the San Francisco YC's Midnight Moonlight Marathon, another fine race that had similarities to the Fiasco.*

*For Dave Wilhite's full report on the Fiasco, turn to page 86.*

### ↑↓ IN DEFENSE OF NEW YORK CITY

As a native of what *Latitude* called "the media and narcissism center of the universe" — New York City — I feel it's necessary to offer a small correction to your assessment of Hurricane *Sandy* relief. During the period of 1990-2009, New York contributed \$956 billion more than it received from the federal government — see the attached article from *The Economist*. The New York City metropolitan area also subsidizes upstate New York. Even after the paltry sum offered by Washington, we still have nearly a trillion left in our credit column. The notion that New York City is a drain on the federal coffers is a common misconception. There is certainly a lot to dislike about New York City, but the belief that we don't pay our way — and many others', too — is quite wrong.

So as you are enjoying the sun and sand of Banderas Bay, I am up here on the roofs of New York City, freezing my butt off while our boat sits in the marina at La Cruz. As soon as this last project is completed — and the federal tax paid, of course — we plan to get to Mexico.

Thanks for *Latitude*. It's about the only thing that keeps hope alive in this Arctic wasteland.

Matthew Myshkin & Katrin Haiba  
Lila, Southern Cross 31  
New York City / La Cruz, Mexico

*Matthew and Katrin — You're correct that New York City gives more than it takes, in part because it's so much more efficient if you have 8 million people crammed into 468 urban miles rather than spread out over suburban and rural sprawl. Sort of like buying 48 rolls of toilet paper in bulk at Costco rather than buying them one at a time at 7-Eleven.*

*What we were complaining about is that much of the taxpayer money that legislators have hailed as going to 'hurricane relief' is doing no such thing. For example, over half the money won't be spent until after 2015 — some relief! And lots of the money will go to the Departments of Agriculture, Defense and Justice, as well as the Social Security Administration, and the Smithsonian Institution. In other words, it's another case of legislators not missing an opportunity to waste a crisis when it presents them with an opportunity to increase the size of*

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## LETTERS

*government and put the taxpayer deeper in debt. We support government relief in such situations, as long as it's efficient — unlike the past FEMA disaster reliefs, which were economic disasters on their own — and free of incompetence and corruption. In other words, pretty much when pigs fly.*

### ↑↓ **OUTBOARD UP OR OUTBOARDS DOWN?**

I use the dinghy dock at Marina La Cruz each day, and have always wondered why most folks kept their outboard props in the down position. In fact, I wondered about this aloud on more than one occasion, and today I got the answer from a fellow cruiser. He politely but emphatically informed me that a similar dinghy with its motor up was "like a knife fight waiting to happen" if the wind came up and the inflatables began to tango. When I asked him what he meant, he claimed the props would slice through inflatable fabric.

I told him that I always kept my motor up because I have seen lower units corroded, and I wanted to keep mine in good shape. He said he understood, but that it was "common etiquette" to keep the props submerged.

I find it hard to believe a relatively dull dinghy prop could do that sort of damage, but I'll take the cruiser's word for it, as it appears in fact most people agree with that view. Our conversation was quite polite, and he promised to make a broadcast on tomorrow's net to make others aware.

Newly Enlightened Again  
La Paz

*N.E.A. — We're in the 'props down' camp. If you have lots of dinghies at a crowded dinghy dock, a raised prop functions as a stiff jabber of inflatables and human flesh, and it also snags painters when dinghies are tied two and three deep.*

### ↑↓ **CRUISER ISSUES WITH ICOM MIC CORDS**

The insulation jackets on the coiled cables for my Icom radios are crumbling and falling off in pieces. I'm not talking about normal wear and tear. And I'm not the only one with this problem.

I have two Icom VHF M602s onboard, both equipped with HM136B mics. One radio is mounted in a covered recess pocket in the cockpit, where it is protected from direct sunlight, rain and sea spray. The second is mounted in the nav station belowdecks, completely protected from the elements. We also have one Icom HF Marine M802, with an HM135 mic, installed belowdecks at the nav station.

Our belowdecks VHF is lightly used, so when I first noticed debris below the mic, I assumed it was cockroach or other bug droppings. Much to my amazement, I discovered the cable between the mic and the radio was falling apart. I am now dealing with the same issue on the third of the three Icom radios on board.

It's not as if I'm a first-time buyer of Icom products with a grudge. When I bought our 44-ft CSY *Walkover* in 1992, my initial refit included the installation of a VHF and a SSB radio, both by Icom. We sailed for 14 years and had no problems with either Icom radio. Between 2006 and 2009, I did a complete refit, including the upgrade and replacement of all the electronics. Based on my previous happy experience with Icom radios, and favorable reviews of Icom radios by other cruisers, I installed two Icom VHF 602s and one Icom HF 802. I also installed one Icom Command Microphone HM127B. And I carry two Icom handheld VHF's.

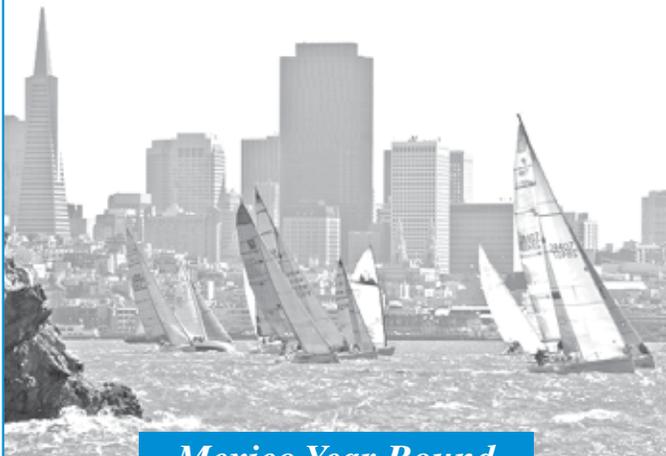
I had to replace the microphone on the first VHF — the one at the inside nav station — in February of 2010. Since I hadn't even left the dock after the refit, the radio had never



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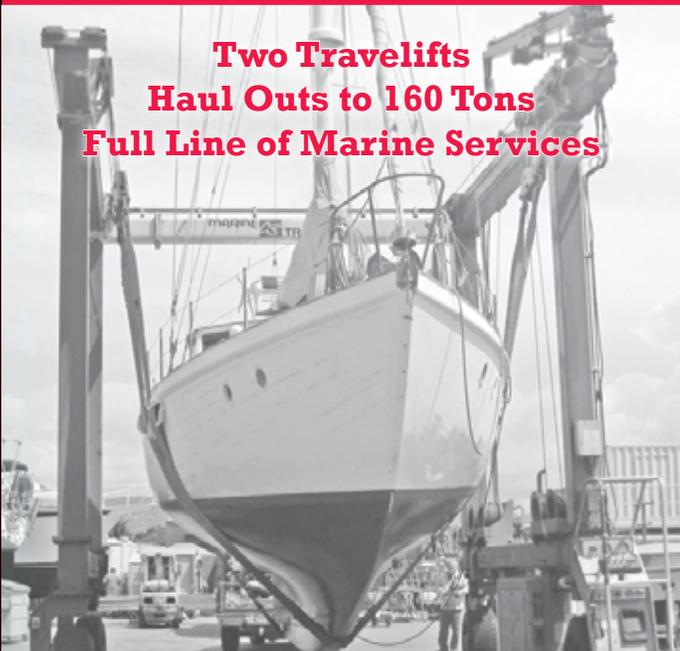
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# LETTERS

been used. After numerous phone calls, I was finally able to secure a warranty replacement.

In July of 2010, we left Lauderdale and headed north up the ICW. It was then that the microphone cable on the second Icom VHF M602 began to fall apart. After taping the cable back together, our first order of business upon reaching Washington, D.C. was to call Icom and discuss the problems.



GORDON LONG

Lori Phillips, the service administrator, agreed to replace the mic. I suggested that since it looked like a manufacturing defect, the mics on my other radios should be replaced, too. Phillips said that Icom didn't think it was necessary. But if I had another mic problem in the future, they would replace it.

**Long provided a list of 22 other boats that are experiencing similar problems with mic cords.**

We are now in Guatemala's Rio Dulce, and I found crumbings from the HM135 mic on my Icom HF radio. I'm trying to hold it together with silicon epoxy until the replacement arrives. I've also asked Icom to replace the mic on my third radio. In their letter back to me, they said they hardly ever hear of such a problem. "From your description," they wrote, "it almost sounds like there is either a cleaning agent or something in the immediate area that is reacting with the compound used in the cables. Other than this, I do not have an answer for the deteriorating that you described, because we do not typically hear of this sort of thing."

I was particularly annoyed by that response, and the ridiculous idea of an environmental issue "in the immediate area" of my radios. So on January 17, I made an announcement on the Rio Dulce VHF Cruiser's Net regarding my problem with the third Icom radio. I thought I might get a response from one or two boats, but within two hours, I received responses from 12 different boats involving 20 Icom radios! Including mine, that makes 13 boats involving 23 radios just in this one anchorage area! I have enclosed a list of the boats that responded, and their email addresses.

In my opinion, a company of Icom's stature ought to issue a product recall of the mics with free replacement.

Capt. Gordon Long  
N'Aimless, CSY 42  
Rio Dulce, Guatemala

*Readers — The fact that Long's complaint is seconded by a detailed list, with email addresses, of others who claim to have had the same problem is, quite powerful. For what it's worth, we have an iconic Icom 802 SSB aboard Profligate — as do most cruisers in Mexico and the South Pacific — and haven't had any problems with the mic.*

*In a typical month, we receive a tremendous volume of letters. So if yours hasn't appeared, don't give up hope. We welcome all letters that are of interest to sailors. Please include your name, your boat's name, hailing port and, if possible, a way to contact you for clarifications. By far the best way to send letters is to email them to richard@latitude38.com. You can also mail them to 15 Locust, Mill Valley, CA, 94941, or fax them to (415) 383-5816.*

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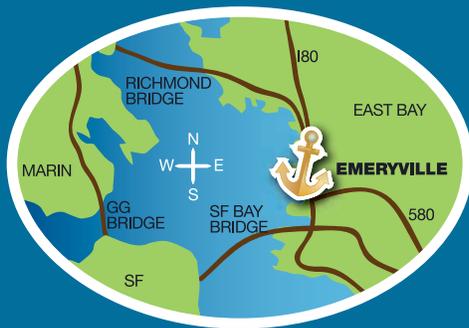
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# SIGHTINGS

## red bull youth ac selection series

From February 9-24, 12 teams from all over the world descended on San Francisco to try their hand at the tiller of an AC45. They were vying for one of only four remaining spots in the Red Bull Youth America's Cup. Six slots are already filled by four overseas teams that have been selected and groomed by various America's Cup World Series Teams, as well as two US teams that already qualified.



**Young sailors had the chance to prove their mettle and get selected for the Red Bull Youth AC.**

The youth teams are being judged not only for their sailing skills, but their team effort as a whole package, including their organization, marketing, sponsors, communication skills, and fitness. It was all being scrutinized by a panel that includes double-Olympic gold medalists in the Tornado class, Roman Hagara and Hans-Peter Steinacher.

Oracle Team USA's Darren Bundock, who has an extensive multihull background going back to when he was a youth sailor, was on the water evaluating the youth teams from his perch on the rear crossbar of the AC45 during both sessions. As far as on-the-water challenges are concerned, Bundock noted that "the most difficult part for the different teams is the speed. Most of them have come from monohulls, and the approach into the marks is at least twice as fast as they're used to." Thanks to the skills of the youth sailors, and the watchful eye of Bundock and the other coaches, there were no major incidents on the water during the Selection Series.

As of this writing there haven't been any official selection results posted, so keep an eye on [www.americascup.com](http://www.americascup.com) for the announcement. The Red Bull Youth America's Cup will be held from September 1-4 aboard AC45s, and will use the same race course area as the America's Cup. With strict nationality rules, top-tier youth sailors, and an incredible 45-ft carbon fiber, winged catamaran in the mix, this show is going to be one to watch!

—jeremy leonard

## vendée globe comes to a close

The winner of the 2012-13 Vendée Globe may have finished nearly a month earlier, but the seventh edition of this epic race came to a close late last month as the fleet's backmarker, Alessandro di Benedetto, reached the finish on February 22 after 104 days at sea. The Franco-Italian skipper sailed his 15-year-old fixed-keel Finot-designed Open 60 *Team Plastique* back into the famed channel at Les Sables d'Olonne becoming the 11th and final finisher of this Vendée Globe. The 21-ft Mini Transat *Findomestic Banca*, which he sailed around the world in 268 days in 2009-10 to become the smallest boat ever to circumnavigate nonstop and solo, was there to greet him.

Following up on the drama of last month's update, veteran skipper and two-time Barcelona World Race champ Jean-Pierre Dick (*Virbac-Paprec 3*) arrived safely to an incredible fourth-place finish. After losing his keel with some 2,600 miles left to sail, Dick nursed his wounded Open 60 to the small Spanish port of San Ciprián to wait out a massive low that brought 50 knots of wind and huge seas to the Bay of Biscay. Once the weather had passed, Dick enjoyed a pleasant 20-knot broad reach to the finish.

Even more shocking than *Virbac-Paprec's* keel failure and subsequent journey home was the sudden keel failure and capsize of Javier Sansó's *Acciona 100% EcoPowered*. Rescued within 12 hours by the

continued on outside column of next sightings page

## boat vs.

Last month's collision between a ferry and a 22-ft powerboat in Raccoon Strait is a grim reminder for all mariners to keep a sharp lookout for commercial traffic. The incident occurred around 4 p.m. on February 16 when the powerboat, traveling at high speed and carrying four people, slammed into the Golden Gate Transit ferry *San Francisco* near Tiburon. Two of the powerboat's passengers were evacuated by helicopter to Marin General Hospital, where one — 68-year-old Harry Holzhauser from Tigard, Oregon — was pronounced dead about an hour later. At the time of



**Yeah, we'd feel the same way, kid.**



**ferry**

this writing, the other unidentified victim was still hospitalized with serious injuries. None of the 500 ferry passengers were injured, and the results of the Coast Guard investigation had yet to be released.

Don't think that unusual collisions are the sole domain of powerboaters. Just three weeks earlier a sailboat apparently sailed between a tug and its tow just outside the Golden Gate Bridge, sinking the boat. Miraculously, her two crewmembers were unharmed in the incident.

Photographer Frank Gundry witnessed

continued in middle column of next sightings page

**vendée — cont'd**

Portuguese military in a helicopter evacuation, Sansó joined his team in the Azores to plan *Acciona's* rescue. The entire racing world breathed a collective sigh of relief at Sansó's — and later the boat's — rescue.

Inheriting Dick's position on the leaderboard after his breakage was Alex Thomson (*Hugo Boss*). Thomson weathered the major Biscay blow that forced Dick to port, and became the first Briton to finish on the podium since Mike Golding in '04-'05. In finishing, the charismatic Englishman also became the fastest English singlehander to circumnavigate in a monohull, besting Golding's previous record by eight days. Thomson finished just two days after the race leaders, François Gabart and Armel Le Cléac'h.

Jean Le Cam (*Synerciel*) and Mike Golding (*Gamesa*) again wrote a fascinating chapter in Vendée Globe history. In the 2004-05 edition,

continued on outside column of next sightings page



Onshore training for the RBAC wannabes was grueling.

Last month, 12 teams from around the world vied to snag one of just four open spots on the roster for September's Red Bull Youth America's Cup.

# SIGHTINGS

## **vendée — cont'd**

the pair battled nearly all the way around the world to finish second (Le Cam) and third (Golding, with no keel). In the 2008-09 Vendée, Golding dismasted while leading and Le Cam lost his keel and capsized west of Cape Horn. In this race, the two engaged each other off the coast of Portugal and carried out a battle that would last all the way around the world. A classic drag race up the Atlantic concluded the drama.

Le Cam tacked west, sailing just miles from the coast of Brazil, while Golding remained far offshore to the east. The pair met when the breeze went east and they battled all the way up the tradewinds and doldrums. Exiting the northeast trades, Golding tried one last time to pass Le Cam. When negotiating the Azores High, Le Cam took the longer, faster route above the high while Golding took the slower, shorter route under the high. When the dust settled, it was advantage Le Cam. Undoubtedly the most entertaining skipper in the fleet, an exuberant Le Cam finished fifth, while Golding sailed into Les Sables in sixth, becoming the first sailor ever to finish three Vendée Globes.

continued on outside column of next sightings page

## **ferry**

that collision on January 26. Gundry had driven up to the Marin Headlands that gorgeous Saturday afternoon — the same day as the Three Bridge Fiasco, though the sailboat in question was not part of the race — and was trying to find a place to park when the collision happened. He says he spent a few minutes finding a spot to pull off the road, then snapped these photos, which clearly show what appears to be a Ranger 26 being dragged by the bow of the barge. "The boat was sailing south, parallel to the Bridge, when it looked like it stalled and just drifted into the barge," he recalls. "The barge just ate it up."

It is, unfortunately, all too common for boaters not to notice the sunken tow cable



*It's a miracle the two crewmembers aboard the ill-fated sailboat survived unscathed after apparently sailing between a tug and its tow.*

## — cont'd

between a tug and a barge. Once they see the tug has passed safely, they continue on their merry way, not realizing they're sailing directly into the path of what is essentially a runaway train. Even if the tug sees what's happening, there is no way for her operators to stop the barge in time to prevent a collision.

We'd like to encourage our readers — stinkpotters and ragbaggers alike — to always be vigilant on the water. Keep a sharp lookout for other vessels and the odd piece of flotsam, never operate a boat when you've been drinking, and always, always, always check behind a tug to be sure it's not actively towing a loose caboose.

— *ladonna*

**The distance between a tug and its tow is great enough that a sailor who doesn't doublecheck behind his sails might not realize he's about to get creamed.**

## vendée — cont'd

Despite being disqualified for receiving assistance, Swiss sailor Bernard Stamm (*Cheminées Poujoulat*) completed the course to a raucous welcome, while fellow Swiss sailor Dominique Wavre (*Mirabaud*) sailed into a seventh-place finish, matching Mike Golding's three Vendée finishes. Hometown boy Arnaud Boissieres (*Akena Vèrandas*) finished just hours after *Mirabaud* to make Boissieres two-for-two in the Vendée, with 7th- and 8th-place finishes to show for his efforts. Bertrand de Broc (*Votre Nom Autour du Monde*), most famous for sewing his own tongue back together during the '96 Vendée, finally managed to finish a Vendée Globe (in ninth place), while Tanguy de Lamotte (*Initiatives-coeur*) rounded out the top 10.



JEAN MARIE LIOT / DPP

**Alessandro di Benedetto was the final finisher of the 2012-13 Vendée Globe.**

A rookie, de Lamotte nursed his wounded boat nearly all the way up the Atlantic. Finishing with a broken rudder, two damaged daggerboards and a damaged daggerboard trunk that was epoxied together to stop the leaking, he seemingly spent as much time underneath and hanging off his boat as he did sailing it.

It was another spectacular edition of one of the most grueling competitions on the planet. If you missed any of the action, head on over to [www.vendeeglobe.com/en](http://www.vendeeglobe.com/en) for the blow-by-blow.

— *ronnie simpson*

## the mini 650 pacific challenge

A new race is coming to town . . . or rather, the West Coast. The inaugural Mini 650 Pacific Challenge, slated to start on July 6, is open to singlehanded boats that conform to the strict 'Classe Mini' box rule. It will follow a traditional TransPac route from L.A. to Honolulu.

Modeled after the wildly popular biennial Mini Transat race that takes a fleet of Minis from France to either the Caribbean or Brazil, the Mini 650 Pacific Challenge will feature the same ultra-modern 21-ft racers — both the Series and Proto classes — that are purpose-built to be raced solo across an ocean. The boats, essentially scaled-down versions of the Open 60s sailed in the Vendée Globe, are fully tricked out with twin rudders, bulb keels and big asymmetrical spinnakers.

The event is organized by Open Sailing, the official builder of the popular Pogo 2 Mini. Jerome Sammarcelli, owner of Open Sailing, became the first person to sail a Mini solo to Hawaii when he raced in the 2012 Singlehanded TransPac. Racing the Pogo 2 USA 806/Team Open Sailing to a hard-fought fourth-in-class finish, Jerome missed out on a podium finish by just four minutes.

Anyone who has ever raced a Mini on handicap, including this writer, will tell you that it's difficult. With modern hull forms predisposed to sail only on a reach or off the wind, and with modern technology that is often not PHRF-friendly, the boats were designed to be sailed against other Minis. The class's growth on the West Coast — and in the US in general — has been hindered by the fact that no race existed just for them.

But Sammarcelli and Open Sailing aim to fix that with the Mini 650 Pacific Challenge. "I'm extremely proud and happy to bring a dedicated Mini race to the West Coast, and to grow the Mini Class here in the USA," says Sammarcelli, who will again race his Pogo 2.

There's no official word on how many entries the race will see, but with a handful of Minis already gathering in Southern California, and a couple of Bay Area Mini sailors prepping their boats, it should be a good one! More can be found at [www.mini650pacificchallenge.com](http://www.mini650pacificchallenge.com).

— *ronnie simpson*

## saying thanks with a daysail

With her gleaming brightwork, polished bronze and lovingly cared-for teak decks, the vintage 103-ft (LOD) schooner *Eros* is the definition of a classic yacht. Marveling at her today, though, you'd probably never guess that she was once loaded to the gunwales with war-weary Allied soldiers during WWII's epic evacuation of Dunkirk, France. She'd been pressed into military service shortly after her launch in 1939, but was eventually returned to her aristocratic owners after the war.

You might say *Eros* has come full circle these days, as she recently hosted soldiers again, although under much different circumstances. When current owners Bill and Grace Bodle were asked if they'd be willing to brighten the lives of a group of severely wounded Afghanistan War vets

by treating them to a daysail, the Bodles were honored to accept. But they didn't initially realize how moved they would be by meeting these injured heroes: Navy sailor Ryan Sykes suffered a traumatic brain injury, Marine Brian Vargas is recovering from a gunshot to the face, U.S. Army Ranger Dominic Annechuci survived a gunshot to the head, and U.S. Army soldier Doug Connor and U.S. Army Ranger Jason Deitch have less visible injuries.

The sail was arranged through the San Ramon-based Sentinels of Freedom organization ([www.sentinelsoffreedom.org](http://www.sentinelsoffreedom.org)), which was formed by Grace's brother, Mike Conklin, after his son, an Army Ranger, was wounded in Iraq in 2003. Its principal aim is to help wounded vets segue back into mainstream society by creating "life-changing opportunities" for them, i.e. education, housing and jobs. Activities like daysails aboard *Eros* are simply an added extra, but one that both the vets and their hosts seem to benefit from. The Bodles — who acquired *Eros* (ex-*Fair Sarae*) in 1991 and spent 18 years refitting her into the first-class yacht that she is today — have vowed to share the joys of sailing the Bay with other vets soon. In fact, Bill is intent on giving some of them a close-up view of this summer's America's Cup competition. He hasn't been able to secure special access permission yet, but he's working on it. "If anyone deserves a front-row seat for the Cup," says Bill, "it's these guys. They really are heroes and they deserve to be appreciated."

— andy

## the 'church' of capricorn cat

During a late January 'everybody come along' beer can race on *Prof-ligate* out of the Marina Riviera Nayarit in La Cruz, one of our 22 crew was Wayne Hendryx of Brisbane. Wayne has been a sailing/cruising fool his whole life, as evidenced by the fact that his first sail to Hawaii and back was aboard a humble 26-ft Pearson Ariel. For the last six years, he and his wife Carol have owned the Hughes 46 catamaran Capricorn Cat, built and cruised extensively in Mexico and the South Pacific by Blair Grinols. We asked Wayne to review what he's done with the cat since buying her and, in particular, what he's been up to with her most recently.

**WH:** As you might remember, we did the 2007 Ha-Ha, then kept the boat in Mexico for 18 months. After bringing her back to Brisbane for some work, we did the 2009 Ha-Ha, then came down after the Ha-Ha in

continued on outside column of next sightings page

## tholke vs.

Remember back at the end of September when the French Energy Team's AC45 cat broke loose from its mooring off the San Francisco waterfront and drifted onto the rocky western shore of Treasure Island? As you'll recall, local boater Todd Tholke retrieved it and towed it to safety. Initially, he was kind of a hero for doing so. But that only lasted until he claimed big bucks for his efforts. You guessed it; the flap ended up in a lawsuit.

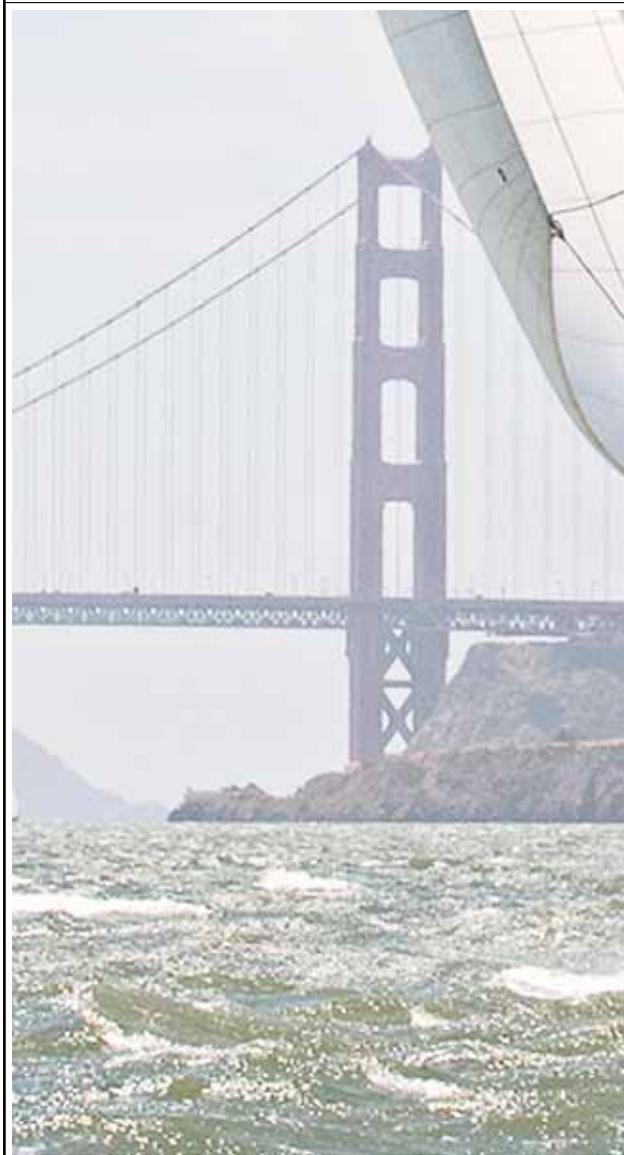
We're happy to report that a settlement agreement has been reached, but don't expect to see the details, as the terms are meant to remain confidential.

The law firm Edgcomb Law Group, LLC released the following statement this week: "The owners of the America's Cup World Series team, Energy Team SARL, and San

PLEASANTON WEEKLY



Vets Doug Connor (left) and Brian Vargas pose at the wheel of 'Eros', with daysail hosts Grace and Bill Bodle.



## energy team

Francisco sailor Todd Tholke, jointly announce they have confidentially resolved all claims and counter-claims in the matter of *Todd Tholke v. The Sailing Vessel Energy Team AC45*, Civ. No. 12-05162, Northern District of California. Energy Team thanks Todd Tholke for salvaging its vessel."

Antoine Mermod, Energy Team's technical director, was quoted as saying, "This is a very happy day for the team and for its supporters. We wish to thank the U.S. Coast Guard for its assistance in the salvage as well as the team's countless supporters during the process." Further good news is that this experience has not soured the team on returning to San Francisco Bay to compete in future World Series events.

— andy

## cap cat — cont'd

2010. In the spring of 2011, I took the boat from Cabo to Hawaii with crew, and then sailed her back to Brisbane. There were some family health issues, so we've kept the boat in Brisbane ever since.

**38:** Have you done much sailing with her on the Bay?

**WH:** [Boisterous laughter.] We use the boat a lot! For example, between the spring and fall of last year, we went sailing on 26 consecutive Sundays. I can't believe how much I learned about my cat during those sails. Anyway, we'd take anywhere from six to 26 friends, and had so much fun! People brought so much great food and beverages it was like being at a gourmet deli, and we had one gal who loved playing stewardess. The crew were terrific. Before we even got to the boat, they'd have the covers off and all the gear set up. And on the way in after a sail, everybody got the covers on, cleaned the windows with the special cleaner, got the docklines and fenders in place. It was so much fun.

**38:** How many people did you take in all?

**WH:** Four hundred, five hundred, maybe even more. What makes it so much fun is that you're sharing the boat and the freedom to play with others. Our cat is the best toy that anyone could ever have.

continued on outside column of next sightings page



*'Eros' has come full circle, from carrying soldiers in WWII to offering wounded vets the chance to enjoy a daysail on the Bay.*

# SIGHTINGS

## cap cat — cont'd

**38:** What's the most wind you've seen?

**WH:** Oh God, we've seen 40 knots a number of times, particularly in the spring, but even in the middle of summer. It was a funny summer because, while it never really got very hot, it blew like hell. We had lots of 30 knots. I reefed the main every time we went sailing. And it was always a double or triple reef, usually the latter. I don't even have a first reef rigged. We'd then roll out as much genoa as we needed for the conditions.

**38:** What kind of speeds have you hit?

**WH:** We hit 18.3 about eight times, but typically 17 knots under white sails.

**38:** What's your typical Bay trip?

**WH:** Brisbane to the Bay Bridge is eight miles, so we sail into the

continued on outside column of next sightings page

## ppjers, hoist your sails

Despite travel trends elsewhere, there is no shortage of cruisers heading to French Polynesia this spring from the West Coast of the Americas — a 3,000-mile passage we call the Pacific Puddle Jump. There are currently 129 boats registered at [www.pacificpuddlejump.com](http://www.pacificpuddlejump.com), and more are signing up every week. As always, the fleet is remarkably international, with at least 15 different countries represented.

As in past years, the majority of boats will be jumping off from Puerto Vallarta, Mexico; Balboa, Panama; and the Galapa-



SPREAD: LATITUDE / RICHARD; INSET: JAY AILWORTH

## — tahiti is calling

gos. But as you can see if you access the fleet list on the website, others will leave from Costa Rica, Ecuador, other Mexican ports and several places on the California coast.

We call the PPJ a rally, but only in the loosest sense of the word, because there is no specific starting point or starting date, no committee boat, no mandatory radio check-ins, and there are no mandated rules. However, all boats converge at the same destination eventually. And as we often point out to the French Poly-

continued in middle column of next sightings page

## cap cat — cont'd

middle of the Bay, then reach up to the Bay Bridge and decide what to do. My buddies and I were always looking to the Gate and wanting to head out into the ocean, but my wife Carol would look at me and say, "No, we women want it warm." So we head for the lee of an island or headland. Treasure Island, Angel Island, the Tiburon Peninsula, Sausalito. We had a couple of magical days sailing up to Sausalito. We pulled into Schoonmaker Marina one afternoon just after our friends on the 46-ft trimaran *Defiance* arrived back from Hawaii. We tied up behind them and yelled "Hey, what's going on?" The next thing we knew, 20 of our 26 crew were swimming in the Bay.

**38:** You know that means they're all daft, don't you?

**WH:** [Laughter.] Every time we go for a sail, some of our crew goes swimming. I go swimming more than half the time. We go to shallow water where it's warm.

**38:** Warm water in the Bay? You know you're daft, too, don't you? How many times have the heads broken down?

**WH:** I don't want to tempt fate by answering that, but not once. We've

got the \$99 heads, and nobody puts paper in them, so they've been working fine. You have to remember that we live in Brisbane, which is a very green community. People are organic and vegetarian, so we don't have a lot of 'processed beef going through the toilets. And like *Latitude* advises, from time to time we pour a little salad dressing in the toilets to lube the flappers.

**38:** Most of the people you take sailing are locals?

**WH:** Virtually all of them are from Brisbane, although a bunch are friends of friends. It's so much fun sharing sailing on *Capricorn Cat*.

**38:** Are you going to do the 20th Anniversary Ha-Ha this year?

**WH:** Absolutely! John Riise, your editor at *Latitude* for decades, and his wife Katie are coming. They want to bring both their daughters and their daughters' boyfriends. Nic, their eldest daughter, did the Ha-Ha with us in 2007. She was between high school and college and didn't really want to come. She subsequently told us that the trip opened her eyes to a larger world and totally changed her life. She said she'd come on any future voyage with us.

**38:** What are you doing in Mexico now?

**WH:** This is our third trip to Mexico in eight months, because we've needed three three-week Mexico fixes. By the way, we've been coming to Mexico for 40 years, and we've never been asked for *mordida*, never had a cop bother us, never been robbed, and never seen any *narco* violence. But I was born and raised in San Francisco, so I know that if you want to find bad stuff, you can. But we've never had a problem in Mexico.

Our first trip was to Leon, 150 miles north of Mexico City. We then went to San Miguel Allende, a World Heritage site, then took a bus to Guanajuato, another World Heritage site. We'd never traveled inland in Mexico because we've been so attached to our boat, but we had a fabulous time and realize there is so much to see. Our second trip was helping Bill and Susan Houlihan, who used to own the catamaran *Sun Baby*, bring their new 42-ft motorboat from San Diego to La Paz. At least a half-dozen times during the trip I heard them say, "We really don't know why we sold our sailing catamaran."

**38:** Why the third time?

**WH:** We just needed another Mexico fix, so we chose three weeks in the La Cruz/Vallarta area. We don't know why, but ever since we got here we've been put up by friends in the sailing community. Most recently we've been staying with Mai and Dave at Mai's beautiful place

continued on outside column of next sightings page



Carol and Wayne Hendryx have introduced hundreds of people to sailing on San Francisco Bay aboard 'Capricorn Cat'

# SIGHTINGS

## cap cat — cont'd

on the water at Marina Iguana. We're going to do a short cruise with them up to Chacala on Mai's Marquesas 56 catamaran *Dolce Vita* as a shakedown. Then we'll help them deliver the cat to Belvedere so she'll be on hand for the America's Cup fun.

**38:** And we presume you'll then start taking big groups of people out on *Capricorn Cat* just for the fun of it?

**WH:** You bet!

— richard

## eight bells for #12

A former Bay Area treasure was lost to the depths of the South Pacific in late January. The vintage Farallone Clipper *Echo* — aka #12 — had to be abandoned in open water between Fiji and New Caledonia after she apparently hit an unknown object on January 26. Owner Rob Lehmann, who was singlehanding south to Australia

at the time, initially thought he might be able to sail 300 miles to reach shelter at New Caledonia before his 38-ft sloop foundered, but he had no such luck. He was eventually rescued from his liferaft by local New Caledonian SAR (Search and Rescue) assets.

As he explained in detail in a blog post, "There was now ankle-deep saltwater inside the cabin as I rushed around to diagnose the problem. Soon I found that an interior support stay had

broken. *Echo*, as with most old wooden boats, tended to leak at her seams when she was beating upwind. To help remedy this problem she had strengthening stays that ran from the base of the mast up to the chainplates. Her port side stay was broken, and I needed to fix it before I sank in the middle of the night. Over the next four hours (from 3-7 a.m.) I switched back and forth between pumping and mending the stay before I had it cinched up tight. *Echo* was barely leaking anymore, and I went to sleep with the cabin sole dry and the bilge pump barely running."

But it was only a temporary fix. Eventually the traditional cotton and oakum caulking began to loosen, and *Echo* took on more and more water. Her bilge pump needed constant tending due to becoming clogged by bits of cotton and debris. The solo sailor's satphone was useless, having fallen onto the flooded cabin floor, and the tillerpilot failed also, causing the Lehmann to rig an old-school sheet-to-tiller steering system. Finally, after two nights of struggling with almost no sleep, he accepted that he was fighting a lost cause. Lehmann, who bought the boat only a year ago in Alameda from longtime owner Jack Coulter, activated his EPIRB on January 29.

Some local woodie experts speculate that rather than her having suffered a collision, one of *Echo's* butt blocks may have let go, causing planks to flex outward and the support mentioned above (commonly called a "jock strap") to snap. Or, that her port side might have been weakened while she was partly careened in Fiji during Cyclone *Evan*. But such arguments are simply academic now, of course, and won't bring her back.

*Echo* was one of only 19 Farallon Clippers built by Stephens Brothers Boat Builders in Stockton between the 1930s and early '60s. Like Bears, Birds, and other Bay-centric woodies that came before

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## ppj

nesian government, members of this annual migration are an important part of their overall tourism picture — the only segment, in fact, that spends money in the smaller islands of the Marquesas and Tuamotus. As a result, various government organizations and businesses take steps to make cruisers feel welcome in their islands.

Ever since *Latitude* editors coined the phrase 'Pacific Puddle Jump' nearly 20 years ago, we've been profiling the sailors who are bold enough to make the jump (see our April and May editions), and reporting on their crossing adventures in

A distant '*Echo*' — New owner Rob Lehmann was forced to abandon the beautiful '*Echo*', seen here racing on the Bay, in the South Pacific. That leaves just 16 Farallone Clippers in existence.

COURTESY ECHO



*'Echo'* earned second in class and fourth overall in the 1959 edition of the *TransPac*.



## — cont'd

our annual PPJ recap articles.

This month we and our partners will host send-off parties March 1 at the Vallarta YC, Nuevo Vallarta, Mexico; 3-6 p.m. (at the Paradise Village Resort & Marina), and March 9 at the Balboa YC in, Balboa, Panama; 12-4 p.m. Both clubs also offer free cruising seminars.

Working with Tahitian partners, we'll also co-host the annual Tahiti-Moorea Sailing Rendezvous June 28-30 — dedicated to celebrating the fleet's arrival, while introducing its members to various elements of Polynesian culture.

— andy

## echo — cont'd

them, FCs were designed to be raced in stiff Bay conditions, but also on the ocean, while being big enough for short-term cruising. FCs began racing as a class in 1939. They were constructed of Philippine mahogany, bronze-fastened to steam-bent oak frames.

Launched in 1955, *Echo* was one of only two FCs that were finished bright, and she remained so until her final days. Among other distinctions, she placed second in class in the 1959 TransPac (behind another FC, *Debit*), and took fourth overall. With the loss of *Echo*, 16 FCs remain. Four are now in Southern California, and eight are in the Bay Area, where several still race actively.

With her varnished hull glistening, *Echo* was one of the prettiest traditional boats in the Bay Area. Her loss has undoubtedly caused many heavy hearts among those who sailed aboard her and against her during her half century on the Bay.

— andy



LATITUDE 38 ARCHIVES

# SIGHTINGS

## sailing keeps him young at heart

When we 'grow up' we want to be just like Buz Glass. Decades ago he discovered the simple pleasures of sailing and puttering around on small boats. And even today, at age 87, his passion for modest solo adventures under sail keeps him as young-at-heart as a grade-schooler.

Thin, fit and energetic, his face lights up with an impish grin when he describes his singlehanded adventures in the Delta and all the boats he's owned. "I'm excited about every trip I take, even though I go over the same route every time. It's just fun to get out there, and the preparations and anticipation are part of the fun, too." Having worked as a Lockheed engineer for most of his career, Buz takes a

continued on outside column of next sightings page

## family abandons

As this issue went to press, the Coast Guard was searching for a family of four — a married couple, their four-year-old son, and his under-eight-year-old cousin — who reported their 29-ft sailboat, possibly named *Charm Blow*, was sinking on the afternoon of February 24. An hour after the initial report, they informed the Coasties they were abandoning ship to a makeshift liferaft cobbled together from a cooler and a lifering. They did not have

**Buz Glass, who's owned somewhere in the vicinity of 30 sailboats over the last 50 years, on his latest mistress, a pretty little Cal 25.**



SPREAD: LATITUDE / ANDY; INSETS: BUZ GLASS

## ship off monterey

an EPIRB or liferaft.

Using the radio transmission, the USCG used a line of bearing from a radio tower to determine that the vessel's position was about 65 miles off Monterey. SAR assets immediately began searching, but no signs of the crew, the boat or any wreckage had been spotted. Officials could not identify the crew, and did not know where they were from or where they were heading.

— *ladonna*

## buz — cont'd

systematic approach to pre-trip planning, yet he likes to keep things as simple as can be: an ice chest and a Porta-Potti serve his needs just fine. "The key to a happy retirement is keeping yourself excited and entertained," says Buz, who lives near Discovery Bay. He ought to know. He's been happily unemployed for more than 25 years.

Beginning when he was a preteen, Buz has owned close to 30 different sailing craft, many of which he picked up for a pittance — sometimes even for free. When he was little, his dad built him a "canvas and wood kayak with pontoons and a square sail" that could only sail downwind. But his first real sailboat was an 11-ft plywood (blunt-bow) Moth that his older brother bought for him in 1941. He was 15. "That was probably the happiest moment of my whole sailing career," he recalls with a smile. He lived in Lakeland, Florida at the time, where the kids used to tie up their dinghies bows to the shoreline. "I always had to rush around the dinghy's mast and jump ashore quickly to avoid tipping it over. I still remember saying to myself, if I ever get a boat big enough that I don't have to run around the mast to keep from capsizing, I'll think I've died and gone to heaven." The irony of that memory still brings a smile to his face.

Why so many boats? "I can't tell you why I've changed so often [every two or three years]. I guess I'm fickle about sailboats, and I hate to be that way. I just like the new ideas and the new challenge. I always wonder how they're going to sail." All have been sloops to which he's made modifications for singlehanding, such as leading lines aft. On his larger boats (up to 27 feet), he's also rigged self-tending jibs.

The best-performing boat of his entire armada was a 17-ft English-built Leisure cabin sloop. The worst was also English, an 18-footer called a Mirror Offshore Diesel Yacht. "It made as much leeway as headway." Buz says his Ericson 27 had the prettiest lines, his Hunter 27 performed best among his larger boats (despite its wimpy Renault diesel), and he really loved his S2 26: "I must have followed that boat for 10 years, since first seeing it in dry storage." He eventually picked it up for \$100 after it had become a near-derelict.

Buz currently has a nice little Cal 25 — berthed at Discovery Bay — that has a cabin kept cozy by a Tiny Tot wood stove. (Although his current dream boat is a Nonsuch 22.) "I still thoroughly enjoy being able to control the wind so that it takes me where I want to go without power. That's always been a marvel to me."

— *andy*

## great gray globs of greasy whale guts

Say you're sailing along in the ocean one day and you pass what looks like a dirty rock floating just under the surface. Do you: a) figure it's some kind of dead critter and sail on by; b) decide it's a chunk of pumice and note it in your log; c) keep a better lookout for the next 20 minutes to avoid hitting more of it; d) fling yourself overboard, swim over and embrace it and hope your crew can get the boat back to you before you drown.

Before last month, we might have picked 'a' or 'c'. As for 'b', pumice tends to float pretty high and looks volcanic, so it's probably not that.

But now? We'd probably pick 'd'. Because if we were as lucky as an unemployed Englishman out walking his dog on the beach back in January, that "greasy old rock" might be worth more than the boat.

What Ken Wilman found was a chunk of ambergris. And it's worth just as much of a fortune today as it was when whaling ships prowled the oceans hunting Moby Dick and his ilk.

Ambergris comes from sperm whales. They were hunted mainly for their oil, which was used in lubricants, oil lamps and candles. But when whalers got done extracting the oil-bearing tissues from a whale's head, they turned their attention to its intestinal tract. If they were lucky, they would find a mass of ambergris, a hard, waxy

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## ambergris — cont'd

substance that was — and still is — prized for use in perfumes and lotions. A returning whaling captain could literally make enough to retire off a lump of the stuff.

Once believed to come only from a “sick” whale, the formation of ambergris is now thought to be part of a sperm whale’s digestive process — likely a coating that forms over an irritant such as a squid beak to help it pass more easily. It’s unknown whether the whales ‘puke’ it up, hairball-style, or it comes out the other end. It may be either-or, depending on size.

That size varies from golf-ball size bits to big chunks weighing over 100 lbs. The one found on the beach in England in January weighed 6.6 lbs and could be worth upward of \$180,000. Last year, on another English beach, a young boy walking with his

father found a chunk worth \$63,000. In 2006, an Australian couple found a 32-lb lump worth almost \$300,000.

Since sperm whales swim all the oceans of the world, and ambergris has washed onto beaches all over the world, and most experts will tell you that there are tons more that are still floating around out there — you might think ambergris is downright common. It is not. Realistically, it is so rare that you might have better luck playing the lottery than finding any, ashore or afloat. Scientists estimate that only 1% of sperm whales produce ambergris during their lifetimes. And during the heyday of whaling in the mid-19th Century, when almost 8,000 sperm whales a year were killed (by the American whaling fleet alone!), many whaling ships and crews went their entire careers without ever finding an ounce of ambergris.

Despite the odds, it does happen. In addition to the ‘just folks’ who make the evening news by finding blobs every few years, there is reportedly a whole underground network of full-time ambergris “prospectors” and brokers that you don’t read about.

As far as discoveries of ambergris at sea, we could find no references to any being found by yachts or any other modern craft. But there are plenty of stories from the days of yore. In a 1905 *Oregonian* article, a fellow named J. Taylor claimed to have found 1,000 pounds of the stuff floating in Alaskan waters. Around the same time, closer to home, the crew of a lumber schooner plucked a 75-lb chunk out of the ocean near Mendocino.

There is no “ambergris index”, but depending on quality (the older the better — some floats around for decades before washing ashore), prices vary between \$10-\$20 a gram, or around \$460/ounce.

That upper range is 15 times the current price of silver.

So we don’t know about you, but next time we’re out there and we come across a low-floating “rock”, and it’s calm or safe enough to do so, our inclination would be to haul the mass on board and check it out. (See center column.)

Despite aged ambergris’s being described as “an olfactory gemstone,” it does not supply the dominant scent in perfume. Rather, it fixes and amplifies what is already there, kind of like what Lance Armstrong finally admitted to doing. Oh, and it’s widely thought that the smell can be particularly seductive to feminine noses. So if you want a second opinion, have your wife or girlfriend take a whiff. If she starts tearing her (and your) clothes off, that’s another potential confirmation: along with everything else, ambergris is thought to have powerful pheromonal properties.

If we could have one more second of your attention before you start

continued on outside column of next sightings page

## ambergris

If you’re cruising in sperm whale-rich waters, here are a few tips for finding and identifying ‘floating gold’:

- Ambergris looks like a floating rock hovering just below the surface, like a tiny iceberg, and the water around it might be calm or ‘slick’ from its oily secretions.

- Birds sometimes eat the stuff, so if you see a flock busy pecking at something in the water, it might bear checking out.

- Next time you’re cleaning fish, take an extra minute to look for hard objects in the guts. In 1908, a fishing boat returned to its Connecticut port with a hunk of ambergris worth \$20,000. It had been found in the stomach of a swordfish.

- Aged ambergris is described as being hard and waxy. There may be squid beaks sticking out of it, or buried inside.

- A rough guide to its value can be ascertained by appearance and smell: The least valuable, black ambergris, is freshly produced, kind of soft and crumbly — and pretty much looks and smells like the normal stuff that would come out the back end of a whale. The most aged, and therefore highest quality, will be yel-



NIGEL SLATER

Ken Wilman's pooch Madge sniffed out this hunk of 'floating gold' on an English beach.



## how-tos

lowish, goldish and/or white, and have "a rich, complex odor described variously as sweet, woody, earthy, and/or marine." It can also be light brown, dark brown or gray. Those middle grades will also fall somewhere between black/bad and white/not-bad on the smell-o-meter.

- Common 'fool's ambergris' objects include whale blubber, clumps of seaweed, dog poop, dead animals, cooking grease and part of an eroded old tire. Presumably, none of these would smell very good.

- If you find some, don't store it in plastic or any other kind of sealed container. It is best preserved "suspended in a cotton cloth." And keep it away from animals.

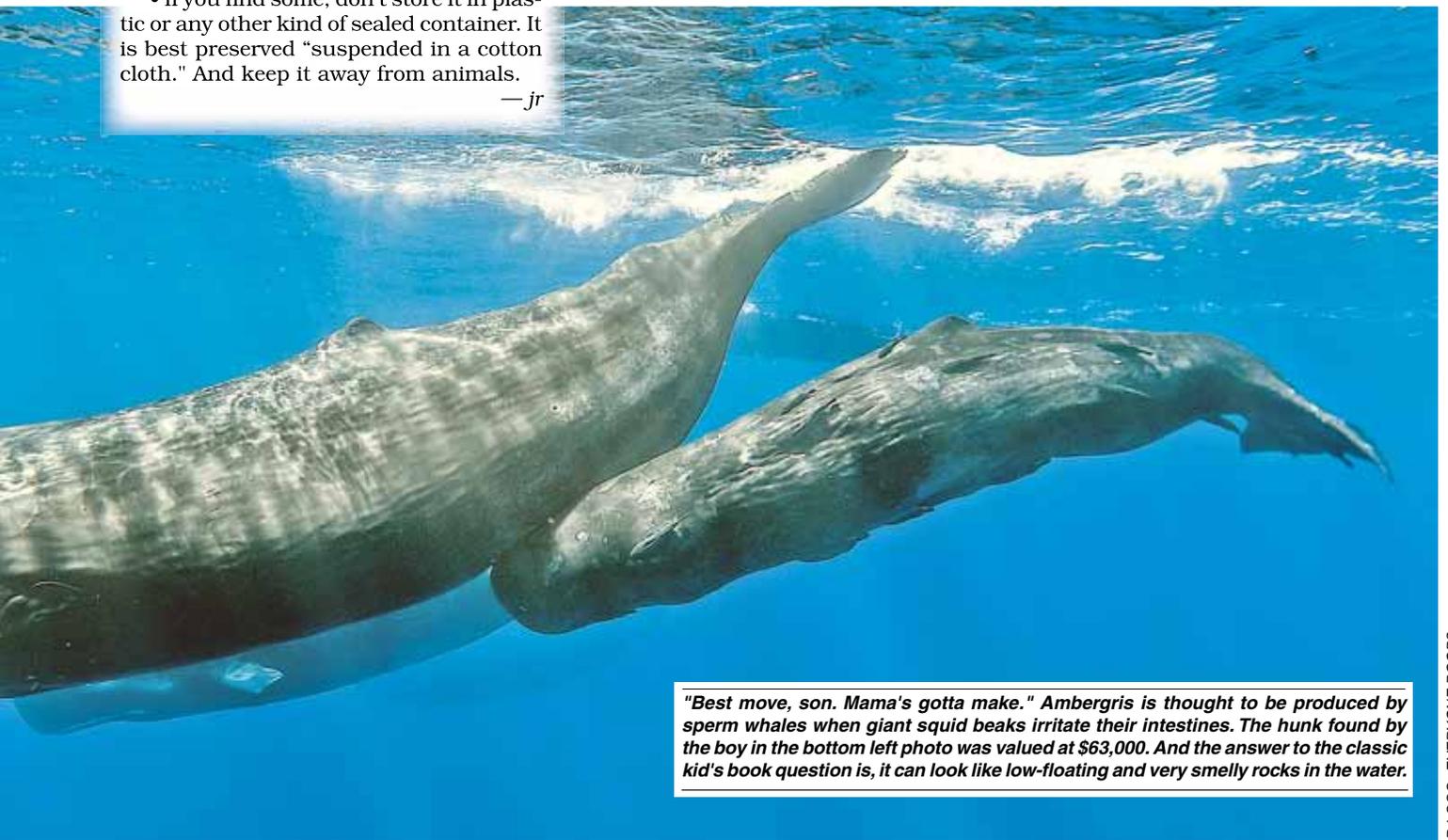
— jr

## ambergris — cont'd

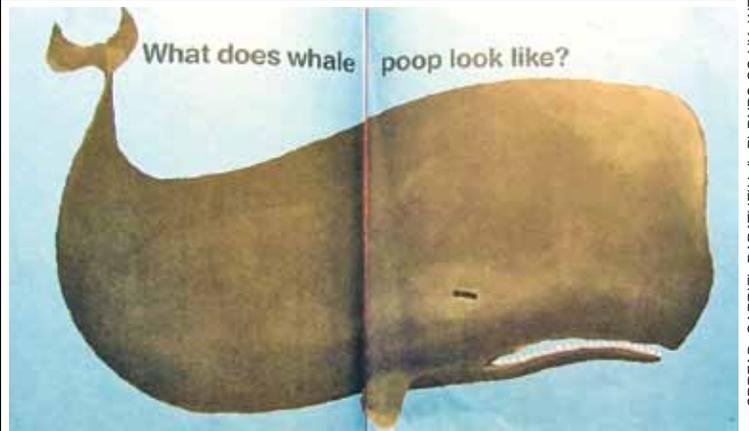
rigging a purse seine of the back of the boat — for the record, sperm whales are an endangered and protected species, and ambergris is banned for use in the U.S. (These days, there are synthetic substitutes that mimic its properties). However, 'found' ambergris is still used and highly valued in many other countries.

In addition to its use in fragrances, it is burned as incense in the Middle East, is stirred into tea in Morocco, provides a scent in Egyptian cigarettes, and is eaten in China. And you want crazy? In 2005, a 200-year-old perfume originally made for Marie Antoinette — featuring ambergris as a main ingredient — was reproduced in limited quantities for \$11,000 a bottle.

— jr



*"Best move, son. Mama's gotta make." Ambergris is thought to be produced by sperm whales when giant squid beaks irritate their intestines. The hunk found by the boy in the bottom left photo was valued at \$63,000. And the answer to the classic kid's book question is, it can look like low-floating and very smelly rocks in the water.*



SPREAD: GABRIEL BARATHELI; (L-R) BNPS.CO.UK; WEBB LOGG; EVERYONE POOPS

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# 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 Dytch 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'.**



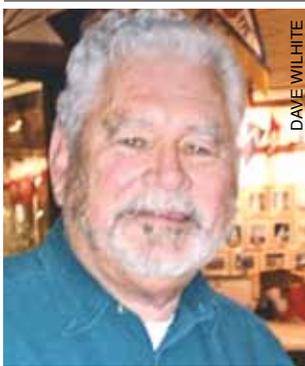
**The Fiasco is the largest single race in the country. With so much potential for chaos, we can see why.**

# — 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 through 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.

**G**reg 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."

**I**n 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) **Sobranite**, Catalina 320, Paul Descalco; 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

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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
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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	<b>Rules Webinars:</b>	
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	<b>Expedition Software Webinars:</b>	
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,	
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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.

**S**oldini 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!

**S**uch 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!"*

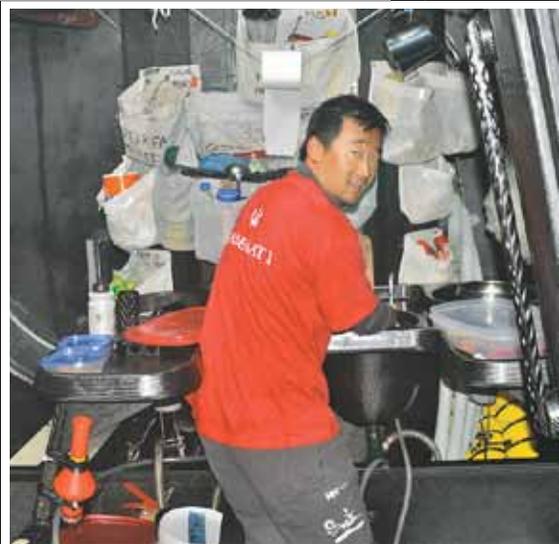
to break the record even before he began putting her through a multi-million-dollar refit that included a three-foot keel extension with 3,000 lbs taken off the bulb, and another 2,000 lbs carved out of the interior.

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

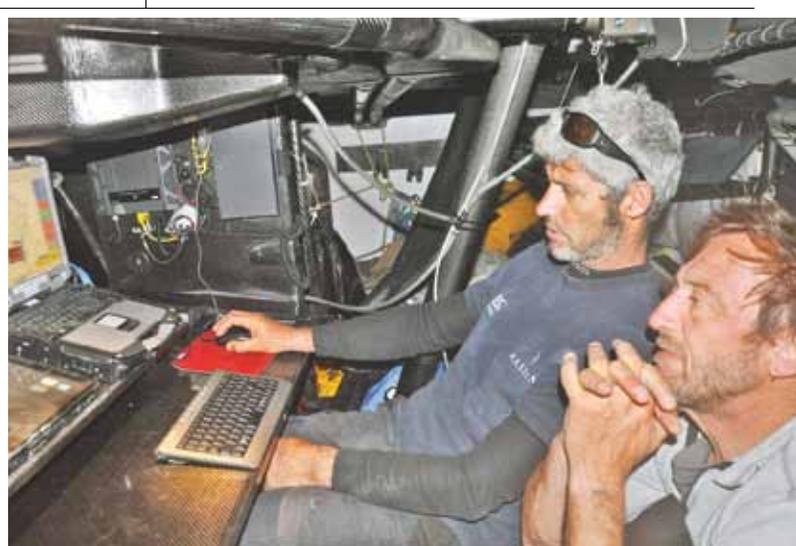
groups of two: four hours on and four hours off, with a new pair coming on every two hours. An hour on the wheel was plenty in heavy conditions.

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.*

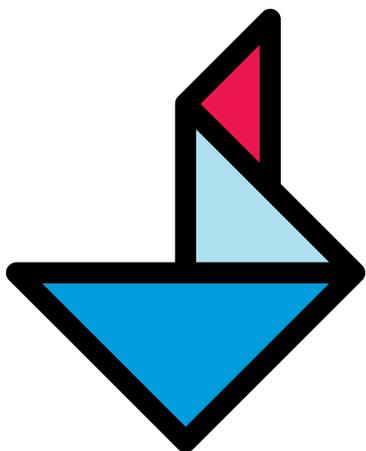
Is there room within this 47-day time for improvement? Soldini and his crew think there probably is — particularly because of their struggles coming up the Pacific. But it will take an incredible boat, an extremely well-seasoned

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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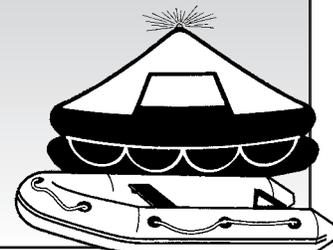


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# RESURRECTING THE GOLDEN RULE —

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.

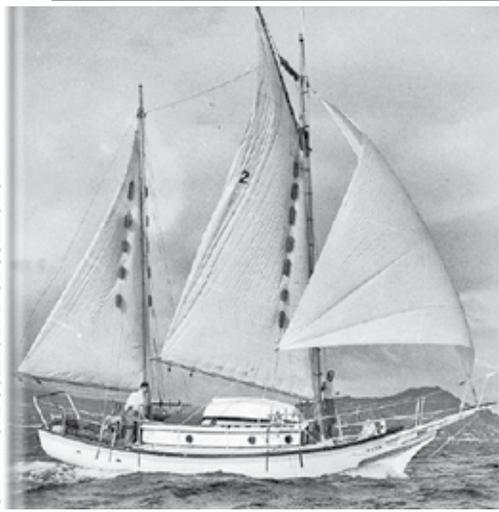
"Far from being defeated," says Oliver, "their example helped to ignite a storm of worldwide public outrage against nuclear weapons that resulted in the Limited Test Ban Treaty of 1963, and which has continued down to the present in the many organizations still working to abolish weapons of mass destruction.

"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-

SWATHMORE COLLEGE PEACE COLLECTION



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.



US 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

SHERRY CHAMPAGNE



# THE ANTI-NUKE FLAGSHIP



NATE LOMBA / OPPORTUNOGRAFHY

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

**L**ittle 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.

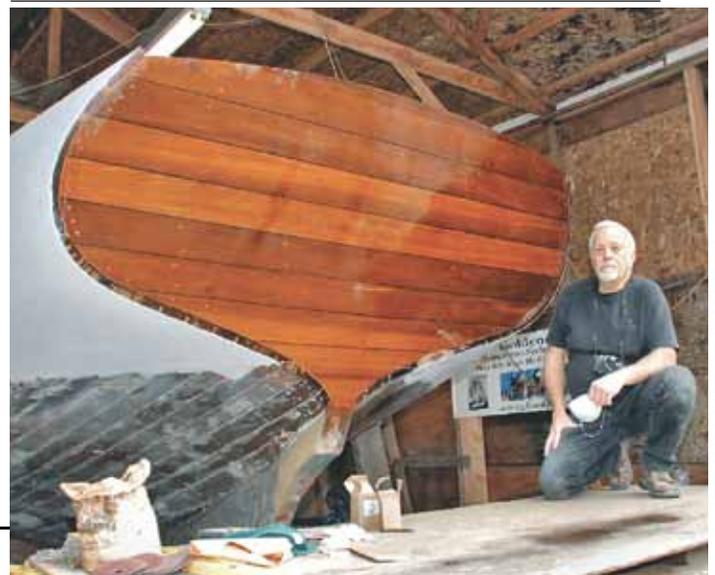
Given Leroy's penchant for old boats, he couldn't resist the challenge of raising the *Golden Rule*, with the idea of finding some folks to restore her to useful purpose. "After doing some research on the boat's background," explains Oliver, "he was startled to learn that the *Golden Rule* had played 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 / OPPORTUNOGRAFHY

# 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](http://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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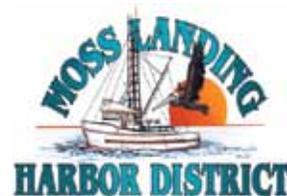
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# BEER CAN

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](http://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*

**W**e'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."

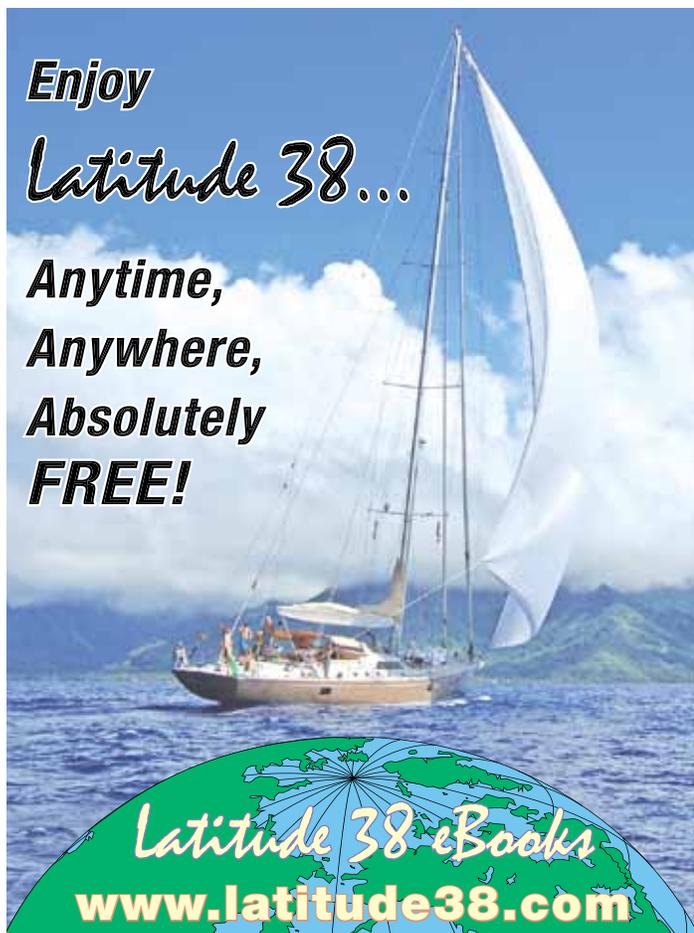
"For sure," Lee agreed. "It will be won by the team with the best stability and control system."

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](http://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](http://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](http://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](http://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](http://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.

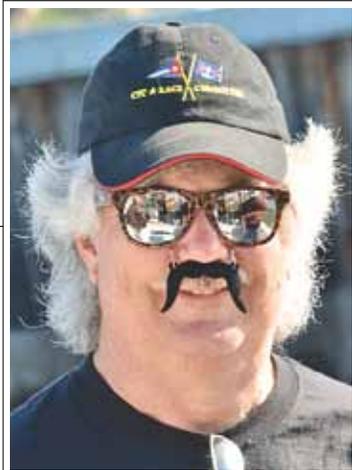
Racing continued on Sunday, concluding the series that began January 19-20. "Winds built from an eerily still morning to a delightful mid-teens breeze, backing steadily from the north to the west," said Moradzadeh. "Black-

*'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](http://www.cyc.org)

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

February's racing stories included:

- GGYC, VYC, SYC, RYC, SeqYC, TYC, BYC, EYC, CYC
- Midwinters
- Rob Moore Regatta • America's Cup Updates • Vendée Globe
- Sailing World Cup
- Nations Cup Regional Final
- Maserati NY-to-SF Record
- 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  $\leq 113$  — 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  $\geq 114$  — 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](http://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](http://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](http://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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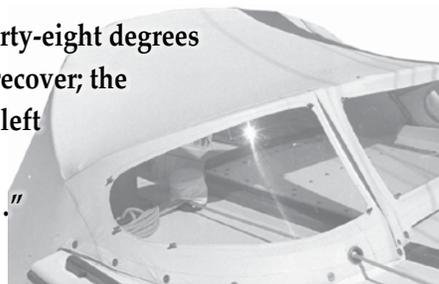
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— Patrick O'Brian



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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](http://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](http://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](http://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](http://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)

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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

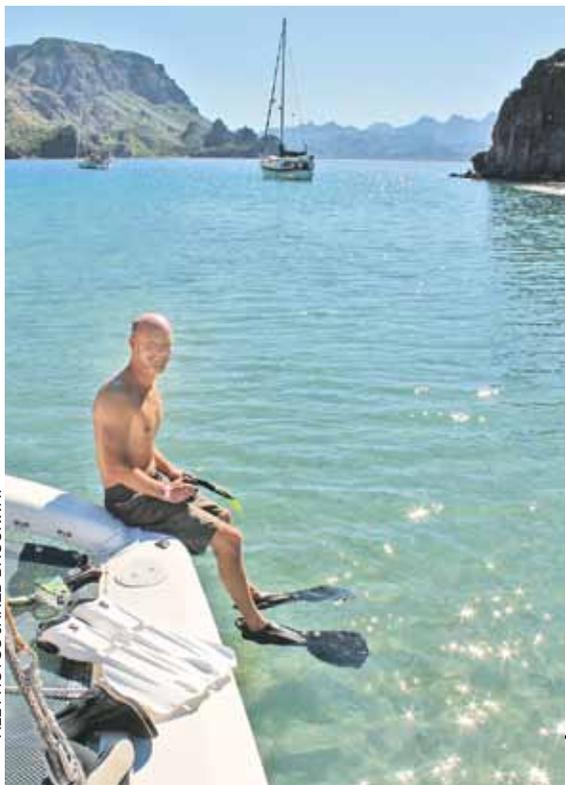
We try to keep our addictions to a minimum. But one seemingly uncontrollable passion that we're proud of is our love of bareboat charters in sunny locales where there are plenty of worthwhile attractions ashore. Since we've been lucky enough to take many vacations under sail over the years, we think 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](http://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](http://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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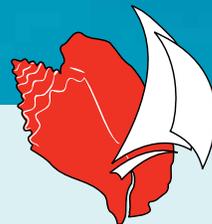
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# OF CHARTERING

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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# WORLD OF CHARTERING

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.

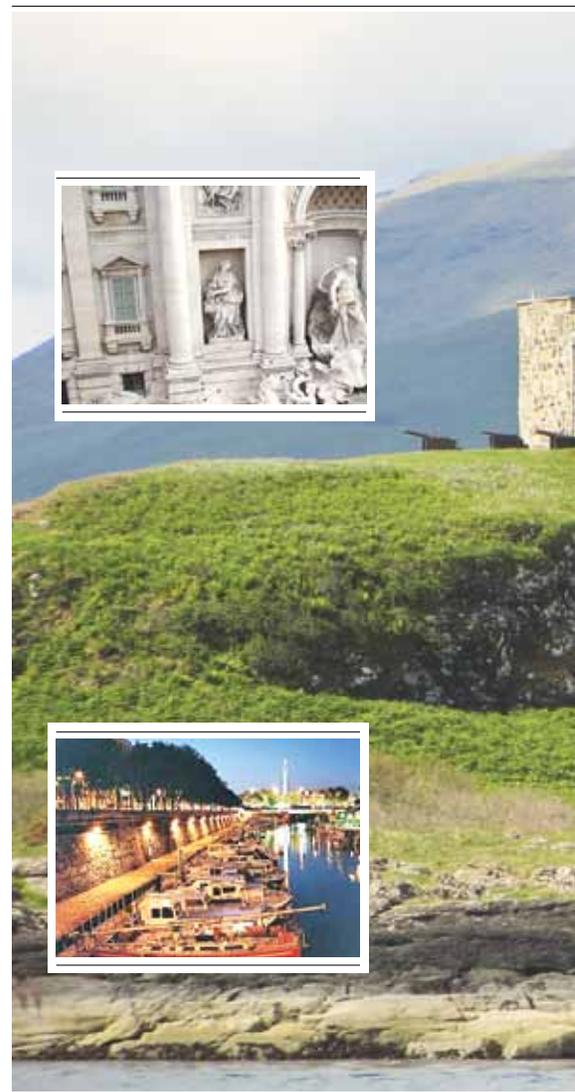
Every few days a sailboat will enter the bay and anchor in order to trade with Domingo or his sons for fruits and veggies. After a few days the boat will leave, as no cruisers stay too long.

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.

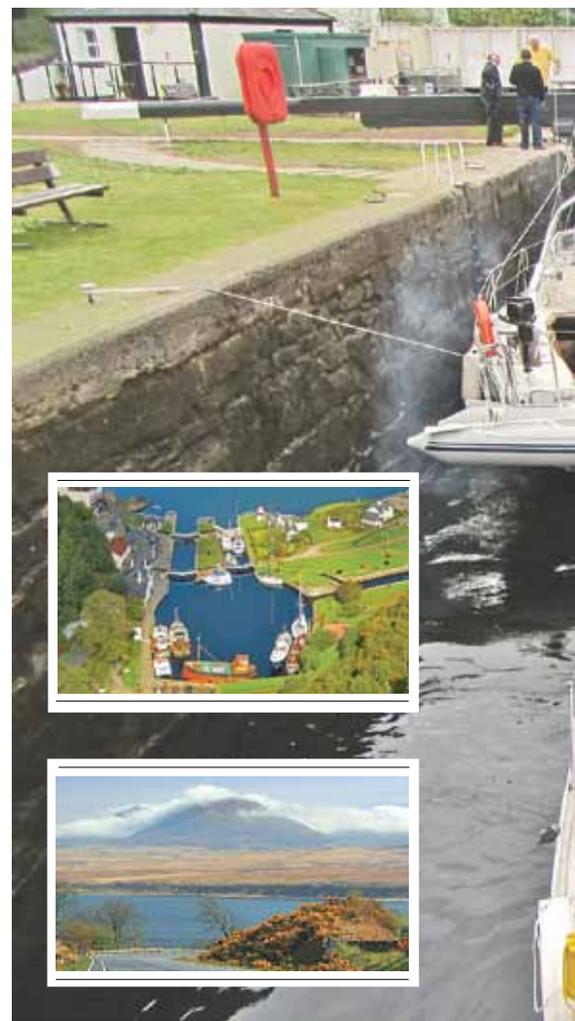
By the time we made it to the Devon coast, on the southwestern coast of Great Britain next to Cornwall, we were still being pounded by the weather. We tied *Pacific Star* to the pontoon outside the Brixham YC, from which it was another 20 feet to the dinghy dock. It was a nice base for exploring.

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

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

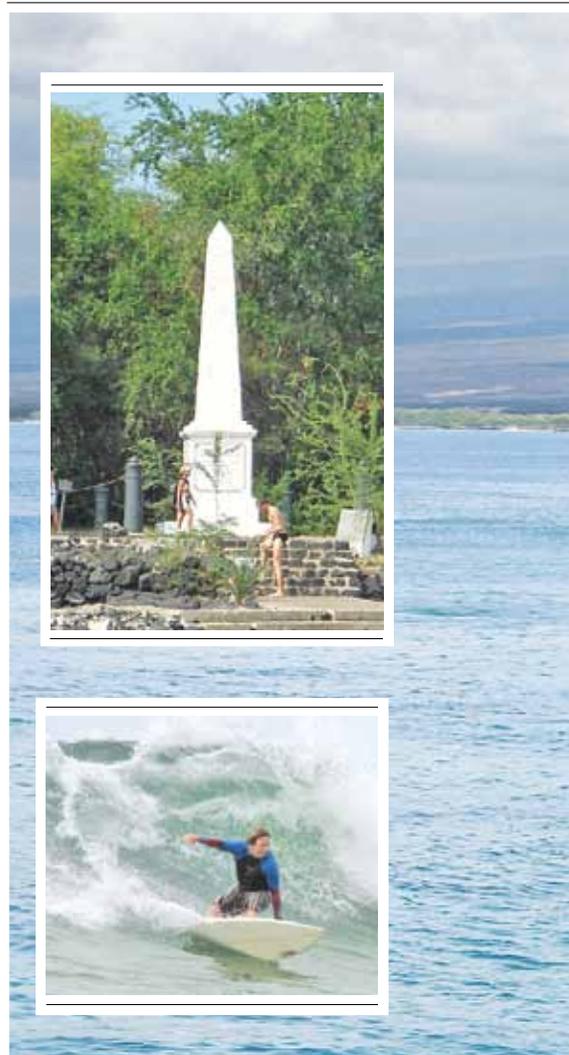
**It might not have been easy, but Skip would rise to the considerable challenge — thanks to reefing — and round South Point safely at dawn.**

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](http://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 Ninos 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.

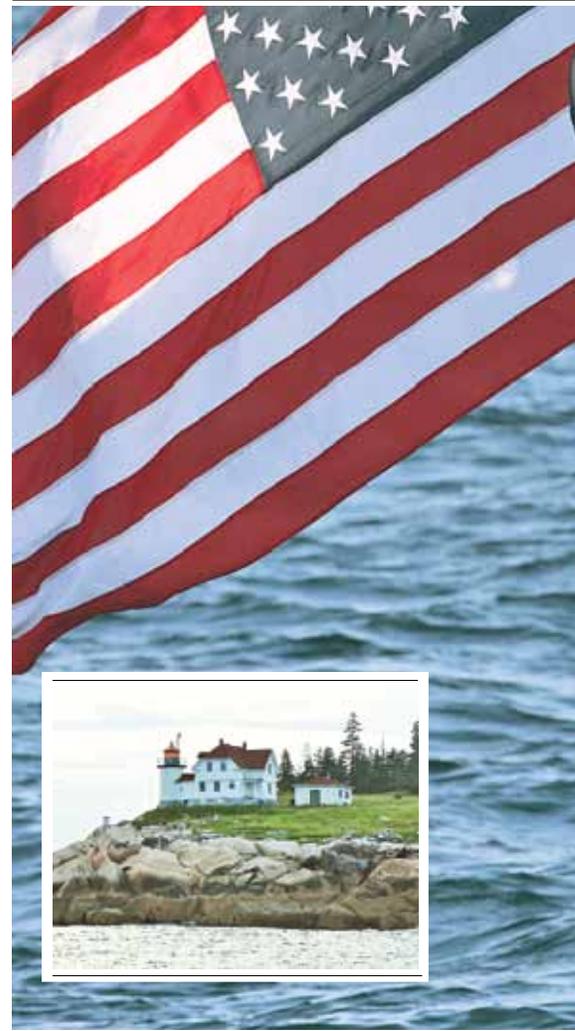
If you're planning to cruise the Mexican mainland next year, we'd urge you to consider visiting charming Zihua — and participate in next year's Z-Fest. Everyone leaves with a smile, knowing they've helped to make a difference in the lives of some extremely grateful kids. By the way, donations to this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



**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.**



# 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.

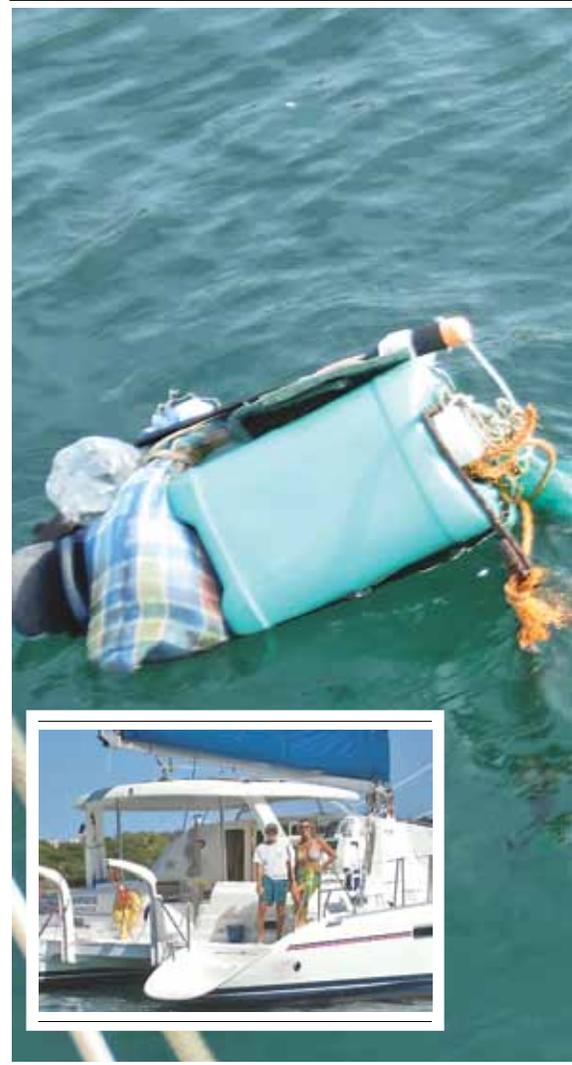
Mount Desert Island is as far 'Down East' as we planned to go, so we began to backtrack with a nice sail to Pulpit Harbor on North Haven Island in Penobscot Bay.

— katie 02/15/03

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

## Cruise Notes:

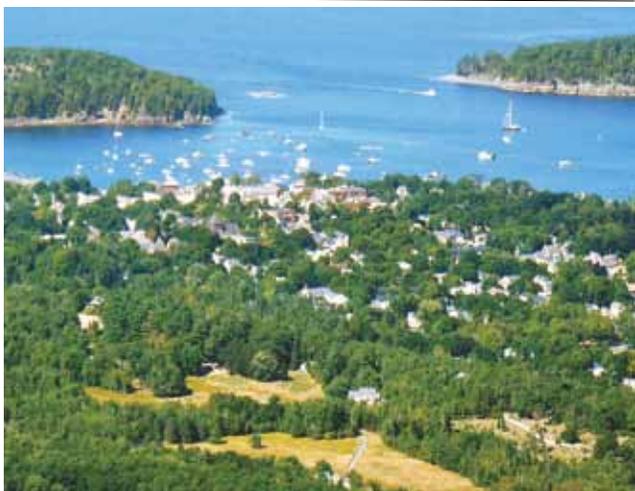
In disturbing news, Bill Lily and his partner Judy Lang reported their Lagoon 470 **Moontide** had been boarded by three armed men at about 2 a.m. on February 19 while they were at anchor at Caleta de Campos, where they had stopped on their way from Zihua to Mazanillo. "I was awoken by banging on the 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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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](mailto:richard@latitude38.com). We'd love to hear from you.

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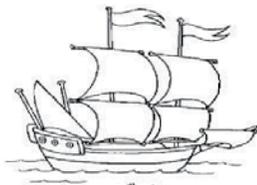
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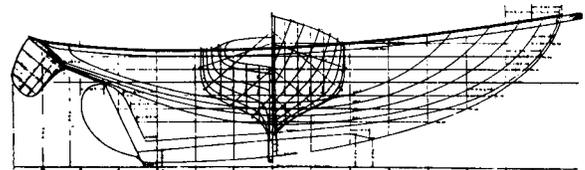
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**WHAT'S IN A DEADLINE?** Our Classified Deadline is now the **15th** of the month, and as always, it's still pretty much a brick wall if you want to get your ad into the magazine. But it's not so important anymore when it comes to getting exposure 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](mailto: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](mailto: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](http://www.sfbayadventures.com). Contact (415) 331-3006 or (415) 331-0444 or [paul@sfbayadventures.com](mailto: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 furled 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](mailto: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](mailto: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](mailto: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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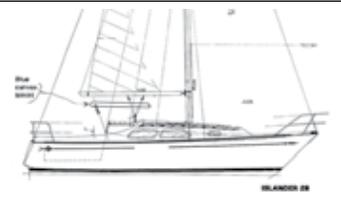
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**26-FT CAPRI, 1993.** \$19,500. Price reduced 25% from Dec. ad. This beautiful boat, professionally maintained, continuously upgraded has lots of new/near-new gear. Cruise, race or just get out on the Bay and enjoy it. Contact (707) 252-4467 or LivelyLady2@att.net.



**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](http://www.leoregius.org/adventure.html). (650) 430-0731 or [adventure@leoregius.org](mailto: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](mailto: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](mailto: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](http://www.tigress-bcc.com) or (650) 868-0348.

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

**33-FT SPAULDING, 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](http://www.youtube.com/embed/O0elreyuJVQ?rel=0). More at [www.kabrum.com](http://www.kabrum.com). (415) 717-5589 or Peter@DocumentaSurveys.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.

**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 TO 39 FEET



**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](http://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](http://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@sbcglob.com](mailto:rfrankian@sbcglob.com).



**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](http://www.flickr.com/photos/pauldemeire) or email [tillerking@centurytel.net](mailto: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](http://www.facebook.com/pages/Bullet-Express-37-For-Sale/448504885197693).



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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](http://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](http://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](http://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](http://www.ketch-22.com/Ketch22.html) or [tm@ketch-22.com](mailto: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 [gengm@charter.net](mailto:gengm@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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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](http://www.yachtsoffered.com). Contact (604) 309-4554 or [searchid@telus.net](mailto:searchid@telus.net).



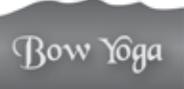
**40-FT HINKLEY BERMUDA.** Fiberglass yawl, 1969. Newport Beach, CA. \$99,000. Renowned classic Bill Trip design. Timeless lines, wide sidedecks, solid construction. Cruising sails, roller furling, radar, Yanmar diesel, Maxprop, centerboard. (Photo is sistership). More at <http://occsailing.com> or (949) 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](mailto: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 Questus mount. B&G instruments including autopilot with remote at helm. Icom 502 VHF with remote and Icom 802 SSB. Espar heat. Xantrex 2500 watt inverter with 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](http://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](http://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](http://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](mailto: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](http://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](http://www.youtube.com/watch?v=ckZHxXEMec). Contact [amgjohn@sbcglobal.net](mailto: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](mailto: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](http://www.kettenburgboats.com). Contact (805) 320-3549 or (805) 646-6707 or [wmmors@dslextre.me](mailto: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](mailto: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](mailto: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](mailto: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](http://www.americankiwihome.com). Also see separate *Latitude 38* property ad (house for sale, page 146). Email [neptune@central.com](mailto: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](http://www.freya52.com). (530) 342-1665 or [freya52@live.com](mailto: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](mailto:svpandion@gmail.com).

## CLASSIC BOATS



**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](mailto:pgaetani@gmail.com) or call (415) 246-7712.

## MULTIHULLS

**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](mailto: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](mailto: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](mailto:lloyds@jps.net).



**42-FT LAGOON 420 CATAMARAN.** 2008. Belize. \$298,000. Loaded 3-cabin owner's version. Well maintained. Factory dual diesel, generator, AC, watermaker, inverter, chart plotter, new sails one year. Perfect family cruising cat. More at [www.facebook.com](http://www.facebook.com). Email [sotelojohn@hotmail.com](mailto: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](mailto: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](mailto: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](mailto: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](mailto:casatenbaja@gmail.com).

## PARTNERSHIPS

**WANTED: PARTNER OR PARTNERS** interested in purchasing and maintaining a small sailboat (27- to 30-ft), somewhere in the North Bay. Trade: carpenter will trade services (30 yrs. experience) for sailing time on, or partnership in your boat, preferably in the North Bay or Sea of Cortez. Call Michael. (707) 462-1324.



**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](http://www.freya52.com). Contact [freya52@live.com](mailto: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](mailto:CSMSam@aol.com).



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## TRADE



**58-FT STEEL PILOTHOUSE.** Expedition sailing ketch. Malaysia. \$750,000. Steel world cruiser, fully hydraulic. Includes lifting keel and rudder, bow thruster, windlass, winches, new sails. Quality boat. Cash or trade for quality real estate. <http://apoloduck.net/279408>. Contact (+60) 112-686-6453 or (+60) 14-672-5741 or [brentmobile@yahoo.com](mailto:brentmobile@yahoo.com).



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**SANTA CRUZ HOUSE TRADE WANTED.** For Santa Cruz Race Week, May 25- June 1. Trade for Tiburon condo, 2 bdrms/1 bath. Close to sailing and other Bayside recreation, wine country, beaches, bike path, hiking. Quick, easy commute to SF waterfront. Community pool, high-speed Wi-Fi, washer/dryer. Non-simultaneous trade OK. See website for more info: [www.digsville.com/listing\\_photos.asp?id=34](http://www.digsville.com/listing_photos.asp?id=34). Contact (415) 383-8200 ext.103 or [chris@latitude38.com](mailto:chris@latitude38.com).

**LOOKING FOR PARTNERSHIP.** On small catamaran on San Francisco Bay. Negotiable. Have 18-ft Hobie Cat in Santa Cruz and 38-ft keelboat in SF Bay. Would like to sail a small cat (wetsuit + trapeze) in SF without trailering from Santa Cruz to the Bay and back. If you have a small cat "near" a ramp and need/want experienced sailors to help you with it, let us know. Contact [pierre.patino@gmail.com](mailto:pierre.patino@gmail.com) or (831) 297-3059.

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**WIND 'N SEA SAILING CLUB.** Membership openings for novice to experienced sailors. Membership includes sailing aboard our 35-ft ketch, training, social events, and local and discounted exotic foreign cruises. Meetings held the 1st Tuesday in East Bay area. More at [www.windnsea.org](http://www.windnsea.org). Contact (925) 837-3381 or [information@windnsea.org](mailto:information@windnsea.org).

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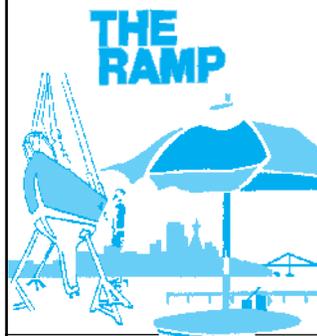
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If that kind of planning breeds that kind of coincidence, it will surprise nobody that the new 39 not only looks amazing, she's a fantastic sailing boat. The rig plan is all new to Lagoon, and seems perfect for SF Bay: high aspect main and self-tacking 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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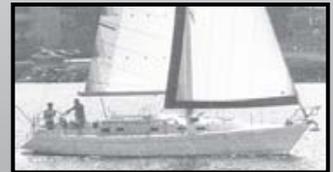
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