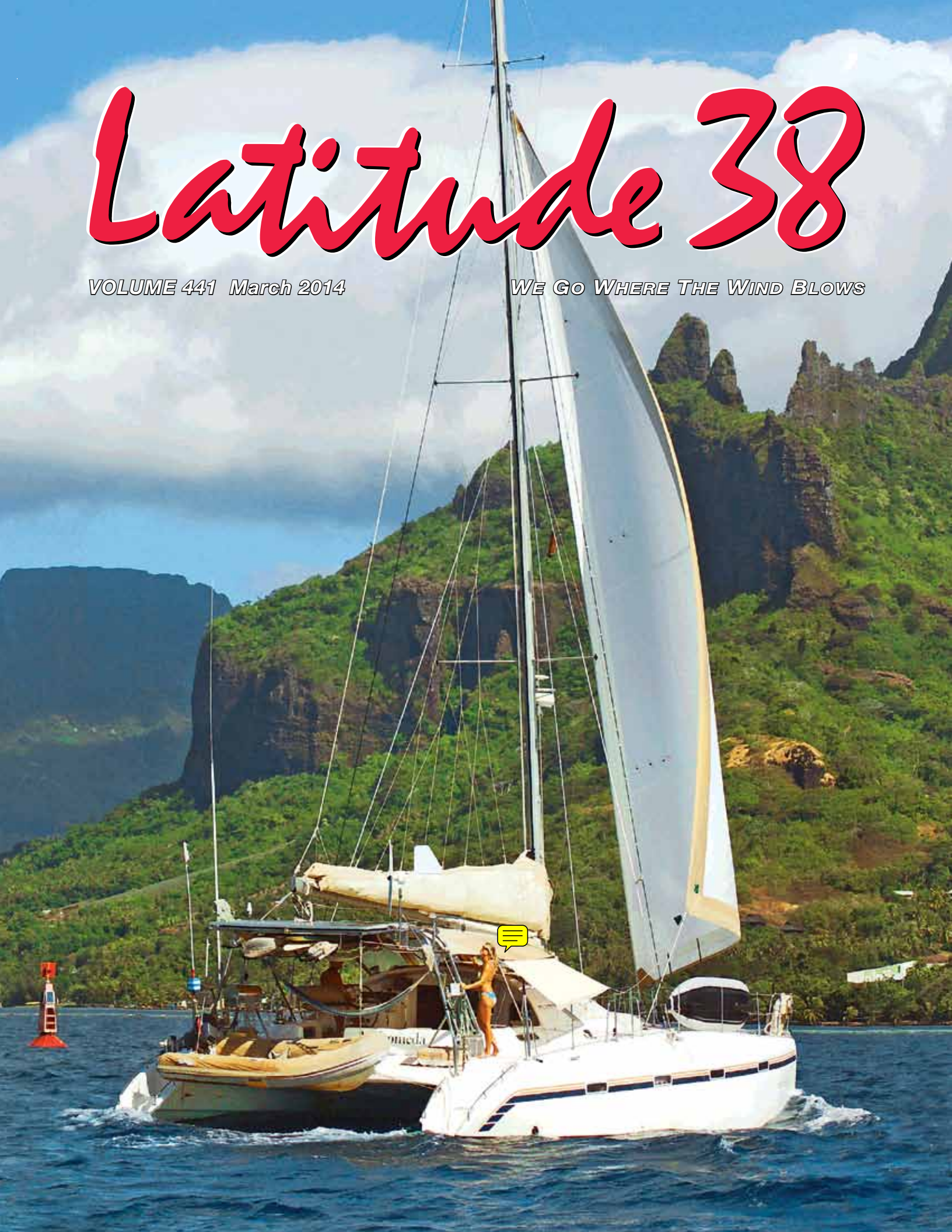


Latitude 38

VOLUME 441 March 2014

WE GO WHERE THE WIND BLOWS



THREE BRIDGE FIASCO —

The turnout for this year's Three Bridge Fiasco was remarkable. Each of the 357 boats' shorthanded crews descended upon the Cityfront on January 25 under clear blue skies, without much more than a whiff of breeze. The event's unique rules were the same as always: competitors could go around marks near three San Francisco Bay bridges in any direction they wanted. And they could start and finish in any direction also.

Try as they might, no matter which direction they decided to go, the situation grew increasingly dire as the day wore on — sailing the entire 21-mile course looked more like an impossibility than a reality.

Racers who headed to Blackaller first were forced to fight an increasing ebb that threatened to send many directly out the Gate. If they'd chosen the easterly route around Yerba Buena Island, they likely made it as far as Fisherman's Wharf, where they languished, and then in many cases eventually anchored.

For those who made it beyond these two zones, the picture was not much brighter — the breeze never really filled in.

Within a few hours of the staggered start, the calls began to come in to the Race Committee over the VHF announcing retirements. The consistent and steady stream of calls actually made it difficult to get a word in edgewise.

Despite the lack of breeze, it was a beautiful day and a great opportunity to say hello to your friends while you sat around on anchored boats.

Of all the starters, officially only a single, solitary doublehanded entrant finished. Jonathan Hunt and his buddy Rod Hagebols

sailed Jonathan's 1D35 *Dark and Stormy* across the finish line with only 20 minutes left before the 7 p.m. cutoff time. Jonathan and Rod chose to head directly to Blackaller where they deployed their anchor before attempting to make it across to Marin.

Their selective use of the anchor and careful attention to sail trim, currents and anything that looked like breeze got them through this fiasco with just minutes to spare.

"It was an immensely satisfying win," says Jonathan in an interview with www.norcalssailing.com. "It is the unofficial season's championship in my mind. Everybody is there racing, and it's a huge challenge and a very, very fun afternoon. We won our class a few years ago in the Big Boat Series but this one feels better. There were people on the jetty cheering us on as we finished, and that was a great heartwarming feeling after working hard all day. It was the best gun I ever got.

"Approaching the breakwater near

Golden Gate YC some Melges 24 sailors who had retired cheered us on, as did many of the crowd at Golden Gate YC," says Rod. "With flashlights blazing and Jon cheering we crossed the line. Shortly after, we learned we were the first to finish — that's when Jon really started to lose it. He could be heard all the way down the Oakland Estuary as we approached our berth. It was a great day of sailing."

There is nothing like having a wall of 50 boats parked against a tideline within inches of each other and everyone having a good time not going anywhere.

Jonathan Hunt and Rod Hagebols sailing toward Treasure Island aboard Jonathan's 1D35, 'Dark and Stormy.'



LESLIE RICHTER / WWW.ROCKSKIPPER.COM



You might ask why so many racers would subject themselves to sailing around a 21-mile course in the middle of winter on San Francisco Bay — every year the Fiasco draws far more entries than any other race. For those who have never done it, the answers might surprise you. But for the hardy individuals who *have* done it, the answers are pretty obvious.

Ants Uiga, founder of the 3BF, was on a rather ingenious train of thought when he envisioned the race. He wanted a race in January, when one wasn't being held. But this presented a predicament. "Typical January conditions include little wind, fickle breeze, strong currents, and big changes in each of these variables. It all adds to a race chairman's dilemma in trying to figure out a way to configure a race," says Uiga. "Besides, I was never a good sailor and couldn't figure it out," he quipped.

Uiga doesn't quite remember when he first had these seemingly crazy thoughts: "Flash back to 1984 or 1985? The memory gets a little vague," he says. But in order to make the 3BF a reality, he "transferred the decision-making from the race chair to the skipper," allowing them to go in any direction around the course. "Fiasco seemed

A YEAR TO REMEMBER



race run on San Francisco Bay."

Darren Doud: "Let me count the reasons:

- "Anyone has a chance to win one of the largest sailboat races, so why miss out?"

- "It feels a little like playing the lottery. Will this be my year to win the Three Bridge? The race format combined with the shifty winds, large wind holes, and strong currents creates so many passing opportunities. If you make enough right decisions, combined with some luck, then you might have a shot at the top spot.

- "More choices in race tactics. I think the wider range of race tactics creates a more interesting problem to solve. One of the first questions I am asked by other racers about the Three Bridge is which way are you going or which way did you go. It is one of the first big decisions we have to make in the race, and if it turns out to not work out, then you spend the rest of the year wondering if you could have done better going the other direction.

LATITUDE/ROSS

It was a beautiful day to anchor your boat on San Francisco Bay. Many took it as an opportunity to catch up with old sailing buddies.

like a good name. If no one finishes, the race chair wins. This gave me an opportunity to win something that I wouldn't as a skipper."

Uiga sends out, "a big special 'thank you' to all the 'volunteers' who manage the race each year!" And he continues to marvel at how the race has grown in popularity.

The following are responses to the question posed in a recent *Lectronic Latitude* post: "Why do you love doing the Three Bridge?"

Larry Riley: "Well actually, I have found that for the most part the weather is pretty nice. I'm usually praying for wind. That said, we'll probably have a 30-knot sleet storm this year. So, yes a bit colder than summer, but the race has other things going for it: flat water, typically mild wind, and great lighting, as the sun is low in the sky.

"Why singlehand? Hmm, poor personal hygiene? Crappy personality? Too cheap to feed the crew? In love with my spinnaker and want it all to myself? All of the above.

"Honestly, I just like single- and doublehanding. Just don't like a crowd on

the boat when sailing."

Daren Heldstab: "Because it's a blast? Seriously, the thing about the Three Bridge is that it's a real sailor's race. The racers have to deal with January's often very light, fluky conditions in addition to adverse currents, etc. But the weather is often midwinter spectacular! Also, the folks with the most high-tech, expensive gear aren't necessarily going to seize the day since there is no set course, and things are so fluky that time of year that things could go a number of ways, and often local knowledge trumps bankroll."

Robby Robinson: "It is past tense for me — many years ago. Dolores and I usually never did well aboard *Rolling Stone* due to lack of wind during the Three Bridge, but I remember one really, really stormy race with one squall following another, the old IOR One-Tonner finished first in class. I've done a lot of singlehanded racing, including two TransPacs (1982 and '88), but I can still remember that Three Bridge race.

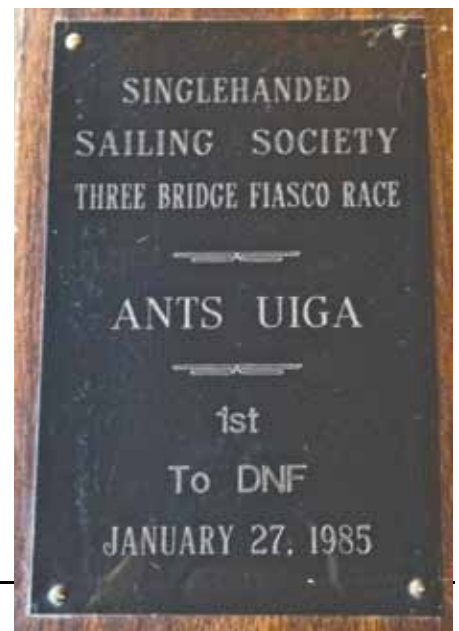
"The Three Bridge gives meaning to crowdsourcing. I could never understand why more YCs or the YRA didn't run races similar to the Three Bridge. It requires thinking beyond boat speed. It has obviously been the most popular

direction.

- "Mid-race progress report. It is always fun to pass boats going the other direction and gauge your process mid-race. It keeps you in contact with other boats that are racing.

- "Tradition. My dad introduced me

Ants Uiga's trophy from the very first race puts everything about the Three Bridge Fiasco into perspective.



ANTS UIGA

THREE BRIDGE FIASCO —



Top row, left to right: Adam Spiegel aboard "Jam Session;" "Lelo Too" squeezes past "Nobody's Girl;" a fleet of Moores; looking intense on "Humdinger;" (Middle Row l-r) "Bad Hare Day" slips by the bigger boats; Wylie twins; "Oreo" and "California Condor" at Pier 39; enjoying the scene aboard "Bandido;" "Don Quixote" drops anchor; (bottom l-r) shipping traffic was intense on race day; "Now & Zen" doublehanding and happy; "Red Hawk" gets covered by "Anduril" on the way to Blackaller; "Tai Kuai" waves hello.

— All photos latitude / ross unless otherwise noted.



to the race and I have been competing in it since the late 1990s.

- "The first to finish is the winner. No crunching rating numbers after the race and if you can see the first boat to finish, then you know you did good.

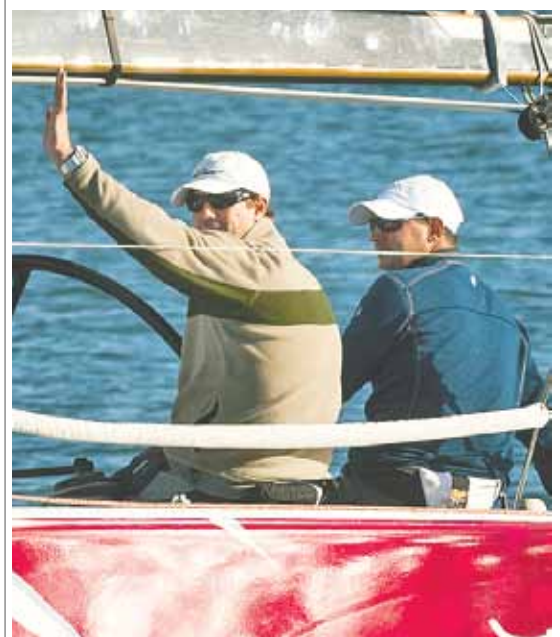
Beau Vrolyk: "We love the Three Bridge Fiasco because: 1) There is nothing like having a wall of 50 boats parked against a tide line within inches of each other and everyone having a good time not going anywhere. 2) Starting with

a handicap of 150 with three dozen Moore 24s and one poor cruising boat that doesn't know what just happened to him. 3) Sailing in a pack of 20 boats that meets 30 boats going the other way around Red Rock, and most impor-

A YEAR TO REMEMBER



LESLIE RICHTER / WWW.ROCKSKIPPER.COM



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tantly everyone feels that they could get that 'break' or that 'private breeze' that would bring them in first. 4) The camaraderie is the best of the year and the race is a crapshoot. What could be better? Hey, it's a fiasco!"

A fiasco indeed. And now that you've read about how fun this wacky race is, we expect more shorthanded sailors than ever next January. It could be your year, if there's some breeze. In the best-case scenario, you study the con-

ditions for a week and win the race! The worst that can happen is that you sit around drifting, or at anchor, telling stories with your sailing buddies about the year it really blew.

— **latitude**/ross

ALASKA EAGLE MEMORIES —

The donation of the S&S 65 *Alaska Eagle* to the Orange Coast College School of Sailing and Seamanship in 1982 may well have been one of the greatest triumphs of West Coast philanthropy, as she served as the school's primary offshore sail-training vessel for 30 years, elevating the skills and confidence of roughly 3,000 'student sailors' while logging almost 300,000 bluewater miles.

As noted here last month, the aluminum thoroughbred — winner of the second Whitbread Round the World Race as *Flyer* under Dutchman Conny van Rietschoten — was recently sold, and returned to her roots in The Netherlands. So we made a shoutout to those who'd sailed aboard her during OCC's stewardship. The comments you'll read below span her earliest trips after arriving on the West Coast, to her last (of 10) trips to Hawaii in 2011, as the Transpac's communications vessel.

No memoir of *Eagle's* wanderings would be complete, though, without checking in with Rich and Sheri Crowe, her primary co-skippers and caretakers. For them it's not easy to pinpoint a few favorite experiences, but one magic moment Rich will never forget is when they were on the way to remote Pitcairn Island and all of a sudden a large pod of whales was surfing along beside them at 10 knots. "For us," he says, "as for anyone, I think the first time you experience something it's the most special. Like the first time we made landfall in the Tuamotus, the first time we sailed into Glacier Bay, or the first time we saw penguins — they were all magical moments."

Rich and Sheri have often been teased that they had one of the best gigs in the **Rich (left) and Sheri earned a reputation for running a tight ship. But that doesn't mean their crews never had any fun.**



CHRIS FREEMAN

sailing industry. "We know how lucky we were," says Sheri. "We've got a lot of great memories and have made a lot of great friends."

Still today, they get calls from former students who are off cruising and want to proudly report to 'mom and dad' that they've just crossed an ocean or accomplished some other impressive nautical feat.

Longtime OCCSSS Director Brad Avery subbed in for the Crowes annually as a relief skipper so they didn't get burned out. He too had many spectacular experiences, including a trip to Antarctica and another to the far north of Europe, beyond the Arctic Circle. Favorite memories? There are many, but one that always seems to bring a laugh is when his 10-person crew showed up at a remote research station on Macquarie Island — halfway between New Zealand and Antarctica, at 54°S. For the 30 college-age researchers there, the *Eagle* crew's arrival was the perfect excuse for a party. Thrilled to see some new faces, they began whipping up cocktails, while playing vintage LPs on their turntable. And

before long everyone was dancing on the tables while freezing wind howled outside.

On a more serious note, Avery takes pride in the fact that *Eagle's* programs never had any serious injuries or liability



The early trips to Hawaii were epic, but after she got her all-oceans certification the landfalls became more and more exotic.

lawsuits.

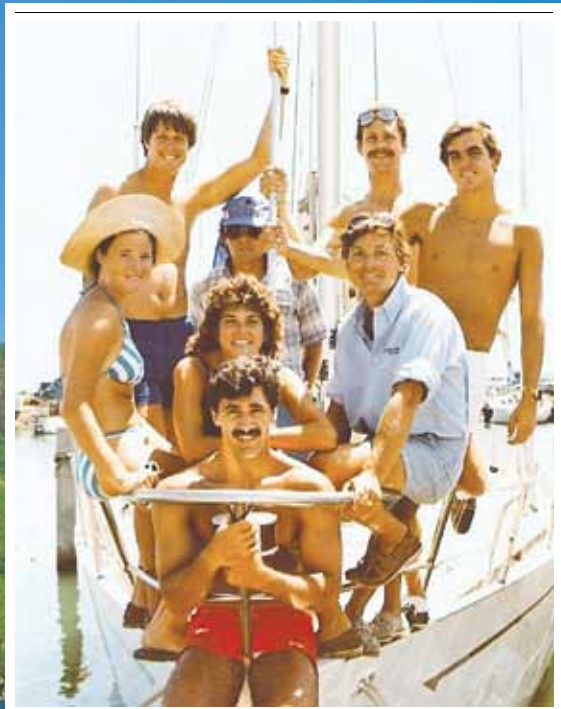
We'll pick up here with crew comments as they occurred chronologically:

1983 — Former *Alaska Eagle* program director and occasional captain Karen Prioleau explains that the boat's many trips to Hawaii and beyond got started thanks to Dick Steel, who was commodore of the Transpac YC in 1983. He needed a communications vessel to shadow the race, and *Eagle* got the gig. "Dick underwrote the trip," says Karen. "That was the first offshore trip *Eagle* did. You could truly say Dick Steele got us started."

1984 — John Cahill, MD: "In 1984 or thereabouts, Brad Avery — having already voyaged far and wide in Southern California waters on *Alaska Eagle* — called me and said he wanted to bring her up to Seattle. I volunteered to guide him around Vancouver Island that summer on *Eagle*.

"We had a memorable trip up the inside of Vancouver Island on *Eagle* and a great 60-mile spinnaker run down from Cape Scott on the outside, up into

THREE DECADES OF EDUCATIONAL FUN



Before leaving Hawaii after 'Eagle's first of 10 Transpacs, the delivery crew strikes a pose for the camera. Sheri is in the big hat. That's Rich in the white shirt.

BOTH PHOTOS OCCSSS ARCHIVES

Esperanza Inlet. Brad skillfully jibed the spinnaker dozens of times as we circumnavigated Nootka Island around the top of the island, through Hecate Pass and the Tahsis Narrows with the great *Alaska Eagle* logo appearing on the chute, which brought all the natives running out of their cabins along the 150-yard-wide passage.

"We slipped down to Friendly Cove, where I abruptly jumped off onto the beach to catch a sea plane back to Seattle and go back to work.

"I had the pleasure of again joining *Eagle* the following year in Ketchikan, Brad having now discovered the beauty of cruising in Alaska. We went offshore to the Queen Charlotte Islands, now called Haida Gwaii, just as the indigenous people there were taking back their heritage and closing off the south island to visitors. We toured the north island and once again I jumped off at Sandspit airport, and Brad sailed her off into the teeth of a SE gale and straight down to Portland, then eventually back to Newport Beach.

"These were the first two of many voyages to the Pacific Northwest for *Eagle*."

1986 — *Chris Freeman*: "I was 14 years old when I first laid eyes on *Alaska*

Eagle and, imagining myself at the coffee grinders, I daydreamed to the point of distraction during the following school year and summer, until the opportunity to sail on her first presented itself.

"In 1986, I persuaded my parents to let me sign up for the 1986 sail to Hawaii. To this day I remain incredulous that I was able to convince them to agree to such an adventure, and even more so when I consider how they were able to win Brad and company over to the idea of allowing a 15-year-old on board for the transpacific journey..."

"Unfortunately, this dream was dashed by a last-minute phone call from Brad that the trip had been canceled due to new Coast Guard regulations. *Alaska Eagle* had to qualify before she was approved to set sail offshore.

"The following year, my anticipation and eagerness only grew. I qualified for my place by participating in work weekends on board and a sea trial to Catalina. Brad probably got tired of my weekly phone calls to make sure everything was a go with the Coast Guard. *Eagle* was going to be the Transpac escort vessel in 1987 and come hell or high water I was determined to be on that trip.

"The two-week voyage was exhilarating for a 16-year-old from Fresno. I was able to hone my sailing skills on board, work on navigation, and share in the communal duties of cooking and cleaning (kind of a stretch for me at the time). I

fondly remember the customary *aloha* when we arrived in Hawaii and I got my first taste of a *mai tai*.

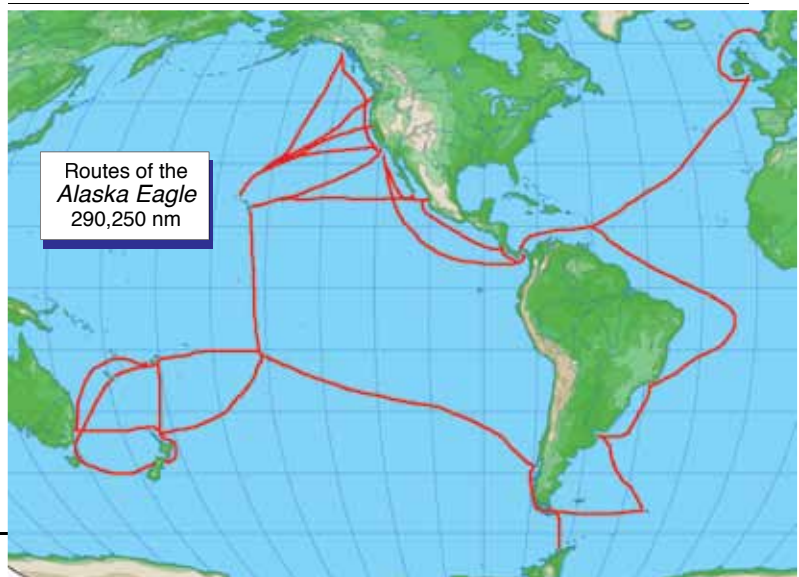
"Richard and Sheri are what made the *Alaska Eagle* an experience. They are the ones who kept the entire boat, the experience and adventure alive for so many of us. If you have made a passage like this, you know how strong the bonds of friendships can be. In the years that followed I was invited to their various boat parties and launchings. Regardless of where I was, I always made a point

We were riding the surf, trough to peak, and all was quiet except the sound of the aluminum hull splashing through the water.

to stop by and catch up with them. We share memories, trade sea stories, and talk about upcoming voyages.

"I am forever grateful to Richard, Sheri and Brad for contributing to such fond memories and life experiences for me. They have given so much of themselves to the boat that they will forever be part and parcel of *Alaska Eagle*. They have all done an unrivaled job in making sure so many people got to share in the distinguished legacy of *Alaska Eagle*."

1987 — *Mark Luckenbach*: "In July 1987, midway on our voyage from Newport Beach to Honolulu as the chase boat for the Transpac, our team of three came up from below to take the helm. The night sky was a cloud of stars and there was an easily manageable breeze pushing us along. We were riding the surf, trough to peak, and all was quiet except the sound of the aluminum hull splash-



ALASKA EAGLE MEMORIES —

ing through the water.

"After a while, Japanese voices could be heard on the radio. Who were they? It sounded like there was a conversation going on, perhaps between fishermen, but it felt more like voices from another world, reaching out to us. What were they saying? We listened quietly as the voices faded out. Then there was only the sound of a dark wake and the light cloud of stars."

1991 — *William Pink*: "Alaska Eagle was approved for all oceans by the US Coast Guard in 1991. It's journey was going to take advantage of that rating by touring the South Pacific for the first time. Up until then she had done trips to Hawaii and along the West Coast. A South Pacific voyage was just what I was looking for to advance my sailing

abilities; a real-blue water adventure to a tropical paradise.

"Back then there were many applicants, so your application had to include a bit of your sailing history, why you wanted to go, and any special skill set you may possess, i.e. being a doctor. (*Ed. note: Before William could be accepted, he was invited to participate in a day sail.*)

"I walked down the dock to inspect the *Alaska Eagle*. I had never seen her up close, but had heard that she'd been a Whitbread winner, then known as *Flyer*. When my eyes began to survey her decks she looked like a spaceship. I had never seen most of the equipment attached to the hull, like grinders and winch drums, most the size of beer kegs. They were everywhere. Even some of

the sheets were wire. My fear mounted. Heck, there were more winches hanging off the mast than I had seen on any deck of any boat I'd sailed on. Did I mention that all my experience was acquired on Flying Dutchmen Juniors when I was 12 years old?

"I was getting ready to run when I said to myself, 'You are not 12. You are a big, bad, federal agent.' I wasn't going home intimidated by a boat...

"We all boarded and Brad Avery took the helm. He quickly began an assessment of skills by asking who felt they could manage dock lines and such. I noticed a woman who had a clipboard with a list of names. She had taken roll before we boarded... I jumped into action. If I didn't know what to do, I followed



THREE DECADES OF EDUCATIONAL FUN

someone who did. Most actions required pulling on a rope, oops, a sheet! ...Brad was barking commands and names of things I had never heard of...

"Finally, I was called up when it was learned that I was the only one who hadn't taken a turn on the helm. 'Crap,' I thought, 'if I don't make good at this surly they will know I'm not experienced and I'll get scratched.' But I still thought I had a chance because it was a straight shot to the harbor mouth.

"My mind raced, 'Just don't move the wheel and she'll go straight on home.' I just knew Brad would take over once we were at the channel. Wrong! I got this glance from him: 'You are doing just fine so hang in there while we fly a chute.' A what? 'You know, a spinnaker.' Sure,

of course, no problem. The panic I was feeling left me desperate to use the toilet.

"I had never seen a spinnaker, let alone been on a boat, or at the helm when one was put up. To make things worse, Brad had me turn down the harbor channel and head for home. I was expected not to hit anything, nor run over any of the idiots in kayaks, dinks, small watercraft, jet skis and a variety of pleasure boats of various sizes that were crisscrossing the channel ahead of me.

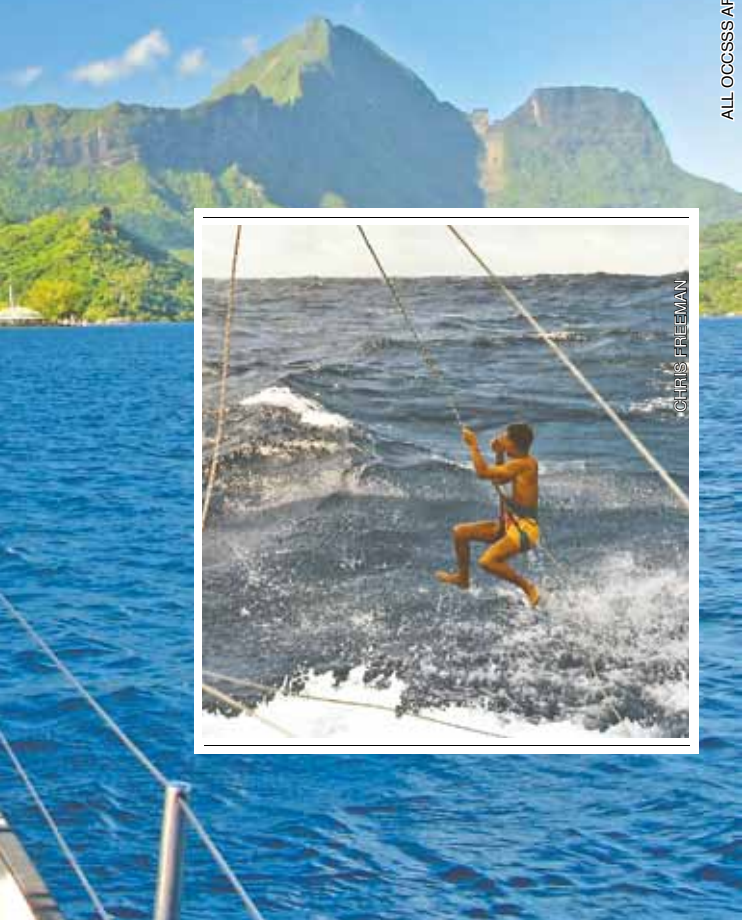
"Up went the chute. By the time we got to the OCC dock I needed to force fluids and change my shorts. I was sure that I had sweated out every ounce of water my body possessed. But I had survived, and when I got home I don't think I stopped smiling for a week...

"The final event of the screening process was a work day! ...I wanted it bad, and by then I was not about to miss Tahiti. After all this, I'd do anything! I didn't think, however, *anything* meant clean, remove and rebuild the toilet. "Please not that!" I was sure they gave me that task on purpose because they knew I was in law enforcement...

"When our day had finished we were told to expect a letter advising if we had been selected. When it finally arrived, it was very officious, like those that used to say; 'Greetings from Uncle Sam. You've just been drafted into the army.' In my case, I had been selected for the Hawaii-to-Newport Beach leg of that year's circuit. I reread the letter just to see if the spelling was wrong because I'm sure I hadn't put Hawaii on any of my preferences. No, it was spelled correctly,

Clockwise from lower left: Offshore sail repair; students learned 'old school' as well as modern nav techniques; making landfall at Cook's Bay, Moorea; (inset) Chris Freeman does some mid-ocean halyard flying; mates Barbara Marrett, Karen Prioleau and Sheila McCurdy during an all-woman transit from Hawaii; Sheri learned to excel as a downwind driver; topside route planning.

ALL OCCSSS ARCHIVES EXCEPT AS NOTED



ALASKA EAGLE MEMORIES —



MARK HAESLOOP

Mark Haesloop, top left, was thrilled to be aboard 'Eagle' during her last Tranpac commission in 2011.

H-a-w-a-i-i to Newport in August. Hey, isn't that hurricane season? Yes sir, it was, but that's another story!"

1992 — Paul Martson: "I crewed aboard *Alaska Eagle* with Rich and Sheri Crowe in 1992 from Oahu to Newport Beach. It was my first Pacific crossing.

"Leaving the Ala Wai Yacht Harbor for the traditional hop to Hanalei Bay, Kauai, it was my first turn at the helm. I grabbed the big wheel and placed a butt cheek on the combing to have a seat. Seconds later Rich said: 'On the *Alaska Eagle* we stand watches on the helm.' Stand corrected, I was!

"But it wasn't all so serious. For example, we were allowed to pool money for a beer run before leaving Kauai. Two shopping carts full looked great! But the math revealed it was only one per person per day. Lotsa crew, lotsa miles.

"I lost my (Pacific crossing) virginity on the *Eagle*, but this summer's Pac Cup will be my 6th time getting lei'd!"

1997 — Captain Glen: "I got to sail aboard *Alaska Eagle* when she was

'Alaska Eagle' glides south along the Mexican coast during the 2006 Baja Ha-Ha cruisers rally. Some rally crew later voyaged on their own.



KINGHORN / OCCSS ARCHIVES

the escort boat for the 1997 Tranpac. The best part of the sail was getting to know Rich and Sheri Crowe. We are still friends.

"The most memorable moment occurred at dawn when I was at the helm with a spinnaker flying. Having always been a bowman, I had little experience driving, let alone with the kite, and never with a boat so large. I was thoroughly focused and the two others on watch didn't think to alert me to the squall bearing down on us from astern. Within seconds of the squall hitting with wind and rain the spinnaker exploded. The whole crew came up — some fresh from bed — and got everything under control.

"What I remember most was the sight of two of the female crew who would have won any wet T-shirt contest they entered."

1998/'99 — Jeff LaBarre: "In order to qualify as crew on a three-week voyage from Hawaii to Alaska, the school required participants to take a four-day local cruise to the Channel Islands on *Alaska Eagle*.

"The incident that is etched into my memory was my first visit to the spectacular Painted Cave on Santa Cruz Island. We stopped to see this sea cave — one of the largest in the world — on the second morning of our trip. The young captain had the inflatable launched and tied along the starboard quarter. He then backed *Alaska Eagle* into the small cove just outside the 120-foot-high entrance to the cave. As he put the engine into forward to halt the boat's backing, the gear shift failed — it actually came off in his hand. *Alaska Eagle* continued backing into the entrance.

"With incredibly quick action, the captain killed the engine, handed the helm to the 1st mate, and jumped into the inflatable. At the same time he called on us crew to get the sails up 'right now!' He fired up the outboard and towed us slowly out of the cave, which by this time, we were completely inside of. But we were soon in open water with the

dinghy stowed. I have had the chance since to admire his skill and command presence as I have dealt with my own mini-disasters that seem an inevitable consequence of venturing about in small boats.

"Our trip continued with a jury rigged throttle/gear shift to the incredibly beautiful Cuyler Harbor on San Miguel Island. A wild and windy place, remote and nearly unvisited, yet only 100 miles or so from 13 million people. We hiked to the east end of the island to view an immense beach covered with seals, sea lions, and elephant seals."

2004 — Fabio Maino: "I have a lot of good memories from being on board the *Alaska Eagle*. In 2004 I traveled from Easter Island to the Marquesas via Pitcairn and Mangareva with skippers Sheri and Rich Crowe. A great trip, my first across an ocean on a sailboat, and through places that I'll never forget.

"The stop at Pitcairn was the highlight of the trip, but Easter Island and Polynesia are magical places as well. Sheri and Rich are amazing mentors and great sailors. The *Alaska Eagle* was an amazing platform for keeping together such a diverse crew, and introducing people to the greatness of ocean sailing."

2005 — Barbara Marrett: I've lost count of the number of times I sailed the *Eagle* to exotic locales like Pitcairn Island and Rapa. But the most memorable was an all-women's sail from Tahiti to Hawaii during which we encountered the remnants of several tropical storms and hurricanes plus other crew calamities. Karen Prioleau was skipper, Sheila McCurdy and I were mates.

The average age of the crew was 52 and the average height 5'4" — what we lacked in stature was made up by character and characters. Petite crew member Patti had been attacked by a pair of pit bulls in Tahiti — she arrived on board with bandages and didn't tell us what had happened until the trip was over. Chiropractor Jackie took a big tumble out of her high bunk and had the most amazing bruises and a black eye



THREE DECADES OF EDUCATIONAL FUN

which changed color throughout the entire trip. One of our strongest crew members tore her ACL and was transported home on a cruise ship which was, thankfully, stopped at Fanning Island when we arrived. On Fanning — where we had to stay a few extra unscheduled days to wait out strong winds associated with a hurricane — our youngest crew member was nipped by a dog. (Thankfully it was not rabid).

Due to the delay, we were concerned about food supplies. Not to worry! Between the Norwegian Cruise Line representative on the island and a generous single cruiser, we had feasts of fresh fish, lobster, cold beer, even frozen asparagus. Meeting the locals over the pool table in the dilapidated old plantation owner's house became an after-dinner ritual. *Alaska Eagle* crew member Melanie kicked ass!

While some of the crew members were disappointed by the delay, I viewed it as a gift — a few unexpected days away from the hard work of handling the big powerful boat with a less-than-robust but wonderful crew. How many days are we given unexpectedly to purely play — on an exotic island no less? I was in heaven.

I can't remember laughing more on night watch or feeling such warmth and connection with my crew mates as on that trip. Just enjoying life — hunting lobsters at night across the vast Fanning lagoon or playing games below as the wind howled outside and we swung at anchor."

(Ed. note: Captain Karen adds:

"Barbara forgot to mention the feast that we were invited to attend, followed by dancing. The Fanning Islanders knew how to 'twerk' long before Miley Cyrus made it famous. They howled with laughter during their shenanigans, as our unsuspecting crew realized what was happening and then turned the tables on them.")

2006 — Allan Alexopoulos: "Crewing on *Alaska Eagle* in the 2006 Baja Ha-Ha was a seminal event for my wife Rina and me on our path toward cruising our Hunter 466 *Follow You Follow Me* to the South Pacific in 2009-10. We learned so much from Sheri Crowe and the rest of the crew in our two weeks aboard, which led us to the obvious conclusion that: 'We can do this!'

"One of my favorite moments was flying a spinnaker with Sheri's gentle coaching behind me. By the end of the watch I could fly that spinnaker in complete darkness, guided only by the wind on my face, the groan of the sheets, and the balance of the wheel. Amazing.

"The dream lives on through our daughter Alyssa. She and her boyfriend Lewis were profiled in the January edition of *Latitude* as they prepared for doing the Pacific Puddle Jump in their Tartan 37 *Eleutheria*. We could not be



COCCSS ARCHIVES

In full expeditionary mode leaving South Georgia Island bound for Buenos Aires in 2011 — perhaps her most adventurous cruise.

Alaska Eagle together."

2011 — Mark Haesloop: "I sailed on the *Eagle's* last campaign, the 2011 Transpac.

"No story of the *Eagle* can be complete without a shout out to Rich and Sheri Crowe, who skippered the boat for 28 years, from picking her up in England to her last Newport-to-Honolulu romp. They are a unique couple of people, sailors and teachers.

"My trip was less 'exotic' than many as it was a 13-day direct shot, all open ocean. My memories of the experience are of sailing on a dark night with only the compass binnacle light and the occasional flash of the white bow wave in my peripheral vision. It was exhilarating, terrifying, and you felt like you were doing 100 knots. At 80,000 lbs, the *Eagle* was a handful.

"My best crew memories are the half-way party and the boat cleaning 'party' the day after landing in Honolulu (with the mandatory hangover).

"Leg after leg, year after year, Rich and Sheri somehow managed to take 10 to 13 individuals, who mostly did not know each other at the start, and complete the trip without mutiny or a keel-hauling.

"Unfortunately, it's unlikely that there will ever be a similar program where the 'common sailor' can find a berth for such adventures."

Sad as that last statement is, Mark is probably right. Although many other offshore sail-training programs are offered around the world, none are quite like the *Alaska Eagle* experience, and none of the vessels used have a pedigree quite like this classic S&S warhorse. Needless to say, she will be sorely missed.

— *latitude/andy*



There were some rough trips, such as New Zealand to Tahiti through the low latitudes, but 'Eagle' always proved to be a safe, sturdy ride.

CHRIS FREEMAN

BEER CAN

Spring is here and with spring comes beer. Well, Beer Can racing to be more precise. We really like Beer Can racing at *Latitude 38* because of everything it stands for, namely beer and racing. But it's really more broad than that. Beer Cans (as such contests are often called) happen each year from late March until late summer or wearily fall. Some series end as late as November. That's a span of eight months. And better yet, beer cans are important not only for what's in them but because of what they stand for — having fun after work.

Throughout Northern California, 27 yacht or sailing clubs host Beer Can races. These typically take place on weekday evenings from about 6 p.m. until sunset. You'll find a complete list in this year's *Northern California Sailing Calendar & YRA Master Schedule* (see www.latitude38.com).

With so much Beer Can racing scheduled, you have lots of locations to choose from. These might be closer to your office than you think. And that's important because Beer Can races let you forget about work. There are few things better than arriving at the dock with your sailing gear and hopping onto a boat after a long day/week at the office. But we'd bet that grabbing a cold beer and going for a fun sail is close to the top of the list. To improve on that, we've heard of some skippers who seriously frown upon talking about work when on their boat. We think this is an excellent rule that is sure to speed up your mind's transition from work to fun.

Beer Cans are also an opportunity to learn more about sailing. The idea

is not to go out and pretend you are a bunch of America's Cup rock stars. No, the idea is to make sure you've got a cold beer within reach and to enjoy yourself while sailing. So, if you want to gain more experience trimming the sails, or venture onto the foredeck to wrestle with the spinnaker pole, this is the perfect time to do it without getting a lot of angry vocal feedback from your fellow crewmates — unless you've forgotten to get someone a beer.

Beer Cans are also good for people who want to sail but don't own a boat and don't know a lot of people who own boats. The answer to this dilemma is to go to a yacht club on the evening of a Beer Can and start walking the docks with your sailing gear in hand. You'll probably see a bunch of people getting ready to go sailing, and you can just ask them, 'Hey, do you know anyone who is looking for crew tonight?' Skippers are usually pretty open to inviting new people on board because there's no pressure to actually win the race. Another tip is to look out for the larger sailboats as they have more room and bigger sails, and will need more crew.

Beer. Bring a six-pack to Beer Can races to stay in the good graces of the skipper and crew. (Or a non-alcoholic beverage, if you choose.) It doesn't have to be fancy. But if you are feeling creative you can bring a variety of styles that will appeal to most of the crew. Also, there is a lot of good microbrew being sold in cans nowadays — so keep an eye out for that. Glass can be a problem on a



sailboat.

Be ready to let your new boatmates know what your skills are, and you might also impress them at the appropriate time with a copy of the Sailing Instructions that you've also put to memory. This is a great way to meet new people and to expand your sailing resume if you show some enthusiasm. Hopefully,

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 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

RACING PRIMER



PHOTOS: JEREMY LEONARD

you'll have done a good job during the race and your chances of being invited out the next week will be good.

You can be proactive about getting onto a boat for Beer Can races by posting a note on a yacht club's notice board outlining your skills and interest in sailing Beer Cans. While you are busy putting together this sailing resume,

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 belling 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

Racing Beer Cans can be a lot of fun, especially if you follow Latitude's Ten Commandments of Beer Can Racing.

think about attending *Latitude 38's* Crew Party, Thursday, March 13 from 6-9 p.m. at the Golden Gate Yacht Club — a most excellent way to meet sailboat owners and other sailors like you.

If, after all the effort you've made getting on a boat, you find yourself with a

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!

— latitude

skipper who is what we call a "yeller," make a note to yourself not to sail with him again. Beer Cans are not about yelling. If someone is yelling during a Beer Can, they are breaking the fifth of the Ten Commandments of Beer Can Racing. This may well land them in some sort of purgatory where only 3.2% beer is sold.

And speaking of the Ten Commandments of Beer Can Racing, if you haven't read them yet, do so after you finish this article. They are a must-read for novices and experts alike. If you have read them — and it's amazing how many people have — read them again so that there are no slip-ups early this season with your Beer Can etiquette.

One underlying theme in the Commandments, aside from the "frothy nectar" is safety. It's important to enjoy yourself while sailing. And, having a few beers while sailing is enjoyable. But we would caution you not to get sloppy. Driving a boat under the influence is as dangerous and as illegal as it is in a car. Know the rules of sailing and always be aware of the position of boats around you. The last thing you want is to get hit or injured during a Beer Can race. These incidents can put a serious damper on the friendly and festive atmosphere that is natural to Beer Can racing.

Beer Can racing offers everyone a great opportunity to get out and enjoy the sport of sailing. It doesn't matter how



Racing Beer Cans lets you get an early start on your weekend fun!

much experience you have, either. If you follow the Ten Commandments of Beer Can Racing, it should all work out really well. By the end of the evening you'll probably be hanging out with your new friends at the yacht club talking about sailing or what guy just broke the eighth commandment by yammering on too seriously about the evening's race.

— latitude/ross

CORCOVADO'S SAD END —

This is the story of a lovely vintage yacht that made her way, powered only by the breeze and the currents of the Caribbean, from one of the nicest places in the sailing world to one of the most dangerous. Owner Andrew Connell, of Stonington, Connecticut, and St. Barth,



LATITUDE / RICHARD

Andrew Connell splits his time between Connecticut and St. Barth — where he sometimes crews on spectacular classic yachts.

French West Indies, begins the story:

"My beloved Standfast 40 *Corcovado* broke loose from her commercial mooring — the shackle failed — at Gustavia, St. Barth on the evening of January 10. The fact that the winds often had been blowing more than 20 knots for weeks might have been a contributing factor. I was doing a 1,000-mile upwind slog at the time, delivering a boat from the Bahamas to St. Martin. For the record, I've made 50 trips between the northeastern United States and the Caribbean, and have done a number of Atlantic crossings.

Although badly scratched, *Corcovado's* hull wasn't in bad shape. But without her hardware and equipment she was almost worthless.



ANDREW CONNELL

"I didn't get the bad news about my boat until my cell phone came back to life off Puerto Rico. What a helpless feeling, as there was nothing I could do until we made landfall. By the time I finished the delivery in St. Martin, my boat had been drifting to the southwest for three days, at what I estimated to be about 35 miles a day.

"On January 12, I received a call from the French Coast Guard advising me that the pilots on a Dutch Dash 8 aircraft flying between Curaçao and Dutch Sint Maarten, having been aware of the report of an abandoned boat drifting, had spotted my boat. Ironically, they contacted authorities in Barbados for help trying to find out who the boat belonged to, and through them and a report in *Lectronic Latitude*, learned that I was the owner of the boat.

"*Corcovado* was 130 miles southwest of Guadeloupe when the pilots spotted her. In addition to getting her coordinates, the pilots took photographs of my boat. She looked to be in good shape, and my inflatable was even still trailing behind. At that point the chances of my rescuing *Corcovado* seemed reasonably good. But on the way back to Curaçao, the Dash 8 pilots couldn't find my boat again, so they were unable to provide me with an updated position. Damn!

"Fortunately, my friend Hans de Bruyn Kops offered to help me try to find *Corcovado* using his 38-ft German sloop. When we left, we were under the impression that the Dash 8 would be flying again the next day, meaning there would be a reasonable chance that they could give us updated coordinates for the boat. As we later found out, the plane wouldn't be flying again for six days. Bummer.

"Hans and I found ourselves in rough weather on our second night. At 2 a.m. Hans

went forward to undo the inner forestay so it would be easier to tack. The boat suddenly rolled hard to weather, and Hans was thrown overboard. He then learned that Mark Twain was right: No good deed goes unpunished.

"Losing someone overboard in calm conditions during the day is one thing, but it's much more difficult in strong winds, big seas and at night. I immediately swung the boat into the wind, backwinding the headsail, heaving the boat to. Next I got a halyard to Hans. It was difficult to get him back aboard, as he was being dragged through the water at close to four knots. But it was a life-or-death matter, and working together, we got him back aboard.

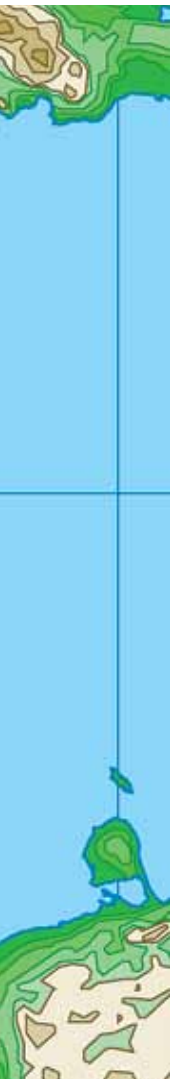
"Our next goal was to create a 'goal line' between Puerto Rico and Curaçao, as *Corcovado* would eventually have to drift through it. For days Hans and I sailed back and forth, north to south, looking 300 miles to leeward of St. Barth. I'd left the boat's anchor light on at night, so I thought she would be easy to see. But as we came to realize, it's a big, big, big ocean out there.

"After countless hours of being out in the tropical sun, and tedious hours at the helm — we had no autopilot — in 20+ knots and a big north swell, we were exhausted and disappointed. Hans was nonetheless eager to carry on, but eventually I had no choice but to call off the search. That left us with a 245-mile upwind sail back to St. Martin against the strong trades. It took us three or four days — I can't even remember — and we had very little to eat.

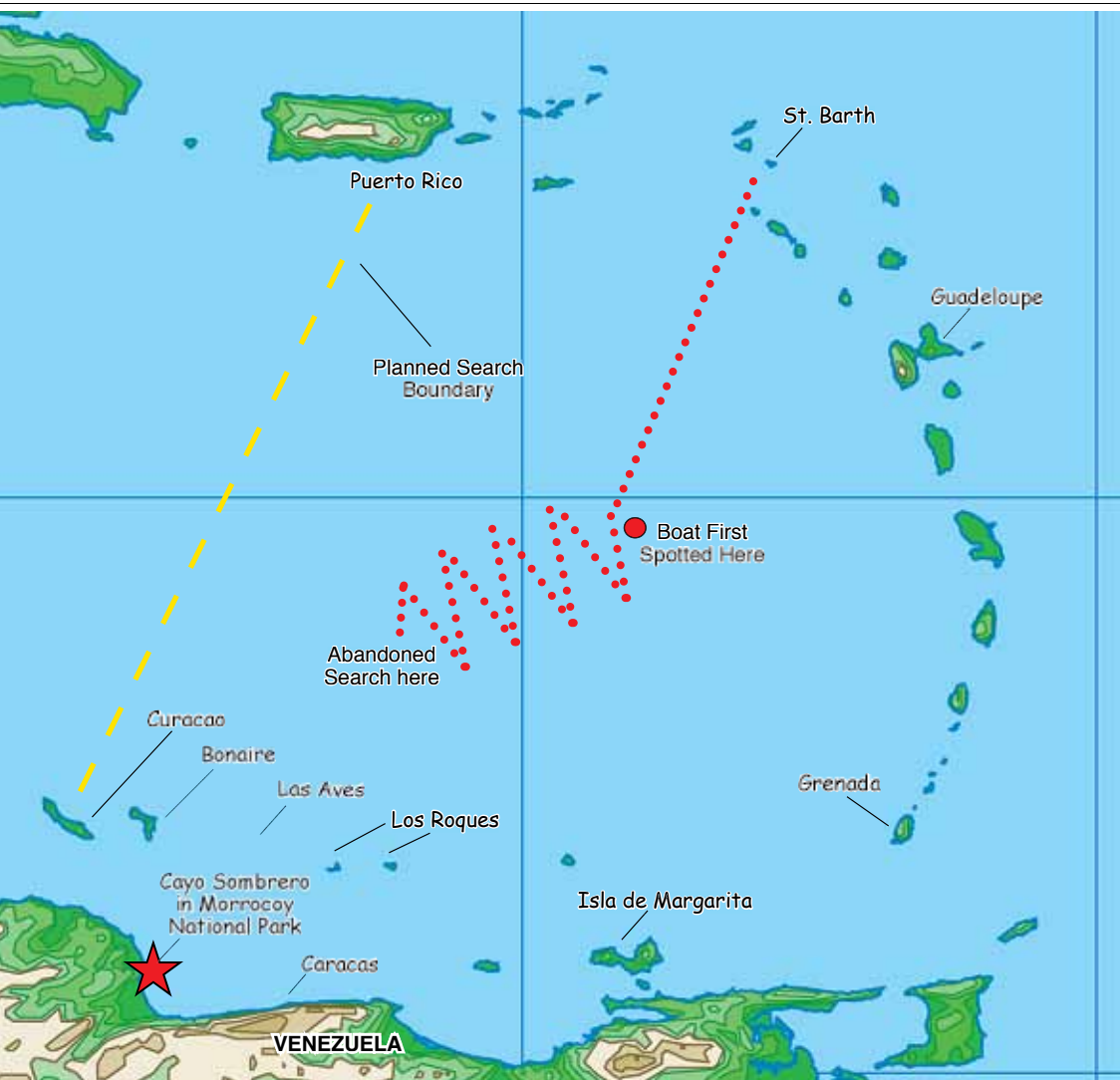
"It had been an exciting, dangerous, fun and horrible trip, all at the same time. I believe that *Corcovado* is still out there and in good shape. I hope that somebody will find her."

That was as of January 24. Andrew had better news to report on January 28:

"A couple of days after getting back to St. Martin, I was informed that *Corcovado* had been found, and was being guarded at Cayo Sombrero island, in Venezuela's Morrocoy National Park. That meant she'd traveled 550 miles in 17 days, about 32 miles a day on a southwesterly course. I was told that



AN UNMANNED CARIBBEAN CRUISE



'Corcovado's unplanned voyage across the belly of the Caribbean basin eventually took her to an uninhabited Venezuelan island.

I needed a visa to get into Venezuela, papers proving that I owned the boat, and a full report of what had happened in order to get her back. I had no idea how difficult this was going to be, but I was optimistic.

"It had been an exciting, dangerous, fun and horrible trip, all at the same time.

"When I got to Curaçao on February 1 to catch a flight to Venezuela, my taxi driver told me I would be crazy to go there to try to recover my boat. After all, the murder rate in Venezuela is about the highest in the world, the country is in economic chaos as a result of Hugo Chavez's Bolivarian Socialism, and just then there was political turmoil boiling

over in the streets. 'You need a body-guard who speaks Spanish and four others with you,' said the taxi driver. 'Or else you'll be killed.'

"When I got to Venezuela on February 2, it was crazy. 'What the hell are you doing here?' everyone asked me. The place looked like a war zone. The city I was in was surrounded by high fences made of corrugated metal, iron and concrete.

For many miles of my taxi ride to the hotel that night I didn't see a single person out. The hotel staff told me not to go outside the hotel at all. Great.

"I finally managed to get to the *Guardacostas* — or Venezuelan Coast Guard — base at Tucacas, Chichirivichi. The first person I talked with spoke Spanish so fast that I had a hard time understanding him. As best I could figure, he was telling me that the first people to board and take

possession of my boat were members of the *Guardacostas*. They apparently had towed my boat to the leeward side of Cayo Sombrero, where they put out the anchor and left her.

"While it was nice enough of them to tow *Corcovado* to the relative safety of uninhabited Cayo Sombrero, the problem was that the island is visited by very poor fishermen and tourists from the mainland. So not only was it a 35-minute boat ride from the *Guardacostas* base, meaning they couldn't keep their eye on her, but they didn't leave a guard on her. As one might expect, when they returned to check on her a few days later, they found a bunch of fishermen scrambling around on her. It was only then that the *Guardacostas* towed *Corcovado* to their base at Tucacas.

"The *Guardacostas* guys — who were serious and official — told me from that time on, they had stationed an armed guard on *Corcovado*, protecting what remained of her. Why couldn't they have done that in the first place?"

"The other puzzling thing is that they wouldn't even let me go out to my boat right away. I could see *Corcovado* anchored out a short distance away, but for some reason I wasn't allowed out to see her until the following day. It was like torture after all that I had been through. Furthermore, I could see that her solar panels were missing. It made me wonder what else was missing.

"Today is February 4, and it's hard *'Corcovado's bow pulpit was trashed. But that was only a line item on the long list of broken or missing gear.*



ANDREW CONNELL

CORCOVADO'S SAD END



ANDREW CONNELL

Despite the loss of his boat, Andrew loves spending time in the Caribbean — sailing as well as fishing.

for me to believe what I saw today when I finally got a chance to go aboard my boat. The *Guardacostas* had warned me that fishermen had stolen a lot of stuff, but I had no idea! The only things left on the boat were the winches and the sails. Everything else had been stolen or was destroyed. And I mean everything! Every anchor, pump, breaker, compressor, tool, fan, spare part, fishing lure, light bulb, bit of wire, fitting and fixture. They stole every hose and hose clamp, knife, fork, spoon and can of food. There was nothing left inside but the floorboards. The halyards were gone as well as all the blocks, shackles and standing rigging. The pulpits were bent and her hull scratched and gouged. My beautiful boat, which had been such a big part of my life, was destroyed!

"I tried to imagine how it must have happened. The poor fishermen must have spent days tearing my boat apart. There had probably been fights over who got what. It's unbelievably sad. Although battered, *Corcovado's* hull is still sound. And the main and jib are, inexplicably, still on the boat. Yet it's very unlikely I'll be sailing *Corcovado* back home. It's true that her hull is sound, but that's about all.

"Those who know me know that I enjoy a good laugh. Well, here was one on me. As I tossed and turned in my bed

Connell, as well as the owners of this Trinidad-based tri and the cat 'Blue Marble', would caution you to be wary of commercial moorings.



in my jail-like hotel room, I envisioned what the fisherman on Cayo Sombrero must have done when they found my unoccupied boat.

"The first things that came to mind were the golf cart batteries, the Alpine stereo, and the solar panels. I wondered if the fishermen had set up the panels in such a way that they were charging my deep cycle golf cart batteries, and had plugged in the Alpine stereo and hooked up the ADS speakers, all of which were missing. They then could have been charging my iPod and cranking music on the beach, dancing around wearing my fancy Musto sailing gear. Who would they be listening to? Did they prefer the music of Anders Osborne, Jerry Garcia or Taj Mahal?

"Had they set up my awning on the beach for shade? Maybe they had inflated my eight-man liferaft and filled it with water to make a swimming pool. Were they taking proper care of my All Clad dishware? Were they folding the chicken stock into my risotto at the right pace? I forgot to check if they'd stolen the olive oil, but they probably had. They had left the propane regulator on the boat, so I wonder if they'd found a way to use the butane in the French tanks? Did they like my Starbucks coffee?

I find it hard to understand why the Coast Guard would have left my boat for the picking at Cayo Sombrero, knowing that Venezuelan people were in such a desperate state. I noticed a lot of black scuff marks on my boat, and know that fishermen don't wear shoes. I began to wonder if members of the Coast Guard hadn't stripped my boat, too.

"The authorities told me there

was an ongoing investigation into the theft of things from my boat. But I didn't know who was responsible for the investigation and who was investigating whom. Would the police investigate the *Guardacostas*? I was told the investigation could take weeks, if not months. Friends in Venezuela told me that I would get no sympathy or reimbursement, and that I should move on. It was hard to doubt them.

"It was creepy in Venezuela, too. I was told the authorities were following my posts on Facebook. And my Gmail account had been hacked the first day I got to Venezuela.

"For my own safety, I was told never to leave my hotel room without an escort, even during daylight hours. In the six days I was in Venezuela I didn't see one European or *Norteamericano*. And there were clear signs of the terrible shape the country was in. I noticed countless food

lines, empty malls, and empty car showrooms. I heard about the inability of companies to import raw products, materials and spare parts.

"Emotionally bruised and battered by what had happened to *Corcovado*, and her uncertain situation in a country that appeared on the brink of turmoil, if not civil war, I caught what I believe was the last flight out of Venezuela for Curaçao. All other international flights had stopped because the Venezuelan government owed the airlines hundreds of millions of dollars.

"So *Corcovado* remains but a treasured memory.

All this misery for the price of a bad shackle. Nonetheless, I'd like to thank everyone for their emotional and financial support. Friends chipped in nearly \$5,000 in order to help me try to get my beloved boat back. I'm down now, but there will be another boat in my future."

Editor's note: Beware of strange moorings and shackles. Last year the Fountaine-Pajot 46 Blue Marble was lost at Niue when the shackle on a commercial mooring failed. In December the Trinidad, CA-based trimaran Surrender went onto the rocks at Yelapa in the middle of the night when the commercial mooring failed. And now this. Be cautious out there.

— latitude/richard



ANDREW CONNELL

'Corcovado's engine was probably one of the most highly valued prizes taken by salvagers.'

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CREW OVERBOARD —

When a crewman fell overboard during a Berkeley YC Midwinter race last month, it was a wake-up call to many, as it was extremely challenging to retrieve him in the rainy, windy conditions.

The incident did have a happy ending, but it reopened the discussion about how boats and crews should prepare for crew-overboard emergencies. We opened the topic to readers, who came back with a variety of useful comments. The following are accounts of personal experiences that we can probably all learn from. We'll follow up in the next month or two with a close look at the latest crew-overboard safety gear.

As you'll read in the following two excerpts, there's a dramatic difference between rescuing someone in calm conditions and in rough weather, such as what the Berkeley Circle saw during the February incident mentioned in our intro.

An unidentified responder writes: "It was an informal race the day after Thanksgiving. My expected crew had withdrawn due to family commitments. I thought I could handle the race with my then-nine-year-old son.

"I am alive today because when I was knocked off my 26-ft Pearson Commander, my son was able to throw me a 30-foot line that I always carried attached to a stern cleat.

"I yelled to my son to throw out the line, and to steer the boat around to me. It was a very light-wind day near the Golden Gate and St. Francis YCs. He was able to tack in about one knot of wind and throw me the line. I knew I had one chance to catch it. Thank God I did, and I wrapped the line around my hand and wrist. I pulled myself to the stern where I could stand on the outboard flange — as we were racing with the outboard motor down."

It is indeed remarkable that a nine-

All sorts of reliable Type III lifejackets are available. Top-rated inflatables are pricey, but there are also plenty of more affordable alternatives.

year-old had the wherewithal to rescue his dad like that. But conditions are rarely so calm in SF Bay waters. More often than not, you should prepare for the worst, for fear of what could happen if you don't.

Consider Mike Kennedy's experience: "We were in a 66 Series race in Newport Beach in about 1986. Another boat's crew member was hit by a boom during a pre-start jibe and knocked overboard.

"All the equipment in the world won't help if you can't get the boat quickly back to the person in the water."

It was an unusually windy day for Newport Beach. We didn't realize that something was amiss until we had finished. The crew member did not survive. The blow may have been more fatal than the overboard situation." What was really frightening in Mike's scenario: "There was a large fleet and a very windy day so the incident went unnoticed by most of us." For reasons unknown the victim's crew did not alert the Race Committee.

You can find US Sailing case studies of this (#32) and many other overboard incidents at: www.usps.org/seattle/images/links/105-mob-cases.pdf

Tracy Rogers, a sailing instructor at the OCSC Sailing School, felt that retrieving someone from a J/24 (similar to the one in the recent Berkeley YC race) shouldn't be difficult, but she notes that practice is important. "What was the skipper of the J/24 doing? No obvious reason the skipper shouldn't have been the one to pick up his own crew.

"Getting a crew member on board a J/24 is pretty easy — no Lifesling required. With the crew member in the water to leeward and those on board

on the leeward side of the cockpit helping the person out of the water, the toe rail would basically be submerged, and you would roll the crew who's in the water onto the boat by his/her hips.

"All the equipment in the world won't help if you can't get the boat quickly back to the person in the water. Practice, practice, practice."

Well-known Bay racer Pat Broderick writes: "Although I've never had to get a 'real' POB (person overboard) back in the boat, we've practiced several techniques. The following are approaches I teach my crew.

"Getting the POB alongside the boat using the standard Lifesling procedure: Rig the Lifesling hoisting tackle using the boat's boom. Secure the tackle to the Lifesling or to the harness if the POB is wearing an integrated harness/PFD. Use a winch (cabin-top lead is best) to hoist the POB out of the water and swing the POB into the cockpit.

"Foot loop: If the POB is mobile, rig a foot loop with one end around a cockpit winch, using a spare line or the end of a sheet. Have the POB put a foot into the looped line dangling in the water. Use the winch to raise the POB high enough to either climb or be dragged over the side.

"Open Transom: On a boat with an open transom, maneuver the POB to the transom. Then either use the foot loop or just plain dragging to get the POB into the cockpit. In this case the bottom 'step' would be only a few inches above the waterline.

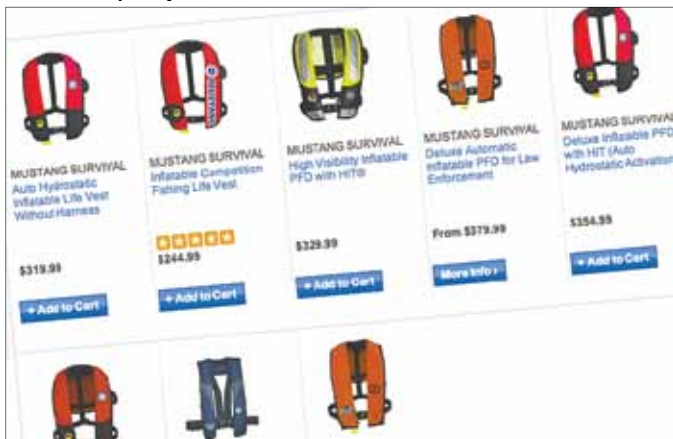
"Emergency Ladder: For shorthand-ing I rig a rolled-up ladder on deck on each side of the boat near the front of the cockpit. I keep it rolled up with a slip knot lanyard that dangles over the side. I can just pull the lanyard and deploy the ladder. Works in the berth! Since I use a tiller/pilot, I keep a line that extends under the tiller pilot near where it hooks onto the tiller to each side of the boat — fastened with a slip knot at each end to keep it in place. The idea is to jerk on whichever side I find myself hanging onto with the other end's slip knot holding tight. This should lift the tiller/pilot off the tiller and let the boat round up. Again, it works in the berth.

"So there you have it, as my UK friends say. I've kept it simple; of course it's all much more complicated than this."

Don Burbach writes: "Years ago, when I was a member of Spinnaker Yacht Club, San Leandro, we did a MOB class/demo with a Lifesling in cooperation with a product manager from West Marine.

"We did a chalkboard talk before lunch and then went to the club dock for the 'get the person back into the boat' part.

"We enlisted the aid of a local bottom cleaner, a young diver in good condition with a wetsuit to be our demo-model. We got him alongside a Freya 39 and decided



ARE YOU PREPARED?



Lifeslings are not required by law, but you'll sure wish you had one if you are ever faced with a crew-overboard situation.

to get him on board using a line from one of the aft winches to a shroud chainplate. Not easy, and I think we gave up before we got too tired or hurt someone. Standing on a 1/2" line in the water was not easy.

"Licking our wounds, we picked a 35-ft CHB trawler and used the mast cargo boom and a Lifesling. The boom and hardware began to fail long before we neared getting anyone out of the water.

"Most of us came to the sickening conclusion that we were very ill-prepared to save anyone. I now have a trawler with a custom-built boarding ladder that I hope I never have to test."

Joe Hefland has obviously put some thought into this subject, and some effort into being prepared: "On my Nonsuch 30, besides a Lifesling, I have attachment points on the wishbone boom amidships, port and starboard, to which I can attach a block and tackle. I hope this can secure a MOB to the boat. Then the tackle can be led to a winch to haul the person out of the water and on to the boat. Sounds easy, but I am sure it would be anything but.

Beau Vrolyk writes: "Even on a boat with as little freeboard as our Moore 24, *Scarlett*, it is quite difficult to get an injured person aboard. So we carry a Lifesling and practice using a spinnaker halyard and winch to get the person out of the water. We've tried: strong crew, a rope, a rope ladder, a horseshoe life ring and other things I can't even remember. The only thing that worked reliably was

the Lifesling."

Al Bielitzo offers: "Self-inflatable life vests with harnesses hooked in save lives. They are mandatory on *Havs Drom*."

Herb Clark shares his experiences: "Years ago, I had folks from the Chico YC practice MOB drills in Clipper Cove in calm water. Each boat would throw a fender over, then time how long it took to deploy the Rescue Sling and circle around the fender until contact was made. Kind of like picking up a water skier. This was done under power and not sail. It was worth the practice because it let everyone know the difficulty of this 'simple-on-paper' maneuver.

"However, the real eye-opener came when I had folks try to winch me off the dock with a halyard while in the Lifesling. I weighed about 160 lbs, and none of the women could do it. Without self-tailing winches and someone to tail, it would be very difficult for one person, even a strong man, to accomplish this. In a heavy seaway, I don't know if it would be possible without experienced crew.

"Finally, much is published on how to do MOB while under sail. However, if a boat has auxiliary power, getting the sails down and approaching the MOB under power seems the easier way to contact the person in the water. As-

suming everyone doing the rescue has a PFD on, getting the MOB connected to the boat again is Job One. Getting the person back aboard is Job Two and pretty difficult to do even under ideal

"Most of us came to the sickening conclusion that we were very ill-prepared to save anyone."

circumstances. Having a sugar scoop transom and stern ladder are very helpful, of course. Sometimes it's necessary for another person to get into the water to assist the MOB due to fatigue or hypothermia. This is even more important when boating in cold water like the Bay.

"It usually becomes apparent to everyone that not leaving the boat at all is best! 'An ounce of prevention is worth a pound of cure' is never more true than when boating, especially in cold water.

"Of course, accidents happen even to the best sailors, and having prepared crew in the MOB procedure can go a long way to prevent disaster."

If you'd like to continue this discussion of POB techniques, feel free to chime in with a Letter to the Editor (richard@latitude38.com). Be safe out there.

— **latitude/andy & ross**

INSHORE SAFETY RULES & RESOURCES

The following are **Relevant Regs** from:
The Yacht Racing Association (YRA) of
San Francisco Bay's equipment requirements
(Effective 01/01/2014)

1.2 The safety of a boat and her crew is the sole and inescapable responsibility of the "person in charge", as per RRS 46, who shall ensure that the boat is seaworthy and manned by an experienced crew with sufficient ability and experience to face bad weather. S/he shall be satisfied as to the soundness of hull, spars, rigging, sails and all gear. S/he shall ensure that all safety equipment is at all times properly maintained and safely stowed and that the crew knows where it is kept and how it is to be used.

3.1 Each crewmember shall have a U.S. Coast Guard approved Type III or Type V life jacket intended for small boat sailing or other active boating.

3.7 A boat is recommended to have a throwing sock-type heaving line of 50' (15m) or greater of floating polypropylene line readily accessible to the cockpit. Beginning 1/1/2015 it will be required

3.8 A boat shall carry a Coast Guard approved Type IV "throwable device".

Worthwhile Resources:

UK Sailmakers has a library of safety videos and four or five cover Man Overboard Recoveries. Links below. (A requirement to viewing the videos to is to create a login to the UK Sailmakers site where we ask for a person's name, e-mail address and address.)

www.uksailmakers.com/Education/Safety_Videos.html

Used in conjunction with a Lifesling, the inflatable MOB Dan Buoy from Just Marine can quickly make the victim visible from long distances:

<http://marine.the-justgroup.com/man-overboard-buoy/#more-36>

MOB video on San Francisco's Blue Water Foundation website:

www.bluewaterfoundation.org/?page_id=117

Again, a variety of fascinating US Sailing case studies can be found at:

www.usps.org/seattle/images/links/105-mob-cases.pdf

MAX EBB

"How do they go so much faster?" I complained as my boat slipped into the bad air of a competitor with a slightly slower PHRF rating.

It was light air and smooth water, and we were on the first leg of a winter beer can race, the sort of race that hardly anyone bothers to recruit crew for in advance. We take whoever shows up, and a lot of new race crew get their start in these easy races every winter season.

Luck of the draw for crew is sometimes pretty good. Lee Helm, a grad student in naval architecture, came by because the wind was too light to interest her in windsurfing, and "with nothing better to do" she hopped on to call tactics for me.

"They're killing us on pointing angle," noted the foredeck crew, a good racer who usually sails on new and faster boats. "Can't you get some more shape in the main?"

"Would you believe I'm having a whole new sail inventory delivered next week?" I announced.

"I find that very hard to believe, Max," Lee responded.

"Would you believe I just ordered a new main and a new spinnaker, to be

Yes, it gives the advantage to the dry-sailed boats in our club, but most of those boats are racing against each other in a separate division anyway. Of course I have a diver do the bottom before the major midwinter events, and it's good for the following weekend too. But two and three weeks out, I'm starting to slow down.

Hiring a diver would also violate an important principle of entry-level sailboat racing: It has to cost nothing.

Part of the deal is that there's no entry fee, and the races are short enough so the owner doesn't have to bring lunch for the crew. Another part of the deal, at least at my club, is that each beer can race is a stand-alone race for scoring. No cumulative score, no season standing to protect, no regrets in the morning if you make a bad call or if your novice crew hoists the chute clew-up. We find that's the best way to encourage skippers to take on inexperienced crew. Finally, we have a very generous no-spinnaker allowance, and you can decide while on the course if you want to take it. You can fly a chute if the

wind is light and/or you've picked up a decent foredeck hand. If you're in cruise mode, stick with white sails and declare at the finish line for an extra 18 seconds per mile.

"It's been three weeks since the diver was here," I confessed to Lee. "But that other boat doesn't use a diver at all. They should be at least as slow."

"I saw someone working out on their bottom with a brush when I walked by their dock this morning," Lee observed. "And like, we're getting totally gassed. Time to tack."

"Ready about!" I hailed.

"Roll tack!" Lee added, and gave some instructions to the novices on the leeward rail. "Start with full hike to leeward — that's the side you're sitting on — and jump to the other side when I give the word. And I'll call the jibsheet cut, no backwinding please."

"At least we have something we can improve on," I said after the tack, during which the crew took about four times as long as it should have to move from the old leeward side to the new leeward side.

"We also need to improve on the bot-



The old "keel brush made from discarded windsurfer parts" trick. The fender is a lot smaller than the one on a bottom brush, and the handle is a lot longer, so it's easy to reach the bottom of the keel.



The brush that sees, via an inexpensive waterproof inspection camera on the brush head. Real-time display options are still experimental.

tom," remarked Lee. "There must be a sushi bar down there, if it's been three weeks."

"It just gets a little slimy," I said defensively. "Comes right off."

"Have you seen what the herring are doing to keels and rudders?" asked Lee. "It's like a carpet of caviar. Tasty, but makes the boat hecka slow. You need a good bottom brush."

"I tried one a couple of years ago," I said. "This boat is really too big to brush the bottom from the dock. I can get the bow, and most of the rudder, but the keel is out of reach. And it all has to be done blind. I can never tell what parts I've done and what parts I've missed."

"You're too old to have a really deep keel, Max. I mean, like, your boat is too old. And your boat isn't very wide by modern standards - you could reach the bottom of the keel easily with a good long brush handle."

"Tried, it," I said. "I made it out of a long piece of PVC pipe. But it was heavy, and too flexible, and broke after a few brushings."

"Wrong materials," she deduced. "Well, I suppose I could have built it out of carbon fiber," I said, "but my diver could do a very large number of bottom cleanings for what that would have cost."

— BRUSHING IT OFF



PHOTOS MAX EBB

"No way, Max!" Lee insisted. "Just cruise by the back door of any windsurfing shop or rental operation, and, like, poach their recycling bin. They throw out all kinds of good stuff: Old windsurfer booms are perfect for the curvy part of the brush, near the bottom. Pieces of broken masts are a free supply of light and stiff carbon brush handle poles, and sometimes they even get rid of obsolete masts that aren't even broken. Carbon sail battens too, when they dispose of old sails. Check out the free gear bin over at the university sailing club."

"It's the old 'build a brush out of old windsurfer parts' trick," said the foredeck crew.

Meanwhile the wind was getting even lighter, and the speed difference between the competition and us seemed to be increasing.

"It's all frictional resistance at low speed," Lee explained. "Did anyone bring the underwater lawn mower?"

"Okay, I get the point," I sighed. "What sort of parts should I scrounge up to make one of these brushes?"

"Time for another roll tack!" Lee called. "This time let's see if we can all move to the new low side a little quicker, right

when I give the word."

The roll tack went well this time, except one of the new crew, especially eager to shift his weight to the new side at lightning speed, actually slid past the rail and ended up hanging by both arms from the lifeline wire, up to his waist in cold bay water. We yanked him back aboard in seconds, none the worse for wear.

"Missed it by that much," he apologized, holding fingers and thumb close together.

As we watched the other boat leave us in their wake, Lee recited the parts list for the bottom brush:

- 1 stiff bristle floor brush, the kind with the brush head that's fixed in place and doesn't rotate or unscrew from the shaft.
- 1 windsurfer boom, one side only.
- 1 piece of a carbon windsurfer mast, cut so that the mast inside diameter just fits over the boom outside diameter.
- A few-feet of PVC pipe for the handle, plus a T fitting and two end cap fittings.
- 1 boat fender
- Miscellaneous nuts and bolts, lashing line, and PVC pipe glue.

"Max, I don't have to actually ex-

plain how all those parts fit together, do I?"

"Well, actually..."

"Just walk down the dock and look at the one we've been using on the boat I usually race on. The part that's like, not obvious, is that for the keel brush you want to use a pretty small fender, because you don't want that much buoyancy. You'll be pushing it down and horizontally against the keel surface. But for the bottom brush, the bearing force has to be upward, so you rely completely on the buoyancy of the fender."

"Wait, you mean I have to build two of these things?"

"Actually you need three. The keel brush has the really long shaft and a small fender. The bottom brush can be a lot shorter, but needs a bigger fender for buoyancy. It only has to reach from your hands when you're standing on the dock, to the centerline of the hull. The keel brush has to go all the way down."

"And the third?" I asked fearfully.

"That's the waterline and rudder brush. Shorter, with no added buoyancy at all, because you can see what you're doing and the targets are close enough to get a good purchase just from torque on the handle. Okay, on your boat it will only do the top part of the rudder. You'll need the keel brush for the bottom part. But you'll need that special short straight brush for the waterline, where the sun causes extra sticky weeds to grow."

"So with these three brushes," one of my crew asked, "how long do you think it will take to do clean the bottom of this boat?"

"On this boat," answered Lee, "if you do it every week, maybe an hour to make sure you've covered it all."

"Good job for new crew," I suggested.

"But why does it take so long?" asked one of my new crew, sensing trouble.

"Because you can't see where you've been with the brush," I suggested. "It's all being done blind, so to make sure you've got every square inch of the keel, rudder and bottom, you have to do most of it three or four times. That's where the diver has a huge advantage."

"Some day soon we'll have robotic snails and won't need divers," Lee predicted. "But, like, 'til then, I'm working on a way to speed up the brushing."

"Powered rotating brush heads?" I guessed.

"Water jet cleaning?" guessed another crew.

"Ultrasonics?" came another speculation from the foredeck.

"No, you'd still have the same problem

MAX EBB

of not knowing what's been cleaned and what's still dirty. I'm putting a little video camera on the brush."

"A GoPro on a stick!" said the foredeck crew. "Brilliant!"

"On the brush head," said Lee. "I want to see what the brush is brushing in real time. And like, you don't even need a GoPro. For \$20 you can buy this little waterproof inspection camera on a 15-foot cable. These cameras are made for finding damage inside pipes or lost things inside walls. There's a camera with built-in LED lighting on one end, and a USB connector on the other end."

"Do you have to mount your laptop computer on the brush handle, so you can see the picture while you brush?" I asked.

"It's a natural for Google Glass!" said the foredeck crew.

"Or at least a smartphone app," said another crew from the leeward rail.

"**M**ore heel angle, please," Lee requested, and the crew all tried to get their weight even farther to leeward to

help the sails fill. We didn't think the wind could get any lighter, but it must have gone to absolute zero.

"Goose eggs," announced Lee as she took a peek at the knotmeter. "Max, what's the time limit for this race?"

"Well," I informed her, "since this race is not part of a series, just a stand-alone single race, and since the RC finishes the race from the club deck..."

"Don't tell me there's no time limit," said one of the novice crew.

"There's no time limit," I said.

"Max, I asked you not to tell me that!" she moaned. "How long are we going to stick this out?"

"Do you have opera tickets?" asked Lee.

"Yes!" she answered.

"We'll give the wind a chance to come back," I said. "But no worries, we'll get you back in time."

The wind did not come back. Instead, it started to rain.

"There is one more very important element of the winter beer can race management formula," I explained. "They cancel the race if it's raining."

"Wimps." said Lee.

"We get enough of cold and wet in the summer," I said. "And with a race scheduled every week, we can afford to skip the weeks when the weather is nasty."

With that, I hit the starter button and directed the crew to douse the jib. Lee did not seem happy with my decision.

"I guess we were going to come in last anyway," she finally shrugged after the jib was down and the rain was getting worse.

"We'll have a clean bottom next week," I promised. "And you know, if I could always race with a clean bottom, without paying for a diver every week, I'd sail in these beer can things a lot more often."

"Under 'true confessions,'" said Lee, "I built the bottom brush that the other boat was using this morning."

"So this is all your fault!" I teased.

"Sorry about that, Chief..."

— max ebb

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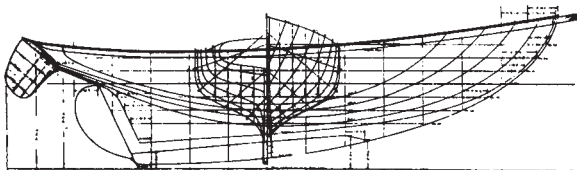
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THE RACING

The end of January and the month of February gave us a real mixed bag of sailing conditions. The infamous **Three Bridge Fiasco** turned out to be a test of wills, as many of you witnessed first hand — you can read more about it on page 86. The big sailing event in February was, of course, the second annual **Rob Moore Memorial Regatta**, which had breeze and raised tens of thousands of dollars to help find a cure for lung cancer. We also look at the last of the **Berkeley Midwinters**, racing at **Coyote Pt. YC's Double Up & Back** race and more midwinter results from around the Bay.

Second Annual Robgatta

The Second Annual Rob Moore Memorial Regatta (aka Robgatta) was a big success, from both racing and fundraising perspectives. The Corinthian YC fit the Robgatta in as the third race in its four-race midwinter series February 15.

We couldn't have asked for a better midwinter day — plenty of breeze, even if it was a bit fluky, and no rain. The race committee, with PRO Jeff Zarwell, did a great job, and we received positive feedback from the racers. It gave me great pleasure to be able to award the Rob Moore Memorial Regatta *Summer-time Dream* Perpetual trophy to Yucca's Hank Easom, for the best performance in the most competitive class! Hank also received the Boat of the Day award from the Robgatta title sponsor, North Sails.

The post-race presentations by John Craig, Stan Honey, Sally Lindsay Honey, Kurt Jordan and Dee Smith were terrific, although we didn't have much time for questions. Our silent and live auctions raised over \$21,000 for Free to Breathe, our non profit partner focusing on lung cancer research and awareness. Combined with individual contributions, it looks as if we raised over \$30,000 this year, and I'm very pleased. It's still possible to make a donation, so anyone who

would like to contribute can visit <http://participate.freetobreathe.org/goto/Rob-MooreRegatta>

If you didn't get a chance to bid on our silent and live auction items, there may be a second chance, which will be posted on BayAreaRacingFederation.org

— leslie richter

Ed. note: Sunday February 16 marked the end of Corinthian YC's



Hank Easom (left) receives North Sails' Boat of the Day Award from North Sails' Pete McCormick.

midwinter racing this season. You can find the series results at www.cyc.org

ROB MOORE MEMORIAL REGATTA

MULTIHULL — 1) **Smart Recruiters**, Extreme 40, Jerome Ternynck; 2) **Shadow**, ProSail 40, Peter Stoneberg; 3) **Adrenalin**, Modified D Cat, Bill Erkelens. (4 boats)

PHRF 1 — 1) **Whiplash**, MC38, Donald Payan; 2) **Tai Kuai**, R/P 44, Dan Thielman; 3) **Bright Hour**, Farr 40, James Bradford. (10 boats)

PHRF 2 — 1) **Encore**, Sydney 36R, Wayne Koide; 2) **Ragtime**, J/90, Trig Liljestrand; 3) **Peregrine**, J/120, David Halliwill. (10 boats)

EXPRESS 37 — 1) **Golden Moon**, Kame Richards; 2) **Elan**, Jack Peurach; 3) **Stewball**, Bob Harford. (5 boats)

J/105 — 1) **Roxanne**, Charles James; 2) **Masquerade**, Tom Coates; 3) **Akula**, Doug Bailey. (6 boats)

PHRF 3 — 1) **Yucca**, 8-Meter, Hank Easom; 2) **Uno**, Wyliecat 30, Brendan Meyer; 3) **Jarlen**, J/35, Robert Bloom. (12 boats)

PHRF 4 — 1) **Magic**, Etchells 22, Laurence Pulgram; 2) **Arcadia**, Modified Santana 27, Gordie Nash; 3) **I Am Not Worthy**, Etchells, Jim Gregory. (8 boats)

NON-SPINNAKER 1 — 1) **Q**, Schumacher 40, Glenn Isaacson; 2) **Min Flicka**, Hanse 370, Julie LeVicki; 3) **Sea Ghost**, Beneteau First 42, Ron Roberts. (12 boats)

EXPRESS 27 — 1) **Shenanigans**, Nick Gibbens; 2) **Abigail Morgan**, Ron Kell; 3) **Tequila Mockingbird**, Matt Krogstad. (7 boats)

SF BAY 30s — 1) **Toppallant**, Tartan Ten, Jim Lindsey; 2) **Jane Doe**, Olson 911S (Ericson),

Robert Izmirian; 3) **Heart of Gold**, Olson 911S, Joan Byrne. (7 boats)

IOD — 1)

Youngster, Ron Young; 2) **Bolero**, Richard/Mark Pearce;

3) **Fjaer**, Mark/Richard Pearce. (4 boats)

CATALINA 34 — 1) **Amandla**, Kurt Magdanz;

2) **Surprise**, Peter Birnbaum; 3) **Ka-Nina**, Gary & Erin Stypulkoski. (3 boats)

PHRF 5 — 1) **Gypsy Lady**, Cal 34 Mk.I, Val Clayton; 2) **Luna Sea**, Islander 36,

Dan Knox; 3) **Patience**, Ranger 23T, John Baier.



(6 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)

NON-SPINNAKER 2 — 1) **Wintersmoon**, Knarr, Larry Drew; 2) **Summer Sailstice**, Ranger 33, John Arndt; 3) **Gannet**, Knarr, Bob Thalman. (10 boats)

CAL 20 — 1) **Just Em**, Ted Goldbeck; 2) **Raccoon**, Jim Snow; 3) **Can O'Whoopass**, Richard vonEhrenkrook. (6 boats)

MOORE 24 — 1) **Gruntled**, Bob Hackworth; 2) **Paramour**, Rowan Fennell; 3) **Banditos**, John Kernot. (10 boats)

Complete results available at www.cyc.org

The Great Vallejo Race Rescheduled

The Great Vallejo Race dates have changed to April 26-27. Mark your calendars! The YRA Spring #1 will be May 3 and other race dates may change as well. Look for any announcements here in *Latitude 38*, or in *Lectronic Latitude*.

2014 Rolex Yachtsman & Yachtswoman of the Year

Rolex was scheduled to announce this year's Yachtsman and Yachtswoman of the Year on February 25 — right after we went to press. Look for a report on the

The PHRF 3 Division stretched out on their way to Blackaller. They enjoyed the windiest conditions experienced in the second annual Robgatta.



winners in April's *Racing Sheet*.

Coyote Point YC Double Up & Back Regatta

The small boats ruled the day on February 1, during Coyote Point YC's Annual Double Up & Back Regatta.

Originally created as a doublehanded race, it was changed into a fully crewed race last year to encourage more participation. Further changes were made this year when a second division was added, marking a return for the doublehanded boats.

A total of 11 boats turned out for the race — seven doublehanded and four fully crewed. There was also a very impressive turnout of female sailors, as five of the seven doublehanded boats had both men and women on board.

The doublehanded start was scheduled for 1 p.m., followed by the crewed boats ten minutes later. Unfortunately, at 12:55 p.m. it became clear that there wasn't enough wind to start and the red and white postponement flag was raised. The wind did pick up a little and without warning, Division 1's starting sequence began at 1:11 p.m. with Division 2 starting ten minutes later.

True to seasonal winter conditions, the light wind decided to disappear altogether within a half-mile of the first mark, and the fleet started bobbing around — *Sweet Grapes*, Mark Green's Ericson 36 RH, at one point lost steerage and headed in the completely opposite direction from the mark. The lazy drifting lasted long enough for me to have a sandwich and work on my February tan. Then I watched as the wind filled in for everyone except us (or at least it felt that way), such that most of the fleet caught up, passed, and rounded the first mark ahead of my Santana 525, *Liquid Kitty* — including those from the second division. Not cool.

Bizarrely, the wind shot up from nothing to a steady 12 knots or so for the rest of the race. Mike Haddock's C&C 100, *Hot Ice* left everyone in the dust, finishing a good seven minutes before anyone else, and Mark Hecht on his Catalina 30 *Friday's Eagle* tore through the pack, finishing well before four of the boats that had started ten minutes before him.

After rounding the Birdcage to head back to Z for the finish, we had a lovely downwind leg with the chute and a little bit of surfing action that we haven't had on the water in quite some time. The *Kitty* likes to surf, so we made up some

time closing the gap between the second-to-last boat and us in Division 1. While my crew started outlining what we could have done better, I consoled myself with the fact that once times were corrected, we would not be DFL.

And indeed, we were not last. It was a very close race all around, with the fastest boat finishing the course in two hours and 20 minutes, and the slowest boat finishing within two hours and 42 minutes. Seems that the *Liquid Kitty's* head start on the first leg worked out significantly in our favor, as she corrected out 35 seconds ahead of Luther Izmiriam to take first place in Division 1. And despite *Friday's Eagle's* valiant run, Mark Canton's Catalina 22 *Escape* corrected out 7 seconds ahead for first place in Division 2.

— yvette yong

COYOTE POINT YC DOUBLE UP & BACK REGATTA

DOUBLEHANDED — 1) **Liquid Kitty**, Santana 525, Yvette Yong; 2) **Paradigm**, J/32, Luther Izmiriam; 3) **Hot Ice**, C&C 100, Mike Haddock. (7 boats)

CREWED — 1) **Escape**, Catalina 22, Mark Canton; 2) **Friday's Eagle**, Catalina 30, Mark Hetch; 3) **Moriah**, Islander 36, Steve Maionchi. (4 boats)

Complete results at www.cpyc.com

Berkeley YC Midwinters

On February 8 we got some wind on the Berkeley Circle! And with it, we also got some desperately desired rain. We also had a bit of drama when one of our racers was knocked off a J/24. Fortunately, he was soon picked up, not too worse for wear (see the February 10 *'Electronic Latitude*). But perhaps best of all, a couple

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

February's racing stories included:

Wylie Wabbit Season Champion,
Richmond YC's Little Daddy,
Midwinter racing wrap-ups
from Berkeley YC, RegattaPRO,
Sequoia YC, Encinal YC's Jack
Frost Series, Sausalito YC,
Coyote Point YC, and more!

THE RACING



Participants in this year's Robgatta enjoyed some reasonable breeze in cool but dry conditions. Clockwise from the upper left: Hank Easom and his trusty crew; 'Whiplash' looking all professional and ready to round Blackaller; Conrad Holbrook's 'Topper II' hoping for more breeze; 'Racer X' performing a jibe set; 'Min Flicka' shows off her fancy Robgatta golden mustache; more traffic at Blackaller; 'Delicate Balance' making a welcome appearance.
— All photos Leslie Richter / www.rockskipper.com unless otherwise noted.

of young sea lions came to the start line and had a ball leaping in the waves, turning flips and entertaining the soggy Race Committee.

Because of the earlier-mentioned MOB, two of the 33 attending boats, John Gulliford's J/24 *Phantom* — from which Steve Bayles fell overboard — and *Wetsu*, Phil Krasner's Express 27 — which rescued Steve, went back to port before the race started. The wind was essentially southeast at about 15+ knots, which would get the racers around the 8-mile course to "D" reasonably quickly. The wind promptly veered to the right and the planned windward/leeward legs became more 'reachy'. Thus, the race was finished in pretty short order. The rain never really let up and we didn't hear any complaints from sailors wishing they'd spent more time out on the course.

Sunday's racing had a few of us on the committee boat hoping for a break in the rain — at least for a few hours. With the heavy rain came lighter winds and fewer boats — only 20 of the 42 boats in

six divisions were logged in prior to the start. Because of the small numbers, we decided to combine some starts. And, responding to some of the verbal requests, we chose a short 5.2-mile course. The wind was strong enough to get everyone around the buoys and heading back to port by 2 p.m.

The weekend presented us with an excellent opportunity to test various brands of foul weather gear. I am here to report that the new stuff keeps a person dryer than the old stuff — no matter what brand. I'm going shopping for new stuff.

February 23 marked the conclusion of Berkeley YC's 2013-14 Midwinters. A final race was held for the champions of each fleet. Only trophy winners were invited. All the first-place winners of both days raced against each other in a single division. All of the second-place winners raced in Division 2 and all of the third-place winners raced together as well. Thus we ended up with a Champion of Champions (the fist place winners in Division 1) and fist of Division 2 and a fist of

Division 3. We had a couple a duplicate fist place winners, so the invitee list was modified. In the Olson 30 Division, *Hoot* managed a first for both Saturday and Sunday, so *Yankee Air Pirate* was invited to try again and start with all the other first-place finishers. Similarly, *Motorcycle Irene* dominated the Express 27 fleet both days, so we invited *Libra* as well.

— bobbi tosse

Ed. note: Berkeley YC's Champion of Champions race results can be found online at www.berkeleyyc.org.

BERKELEY YC MIDWINTERS SATURDAY

FINAL (4r. 0t)

DIVISION A — 1) **Lightspeed**, Custom Wylie 39, Richard Elkins, 12 points; 2) **Always Friday**, Antrim 27, John Liebenberg, 15; 3) **Ragtime**, J/90, Trig Liljestrand, 16. (12 boats)

OLSON 30 — 1) **Hoot**, Andy Macfie, 4 points; 2) **Yankee Air Pilot**, Donald Newman, 10; 3) **Chaos**, Raymond Wilson, 11. (3 boats)

DIVISION B — 1) **Baleineau**, Olson 34, Charlie



LATITUDE / ROSS



LATITUDE / ROSS



Brochard, 8 points; 2) **Ahi**, Santana 35, Andy Newell, 9; 3) **Flexi Flyer**, Soverel 33, Mitchell Wells, 11. (5 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Will Paxton, 6 points; 2) **Libra**, Marcia Schnapp, 11; 3) **Wile E Coyote**, Dan Pruzan, 14. (16 boats)

SF 30 — 1) **Jane Doe**, Olson 911SE, Robert Izmirian, 9 points; 2) **Elusive**, Olson 911S, John Schoenecker, 13; 3) **Shameless**, Schumacher 30, George Ellison, 13. (6 boats)

OLSON 25 — 1) **American Standard**, Bob Gunion, 7 points; 2) **Synchronicity**, Steve Smith, 9; 3) **Shark on Bluegrass**, Falk Meissner, 13. (6 boats)

DIVISION C — 1) **Phantom**, J/24, John Guliford, 6 points; 2) **Achates**, Newport 30, Robert Schock, 7; 3) **Harry**, Newport 30, Dick Aronoff, 13. (3 boats)

DIVISION D — 1) **Ypso**, Cal 2-27, Tim Stapleton, 8 points; 2) **Critical Mass**, Mancebo 24, John Dukat, 8; 3) **Huck Finn**, Bear, Margie Siegal, 12. (6 boats)

CAL 20 — 1) **Can O'Whoopass**, Richard von Ehrenkrook, 5 points; 2) **Raccoon**, Jim Snow, 14; 3) **Coyote**, Dave Gardner, 14. (6 boats)

BERKELEY YC MIDWINTER SUNDAY FINAL *(4r, 0t)*

MULTIHULL — 1) **Foxtrot**, Corsair 24 Mk II, Todd Craig, 6 points. (1 boat)

DIVISION 1 — 1) **Stewball**, Express 37, Bob

Harford, 8 points; 2) **Always Friday**, Antrim 27, John Liebenberg, 10; 3) **For Pete's Sake**, Ultimate 24, Peter Cook, 12. (7 boats)

OLSON 30 — 1) **Hoot**, Andy Macfie, 5 points; 2) **Yankee Air Pilot**, Donald Newman, 8; 3) **Chaos**, Raymond Wilson, 12. (4 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Will Paxton, 4 points; 2) **Libra**, Marcia Schnapp, 10; 3) **Dianne**, Stephen Katzman, 14. (10 boats)

DIVISION 2 — 1) **TMC Racing**, J/24, Michael Whitfield, 6 points; 2) **Frogflips**, J/24, Richard Stockdale, 7; 3) **Two Irrational**, Moore 24, Anthony Chargin, 16. (9 boats)

DIVISION 3 — 1) **Antares**, Islander 30-2, Larry Telford, 4 points; 2) **Critical Mass**, Mancebo 24, John Dukat, 13; 3) **Raven**, Santana 22, John Hopkins, 15. (4 boats)

Complete results at www.berkeleyyc.org

More Race Results

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

SPINNAKER — 1) **Head Rush**, Antrim 27, Peter Weigt, 4 points; 2) **Wildly**, Wilderness 30, Jenny Thompson, 12; 3) **Relentless**, J/92, Tracy Rogers, 14. (17 boats)

NON-SPINNAKER — 1) **Pole Cat**, Wyliecat 30, Dan Doud, 3 points; 2) **Ohana**, Catalina 36 Mk II, 6; 3) **Caliente**, Cal 36, Helen Horn, 14. (7 boats)

Complete results at www.sequoiayc.org

ENCINAL YC JACK FROST MIDWINTERS

FINAL (6r, 1t)

PHRF <105 — 1) **Twisted**, Farr 40, Tony Pohl, 5 points; 2) **Snowy Owl**, Express 37, Jens Jensen, 10; 3) **Peregrine Falcon**, Corsair F-27, Phil Gardner, 17. (6 boats)

SPORT BOATS — 1) **JetStream**, JS9000, Daniel Alvarez, 7 points; 2) **Outsider**, Azzura 310, Greg Nelsen, 14; 3) **Vitesse Too**, Hobie 33, Grant Hayes, 15. (5 boats)

WYLIEMAT 30 — 1) **Crinan II**, Bill West, 10 points; 2) **Whirlwind**, Dan Benjamin, 13; 3) **Life is Good**, Andy Hall, 14. (4 boats)

PHRF >106 — 1) **Elusive**, Olson 911S, John Schoenecker, 10 points; 2) **Gig**, Humboldt 30, Gil Sloan, 12; 3) **Shadowfax**, Olson 25, Mark Simpson, 13. (6 boats)

SANTANA 22 — 1) **Oreo**, Garth Copenhaver, 14 points; 2) **Pariah**, Mike Kennedy, 17; 3) **Meliki**, Deb Fehr, 17. (7 boats)

GGYC MANUEL FAGUNDES SEAWEED SOUP SERIES STANDINGS (4r, 1t)

PHRF 1 — 1) **California Condor**, Antrim 40, Buzz Blackett, 6 points; 2) **Racer X**, Farr 36, Gary Redelberger, 7; 3) **TNT**, Tripp 43, Brad Cooper, 8. (7 boats)

PHRF 2 — 1) **Eight Ball**, Mumm 30, Scott Easom, 3 points; 2) **Madmen**, J/111, Dorian Mckelvy, 7; 3) **Ragtime**, J/90, Trig Liljestrand, 9. (13 boats)

PHRF 3 — 1) **Yucca**, 8 Meter, Hank Easom, 3 points; 2) **Uno**, Wyliecat 30, Brendan Meyer, 5; 3) **Hawkeye**, IMX-38, Frank Morrow, 7. (17 boats)

PHRF 4 — 1) **Shenanigans**, Express 27, Bill

THE RACING SHEET

Moore, 3 points; 2) **Youngster**, IOD, Ron Young, 5; 3) **Xarifa**, IOD, Paul Manning, 7. (10 boats)

CATALINA 34 — 1) **Queimada**, David Sanner, 3 points; 2) **All Hail**, Page Van Loben Sels, 7; 3) **Amandla**, Kurt Magdanz, 9. (6 boats)

KNARR — 1) **Fifty/Fifty**, Brent Crawford, 4 points; 2) **Narcissus**, John Jenkins, 9; 3) **Knarr 134**, Eric Gray, 10. (11 Boats)

FOLKBOAT — 1) **Polperro**, Peter Jeal, 3 points; 2) **Thea**, Chris Herrmann, 6; 3) **Nordic Star**, Richard Keldsen, 7. (5 boats)

Complete results at www.ggyc.com



FRED FAGO

The 'Meliki' crew were thrilled to be racing in the Santana 22 division of the Encinal YC's Jack Frost Series.

NON-SPINNAKER E — 1) **Raccoon**, Cal 20, Jim Snow, 9 points; 2) **Just Em**, Cal 20, Sally Clapper, 11; 3) **Homus**, Ericson 27, Josh Dvorson, 13. (5 boats)

SOUTH BEACH YC ISLAND FEVER SERIES (3r. 0t)

SPINNAKER PHRF <99 — 1) **Centomiglia**, FT10, Fabio Maino, 4 points; 2) **Kookaburra**, J/105,

Shane Palmer, 11; 3) **Aeolus**, J/111, Rob Theis, 12. (7 boats)

SPINNAKER PHRF >100 — 1) **Sirocco**, Soverel 30, Bill Davidson, 7 points; 2) **Iniscaw**, Martin 32, Max Crittenden, 10; 3) **Moondoggie**, Islander 36, Douglas Gooding, 12. (8 boats)

CATALINA 30 SPINNAKER — 1) **Adventure**, Jack McDermott, 5 points; 2) **Friday's Eagle**, Mark Hecht, 6; 3) **Huge**, William Woodruff, 9. (5 boats)

NON-SPINNAKER — 1) **Alfa**, Sonar 23, John Wallace, 3 points; 2) **Seaview**, Tartan C&C 115, Peter Hamm, 5; 3) **Avalon**, Catalina 30 Mk II, John Ford, 9. (8 boats)

SAUSALITO YC MIDWINTER SERIES STANDINGS (2/2)

SPINNAKER A — 1) **Streaker**, J/105, Ron Anderson, 4 points; 2) **Escapade**, Express 37, Nick Schmidt, 8; 3) **Ohana**, Beneteau 45f5, Steve Hocking, 10. (7 boats)

SPINNAKER C — 1) **Gammon**, Tartan Ten, Jeff Hutter, 5 points; 2) **Youngster**, IOD, Ron Young, 5; 3) **Cattitude**, Tartan Ten, Deana Maggard, 10. (6 boats)

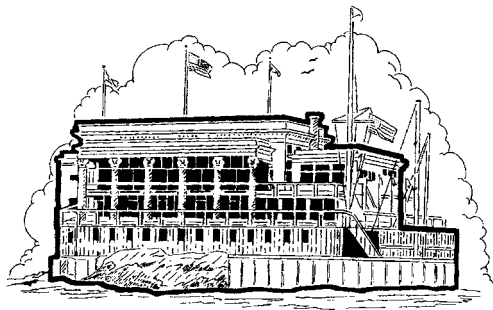
NON-SPINNAKER D — 1) **La Mer**, Newport 30, Randy Grenier, 5.5 points; 2) **Califia**, Islander 36, Tim Bussiek, 6; 3) **French Kiss**, Beneteau Oceanis 350, Dave Burton, 6.5. (4 boats)

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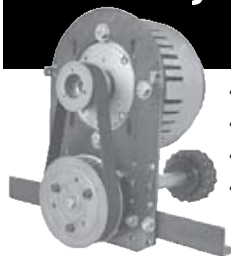
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With reports this month on **A Reconnaissance Trip to the World's Most Popular Charter Destination**, the **Green Tech Solution to Repowering Charter Boats**, and miscellaneous **Charter Notes**.

A Busman's Holiday in the British Virgin Islands

When some good friends invited my wife and me to fly down to the British Virgin Islands for a week of sailing aboard their cat *Moonshine*, it didn't take us long to decide: "Yes! Absolutely! Put some Heinekens on ice and we'll be right down."

Having lived and worked in the US and British Virgins all through the 1980s, we consider that verdant archipelago to be sort of a second home. Yet it had been six years since we'd returned for a visit.

While there've definitely been some changes lately, we were pleasantly surprised to confirm that the Eastern Caribbean's warm waters are as blue and inviting as ever, the easterly trade winds still blow steadily throughout the island chain — 18 to 25 knots while we were there — and shoreside infrastructure has been upgraded with the times without being completely overbuilt.

Even if you haven't yet taken a sailing vacation in the Virgins, you've undoubtedly heard them recommended as an ideal introduction to Eastern Caribbean sailing and culture. Sailing distances are short between the islands of the BVI, with many protected anchorages, most of which offer overnight mooring balls (\$30/nt) that help preserve underwater flora and fauna, while eliminating the stress of anchoring for charterers.

In addition, English is spoken by all, the US dollar is the national currency,

Tangling your dinghy in another boat's mooring pennant is not the recommended way to get to know your neighbor. Lesson learned.

air temperatures range between 68° and 85° year-round, with water temps in the mid- to high 70s, and most of local West Indian population is friendly if treated with respect.

There are many flights from major US gateways to both St. Thomas, USVI and Puerto Rico. St. Thomas is home to several excellent charter bases, or you can hop onto a ferry and be in 'downtown' Road Town, capital of the BVI, in an hour. From Puerto Rico, the BVI's Beef Island airport is less than an hour's flight away.

When it comes to charter boat selection, the BVI has more boats bareboats and luxury crewed yachts to choose from than any other sailing venue on the planet. Bareboats range from brand new yachts offered by top international companies, to 5- to 10-year-old boats offered by second-tier outfits. Considering all this, it's no surprise that this British Overseas Territory has long been acknowledged as the most popular charter destination in the world.

As wonderful as the BVI is as a year-round sailing destination, there's no denying that the anchorages get crowded with bareboats — especially during the prime winter months. Mooring balls go a long way toward alleviating that problem, and there are now many more balls than during our last visit. Readers who've chartered here in the past may be interested to know that now there are even balls in White Bay and Great Harbor, Jost Van Dyke.

Mooring ball pennants don't exactly jump up onto your foredeck and attach themselves to a cleat all by themselves,

h o w e v e r . There is a bit of technique i n v o l v e d , which is sometimes amusing to watch.

Back in the days before mooring balls, one of the local sailors' favorite sports was watching knucklehead n e o p h y t e boaters struggling to suc-



cessfully anchor their rented craft. Almost invariably, the husband would stay at the wheel, sending his poor wife to the bow to wrangle the anchor and rode. He would then roar up to a choice spot, give the command to "Let her go!" while still moving forward, then crunch his tranny into reverse and accelerate backward, ripping the anchor from the seabed before it even began to set. This Keystone Kops routine would repeat itself again and again, with the dialogue between husband and wife becoming more colorful and intense, i.e.: "No it's not my fault, you friggin' idiot. If it's so easy to set an anchor, then why don't you drag your fat ass up to the bow and set it yourself?"

Sadly, the BVI's well-maintained fields of mooring balls have robbed us of such rich entertainment — but not entirely. In a popular spot like The Bight on Norman Island, bareboaters still put on an occasional show. There was one guy, for example, who raised his main while still hooked up, with the wind blowing 20 knots. He then disappeared below for 15 minutes or so while his little sloop lashed back and forth like a



LATITUDE / ANDY

OF CHARTERING



JULIE TURPIN

There's no easier place to charter than the British Virgins. Overnight mooring balls are everywhere — now even at Great Harbor.

quarter horse struggling to break free of a starting gate. Don't be 'that guy' when it's your turn to hook up.

There was also a group of fit young Dutchmen who were participating in an annual interisland racing circuit for Europeans. Their problem wasn't lack of technique, but they chose a mooring ball that had no pennant. So, after a couple of tries to lasso it — dropping their boathook in the process — they did the sensible thing and dropped a crewman into the water to secure the ball. No problem.

No sooner had that drama played out than another began. It seems the helmsman of a big sloop was so intent on threading his bow through the fleet, that he forgot to be wary of his dinghy's track, as it trailed behind on a long painter. Sure enough, the painter got entangled in a mooring ball, which pulled taut, causing the big sloop to wheel around helplessly, bashing into the side of another bareboat. Try not to be 'that guy' either. But hey, we were all rookies once.

One of the great things about sailing the British Virgins is that you can choose to have all your meals aboard, as there are a number of well-stocked supermarkets in addition to the provisioning packages offered by the charter firms, or you can dine out every night at a different waterside resort or restaurant. Needless to say, most charterers do some combination of the two.

Dining out can be pricey, but as you may have heard drinks are cheap. So if you like to party, a BVI vacation should be high on your must-do list. In fact, without much planning you could dance to reggae and calypso to a different live band every night of the week.

Watersports are another obvious draw to these islands. In addition to point-to-point sailing, these protected waters are ideal for snorkeling, kiteboarding, windsurfing and scuba diving. You

can get kiting and windsurfing lessons at several resorts. Scuba divers will be thrilled to learn that the half-dozen BVI dive operators all offer an excellent system called 'rendezvous diving,' whereby you simply make a reservation the day before and a divemaster will rendezvous with your boat in any anchorage, pick up the divers on your crew and supply them with all the gear. No muss, no fuss. (Check out the BVI Welcome magazine online for a full rundown of land and sea facilities and service providers.)

There's no denying that most reefs in the BVI and elsewhere in the Eastern Caribbean have been damaged by storm surges and other influences during the past 20 years. But even though some coral species are struggling, there are always plenty of fish around, especially in more remote locations. So if you're into snorkeling, we'd encourage you not to simply follow the heard to well-known spots like Virgin Gorda's Baths, but to seek out less traveled sites on the lee side of islets and headlands that are far from resorts. You'll find there's still plenty of wonderful undersea life to marvel at.

Somehow we'd almost forgotten how much we love island-hopping through the good ol' Virgin Islands, but after that wonderful, but all-too-short sailing trip we've vowed to get back there much more often.

— latitude/andy

Repowering with Green Tech: No Mess, No Noise, No Smell

Modern Sailing School in Sausalito is living up to its name as it recently repowered an older boat in its fleet with an

Mollie and the rest of her crew were thrilled to bring new life to 30-year-old 'Zenergy'. Her quiet motor meshes well with the spirit of sailing.



LYNN RINGSEIS

WORLD

electric engine, following a trend in some contemporary cars. Aply renamed *Zenergy*, this 1984 Ericson 30 now sports a quiet and clean Thoosa 9 kw electric motor, installed by John Shuy of Dolfin eMarine.

Sailing School Director Mollie Hagar says many of Modern's members have made very favorable comments after taking *Zenergy* out for a spin. One client called it "green tech and cool, kind of like a Prius."

Mollie says, "The boat appeals to environmentally conscious sailors. They appreciate the benefits of no noise and no smell." Although *Zenergy* will never again need to stop at a fuel dock, it does need to be plugged in to shore power overnight.

Meanwhile, across the Bay at Tradewinds Sailing School in Pt. Richmond, three of their Catalina 30's (all early- to mid-80s models) are now being propelled by 7.5 kw electric motors from Advanced Marine Electric Propulsion.

Matt Kepner, co-owner of Tradewinds says, "the cost of installing electric mo-



LYNN RINGSEIS

Clean, quiet, odorless and sleek, Zenergy's new electric motor makes her a popular boat among eco-conscious charterers.

tors, including batteries, was about the same as we've spent in the past installing a Universal diesel." But there are other benefits.

Both sailing schools are happy with the fact that these motors require zero maintenance. Not having to deal with messy oil changes, fuel filters, strainers or belts is a welcome change. Interest-

ingly, for each upgraded boat, the additional batteries plus the electric motor are almost identical in weight and space to the full fuel tank and diesel engine they replaced.

As for the success of these boats for charter work, there is indeed a learning curve for students or sailing club members. One of Modern's members had to be towed back to base after using up the power supply. *Zenergy* can typically operate for three to four hours. Once members get used to that constraint, they appreciate the zen of zero emissions, zero water pollution and an efficient backup to light-air sailing.

As instructed by Modern: "If the wind is so light it will not fill your sails, you can use the electric motor to help. This is not possible with combustion engines because idle speed is too fast. But aboard *Zenergy*, you just give a slight application of the throttle (a rheostat actually) until the slow turning propeller overcomes drag resistance and is gently pushing, making the boat move just fast enough



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to create apparent wind and move under sail at a couple of knots with only a minimum of amps (battery) consumption."

For personal use by boat owners, Matt says, "You could also have other means of charging such as wind, solar, even a gas or diesel generator which could reduce the amount of battery storage you'd need."

Modern and Tradewinds would like to see more sailors embrace this quiet and clean technology. To take a spin on one of these green machines, contact:

- Modern Sailing School, 2310 Marinship Way, Sausalito (800) 995-1668 or (415) 331-8250, www.modernsailing.com.

- Tradewinds Sailing School, 2580 Spinnaker Way, Richmond (510) 232-7999, www.tradewindsailing.com.

— lynn ringseis

Charter Notes

First, a shout-out to any and all charter operators in the Greater Bay Area to give us updated info on your operation

so we can include it in our comprehensive April-edition listings of the local fleet. That issue corresponds with the **Strictly Sail Pacific** boat show (April 10-13), so lots of new readers see it. Don't miss this opportunity for free publicity. If you haven't heard from us about updating your info, we need to hear from you at events@latitude38.com.

Wow! It's almost spring already, so summer is right around the corner. If your family's **prime vacation window** falls during the summer months, you'll want to waste no time in locking in a reservation for the charter boat of your choice, in whatever dreamy sailing venue is at the top of your wish list.

Yeah, we know, such trips are often a real splurge for families. But we can practically guarantee that memories forged during exotic getaways with gin-clear water and sandy beaches will be



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CHANGES

With reports this month from **Ichi Ban** in Samoa; **Hotel California, Too**, racing and cruising in the Caribbean; part two of our interview with the crew of **Privateer**, who just did a two-year Pacific cruise; from **Lilo, Four Choices, Crazy Love** and **TARDIS** in Chacala; from **Legacy** at Tenacatita Bay; and **Cruise Notes**.

Ichi Ban — Columbia 34 Mk II Justin Jenkins and Anna Wiley Cruising on an Ultra Budget (San Diego)

It's January 21 as I write this, and Anna and I are currently in American Samoa, where we've been for the past three months. I made a mooring out of a concrete piling, wrapping a half-



LATITUDE / RICHARD

Justin Jenkins, a go-getter if there ever was one.

inch chain around it. We floated the mooring out to the anchorage using 55-gallon drums and ratcheting straps. How is that for marine engineering?! The mooring has been holding *Ichi Ban* in the otherwise poor holding ground of Pago Pago ever since.

I got a job working for a local Samoan teaching swimming. After a month I decided it wasn't really a job because he didn't pay me. That was awhile ago and I still haven't been paid! It turns out that Samoa has a bad reputation for people doing all they can do to get their sticky fingers on American handouts, but then not paying Americans for work they do here.

Anna and I also rebuilt two 45-ft outrigger canoes that were destroyed in the tsunami that hit here in 2009. I had to fiberglass the completely severed bow back on, then fair and paint them with Anna's help. I also did a tile and drywall job.

But the real money has been coming **Pago Pago, home to just 11,000, is the capital of American Samoa. The harbor is both smelly and foul. That's 'Rainmaker Mountain' in the back.**

from all the other cruisers in the harbor. Anna has been oiling teak and I have been cleaning boat bottoms to make ends meet. Everyone has been very kind and helpful to us. For example, Mike and Julie of *Slowride* gave us a wind generator, so I got that hooked up and we've got more power than before. I can't tell you how thankful Anna and I are for the wonderful help of all the other cruisers. We truly belong to one big family.

I could make some good, steady money if I could get hired by the couple of big contractors who are putting in the fiber optics for the island and replacing the water lines. But I haven't got on with them yet.

There are a lot of great hikes here in American Samoa, with beautiful waterfalls and swimming holes. But the surf is just okay because it's hard to get to and the waves break in shallow water. Food is very cheap here. Anna and I can get a big plate of Chinese food for \$3.50 — and it feeds both of us. While some things are hard to find, American Samoa is, overall, a good place to stock up on provisions for heading farther west.

The periphery of cyclone Ian made things pretty exciting. The wind funnels through Pago Pago harbor, so it's windier inside the harbor than out. We had gusts to 50 knots through the anchorage. It's well known that the bottom of the harbor is very fouled with trash and debris, so two boats went onto the reef. After we got the first one off, we celebrated with onboard cocktails. The cocktails were a delicious concoction of 1 part rum, 2 parts Kahlua, and 3 parts ginger beer. About halfway through my cocktail, I looked inside my cup — and saw two cockroaches chillin' in there with my ice cubes! It turned out that everyone had cockroaches in their drinks. I guess that's the Samoan Special!

While Anna and I've had fun here, we can't wait to get out. For one thing, it's pretty Americanized. Secondly, Samoans are super-religious. We tried going to church the other day out of respect, but we just couldn't hang. For a God-fearing people, Samoans get into lots of fights and throw trash everywhere. I've never seen so much trash in a harbor. So far French Polynesia has



been the true South Pacific experience for us.

We plan to head to Fiji in April, or maybe sooner. I can't wait for a change of pace and scenery, and for better surf. By the way, the *Latitude* articles about us in the South Pacific have been great. The one featuring my mom was super funny!

—justin 01/21/2014

Hotel California, Too — SC 70 Steve Schmidt Doing Everything Differently (Ex-Silicon Valley / The Caribbean)

Much of what Steve Schmidt does flies in the face of conventional sailing wisdom. Coming up on 20 years, the former Silicon Valley computer company executive has been cruising the Caribbean, usually singlehanded. Yet he's been doing it with a 70-ft boat, generally considered to be far too big for cruising



AMERICAN SAMOA TOURISM

IN LATITUDES



ALL PHOTOS LATITUDE / RICHARD

Spread; Steve Schmidt at the helm of the SC70 'Hotel California, Too', which he races relentlessly in the Caribbean, often singlehanded. She's the only 'cruising' SC70 ever built. Inset top left; Compared to most boats in the Caribbean, 'HCT' is sleek and simple. Inset bottom; Her big back porch.

without a crew.

Secondly, his boat has all of 25 feet of anchor chain, about one-tenth of what would be considered prudent. And the anchors are none too big. Furthermore, *HCT* doesn't have a windlass. Yet Schmidt frequently sets and raises anchors by himself. He does, however, get a bit of an assist from an electric winch.

If anchoring a 70-ft boat by oneself seems pretty tricky, consider the fact that for a two-year span, during which Schmidt actively cruised and raced, his boat didn't have a transmission and, thus, no diesel propulsion. So he had to set and raise anchor under sail, often in crowded anchorages.

You know how you're supposed to run modern sailboat diesels at high revs and, if you take care of them, Yanmar claims

they could last for as much as 10,000 hours? Schmidt has used this original, 17-year old, turbo-charged Yanmar 76 hp diesel almost exclusively for charging the *HCT*'s batteries at relatively low rpms. "I've only used the engine for propulsion about 4% of the time," he says. And it's not as if he's taken the best care of it. "Ten years ago I stopped cleaning the breather and turbo. Eventually it got so clogged that the engine couldn't combust the fuel and we had to clean it out." Despite both kinds of diesel abuse, the Yanmar now has 17,000 hours, and continues to run fine!

Most cruising boats lift their dinghies out of the water with davits. Schmidt has a

special flopping 'ramp' on the transom of his specially designed short rig SC 70 that allows him to drag his 12-ft dinghy onto the boat's huge 'back porch'.

There are several common ways to heat water for showers on a boat. There are electric and propane water heaters, heat-exchangers from the engine, and even plastic Sun Showers. *HCT*'s hot water heating system is even more basic than a Sun Shower. Schmidt runs a regular garden hose filled with water around the deck. "If you use the water in it before 4 p.m. in the tropics, the water is so hot it will burn you," he says. "If you wait until after 10 p.m. it will be cold." Unlike most water heaters, a hose needs little maintenance.

Since Schmidt has mostly singlehanded his 70-footer for decades, you'd think *HCT* would have a slick and sophisticated deck layout. With all due respect to Schmidt, it's pretty complicated, and not all controls are easy for a man at the helm to reach. Furthermore, the rig has running backstays and the mainsheet winch is manual.

The amazing thing is that none of it seems to bother Schmidt, who, if we remember correctly, says he races about 70 races a year, many of them solo. It's a little bit funny, because when he came to the Caribbean, he really hadn't done much racing, let alone singlehanded racing. He did it in order to meet people.

When Schmidt got to the Caribbean, he wasn't much interested in diving, either. But the more he did it, the more he became fascinated by it. He now spends about an hour a day in the water. He doesn't dive for fish north of Guadaloupe because of fears of ciguatera. But he has dived on most of the points and reefs on the race courses he sails.

No matter what age Schmidt is, he'd

Singlehand a 70-footer in lots of races, maintain her, and dive an hour or more a day, and you'll be in great shape, too.

LATITUDE / RICHARD



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be considered buff. That's what single-handed a 70-footer in lots of windy races, plus maintaining a big boat, plus an hour a day of open-water diving will do. Schmidt admits to being 39. Just between us, we suspect he's close to being able to get the maximum amount of Social Security benefits.

When Schmidt returns to Santa Barbara in late summer, he doesn't put his boat on the hard in Trinidad as do most cruisers. "Trinidad gets so much rain that the inside of the boat becomes covered in mold, he says. "I hated that. So I take my boat to Curaçao, which like the other ABC Islands is desert-like, with cactuses all about." The downside is it means he starts each cruising season 500 miles downwind of his winter cruising ground. But with a SC 70, he can cover that ground pretty quickly.

On February 14, Schmidt won the West End [of Tortola] YC's singlehanded race. The next day he, with a crew of four others including the Wanderer and Doña de Mallorca, did the West End YC's crewed regatta. Sailing with a self-tacking jib and without a spinnaker, Schmidt and crew, average age 65, corrected out second in class and fourth in fleet. A bigger jib or another five knots of wind would have made a big difference. But it was a fun time on a race designed for everyone to have fun.

When Schmidt launched *HCT*, legendary builder/designer Bill Lee gave him two Santa Cruz 70 sailing tips: 1) Never sail under 10 knots, and 2) Never sail dead downwind. Not surprisingly,

Want to grind in the main on 'Hotel California, Too'? For a singlehander, it's a long reach from the starboard side. Plus it's a manual winch.



LATITUDE /RICHARD

No, there's no windlass up here.

Schmidt doesn't even abide by the sailing guidelines of the guru of ultralights: "In over 20 knots of wind, DDW wing-on-wing is pretty fast."

But post-race was pure Schmidt. The engine wouldn't start because the lift pump had burned out, so we had to sail to a fender holding up one of the two anchor lines and have a 65-year-old try to snatch the line with a boat hook. Using just the self-tacking jib, and dodging the other boats coming into Soper's Hole, Schmidt's first attempt at lagging up to the buoy was a little too fast. The second attempt, however, was perfect.

Breaking most of the rules. It's what's worked for Schmidt, and worked for him since he started cruising nearly 20 years ago.

— latitude/rs 02/19/2014

Privateer — Hans Christian 33 Chris John and Lila Shaked The Young and Restless (Redlands and Tucson, AZ)

[This is part two of our interview with Chris, 29, and Lila, 32, who had just finished a 2.5-year, 16,000-mile cruise from California to New Zealand and back to Hawaii.]

38: Like most young cruisers, you two are budget cruisers. Where was the easiest place to cruise inexpensively?

Chris: Maui — as long as you're willing to bob and weave. We lived on the hook at Maui in the winter when the Kona winds blow. Well, forget about that, as even 12 knots of wind results in five-foot waves coming through the roadstead. There just isn't anywhere to hide. Cruising isn't easy in Hawaii, which is why a lot of people don't cruise there. But it's also why we like it.

Lila: But the absolute least expensive place was Fanning Island, because there wasn't anywhere to spend money. You have to bring everything — except for lobster, which they have in excess. If you bring clothes, you can trade for all the lobster you want.

Chris: The locals will take you when they go for lobster. It takes about five minutes to get a dozen.

Lila: We also got lots of squash, coconuts and fish in return for old clothes.

Chris: They can't grow in-the-ground crops like taro, but they can grow things, like squash, which grow above ground. We ate



squash for about a month. [Laughter] Fanning was the most welcoming place we visited, too. If you bring a spear gun, you can get all the seafood you want — but you have to be concerned about ciguatera.

38: What is the deal with that?

Chris: It varies from area to area. Whenever we got the anchor down, I'd go ashore and ask about ciguatera at the nearest *fale*. Depending on where we were, we'd be told that no fish bigger than a hand was safe, in other places it was no bigger than a forearm, and in yet others shoulder to wrist was fine. It's weird that it can be so different.

Lila: Tonga has no ciguatera, so we could eat everything we caught.

Chris: We ate huge sea bass and jacks, both of which usually have ciguatera in other locations. Being ciguatera-free is one of the reasons Tonga is paradise.

Lila: That's right, 25 knots of wind, no swell, and 170 islands in just the northern group.

Chris: Plus food is cheap, the ex-



LATITUDE/38

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'Privateering' in the South Pacific, clockwise from above right: Racing the heavy Hans Christian 33 in Tonga. Getting some cardio on a bike in Niue. Because Chris and Lila were young, they easily made friends with locals. Room for more on a ferry at Fanning Island. Lila imitates a big manta ray.

change rate is good, and they've got pigs for roasting.

38: Last time we were there, the locals were dining on canned spaghetti.

Chris: They are big on corned beef hash and stuff like that. They'd rather eat canned food than lobster.

Lila: And boiled bananas. If somebody invites you to their home, you're likely to be served crackers, corned beef and boiled green bananas. To be polite, you have to say, "Oh yummy."

Chris: Tonga was pretty inexpensive because we'd brought all the staples with us from American Samoa, and would only go to Neiafu (Tonga) every couple of weeks for fresh stuff.

38: We're you able to get plenty of fresh greens?

Chris: Not always. Sometimes we had to make our own food, such as yogurt and cheese.

Lila: I bought yogurt starter from a

girl in Niue, and then kept making it myself. You take two spoonfuls of old yogurt, add powdered milk and water, and let it sit inside a thermos surrounded by hot water. That activates the culture. In 12 hours the milk and water become yogurt.

Chris: You'd be surprised, but it's the best tasting yogurt in the world.

Lila: But you always save two spoonfuls for the next batch. You can also make yogurt cheese and stuff. We don't have an oven, so we also learned to use the pressure cooker for baking.

38: How long did it take you to make beer?

Chris: A week to ferment, depending on what country we were in because the ambient temperature makes a difference. Two weeks later I'd siphon it into bottles, put it in cold water, add a

couple of teaspoons of sugar — not too much or it would explode — then cap it. Then we'd pour it into frosty mugs and nobody could tell the difference. It cost just a couple of cents a serving. We gave a lot of it away, too.

38: What percentage of cruisers did you see who were under 30?

Chris: I'd say 10% or less.

Lila: Not many, but young cruisers naturally gravitated to each other.

Chris: We'd always look for people rowing long distances, as it was either going to be someone who had been cruising for 40 years or young cruisers who couldn't afford an outboard and gas. So when we saw somebody in a rowboat, we knew we'd be instant friends.

38: What do you have?

Chris: An eight-foot hard dinghy and a two-person kayak.

38: What kinds of cruising boats do young cruisers have?

Chris: All kinds. One couple had a Westsail 32, and we recently met another couple that have a Columbia 34.

38: You must be speaking of our friend Justin Jenkins and his lady Anna Wiley of the San Diego-based *Ichi Ban*.

Chris: Yes! Those two are awesome!

Lila: Get outta here! Those two are great. We were about to leave Bora Bora when we bumped into them. We immediately decided to stay for another week. We'd all play music and drink this local brew that Justin made with fruit.

Chris: We met them because of their rowing dinghy. I like Justin because he's such a hustler. He'd get on the radio and say he was available for bottom cleanings, mast climbing, whatever. He scored lots of jobs, too. A lot of cruisers who would normally clean their own bottoms had Justin do it because they like to support young cruisers.

38: The last we heard they were down

These folks have a hard dinghy, so they must be longtime and/or budget cruisers. Hey wait, it's Justin Jenkins and Anna Wiley of 'Ichi Ban'.

COURTESY ICHI BAN



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to \$150 in Bora Bora, so they took off for American Samoa in search of jobs. [Ed. note: See update from Justin and Anna in this month's first Changes and in Letters.]

Lila: We know they'd made it because other young cruising friends told us they saw them.

Chris: There are a lot of job opportunities for people under 30 who follow our route. It's easy to get a job in the hospitality industry in Hawaii. Then you get a job in American



PRIVATEER

Chris, up a tree in Niue, looking for coconuts.

Samoa. Then in New Zealand. Then in America Samoa again. If you work for six months you can earn enough for six months of cruising — as long as you make your own beer and yogurt, and row your dinghy. It's the Under-30 Cruising Circuit

38: What did you think of your boat?

Chris: I love her. I'm not saying that we would never have a lighter boat or a cat, as it took us 23 days to sail from California to Hawaii. But for the sailing after that, there were many times we were happy to have a heavier boat. She's also big and roomy for 33 feet.

Lila: We also did three 25+ day passages with her.

Chris: It's funny how your thoughts about being on the open ocean change with experience. Our first offshore passage to Hawaii was a little scary. "We're 1,000 miles from anywhere," I'd think

Cold 45-knot winds and 20-ft seas (on three occasions) kept the 'Privateer' passage from New Zealand to French Polynesia from being ideal.



PRIVATEER

to myself. But having now sailed 15,000 miles, many of them much more difficult than those to Hawaii, I'd happily sail to Hawaii aboard an 18-footer with a little cabin. There nothing like having the wind from aft.

Chris: Of our 15,000 miles, almost all were downwind — except the last 6,000 miles. You see a lot of U.S. boats for sale in New Zealand and Australia, as Americans don't want to bring their boats back. But in a few years we want to bring our boat to Mexico, as it's sweet and cheap, and my mom is here with Glenn Twitchell on the *Lagoon 380 Beach Access*.

Lila: After Hawaii and French Polynesia, Mexico is insanely cheap. We were running around a couple of big grocery stores here in Mexico and couldn't believe how inexpensive stuff was.

Chris: If we were cruising in Mexico, we wouldn't have to make our beer in a bucket. We could buy ready made.

38: What advice do you have for 25- to 30-year-old would-be cruisers?

Chris: The same advice I've always read other cruisers give in *Latitude*: Go with the boat you have. Spend the money on rigging, Dacron, and safety gear. For example, we had paper charts instead of a chart plotter. I updated all the paper charts with a pencil, and they served us well.

38: Thank you for your time and youthful insights.

— *latitude/rs 02/01/2014*

Cruisers In Chacala Chacala Anchorage Mainland Mexico

In early January the Wanderer stopped at Chacala, which is a cruiser favorite 25 miles northeast of Banderas Bay. The anchorage usually offers good protection from the prevailing northwest swell, although flopper-stoppers are sometimes needed. There's a little cove beneath the port captain's office where dinghies are usually left unlocked, and then a lovely trail to a 200-yard-distant sandy beach with *palapas* that is a favorite with Mexicans on holiday. Except for holiday weeks and weekends, Chacala is pleasantly tranquil.

The beachfront 'wine bar' we stopped at for lunch turned out to be — thanks to high-speed Internet — the hangout for cruisers from the 15 or so boats that were anchored out front.



Before long, we fell into conversation with cruisers from four of those boats. It was an interesting group because they represented a cross section of the variety of people who cruise Mexico.

First we met the Lee family — Brian, a software engineer; Bethany, a pianist and writer; and daughters Hannah, 14, and Meria, 12 — from the little town of Lafayette, Oregon. They are cruising aboard **Lilo** a 50-year-old Wayfarer/Islander 32. Despite having a smaller and older cruising boat than most, and not meeting as many other kids as they had expected, family cruising was going well.

"The girls are having a grand time," Bethany told *Latitude*, "and it's shocking, but they still like their parents. But we felt we needed to quickly get them out of the States and away from stateside values."

The Lees aren't new to cruising, as they've owned *Lilo* for six years, and have previously cruised the west coast of Vancouver Island, noted for its often cold and

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Spread; The Lee family with their 5-day, \$750, self-built dinghy 'Red Rover', which replaced 'Split Pea'. The girls helped with construction. Flotation is provided by empty water bottles. Inset top left; The dinghy clearly has capacity for four. Inset bottom; Going ashore at the cove at Chacala.

rough weather, and Puget Sound. They sailed south from San Diego, and plan to Bash back north in the spring. "We only have one year off," Bethany explained.

It can be difficult to carry a four-person dinghy on a small boat, so as a family project five years ago, the Lees built a nesting dinghy they could stow on the cabin top. They painted her green and christened her *Split Pea*. "She had been perfect for us," says Bethany.

Nobody is sure how, but while anchored at Bahia Santa Maria in early December, *Split Pea* and her paddles, disappeared. So the family soon found themselves at Cabo with no way to get to and from shore. Taking a berth in a marina, they quickly did some research on possible replacements. An inflatable was going to be too big to fit on the boat, and in any event, their small outboard, which they'd hardly ever used with *Split Pea*, wasn't going to be powerful enough.

They decided the only solution was to build a new nesting dinghy.

Building a new dinghy in Cabo in a timely fashion might seem like a nearly insurmountable task, but the Lees, with an assist from some other cruisers and the very accommodating Marina Cabo San Lucas, finished the new dinghy in just five days!

The marina gave the Lees a parking space next to the desal plant as a work area, and all the security guys kept an extra close eye on things. While the Lees already had a jig-saw, a fellow boater loaned them a Skilsaw. Sourcing materials in Cabo required some walking around, as the cloth came from one place, the resin from another, and the tape from yet another. Home Depot delivered the plywood to the marina.

"Five days after making the first cut, our family christened

her *Red Rover* and launched her," reports a proud Bethany.

"*Red Rover* is a little more lively than *Split Pea*, sort of like a playful puppy," says Brian. "Initially we thought her flat bow might be a problem, but she's been great and we love her." says Brian.

The cost of materials was \$750.

The next cruiser we met was Robert Scholl — a great, great, great nephew of 'the' Dr. Scholl — of the Redwood City-based Islander Freeport 36 **Four Choices**. Scholl's dream is to do a circumnavigation, which he expects will really get going with a Puddle Jump in 2015, and take about 10 years.

"My wife Robin fully supports my dream, but says that I have to complete it in two years," he laughs. Scholl started heading south the day after the Ha-Ha Crew List Party last September, with his seasickness-prone wife joining him for part of the trip to San Diego. He hopes that she'll join him for more cruising this summer in the calmer waters of the Sea of Cortez.

Scholl bought his first boat, a swing keel Venture 23, in 1980. He'd put his two-year-old daughter Roseanne into a car seat, strap it to the bottom of the mast inside the cabin, then take off from the boat's berth at the 5th Street Marina in Oakland. "I'd sail the Bay with the 150% genoa up, and we'd be on our ass the whole time," Robert remembers. "Despite a rough introduction to sailing, Roseanne became an excellent sailor, and recently brought her boyfriend along to cruise to Isla Isabella aboard *Four Choices*. "We had a marvelous time," says Robert.

A short time after owning the Venture, Robert moved up to an Ericson 29, which he would own for 25 years. In addition,

Robert figures he'll need 10 years to do a proper circumnavigation. His wife Robin, who is prone to seasickness, says he has two years.



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he did some racing, and charters in Greece, Canada and the Caribbean.

Originally, Scholl had planned to sail around the world by crewing on other people's boats. But he soon discovered



LATTITUDE / RICHARD

Three of the 15 boats on the hook at Chacala.

there would be a lot of scheduling issues. So two years ago, he bought the Islander specifically to go around on his own boat. "One of the bits of gear I'm most satisfied with is my Hydrovane," he says. "The Cadillac of vanes, it's also the most expensive, as it cost \$6,000 installed. But two things make it particularly good for me. First, it could be installed offset, which it had to be because of the door that opens in the back of the boat cockpit. Because it's offset, its rudder is out of the slipstream of the main rudder, and is therefore more efficient. Secondly, it's a totally independent steering system, so if the main rudder fails, I can still steer the boat using the vane rudder."

Scholl says that he's been able to cruise economically — except when he's had crew with high metabolism. "I met a young man in La Paz who had ridden his bike all the way down from Canada — and then had it stolen his first night in town! He wanted to sail to Mazatlan with me, so I took him. He had such a high metabolism that he'd eat five meals a day. He'd take a jar of peanut butter and eat the whole thing! He was eating *Caroline and David of the Contessa 26 'Crazy Love'.* You don't see many Americans cruising on such small boats these days.



LATTITUDE / RICHARD

me out of house and home," Scholl said with a laugh.

The third set of folks we met were David and Caroline Krish of the San Diego-based Contessa 26 **Crazy Love**. They began sailing in 2005 when Caroline, not David, suggested they take sailing lessons. They liked it enough to more recently buy the Contessa 26 so they could "go cruising while we're still young and before we have kids". David, who is a software engineer like Robert Scholl and Brian Lee, is 33. Caroline, a clinical researcher, is 37.

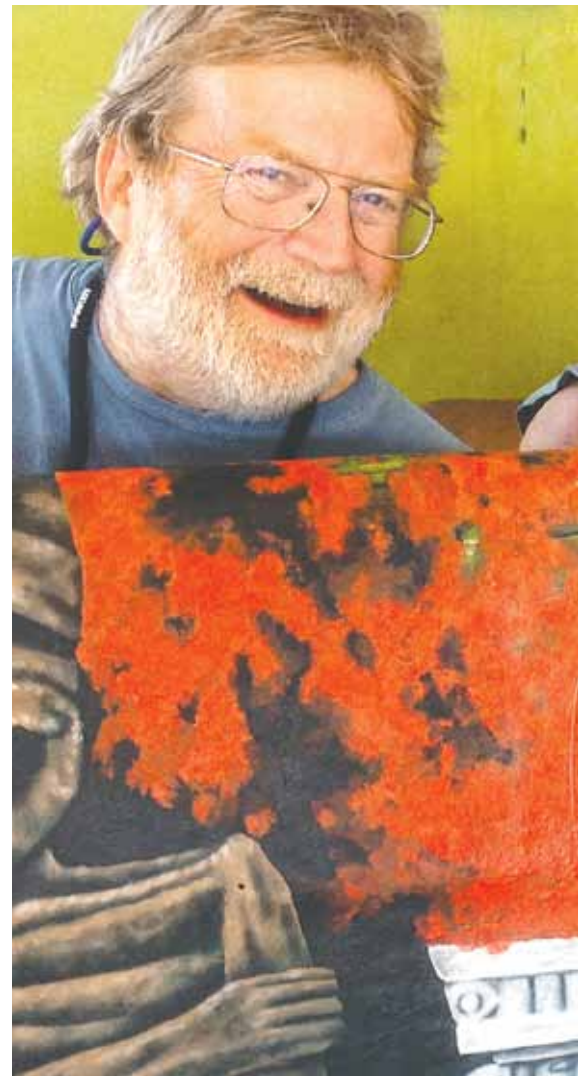
"Our 26-ft *Crazy Love* is the smallest boat we've seen out cruising so far," says Caroline. "The next smallest was 30 feet. We looked at a lot of boats, including old race boats, but decided that small and simple was good for us. First, the boats are less expensive, and second, we could learn to maintain more simple systems in a shorter amount of time."

Most of the time the couple have been content with their choice. "I only get jealous when I've been on bigger boats that have refridges and freezers, wine cellars, double beds, and those kinds of things," laughs Caroline. "But I told David the only thing the boat had to have was a real head. We're comfortable with our heavy, seaworthy, and easy-to-sail boat."

Unusually, the couple started their cruise by sailing north to San Francisco Bay in May. As one might expect, the trip up the coast of Central California wasn't the easiest in a 26-ft boat — "it was miserable at times" — but it gave the couple a lot of confidence in themselves and their boat.

"We really liked Monterey and Santa Cruz, and then we spent a wonderful month on San Francisco Bay," recalls Caroline. "But we couldn't believe how cold the Bay can be in August, and how shallow the water is off Sausalito. We enjoyed staying at South Beach Marina in San Francisco, and even walked to several S.F. Giants games."

The couple say they are going to "keep cruising until the money runs out". When we spoke to them, they weren't sure if they were going to spend the summer in the Sea. sail to Hawaii, or head down to the Canal. "I get job offers from headhunters on a weekly basis," says David, "so the idea of sailing to Hawaii and working on a contract job for six months before continuing on has considerable appeal."



The last group of folks we spoke with were Jamie Rosman and Elaine Lutz of the Taswell 49 **TARDIS** (they spell it with all caps) and their visiting crew, Dave Calhoun. Lots of sailors may remember Elaine, who managed Grand Marina in Alameda for a number of years before taking over at Cabrillo Isle Marina in San Diego. The couple bought their Taswell 49 in Mexico in 2000 while doing a four-month cruise with friends.

"This is our second season cruising," says Elaine. "When we sailed south last year, we took more than two months to get from San Diego to Cabo, including spending nine days at Cedros Island. We liked Cedros so much that we flew out there to visit with friends on our way to our boat this year. We are now headed to Puerto Vallarta for six weeks or so, and will then head up into the Sea of Cortez."

We didn't get to spend as much time speaking with the **TARDIS** crew as the

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We don't know who the characters are at the bottom, but that's Jamie Rosman and Elaine Lutz on the right, and Dave Calhoun in the left.

others, but we made up for it with what we think is a great photo spread.

We hope you enjoyed our mini feature, which shows how very different cruisers are — except for the fact that all the guys

are engineers.

— *latitude/rs* 01/05/2014

**Legacy — Saga 43
Chris and Heather Stockard
Another Great Season in Tenacatita
(Juneau, Alaska)**

It's been a particularly fun season

this winter at Tenacatita Bay, the cruiser favorite on Mexico's 'Gold Coast' that is some 15 miles north of Barra de Navidad. But if anyone is looking to avoid socializing, this would not be the best place.

The usual tropical Mexican weather has been consistently pleasant, meaning sunny and warm with light breezes. The Caribbean may get endless days and nights of 20+ knots and big seas, but that's not what we find on Mexico's Gold Coast. The water temperature has been hovering between 80° and 83°, ideal for swimming, with decent clarity. The days are mostly sunny, so cruiser solar panels usually don't have much trouble keeping the batteries topped up. Given the calm waters of the anchorage, we've even had time to check some of the boat projects off our list.

February 7 was the Mayor's Raft-up, the 'mayor' being Robert Gleser of the Alameda-based Islander Freeport 41 *Harmony*. Thirty-two dinghies showed up for the camaraderie, making it the biggest of the season. As usual, the chefs of the fleet cooked up delicious hors d'oeuvres. And this week was the annual Talent Show. Who knew what a gifted and unique bunch of individuals we had among us?

Naturally there is a Gold Coast Cruisers Net, so everyone is able to know who is coming and going, as well as which boats have been passing through on their way down to the Zihua Sailfest.

For all we know, those of us at Tenacatita have the only cruiser swim team. Our members work out every afternoon, swimming about one-third of a mile to shore. Among the frequent participants are Terri of *Mija*, Patricia of *Paloma*, Lynn of *Voyager*, Julie of *Slacker*, Rita of *Overheated*, Kathy and Dan of *Lungta*, Sherri of *Nirvana*, Virginia of *Harmony*,

Top photo below: The mostly male bocce ball players. Bottom photo below; The mostly female Tenacatita Bay Cruisers' Swim Team.

LEGACY



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Peggy of *Interlude*, John of *L'Ange*, and Janelle of *Cheyenne*. Everyone besides the swimmers braves a surf landing in their dinghy — although the surf has been unusually mild this year.

Once ashore, cruisers enjoy walks on the beach, bocce ball games, watching for turtle hatchlings, playing Mexican Train dominoes, and hanging out in the *palapa*.

All of us were glad to see the first of the "liberated" boats from Marina Riviera Nayarit arrive. It was sure nice for them to enjoy the freedom of being anchored at Tenacatita versus being impounded in a marina.

— *chris* 02/10/2014

Cruise Notes:

The last thing anybody needs is another messy story out of Mexico, but it's hard for us to ignore one that came out of Mazatlan in January. Canadian Bob Buchanan, who arrived in Mazatlan aboard his Acapulco 40 **Bolias Dream** in 2000, and later founded and managed **Total Boat Works** at the Fonatur/Singlar Marina, suddenly disappeared on January 16 along with his boat. Foul play is not suspected, but he's not been seen since. Depending on whom you believe, Buchanan was either a mediocre mechanic who shortchanged his employees, or he was an excellent mechanic and honest guy who had to flee Mexico in order to avoid being unfairly persecuted if not physically harmed. The third view is that it's an overblown mess that is a result of Buchanan and 'Rafa' Serrano's both being too stubborn. Serrano, a mechanic for Buchanan for many years, and a minority partner in Total Boat Works, split off to start a competing business last fall. The 'mess' that ensued is that Total Yacht Works employees and some suppliers were left being owed a significant amount of money. The former employees

Bob Buchanan, as seen in late December at Total Boat Works with a Pathfinder diesel he didn't think much of and removed from a boat.

banded together to make sure that most, if not all, of the boats in repair limbo got taken care of. This despite the fact there was no assurance that they would ever be paid. Only time will tell if they have the necessary capital and management skills to run the business, but we wish them — as well as Buchanan and Serrano — all the very best.

"My C&C 44 **Fury** has been in Marina de La Paz since mid November, and has not been embargoed," writes Fred Hazard. "I would like to do the Banderas Bay Regatta, but I'm concerned that by moving to another marina I would subject my boat to the risk of being 'audited' by AGACE. Further complicating my decision of whether to sail to Vallarta for the cruising regatta is the fact that my boat's insurance policy has lapsed and I'm having difficulty getting another reasonable one in effect. I would appreciate your thoughts."

AGACE didn't visit any marinas in La Paz, so if they were going to 'audit' more boats — which we don't think they will anytime soon — we imagine the chances they'd do it in La Paz are greater than in the Vallarta area, where they have already audited boats in three marinas. The **Banderas Bay Regatta** is a great cruisers' event, so if we were in your boat shoes, we'd go for it. As for insurance, we can't see why it would be hard to get a C&C 44 insured. You might not be able to get it for as low a price as you want, but to do the best you can, you've got to — as the old Motown song goes — shop around. The pages of *Latitude* are a good place to look.

Speaking of the Banderas Bay Regatta, most readers probably remember last year's unfortunate starting-line collision between the Portland-based Hunter 54 **Camelot** and the La Cruz-based J/160 **Blue**, in which La Cruz sailmaker Mike Danielson slipped between the two boats and had both his legs broken. It was an extremely contentious incident that went

viral in the sailing world. We didn't look forward to the time this season when the principals' paths would cross again. Surprisingly, it turned out far better than anyone could have hoped for. When Jane Roy of *Camelot* saw Cheryl Sears of *Blue*, she rushed over to her and blurted out, "Give me a hug." Before long Craig Shaw of *Camelot* and Ken Sears of *Blue* were shaking hands. The incident is over, and everyone is looking to the future. That



said, it will be interesting to see what measures, if any, the Vallarta YC takes to prevent similar incidents in the future.

If somebody opens a sail loft called **Morrelli Sails**, you have to wonder if there is any connection with Gino Morrelli, half of the super-successful multihull design team of Morrelli & Melvin. It turns out that the new Morrelli Sails loft in La Cruz is owned by Tony Morrelli, Gino's gregarious brother.

When the Wanderer and Doña de Mallorca got to his Leopard 45 catamaran **'ti Profligate** in Tortola in mid-February, there was a bit of a problem. A charterer had recently put the cat up onto the rocks at White Bay, Jost van Dyke, and made a mess of one of the keels. While we could have used the boat anyway — the keels are sacrificial — there were three reasons we leaned toward having 'ti hauled right then: 1) We were near-



LATITUDE / RICHARD

IN LATITUDES



ALL PHOTOS LATITUDE / RICHARD

Spread; Sharn, the manager of Soper's Hole Boat Yard, uses the wireless controls on the Sea-Lift to haul the Leopard 45 'ti Profligate'. Fix a reef-damaged keel in three days? "No problem, we do it all the time." Inset left; The cat rolling on land. Inset right; A worker attacks the damaged keel.

ing deadline, and thus had to bang on a keyboard all day and half the night, and couldn't use the boat anyway. 2) 'ti had been so busy for the last bunch of months that there hadn't been time for her annual haulout. 3) The weather was crap for at least the next week for heading across the Anegada Passage to St. Barth. Our only fear was that the haulout would drag on and on and on, as they do.

Sharn, the young manager at **Soper's Hole Boatyard**, told us not to worry as they repair or replace catamaran keels all the time. "We can have the keel repaired in three days," he said. "What?! "But we'll need another day to paint the bottom, replace the cutlass bearings and do the other an-

nual stuff." If the yard could do all that in four days, we asked him if they could take one more day and change the boot and cove stripes from Moorings red and blue to a custom turquoise and yellow, and get rid of the striping on the side of the cabin. And they did! We were flabbergasted. It turns out that in the charter center of the universe, nobody has time for boats to be out of service, so the yards have to get work done work quickly.

About the third week of February, two good friends of *Latitude*, Greg King of the Long Beach-based 65-ft schooner **Coco Kai**, and Kirk McGeorge of the

Virgin Islands-based Hylas 49 **Gallivanter**, were about to start their 6,000-mile voyages from Cape Town up to the Caribbean, with a couple of stops along the way. Sailing down the east coast of South Africa is always a dicey proposition. **McGeorge**, who is sailing to the Virgin Islands to reunite with his wife and son, filed two reports:

"Feb. 11: It was a battle, but we arrived in Port Elizabeth last Saturday after an 89-hour, 470-mile passage from Durban. We caught two fish and enjoyed about 12 hours of favorable sailing conditions. The rest was difficult. But nothing broke and nobody got hurt. Most of our chores are done, so we're relaxing and doing a little safari in anticipation of our next leg around the Cape of Good Hope and onward to Cape Town."

"Feb. 16: Greetings from Cape Town! We arrived yesterday after a nice and uneventful 480-mile passage from Port Elizabeth under pure sailing conditions, which I'm told is a rare thing in these parts. We got in just in time to avoid the 53-knot winds that roared through last night."

Greg King, who must have crossed paths with McGeorge at Cape Town, had the following two reports:

"Feb 7: Arrived at Port Elizabeth after a 24-hour, 400-mile run from Durban. I saw a top speed of 14.7 knots. *Coco Kai* doesn't go that fast. Thank you, Aghulas

For circumnavigators, Cape Town marks the end of the rough sailing in the Indian Ocean and the beginning of nice sailing in the Atlantic.



Kirk McGeorge, with dinner — and more.



CHANGES

Current!"

"Feb. 8: Had a great day. Went inland and did some wine tasting, drove down to False Bay and had a couple brews at the Brass Bell, drove to Hout Bay and had a couple more brews — and the best calamari ever. Then we took the coast route back to Cape Town. We just took on 27 cases of wine and Champagne that will be stowed until the boss meets the boat in Barbados in June." [The 'boss' is Jennifer Sanders of Los Angeles, King's girlfriend and the owner of the schooner.]

One of *Coco Kai's* crew is David Nichols, who has become an 'accidental crewmember' for the sail across the South Atlantic. "I came to Cape Town to say farewell to my friends who are sailing to the Caribbean via Brazil. Well, one thing led to another, and now I am joining them on a fantastic adventure! We leave for St. Helena as soon as the weather improves, and should end our journey in Barbados in June."

Having both done the stormy east coast of South Africa, once McGeorge and King get a couple of hundred miles from Cape Town, they can expect 6,000



CAROL DEAN

The presumably Mexican-owned boats in Acapulco are the only ones we know of that have had embargo notices taped onto them.

miles of about the most pleasant sailing the planet has to offer.

"We were pretty beat when we arrived in Acapulco after a two-night trip from Huatulco with a sputtering engine," report Guy and Carol Dean of the San Francisco-based *Seawind 33* cat **Stray Cat**. "We'd stopped in El Salvador, Nica-

ragua and Costa Rica on our way back up from Panama, and had a good trip. While in Panama, we helped a friend take his boat through the Canal, then decided we'd head back to Mexico. We started having to live with thunder and lightning in Panama way back in April, and let us tell you, it gets hot in Panama! We never realized that our skin could be so sensitive to the heat. Coming north, we only stopped at La Marina in Acapulco because we needed a new fuel pump for our port engine. While there, we found six boats on the dock with SAT (Mexican IRS) 'temporary embargo' notifications taped to them. All six appeared to be local boats. When we asked a boat boy washing one of the boats what the taped-on signs meant, he just shrugged."

"There was a request on the Mazatlan morning net in early February for someone who speaks Russian," reports Rob Murray. Apparently a sailboat, believed to be a **Westsail 32 with two Russians** aboard, was lost in heavy seas north of Mazatlan. The two were reportedly rescued by a helicopter from the Mexican

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navy and taken to the navy hospital in Mazatlan. As a result of the incident, the port captain was looking for someone who speaks Russian."

Can anybody confirm this story? Does anybody know more about it?

Jack is starting to look for a new boat! In one of the most heartbreaking stories we've ever had to report, last November Jack van Ommen, the 76-year-old adventurer from Gig Harbor, Washington, lost his Naja 30 **Fleetwood** to a rocky cove of Tago Mago, one of the smallest of Spain's Balearic Islands. It happened at 4 a.m., and all that remained of the boat that van Ommen had completed from a kit were small bits of flotsam. Decades after doing a Singlehanded TransPac and having the boat sit unused on a trailer, van Ommen had gone bankrupt, and about all he had left was the boat and modest monthly Social Security checks. Yet that was all he needed to begin to live an extremely rich and rewarding life, one that has seen him cruise 47,843 miles, transit 565 locks in Europe, and visit something like 50 countries. After van

Ommen lost *Fleetwood*, he declined offers of financial assistance from *Latitude* and others, saying he had \$5,000 in the bank and was thus "fine for now".

We're glad to report that van Ommen has already begun looking for a replacement boat. "I will likely end up with an inexpensive 28+ footer in need of my reconstructive skills," he wrote. "I'll probably look on the Atlantic Coast or the Great Lakes. As an example, I saw an Alberg 30 on Lake Michigan for \$5,000 that would need another \$5,000 or so in reinforcements, maintenance, and so forth. One of my dreams with *Fleetwood*, after taking her to South America so I could land-travel there, was to sail her up to the Great Lakes, then take her down the Mississippi. So maybe I can still do that."

"We hope the Wanderer and Doña de Mallorca are enjoying St. Barth, you

LATITUDE / RICHARD



'Moonshadow', one of those "stubby-masted Deerfoots," looks like an old America's Cup boat with a keel curtain while getting painted.

bastards," write friends John and Debbie Rogers of the San Diego-based Deerfoot 62-2 **Moonshadow**. "While we really wish we were there, La Cruz ranks as a pretty good consolation prize, and we're getting a lot of much-needed painting done here at the La Cruz Shipyard. Tonight we met cruisers Ed and Connie Quesada of the Newport Beach-based Cardinal 46 **Sirena** under, for them, less than ideal circumstances. While taking photos of the frigate birds flying around our *casita* with a 300mm lens, I noticed

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CHANGES

a boat well off the entrance to Marina Riviera Nayarit with what looked like a stubby-looking mast. As owners of one of those stubby-masted Deerfoots, Debbie and I take notice of such things. But it turned out not to be a stubby mast, but a dismantled *Sirena*.

We later met Ed and Connie, who were dealing with the aftermath of the day's disaster a lot better than Deb and I think we would have. They reported that while sailing with friends in flat seas and just 15 knots of wind, the bolts on *Sirena's* starboard upper shroud chainplate broke. All five of them! The chainplate came off, and the top half of the mast went over. Fortunately for Ed and Connie, nobody was hurt, and there were six experienced sailors aboard. For us, *Sirena's* misfortune was a valuable wake-up call to be aware of any corrosion in or around our boat's chainplates and their fasteners. We will be pulling a few of our chainplate bolts to inspect them before our next sail aboard *Moonshadow!*

"The publisher of *Latitude* once asked me if I would circumnavigate again," writes Max Young of Antioch, who did a



JOHN ROGERS

From a distance, 'Sirena' appeared as though she might be a "stubby-masted Deerfoot." It turns out she was a dismantled Cardinal 46.

12-year, 36,000-mile circumnavigation with his Perry 47 **Reflections** — prior to her being sunk by a whale while he was singlehanded a Baja Bash in 2012. "I told him, 'Yes, I would circumnavigate again in a heartbeat if I was younger.

I will be 70 soon.' The thing that I neglected to add was: 'Those 12 years of circumnavigating have been the best 12 years of my life!' I originally planned on taking three or four years to go around, but then I stayed in Australia for 3½ years, Thailand for 18 months, Turkey for 18 months, Italy for 18 months, and the East Coast of the United States for a year."

Snow skiing in Baja? We recently read an article in the *New York Times* by a contributor to a skiing magazine, and he listed some of the more unusual places he's skied. Although we lost the clipping, we recall that he said one of the places was Mt. Pancho — or something — in Baja. We suppose if they can snow ski in Hawaii, they can ski in Baja.

Returning to St. Martin and St. Barth after a two-year absence are Greg Dorland and Debbie Macrorie of the Tahoe-based *Catana 52 Escapade*. "Debbie's cooking is still hot and the *Escapade's* wine cellar is full, so we're ready to return to St. Barth," says Greg. "But I have two warnings about St. Martin.

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Navigation, Communication & Weather

First, the authorities have gotten serious about charging boats to anchor at Marigot Bay. Second, after anchoring in front of the Tastevin restaurant at Grand Case, a marine police boat came by and asked us to leave because some pilots were complaining about our mast being in the flight path! Mind you, we're not talking about Queen Julianna Airport on the Dutch side of the island — which is notorious for the hairy landings and for 747 takeoffs that blow sunbathers off the beach and into the ocean — but little L'Espérance Airport on the French side that services dinky little planes."

You meet the most interesting people out cruising. Take John Everton, who along with his wife Veronica has lived and raised two kids aboard the legendary 50-ft wood ketch *Gaucha*. While at a bar in the British Virgins, John told us that although he was born in Grinnell, Iowa, he learned to sail in Rangoon, Burma. It turns out that his dad was John F. Kennedy's ambassador to Burma, and young Everton learned to sail when visiting from the boarding school he attended

in the Philippines. Given his cosmopolitan upbringing, it's no wonder that John didn't marry the 'girl next door', but rather Veronica, a bird from London.

The Evertons tell us they had a wonderful cruising season last year, highlighted by a month at North Sound in the British Virgins. "Sometimes we didn't see another boat in the whole Sound," they say, "and the most we ever saw was five boats." To put this into context, North Sound is packed with bareboats and a sprinkling of megayachts during the winter season. But come September, everybody thinks it's too hot and humid. "The weather wasn't bad at all," says 'Roni', "thanks to the ever-present breeze." If threatened by a tropical storm, the couple would have

ISLA CORTES



John of Iowa, the Philippines and Burma, with Veronica of London. They've lived aboard 'Gaucha' for something like 30 years.

quickly retreated to Coral Bay, St. John, in the U.S. Virgins. But there were no such threats.

This February wasn't as good as September was for the Evertons and *Gaucha*, as they were T-boned in the Soper's Hole anchorage by a motorsailing charter cat. "*Gaucha* was built of good hardwoods, so she'll be fine," says John. Why is *Gaucha* legendary? She was built in Argentina in 1943 for diplomat Ernesto

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CHANGES

Uriburu, who won the Blue Water Medal for what would be nearly 70,000 miles of ocean cruising between Buenos Aires and the Suez Canal, as well as retracing Columbus' Voyage of Discovery.

"A couple of days ago we went out to our Catalina 42 **Destiny** at the La Cruz anchorage, and the anchor locker hatch smacked my arm, leaving a reasonable-sized wound," writes John Foy. "Gilly dressed it, but it kept bleeding a bit. We decided that it would be prudent to have it checked, so we went to the *salud* — the health clinic — in La Cruz. A very nice young female doctor re-dressed the wound and suggested that I take a 10-day regimen of antibiotics and get a tetanus shot. So for 516 pesos — or \$39 at the current exchange rate — I received the consultation, antibiotic cream, 10 days of amoxicillin, bandages, rubber gloves and a tetanus shot — which I had to get in nearby Bucieras. Even with Medicare, I can't even guess how much more it would have cost in the States. We're full-time residents of Punta Mita after living in Alameda for many years, and have had many wonderful



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experiences with health care providers in Mexico, and at extremely favorable prices."

"I just read the Wanderer's report from the Caribbean, and I feel his pain about having trouble finding **decent Internet** in order to work," writes John Thompson. "He really ought to check out getting Internet through a phone network, as it's

way more reliable than having to find Wi-Fi hotspots. It's not that expensive, and it's available almost everywhere. I was in the Caribbean for most of January doing a Moorings charter from St. Lucia to Grenada, and bought a SIM card for my phone from Digicel. It came with 50mb of data per day, and cost about \$25 per month. I have an Android phone with a built-in wireless data-sharing connection with my computer, and it was easy to set up. I know a lot of people get Internet on their boats through the phone system in Mexico, and now it works great in the Caribbean, too. If you need more than 50mb per day, there are other quick and easy plans that you can sign up with. With such a setup, the Wanderer could easily work from his boat and not have to hunt for Internet at McDonalds or some other less-than-ideal 'office'."

Alas, last year we bought SIM cards for St. Barth in both St. Martin and St. Barth. Neither worked. But we'll try again this year.

Out cruising? We'd love to hear from you. A paragraph and a couple of high res photos are fine.



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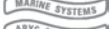
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22-FT J/22, 1988. Alameda. \$9,500. Totally redone, new mast, all new rigging, new hardware, racing bottom, multiple Quantum sails, powder-coated trailer. Very fast, just won the Fannette by 20+ minutes. More at <http://s1333.photobucket.com/user/swmack/library/J22?sort=3&page=1>. Call (530) 575-0261.

24 FEET & UNDER



22-FT CATALINA CAPRI, 2004. Napa. \$13,500. Meticulously maintained, wing keel Capri 22, 2004 5hp Honda, 2009 Doyle 4-batten main, jib, 135 genoa, roller furling, self-tailing winches, adjustable backstay, Boomkicker boom support, LED steaming, anchor and navigation lights, tiller extension, tiller controller, Raymarine ST60 Tridata, galvanized Trail-Rite trailer with surge brakes, extendable tongue, galvanized brake drums and brakes, new Fulton jack, custom mast raising system makes raising and lowering mast easy. Email me for photos: p11946@gmail.com.



18-FT MARSHALL SANDERLING. 1976. Walnut Grove, CA. \$8,900. Great condition/well maintained. White hull and deck with gray cockpit. Teak rails/trim. 1999 Yamaha 4hp OB/EZ lift bracket. Mast replaced 2000. 12-volt system with running/cabin lights. Anchor and Porta-Potti. 1997 Thurston sail in good condition with lazy jack and cover. Complete boat cover. (916) 777-7004, (415) 608-9293 or joe.r.sutton@gmail.com.

25 TO 28 FEET



CATALINA 28 MK II, 1998. Sausalito. \$39,000. Great condition. 2004 Honda diesel engine, 2004 Raymarine electronic, stereo, depth sounder, 2004 Potter, 2004 Otter, zinc.

28-FT ISLANDER, 1979. Alameda. \$14,200. Well maintained Islander 28, smaller version of Islander 36. Volvo diesel, new rigging, haulout April 2013, Pineapple main and roller-furling jib in very good condition. See photos at: www.flickr.com/photos/sailauklet. Contact (925) 828-9448 or sailauklet@gmail.com.

DINGHIES, LIFERAFTS AND ROWBOATS



14-FT ENTERPRISE, 1980. Saratoga, CA. \$2,995. Beautiful Enterprise sailing dinghy. African mahogany wood, immaculate condition. New, never used trailer. 2 sets of blue sails. (408) 761-6072 or srs@jma.com.



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25-FT CATALINA, 1987. Quincy, CA. \$9,800. Above-average condition Catalina 25. Wing keel stand rig and interior. 2008 Honda 9.9 XL shaft with electric start. New sails roller furling. Tiller pilot. New bimini. New standing rigging 2008. Mast raising system. Trailer roller bunks new LED lights and bearings. All teak refinished. This is a well maintained boat set up for singlehanded and extended cruises. Too many upgrades to list, please call for more information. Contact (530) 848-7873 or bjmp@sbcglobal.net.

28-FT WESTSAIL, 1976. Santa Cruz. \$26,900. Solid, beautiful, seaworthy classic. Full keel cruiser. Smaller version of Westsail 32. Factory-built, excellent condition. Cutter rig, tanbark sails. Universal M-25 diesel auxiliary. Capable cruiser with tons of room below. (831) 222-0519 or w28victoria@gmail.com.



25-FT FOLKBOAT, 1979. San Francisco Marina, Gashouse Cove. \$13,900. Great fiberglass hull, newish spruce mast, recent rigging, Honda 2hp, good sails, radio and EPIRB. Join Folkboat Racing Fleet. (925) 945-1521 or (925) 285-8446 or bmwstein@pacbell.net.

26-FT J/80, 2000. Fresno. \$32,500. Fresh water boat, excellent Quantum jib/North spinnaker, OK Quantum main, 4 older sails. Tacktick speed/depth/temp. Bottom 320 grit epoxy. More at <http://s891.photobucket.com/user/danieljcpa/library/J80%20for%20sale?sort=3&page=1>. Contact Dlrwin@ijwcpa.com or (559) 349-0362.

27-FT BALBOA, 1977. Sparks, NV. \$6,000. Catalina Tahoe keel, new head and interior, new marine battery, new tiller autopilot. Returnish 30 trailer. well cared for.

26-FT CATALINA 250 KEEL, 2005. Alameda. \$15,000. One owner, new bottom paint, Honda 8 power thrust electric start, wheel, satellite radio, excellent condition. Email brewsterkerr@outlook.com.



28-FT PEARSON, 1975. Alameda. \$5,000. Well maintained, many upgrades, nearly new sails, great Atomic 4 engine, new head and holding tank, Garmin 182C color chartplotter, reefing system, packing gland adjusted, tiller steering unit, new anchor and chain, microwave oven, great sailing boat for the SF Bay or coastal. Contact jdstein3718@gmail.com or (408) 410-0756.

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.

30-FT SANTANA, 1979. Alameda. \$13,500. 2-year-old diesel, spinnaker and gear, new main by Santa Cruz Sails. Great Bay cruiser and beer can racer. Newer cushions and very clean interior and no leaks! (510) 507-0006 or (510) 507-0007 or mike@journeycatamarans.com.

29-FT FARALLON, 1976. Berkeley. \$5,000. Custom built for blue water with rugged hull construction. MD6B Volvo engine, all sails, anchors, dodger. Needs work. AKA Golden Gate 30, Bodega 30. Email farallon29@hotmail.com.



30-FT WYLIECAT, 1997. Pt. Richmond. \$89,500. Dazzler. Major refit 2007-08, Pineapple carbon sail, Icom VHF, Garmin GPS plotter, Raymarine speed/depth, XP5 and ST2000 autopilots + remote. Fusion iPod stereo. LED lighting and more. Yanmar diesel. Fast and really fun. (510) 381-0802 or Tom.Patterson@iCloud.com.

30-FT OLSON, 1980. Benicia. \$12,500. Enigma. Santa Cruz built ULDB. Best, most fun beer can racer and/or daysailer available. Manageable size to sail out of slip or across the Pacific. Ready for it all. Contact (707) 246-8699, eves or noend_er@sbcglobal.net.



30-FT CAPO, 1984. SFYC. \$34,000. Toy Box is for sale! Designed by Carl Schumacher, and similar to the Olson 911S, the Capo 30 is a very fast, racer/cruiser with a 120 PHRF rating. (415) 488-3317 or pjcampfield@yahoo.com.



30-FT ERICSON 30+, 1984. Sausalito. \$25,000. Never buy fuel again. Zenergy has 9 kw Thooza electric motor, new prop, CNG stove, Bose stereo, sleeps 6, newer rigging, professionally maintained, great Bay boat, no diesel smell, must see to appreciate. Contact (415) 331-8250 or jack@modernsailing.com.



31-FT BENETEAU, 1992. San Diego. \$39,500. Lanterne Rouge has been set up to be easily singlehanded. This is a turn-key boat, ready to take you to your next adventure. The First 310 is a complete racer/cruiser providing speed and safety racing around the buoys and providing elegance and comfort at the marina or to Catalina Island with family and friends. Email george@elwersfamily.com.



30-FT ERICSON 30+, 1984. Emeryville. \$18,900. This fin keel, inboard diesel sloop is an excellent example of a Bruce King design. Made entirely in the U.S. this coastal cruiser is perfect for the weekend getaway or a day of cruising the Bay. Recently refinished the floors. Really runs well and sails nicely! (408) 569-3582 or frankjquinn@gmail.com.

30-FT CAPE DORY, 1982. San Carlos, MX. \$30,000. Gooseneck trailer. New rigging, gel batteries. Full batten main, Furllex, Lewmar ST30's, Volvo diesel, wheel, dodger, Autohelm, EPIRB, radios, CQR, 50' chain, propane stove, solar panel, dinghy, more. US delivery possible. (575) 758-8366 or jmac@laplaza.org.



30-FT ERICSON, 1985. Alameda Marina. \$15,000. Well maintained, classic 1985 Ericson 30+. Mahogany-paneled interior with new upholstery (sleeps up to 6 comfortably). Fully-equipped galley and stand-up, enclosed head with shower. Many other upgrades. Fully outfitted and sailaway-ready for weekend enjoyment, club racing or even longer cruising. Contact (408) 728-1587 or (951) 201-3453 or derekvenema@gmail.com.

30-FT CATALINA, 1978. Benicia, CA. \$5,000/obo. Currently berthed in Benicia, estate sale, inboard diesel, needs hull cleaned/painted, wood need refinishing, all sails plus extra sails and tackle. Photos on request. (916) 801-7868 or jidubois56@gmail.com.

32 TO 35 FEET

32-FT O'DAY, 1987. Monterey. \$32,000. Roller furling, dodger, lines led aft, self-tailing winches, wheel, autopilot, radar, Yanmar diesel, high-output alternator, 12-volt fridge, inverter, TV, stereo, propane stove. Good condition, except dodger. With transferable slip in Monterey. See photos on Craigslist. (831) 512-6842.

33-FT DEHLER OPTIMA, 1985. Brickyard Cove. This boat has been sailed in Bay, 16 years. It is in great condition. **SOLD** It has a new spinnaker, new pedestal steering, great interior, sleeps 6, dinghy w/motor, no dealers.



32-FT PEARSON 323 SLOOP, 1978. Berkeley. \$21,000. Berkeley berth, great Bay boat, new prop in 2012, sails in good condition, excellent maintenance records. Contact (510) 282-3316 or (510) 868-0228 or mikecdolan@gmail.com.

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33-FT CAPE DORY, 1980. Alameda, CA. \$59,500. A rare opportunity to own a classic Carl Alberg-designed sloop w/ full keel and attached rudder. Rich teak interior w/careful joiner work produces warm and inviting interior. Many recent upgrades. GPS/chart plotter, radar, VHF. Quantum main and jib, genoa, storm, asymmetrical spinnaker, roller furling, self-tailing winches. Westerbeke 27A diesel recently serviced, 35# CQR, Lofrans Royal windlass. New fuel tank, batteries, propane system, bottom paint, all in 2013. Adler/Barbour refrigeration w/freezer, H/C pressurized water. 8-ft Achilles inflatable, other extras. Contact (831) 429-5050 or marvinbrandt@comcast.net.



CATALINA 34 MK II, 1997. Berkeley Marina. \$78,000. Fin keel, lightly used, well maintained/equipped. Dodger, bimini, 12 volt fridge, cruising spinnaker w/dousing sock, custom V-berth mattress, diesel, 2013 bottom and batteries + more. Contact (559) 905-2633 or (559) 433-6436 or jgsatterberg@aol.com.



35-FT WAUQUIEZ PRETORIEN, 1983. Roche Harbor Resort, San Juan Island, WA. \$77,500. Hard-to-find high quality bluewater pedigree cruiser. Lightly used, always professionally maintained. Same owner of 17 years has invested over \$80k in upgrades, too many to list. Contact (206) 920-7337 or sailsmantf@gmail.com.



33-FT JEANNEAU SUNFAST 3200. 2009. San Diego. \$139,500. Veteran of Pacific Cup doublehanded, Transpac and Cabo. Turnkey ready for 2014 Pacific Cup doublehand or SHTP. Excellent condition with many extras. Full details and photos on website: www.mechdesign.com/3200. Contact sail@mechdesign.com or (435) 640-0587.

34-FT CATALINA C-34, 1990. Alameda. \$49,000. Classic boat with "walk through" transom, furling jib, refrigeration, VHF, cockpit table and cushions, new batteries (July 2013), bottom painted June 2013. Very clean, well maintained. Photos are available by email. Contact billsailbay47@hotmail.com.

33-FT HOBIE, 1983. San Diego. \$25,000. H-33 in great shape, newer 3DL sails, kelp cutter, LED nav lights, Dyneema running rigging. Fun daysailer, race winner. Plan your assault on Transpac 2015 now! Many pictures on blog at <http://hobie33forsale.blogspot.com>. Contact (619) 405-9349 or h.33.sdyc@gmail.com.



32-FT COLUMBIA 32 SPORT, 2007. Newport Beach. Custom and factory refurbished, new North Sails, GPS, rigging, 4,185 lbs. - flies around the course. Winning record. This is the second generation of the Columbia 30/32 (now Columbia 32 Sport) and was built for the owner of the company and then owned by the designer of the boat. Only four of these hulls were built and this is the only one that is 7/8 rigged and modified by the designer. Her sister Columbia 32 hit 26 kts and won its class in the San Francisco to Hawaii 2012 Pacific Cup. Includes tandem trailer. See <http://exigent7000.wordpress.com>. Contact (949) 294-9777 or tgrant@calrer.com.

32-FT SAMPSON C-MIST. \$4,000/obo. Professionally plastered and cured. Westsail cutter-rig. aluminum, stainless, 6 Dacrons. Needs new cockpit and major overhaul. Lively to windward at 5 knots. Gordon Strassenburgh, 275 N. Broadway, #304, Coos Bay, OR, 97420.

35-FT J/105, 1998. Berkeley Marina. \$72,000. J/105 #181 *Wianno*. Tiller boat for sale. Top 10 Fleet 1 finisher 2011 and 2012. Excellent condition. Two full sets racing sails, 1 set cruising sails. Race ready. More at <http://picasaweb.google.com/Gnuggat/J105181WiannoForSale#>. Email gnuggat@gmail.com.



35-FT NAUTICAT, 1993. Portland, OR. \$165,000. This unique two-cabin pilothouse with a sloop rig and fin keel was designed by Nauticat of Finland to emphasize sailing capabilities. It has a beautiful teak interior rarely found in boats of this era, but with limited exterior woodwork and molded nonskid decks, you will have more time for sailing. It is loaded with coastal cruising gear: 50hp Yanmar 4JH2E, 630 amp hours of AGM batteries, Hydrovane self-steering, Icom M710 SSB. New main and genoa, watermaker, Furuno radar, chartplotter with AIS, new thru-hulls and bottom paint in 2013. Contact marge@passion-yachts.com or (503) 289-6306.

34-FT SAN JUAN, 1980. Richmond. \$27,000. Good condition, 100% ready to sail. Yanmar diesel 2QM15. All lines aft. Mainsail with double reef, 110% roller furling jib, 155% roller furling genoa. Hot/cold pressurized water. Rubber dinghy with outboard. Contact (530) 673-8457 or sf885@sbcglobal.net.



33-FT HOBIE, 1983. Healdsburg. \$20,000. Ballenger double-spreader rig, new standing, running rigging and life lines last 2 years. Lines led aft for single-/doublehanding, many upgrades including Honda-powered sail drive, removable bowsprit for asymmetrical spinnaker, oversized rudder by Foss Foam, Raymarine instruments. Lift keel version with keel set in semi-permanent down position. On galvanized trailer in good condition with electro-hydraulic brakes, tongue extension, new stainless steel rotors. Many sails in ex-racing condition. Upon sale will transport this Pocket Rocket to the Northern California location of your choice. (707) 433-3692.



32-FT ERICSON SLOOP, 1988. San Francisco, GasHouse Cove. \$28,500. Solid, beamy ride built with quality. Original owner-have original purchase docs. Roomy cockpit, traveler above cabin. Everything, including instruments, operational; engine mint. Stays and shrouds relatively new. Six Lewmar winches. Sails, including roller-furling jib, main, and spinnaker. Excellent cabin layout with V-berths (full) fore and (smaller) aft. Galley to port of companionway, full head to starboard. Beautiful teak throughout. Lots of storage. Ready to sail! (650) 704-7590 or (650) 400-3763 or debby.schilling@gmail.com.



32-FT COLUMBIA 5.5, 1966. Alameda. \$13,000. Complete refit 2000. Faired keel, rudder. New halyards, bottom in 2013. Pneumatic vang. Carbon spinnaker pole. Electric bilge pump. Great race record in both One Design and PHRF. Turnkey boat. Alameda, upwind berth. (707) 644-1978 or pszasz@att.net.

36 TO 39 FEET

36-FT ISLANDER FREEPORT "B", 1978. Loch Lomond, San Rafael. \$60,000. New full batten main, staysail, roller furling jib, Espar heater, Isotherm refrigeration, LectraSan, rebuilt Perkins, new electrical panel, new dodger, sail cover and wheel cover. 2000 watt inverter. Pullman berth. (510) 410-5401 or tgrady7889@msn.com.

37-FT JEANNEAU SUN ODYSSEY 37.1. 1995. St. Croix, USVI. \$62,000/Reduced. Original owner. Well maintained, beautiful inside and out. Furling main/jib, Yanmar 3GM30F, low hours. Zodiac/6hp Tohatsu. Recent canvas. Full electronics. Email for photos and equipment list. Contact (516) 582-9342 or stxboater@yahoo.com.

36-FT HANS CHRISTIAN, 1975. Oyster Point Marina. \$31,000. Proven cruiser from Alaska to New Zealand. *Good Bones*, needs new sails and little TLC to restore her to offshore condition. Monitor windvane, dinghy and more. USCG documented. Contact (415) 337-5303 or svtekin@gmail.com.



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38-FT CONTEST 38S, 1986. S.France, Marines de Cogolin. \$99,000 VAT paid. A premium center-cockpit sloop by Cony-Plex Yachts Holland, USCG Doc, VAT paid. Professionally maintained with tens of thousands of \$ in upgrades past 12 years. New teak decks and Selden roller furl mast 2002. Volvo 2003T 47hp turbo and SS tankage for 400+ NM. Rod steering. Custom electric system with 75 amp Balmar alternator. Recent Raymarine instruments w/direct drive Raymarine autopilot. Radar, Navtex, liferaft, EPIRB, lcom. Custom cabinetry. This comfortable ocean cruiser is sitting in beautiful Marines de Cogolin, walking distance to St.Tropez. BERTH available with 5-year lease. Contact terryshari@yahoo.com or (650) 637-7919.

39-FT JEANNEAU SUN ODYSSEY. 2007. Sausalito. \$164,900. Boat's in great shape and includes the following features: furling mainsail, furling genoa, inverter, VHF radio, teak cockpit, E80w/GPS, Tridata & wind, electric winch, autopilot, spinnaker pole, and three sails. (415) 505-9614 or miami.hood@sbcglobal.net.



37-FT PEARSON 365 SLOOP/CUTTER. 1978. Sausalito. \$49,500. Well maintained, upgraded, sailed, and lived on for 22+ yrs. Recent LPU topsides, Mainsail, much more... Come see, make offer. (415) 297-4080 or art_epstein@yahoo.com.

39-FT CAL, 1988. Emeryville. \$75,000. This latest model Cal is equally at home cruising the world or on the race course. Quality equipment complements a very well designed and built vessel. Please contact John for particulars. Email d100cm@sbcglobal.net.

37-FT JEANNEAU SUN ODYSSEY. 2002. Long Beach. \$79,000. Raymarine autopilot, bimini, dinghy with Yamaha OB, Volvo 29hp, original owner. (760) 980-0204 or marshallkagan@yahoo.com.

36-FT SCHUMACHER, 1989. Paradise Cay. \$30,000. *National Biscuit*. Ready for racing! Carbon spinnaker pole, over 15 bags of sails, new running rigging, Yanmar 3-cylinder engine, triple-spreader fractional rig. Call. (415) 271-2722.



36-FT COLUMBIA, 1968. Brisbane Marina, San Francisco Bay Area. \$15,150. Ready to sail. Single fiberglass hull, needs TLC. Rigging in good shape. Engine recently replaced with rebuilt Yanmar diesel and hardly used. Mainsail with sail cover, full bimini in great shape. 4 self-tailing winches, inflatable 10-ft dinghy, life jackets, stove/oven, 2 double, and 2 single berths, sleeps 6 comfortably, 44 gal. fresh water. Teak interior in excellent condition, upholstery in OK shape. Email rodrigo.extranomical+latitude@gmail.com or (415) 322-8811.



36-FT CATALINA C36 MK II, 2006. Vallejo Yacht Club. \$135,000. Full spring mattress. Stove, oven, ice-making refrigerator, double sinks. Full-batten Leisure Furl in-boom furling main. Electric cabin-top winch. Raymarine C80 chart plotter with radar. Raymarine wind, depth, speed. Belowdeck autopilot. Fusion stereo, Bose speakers, iPod dock and Sirius, wired remote. LED lighting in cabins. LCD TV with DVD player. Tank level monitors (all tanks), Link 10 battery monitor. Electric fresh water toilet, shower with shower on swim platform. Removable outboard motor hoist. Flexofold three-bladed folding prop. Teak cockpit table. Anchor windlass up and down switch. Leather-wrapped folding wheel. In excellent condition. Includes all safety equipment, dock lines, power cord, etc. Contact (707) 319-2414 or john@honn.com.



46-FT HYLAS, 2000. Coronado, CA, USA. \$380,000. Ready to bluewater cruise. Superb condition, boat interior reconditioned in 2013. New hull and bottom paint. 2 cabins, 2 heads, A/C, heating, washer/dryer, full canvas, in-mast furling, dinghy with 6hp outboard, 6-man liferaft. www.seasilk.us. Contact (619) 995-9085 or craig@seasilk.us.



40-FT BRUCE ROBERTS. Cutter-rigged sloop, 1984. Bradford Island, CA. \$23,000. Price reduced! *Windy*: Documented, 37-ft LOD, bluewater, custom-built, classic design. Hull is 1-1/8" fiberglass, laid with Seaflex matting with integrated reinforcing fiberglass rods. Heavy-duty windlass, 4 anchors including 45lb CQR. Flush deck, hard dodger, 36hp diesel. Very sea kindly; proven Mexico cruiser. Comfortably built solid wood interior/mahogany, teak, maple. Bosch on-demand hot water heater, Queen bed. "Little ship". *Windy* will be on the hard at Marine Emporium Boatyard, for your viewing and inspection during March. Bring all offers. 5993 Bethel Island Rd., at Bethel Island, CA. Brad. Contact (209) 406-0965, (209) 855-4085 or bnrldeltadreamer@aol.com.



40-FT HUNTER LEGEND, 1990. Emeryville Marina. \$70,000. Boat is very spacious with centerline queen aft stateroom with plenty of storage, 2 heads, large galley, forward facing navigation station, dinette seating, large forward cabin. Very well equipped with good electronics, strong Yanmar engine, and new mainsail, new stereo, aft head, lines and has been detailed inside and out, looks like new! Great boat for sailing the Bay and live aboard! Check to see more photos at <http://tempestsailboat.shutterfly.com>. Contact fawcett1204@hotmail.com or (702) 303-4228.



47-FT VAGABOND, 1982. Brisbane, CA. Entertaining pre-listing offers. *S/V Natural High* is for sale. 1982/95/99 *Vagabond 47*, 56' LOA. Too many details to list, see website for more details and photos: <http://svnaturalhigh.com>. Email info@svnaturalhigh.com.



45-FT FASTNET 45, 1974. Portland. \$67,000. Price reduced!. Beautiful boat, many compliments on her lines. Recently sailed to Australia and back. Very seaworthy, comes with a lot of equipment. Considerable locker space and storage for extended cruising. (503) 327-6750 or lighthouse45@yahoo.com.



43-FT BENETEAU 423, 2005. Redwood City, CA. \$149,000. Immaculate bluewater 43-ft sloop, with cutter rig. Dual chart plotters, radar, and belowdeck autopilot. 150% furling jib, staysail, and like-new mainsail. Cherry interior with white leather. Boat looks brand new. Two cabin configuration. (650) 533-7732 or Captmaddog@gmail.com.



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

40 TO 50 FEET

40-FT MARINER KETCH, 1970. Richmond. \$8,500 w/engine, \$6,500 w/o. Far East Yachts. Heavy glass hull. Liveaboard cruiser, refit/rebuild underway, materials included. Rebuilt Isuzu 40hp, 0hrs. Windlass, holding tank, galley range, AC reefer. Health forces sale. Make offer. (916) 947-8382.

40-FT BENETEAU, 1994. Present-LaPaz/March-Southern Cal. \$89,000. Beneteau Oceanis 400, two-cabin, in-mast furler, 65gal fuel, 130 water, Yanmar 56hp. Well maintained. sailmurraygrey@yahoo.com.



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48-FT SPARKMAN & STEPHENS, 1970. Marina del Rey, CA. \$310,000. Beautiful steel circumnavigator. Recent 18-month total refit 2010-2012! Dutch-built S&S/Koopman's design, completed by Royal Huisman. *Lola* is a beautiful, fast, seaworthy, circumnavigating machine! No expense was spared in bringing her back to "new" condition from top to bottom! Electronics, rigging, sails, mechanicals, electrical, and paint. All NEW! She is very unique, sails like a dream, and must be seen to be fully appreciated! More at www.sailinglola.com. Contact (707) 509-9096 or mjboucher76@hotmail.com.

43-FT J/133, 2005. Redwood City, \$349,000. Excellent condition, fixed carbon sprit and emergency rudder, B&G instruments/pilot, Raymarine radar/GPS/AIS, Icom SSB/VHF, liferaft, EPIRB, 3DL sails, new faired bottom, etc. Contact (408) 234-4402 or john@castlerock.com.



44-FT TARTAN 4400, 2003. Channel Island Harbor. \$319,000. Major price reduction! Dark green hull, low hours, bow thruster, electric winches, VacuFlush heads, spinnaker, new batteries, new LP and bottom paint, numerous other options/upgrades. See more at: www.showcaseyachtsusa.com/tartini_time/tartini_time_home.html. Contact (530) 318-0730 or amgjohn@sbcglobal.net.



47-FT CATALINA, 2000. Long Beach, CA 90803. \$198,000. Beautifully maintained and priced to sell. Call or email for more information, specs and photos. (626) 705-4561 or sailboat470@gmail.com.



48-FT MAYFLOWER KETCH, 1985. Puerto Vallarta, Mexico. \$139,500USD. Sleek and graceful bluewater cruiser properly equipped can fly up to five sails with a crew of two. Designed by third generation naval architect George Stadel III, the *Oriana* has proven performance, good construction, and detailed appointments. The deck, hull, and spars were repainted in 2013. With its ample captain's cabin, attractive, roomy salon, and fully-equipped galley, the boat is a comfortable liveaboard in any of the world's ports. Powered by the proven Perkins 92M, the craft cruises comfortably at 7.5 knots. Equipment includes roller furling on all masts, self-tailing winches, 300 ft. chain anchor rode, three sturdy anchors, watermaker, and more. See <http://TheOriana.com>. Contact (480) 447-7316 or info@theoriana.com.



47-FT 473 BENETEAU, 2006. Marina Village, Alameda, CA. \$240,000. Cruise ready. White hull. Deep keel. Teak decks, 3 cabins. 75hp Yanmar, 7.9 Westerbeke generator, Spectra Newport watermaker, air conditioning, custom upholstery, Cherry wood interior, bow thruster. Much more. (530) 545-9540 or jmbtahoe@yahoo.com.



50-FT HUDSON FORCE 50, 1974. Perfect liveaboard or ocean cruiser pilot-house ketch, cutter rigged, singlehander, 50-ft redesigned vessel, lots of room, storage and living. New aluminum rigging, new main and mizzen sails, 2 full heads, 2 bunk rooms, 1 master berth, 78hp diesel Ford Lehman engine, 5K diesel genset, new batteries, plenty of tankage, lots of extras. Needs some finishing work, but is ready to sail anywhere. Taking serious cash offers. (650) 589-8821.



CATALINA 42 MK II, 2002. Friday Harbor, WA. \$167,000. Pristine condition, meticulously maintained, and ready to go cruising! Fully enclosed canvas cockpit great for affordable Northwest adventuring. Full specs and photos on website: <http://CatalinaSailboatForSale.blogspot.com>. Contact (360) 370-5976 or (360) 298-2627 or ahampton06@yahoo.com.



45-FT GARDEN YAWL. One-off double ender, 3 years in restoration, 98% completed, cold-molded over original strip planking. \$30K as is, or \$? to finish renovation. Contact (916) 847-9064 or steve@paradigmpilgrim.com.



42-FT CATALINA, 1996. Sausalito. \$137,500. New bottom paint, new standing rigging, all new rope. Yanmar engine. Autopilot, winches professionally serviced, radar. All interior fabric to be new... your choice of color if purchased within March. Call Tom. (415) 271-2722.



40-FT PASSPORT, 1980. Nadi, Fiji. \$99,000. Start living your dream in paradise. Renowned bluewater cruiser currently based in Fiji, actively cruising the South Pacific. All rigging and systems are less than 10 years old. 4200 engine hours. See <http://sites.google.com/site/1980passport40forsale/home>. Email svboldspirit@gmail.com.

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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.



46-FT CAROL KETCH. John Hanna design, 1946. Berkeley Marina. \$42,000. Classic wooden ketch. You'll be only the fourth owner of this beautiful double-ended ketch. Recently hauled and surveyed in January 2014, lots of work done in the last 2 years that you will benefit from. 48hp Perkins diesel. All sails in good shape. New sail covers. Interior freshly painted. More information and plenty of photos available, just ask. Contact (970) 261-1611 or jfa@technicaldesigns.net.

40-FT CAL, 1967. Berkeley. \$15,000. Our family boat since 1974. Needs TLC. Approximately 15 sails, many older extras, SSB radio, Autohelm. For more, email projectcal40@gmail.com.



44-FT CATALINA MORGAN, 2007. Seattle, WA area. \$262,900. Light and airy deck salon in Bristol condition. 75hp Yanmar with 600 hours. New solar panels and batteries, cruising spinnaker, power winches, hydronic heat, Raymarine C120, radar, autopilot, bow thruster. Contact (408) 666-3261 or jerryfsaia@aol.com.

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47-FT PASSPORT, 1984. Grenada, BWI. \$185,000. Aft cockpit, 2 staterooms, 2 heads, Perkins 4-236, generator, water-maker, plus more. Excellent bluewater cruiser. An experienced world cruiser. Visit our website for photos and cruising history. See <http://musetta.us>. Contact (360) 378-1188 or (360) 298-4044 or js15@musetta.us.

51 FEET & OVER



65-FT PILOTHOUSE KETCH, 1975. West Indies. \$74,900. Wooden hull, kauri. Built in New Zealand. Beautiful details. Excellent pricing (flip it!). Please only serious buyers contact. See http://docs.google.com/document/d/1DNCdryW4REzDjMOpnh6UHrFFwYzyvwxwK_j1LrznSE/edit?usp=sharing. Contact (916) 267-1461 or sailtheseas@outlook.com.



55-FT SWAN SLOOP, 1971. San Carlos, Mexico. \$198,000. Classic Swan 55 S&S sloop, one of three built by Nautor in Finland #007. Great racing cruiser. Email for more information: swanfun@hotmail.com or call (707) 371-6550.



CLASSIC BOATS



25-FT FOLKBOAT, 1948. Coyote Point, San Mateo. \$3,000. Good structural conditions. Sailed regularly. Great Bay Area boat. Requires deck re-canvassing. Full cover. Optional electric outboard. More at <http://elcaleuche.net/Folkboat>. Contact (650) 387-5342 or jnavarro@gmail.com.



58-FT STAYSAIL SCHOONER, 1925. Port Townsend, WA. \$159,000. *Suva*, 1925 staysail schooner designed by Ted Geary. A gorgeous and sound classic yacht that sails wonderfully! Teak. Financing available. See www.schoonersforale.com. Contact schoonersuva@gmail.com or (360) 643-3840.

MULTIHULLS

48-FT TRIMARAN. Sacramento. \$9,999. In the water, project boat. Has new sails, 60hp Japanese diesel. Some damage to hull, interior partially completed. (916) 205-1912.



38-FT FOUNTAINE PAJOT ATHENA. 1995. San Francisco, CA. \$149,000/obo. 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! More at <http://htzortzis.wix.com/family-circus>. Contact ctzortzis2014@gmail.com or (925) 878-9659.



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35-FT BENETEAU BLUE II, 1986. San Diego, Ensenada. \$79,900/obo. Very fast catamaran! 14-18 knots. All new inside, electric, plumbing, instruments, 2x20hp new Yanmar, racing main, roller furling, trampoline. Has keels, can go on beach, 2-4 cabins. Trailerable. No sales tax. Email sailoruno@yahoo.com.



38-FT CHAMBERLIN CAT, 1992. Nevis/St. Kitts, Caribbean. \$80,000. Custom 38-ft OSTAC performance cruiser: composite Vac-bagged Divinycell/Vinylester/Biax. Strong and lightweight. Two doubles, galley/settee berths up, bridgedeck with seated headroom. 30,000 ocean miles. See specs at <http://sydeva.blogspot.com>. And photos at <http://picasaweb.com/sydeva>. Email sydeva@gmail.com.



40-FT FUSION CATAMARAN, 2012. Vancouver, BC. Composite performance cruising catamaran. Yanmar 30hp saildrives, hydronic heating, LED Garmin instruments, Harken equipped. 3 cabins, 2 heads, stove/oven, fridge and freezer. Teak/ holly flooring, cherry cabinets and plentiful storage throughout. Sail away in comfort and style. (604) 600-1386, (604) 465-1662 or heliparts@bladesaviation.com.



42-FT FOUNTAINE PAJOT VENEZIA. 1996. Pier 39, San Francisco. \$249,000. True comfort either docked or in the ocean. Large salon, four double cabins, 2 bathrooms each with a shower, heater in each cabin, refrigerator and hot water heater. While docked, perfect on board apartment living. Two 30hp Yanmar diesel engines, autopilot, GPS, plotter, radar, dinghy and much more. (704) 516-4422 or bmartonffy@live.com.

42-FT CROSS 42R TRIMARAN, 1986. Guaymas, Mexico. \$20,000 obo/trade. Rounded hulls, on the hard in Guaymas, Sonora, Mexico. For pics and details: www.flickr.com/photos/60957671@N07. Email sv.demaris@hotmail.com.



28-FT CRUISING DESIGN, TELSTAR. 2007. Clipper Marina (on hard), Sausalito, CA. \$65,000. Outstanding 28-ft trailerable trimaran. All options, full galley/head, chart plotter, DSC VHF, autopilot, Tridata, Seatalk, spinnaker, drifter, 50hp fully maintained Honda, completely overhauled trailer. Ready to tow with mast up/down in under 5 minutes, fast, seaworthy cruiser. Priced to sell and in good condition - Leopard 43 finally coming. (415) 752-8683 or (415) 377-0816 or mmichaelbrown@mac.com.

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50-FT EX-US NAVY LIBERTY. Conversion, 1944. Monterey Marina, Monterey, CA. \$49,900/obo. Tri-cabin liveaboard trawler. Double V-berth, head, and shower. Spacious lower helm/galley with inside ladder to fly bridge. Aft cabin/salon/bedroom. Flybridge with large sun deck. Dual Capilano hydraulic steering. Detroit 671 diesel Morse controls. LectraSan, 35gal holding. New 50 amp shore power and main battery panels. Comfortable large 6' high cabins. Tastefully decorated. Walk-around deck. Slip transfers with sale. Email for photos and specifications. Health forces sale. Owner finance OAC. Contact johna@arnoldassoc.com or (831) 373-6061.



48-FT CALIFORNIAN, 1989. Monterey Harbor. \$180,000/obo. Get a second home in Monterey Harbor! Beautiful yacht with 3 bedrooms, 3 bathrooms all have showers, spacious salon, kitchen and dinette, with room for the whole family. Fully enclosed aft sun deck that is great for entertaining. For the captain, there are dual helms with an enclosed bridge with full Raymarine electronics. 12-ft inflatable on davits lift with a 25hp Yamaha outboard for running about. Contact (559) 904-0105 or (559) 904-9889 or jenshimmon@gmail.com.

32-FT CHRIS CRAFT CONSTELLATION. 1961. Vallejo. \$-Trade for sailboat. Great condition classic woody that I would like to trade for 25- to 30-ft sailboat in like condition, non-fixer, wheel steering, valued at \$13K. Visit website for details - send info. www.netn2it.com/br2/index.html. Email mike@netn2it.com.

20-FT NOVURANIA CL600, 2005. Treasure Island Sailing Center. \$37,500. Novurania 600 CL-20' Custom RIB tender w/teak decks. Volvo Penta D3 10-A diesel engine w/700 hrs, SX 1.66 stern drive. Dry-stored, fully loaded custom launch including scuba and navigation packages. Email novurania@onclippercove.com.

50-FT LIEN HWA TRAWLER, 1986. Monterey, CA. \$99,000. Fiberglass. Double staterooms, walk around king, very comfy. Turnkey. New galley appliances, Corian double helms, aft enclosed deck. Twin Volvo diesels. All maintenance records, 8k generator, autopilot, tools, spares. (831) 601-0078.

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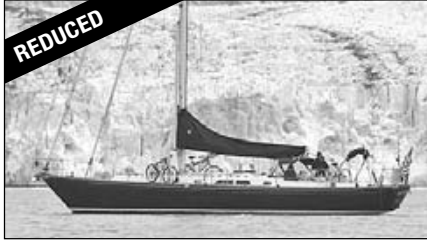


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