

Latitude 38

VOLUME 453 March 2015

WE GO WHERE THE WIND BLOWS



THREE BRIDGE FIASCO

As Debbie Harry sang in 1980, a few years before the first Three Bridge Fiasco, "The tide is high, but I'm holdin' on; I'm gonna be your number one..."

A record number of starters, 349, would try to be number one to the finish line in this year's singlehanded/doublehanded 21.47-mile Bay tour held on the last day of January.

At 9:00 a.m., the pursuit race starts began, in reverse order by PHRF rating, in what little remained of a light flood. The (very high) tide had turned just before the race, and most starters would battle an ebb topping out at 4 knots for most of the day.

The Singlehanded Sailing Society puts on the race, the first in their season each year. The racers start in either direction off the Golden Gate Yacht Club deck and round three marks in any order, finishing back at GGYC, crossing the line in either direction. The three marks are Blackaller Buoy off Crissy Field near the San Francisco side of the Golden Gate Bridge; Red Rock just south of the Richmond-San Rafael Bridge; and Yerba Buena/Treasure Island at the Bay Bridge. Strategy is key, and the ebb became a factor early on.

"Several boats that went to Blackaller first got sucked under the South Tower and dropped out quite early," said the SSS race chair, Allen Cooper. "Most of the starting sequence had wind, but two of the slower boats started quite late

An exodus of boats from the San Francisco Marina and StFYC joins the crowd forming in the starting area off GGYC.

(more than 30 minutes after the last start time), because they tried to start from the west but could not get back to the line until the wind picked up."

The biggest division in the race, the doublehanded Moore 24

class, had 31 starters and only eight finishers. They were led by Michael Quinn and Larry Nelson, who chartered *Cal*, owned by Dave Albright. Poor ol' *Cal* had been languishing on her trailer at

"We hosed her off and put her in the water that Friday. On Saturday, we raised our sails and started two minutes later. That was the sum total of our rehab work and campaign."

Richmond YC.

"*Cal* had not been in the water for at least two years," said Quinn. "We literally hosed her off and put her in the water that Friday. On Saturday, we got towed to the start by Gary Troxel's Beneteau 423 *Tiki Blue*, raised our sails, and started two minutes later. That was the sum total of our 'rehab' work and 'campaign'. We were very lucky that Dave put so much attention and care into *Cal* when he was actively sailing her. She is laid out immaculately! It was obvious that she was going to be a very easy boat to sail shorthanded, and that really matters in this kind of race."

Nelson and Quinn stuck with their original plan of Treasure Island, Red Rock, Blackaller. "We approached, rounded, and exited TI very wide, and



then ran straight down the middle of the Berkeley flats. We were about 200 yards ahead of the next Moore when Larry made the call to round Red Rock to starboard (the long way). This was the defining moment of the race, as we didn't see another Moore round it until we were entering Raccoon Strait. After that, things got pretty simple for the helmsman!"

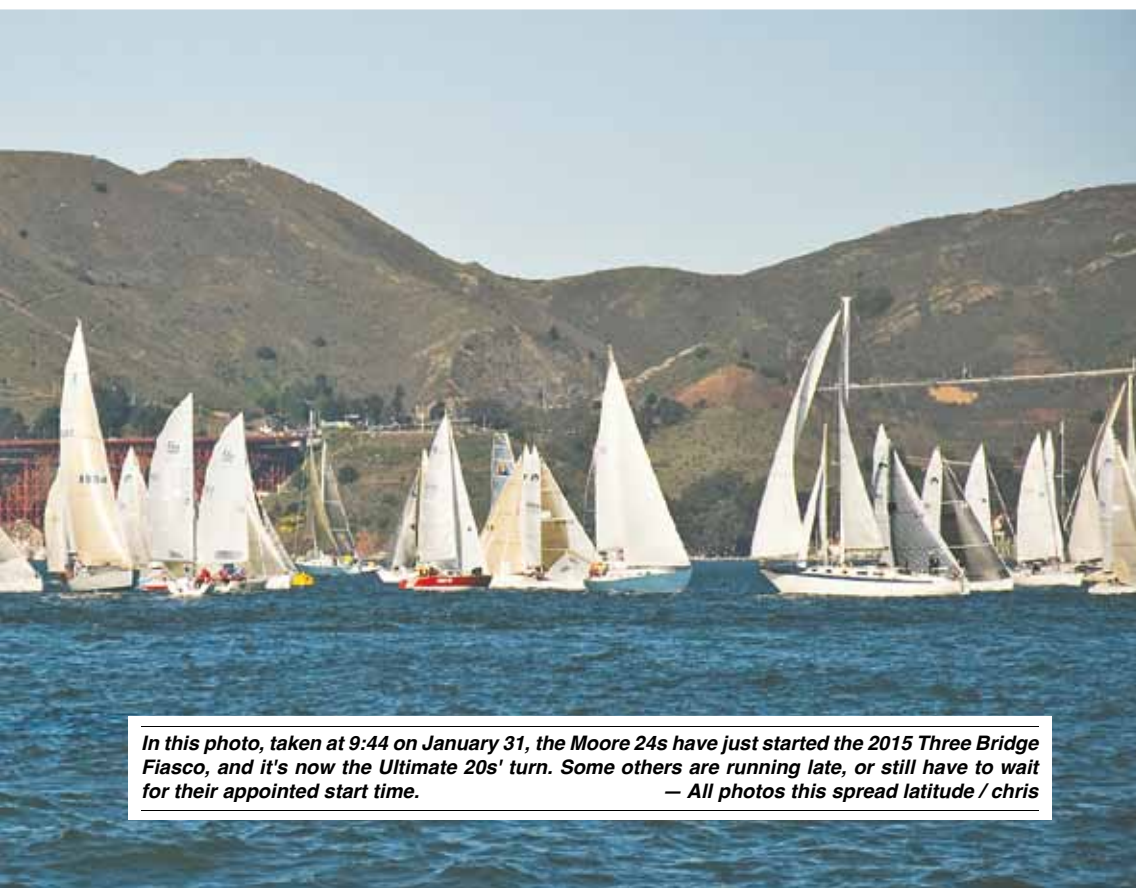
Ian Matthew, sailing the C&C 29-1 *Siento el Viento* with crew Jeff Drust, started at 9:32:30. "It looked like there would be a little flood left at our start," said Matthew, "and the weather forecast showed a light wind out of the north with the wind at Red Rock shutting down around midday. That gave us the initial strategy to go for Red Rock first and then let the wind decide whether we should take Blackaller or Yerba Buena next."

At their start, they saw nothing to change their minds. "We went east making for the Berkeley Flats. We enjoyed the flood and a nice lift as we headed toward the Olympic Circle. As we approached Red Rock, the wind did what SailFlow said it would do and steadily dropped as we approached. We were now getting Moore 24 and Express 27 company."

Some of the other boats were very



THE TIDE IS HIGH



In this photo, taken at 9:44 on January 31, the Moore 24s have just started the 2015 Three Bridge Fiasco, and it's now the Ultimate 20s' turn. Some others are running late, or still have to wait for their appointed start time. — All photos this spread latitude / chris

Red Rock, from the Berkeley Pier to the Yerba Buena rounding, and, after rounding Blackaller, to the finish."

At 4:27:36, she was the first singlehander to finish, one of only four, and the only boat in her class, Singlehanded PHRF >162. None of the three Singlehanded Multihulls was able to finish.

We'll hit the rewind button and go back a couple of hours earlier in the afternoon in order to find our 'number one', the overall winner. Bill Erkelens Sr.'s D-Class cat *Adrenaline* was the first boat to finish, at 2:46:37.

"We started on time [at 11:02:25] and never stopped moving," said Erkelens. "We went Red Rock, TI, Crissy, finish. Our strategy was to go to Crissy first and then Red Rock, but that changed. Like Kame Richards says, you have to go where you can keep moving. The remainder of the big cats started late due to the lack of wind."

Adrenaline's track showed mostly straight lines, with very few tacks and jibes. "My crew Chris Steinfeld and I sailed the most direct course, only 23 miles — the shortest distance I have ever done in the Three Bridge. We are glad we were able to stay with some air to keep moving."

Nick Gibbens of the Express 27 *Shenanigans* has raced on the Bay since he was 10, and he explored all the various

The Three Bridge Fiasco is the only race we know of that still uses the old 10-minute starting sequence — but just once, for the first start.

close to the west shore of Red Rock. "A J/22 ended up aground," said Matthew. "We anchored for about 10 minutes until we got a southwest puff."

The puff was enough to get *Siento* around the rock. Abeam of Treasure Island, Matthew and Drust set their chute in a westerly, then doused as they got close to the 'I' pier of the old Bay Bridge. They enjoyed a steady breeze all the way around Yerba Buena.

"Halfway to Blossom Rock, we tacked over to the main channel to get more ebb. We got a strong tide and a nice lift. The westerly was still going well for us, as well as a good ebb, so we stood out in the tide and then headed for the white barrel close to Blackaller rather than Blackaller itself. Looking into the sun, it was hard to see Blackaller and you certainly couldn't see the color! Fortunately, a D-Class catamaran, *HMB Boys & Girls Club*, was with us and we could now see the correct mark. It's a good thing you can take all the marks in either direction, so we rounded Blackaller to starboard and did a bear-away set only to have the wind die! That was really nerve-wracking, but fortunately the westerly came back and we rode the spinnaker to the finish."

Siento finished at 4:21:01, almost seven hours after they started. "The D-Class cat got a horn, but you can imagine my surprise and pleasure when we got the gun." Ian and Jeff had just won the Doublehanded PHRF >162 division.

Synthia Petroka, singlehanded the 28-ft Hawkfarm *Eyrie*, also went to Red Rock first, and also went east of Angel Island rather than through Raccoon Strait, riding the last bit of flood. The ebb kicked in for her around 11:30. "As I was slowly inching toward Red Rock, I noticed I was no longer approaching it and the boats nearer to the Rock were anchoring," she said, "so I oched over a bit and hid in its cone until the building westerly was enough to overtake the building ebb and I could barely squeak around. Then I rode the ebb mid-channel toward TI, taking a wide turn around Yerba Buena and back mid-channel toward Blossom Rock and Alcatraz, then mid-Bay toward the Golden Gate Bridge, to stay in the dying ebb. By the time I got to Blackaller the flood had started on shore."

She'd had great wind most of the day, except for the light patch between Southampton and the approach to Red Rock, and rounding Blackaller. "I was able to carry the spinnaker from Southampton to



THREE BRIDGE FIASCO



This page, clockwise from top left: the F-31 'Kokomo' and J/88 'White Shadow' on opposite jibes at Red Rock; the Melges 30 'Wet Corvette' in fresh breeze, headed for TI; little Wylies got a tow to the startline from a big sister; the Cal 20 'Green Dragon' south of Red Rock; the non-spinnaker Islander 36 'Califia' west of Yerba Buena. — All photos this page latitude / chris

points and islands along the Fiasco course as a kid. Now his son is sailing with him. "Having my 16-year-old aboard for what was only our second SSS race was something very special indeed! Connor handled the front of the boat without a hitch, allowing me to play octopus in the cockpit."

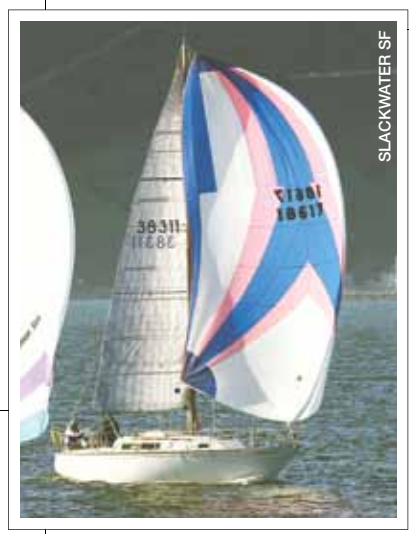
They had planned a counterclockwise route with a slight chance of going straight to Red Rock if TI looked light. "Not long after our start we could see

the northerly had filled nicely in the channel between TI and the City, so we went for it. The key move to extend our lead was jibing earlier than the other Expresses, which all pressed harder for relief on the west side of TI. We picked up a shift and ended up with a nice angle heading for the first pier of the Bay Bridge. From there we could see a lot of the Moore fleet and were able to learn from them and avoid the hole off Yerba Buena. We kept our breeze all the

way to the other side and didn't drop our spinnaker until we were under the old bridge on the east side. I lost track of the other Expresses behind us — they seemed to have more trouble getting clear of the island. Through this stage we never stopped moving and easily made it past the various barges and into the Central Bay, close-hauled and pointing at Richmond.

"We could see a large part of the fleet spawning at Angel Island's Point Blunt, so we knew their direct route to Red Rock was going to be tough. Our focus was simply on keeping the boat moving and trying to figure out how we were going to

THE TIDE IS HIGH



SLACKWATER SF



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make it through the mill pond that had developed at Red Rock in the building ebb."

They continued to make progress, easily avoiding the Richmond Long Wharf restricted area, and came alongside Red Rock against a 1.5-knot current around 1:15. "We made two aborted attempts to clear the island to starboard before finally sailing far enough north to make it.

"As we got the spinnaker down and settled into upwind sailing, I was very surprised to see Will Paxton's *Motorcycle Irene* right up against the east side of Red Rock — much closer than we expected!

The winning boats profiled in this story, clockwise from top left: 'Eyrie' runs along the northwest shore of Red Rock; 'Cal' has a reputation as a fast Moore 24; 'Adrenaline' sprints toward Fort Mason; the Express 27 'Shenanigans' in light air south of the Richmond-San Rafael Bridge. Center: 'Siento el Viento' at the finish. — All photos this page Leslie Richter / www.rockskipper.com except as noted

We still had a nice lead to spend sailing upwind with current assist, but it was much less relaxing. *Motorcycle* went hard right toward Paradise while *Shenanigans* worked the deep water and puffs as we both worked our way upwind toward Raccoon Strait and the escalator to the Golden Gate. Once again, Will played the beat well, taking a chunk of our lead away by the time we tacked into Raccoon. The wind lightened significantly at the west end of the Strait, making for

some nervous glances over my shoulder." But they made progress and were quickly out into 15+ knots of wind in the Slot, riding a full 3 knots of ebb.

"*Motorcycle* took the high lane, but the breeze freed us enough with the ebb to where I could ease sheets and help offset a big weight advantage that *Motorcycle* carried on this fetch. Connor went forward and switched the spinnaker gear around for our last set of the day."

Shenanigans rounded Blackaller at

THREE BRIDGE FIASCO

2:50, set the kite, and worked into the beach for current relief.

"The breeze quickly dropped way off and I hastily jibed back out for breeze, which thankfully returned! We protected our lead and began looking for boats coming west from TI. The Bay was empty before us, but we never really considered our overall position; our only real focus was on a class win. We had no idea about our overall position until Will asked the race committee how many boats had finished — the reply was, '45,' but she was teasing and after a moment added, 'but they've all dropped out so you were third,' making us second behind the catamaran."

"Finishers came through at a slow but steady pace with only one neck-and-neck duel," said Allen Cooper. "Staying closer to the pin helped one of them come from behind and win that battle. Two or three boats called in around the time limit of 7:00 p.m. saying they were close but could not make it. Many boats had been calling in between 6:30 and 6:45

CHRISTIAN HUMANN



Synthia Petroka of the Hawkfarm 'Eyrie' won the Perpetual Trophy for first place overall in the Singlehanded Division.

suggesting that they thought they had a chance until the end."

Cooper said that Ray Irvine of Jibeset told him that about a third of the entries are new each year. We interpret that to mean that the Fiasco is a bucket-list item. But it's only the first regatta in the

SSS Bay and ocean series each year. The next one will be March 21's Corinthian Race, which starts and finishes off Corinthian YC in Tiburon. It's a simple 18-mile Bay tour with division starts, and everyone will sail the same course — pretty normal compared to the Three Bridge.

For more information about the Singlehanded Sailing Society, see www.sfbaysss.org.

— **latitude**/chris

SINGLEHANDED:

SPORTBOAT — 1) **JetStream**, JS9000, Dan Alvarez; 2) **Warpath**, Olson 30, Andrew Zimmerman. (8 boats)

PHRF ≤ 108 — 1) **TIJD**, Beneteau First 30JK, Dirk Husselman. (6 boats)

PHRF ≥ 162 — 1) **Eyrie***, Hawkfarm, Synthia Petroka. (11 boats)

*Overall Singlehanded Monohull

DOUBLEHANDED:

PHRF ≤ 108 — 1) **Symmetry**, J/111, Howard Turner/Jay Crum; 2) **Deception**, SC50, Mark Van Selst/Roberto Giamonte; 3) **Golden Moon**, Express 37, Kame Richards/Paul Cronin; 4) **Yucca**, 8-Meter, Hank Easom/Kevin Burrell. (34 boats)

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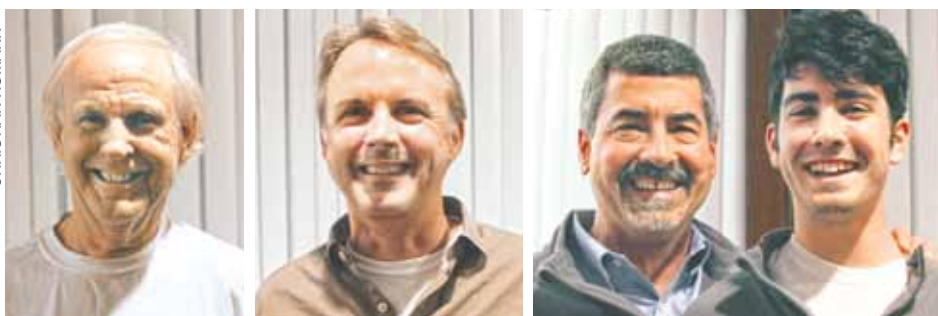
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THE TIDE IS HIGH

CHRISTIAN HUMANN



Doublehanded winners, left to right: Bill Erkelens Sr. was first to finish on the D-Class cat 'Adrenaline'; Mike Quinn won the Moore 24 division in the chartered 'Cal'; Nick Gibbens and his 16-year-old son Connor were the first monohull sailors to finish in the Express 27 'Shenanigans'.

PHRF 111-159 — 1) **Youngster**, IOD, Ron Young/Orlando Montalvan. (34 boats)

PHRF ≥162 — 1) **Siento el Viento**, C&C 29-1, Ian Matthew/Jeff Drust; 2) **Hard N Fast**, Merit 25, Tim Harden/Mike Streatly; 3) **Zeehond**, Newport 30 MkII, Donn Guay/Dave Salinovich; 4) **Eventstar**, Ranger 23, Gregory Towers/Bo Walker. (29 boats)

SPORTBOAT — 1) **Run Wild**, Custom Wylie 24, Andrew Hura/Josh Butler; 2) **Dark and Stormy**, 1D35, Jonathan Hunt/Toné Chin; 3) **Giant Slayer**, SC27, David Garman/Warren Peltz. (25 boats)

EXPRESS 27 — 1) **Shenanigans***, Nick & Connor Gibbens; 2) **Motorcycle Irene**, Will Pax-

ton/Zachery Anderson; 3) **Abigail Morgan**, Ron & Oliver Kell. (19 boats)

EXPRESS 37 — 1) **Bullet**, Laurence Baskin/Jim Murray. (8 boats)

MOORE 24 — 1) **Cal**, Michael Quinn/Larry Nelson; 2) **Crazy Eights**, Aaron Lee/Lief Wadleigh; 3) **Moore Wave*Ohs**, Kurt Lahr/Alex Simanis. (31 boats)

J/22 — 1) **America One**, David Kelly/Chris Raab; 2) **T-Bird**, Andrew Kobylinski/Kurt Wesels. (11 boats)

J/24 — 1) **Evil Octopus**, Jasper Van Vliet/Peter Shumar; 2) **Shut Up and Drive**, Val Lulevich/Zane Starkewolf. (9 boats)

J/70 — 1) **1FA**, Scott Sellers/Geoff Mcdonald; 2) **Spitfire**, Tyler Karaszewski/Evan Diola; 3) **Prime Number**, Peter Cameron/Chris Shepard. (5 boats)

MULTIHULL < 0 — 1) **Adrenaline****, D-Class cat, Bill Erkelens, Sr./Chris Steinfeld; 2) **Smart-Recruiters**, Extreme 40, Jerome Ternynck/Erwan Griziaux; 3) **Rocket 88**, D-Class cat, Brendan Busch/Ian Klitza. (7 boats)

MULTIHULL > 0 — 1) **Roshambo**, Corsair 31R Tri, Darren Doud/Chris Lewis; 2) **Mojo**, F-25c, Christopher Harvey/Bob Hyde; 3) **Chaos**, F-27, Travis Thompson/Jason Smith. (13 boats)

*Overall Doublehanded Monohull

**Overall Doublehanded Multihull & First to Finish

OVERALL:

SINGLEHANDED MONOHULL — 1) **Eyrie**; 2) **TJJD**; 3) **JetStream**; 4) **Warpath**. (42 boats)

DOUBLEHANDED MONOHULL — 1) **Shenanigans**; 2) **Motorcycle Irene**; 3) **Cal**; 4) **Run Wild**; 5) **Crazy Eights**; 6) **Moore Wave*Ohs**; 7) **Ragtime**, Moore 24, James Clappier/Patrick Whitmarsh; 8) **Siento el Viento**; 9) **Evil Octopus**; 10) **Hard N Fast**. (284 boats)

DOUBLEHANDED MULTIHULL — 1) **Adrenaline**; 2) **SmartRecruiters**; 3) **Rocket 88**; 4) **HMB Boys & Girls Club**, Alan O'Discoll/Bryan Wade; 5) **Shadow**, Peter Stoneberg/Kyle Gundersen. (20 boats)

Complete results at www.jibeset.net

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LOST &

It's now been more than two months since the much-revered Lyle Hess-designed cutter *Apster* was abandoned 75 miles southwest of Monterey. Long enough that most of the Bay Area sailors who knew the hand-hewn classic have probably given up on ever seeing her again. But we wouldn't write her off quite yet.

Although the vast majority of aban-

doned boats are never seen again, through years of reporting on offshore rescues we've learned that some do survive against all odds, eventually making landfall — or being discovered far offshore — hundreds or even thousands of miles from where they were last seen. The following are some examples that come to mind. And undoubtedly there have been others.

Pandemonium, Nelson-Marek 66 — On August 3, 1989, during a delivery back from that year's Transpac, *Pando's*

keel fell off about 300 miles from San Francisco. Within 30 seconds, the boat was upside down. In a lucky set of circumstances — starting with an airliner that picked up the EPIRB signal and relayed it to the Coast Guard — the five crew were rescued only a few hours later. Six months afterward, the boat was spotted and photographed by an APL ship in mid-ocean, floating serenely upside down. It was never seen again.

Nai'a, Shuttleworth 36 trimaran — Owner Mike Reppy's 1997 attempt at a new solo sailing record from San Francisco to Japan was cut short when, on May 23, *Nai'a* (dolphin in Hawaiian) pitchpoled only 300 miles from the finish line in Tokyo. Reppy was rescued, but was unable to salvage the boat.

A year and a half later — November, 1998 — the main hull washed ashore on Midway's East Island. Incredibly, *Nai'a* had not only returned back across the Pacific, but Reppy later calculated that the boat had probably gotten caught in the North Pacific gyre and may have drifted as much as 6,500 miles.

Bonaire, Moody 66 — After competing in the 2001 Transpac, *Bonaire* and her crew of nine were on their way back to Newport Beach when, about 800 miles into the trip, her mast step failed. Not the mast, the step, where the bottom of the mast attaches to the keel. Incredibly, the mast did not break, but its gyrations threatened to hole the hull, tear the deck off and/or hurt somebody really badly.



Several attempts were made to secure it, only to have rough weather and the mast's considerable moment-arm break the jury rig loose. Ultimately, the crew were taken off and the boat was left to her own devices. Eight months later, *Bonaire* — sans mast — ended up on a reef in Kiribati, roughly 1,600 miles to the southwest.

Aotea, Antrim 40 trimaran — Peter

The Moody 66 'Bonaire' was abandoned on her way back from the Transpac. Eight months later, she grounded onto a reef in Kiribati.

A year after flipping outside the Bay, parts of the Antrim 40 tri 'Aotea' showed up on an atoll in Micronesia.



MELIH AKGUL



RICH ROBERTS



LATITUDE / JR

SOMETIMES FOUND



A year and a half after the Shuttleworth 36 'Nai'a' pitchpoled en route to Japan, her main hull turned up at Midway's East Island.

Hogg and Jim Antrim (the boat's designer) were on the homestretch of the 1995 Doublehanded Farallones Race when a gust hit and the boat flipped only a few miles from the Golden Gate. Both sailors were rescued, but despite repeated searches by air and sea, Hogg was un-

able to find the boat again. A year later, the remains of the battered main hull, with one ama still attached, washed up on Murilo Atoll in Micronesia — nearly 5,000 miles away.

Chaton de Foi, Nauticat 33 — Sailing solo, owner Walter Teper was delivering his boat back from Costa Rica in December, 2005, when he encountered severe weather off Costa Rica and had to

be rescued. In June, 2006, the boat was spotted by fishermen only three miles off Milolii Bay, Hawaii — 4,700 miles from where it had been abandoned. Except for being covered in bird droppings, both inside and out, the boat was amazingly intact. She'd lost her mizzen, but her

The boat had probably gotten caught in the North Pacific gyre and may have drifted as much as 6,500 miles.

main mast was still up. Last we heard, Teper and his wife (who had lived aboard for six years) had flown to Hawaii and were refitting the boat for more cruising.

Pterodactyl, Olson 40 — On March 29, 2008, the owner and one crewman were thrown overboard when *Pterodactyl* took a knockdown on the way back from rounding the islands during the Doublehanded Farallones race. At the time, they were about five miles from the islands. They were rescued by another boat, but were unable to reboard *Pterodactyl* due to rough weather. In mid-May, she was spotted by a bulk carrier 900 miles to the southwest. Then again two weeks later by a Navy ship. Photos showed her sails tattered but the boat otherwise appeared in decent shape. She was never seen again.

Great American, Shuttleworth 60 trimaran — In 1990, Rich Wilson and Steve Pettengill were attempting to break the old clipper ship record from San Francisco to Boston when, on Thanksgiving Day, 400 miles west of Cape Horn, the boat was capsized by a large wave.

LATTITUDE / JR

Six months after the Nauticat 33 'Chaton de Foi' was abandoned off Costa Rica, she was discovered near Hawaii by a fisherman.

The Shuttleworth 60 tri 'Great American' was abandoned near Cape Horn after flipping twice. She drifted for a year before landing on South Georgia Island.



WALTER & CRISTINA TEPER



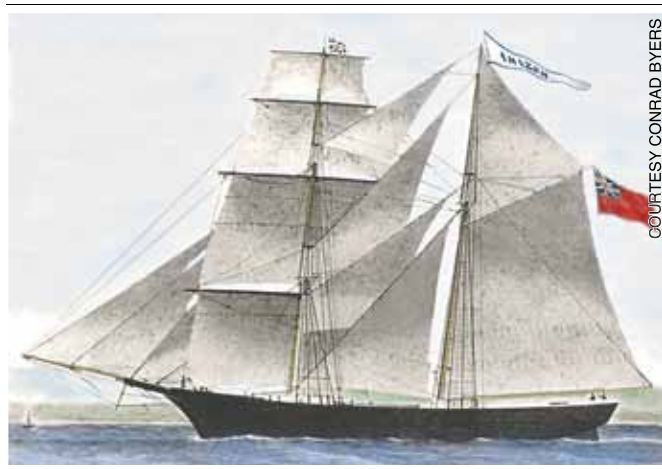
LATTITUDE / JR

LOST & SOMETIMES FOUND

Incredibly, about an hour later, another large wave 'uncapsized' her back upright, albeit dismasted and in a shambles. It's equally incredible that the men were rescued only a few hours later by a container ship.

A year and a thousand miles later, *Great American* — more or less intact — washed up on remote South Georgia Island in the Southern Atlantic. Amazingly, she had rounded the Horn by herself and drifted another 1,000 miles to the east. She went ashore only 25 miles from where Shackleton landed after his epic small-boat voyage from Antarctica in 1917. (A cruiser passing through in 2013 reported the main hull of *Great American* was still on the beach.)

Mary Celeste, 107-ft brigantine — Perhaps the most famous 'found' sailing vessel of them all, the *Mary Celeste* was encountered in mid-Atlantic by another ship on December 4, 1872. She was undamaged, but with no sign of Captain



COURTESY CONRAD BYERS

The brigantine 'Mary Celeste' is probably the most famous lost-then-found vessel of them all. She was found in mid-ocean in 1872.

Ben Briggs, his wife, his two-year-old daughter or his five-man crew. The brigantine had left New York bound for Genoa, Italy, on November 5.

The legend that grew up around the mystery (much of it attributed to an 'enhanced' account by Sherlock Holmes' creator, Sir Arthur Conan Doyle) has included her being found under full sail

and with hot food still on the table. In reality, she was wallowing with a few sails up and had three feet of water in the bilge, a lifeboat was missing, and some barrels of alcohol (her cargo) had broken open. The most widely accepted theory is that her crew, fearing the alcohol might explode, took to the lifeboat. They were never seen again. Considered a bad luck ship pretty much from her launch in 1861 — three captains died aboard — *Mary Celeste* made her final landfall in 1885, when her owner drove her ashore on Haiti in an attempted insurance fraud. In 2001, adventure novel author Clive Cussler led an expedition that found what remained of the ship, still firmly embedded in the reef.

We hope you are as fascinated by the wanderings of these uncrewed vessels as we are. And if you know of others to add to this list, please let us know via editorial@latitude38.com

— jr

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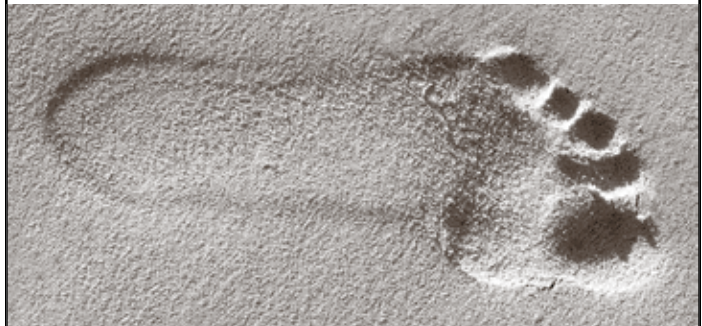
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SOUTH PACIFIC CRUISING OPTIONS —

It's always struck us as ironic — and just plain wrong — that many cruisers will spend 10, 15 or even 20 years in anxious anticipation of making a South Pacific cruise. But when they finally point their bows to the west, they race all the way to New Zealand or Australia in a single six-month season — a voyage of 5,000 or 6,000 miles, respectively.

Their basic motivation for doing this, of course — other than simply following the herd — is that they fear being caught

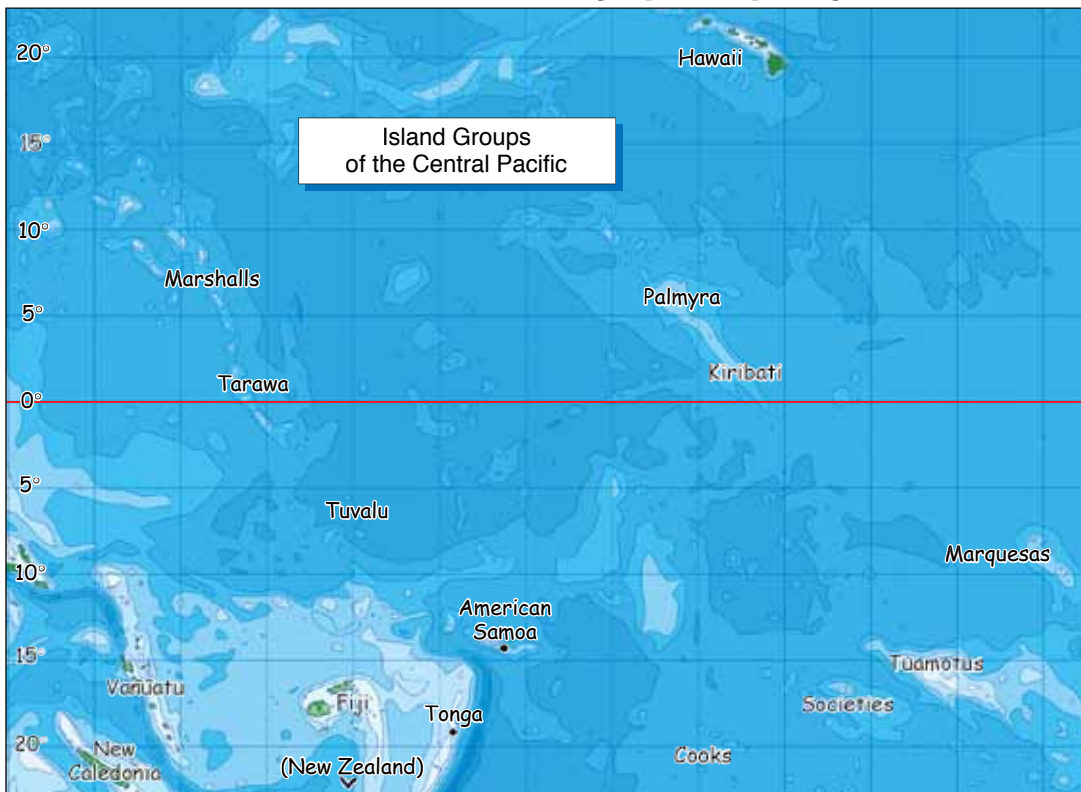
island groups seem relatively short, but trust us, once you sail west of a particular place, the prevailing southeast trades and associated swells make it extremely unlikely that you'll ever turn around and beat hundreds of miles to the east to *re-visit* a particular island group — unless you're a wee bit crazy or masochistic. So maximizing your visits in the various island groups before pushing west makes

a lot of sense.

As you can see by the map at left, west of French Polynesia lie the Cook Islands, followed by the Samoas, the Kingdom of Tonga, then Fiji and Vanuatu. The so-called Cruiser Milk Run takes many — if not the majority of — westbound voyagers to Tonga at the end of their first season, where they wait for an ideal weather window for the 1,200-mile crossing to New Zealand's North Island. There they make boat repairs and hang out during the southern summer while it's the rainy (cyclone) season in the tropics. After a six-month stay, most sail north to Fiji where they resume their tropical cruising. A similarly popular option is to duck down to Australia from Fiji or New Caledonia, then head back up six months later. But as wonderful as both New Zealand and Australia are, there are other options that are well worth considering along the way.

Hunkering Down in the Tropics

French Polynesia — We're happy to report that regulations pertaining to how long vessels



in the tropics during the South Pacific cyclone season. But given that many circumnavigators consider their visits to French Polynesia and other South Pacific island groups to have been the highlights of their entire world tours, it seems crazy to rush through them in a few months rather than considering other options.

We don't pretend to be the ultimate experts on South Pacific cruising, but we've studied the subject long enough to know that you don't have to travel very far outside the tropical cyclone belt to be practically guaranteed of avoiding major storms. And if you opt to remain within the heart of the tropics, there are options that make doing so relatively safe also.

The Lay of the Land

At the risk of stating the obvious, let us share this observation: When you look at a globe or a planning chart of the South Pacific, the distances between



WHAT'S THE RUSH?

and visitors can stay in French Polynesia have gotten more liberal in recent years.

All visiting *boats* can now stay for 18 months, and in some cases longer. But rules for *people* are different. Although French nationals and other European

If you opt to remain within the heart of the tropics, there are options that make doing so relatively safe.

Union citizens can stay indefinitely in French Polynesia — lucky them! — basic visas for Americans and Canadians are still only for 90 days. However, the rule is now 90 days "within a six-month period," instead of "within a calendar year," as it was previously.

This change has opened up new possibilities for westbound cruisers. For example, you could leave your boat in Tahiti or Raiatea — more on this below — fly home for a three-month

Just another 'lousy day in paradise'. For many cruisers, finally sailing the lagoons of Polynesia is a dream come true.

visit, then return for another 90 days of cruising. (Note also that "long stay visas" of six months or a year are possible to attain, but they *must* be arranged in person prior to heading west. (See www.pacificpuddlejumps.com and the website of the French consulate or embassy nearest to your home base.)

Tahiti and her sister islands are literally right smack-dab in the middle of the South Pacific Basin. So much so, in fact, that high tides there occur at noon and midnight every day of the year. No kidding! Perhaps this is why these islands see fewer severe storms than many other SoPac island groups. That's not to say powerful storms *never* happen in French Polynesia, though. In fact, in 2010 the remote Austral Islands archipelago was blasted with sustained winds of 65 knots and gusts to 97, which devastated the tiny island of Tubuai (350 miles south of Papeete at latitude 23°S). Still, the stats for the Society Islands (Tahiti and her sisters, lying between



GAKU

For most westbound cruisers, the Marquesas are the gateway to a whole new world of exotic landfalls.

16°30'S and 17°50'S) are such that many cruisers roll the dice each November and leave their boats A) in a slip at Papeete's large Marina Taina, B) on a mooring adjacent to the marina, or C) hauled out at one of two boatyards in the principal Leeward isle, Raiatea: Raitea Carénage and CNI (Chantier Naval des Îles).

American Samoa — Although this American territory lies within the tropical cyclone belt, Pago Pago Harbor is a natural hurricane hole with mooring balls for cruisers. A big plus here is that it has



LATITUDE / ANDY

SOUTH PACIFIC CRUISING OPTIONS —



INFINI



MEREKAVA



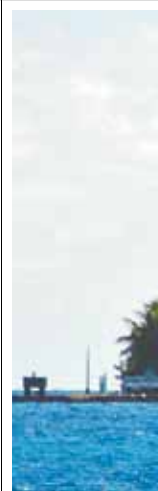
WONDERTIMES



AQUILA



ANDY MCKASKIE / SAVANNAH



a US post office and other American services. Plus, budget-conscious sailors can often find work there. Nevertheless, American Samoa is not terribly popular with westbound sailors, especially given the unspoiled attractions of Tonga, the next island group to the west.

Tonga — There's no guarantee that the Kingdom of Tonga will never get clobbered by a major storm, but the broad anchorage at Neiafu, the capital of the popular Vava'u Group, offers almost 360° storm protection provided by a maze of neighboring islands. So many cruisers take their chances and live on the hook there or leave their boats on rented moorings during the November-to-March cyclone season. Last January a nasty storm called Cyclone Ian walloped Tonga's Ha'apai island group (70 miles south of Neiafu), but we're not aware of any boats being damaged in Neiafu Harbour. North Americans get 30-day visas initially, which can easily be renewed for six months.

Fiji — The Fijian islands do occasionally get hit by cyclones, which has caused some boating facilities there to get creative. At the well-sheltered Vuda Point Marina, on the western side of the

main island, Viti Levu, many boats have successfully weathered big blows in slips or ashore in specially dug trenches lined with rubber tires. Sounds funky, but this technique has worked well during a number of big storms. North Americans get six-month visas, and all you have to do to start the clock over again is sail to another 'country' and come right back again — i.e. to the nearby French territory of Wallis and Futuna.

Heading North Beyond the Belt

Wintering in Hawaii — In our February 2012 issue we ran an excellent article entitled *South Pacific Cruising Strategies* by Dave and Sherry McCampbell of the Florida-based CSY 44 *Soggy Paws*. They too thought it would be crazy to race all the way across the Pacific in one season. So even before jumping off from Panama they did a lot of research and came up with a four-year South Pacific cruising plan that made a lot of sense to us. (Search the title in the 'News' section of www.pacificpuddlejumps.com and download it for free.)

Rather than following the herd west, they decided to sail north to Hawaii, and winter over there. So as they neared the

end of their visas, they set sail from the coral atolls of the Tuamotus — where they'd been thrilled by the fabulous diving — and worked their way roughly 500 miles to the northeast (close reach) to the tall volcanic isles of the Marquesas — the easternmost islands in French Polynesia.

From there, they had a great angle for the 2,000-mile reach to Hawaii: "We had a near-perfect passage with 12 to 15 knots of wind and light seas all the way, and an easy ITCZ [Intertropical Convergence Zone] crossing." They made the trip in late September and early October. In their article, the McCampbells noted that of the 500+ boats that crossed the Pacific that year, probably fewer than a dozen elected to winter over in Hawaii. But it certainly worked out well for them.

Sailing from Hawaii to French Polynesia is usually the more difficult direction, as it tends to be between close-hauled and a close reach. Here's what the McCampbells experienced on their return trip from Oahu at the end of April: "somewhat rough, windy passage for the first week, close-hauled, with winds in the 18- to 20-knot range. After that it settled down and we had a pleasant passage through the ITCZ and during

WHAT'S THE RUSH?



Clockwise from upper left: A splendid catch for a hungry crew; dolphins on the bow; nearing landfall at Moorea; traditions of music and dance run deep; morning light on Bora Bora; flat water in the Raiatea lagoon; snorkeling with rays; a truism etched in sand.

the last two weeks." Depending on wind angles on your return, you may not lay the Marquesas, but with any luck you can lay the Tuamotus or Societies. From Fatu Hiva, the easternmost island in the Marquesas, to Maupiti, the westernmost isle of the Societies, the French Polynesian islands are sprinkled over a 900-mile-wide expanse.

Other Cyclone Season Options

The McCampbells also make the point that if you can find a South Pacific island group that interests you and lies in single-digit latitudes — ideally between latitudes 8°S and 8°N — you'll be pretty much guaranteed to avoid major storms. This idea often appeals to sailors who like to visit less-traveled places and/or who are cruising on a tight budget — plus those who've become addicted to tropical air and sea temperatures.

One such possibility is traveling north from French Polynesia through the Line Islands of eastern Kiribati, a chain of small islands and atolls laid out along a north-south mid-ocean ridge that

includes the island of Kiribati (roughly 2°N) and Fanning Atoll (4°N). A bit farther north lies Palmyra Atoll (6°N), a US possession occupied only by small groups of scientific researchers. It's now administered by The Nature Conservancy and the US Fish and Wildlife Service. Yachts can visit for up to a week with prior approval from FWS.

A similar sub-sea ridge stretches north from Tonga and includes the independent Polynesian nation of Tuvalu (7°S) and several islands of the eastern portion of the Republic of Kiribati, including the capital, Tarawa Atoll (1°N). If this seems confusing, it's because the republic's possessions are peppered across more than a million square miles of ocean.

Roughly 350 miles to the north of Tarawa lies the Marshall Islands group, which some cruisers regard as an ideal place to weather the South Pacific cyclone season. Lying near latitude 7°N, air and water temps are tropical, and diving — once you get away from the bustling capital, Majuro — is excellent.

For American cruisers who've been 'out there' for a while, this former US territory (now a "presidential republic in free association with the US") has many attractions. Not only are there US banks, post offices and government agencies, but many cruisers have discovered that it's relatively easy to find work in order to fatten up their cruising kitties.

At the end of the cyclone season, most of these cruisers head south to Fiji or Vanuatu again, while others choose to linger above the equator and explore the myriad islands of the Federated States of Micronesia. But that's a whole other article.

Go West, But Slowly

The most important piece of advice we can offer here is to spend plenty of time doing research *long before* you make your first landfall in the South Pacific, so you'll be well aware of the options and won't simply be seduced into following the herd. You may only cruise the Pacific once, so we encourage you to make the most of it — and take plenty of time to smell the fragrant *tiaré* flowers along the way.

— **latitude/andy**

ALL PHOTOS LATITUDE / ANDY EXCEPT AS NOTED

THE LATITUDE 38 INTERVIEW

Chris White

While kicking around La Cruz, Mexico we crossed paths with multihull designer Chris White, famed for the forward-cockpit concept. Since three of his Atlantic 55/57s were on Banderas Bay, including his own Javelin, we decided he would be a great subject for an interview. When we picked up Chris, 60, and his wife Katie at the dinghy dock, we happened to bump into Brian Charette, who had just singlehanded his 36-ft Cat-2-Fold down from San Carlos. The four of us had a great time doing the interview at Philo's Music Studio and Bar, and later at Ivan's Street Tacos in Sayulita.

Latitude 38: How long have you been designing boats, and are you self-taught?

Chris: I've been designing since 1978, and I am self-taught. I did some studying with Westlawn Institute of Marine Technology, but when the curriculum got to wooden boats I couldn't stop laughing. I was building my 52-ft trimaran *Juniper* using West System at the time, and Westlawn was out of it.

38: You've put a lot of miles and time on boats that you designed, perhaps more than most designers. Can you give us an idea?

Chris: I did 8,000 miles on my Searunner 31 trimaran, which was designed by Jim Brown. Katie and I have done about 20,000 miles on my 52-ft trimaran *Juniper*, and 30,000 miles on our current boat, the Atlantic 55 cat *Javelin*. Most of our sailing has been on the East Coast, the Bahamas, the Caribbean, and Nova Scotia.

38: How many boats have been built to your designs, and how many have been catamarans as opposed to trimarans?

Chris: Not counting small boats, over 80 boats have been built to my designs. Only about 10% of them are trimarans because it's hard to get the kind of cruising accommodations that sailors are looking for in a tri. The most popular size boats are in the 40- to 60-foot range. A lot of people liked my Atlantic 42, but as time went on, customers wanted more and more stuff on their boats. So the boats needed to be bigger to carry all that stuff and still be able to sail. I'm always pushing longer boats. My designs are actually longer than most for their accommodation. As you probably know, there isn't a multihull that

"When the curriculum got to wooden boats I couldn't stop laughing."

wouldn't be a little better for a couple of more feet of length. Right now I'm doing a 70-footer for a couple because the owner wants much more performance, as in 300-mile days. We're still in the design stage and working at aggressive weight targets. The boat will be able to do 300-mile days.

38: Although our 63-ft *Profligate* is based on a Kurt Hughes stock design, your book *The Cruising Multihull* had a big influence on us. We got two very important things from the book before having *Profligate* built: 1) All things being equal, if you double the size of a cat, she's four times less likely to flip, and 2) All things being equal, the longer the hulls the easier it is to reach any given speed.

What do you consider to be a good day's run?

Chris: I'd say 250 miles a day — and more if there's a good breeze. But I generally plan on 200-mile days.

38: We have self-imposed speed limits on *Profligate*. We might not follow them, but they are 20 knots during the day and 15 knots at night. What about you?

Chris: If it's just Katie and I, and it gets dark, we start to slow down when we're hitting 16 to 18 knots. There was one time when I was in my bunk and I sensed how fast the boat was going. Just as I was getting up, Katie came to the door. "Just how many more 18-knot surfs do you want?" she asked. So we're on the same page. If it's daytime, I say let her rip — as long as we're not at risk of breaking something. If we're sailing close-hauled with the wave train forward of the beam, 12 knots is about the limit. If the wave train is aft of the beam, we'll hit speeds in the 20s. *Javelin's* highest speed has probably been in the high 20s.

38: You've had a number of your designs built in Chile. Tell us about that.

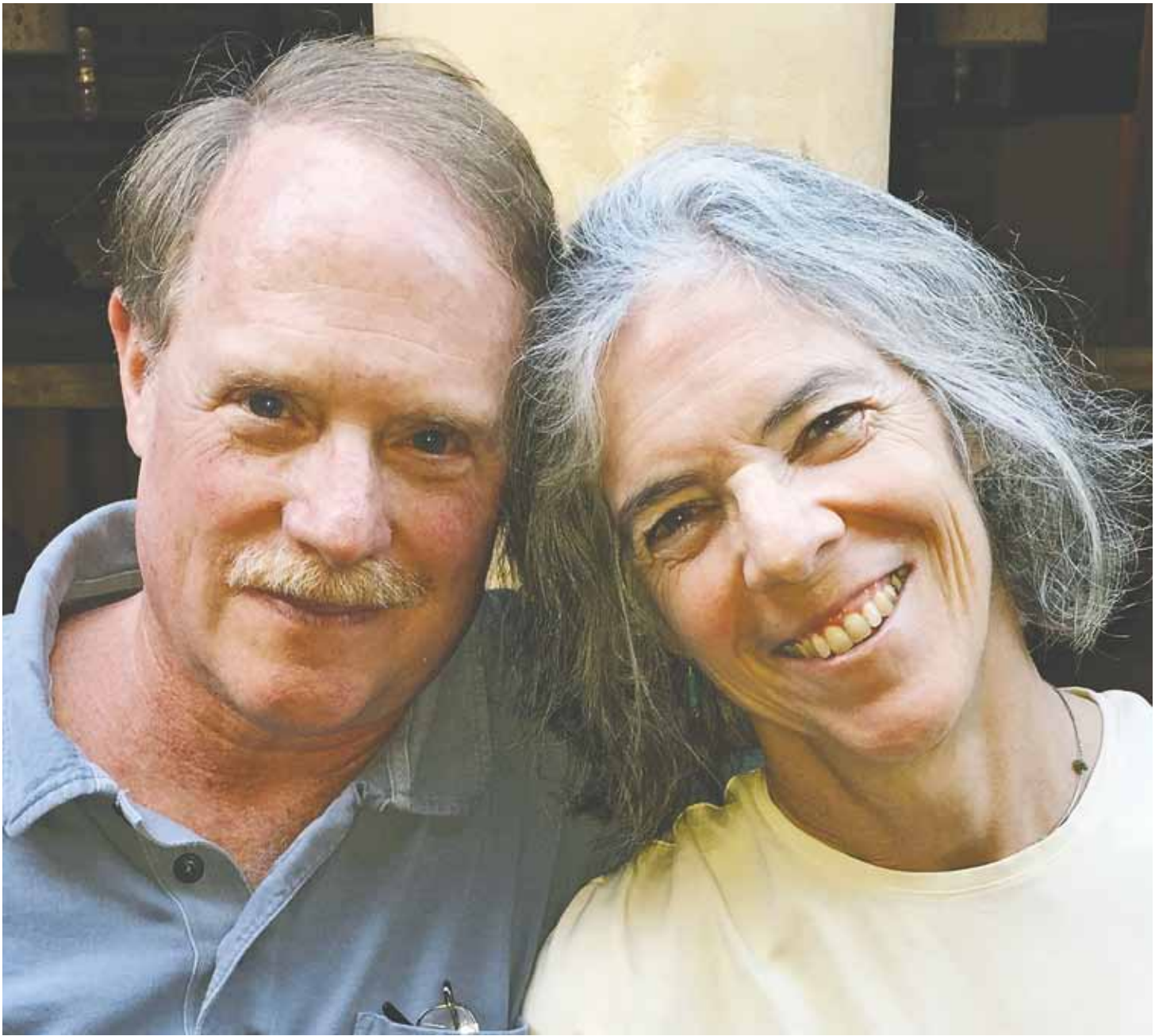
Chris: The company, Alwoplast, is owned by Alex Wopperplast, a German guy who cruised around the world for a number of years. He wound up in Patagonia in 1982 and decided he wanted to buy property and build boats there. He started with Tornado Olympic cats, then built a number of Crowther cats. We've launched 14 boats from Alwoplast and have three more in construction. Alwoplast has always been on time — which in the boatbuilding world is never more than a few weeks late — and always on budget. We do fixed-dollar-based contracts and have never had an argument about money. And Alex will even bid a boat he won't be building for two years. I've been very happy with the quality of work, too.

38: Your cats are quite light for their length and thus very performance oriented. You also do some unusual things with keels, keel-lets, daggerboards and pivoting centerboards. What do you have on *Javelin*, your personal Atlantic 55?

Chris: I have a keel-let with a pivoting centerboard. The keel-let is two feet deep and nine feet long. Some sisterships have daggerboards. My thinking behind the keel-let is that it protects the bottom of the hulls, the rudders and the props. I like my boat to be very durable, because Katie and I like to wander off to strange places with minimal depths, places that are often poorly charted. The last thing we want is to hit bottom — which we've done often enough — so hard that we lose the rudders and/or props. Daggerboards are actually easier to build and lighter, so if I had to do it again, I might go that route. I probably would have broken one or two daggerboards by now, but that would have been acceptable.

38: Where have you cruised?

Chris: We've done a fair bit in the Bahamas, Maine, and Nova Scotia, but most of the time in the Caribbean. The French Islands are great, but we're always looking to get away from



LATITUDE / RICHARD

Chris White and his wife Katie have sailed roughly 50,000 miles together aboard their 52-ft tri 'Juniper' and their 52-ft cat 'Javelin'.

development. It's getting harder all the time. Many years ago Katie and I visited a place in the Turks & Caicos that we loved because there was nothing there but sand. When we returned, it was all high-rise hotels. It's happening to all our favorite places, so we have to keep finding new ones.

38: If you didn't invent the forward-cockpit concept for cats, you certainly popularized it, right?

Chris: Here's the story. I got my first commission to design a cruising cat in 1983. At the time, almost all cats had a narrow cockpit behind the house, making it hard to access the sail controls. I did the natural thing by going back to my experience with my Searunner 31, which was a center cockpit design. "Why not a center cockpit, or more accurately a forward cockpit, on a cat?" I asked myself. As far as I know, nobody had done it

before.

That first cockpit-forward cat was the Atlantic 50 *Arabella*. During my first night offshore on her it was pouring rain, but

"Why not a center cockpit, or more accurately a forward cockpit, on a cat?" I asked myself.

we were dry, steering from the inside, watching the radar, and laughing our asses off at being so comfortable. I couldn't believe that I'd been sitting in the rain for all those years. *Arabella* was followed by a bunch of other forward-cockpit cats. For a

the latitude interview:

long time I waited for someone else to borrow the concept, but nobody did for about 15 years. I've done other stuff, but I've pretty much been identified with the forward-cockpit catamaran concept.

38: Your comment about being inside and out of the rain really hits home. In 18 years with *Profligate* we've never put on foul weather gear because we don't even have any on board. And that was before we put the hardtop over the cockpit.

You've more recently come up with another seemingly radical cruising cat concept. Tell us about it.

Chris: It's the Mast Foil Rig. The typical cat has a big fully-battened main and a small jib. Jibs are easy to handle, while mains are the problem because they are a nuisance to reef, unreef, furl, put the cover on, and so forth. It also seemed to me that mains are a liability because if you're in a big squall —

"We multihull people used to be the bad boys of sailing. That's all disappeared."

which are sometimes much stronger than they appear they will be — and it's blowing over 50 knots, it might be unsafe to bear away. And you probably couldn't get the main down anyway. The current solution for shorthanded catamaran cruisers is to

over-reef the main — and keep it over-reefed. My Mast Foil Rig solution is to get rid of the main entirely, and have roller furling jibs on two masts. The masts are actually foils to eliminate drag. They can be rotated 360 degrees, so you can also use them to depower the boat no matter what point of sail that you're on. I've been awarded a US Patent for the concept.

38: Would you put such a rig on a future boat of your own?

Chris: I would consider it. But the idea of having another boat built . . . boats cost so much money these days.



38: Is there a 'multihull personality'?

Chris: I don't know, but I can tell you one thing for sure, proa people are different. I would describe them as the lunatic fringe of the multihull family. I can also tell you that we've sold a lot of cats to people who used to have monohulls. And that we multihull people used to be the bad boys of sailing. That's all disappeared. When I started in the 1980s, if you could afford a nice boat, you got a monohull. That's no longer true.

Another thing readers might be interested in is that I've done a couple of powerboats, an area that I think is really ripe for great things to be done, particularly with the current hideous powerboat fuel economy. If you put a foil on a powerboat, you can get the fuel burn down by half.

38: We've always thought performance sailing cats, such as *Profligate* and your designs, make great powerboats even with masts on them. What do you burn with your current boat?



Chris: We alternate engines rather than running both at the same time. I figure I get six miles per gallon at about 7.75



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chris white



Chris sits at the inside steering position on one of his cats, where it's always dry and shaded. Just to the left is an opening to a 'forward' cockpit, which is great during stints of downwind sailing.

knots. My 55 displaces 26,000 pounds when full with fuel and water.

38: Let's see, at six miles a gallon you could make it the 1,000 miles from Vallarta to San Diego with 166 gallons. That's

"My Mast Foil Rig solution is to get rid of the main entirely, and have roller furling jibs on two masts."

pretty economical. There are sportfishing boats with less living space than your cat that could probably burn almost that much going from Newport to Catalina and back.

What are your cruising plans?

Chris: Katie and I are heading up toward the Sea of Cortez until it gets too cold. We want to have the boat in a position to cruise up there. We'll go back and forth between the boat and my office in Massachusetts. We figure that we might spend three years in this area.

38: What's been your favorite place to cruise so far?

Chris: I'm not sure we have a favorite, but the Bahamas is a great area for cruising. There aren't many people, the reefs are great, and there is lots of shelling and walking around to be enjoyed.

— **latitude**/richard

LATITUDE / RICHARD



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"I give up," I said as I stared at the unlikely combination of boat parts being lashed together in an even more unlikely arrangement. "What in the name of Neptune do you think you are building?"

Lee started to answer, but then stopped short: "You have to guess," she announced contritely. "Like, what do you think it is?"

The strange device Lee was constructing appeared to consist of two fins, prob-

"It looks like a swordfish tail at the end of a really long spar."

ably windsurfer centerboards, bolted together so they overlapped top-to-top, then lashed to the thin end of a tapered mast from a small sailboat or windsurfer. There was another spar lashed to the other end of the mast, with some PVC pipe attached to the far end of that piece. What those foils could do at the masthead of a small boat was beyond my imagination. Or, if the mast was intended to hold these things underwater, why did they project out in opposite directions? Hydrodynamically, structurally, and aesthetically it was all wrong. In fact the whole contraption looked more like a giant food processor blade than anything that could possibly be useful on a sailboat.

But Lee Helm is a naval architecture grad student, and whatever she was cooking up — even if it wasn't based on several pages of differential equations — would at least have an interesting story behind it.

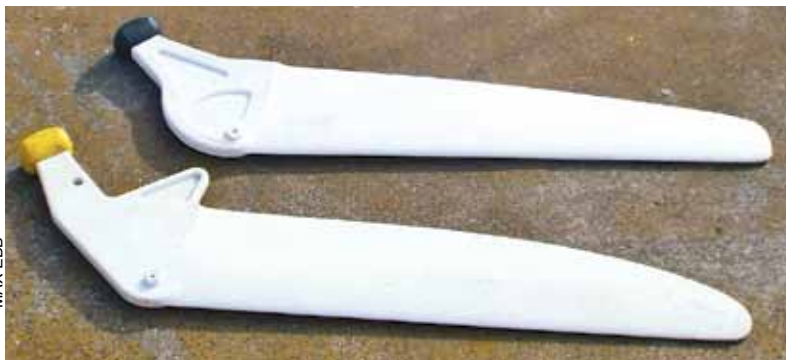
"Is it to keep the gulls off the spreaders?" I asked, taking a wild guess.

"Nope."

"Turbine-powered self-steering?" I guessed again.

"No, but you're getting warmer."

All windsurfing schools have leftover centerboards from worn-out training boards. You only need two, and they don't have to match.



"I know, it's for getting kelp off the keel!" I said, thinking I might finally have it. "You're doing the Santa Cruz race, right? And this thing is long enough to cut the kelp from the bottom of the kelp bed, if you really get stuck bad."

"Colder," she said, shaking her head. "Clue one: This boat is racing to Hawaii this summer."

The boat she was working on was one of the newer boats on my dock, and I always walked past it on my way to my own slip. It was marketed as a cruising design, but with a modern hull shape and medium displacement. Add some spinnakers and double poles, maybe lose the roller furling, and it would be a very nice ride to Hawaii.

But Lee's clue didn't help much with the guessing game, except to suggest that the device couldn't have anything to do with kelp. I examined the orientation of the end-to-end centerboards more closely.

"It looks like a swordfish tail," I thought out loud. "At the end of a really long spar. With a handle at the other end. Is it a big sculling oar?"

Lee shook her head. "Warmer, but time's up!" she said as she pretended to flip over a stack of score cards, pantomiming some ancient quiz show host. "It's a steering oar."

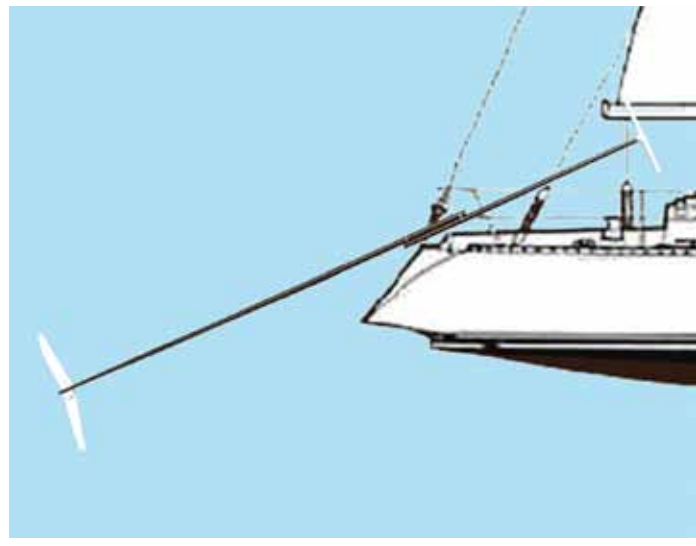
"Doesn't the boat already have a perfectly good rudder?" I asked.

"Max, the rules say we need an emergency rudder too," Lee reminded me. "This is, like, the cheapest and quickest-to-build e-rudder ever made."

"Really? Aren't those carbon spars kind of pricy?"

"Cost to me was zero! Zilch! Everything here is from the throw-away pile at the local windsurfing school. Except the PVC pipe for the handle, and a couple of nuts and bolts, but all that cost less than ten *diner*os."

Lee explained that the fins that made the swordfish tail were from worn-out training windsurfers, as I had guessed. The masts were also obsolete wind-



surfing gear, tossed out because they were too flexible to work with the current batch of sails at the windsurfing school.

"It only took, like, three hours to build this thing, start to finish," Lee bragged. "And that included biking to the hardware store for the fasteners. You just bolt the two foils together, then bolt them to the thin end of the spar, add some lashing, glue up the PVC pipe to make the handle, bolt that on, and like, voila!"

"How does it attach to the boat?" I asked.

"It just lashes to one side of the stern pulpit with a sail tie. Remember that this is for a Hawaii race, so you can stay on the same tack for days at a time to finish or to get back home. It works better lashed to the low side."

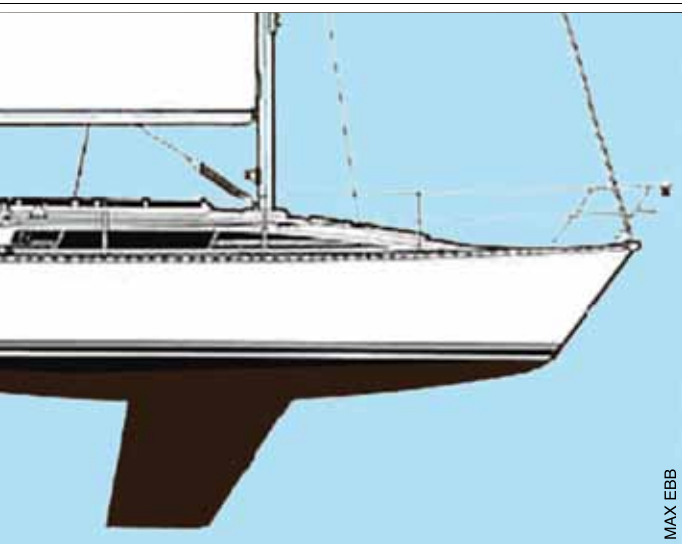
"Okay, I guess it might work," I allowed. "But isn't this really just another variation of the old 'hatch board at the end of the spinnaker pole' setup?"

"Sort of," Lee admitted. "Except, like, a spinnaker pole is designed to be a compression member. An unstayed mast is designed for bending, and bending is the only load this thing will see. A spinnaker pole would crumple if you tried to bend it as hard as this mast can be bent."

I examined the way the two masts were lashed together, with a large area of overlap. Lee followed my focus and continued to explain the design.

"The problem with using old windsurfer masts for steering oars is the same as the problem of using trees for lateen yardarms," she noted. "Trees and windsurfer masts are strong at one end but taper to very thin and flexible at the other end. But what we want is a spar that's strong in the middle and tapers at both ends, because the bending moment is zero at the ends. The traditional Middle

AN EITHER-OAR PROPOSITION



MAX EBB

Steering oar as e-rudder on a 32-ft cruiser/racer.

Eastern dhows solve the problem by lashing two trees together at the strong ends, with a generous overlap to make the middle part even stronger. I did the same thing with these masts. It's, like, really long because it's made from two masts, and it's like, really strong in the middle where it's doubled. And it's, like, really light because it's made of carbon and it tapers to a small diameter at both ends."

"Okay, I get that part. What about the fins?"

"Torque-balanced about the shaft, so no twisting. And these centerboards already have a very nice foil section, and they're strong enough for high speeds at high angles of attack. Okay, the middle is kinda ugly where the leading edge is square, but that's just for a few inches."

"You could have done a little glass work to fair it in..."

"No way," she interrupted. "A basic design principle for this project is to avoid any custom fabrication. It uses only mass-produced off-the-shelf parts designed to do something similar to what I'm using them for. Those centerboards are designed to produce hydrodynamic lift. The spars are designed for high bending loads and light weight. I mean, like, even if I didn't put this together by dumpster-diving at the windsurfing school, it would still be economical to buy the parts new from a sailboard shop. At least, economical compared to what I've seen people spend on the traditional kind of e-rudder."

"How big a boat do you think this thing could steer?" I asked.

"For your boat, I think I'd want to use

dinghy rudder blades instead of windsurfer centerboards. I'd also use more overlap between the two masts to increase the bending load capacity. But, like, it's too bad your boat is an old asymm type with no sprit, 'cause for modern boats with retractable bowsprits, the sprit can be used for part of the e-rudder system. Retractable bowsprits are also nice, light carbon structures optimized for high bending loads, perfect for a steering oar."

"Has this ever been done before?" I had to ask.

"Sheesh, Max. Steering oars have been steering boats for at least 10,000 years," she

answered as she gestured to the main fairway of the marina, where a 50-foot replica of a Chinese dragon boat, powered by 24 paddlers, was just passing into view during its morning practice session. "Okay, they only have ten-foot steering oars and no sail loads to manage, but those things are directionally unstable, just like a modern sailboat with no rudder."

"Let me ask that differently. Has this ever been done before on a sailboat? And has it ever worked for emergency steering?"

"See *Tiburón*. The Santa Cruz 37 in last year's Pacific Cup. After her main rudder failure the crew tried their conventional cassette-type e-rudder, but it broke right away. They ended up using their main boom as a steering oar, controlled by lines and winches. They even figured out how to lead the steering oar control cables into one of their steering pedestals. I mean, like, a steering wheel is really just another kind of winch.

By the time they got to Ha-



waii they were steering almost normally with a wheel."

I watched Lee add some more lashings to back up the bolted and clamped con-

nections, after which she proclaimed the gadget was ready for a sea trial.

"Let's use your boat," she suggested, and in a few minutes we were motoring out into the main channel with a 25-foot steering oar attached to my stern pulpit.

We rigged a preventer to pull the main boom way forward, keeping the main-sheet away from the steering oar handle. It did steer, but ever so slowly.

"It's like, fighting the main rudder for every degree of course change," Lee observed. "We'll need to remove your main rudder to see how it really works."

"By the time they got to Hawaii they were steering almost normally."

"I'm sure it works just fine," I said, not wishing to be any more of a lab rat for her project. "But I can see how this might turn one of the big-ticket, complicated and expensive items required for ocean racing into something cheap and simple."

"Maybe I'll race the ocean this spring after all," I remarked when we were back at my slip and securing the dock lines. "Although, I really need to keep the same crew for the whole series to do it right. Managing my crew list is like herding cats."

"And Pacific Cup to Hawaii next July," Lee added, apparently oblivious to my complaint about crew flakiness. "There

Inset: Lee's "swordfish tail" steering oar, made entirely from parts retrieved from the windsurfer school dumpster. Below: The steering oar in action.



MAX EBB

MAX EBB



MAX EBB

The SC 37 'Tiburon' lost its rudder in mid-Pacific, then broke the conventional cassette e-rudder. The steering oar made from the main boom got them to Hawaii without assistance.

have been some significant changes to the equipment requirements that simplify boat prep. And..." she whispered, "if you even suggest to any of your crew that you're thinking about doing Pacific Cup next year, you'll have crew flocking to your boat. Even an old plastic classic

like yours, Max."

I think it was just an accident, but Lee's timing could not have been more perfect. Just as she uttered the words "Pacific Cup," two women from the yacht club, known to be pretty good big boat crew, were walking down the dock behind me. They practically screeched to a stop.

"Uh, did you say you're doing Pacific Cup next year?" one of them asked.

"Thinking about it," I was able to say honestly.

"Let us know if you need crew," the other one added eagerly. "I'm pretty good on the bow."

"And I specialize in mainsheet," said her friend as she handed me a business card.

"Well, are you available for the ocean

series this spring?" I asked.

They were ready to sign on, and they even mentioned friends who they were sure would also be interested in the program.

"Herding cats is easy," observed Lee, "if you know how to use a can opener."

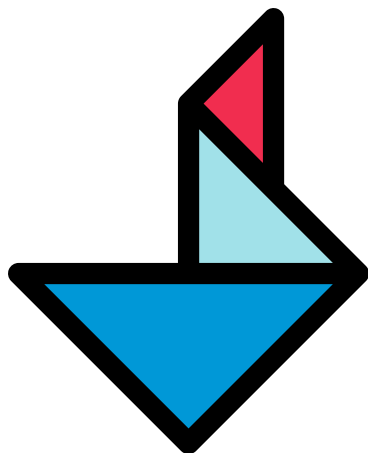
— **max ebb**

BIG-TICKET REQUIREMENTS THEN & NOW

Even though the offshore equipment list keeps getting longer, some of the most expensive and complicated-to-install items are no longer required.

The following are big-ticket items needed for the Pacific Cup, then and now.

	THEN	NOW
Liferaft.....	yes	yes
Communications.....	SSB.....	satphone
Emergency Rudder.....	hard	easy
Storm Trysail.....	yes	no
2nd installed water tank .	yes	no
Lots of spinnakers.....	yes	yes
Upgrade VHF feedline....	probably	prob. not
Navigation	celestial.....	GPS
Tactical Weather	weatherfax..	GRIB files via email



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THE RACING

Two organizations completed their midwinter series in February — **Berkeley YC** and **RegattaPRO** — and **Tiburon YC** finally got theirs started; we catch up with **Oakland YC's Sunday Brunch Series**; preview a **hodgepodge of regattas**; check the final scores of the **Perry Cup**; and delve into the **2020 Paralympics Debacle**.

Berkeley Yacht Club Midwinters

For a light-air year, the BYC Midwinters on the Berkeley 'Circle' were remarkably successful, with no races abandoned or cancelled. Fleet racing wrapped up on the weekend of February 14-15. The conditions on Valentine's Day were especially sweet, and love was in the air — love of sailboat racing in a nice easy breeze. Cheers were heard on the water when BYC volunteer Bobbi Tosse announced on the VHF, "Good morning racers. We're going to be starting on time."

The Circle is really no longer circular, with some of the buoys missing and the northeast quadrant silted in, so the race committee has been using drop marks for windward/leeward courses. On Saturday, the windward mark was set at 320° from the RC boat. In the strong ebb, the committee boat end of the start line was heavily favored.

Shortly before the starting sequence began, one of the racers hailed the race committee: "Is the mark drifting?"

"The bearing is the same," replied Tosse.

"You can fetch it on port tack," the racer pointed out.

"We're going with it," said Tosse.

on port, with only one tack required to round the mark to port. The next leg, to the leeward mark, was an easy run.

Upon starting the second lap, one sailor observed, "This is the same as the last lap. We're just going around in circles like NASCAR." But then the wind clocked to the west, the second run became reachy, and sails had to be adjusted after all.

Everyone completed the course with plenty of time and energy left over for whatever the rest of the quasi-holiday might bring.

Ah, but the wind, she is a fickle lover. Saturday's infatuation quickly lapsed into boredom on Sunday, when the wind teased, then denied the eager racers. An hour-long postponement was followed by a short one-lap 4-mile race. "Of course, after the first starters took off, the wind shifted and the lead boats ended up with less than one hour of racing," said Tosse.

The new Shorthanded divisions on Sunday were a success. "The biggest start group on Sunday was the nine-boat Shorthanded 2," observed Tosse.

The February weekend was the last of four. The final event in the series will be the Trophy Winners Race on Sunday, March 1. "All the first-place winners of both days will vie for the perpetual trophy," explained Tosse. "In a separate division, all the second-place finishers will race for the 'First of Seconds' and a third division will have all the third-place finishers going for the 'First of Thirds'." Trophies for all will be awarded at BYC around 5:00 p.m. that day.

— latitude/chris



Some of the shorthanded sailors in the BYC Sunday Series. Bob Johnston (in the yellow 'Latitude' shirt) gave each one a special hat in the color of their boat.

All the divisions were given the full 8-mile-long double-sausage course, and the first beat was indeed an easy fetch

BYC SATURDAY MIDWINTERS (4r, 0t)

PHRF <79 — 1) **Arch Angel**, Antrim 27, Bryce Griffith, 12 points; 2) **Family Hour TNG**, Henderson 30, Bilafer family, 13; 3) **Advantage 3**, J/105, Pat Benedict, 20. (10 boats)

PHRF 81-105 — 1) **Hoot**, Olson 30, Andy Macfie, 5 points; 2) **Baleineau**, Olson 34, Charlie Brochard, 11; 3) **Flexi-Flyer**, Soverel 33, Mitchell

Regular racing in the BYC Midwinters wrapped up on February 14-15. Spread: the Shorthanded 2 division start on Sunday. Inset: Charlie Brochard's Olson 34 'Baleineau' got a great start on Saturday.



Wells, 13. (8 boats)

PHRF 108-126 — 1) **Shameless**, Schumacher 30, George Ellison, 8 points; 2) **Stink Eye**, Laser 28, Jonathan Gutoff, 11; 3) **Ahi**, Santana 35, Andy Newell, 13. (7 boats)

PHRF 129-183 — 1) **Phantom**, J/24, John Gulliford, 5 points; 2) **Achates**, Newport 30, Robert Schock, 14; 3) **Wind Speed**, J/30, Tony Cas-truccio, 18. (7 boats)

PHRF >185 — 1) **Ypso**, Cal 2-27, Tim Stapleton, 6 points; 2) **Critical Mass**, Mancebo 24, John Dukat, 9; 3) **Huck Finn**, Bear, Margie Siegal, 14. (3 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Zachery Anderson, 5 points; 2) **Ergo**, Steve McCarthy, 11; 3) **Wile E Coyote**, Dan Pruzan, 19; 4) **Abigail Morgan**, Oliver Kell, 19. (16 boats)

CAL 20 — 1) **Can O'Whoopass**, Richard vonEhrenkrook, 5 points; 2) **Green Dragon**, Marcus Choy, 12; 3) **Raccoon**, Jim Snow, 13. (6 boats)

BYC SUNDAY MIDWINTERS (4r, 0t)

PHRF <127 — 1) **Hoot**, 5 points; 2) **Yankee Air Pirate**, Olson 30, Donald Newman, 11; 3) **Flexi-Flyer**, 17. (8 boats)

PHRF >128 — 1) **Twoirrational**, Moore 24, Tony Chargin, 7.5 points; 2) **TMC Racing**, J/24, Michael Whitfield, 8; 3) **Frogflips**, J/24, Richard Stockdale, 17. (9 boats)

SHORTHANDLED PHRF <124 — 1) **Stink Eye**, 7.5 points; 2) **Outsider**, Azzura 310, Greg

LATITUDE / CHRIS



PAUL KAMEN

Nelsen, 8; 3) **Ragtime!**, J/92, Bob Johnston, 13.5. (9 boats)

SHORTHANDED PHRF >125 — 1) **Critical Mass**, 10 points; 2) **Elise**, Express 27, Nathalie Criou, 19; 3) **Starbuck**, Black Soo, Stephen Buckingham, 20. (11 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, 5 points; 2) **Dianne**, Steve Katzman, 8; 3) **Libra**, Marcia Schnapp, 11. (4 boats)

For full results, see www.berkeleyyc.org.

RegattaPRO Winter One Design

The final installment of the RegattaPRO Winter One Design Series was held on Saturday, February 14. And you could not have asked for a better day, with 8-10 knots of breeze out of the NNW and flat water. Fortunately, the ebb was a little later than predicted, requiring a tactical choice on the upwind legs, which prevented the course from being the normal 'dance floor' that generally occurs with a NNW breeze just outside the Berkeley Circle.

With red balloons attached all around her lifelines, the J/105 *Hazardous Waste* was appropriately renamed "the Love Boat" for Valentine's Day. Surprisingly most of the balloons lasted the entire race.

With the relatively light air and flat seas there wasn't a whole lot of action to report, but the Moore 24 *Moorigami* did demonstrate an origami lesson on the first downwind leg of the day — they folded their kite into a beautiful figure-eight pattern and sailed the entire downwind leg in that fashion. Fearing they may not have given observers a good enough look at their masterful origami, they sailed well below the leeward mark, almost to the finish line, before getting the kite down and turning back upwind for the next leg.

Other boats had a few minor problems here and there, but the biggest glitch in the entire series has been the scoring, which was my responsibility. I've been reluctant to move to a new scoring system, and it has been painfully demonstrated to me that I need to do so. My apologies to all the fleets for the delays in getting the results out. I have already switched to another scoring program that will allow for much faster postings.

The series ended up with about 60 boats, which is fantastic. I look forward to next year!

— jeff zarwell

REGATTAPRO WINTER ONE DESIGN (7r, 2t)

J/120 — 1) **Peregrine**, David Haliwell, 5 points; 2) **Chance**, Barry Lewis, 10; 3) **Mr. Magoo**, Steve Madeira, 13. (5 boats)

J/105 — 1) **Wonder**, Tom Kennedy, 16 points; 2) **Joyride**, Bill Hoehler, 20; 3) **Chinook**, Jim Duffy, 21; 4) **Hazardous Waste**, Chuck Cihak, 22. (16 boats)

MELGES 24 — 1) **Personal Puff**, Dan Hauserman, 8 points; 2) **Nothing Ventured**, Duane Yoslov, 13; 3) **Smokin'**, Kevin Clark, 14. (8 boats)

REGATTAPRO WINTER ONE DESIGN (6r, 1t)

J/70 — 1) **Bottle Rocket**, David Schumann, 5 points; 2) **Rampage**, Robert Milligan, 13; 3) **Perfect Wife**, Chris Andersen, 18. (9 boats)

MOORE 24 — 1) **Banditos**, John Kernot, 8 points; 2) **Twoirrational**, Tony Chargin, 18; 3) **Legs**, Les Robertson, 18. (11 boats)

J/24 — 1) **Snow Job**, Brian Goepfrich, 7 points; 2) **TMC Racing**, Michael Whitfield, 14; 3) **Little Wing**, Luther Strayer, 16. (11 boats)

For full results, see www.regattapro.com.

Midwinters in Paradise

Saturday, February 7, looked promising at midday at Tiburon YC in Paradise Cay. A nice, gentle southerly was blowing, and the skies were cloudy but not black, a big contrast to the previous month when the North Bay had bright blue skies but not a breath of wind.

The plan was to fit in two races, with the second race being the one postponed from January. Nine boats showed up out of the 13 entered, and the first race started in a light southeasterly. However, halfway to the first mark the wind dropped to almost nothing as it swung to the west. In the Spinnaker Division, Ian Matthew's C&C 29 *Siento el Viento* was first around the first mark, but Mark Eastham's F-31 trimaran *Ma's Rover* passed her on the way to the second mark, and the race ended in a drift back to the finish.

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

February's racing stories included:

- Volvo Ocean Race
- GGYC, VYC, BYC, RegattaPRO, TYC, SeqYC Midwinters
- Robgatta/CYC Midwinters
- OYC Sunday Brunch Series
- LBYC Congressional Cup Club Sail-Off
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THE RACING

TIM PETERSEN



MARTHA BLANCHFIELD / RENEGADE SAILING

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LATTUDE / CHRIS

Shades of winter. This page, clockwise from top left: The C&C 110 Express 'Xpression', Santana 30 'Pizote' and Antrim 27 'Head Rush' at rush hour on the Redwood City freeway; the J/105 'Hazardous Waste' got decked out for Valentine's Day in the RegattaPRO Winter One Design; the unusual sight of El Toro Green kids racing outside the Richmond breakwater on January 31; Wylie Wabbits and Ultimate 20s rounded the leeward mark together in RYC's Small Boat Midwinters on February 1.

In the Non-Spinnaker Division, the race committee called for a shortened course, and for the boats to return straight to the finish after rounding the first mark. It was a battle against the tide in the very light airs, a battle won by Lon Woodrum and Steve Nimz's Olson 25 *Lion*. They and Aidan Collins' Tartan 3700 *Neverland* crossed the finish line before the wind completely died. As the tail-enders in the division finished, the wind made a reappearance in the form of a gentle southwesterly, which gave the race committee the opportunity to start the race postponed from last month.

Both divisions started together with a downwind start, a beautiful sight as the fleet headed toward the ISO 6 mark at the entrance to the Larkspur Landing channel. Again *Lion* rounded first in the non-spinnaker fleet and held on to win

at the finish. Mariellen Stern's custom 26 *Cinnamon Girl* finished second on corrected time ahead of Gerry Gunn and John Sullivan's Harbor 25 *Diversión*.

In the spinnaker fleet, a poor rounding caused by a mishap with the spinnaker douse handed first place to *Ma's Rover*.

The series will conclude on March 7. For more information, see www.tyc.org. Results from the two races so far can be found on Jibeset at www.jibeset.net.

— ian matthew

Brunch on the Estuary

The fourth race of the Oakland YC Sunday Brunch Series was held on February 15, a glorious, summery day, with ridiculously bright skies and temperatures in the mid-70s. The wind, however, was on hiatus, so the race was

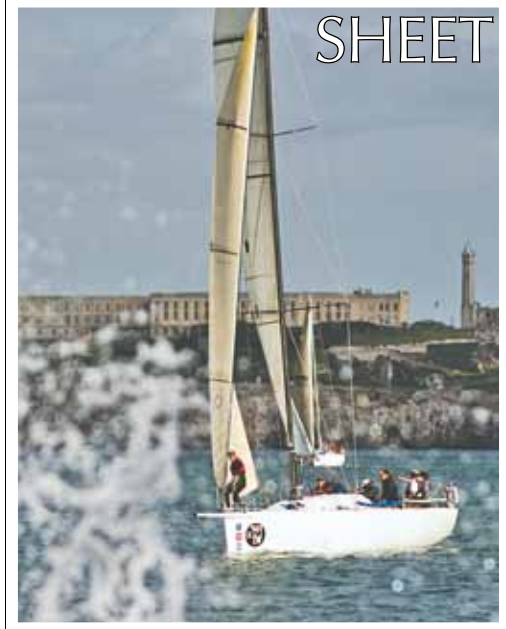
sailed slowly, in 0-6 knots of breeze on the Oakland-Alameda Estuary.

The light winds were consistent with the sailing conditions for the whole series, with the possible exception of Race 2 on January 18, when the fleet enjoyed winds of 6-8 knots. Despite the light conditions, the sailing has been competitive, with 30 boats racing in eight divisions.

Most of the courses include windward, leeward, and reaching legs. "We try to keep things interesting," says OYC race chair Jim Hild. "We send different fleets on different courses, and we try to change up the course each fleet sails from one race to the next."

Sunday brunch is served before each race, and all of the competitors are invited back to the clubhouse after the race for prizes, drinks, and free food. "So far we've had homemade sausages after one race, tostadas after another, and pizza and pasta, too," notes Hild. "We throw a good party, and we hope folks will come out and join us for the last race of the series on March 1."

ERIK SIMONSON / WWW.PRESSURE-DROP.US



PHOTOS THIS PAGE LATITUDE / CHRIS EXCEPT AS NOTED

Results and information about upcoming OYC races are available at www.oycracing.net.

— john tuma

Out-of-the Box Scores

We'll bring back the big blue box of scores next month, when more midwinters will have completed their series.

The final day of racing, February 7, in the Perry Cup Midwinters for Mercuries in Monterey was cancelled due to low attendance on that stormy weekend, so the standings from January held.

PERRY CUP MPYC (12r, 3f)

MERCURY — 1) **Axon**, Doug Baird/Kate Conway, Huntington BC, 18 points; 2) **Pacer**, Pax Davis/Dave Morris, StFYC; 23; 3) **Space Invader**, Dave West/Chris Krueger, RYC, 24. (10 boats)

For full results, see www.mercury-sail.com.

A Hodgepodge of Previews

If you're a little bored with the same-old-same-old, check out the first annual sail and human-powered **Race to Alaska**. If nothing else, the Sailing

This page, clockwise from top left: The Knarr class start was tight and competitive; Liv Jensen on the bow of the Express 37 'Snowy Owl'; at high tide, the spray was flying, but only on the shoreline; another competitive start, with chutes, of the J/111 class; the 1D48 'Bodacious+' and Antrim Class 40 'California Condor' prepare for the Division A start, with the J/111 'Bad Dog' in the background.

Instructions and entry list make for an amusing read.

"On June 4," writes Ken Painter, "a motley fleet of small boats will assemble off Port Townsend and, at the sound of a starting gun, race northward. Later that month — or perhaps the next month — one of them will arrive in Ketchikan to collect a \$10,000 prize and some rare bragging rights." See www.r2ak.com.

Another new regatta will also launch this spring. The inaugural **SoCal 300** is aimed at serious ocean racing teams that want to tackle a challenging offshore course. The race will start on May 22 in Santa Barbara, and the course will have the fleet weaving through the coastal islands before finishing in San Diego.

Five separate legs will be scored, including the entire race length, which will be weighed 1.5 times heavier than any of the four individual legs.

The race will use the ORR rating system. Live tracking and GPS logs will be used to confirm scoring gate crossing times. See www.socal300.com.

The **Camellia Cup** regatta, to be held April 18-19 on Folsom Lake, is distinctive for several reasons: It has been held for 49 years, it took its name from the Sacramento Camellia Festival, and it's one of the few regattas where all boats compete for the title of overall winner as well as class awards.

"This honor goes to the skipper with the best sailing performance over the two days of the regatta," explained FLYC's John Poiriroo. "This is usually the sailor with many or all firsts in one of the largest fleets, enshrining her or him on the Camellia Cup's perpetual trophy, a large silver bowl. Camellia Cup's scoring system encourages one-design sailing and large classes."

THE RACING SHEET

Competing boats are generally under 25-ft and include Wavelength 24s, Catalina 22s, Santana 20s, Thistles, Day Sailers, Vanguard 15s, FJs, Lido 14s, Banshees and Lasers.

In the '70s and '80s, Camellia Cup was one of the largest regattas in the country, attracting 200 boats a year and peaking at 350 entries in the mid-'80s.

This year, thanks to sponsor Inland Sailing Company, class winners will receive windbreakers with their names embroidered on them. "The overall winner's windbreaker will display their class victory and show that they were the Camellia Cup champion," said Poiriuro.

October 30-November 1 are the dates for the 2015 **Leukemia Cup** Regatta Fantasy Sail in Bermuda. "This is the weekend when Leukemia Cup participants celebrate their successful fundraising efforts," writes national chairman Gary Jobson. "By raising \$12,000 or more by October 20, you can join the celebration in Bermuda. As a lymphoma survivor, I'm living proof that funds raised by the Leukemia Cup Regattas have helped the Leukemia & Lymphoma Society fund



The Newport 30 'Zeehond' chasing the Cal 2-29 'Nice Turn' down the Estuary in a rare moment of breeze during a mid-February OYC Sunday Brunch race.

the research of therapies that save lives every day."

SCYC will host a Leukemia Cup in Santa Cruz on May 2, and SFYC will host the SF Bay event on October 17-18. To find regattas in other areas, see www.leukemicup.org/eventcalendar.

— latitude/chris

The Paralympics Debacle

Look beyond football, basketball, professional golf and even the *Sports Illustrated* Swimsuit Issue for the latest controversy in the world of sport. Those have all been eclipsed by, of all things, Paralympic sailing.

The trouble started on January 31, when the International Paralympic Committee (IPC) surprisingly announced that sailing would not be included as a sport at the 2020 Paralympic Games in Tokyo.

Since then, the Disabled Sailing Committee (aka IFDS) of the International Sailing Federation (ISAF) has been working to get sailing reinstated. "US Sailing will join ISAF, IFDS and the national governing bodies of our fellow Paralympic sailing nations to lead an appeal of this decision in the fight for reinstatement of Paralympic sailing at the Tokyo 2020 Games," announced Tom Hubbell, president of US Sailing, on February 4.

Sailing first became a demo sport at the 1996 Paralympic Games in Atlanta, and a medal sport at the Sydney 2000 Games.

— latitude/chris

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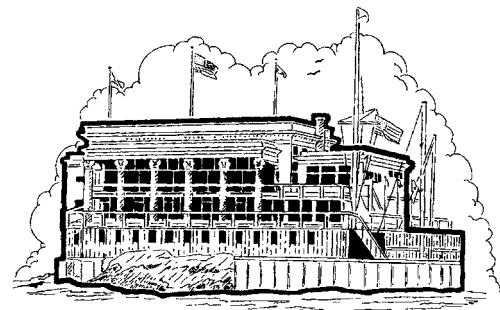
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SPREA & RIGHT INSET HOLO HOLO CHARTERS

Ah, the Na Pali Coast. With a gig like hers, it's no wonder Marcie is smiling. The right inset is 'Leila', one of Kevin's sleek creations.

catamaran tours off the beautiful island of Kauai. Kevin, who is a boatbuilder by trade, built both of the cats that they use in their charter business. A 65-ft power cat named *Holo Holo* leads their fleet in speed with her twin 425 turbo diesel engines. She is used primarily for cruises along the breathtaking Na Pali coastline, and trips to the coast of nearby Niihau, nicknamed the "Forbidden Island" due to its small group of inhabitants who are dedicated to preserving traditional Hawaiian culture.

Leila is Kevin and Marcie's sleek sailing charter cat, which is popular for snorkeling adventures. It's a company policy that neither boat is ever booked to capacity, so that passengers always have ample room for sightseeing and photography. Such was the case when

we boarded *Holo Holo* for a Na Pali coast trip. After a safety briefing, Captain Glenn described the weather conditions to his eager guests. The swells had come up for this afternoon tour, so he made the call to head to the more protected side of the island, instead of beating into rough seas.

No one seemed disappointed, especially after seeing our first humpback frolicking. Every part of Kauai has its own beauty and with Captain Glenn and his two crew taking care of every detail, including complimentary beverages and snacks, it became a magical afternoon on the water. With thousands of humpback whales arriving in the Hawaiian islands from

Alaska to breed, calve and nurse their young, it's almost impossible not to see several of these frisky cetaceans — especially between November and May.

For us, the show kept getting better

Observing cetaceans in the wild is always thrilling, but against a backdrop like this? All we can say is, "Wow!"



HOLO HOLO CHARTERS

WORLD OF CHARTERING

as we cruised the southwestern shore and encountered whale aerobics, as juveniles breached their full bodies out of the sea, seeming to compete with one another, perhaps vying for the attention of a female or simply jumping for the sheer pleasure of being able to.

As *Holo Holo* headed back to Port Allen marina, we watched the sun setting into a vermilion sea. Marcie says, "Kevin and I look forward to the summer months when we plan to moor *Kalewa* in Hanalei Bay. That's high season for our inflatable tours of the Na Pali coast." They asked us to give a big *aloha* to all their Baja Ha-Ha friends! No doubt there are a lot of them, as *Kalewa* has done more BHH rallies than any other Hawaii-based boat. For more information, call (800) 848-6130 or visit www.holoholokauaiboattours.com.

— lynn ringseis

Charter Notes

The first thought we'd like to share here is that **summer** is right around the



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corner. Since that's when you normally take big vacations — got school-aged kids? — now is the time to **pick a date, decide on a destination, shanghai your favorite sailing buddies** and lock in your boat of choice with a booking deposit. Summer is the prime sailing season in well over half of all prime

chartering venues including those in the **Med, Aegean, Scandinavia, the Salish Sea (Pacific Northwest), and California's Channel Islands**, as well as **Tonga and Tahiti**. So don't miss the boat. Do the research, make the call and get 'er done.

If you're in the market for a special sailing trip here in the Greater Bay Area, we'll remind you that we always run comprehensive lists of **every bareboat and crewed yacht available for charter** in our April and May issues,

This info — which includes passenger capacities, berthing locations, and types of charters offered — will then be uploaded to www.latitude38.com, where it will be available for free all year round.

If you are running a legit charter operation (sailboats only) and you are not currently listed, be sure to send us a note and a few nice photos and we'll be sure to include your listing. Email: editorial@latitude38.com.



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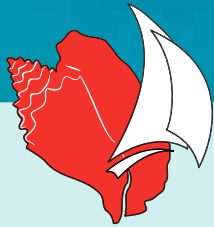
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CHANGES

With reports this month from **Benevento** on the challenges of doing laundry while cruising; from **Kiapa** on reasons not to hurry to New Zealand and great fun at Musket Cove in Fiji; from **Iolani** on the anchorages and pleasures of Tenacatita Bay; from **Reprieve** on being the only boat going north of Puerto Escondido after the Ha-Ha; on hurricane winners and losers, after **Gonzalo**; and **Cruise Notes**.

Benevento — Pacific Seacraft 40 The Massaro Family The Laundry Problem (San Francisco)

While on our two-year cruise from San Francisco to Europe, I often think of Crickett, my friend back home. Unlike most of my friends who have concerns about my personal safety, Crickett was more concerned about something more mundane. "What are you going to do about laundry?!" she asked.

Turns out, Crickett was onto something. While it's not a life-threatening issue — with the possible exception of socks from an 11-year-old boy that have been stewing in the laundry bag for several weeks — it's definitely one of the important parts of cruising.

Since October 2013, I have used 22 different laundromats — and can visualize every one I've been to. I've also done laundry at the houses of three different relatives, and three times I've had laundry done for me. Occasionally we have hand-washed select pieces of laundry in

No matter if it's in the States or in Europe, or if the boat is at the dock or at anchor, laundry is a constant concern. Dante and Jennifer.

buckets or in the sink, but this takes a lot of water, which is precious. We used this technique more in the tropics when it was easier to wash one day's worth of clothes — a bathing suit — for use the following day.

One quality I've come to appreciate is the capacity of different washing machines. Give me a triple-load front-loader that does a wash in 30 minutes combined with a triple-load dryer, and I'm a happy camper. Give me a couple of sets of these puppies and I have gained a day of my life back.

We generally get our laundry done at marinas, which usually have machines you can pay to use. This involves getting the laundry bags off the boat, carrying the bags over to the laundry facility — I rate the slip we have at a marina by its proximity to the bathrooms and laundry — wait for all the laundry to be done, then haul it back to the boat. Occasionally we've had to haul laundry to shore in the dinghy in dry bags and haul it over to a nearby laundromat.

It's pretty inexpensive to get laundry done in the United States. Usually you can get a regular load done for \$2.50 at the most, and another \$2.50 to dry the clothes. That same load will cost you \$6.50 per wash and per dry in Europe. No wonder most people in Europe hang their laundry out to dry!

I love nothing better than to have all of our clothes cleaned, dried and put away. I have dreams about my Bosch washer and dryer back home. I get annoyed at that first dirty sock that goes into the laundry bag because I know it will need to be washed, but I never know when my next encounter with a laundry machine will be — or how much it will cost. Because our living space is small, we have no place to hide away the offending laundry bags. They sit on the floor in the forward berth, slowly growing.

The longest we've gone without doing laundry was about five weeks, from Puerto Madera, Mexico to Colon, Panama. We had an opportunity to do laundry in Panama City, Panama before we transited the Canal. However, we were at an anchorage — there are no marinas for visitors — so we would have had to take our laundry in the dinghy. The dinghy dock has to deal with 15-foot tides. This meant we would have had to tie our dinghy up to a floating dock,



transfer it over to a wobbly plastic boat, pull ourselves across from the dinghy dock to the steps ashore, and then get the bags up the steps. If the tide was low this meant that the bottom 15 feet of the steps would be wet, mossy and slippery. If we managed all of this, we'd have to hire a taxi to get us to the laundromat, or haul it on the public transportation to the nearest stop, and lug it the rest of the way by foot.

If we managed all of this, we'd have to hope that the wind wouldn't be too high on the dinghy ride home; otherwise the whole lot would get wet again. So, as you can imagine, we waited to do laundry until we transited the Canal and got into a marina. Once we were at the marina, the locals laughed at me because it took me 11 trips back and forth to get all our

LATTITUDE / RICHARD



Jennifer could have told Freud what cruising women want — a washing machine!

COURTESY BENEVENTO



IN LATITUDES



BOTH PHOTOS COURTESY DAMIAN CLARK / SEL CITRON

Spread; Because the Morrelli & Melvin-designed and Schooner Creek-built 52-ft cat 'Kiapa' is so light, she often flew up into the air on the way to New Zealand. (Inset); And after flying up in the air, she would come slamming down. This even though the maximum gust was just 19 knots.

laundry done.

As a result of all of this, we — along with most cruisers — tend to wear our clothes more than once. Don't judge, landlubbers, as you'd do the same thing. Ironically, as I write this I'm sitting in the marina laundromat in Badalona, Spain. One thing I do know is that I won't complain about doing laundry when we return home. The fact that I can throw in a load whenever I want, without inserting coins or a token, seems pretty luxurious to me at this point.

Most of the photos we post tend to be the more exotic and interesting moments of our travels. We tend to talk less of the more mundane tasks we have to do. But

that laundry is always piling up. Crickett — you had some foresight. Go and give your laundry machine a gentle pat and let it know how much you appreciate it.

— jennifer 01/25/2015

Kiapa — M&M 52 Cat Lionel Bass Fiji to New Zealand (Perth, Australia)

As was the case last year, I wanted to depart the tropical warmth of the South Pacific as late in the season as possible. While many cruisers head south to New Zealand as early as mid-October to reduce the chance of getting caught by a tropical cyclone, I wanted to squeeze in just one more surf and/or kite board

session. As a result, I didn't head south on November 27.

Since Irene was already back in Perth teaching, I needed crew for the 1,100-mile passage, which always has the potential to be rough. I was lucky, as our experienced cruising friends Graham and Dianne offered to crew for me — after sailing their beloved *Maunie* from Fiji to New Zealand and then flying back to Fiji.

Suzie from Perth, another friend who has sailed across the Pacific, decided to join us. With four experienced sailors aboard, watch-keeping was going to be easier than normal on *Kiapa*.

Having spent quite a bit of time with Aussies Kerry and Damian from the *Catana 47 Sel Citron*, and having a boat that can maintain similar speeds, we decided to buddyboat for the passage to New Zealand. Knowing that help would be right there if the sh-t hit the fan for either of us gave us additional peace of mind.

Clearing out at Customs and Immigration in Fiji was 'interesting', to say the least, but after a bit of paperwork hoo-ha, we were off. While the wind strength and sea conditions were never scary, the upwind wind angle meant the first few days were not comfortable. With *Kiapa* being such a light cat, she seemed to fly out of the water more than I can remember her ever having done before.

The wind forecasts proved to be exactly right for the entire passage, so there were no sudden surprises. Whew! The strongest gust recorded was just 19 knots, with the average being 15 knots. Others have had it a lot worse, with one and sometimes two gales on the way to New Zealand. We averaged about 200 miles a day, so the passage took six days. While the seas might have been a little rough, thanks to a crew from heaven, everything went smoothly socially.

What a welcome we received upon

In the States, these M&Ms probably would have been arrested for having too much fun. Most cruisers don't take things too seriously.



KIAPA

CHANGES

entering New Zealand's Bay of Islands! First we had an albatross fly by, then a huge pod of dolphins escorted us for a while, and then — WOW!! — a pod of orcas swam around us. I was desperate to jump into the water and swim with them, but by the time I had grabbed my goggles

and donned my wetsuit, they were too far off. Maybe next time.

With the season over, I got to thinking about the great time we'd had in the South Pacific, perhaps the most fun being at the well known Musket Cove Regatta in Fiji. Boy, was that a bucket load of fun, so I'm including Irene's

report:

"The opening night cocktail party started with a sing-off of national anthems. Our Aussie anthem was sung with gusto, but we were trounced by the Fijians! But it was fab to hear anthems from all over the world, including from the United States, New Zealand, Canada, Brazil, Germany, the Czech Republic, South Africa and France. More than 80 boats from more than a dozen countries had registered.

Day One featured an all-day Pirate Party, which started with an 8-mile cruise to Beachcomber Resort. The Beachcomber is a resort right out of the brochures for an idyllic tropical paradise. Upon arrival, we had to slug down some rum — to give us courage to walk across burning coals! Then we were then 'thrown into prison', where we were 'tortured' by having to drink yet more rum! Only then were we free to put foot on the island. After a delicious lunch there was some vigorous limbo dancing — which,

Ouch! It's possible for cruising cats to 'race', but skippers must exercise extreme caution and maintain extra margins for error.

with all the rum having been consumed — was quite entertaining.

Before the sun was too low in the sky, we headed back to Musket Cove. Every savvy sailor in Fiji knows to move his/her boat only after 9 a.m. and before 3 p.m. because the many coral reefs are poorly charted.

The following day there was a golf competition, a 'Try-athon', Hobie Cat racing, sand sculpting, and an 'Olympic Games' — including coconut bowling, blindfolded double-kayaking and a tug-of-war. I know it sounds stupid, but you had to be there.

Wednesday was the serious Fiji Water Round Malolo Island Race. Weeks before I had opted not to participate in this, as it was a little too competitive for my liking. So Lionel gathered up a group of guys who were keen to get *Kiapa* flying along, while we girls retired to the resort's spa for a morning of pampering.

Because the starting line was in a narrow channel between two reefs, Lionel made the call to "hold back to let the masses go ahead". His decision was vindicated when a 55-ft cat t-boned another big cat — right in front of *Kiapa*. Scary stuff!

Once again *Kiapa* did us proud, finishing second in very light winds, which are not her favorite.

What's a party without a fancy dress? This year the theme was anything beginning with the letter 'M'. *Kiapa's* crew went as M&M's, and a very colorful bunch we were indeed! Others came as monsters, the Mafia, Mrs. Doubtfire, Mahatma Ghandi, Freddie Mercury, Moulin Rouge, a mango tree, monks, a magazine, and a group of boat kids dressed as mummies and mermaids. The creativity of all the outfits amazed me. Remember, we only had access to what we had on our boats, as there's no \$2 shop or Spotlight close by.

All too soon the week was over. The anchorage emptied out, with most boats heading west to Vanuatu, and. Our routine on *Kiapa* returned to normal. What a life!"

So ends Irene's report.

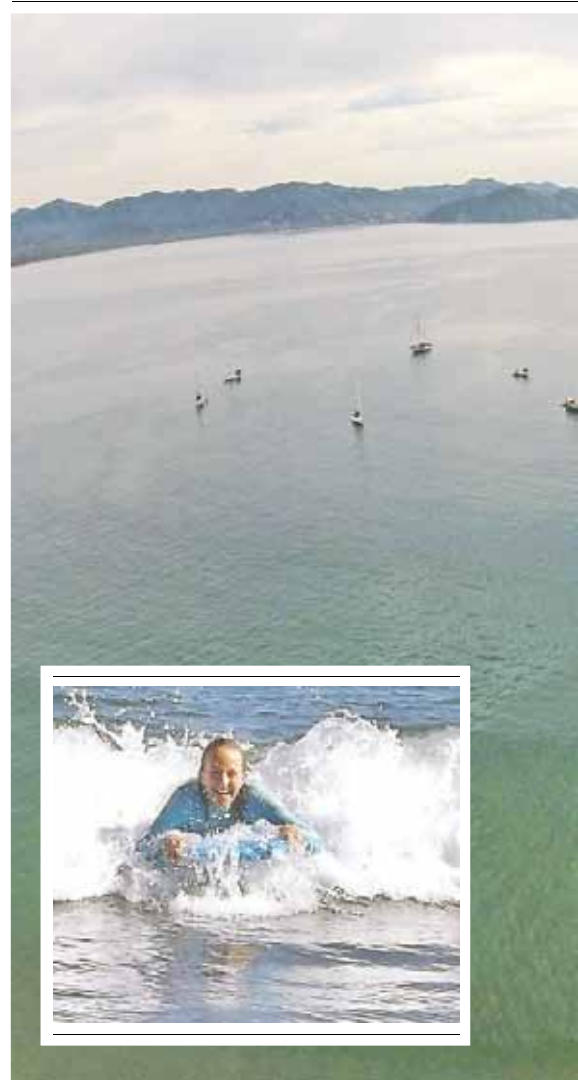
Both Irene and I have fond memories of Punta Mita and Mexico in general. We always tell everyone we would return at the drop of a hat. Of course, we say that about most places that we've cruised to.

Just to prove we still read *'Lectronic*, we saw *Latitude's* recommendation of the Luci solar lights a few weeks ago — and promptly ordered some. They arrived today, so we're

KIAPA



A happy daughter and her playful dad bond.



going to let them get fired up on some Kiwi sun and try them out tonight.

— lionel 01/15/2015

Iolani — Hughes 48 Sylvia & Barry Stompe What We Love About Tenacatita Bay (Sausalito)

Tenacatita Bay, which is approximately four miles by four miles, and located 122 miles south of Puerto Vallarta and 14 miles north of Barra de Navidad, is one of the places we've liked the most in Mexico. Like all of mainland Mexico that we've been to, the air and water temperatures have been delightfully warm throughout the winter — although I bought a shortie wetsuit on a recent trip home for more extended periods of snorkeling.

Tenacatita Bay is part of the Costa Alegre — Coast of Joy — which extends 158 miles between Puerto Vallarta and Manzanillo. It's sometimes known as

COURTESY KIAPA



IN LATITUDES



Spread; The Blue Bay anchorage at Tenacatita Bay, with the surf spot in the lower right. Inset; Sylvia shows childlike enthusiasm in the surf.

the Virgin Coast to the locals because there are so few people in the area. For example, Highway 200, Mexico's main and only Pacific Coast road, which goes through mountains to 7,000 feet just south of Vallarta, has surprisingly little traffic. Just to keep things confusing, cruisers also refer to this as the 'Gold Coast'.

There are four anchorages in Tenacatita Bay, and each offers a different experience. We first dropped the hook at Playa Tenacatita on the northwest side of the bay, in front of a long, curved beach backed by a recently shuttered boutique hotel. Mexico seems to specialize in empty luxury hotels. There were just a few people enjoying the beach, and no *palapas*, loud music or all-night discos. We snorkeled at some pinnacle rocks and the popular 'Aquarium', which is a

dreamlike coral garden with many kinds of tropical fish. We also found some delicious mature coconuts near the beach. The mature ones are great for snacks and cooking, but hard to find, as the locals usually pick them when they are green.

Our next Tenacatita stop was the Blue Bay anchorage, which is named after the resort at the east end of the beach on the northeast part of the bay. The Blue Bay anchorage is sort of a bay within the north side of Tenacatita Bay, and thus usually the calmest spot. As such, it's the most popular anchorage in the bay, and thus the center of the busy cruiser social life on the Gold Coast. Although there are lots of cruising boats at Blue Bay — we're told there have been as many as 45 some winters — it's not crowded because there is so much room to drop a hook.

There is just one small restaurant, La Vena, on the beach. We

enjoyed cold *cervezas* with fellow cruisers and were told that the *camarones empanadas* are delicious. At the west end of the half-mile-long beach is a quiet campground, and to the east of the long undeveloped beach is the all-inclusive Blue Bay Resort.

There is no Wi-Fi at this anchorage unless you go into the resort, which is perhaps one reason that cruisers are so social. Nor is there any provisioning.

The Blue Bay anchorage, however, is a wonderful place to enjoy boogie boarding and beginning surfing, bocce ball games on the beach, cruiser group swims from the anchored boats to shore, long beach walks, and the estuary/mangrove dinghy tour. Although access to the Playa Tenacatita end of the 'Jungle Ride' has been blocked, it was still fun to motor into the mangroves with the dinghy and then drift back down with the current. We also enjoyed seeing the protected site of turtle nests. If you're lucky and there in season, you can watch them hatch.

A highlight of the Blue Bay anchorage is the Friday afternoon 'Mayor's Dinghy Raft-Up'. Robert Gleser, with his wife Virginia, of the Alameda-based Islander Freeport 41 *Harmony*, has long been the 'Mayor of Tenacatita'. The couple have cruised as far south as Ecuador, but like Tenacatita Bay and its winter cruiser community the best.

When folks anchored at the Blue Bay anchorage need to provision, it's just a three-mile trip to La Manzanilla — not to be confused with the big city of Manzanillo, which is 38 miles to the south. Provisioning runs can be done by dinghy,

Ex-Alamedans Robert and Virginia have been around, but they like Tenacatita Bay the best. He's been the 'Mayor' for years.



Barry, after all the boat prep is done.

SPREAD; DRONE/38; INSET, IOLANI

IOLANI



AGAVE AZUL

CHANGES

but they are best done early in the morning before the wind comes up at about 11 a.m. If you want to sail over to La Manzanilla, you should wait for the afternoon breeze. Taking your 'big boat' requires anchoring on a lee shore and taking your dinghy through the surf, so it's best to pick a day when the wind isn't too strong and/or the surf is not too big.

Because the on-shore breeze usually weakens in the late afternoon, then dies, then goes lightly offshore as the night progresses, it's possible to overnight off La Manzanilla. Although it can be roly, we have enjoyed some lovely calm nights here, too. But just to be safe, set the alarm on your GPS.

Barry and I have dubbed La Manzanilla, population 2,000, the 'Fairfax of Mexico' because of the hippie vibe similar to that of the Marin County town I grew up in. Although there is no Mega, Costco or Sorianos, we found the provisioning to be good. In addition, there are lots of small *palapa* restaurants, friendly people selling tacos on the street, and great Wi-Fi. There is music at night, but it's not so loud that you can't sleep.

The thing that La Manzanilla is most famous for, however, is the Crocodile Pre-

Sylvia is brave, but not quite as brave as this photo suggests. The croc taking a sip of water is actually made out of metal.

LATITUDE / RICHARD



Surely this croc wouldn't eat a human. Of course not.

IOLANI



serve. Located at the north end of town, it's home to 300 American crocodiles, with some of the reptiles weighing over 1,000 pounds. Like veteran cruisers, crocodiles are very sensitive to the cold.

For 15 pesos — just over \$1 — you can stroll the catwalk over the preserve, just a few feet above the crocs' many sharp teeth. Crocs can be perfectly still for very long periods of time, but lightning-fast when it comes to grabbing a fish for dinner. Despite the large size and considerable number of crocs in the Preserve, we were told that except for little tidbits, they catch their own food. They eat fish, birds, reptiles, and mammals. For those who flunked high school biology, humans are mammals, so don't swim in the Preserve.

Tenacatita Bay may be small and lightly populated, but it's home to great cruisers and lots of things for cruisers to do. If we weren't headed across to the South Pacific, we could easily see spending a month or two here. Especially since we haven't yet anchored at Caleta Tamarindo on the south shore of the Bay — another reason to return some day.

— sylvia 02/12/2015

Readers — According to Robert Gleser, the 'Mayorship' of Tenacatita Bay goes back at least three decades. Prior to the Dharma of Mayor of Tenacatita being passed on to Gleser, Don of Windward Luv, now of the Mazatlan-based The Great Wazoo, had been mayor for seven years.

Robert and Virginia have been married for 44 years, during which time they raised eight children. After the last left for college in 2000, they sold their business and headed out the Gate aboard their Islander Freeport 41 Harmony "to cruise in warm climes as long as it was fun". It's still fun.

Except during a three-year hiatus when they cruised to Ecuador, Robert has been presiding over the Friday Mayor's Raft-up each winter season for 11 years.

Virginia is the author of Harmony on the High Seas, When Your Mate Becomes Your Matey.

**Reprieve — Horstman
38 Tri
The Walter Family
After The Ha-Ha**



(Channel Islands)

Our *apres Ha-Ha* three months have probably been a bit different from those of most. We — my wife Cindy, our young daughter Grace, and myself — started off by hitting up the anchorages on the way to La Paz, and spent a few weeks in the anchorage in La Paz.

We then headed north into the Sea. At first it was fairly easy going, and we crossed paths with a number of Ha-Ha boats. That all changed once we got more than 100 miles north of La Paz in the Puerto Escondido area, which was where we saw our last Ha-Ha boat. For that matter, it was the last time we saw any other boat heading north.

The next 200 or so miles told us why nobody else was going north. It was quite the bash. We had to beat into northerly winds that at times hit 30 knots, with 5+ foot waves. Sometimes we made as few as 50 miles in one day.

After two weeks of this and stopping at anchorages almost every night to get relief from the wind and seas, we found a good wind angle to make the crossing to Guaymas. Sailing on a close reach in

IN LATITUDES



ALL PHOTOS COURTESY REPRIEVE

Spread; 'Reprieve', the Walters' Horstman 38 trimaran up in the slings at Guaymas after getting a lot of work done following the Ha-Ha. There aren't a lot of trimarans out cruising these days. Inset; Little Grace Walter, who must be almost three now, was the darling of the Ta-Ta and Ha-Ha.

20- to 25-knot winds with six-foot seas, we were doing nines and 10s with a reef in the main. It was fun but wet. And we arrived five hours earlier than planned. That meant we had to drop the sails 10 miles offshore so we could wait for day-break to make our way into the harbor.

We spent the next 40 days hauled out working on the *Reprieve*. We got a lot of work done — adding a sugar scoop on the transom, painting the top and bottom, putting on new standing rigging, and a lot more.

We just got back in the water about three weeks ago, and have since made our way down the mainland to Mazatlan just in time for Carnaval. We will be leaving here tomorrow for La Cruz.

— nathan 02/15/2015

Journey — Islander Freeport 41 Erik & Elizabeth Ostrander Playmate On A Circumnavigation (San Francisco/Florida)

The owner of the San Francisco

Sailing (charter) Company, the San Francisco Sailing School and The City Yacht Club, Erik Ostrander figures he's personally taken tens of thousands of people sailing on San Francisco Bay since 2004. But almost all his sailing has been within the relatively friendly flatwater confines of San Francisco Bay.

The first time he went sailing offshore didn't turn out so well. It was in 2007, shortly after his Pier 39 charter business had really started to make money. He'd decided to buy an 11-year-old F/P Venezia 42 cat in Grenada in the southern Caribbean, and use her to fulfill his dream of doing a circumnavigation.

"That trip sucked," Erik told *Latitude*. "I didn't have a girlfriend at the time, so it was just some dudes and me to deliver the boat 4,000 miles to San Francisco. The trip was really bad after Panama, because it was all upwind, the engines were bad, and there was gunk in the fuel tanks. Sometimes we couldn't even do a knot and a half. It was my first foray into multihulls and sailing outside the Gate, and I hated them both. I put the

cat up for sale the day we came under the Gate. And it would take 18 months to sell her."

Having built a successful charter business from nothing in three years, but having his circumnavigation on a cat dream crushed, Erik drifted into what he describes as "some really dark days." He was so bummed that he started "half-assing" his charter business, something he'd previously put all his energy into.

"Much to my surprise, customers kept showing up even if I didn't try that hard to get them, and captains showed up and did their jobs without me having to ride them. The business had taken on a life of its own."

Flash forward to just before Christmas in 2012.

"I'd just come out of a five-year relationship," remembers Erik, "and was pretty bummed again. I'd been doing a little womanizing, which as the captain of a charter boat is easy to do. But I wasn't enjoying it at all. I wanted to get serious with a woman. So when a friend of mine said he'd met this gorgeous 24-year-old redhead who really wanted to learn to sail and to sail around the world, I told him she was too young for me. I was 35 at the time and was looking for a 30-year-old who wanted to settle down."

It turned out that the woman, Elizabeth, and Erik had the same birthday, Pearl Harbor Day. Somehow she ended up at his birthday party and sort of checked him out. They met again a couple of weeks later, at which time Erik says, "She told me everything I've ever

Although Elizabeth very much wants to be a stay-at-home mom, she also wants to "stay sexy my whole life." She's off to a good start.



JOURNEY

CHANGES

wanted to hear a woman say."

Specifically: That she wanted to sail around the world. That she wanted to get married and have lots of kids, and sail around the world with them. That she wanted to be a stay at home mom rather than have a career. That she wanted to cook dinner for her husband and kids.

"She was so perfect for me that I thought I was being conned," remembers Erik. "She said the kind of things you don't hear from most San Francisco women, who want to be treated like a man instead of treating a man like a man. I know a lot of

Erik was a successful charter captain "when I was 26 even though I looked as though I was only 16."

Latitude readers may not share Elizabeth's and my values, but that's what they are."

Elizabeth, who had married her first boyfriend young, and who had grown tired after five years of modeling in South Africa, Greece and Paris, was as ready for a fresh start as was Erik. So they really hit it off.

"I was supposed to go to L.A. to see my family, so I invited her. Next I took some of my staff to Bali in the offseason, and Elizabeth came along for that, too. In fact, we've only spent a few days apart since we first met."

In April 2013 the couple were secretly married at City Hall in San Francisco. After the ceremony they drove to Long Beach to pick up the new-to-them Islander Freeport 41 *Journey*, the boat they'd bought to sail around the world

It was rail down for most of a month between Hawaii and Bora Bora for doublehanders Erik and Elizabeth. How many have done that?

the following three to five years.

Later that year, on October 26, the couple were publicly married aboard *Journey* as she lay on the hook at San Francisco's Aquatic Park. Five days later they took off for Hawaii on the first leg of their circumnavigation. Having done very little offshore sailing, Erik didn't realize that late October is normally an awful time to sail to Hawaii.

"We had horrible weather the entire way, meaning 40-knot winds and 20-foot seas. Elizabeth handled it really well, in part because she didn't know what to expect, but also because she grew up surfing and was comfortable with the ocean. But to be honest, I pretty much singlehanded the boat while she did the cooking and cleaning.

"We did all the islands, but it's rough sailing Hawaiian waters in the winter, and there are very few good anchorages. So when we got a slip at the Ala Wai in Honolulu for the maximum of four months, it was like arriving in heaven. We made a lot of great friends, including a bunch who also would be heading to the South Pacific in the spring."

The couple had brought several years' worth of *Playboy* magazines from the late 1960s with them, because contrary to the joke, they really do have a lot of great articles. As Elizabeth looked through them, she couldn't help but notice the photos of the women. She decided that she, with her five years of modeling experience, should try to become a Playmate.

Despite having successes such as being on the cover of the Greek version of *Vogue*, Elizabeth had gotten sick of modeling by age 23. So we asked her what the appeal was of trying to become a Playmate.

"The \$25,000 for a weekend shoot was a huge attraction," she admitted. "But doing a Playmate shoot is also the most liberating kind of modeling that a woman can do."

Before anyone snorts, hear her out.

"When you do most modeling, it's not about you, but the clothes or the shoes or the purse or something else you're featuring. But when you model to be a Playmate, you represent only yourself, and it's all about you. And I'll be honest, I'm not the least bit shy or inhibited."

When Erik first met Elizabeth, she'd put on a few pounds following her modeling days, having grown



tired of having to starve herself to keep model-thin. But hitting the gym, sailing to Hawaii, and sailing around the Hawaiian Islands quickly shed the pounds.

"There are a lot of beautiful women in Hawaii," says Erik, "but when Elizabeth walked down the street, people would just stop and stare."

During a trip the couple took to Florida, Elizabeth sent a shot of herself to *Playboy*. Impressed as the people on the streets of Honolulu had been, *Playboy* told her to come right in for some test shots. The process to become a Playmate involves a series of three test shot sessions and a test Playmate shot. Over time, Elizabeth did them all.

"It's a really long process," she says, "and in the end Hef has to approve."

Having not heard back from *Playboy* by spring, Erik and Elizabeth took off doublehanded on the long and mostly upwind passage to French Polynesia. Upwind is not the best point of sail for a Freeport, which is not a pointing machine.

"We were at sea for a solid month bashing into it," recalls Erik, "so we

COURTESY JOURNEY



COURTESY JOURNEY



IN LATITUDES



JOURNEY



Lower right; Elizabeth electrifying 'Journey's solar panels in the South Pacific. An expert in all aspects of photography, from lighting to staging to styling to camera angles, Elizabeth was in charge of all aspects of all the photos. "I just pressed the shutter," laughs Erik.

couldn't believe it when we ran out of fuel five miles from Bora Bora. It turns out that one tank is smaller than the other, but I didn't know which one it was.

"There was a light breeze and flat seas, so we hove to for the night and crashed like only people who have been at sea for a month can crash. We figured we'd sail in, or at least right up to the pass, the following morning."

But by morning it was blowing 35 knots and there were 15-ft seas. Just miles from shelter, it was like torture.

"We tried to sail in, but the Freeport just can't point in that stuff. And every little thing seemed like such a huge deal. Finally, I just couldn't grind the jib in another time.

"We couldn't get anybody on VHF, or else I would have hired a boat to tow us in," says Erik. "So I considered all our options, even the crazy ones. One thought was to open a thru hull, set the boat on fire, and set off the EPIRB. You know how weird you can get when you've

been totally exhausted for so long.

"Finally I got on the satphone and called the local number for the Mai Tai YC. Teiva Tapare, the owner, didn't really want to come out and get us in such rotten weather, but he finally did. It took him six hours to tow us the last two or three miles. I figured he'd want at least \$5,000, and I would have been happy to pay it. But he tied us off to a mooring and said, "Welcome to Bora Bora, no charge." We couldn't believe it!

"As you can imagine, that was the end of sailing for both of us," says Erik. "I figured that I'd ruined our cruise and our dream together, because neither of us was ever going to set foot on a boat again. But we got a little sleep, cleaned up, put on fresh clothes, and went to the Mai Tai YC — where a miracle occurred.

"We had three cocktails, and by the end of the third we realized that we'd doublehanded all the way from California to French Polynesia, that we were in beautiful Bora Bora, and that life was great after all! A whole

month of horror was washed away in less than two hours of cocktails.

"We ended up becoming good friends with Teiva, and ended up staying in Bora Bora from September to November — even though you can see all there is at Bora Bora in a day. It's beautiful, but there's just not much to do."

During this time the couple was waiting and waiting to hear from *Playboy*. They finally got fed up and prepared to continue with their circumnavigation the next day by sailing to Tonga. But just before they left, they received word that Elizabeth had been selected to be both the December cover girl and the December 2014 Playmate of the Month. *Journey* was put in a berth at Bora Bora for the South Pacific cyclone season, and the Ostranders have been home at a house they recently purchased in Florida ever since.

Because Elizabeth was the December Playmate, she's one of 12 candidates to be the 2015 Playmate of the Year, which would mean a \$100,000 photo shoot and a new car, plus lots of personal appearance opportunities. If you get this *Latitude* early enough in March, you can still vote for Elizabeth at the *Playboy* website, as the deadline isn't until March 5. So hurry.

During our phone conversation, *Latitude* asked Elizabeth what it is she likes about sailing.

"I love the ocean," she said. "I grew up surfing, so I've always felt comfortable with it. I love the colors, the constant changes, and the freedom it represents. I'm inspired by the ocean and I believe in 'ocean therapy'."

She spoke these words with conviction, not like something she was reading off an index card.

Does Elizabeth really think she would want to have children some day and sail

Many concerned readers have written in to warn Elizabeth about the harmful effects of the sun on her fair skin. She's from Florida. She knows.



JOURNEY

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around the world with them?

"Oh yes," she said with certainty.

— *latitude/rs* 02/19/2015

Post Gonzalo Heartaches (St. Barth, French West Indies)

It's not hard to remain relatively dispassionate when you see strangers' boats damaged or destroyed by a hurricane. It's a different story if the boatowners are old friends.

So our feelings ran pretty high when we got to St. Barth in early February and learned which of our friends came out winners from October 13th's hurricane *Gonzalo*, and which came out losers.

To recap, St. Barth was supposed to get hit by 45-knot winds on that October day, but at the last minute *Gonzalo* not only reached hurricane force, but changed his course so the eye passed directly over the little island. More than 40 boats were destroyed, and a countless number suffered significant cosmetic damage. Many of the boats that were damaged or destroyed had been around for decades.

One of the luckiest boatowners of all was Antonio, who used to be the captain on our Ocean 71 *Big O* back in the day. His Tartan 41 *Moonshadow* broke free from her mooring near the entrance to Gustavia Harbor and disappeared. When no wreckage was found in the following days, word was passed along to friends in downwind islands to be on the lookout for her. *Moonshadow* was spotted undamaged several days later near St. John in the U.S. Virgins.

One salvor was unable to bring her in, but the second was successful. He was paid \$4,500 for his efforts, which wasn't too bad a deal since the Port of Gustavia is apparently going to pay Antonio almost that much because the mooring failed. The other thing that made it not a bad deal is that the salvor didn't take either the Rolex watch or the Bulgari watch that

After 'Moonshadow' broke free of her mooring in St. Barth, she drifted more than 100 miles, and is now on a mooring in the U.S. Virgins.

Antonio had left aboard in plain view.

But Antonio's luck didn't hold entirely. During *Gonzalo* he'd been helping someone at their house when, in the darkness, he fell into a basement, breaking five ribs. Ouch.

Our old friends Yoyo and Edith had mixed luck, too. Yoyo was hit in the head when trying to close a shutter at the villa he and Edith manage, and was sent tumbling 10 feet to the ground. He broke his arm in several places and his pelvis. In addition, the couple's 42-ft sloop was destroyed by the hurricane.

"We were actually lucky," said Yoyo, "as we wanted to sell the boat anyway, and we ended up getting a fair insurance settlement."

Latitude readers may remember that the couple had gotten into sailing when the publisher of the *American Sidecar* magazine in Santa Barbara insisted they sell him the motorcycle and sidecar, they'd ridden across country and were going to ride around the world. Money in hand, the non-sailors walked to the nearby Santa Barbara Yacht Harbor, bought the best boat they could get for the money — an engine-less 26-footer for \$6,000 — and taught themselves to sail on the way to French Polynesia. Their son Gael was the first white baby to be born in the Marquesas in 150 years.

A much less fortunate friend was Bartenian native Axel, who had kept a Dufour 34 on a mooring just outside the harbor for 24 years, the last 20 of them with no engine in the boat. Apparently the owner of another boat felt he had to cut the mooring line to Axel's boat in order to save his own. As a result, Axel's boat was blown into the cement-lined walls of the small inner harbor by hurricane force winds.

Along with five boats in the inner harbor, her keel had been ripped off and she had sunk. The five boats were gathered up after the storm and set on the Quai Charles de Gaulle. A cement crusher was called in, and reduced them to small debris in a matter of minutes.

"It was very surreal and painful to watch," said one observer.

Michael Jean, a new friend we met doing this report, tells us that he was moderately lucky. Like a lot of workers on this extremely expensive island with almost no workforce housing,



Michael lived aboard his 40-ft *Pollen* with his wife, who works at a grocery store, and two kids.

The Jean family boat was blown from the middle of the outer harbor into the inner harbor, where she smashed ashore and sank in front of the Anglican church. She suffered a number of very large holes, including most of the bow.

"When my kids came down and saw all their little things floating in the water, they were so upset. I told them not to worry. 'Daddy would take care of you'."

But it was hard, because Michael didn't have a lot of money, and he had to choose between trying to salvage the boat/family home or try to make money needed to make repairs.

"The Anglican Church was so good to our family," Jean says, "giving us a place to stay for a couple of months and loaning us some money so I could fix the boat instead of having to work. And the local government was good enough



LATITUDE / DRONE

IN LATITUDES



ALL PHOTOS LATITUDE / RICHARD

Spread; 'The cat 'Island Spirit' on the beach next to the Commercial Harbor. Michael Jean got her there, only to find her owner has done nothing since to repair her. Insets; Jean, beneath his boat, says, "The worst is over for us." We hope so. A Catana 44 cat on the rocks near Publics.

to let me raise the boat and place her on the sand next to the Commercial Harbor, where I've been allowed to work on her ever since. I've patched all the holes, and in a month we will sail to La Rochelle — because I never want to expose my family and boat to the possibility of another hurricane."

Jean is a professional sailor, among other things, and wish him the best. But we have to be honest, we're not sure the boat will be ready for sea in just one month.

Two other friends, including former Harbormaster Bruno Greaux, rode out the storm on their boats in the inner harbor. They report that it was wild, with tremendously sloppy conditions and boats bashing into each other.

Pullman, the biggest of the boats in the harbor, was breaking loose, so our

friend Tomas said he had no choice but to cut her mooring line before the big powerboat crushed his little boat. Tough decisions like that had to be made frequently.

As mentioned earlier, winds had been forecast at just 45 knots. It turned out to blow hurricane force, with the eye coming right over the harbor.

— *latitude/rs* 02/15/2015

Cruise Notes:

"We did it!" exulted Greg King. "After 45,443 miles in eight years, three months and 12 days, we have sailed around the world with the Long Beach-based 65-ft schooner **Coco Kai**. We finished it in 40-knot gusts off Punta Naranga, Panama at 5:30 a.m. Now it's only 2,700

miles home to Long Beach."

The "we" needs to be explained a bit. *Coco Kai* is owned by Ha-Ha vet Jennifer Sanders of Los Angeles, who has periodically been aboard with her daughter Coco. But it's King who has not only sailed the boat around the world with a variety of different crew, but who did much of the extensive rebuild in Thailand, and has done all of the day-to-day repairs.

For example, having had to push hard to get *Coco Kai* through the Panama Canal recently, the ancient Perkins diesel overheated. In just one day, King: 1) Removed the water pump, 2) Discovered the shaft was broken, 3) Went to town and got new bearings and seals and had the shaft repaired or replaced, 4) Put the whole shebang back together, and 5) Started up the engine. After an eight-year circumnavigation, you get that good at taking care of problems.

Greg and Jennifer were engaged in late December, so we expect they'll be doing more sailing in the future.

"We sold our Columbia 34 Mk II **Ichiban** today!" reported joyous San Diegans Justin Jenkins and Anna Wiley from the South Pacific. The couple had paid \$2,000 for the boat several years ago, then put a bunch of money and elbow grease into her before sailing directly to the Marquesas. As we remember they took off with just \$260 — and an unlimited amount of energy and enthusiasm.

"What an amazing adventure it has been for us, as we look back at all the wonderful friends we have made along the way, all the great places we've been to, and all the great adventures we've had. Our plan is to save up more money to buy a larger — or at least a heavier displacement — boat with a full keel, then do it all over again! But first, after some traveling in New Zealand, we're going to fly home, buy a truck with a

Having just sold their cruising boat, Justin and Anna, seen here in the Marquesas, are coming home to earn money to buy another one.



COURTESY ICHIBAN

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camper shell, and most likely head to Alaska to work in construction or the fishing industry to make our boat money. One thing for sure is we don't plan to stay in Southern California anymore — too many people and too many rules.

"But maybe most important, Anna and I are getting married on the courthouse steps as soon as we get back to the States. After that, we're going to throw a big weekend campout rager up the Ortega Highway. We hope *Latitude* can make it, as your encouraging words have been great, as has been your sharing of our story with others."

The thing we always told Justin is that no matter what happened on their cruise, it was going to be a huge educational experience, and they were going to come out of it much more skilled and wiser. We're sure that's been true.

Latitude's pick for **the best sailor's shirt** — for on the water, in the water, and on the town — may surprise you. It's Costco's Signature long-sleeve, small-check, cotton, no-iron dress shirt. They come in a couple of bright colors, and if we remember correctly, cost less than



LATITUDE / RICHARD


The Kirkland Signature no-iron cotton shirts. They aren't marketed to sailors, but they could be. The colors are brighter than they appear.

\$20. We know this sounds ridiculous, but we wear them SUP-ing in the ocean, in the pool, while sailing, and when out for dinner. They feel nice against your skin, really are wrinkle-resistant, and

easily make you the most sophisticated looking SUP-er on the ocean. And here is the style shocker. We've gotten about five compliments on the shirts — we've got a red check and a baby blue check — in the last week in St. Barth, where some people think nothing of spending hundreds of dollars on a shirt and thousands on a simple beach outfit. We're even wearing the Kirkland shirts more often than the great Weekender linen shirts we previously bought each year at Budget Marine in Sint Maarten.

"Our Cross 46 trimaran **Migration** is finally back in the water after an interminable refit in Thailand," report Bruce Balan and his wife Alene Rice, formerly of Palo Alto. The couple have been cruising everywhere from Easter Island to the South Island of New Zealand since doing the 1999 Ha-Ha.

"Do not do a refit in Thailand!" advises Balan. "In fact, don't even think about it. But *Migration* looks great and should be sailing in a couple of weeks. We're thinking of heading out to India's Andaman Islands before we turn east and figure



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out the best way to get back to French Polynesia."

"We're now basking in the sun on our way from Brazil to Grenada," report Charlie and Cathy Simon of the Spokane- and Puerto Vallarta-based Taswell 58 **Celebrate**. The couple are participating in the 15-month, 26,000-mile tradewind World ARC, which started in St. Lucia last January.

"Our Indian Ocean crossing wasn't too bad, South Africa was very interesting, but our crossing of the South Atlantic was too quiet — not enough wind. Other than the fact it's been a long time since we've had convenient Internet, so far, so good."

The couple, who started sailing together 36 years ago on San Francisco Bay, crossed the equator for the second time on February 16, at which time both reached sailing milestones. For Charlie, it was 60,000 sailing miles, while for Cathie it was 50,000.

"Our Dana Point-based Morgan 45 **Miss Teak** just came out of the Fonatur boatyard in Mazatlan, where **Active Ma-**

rine did some epoxy work on her rudder as well as giving her a bottom job," reports Chip Prather. "I was happy to see my friend Mariam still running the Travelift and overseeing many of the Fonatur activities at the yard. By the way, the yard is very clean, the heads were spotless, and there were lots of boats being worked on.

"I was sorry to see Bob Buchanan's Total Yacht Works disappear," continues Prather, "but I've got to tell you that the men and women of Active Marine have picked up the pieces and know the recipe for success. This is the happiest group of people I've ever met — all have giant smiles and seem very committed to exemplary customer service. My emails of several months ago to set up the work were promptly responded to, and my specific questions were answered clearly. Then they did a



Woman Travelift driver! That would be Mariam, who does a great job of it. She also 'drives' the boatyard crew to keep the yard clean.

great job. And no, nobody asked me to write this recommendation."

"Yesterday we lost Ronald Wolbeek, a good friend and fellow sailor," read a report on the *Bluewater Cruising* Facebook page," writes Stephen Lakaschus. "The report said that he was killed at Sao Luis, Brazil while on his boat. Our thoughts go out to his partner Riet Bross. Does *Latitude* have any details?"

The reports we've seen are that

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Wolbeek got up after the boat's alarm went off, and bumped into two robbers with guns. He was shot several times. His female partner was unable to get him to shore for help immediately, and had to swim in. By the time help reached the boat, Wolbeek had died. Apparently there was a similar incident two years before, the assailants in the previous incident are free — and are suspected of being responsible again. But who knows?

About the last thing that anybody asleep on their anchored-out boat wants to hear at midnight is muffled voices at the transom. But that's what the Wanderer and Doña de Mallorca heard at the midnight hour while **'ti Profligate** was anchored off Corossol, St. Barth. Not too worried because St. Barth is safe as milk, we nonetheless dashed up on deck and back to the Admiral's Walk to see what was going on. Looking down into the black waters, we saw two young men and two young women, still in their Carnival outfits, obviously drunk, hanging on to their awash dinghy.

"We're so sorry," the one English speaker kept repeating, "but we've been in the water for 20 minutes and can't



LATITUDE / RICHARD

These Carnival gals were smart enough to have a great time — and not follow up the parade with a midnight swim in their costumes.

bail our dinghy out." As 'ti was the last anchored-out boat before St. Martin, except for the mega yachts, we might have been their last chance. Anyway, we were happy to give them a ride to their

boat, which was in the opposite direction of what they thought. Please folks, be careful out there.

"You should always carry a spare prop on your boat that is the opposite 'hand' of the one you normally use," advises circumnavigator David Wegman of the 32-ft Cowbell schooner **Afrigg' Queen**. "I was once delivering a boat across the Atlantic," he explains, "and when we got to the Azores the forward gear in the transmission was out. We still had reverse gear, but continuing 700 miles to Portugal in reverse wasn't going to work so well. So I went to shore and found a left-hand prop, had it modified to fit the shaft, and put it on. We put the boat in reverse, and it motored just fine — forward — the whole 700 miles to Portugal.

"I had a similar problem with the transmission in my own boat about three years ago," continues Wegman, "so I put an opposite-turning prop on. I've been motoring forward in reverse gear for three years now. I'm not promising that it will work well in all situations, or even



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work at all on some boats, but it's worth remembering for emergencies."

"I want to say how much I appreciate my husband, Chris, who is so patient with me," writes Heather Tzortzis of the San Francisco-based Lagoon 470 **Family Circus**. "Everybody who knows me knows that I love to think that I'm able to tinker with all the mechanical things and fix them myself. Well, in trying to be 'helpful', I turned off a water intake to our generator, mistakenly thinking it was the toilet water intake. Then I proceeded to turn on the generator, burning up the genset's impeller. This shut down the genset, which meant we couldn't charge our batteries or make water, both of which are important on a boat with five kids aboard."

"I love this man," Heather continues, "who can look across the table at me while my head is down, thinking I'd just made a \$10,000 tinker's mistake, and say, 'It's okay, honey. It is what it is. We'll just fix it, so there is no need to worry about it now.'" He's the most patient, loving man that I know. Now, on to my

next brilliant move."

We can't imagine any male sailor reacting any differently, can you?

Actually, Chris tells *Latitude* that it's unlikely a \$10,000 mistake, as there are probably just some impeller bits in the heat exchanger.

"When we arrived in the Sea of Cortez in November last year for our 15th year of cruising, we found that our beloved Mexico weather guru **Geary Ritchie** of Concepcion Bay had been off the air for at least a month because of equipment failure," report Eric and Merry Dawson of the Morgan Out Island 41 **Rhiannon**. "We decided that we had to do something, so we started collecting money and boat cards from as many of Geary's fans as we could. Our final port of call before crossing the Sea was Puerto Escondido, so Connie 'Sunlover' was nice enough to provide us with the transportation to



Geary Ritchie, the weather guru formerly of Sacramento, is flanked by fundraisers Eric and Merry Dawson, longtime vets of the Sea.

Geary's *palapa* at El Burr Cove, where we surprised him with \$900 for new equipment. And the pile of boat cards from his fans. Geary was deeply touched, and profusely thanked everyone.

"Good times!" writes Brian Charette of the Jackson Hole, Wyoming-based 36-ft **Cat2Fold** folding catamaran. "After having dinner with Marc Wilson of the Catana 52 **Bright Wing** and Doña de Mallorca, I left the next morning for Cabo



deWitt

In February, Jim turned 85 years old, and throughout his lifetime he has been addicted to painting! It's time to clear out the closets and attics, and make room for more of his wonderful paintings.

He's 'opened his studio' inviting friends to come in and take a look. In other words, he's having a "factory outlet" sale.

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CHANGES

Corrientes and south. I rocketed to Chemela in less than 13 hours, with lots of loooong surfs in the 10-15-knot range. My cheeks hurt from smiling so much when I pulled into Chemela.

"Chemela Bay is about 70 miles south of Banderas Bay, and the two couldn't be much more different," Charette continues. "Banderas Bay is 15 miles by about 12 miles, and is home to 250,000 inhabitants in Puerto Vallarta alone, a city that is served by dozens of international flights per day. There are zillions of hotels and restaurants, and it's hopping. Chemela Bay, on the other hand, is about a mile by four miles, and is home to hardly any people at all. And unless you look really hard, you couldn't even find the turnoff to it from the main highway.

"Yet I like Chemela Bay, which is used by most cruisers as a stopping off point for going north or south, just as much as I do Banderas Bay. Unlike most



COURTESY/CAT2FOLD

Given what winters are like in Norway, you can imagine how much the gals loved the reality of sailing in tropical Mexico.

cruisers, I can stay at Chemela Bay for weeks on end. The things that attract me are a surf break that can be absolutely amazing, seven islands to explore, and a really great beach for running and walking. There is also a nearby hotel on the beach that hosts film crews from various countries as they each film their own ver-

sions of a reality television show called *Paradise Hotel*.

"In a cruising world full of — how do I put this gently — 'older folks' — it's been a treat for a younger single-hander such as myself to befriend the group of 20 to 40-year olds at the hotel — and to give them the opportunity to come sailing with me. I've done three trips with Norwegian crews. The first one was nine girls, the second was six guys and four girls, the last one was six girls and two guys. They were all lots of fun because they all had fun."

With the cruising season on full tilt, **we'd love to hear from you.** It's easy to send us something. Just jot down a short paragraph or two of whatever is on your mind. Don't worry if it's not polished, we've been polishing rough text for nearly 40 years and can do it in our sleep. But don't forget to include a couple of high res photos. Email it all to: richard@latitude38.com.



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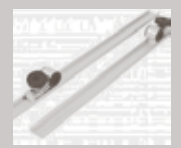
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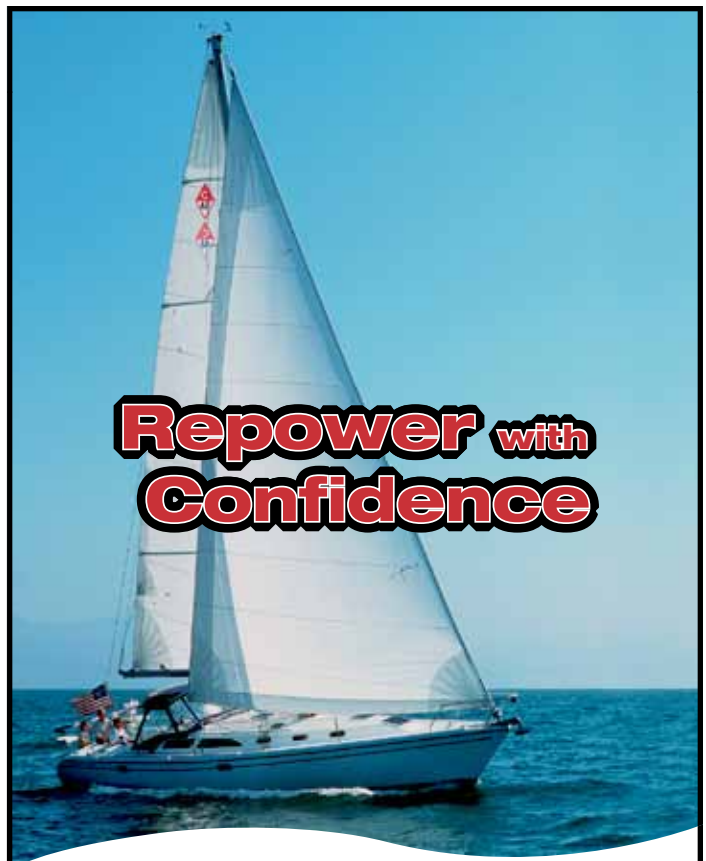


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19-FT WEST WIGHT POTTER. 2010, Alameda. \$13,500. Ready for spring sailing. Premium package with upgrades. 2014 Yamaha 4hp, bottom painted 7/14, on new trailer, roller furling jib, bimini. Contact (510) 213-2316 or (510) 865-2266 or suevee1010@msn.com.



16-FT BALBOA. 1983. Fortman/Alameda. \$1,800/offer. Daysailer/overnighter. Main, jib, genoa. Electric motor/oars. Lots of gear. Great first boat. Sleeps 4. Easy to sail. Singlehanded-rigged. Overbuilt and solid. Trailerable/no trailer. Rare boat/good condition. Call (408) 718-8447.

25 TO 28 FEET

27-FT ERICSON. 1973. Berkeley. \$9,200/obo. Great Bay boat, singlehanded rigging, solid, clean, sailed and maintained regularly, bottom paint 10/2013, new prop 7/2010, 570hr rebuilt A4 smooth running, main, 120&150 jibs. 2 spinnakers, Standard Horizon GPS and new VHF/DSC, LED lights, old dodger, all records. Sad to see her go, just got larger boat, need to sell. More info at www.sites.google.com/site/e27emily/. Contact (510) 325-9915 or nspycher@gmail.com.



25-FT NORDIC FOLKBOAT. 1992. SF Marina-East. \$17,500/obo. Nordic Folkboat US 115, built in 1992 at Classic Boatworks in Richmond. Fiberglass hull, wood cabin house. Very good condition, bottom & mast refinished in 2014. New main, full cover, 4hp outboard. Actively raced in fleet. Possible San Francisco Marina East berth transfer. Contact (415) 271-6267 or us115@myastound.net.



27-FT NOR'SEA AFT CABIN CUTTER. 1977. Santa Cruz Harbor. \$26,500. Lyle Hess-designed world cruiser. Trailerable. \$20K restoration and partial refit. You add cushions, electronics. See website for photos, history, details: <http://sites.google.com/site/norsea27forsale/home?>. Contact lewiskeizer@gmail.com or (831) 345-9384.



28-FT NEWPORT. 1981. OYC, Alameda. \$7,500/obo. Universal M3-20 18hp diesel. Bottom job 1/2014. Asymmetrical spinnaker, sock, pole. Roller furling jib. Tiller pilot. Head and holding tank. Good weekend Bay boat. (209) 988-4260 or (209) 605-0018 or margzabel@yahoo.com.



25-FT CATALINA. 1978. Alameda. \$5,000. Good condition, fixed keel. New in 2013: all standing and running rigging, furler, 9.9 Merc. outboard with extended warranty, tiller. Comfortable cabin with pop-up. Full batten main. Contact (925) 324-3994 or (925) 349-6393 or fritzsaills1957@yahoo.com.



24 FEET & UNDER



13-FT FLYING JUNIOR. 1971. Santa Rosa. \$1,000. A classic Schock design Flying Junior with new sails and new rigging. Good trailer. Ready to sail. A perfect boat to teach young sailors. Contact Mark at (707) 478-7758 or (707) 545-8839 or vontagen@sonic.net.

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26-FT PEARSON. 1976. Oakley. \$8,500. Pics on CL. Newer main, Honda 9.9, nice interior and canvas. Well maintained. New rudder and SS shaft. No blisters. Built in Rhode Island. Contact (510) 517-8600 or Klugert@mac.com.

25-FT CAL. 1978. Salt Lake City. \$8,800. Lake Tahoe Cal 225, Hull# CA-BA0165M78. Lovingly cared for - never in salt water. Gear includes Harken roller furling, digital depthsounder, Neil Pryde spinnaker/pole, recovered cushions, Yanmar diesel, fenders, life jackets, Coleman stove, Alpine compact disc receiver, Seahawk 14 marine radio telephone, anchor/chain, enclosed head with holding tank, trailer, extra gear. Currently trailered in Salt Lake City. I hate to part with her but I'm 85 years old now! Will negotiate. (801) 495-1404.

29 TO 31 FEET



YAMAHA 30 MK II. 1981. Cotati. \$19,995. This well-built racer/cruiser with self-tailing winches, a furling jib, plus an amazingly spacious interior, *Bodega Sunset* promises adventures trekking throughout San Francisco Bay and far beyond. Above decks, a roomy cockpit and wide decks make it easy to get around. Below, an innovative layout provides up to seven berths, a private head, and an efficient galley and a propane stove and oven. Taller folks will appreciate the 6'3" headroom and everyone will appreciate the stowaway dining table that folds against a bulkhead when not in use, creating a spacious saloon for socializing. Includes a rebuilt Yanmar diesel engine with less than 100 hours, GPS, VHF radios. More at website: <http://yamaha30forsale.shutterstock.com> Contact (707) 799-9954 or bob@amiral.org.



30-FT ERICSON 30+. 1983. Emeryville. \$19,500. Great Bay boat, excellent condition. New sails, stove, oven. Roller furling jib, diesel, pressure water, VHF, stereo. Inflatable dinghy with new outboard. Sleeps 6. Ready for summer. Contact Mike at (510) 390-6581 or m.o.pulliam@ieee.org.



30-FT FISHER MOTORSAILOR. 1977. Benicia. \$53,000. Strong, stable, comfortable ride in all conditions. Total refit last 4yrs including re-power with 60hp Isuzu, bow thruster, new prop, shaft, electronics, tanks, every pump, hose, and wire! Imagine sailing dry and warm, flicking a switch from the pilothouse to drop all-chain anchor, taking a hot shower, and relaxing in custom fantail stern-room. *MaxSea* sails and powers well; even trophied in 2014 Jazz Cup! Rare documented 9-ton classic. More information at: <http://fog-northamerica.org>. Contact: (916) 719-9355 or micgoose@aol.com.

30-FT CATALINA. 1985. Richmond Yacht Club. \$24,500. Wonderful Bay performance cruiser. 1 yr. old Santa Cruz main & furling jib. Sleeps 5. Many new lines & blocks. Contact: (510) 459-1129 or (510) 798-4448 or karenkittle@comcast.net.

29-FT TRINTELLA 29. 1967. Santa Cruz. \$32,000. Trintella 10M: Long keel/mast head sloop, van de Stadt-designed. Tyler Mouldings Ltd (UK). Anne Wever shipyard (NL). Teak decks, diesel. Gentle forgiving and beautiful yacht. See www.trintella.org/index.php/en/ Call: (831) 475-4468 or (831) 423-5526. Or for more information: jroddgers@roddgersandassociates.com.

30-FT SANTANA 30/30. 1986. Marina Del Rey. \$11,500. Custom tall mast and keel. Great starter, fast boat, races like a dinghy. Trophy winner. Re-powered 3 cylinder diesel. Re-rigged. Head, knot meter. Needs cushions. 30/30s have an almost one-design fleet in MDR. Fun competition. Text or e-mail. Not voicemail. (213) 369-9872 or (818) 500-8854 or cazintl@yahoo.com.

30-FT CAPE DORY. 1982. Marina San Carlos, MX. \$30,000. Upgraded rigging, gel batteries, full batten main, Furler, wheel, Lewmar ST30s, dodger, Autohelm, CQR, propane stove, solar panel, dinghy, EPIRB and more. Documented, custom trailer, US delivery possible. Contact: (575) 758-8366 or jmac@laplaza.org.

30-FT CATALINA. 1975. Oxnard, CA. Rebuilt A-4, new salon cushions, seven sails, stove/oven, fridge/freezer. New bottom. Ready to sail today. Call Rob at (503) 490-3305 or mail: rob@southboundsolar.com.

31-FT RUSTLER. 1967. Richmond. \$37,500. Total refit, Beta 20, new LeFiell mast, Hood full batten main, 135,110, storm. Dodger. Raymarine speed, depth. 5 Lewmar self-tailers. Monitor windvane. Some minor cosmetic issues. For complete inventory contact: (707) 292-2596 or mrckite@yahoo.com.



30-FT ISLANDER BAHAMA. 1981. Alameda. \$19,500. Excellent Bay and coastal cruiser. Volvo diesel runs great (1,575 hours), main and furling jib good condition (2007), all lines to cockpit, standing rigging in good condition, Garhauer rigid vang (2006), Lewmar winches, Garmin 740S plotter (2012), Navpod and pedestal guard (2012), Wheelplot (2013), 75 watt solar panel, 3 house batteries (2012), dodger, new cockpit cushions, weather cloth, bimini, sleeps six, teak interior, DC fridge, CNG stove. More information at <http://tinyurl.com/n4nymwd>. Contact (510) 593-7913 or biphmail@gmail.com.

32 TO 35 FEET

ERICSON 35. 1977. Stockton. \$19,000/obo. Ready to race or cruise well equipped with many new items, chartplotter/radar, wireless wind indicator, new 110 jib & roller furler, autopilot, 2 new ST Lewmar winches, rigid boom vang. More info at (209) 986-7813 or b_mohr@sbcglobal.net.

34-FT CREALOCK. 1991. Tacoma, WA. \$70,000. A well maintained boat, new Awlgrip paint on hull, mast and boom repainted with epoxy. New standing rigging and running rigging. New lifelines. Contact for pictures and complete description. (206) 949-7587.



33-FT CAPE DORY 330. 1987. Tiburon. \$49,900. The Cape Dory 33 is a Carl Alberg-designed cutter rig with a full keel and attached rudder. Below deck, the boat stands apart from most other production sailboats. Cape Dory is made in the US and the teak interior is beautifully crafted. Accommodations are very comfortable and functional. Whether sailing offshore or daysailing, cruising in the Cape Dory 33 is comfortable and safe. The boat is well equipped for offshore sailing with a good inventory of sails. Ham/SSB, GPS, EPIRB, refrigeration, Monitor windvane. Contact: (415) 451-3213 or yoslovd@comcast.net.



32-FT COLUMBIA 9.6. 1976. Richmond Marina. \$8,000/obo. Working Volvo Penta MD6B engine. Full suite of sails, including blooper. Monitor windvane. Potential great liveboard. AS IS: needs work. More info at (510) 205-1590 or (510) 290-0797 or a-harkness@sbcglobal.net.



33-FT CS. 1981. Sausalito, CA. \$15,000. Sails fantastic. New mainsail, autopilot and new two-burner stove. Interior needs some cosmetic fixes and upgrades. Great opportunity to get into a fun sailing boat at a good value. Info: wagskim@gmail.com.



35-FT RM1060. 2012. Nuevo Vallarta, Mexico. Great cruising sailboat in excellent condition: high-performance sailing, stylish, comfortable and functional design. Epoxy/plywood shell, biquille, interior panoramic view. B&G instruments, Watt & Sea hydro-generator, Volvo Penta 30, freshwater 400L, fuel 130L. More information: (521) 551-268-4306 or travesiagalina@gmail.com.



32-FT JIM TAYLOR RACE SAILBOAT. 1998. Santa Barbara, CA. \$47,500/obo. *Danger Zone* is a Jim Taylor (Marblehead, MA)-designed 32-ft. carbon fiber race boat. Carbon hull, deck, cockpit, Hall carbon mast & boom 1860+/- lbs. Custom carbon tiller/rudder/keel. 5 new North sails designed in 2014 by JB Braun-North Sails. *Danger Zone* won 1999, 2000, 2001 and 2002 New England PHFR Championships. Current PHRF rating 36. Totally restored and refurbished in 2013-2014. \$12,000+ Nexus instrumentation package w/GPS speed/VMG, etc. New VHF radio/GPS. Fast and fun-capable of beating *Maxis* in the right hands. We have, you can too! Custom trailer and delivery anywhere negotiable. Located SBYC. See www.danger-zone.net. Steve at (617) 838-4648 or info@americanglobal.org.

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33-FT CAL. 1972. Emery Cove Yacht Harbor. \$15,500. Modified stern. Skeg rudder. Tiller. Volvo diesel under 400 hrs. Harken Mk II. Newer rigging. Surveyed in December. Priced to sell. Buy it with a slip for extra discount. (626) 410-5918 or ngolifeart@gmail.com.



33-FT HOBIE. 1983. Healdsburg, CA. \$16,500. Hobie 33: Ballenger double spreader mast, recent high-tech running rigging as well as lifelines and standing rigging. Halyards led aft for single/double-handing. Large sail inventory-including new asymmetric jibs in fine condition. Many upgrades including galvanized steel trailer with new SS brake rotors, removable bowsprit, oversized rudder by Foss, Honda-powered 12hp sail drive, Raymarine instruments. The Hobie 33 is an enduring legacy of Hobie Alter, about the biggest bang for your racing buck. (707) 433-3692 or dijon1@sonic.net.



34-FT ISLANDER. 1969. Emeryville. \$12,500. A rare find! One of 14 originally built by Wayfarer Yacht Co. Clean survey in Nov 2013 with minor points all repaired. This boat is fully loaded with a rebuilt engine, new rigging, new sails, roller furling, lazy jacks, custom dodger, radar & chart plotter (2010). Boat has autopilot, all standard electronics, new cushions & upholstery. Bottom done in 2010 and two through-hulls were replaced. Out of town owner...Let's make this happen! Contact (715) 891-9047 or Lynn@Cedaroma.com.



33-FT NOR'WEST. 1978. Alameda. \$23,500. Strong go-anywhere cruising sloop. Reasonable condition. New standing rigging, fully battened main, headsail furler, refurbished mast and boom 2007. 20hp Yanmar diesel runs well, transmission marginal. Priced to sell. (510) 507-0005.



32-FT DREADNAUGHT TAHITI KETCH. 1973. Marina Bay Yacht Harbor, Richmond, CA. \$33,000/obo. The Tahiti ketch was the most circumnavigating boat in the world in her day. *Stardate* was custom-built to extra heavy standards by a boatyard familiar with world-capable bluewater cruisers. Well maintained, and upgraded, *Stardate* is equipped for offshore sailing. 38 feet overall with a 32-foot full keel. No offers will go unheard for this full-keeled beauty. Contact (520) 275-1641 or davidvbragg@msn.com.



34-FT HALLBERG RASSY. 2000. Emery Cove. \$150,000. Documented. Original owner. German Frers-designed. CE certified for category A (unlimited ocean voyages) by Germanischer Lloyd. Jan 2015 bottom paint and engine service. Sparkling and ready to sail. <http://sites.google.com/site/hr34sailboat/>. Please contact good_scout@sbcglobal.net.



34-FT CREALOCK 34. 1988. Woodley Island, Eureka CA. \$74,900. This well built extremely seaworthy bluewater boat is a veteran North and South Pacific voyager. Since 2008 I have kept it in La Paz, BCS, sailing in the gulf and stored on the hard during the hurricane season. Well maintained. Returned to Eureka in spring 2014 and berthed there now. Increasing age (mine) and physical issues force sale. Survey, equipment list, details and photos via email: snidley@centurylink.net or call (541) 488-0538.

33-FT WAUQUIEZ GLADIATEUR. 1983. Sausalito, CA. \$39,999. Great coastal and offshore sloop. Ready to sail. Pictures and details on website: www.quest33.info. Please contact for more information. (707) 832-3734 or (707) 725-2028 or krs1147@aol.com.

36 TO 39 FEET



37-FT TAYANA PILOTHOUSE. 1978. Sausalito, CA. \$85,000. Original owner, mechanical engineer, Perkins 4-108, 2,900 hrs., heavy-duty hydraulic steering, autopilot, forward scanning sonar, 12v refrigeration, teak interior, no teak decks, excellent condition, many extras. Contact (775) 345-0170 or Altajake@aol.com.



36-FT CATALINA. 1984. Alameda. \$47,500. 25hp Univ diesel, Micron 66 bottom paint, dodger, sunawning, new lines & halyard, Schaefer furler, newer main, Garhauer rigid vang, self tail winches, autopilot, Raymarine wind ST60, Lifesling, knot, depth, VHF, stereo, 3 batteries, auto battery charger, new interior cushions, teak & holly sole, teak interior, water heater, refridge, micro, new CNG stove, autobilge, BBQ, dinghy with semi-rigid bottom, well maintained. (510) 410-3767 or purpleelvis@juno.com.



38-FT AERODYNE. 2003. Tiburon, CA. \$150,000. Ultimate performance cruiser. Leisure Furl boom, full battent main, electric winch, low-time Yanmar. SSB with Pactor modem, watermaker, anti-corrosion system, isolation transformer, electric windlass, recent paint, new batteries. Excellent condition. Ready for Mexico. (415) 385-3600.

39-FT WESTSAIL. 1983. Marina Bay Yacht Harbor, Richmond, CA. \$35,000/firm. R. Perry design. Fin keel & skeg-hung rudder. Isuzu diesel, 950 hrs. Cutter-rigged with good sails. Custom interior. Very stong offshore cruiser. (831) 334-1161.



38-FT SPARKMAN & STEPHENS. 1971. Poulsbo, WA. \$27,750. One-Ton sloop. Past winner of Sydney Hobart race. Superb cold-molded kauri pine hull from top New Zealand yard. Attractive cruising interior. Perkins 4/107 diesel with Hurth transmission and Max-Prop. Stainless steel fuel and water tanks, good sail inventory with Hood furler. Bottom anti-fouled August 2014. Offshore proven performance. A solid go-anywhere boat looking for a caring owner at a moderate price. Lying Poulsbo, WA. Please call (360) 808-1743.

37-FT JEANNEAU SUN ODYSSEY. 2002. Long Beach, CA. \$79,000. Jeanneau sells more boats to charter companies than any other boatbuilder. Good looks, comfortable, good sailing. Autopilot, dinghy w/outboard. Call before March 31 for special pre-season price. (760) 980-0204 or marshallkagan@yahoo.com.

38-FT C&C. 1979. Puerto Muti, Panama. \$40,000. Located 125 miles SW Panama City, Panama. Heavily-rigged cruiser, more than 40 words description. Skype (507) 6895-3749. Health requires sale. See Encuentra24 for more photos. (507) 6895-3749 or jknuts@hotmail.com.



36-FT ISLANDER. 1975. Ballena Marina. \$24,000/obo. Yanmar 1000 hours, new bottom paint, new mainsail, great condition sailed about 100 times a year. Available after 2-15. Contact (415) 994-5242 or mauldin.jim@gmail.com.

CATALINA 36 MK II. 2004. Rio Vista. \$95,000. Great cruising boat. Sleeps 7. Well equipped. 35hp diesel eng. 110% and 150% furling jibs. In-mast furling main. 24 mile radar. Autopilot. Electric anchor windlass. Full galley (refrigerator, propane stove w/oven). Marine head and shower. Canvas dodger. (916) 317-7370 or paparay5@ymail.com.

36-FT ISLANDER. 1972. Sausalito \$30,000/obo. Low hours on new diesel. New StackPack, rod rigging, bottom 2014. Lots of misc. gear. Must see. Contact: cjppr@gmail.com.



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36-FT PEARSON 36-2. 1986. Sausalito Yacht Harbor. \$52,000. Very good condition. New running, standing rigging, rod kicker, Yanmar diesel 900 hrs. PlasTEAK toe rail and handrails. Interior very nice and dry. Great sailing yacht with wheel steering. More info at www.pearson36-2.net. Please contact (925) 825-1189 or doncloes@comcast.net.



36-FT HUNTER VISION. 1994. Marina Bay, Richmond, CA. \$70,000. Excellent, well maintained condition. Huge, bright interior. 800 hours on Yanmar diesel. Big dodger with all lines led aft makes sailing comfortable. Stayless mast and little wood on topsides means low maintenance. For complete details and pictures go to: www.sailboatlistings.com/view/48188. Contact (530) 624-6738 or mike@alpinelandscape.net or (530) 893-2620.



36-FT ERICSON 36C 1976, Vallejo. \$17,000. I am selling and I need TLC. Yanmar diesel engine. Standing rigging.



38-FT CUTTER-RIGGED INGRID. 1968 Astoria, OR \$60,000. S/V Fairanne. Jack Atkins design, hull #1. Mahogany/oak. 37hp Kubota. Full complement of electronics. Beautiful heavy cruiser. Serious inquiries only please. Contact John. fairanne68@yahoo.com



39-FT YORKTOWN. 1977. Vallejo. \$29,999. Turnkey 39-ft Yorktown sailboat with many upgrades. Well maintained. Very seaworthy. New paint, Harken traveler, Barlow winches, and more. Ready to sail NOW! Reduced price. Very motivated seller. Call for details: (925) 324-4226 or daltonm@scrantonlawfirm.com.



39-FT JEANNEAU SUN ODYSSEY. 2007. Pt. Richmond. \$179,000. Deck Salon model with light and airy main salon. Extra clean, only 100 engine hours. Huge cockpit, room for six adults seated comfortably, twin helms and folding cockpit table with custom radar/GPS/chartplotter on swiveling mount, as well as safety grab rails. In-mast furling mainsail easily operated by one person using 2-speed electric winch. Roller furling genoa with UV cover, additional smaller jib. Full Raymarine electronics. Extra sharp teak cockpit with cushions. Well maintained in Bay Area, never raced, nearly-new overall condition. More information at <http://sailboatlistings.com/view/47126> or contact Mike at (432) 214-2387 or yarboat@msn.com.



36-FT CATALINA. 1983. Alameda, CA. \$35,000. Well maintained/loved. Many upgrades: fuel system, battery/electrical, refrigerator, propane stove, head, V-berth, anchor, running rigging. Diesel. Hauled recently. Huge, bright interior. Sails like a dream. Great liveaboard/cruiser. (510) 862-1833 or mkwoly18@yahoo.com.

36-FT ISLANDER FREEPORT 36. 1978 Loch Lomand. \$45,495. Islander Freeport 36, queen-sized berth, drop down transom, rebuilt Perkins. New main, dodger and wheel cover. Open floor plan, lots of headroom and forward head. Sails great and a great liveaboard. Many extras including refrigeration and central heat. Contact tgrady7889@msn.com or call (510) 410-5401 or (415) 858-2251.

38-FT FOLKES STEEL CUTTER. 1979. Marina Real, San Carlos, Sonora, MX. \$44,900. BC built, US documented, completely rebuilt ALL systems inside-out including rigging, wiring, plumbing, tanks, totally outfitted gear, electronics, sails. Cruise-ready, great condition. Email for a link to pictures and information or check CL: <http://losangeles.craigslist.org/wst/boa/4883528399.html>. Email: danagrnm@aol.com.



37-FT TARTAN. 1980. San Rafael. \$69,500. Sparkman and Stephens-designed keel C/B sloop. Upgrades include Beta Marine diesel, Quantum sails, fuel tank, self tailing winches, standing rigging, radar, dodger, bimini, electronics, windlass and more. www.t37ardea.com. (510) 928-6201 or jboissier@comcast.net.



36-FT ISLANDER. 1978. Point Richmond. \$34,750. Turnkey racer/cruiser, Awlgrip hull, New Zealand non-skid deck. New Petit-Trinidad bottom. Stereo+TV, GPS, new toilet. Spinnaker, new roller furler. See: Islander 36 Assn. website "Buy-Sell" [Vivace](http://www.vivace.com) for specs/pictures. Call (707) 939-7026.



38-FT BLUEWATER INGRID. 1973. Port Townsend, WA. \$70,000. Fiberglass hull, sail-ready, go-anywhere cruising ketch. Beautiful traditional sea-kindly design, comfortable liveaboard. Many recent upgrades with offshore cruising planned. Details/contact info/photos on website: <http://ingridketchseptember.webs.com>. Please call (360) 507-0541 or contact ingridketchseptember@gmail.com.



37-FT ERICSON, 1974. Alameda, CA. \$19,500. Sails well and ready to sail! Yanmar diesel like new - low hours regularly serviced, roller furling, wheel steering, all lines led aft, new toilet, CNG stove/oven, lazy jacks, bottom paint mid-2013, mast professionally re-stepped in 2009 by Svendsen's. Two-boat owner needs to sell. Great boat looking for new adventures! For more pictures go to (case sensitive): <http://db.tt/tjDXpd26>. Contact: (510) 253-5883 or ericson37sail@gmail.com.



38-FT ERICSON 38-200. 1987. La Paz, BC, Mexico. \$62,000. Cruising Sea of Cortez, no-issues Yammer, new chart plotter, radar, sonar, GPS, AIS, autopilot, electric windlass, dodger, bimini. 56gal fuel, 110 water, spinnaker, full batten main + StackPack. Bought another boat. E-mail for pictures and more information. Tomsmoderncastle@comcast.net.

40 TO 50 FEET



44-FT SPENCER. 1970. Marina La Cruz, Mexico. \$39,000. We have cruised and loved our Spencer 44 for 28 years, mostly "south of the border." But we are old and tired. Giveaway price because she needs new, young, energetic owners. Fully equipped, fully functional, ready to sail, already in Mexico. Picture from March '14 haulout in La Cruz. Call or email for details: (503) 812-3082 or bill@7milesys.com.



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44-FT HYLAS CENTER COCKPIT. 1990. Sea of Cortez. \$169,000. She's a beauty and ready to go! Headed to San Diego late spring. Yanmar, 11' Achilles, 18hp outboard. New: mainsail, batteries, solar, GPS, VHF, electric head, SS portlights. (916) 467-6448 or schmers@juno.com.



44-FT HUNTER 44DS. 2007. In California. \$199,000. Health conditions force us to sell our like-new 2007 Hunter 44DS, cruise-ready. Only 620 engine hours! Standard features, plus in-mast furling, gennaker, boom brake, electric winch; radar, Raymarine E-120, additional displays at nav station, autopilot with remote, AIS, EPIRB, PLB, VHF radio, 2 handholds; watermaker, 120 gal water, 50 gal fuel, 50 gal holding tank; 56hp Yanmar, upgraded 165 amp alternator, 600ah AGM starting and house batteries, 2.4kw inverter. Hard bottom dinghy, 9.9 four-stroke outboard, heavy-duty davits. Fabulous accommodations, 2 heads with separate showers, centerline queen bed, Bose surround sound system, large flat screen TV, dodger, bimini, near-totally enclosed cockpit! (602) 421-9964.



40-FT COLUMBIA. 1965. Paradise Cay Yacht Harbor, Tiburon. \$25,000. *Libra*. Beautiful boat. 2nd owner. 1994 25hp Universal 4-cylinder M4-30 414hrs. Runs great. 4'6" draft perfect for the Bay. 7 sleeping berths. More information at www.dropbox.com/sh/gxjff56ktnxuvsa/4REqpVCvoj. Call (415) 948-9801 or maliarmoseley@gmail.com.

50-FT SEARAKER. Center cockpit 1977. San Carlos, Mexico. \$115,000. I've owned *Victoria* for 27 years. Ed Monk design, built in Tacoma. Hull #5. Perfect family cruiser. 3 cabins, 2 heads, private owner's cabin. Info: <http://bcgypsy44.wix.com/victoria>. (520) 303-5365 or BCGypsy44@gmail.com.



43-FT SAGA. 1998. Ventura, CA. \$215,000. Rare West Coast offering of this sought-after performance cruiser. Meticulously cared for by second owners. Absolutely turnkey. Panda 4kw genset, 150 gpd watermaker, Hydronic 5-station cabin heat, Icom 802 SSB, carbon fiber sprit pole, cruising spinnaker with snuffer, 200 watt solar panel, 11-ft RIB dinghy with 8.0hp and 3.3hp outboards. See manufacturer website for further specs. www.sagayachts.com. Call (805) 985-4532 or lanikai3@live.com.



45-FT FASTNET 45. 1974. Portland, OR. \$49,000. 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.



40-FT SANTA CRUZ 40. 1983. Alameda. \$62,500. Rigged to race. Custom Antrim keel, 1600 lbs lighter, many racing and newer performance cruising sails. Lightly used asymmetric spinnakers. Low engine hours, instruments replaced 2010. Harken roller furler. Contact (408) 807-9630 or egs@alum.berkeley.edu.

40-FT VALIANT. 1978. Ventura. \$79,900. Hull #198. Outfitted over the past 18 months for cruising. She is in top condition and ready to head south. A change of wind direction has put her on the market. For more info contact (805) 754-8897 or fsmonds33@gmail.com.

40-FT CAL. 1965. Alameda. \$39,995. Hull #45. Project boat 80% complete, but plans have changed. Epoxy bottom, hull to deck joint sealed, Lewmar hatches and much more. For information and pictures: (510) 507-0200 or sailorkh@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.



40-FT FARR DESIGN. Beneteau First 40.7, 1999. Corinthian Yacht Club, Tiburon, CA. \$109,500. This beauty has what it takes to win races and be a luxury cruiser all in one. Well maintained, in great shape, ready to win for you, coastal or ocean! (415) 250-1942.



42-FT TAYANA VANCOUVER. Center Cockpit, 1988. La Paz, Mexico. \$139,000. Joss has been continuously updated and cruised by the current owners since 2002. She is ready to cross the oceans or cruise the coasts. If you are looking for a bluewater cruiser that is ready to go, this is the boat for you. Equipment and inventory too extensive to list. Call or email for complete details and photos. (310) 489-4682 or cmikejones@hotmail.com.



44-FT MILLER MARINE. 1980. San Rafael. \$99,500. Beautiful and cruise-ready. Mexico and Alaska veteran. Custom built by Miller shipwrights on Bainbridge Island WA with a gracious teak interior. Solar, 85 hp Perkins. For more information go to www.yachtcontessa.com. Call (707) 813-1444 or yachtcontessa@gmail.com.



47-FT BENETEAU 473. 2005. Southern California. \$239,900. Beautiful and in excellent cruise-ready condition. 3 staterooms, electric winches, furling sails, bow thruster, dinghy with outboard, stereo, 2 TV's, autopilot, radar, VHF, Wi-Fi antenna, microwave, custom features. Owned in LLC for possible tax advantages. (310) 893-6061 or sylppman@earthlink.net.



44-FT KELLY PETERSON. 1977. San Diego. \$110,000. Major refit 2012, new Yanmar 75hp, new fuel tanks, new rigging and chain plates, dodger, bimini, pedestal, super cold machine refrigeration, Force 10 three-burner stove with oven, deck and cabin Awlgripping new non-skid, new electronics including Raymarine E127 chart plotter, digital color radar, Standard Horizon Matrix VHF, all new batteries and Kyocera solar panels. Too much to list. May consider small trade. <http://endlessummersailing.tumblr.com/>. Contact jerrygahan@yahoo.com or (949) 291-6115.

47-FT CATALINA. \$229,500. Customized bluewater ready. Extra fuel capacity, 110 or 240v, watermaker, chartplotter, radar, AIS, coldplate re fridge/freezer. Custom cabinets and workshop, dive compressor, in-boom furler, staysail, autopilot, windvane, new hard dodger, heat-air, Autoprop. Much more. Info at www.adream2sail.publishpath.com. Call (916) 607-9026.



43-FT RON HOLLAND. 1986. Marina Riviera Nayarit, MX. \$130,000. Aft cockpit, 2 staterooms, 2 heads, spacious, well equipped and well maintained for cruising. Singlehanded all over Pacific Mexico in comfort and now lying in a fantastic location. More information at www.sanctuarycharters.com/sabbatical.php. Email office@sanctuarycharters.com.

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42-FT CATALINA. 1996 Sausalito \$109,500. New bottom paint, new standing rigging, all new rope. Yanmar engine. Autopilot, winches professionally serviced, radar. Excellent condition. Contact Tom at tom@southbeachriggers.com or (415) 271-2722.



43-FT HAMPTON. Pilothouse Cutter, 1996. Mazatlan, Mexico. \$200,000. Built in 1996 and commissioned in 2000. Strong, safe, full keel, bluewater cruiser. Fully equipped with genset, watermaker, radar, autopilot, GPS, SSB, etc. New main & jib. Inside and outside hydraulic steering stations. Located in Mazatlan, Mexico. 50-foot slip (12 year prepaid) also available. Contact (858) 437-2656 or email Rutland_Scrimshaw@yahoo.com.

40-FT KALICK BY GARY MULL. 1981. Kaneohe on Oahu. \$65,000. Fire sale! Two-boat owner needs to sell fast. Great cruising boat. All systems for cruising. Good decks, in-furl main, Harken#2, Plath windlass, dual reefers, 6 solar panels, spare set of sails in new shape, hydro autopilot and vane. Way too much to list. Contact carledinger@rocketmail.com or (808) 372-9188.

51 FEET & OVER



64-FT BRUCE ROBERTS. Pilothouse Cutter, 1988. Anacortes, WA. \$349,500. 1/4" steel hull, NW Passage veteran. Center cockpit. 2009 refit including new 135 hp Lugger, Northern Lights 8.5 genset, sails/rigging. 3 staterooms, 2 heads, shop. Contact svjustaminate@gmail.com or (360) 982-8682.

CLASSIC BOATS

46-FT JOHN HANNA CAROL KETCH. 1946. Berkeley. \$35,000. Carvel-planked fir on oak frames, diesel, windlass, good sails and rigging, well maintained. Last hauled Jan. 2014. Priced under surveyed value. Owner moved out of state. More info at www.fairforsale.com. Contact (970) 261-1611 or (510) 507-4589.

MULTIHULLS



35-FT BENETEAU CATAMARAN. 1986. Ensenada, Mexico. \$75,000/obo. Boat has two 17hp Yanmar diesel engines, two 20 gallon water tanks, two 20 gallon diesel tanks, two double berths and furling genoa sails. More info at www.yachtworld.com/boats/1986/Beneteau-Blue-II-Catamaran-2765165/Ensenada/Mexico. Contact (928) 301-2189 or (928) 899-0401 or edbooty10@yahoo.com.



20-FT FLYING LATEEN-RIGGED. Catamaran, new prototype, Dana Point, CA. A hard-winged hybrid sail-powered/electric motor-powered catamaran, set up with the unique Flying Lateen rig and an electric motor built into each rudder, for singlehanded sailing and/or racing as a one-design. For serious sailors, old salts, kids, beginners and especially for the leg-disabled, to experience on an equal basis the joy of catamaran sailing with ease...without the "edge of the envelope" acrobatics required of most small cats. The boat and the patented Flying Lateen technology itself are for sale. \$10,000 down, balance 10-year term. Draft of Purchase Contract available upon request. For more information go to: www.flyinglateen.com. (949) 481-1388 or (949) 463-5746 or budshort@flyinglateen.com.

57-FT CUSTOM CATAMARAN. 2014. \$53,000/obo. 57x30 custom catamaran. Marine ply w/epoxy fiberglass. Rotating mast. Hulls, deck, bridgedeck and basic interior completed. Needs engines, sails, steering, finish interior. Owner can help finish. (650) 773-6327 or orlovicr@yahoo.com.



48-FT SCHIONNING 1480 WILDERNESS. 2007. Puerto Vallarta, Mexico. \$495,000/obo. *Sea Level* has circumnavigated and wishes to continue the journey. A performance catamaran with 4 double staterooms, 3 heads, galley & salon up. Good bridgedeck clearance, elevated steering station. Email jimmilski@yahoo.com.



20-FT NACRA. 2001. Fremont. Carbon mast, spinnaker, trailer, cat box, cat wheels, storage bags for all parts. Super nice condition, always covered, barely used by experienced cat sailors less than 20 outings, very good history. This is a great opportunity, boat and trailer like new. Call with offer. (510) 219-4673.



52-FT MODIFIED TENNANT. Blade Runner, 1987. Ventura, CA. \$175,000. *Afterburner*, fastest coastal sail catamaran on the West Coast, for sale to a good home. For more information: <http://afterburner.gibbscam.com>. Call (805) 377-1789 or afterburner@gibbsCAM.com.

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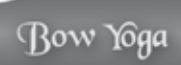
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Painting a vessel is a special form of art and, by all accounts, a KKMI paint job is a masterpiece. A new paint job from KKMI will also enhance the value of your vessel. Let our super-efficient team of expert craftsmen bring new life and lasting protection to your investment. Check out our website for a short video of painting a 47' Beneteau inside one of our work sheds.

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SEEING IS BELIEVING... While a fiberglass boat may last for many years, the exterior gelcoat does have a limited life... Fortunately, a two-part polyurethane paint can restore the exterior finish of a fiberglass boat to better-than-new condition... Recently I visited KKMI to check out their paint work and was I impressed. With their attention to detail and superb workmanship I concluded that KKMI is the place to have your boat painted. And their interior paint structures allow for a level of finish few other yards provide. Call the professionals at KKMI today - you'll get a quote you can rely on and a finish that will let your boat shine.



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