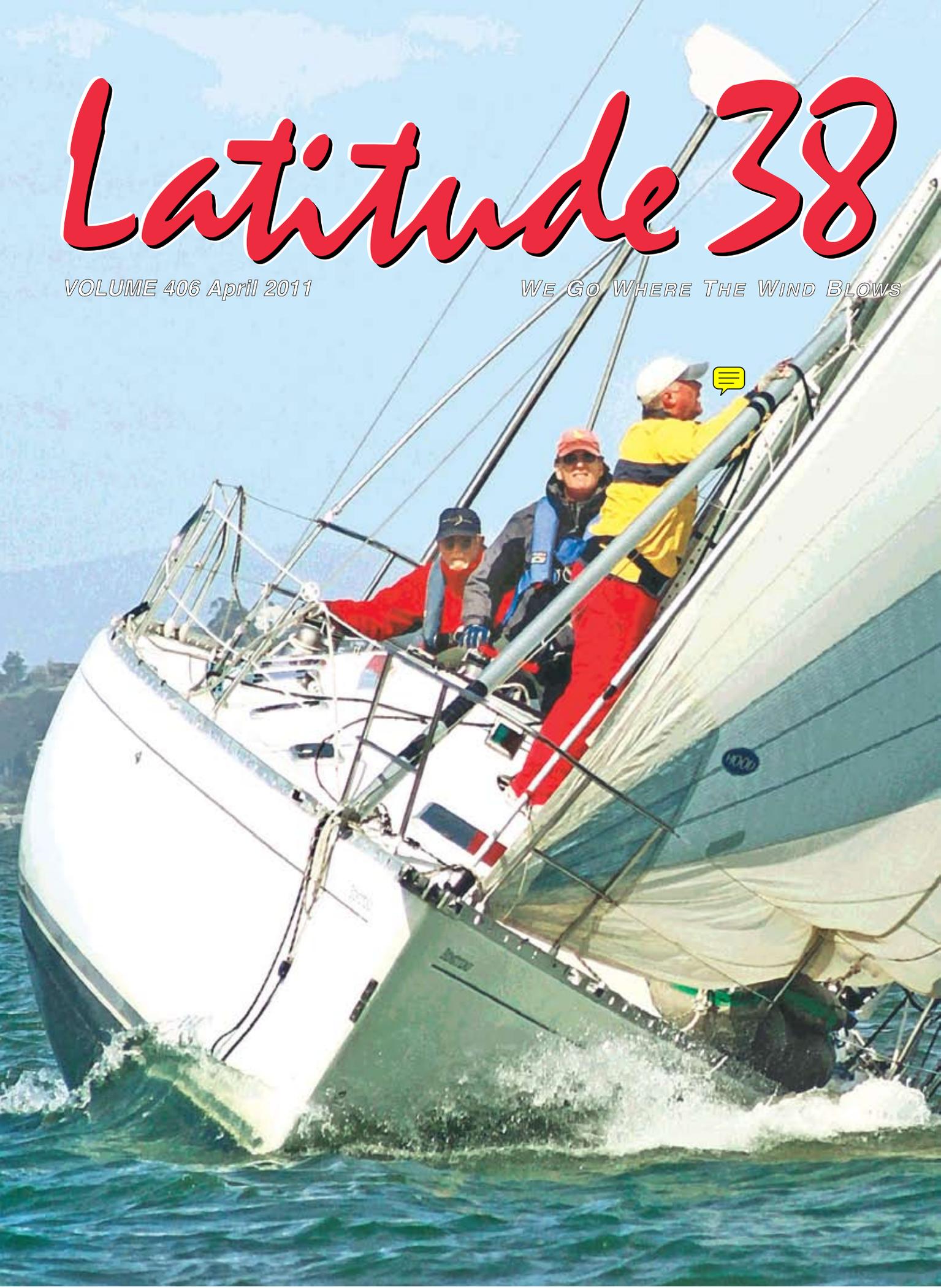


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VOLUME 406



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Cover: Champagne sailing at Richmond YC's Big Daddy Regatta.

Photo: Steve Holloway/Rune Media

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

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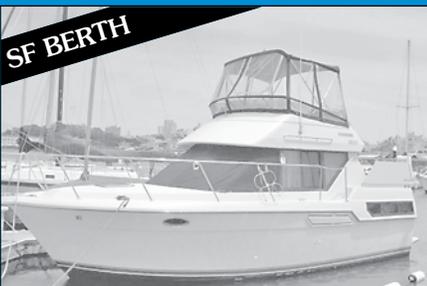
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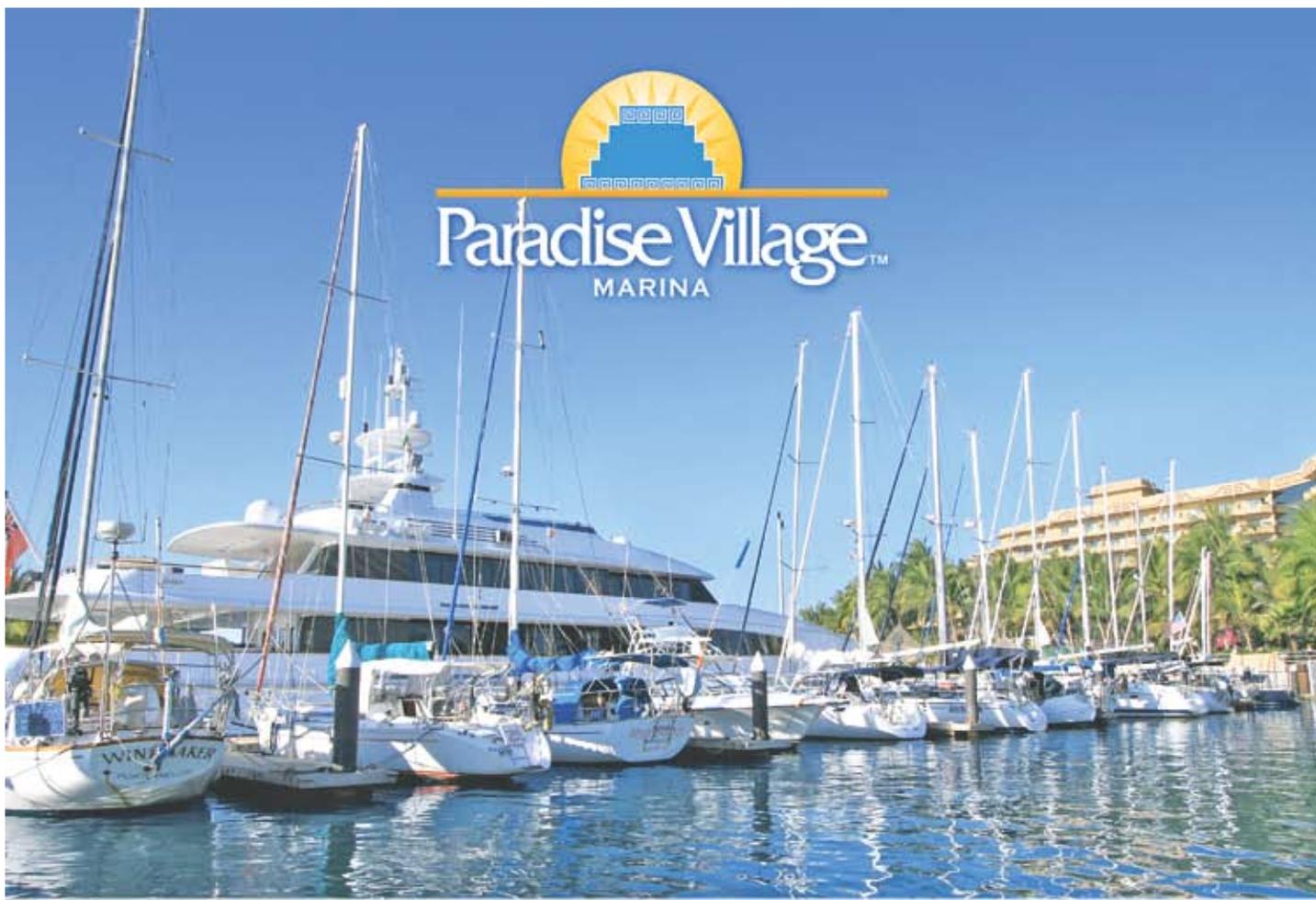
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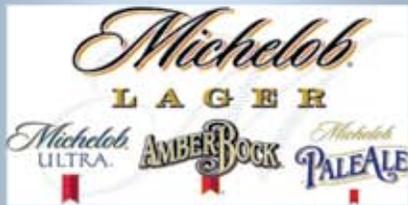
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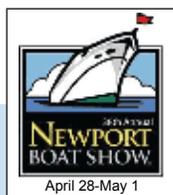
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CALENDAR

Non-Race

Apr. 1 — Don't be a fool, get your boat out on the Bay!

Apr. 2, 1981 — It Was Thirty Years Ago from the *Sightings* piece 'Guardian of the Golden Gate' by Sue Rowley:

The Point Bonita Lighthouse, guardian of the Golden Gate since 1885, is the last manned lighthouse on the California coast. That description will end on April 2, however, when the 60,000-candlepower beacon and its vital fog signal will become totally automatic.

The change will end a long and colorful segment of California's history. Originally, the lighthouse was built high on the rugged highland to make its beacon visible to mariners at great distances, but Point Bonita is one of the foggiest places in the country and the station was moved to a rocky point just above the sea and below the fog.

A year after the light was put into service, the first fog signal was devised. The noisiest device known at the time, an 8-ft, 24-lb Army siege cannon, was acquired and a retired sergeant named Maloney was charged with firing it every half hour during foggy weather. As the story goes, the fog closed in on August 8, 1856, and the sergeant dutifully fired the cannon for the first time. The fog remained for most of the next 61 days and, before he was found near exhaustion at the beginning of October, he'd fired the cannon 556 times, day and night. Maloney quit and the lighthouse went through seven more people over the next nine months.

Two years later, the cannon was replaced by a mechanical bell and, in 1977, a steam-powered fog horn was installed. The fog signal has operated an average of 1,136 hours per year over the last 83 years of record keeping, with a maximum of 2,408 hours in 1963. After its five-man crew departs, the lighthouse will be preserved by the National Recreational Area as a visitors' attraction.

Apr. 2 — Del Rey YC Open House in Marina del Rey, 11 a.m.-4 p.m. Info, www.drjc.org or (310) 823-4664.

Apr. 2-3 — Corinthian YC presents its annual Women's Sailing Seminar. A terrific low-stress way to learn how to sail. Info, www.cyc.org/WSS.

Apr. 3 — Cal Sailing Club's free introductory sail at Berkeley Marina, 1-4 p.m. Info, www.cal-sailing.org.

Apr. 3 — North U. Tactics Tour, a one-day course teaching the latest in strategy, tactics and rules, continues at Anacortes (WA) YC. See www.northu.com for details.

Apr. 3-24 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or www.baads.org.

Apr. 5 — Line Splicing seminar at San Jose West Marine, 6-8 p.m. Free. RSVP, (408) 246-1147.

Apr. 5-May 31 — Boating Skills & Seamanship course by USCGA at Del Rey YC in Marina del Rey on Tuesdays, 7-9:30 p.m. \$80 materials fee. Info, jonathan.smaby@gmail.com.

Apr. 6 — Ullman Sails Seminar Series continues with 'Team Building, Coaching & Management' at the Santa Ana loft, 7 p.m. \$18. Other seminars run at the same time and location; free unless noted. **5/4:** 'The Baja Ha-Ha Adventure'; **6/1:** 'World Class Yacht Designers Forum'. Info & RSVP, (714) 432-1860.

Apr. 6-27 — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m., \$16.50. Enjoy lunch and a dynamic speaker every Wednesday. All YCs' members welcome. More info under the 'Events' tab at www.stfyjc.com.

Apr. 9 — Opening Day on the Delta Parade. Starts at noon in front of Pittsburg YC on the San Joaquin River. Info, www.pittsburgyc.com.

Apr. 9 — Boaters Swap Meet at Emeryville Marina, 8 a.m.-

See the Boat of the Year – Catalina 355 at Farallone Yacht Sales

The new **Catalina 355** has just been honored as the 2011 Best Mid-Sized Cruiser and 2011 Domestic Boat of the Year, joining the award-winning 445 and 375 and bringing to 11 the number of awards Catalina has received for its designs. No other sailboat manufacturer has ever achieved this distinction.

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New Catalina Yachts in Stock

- Catalina 445, 2010
- Catalina 375, 2010
- Catalina 355, 2011 **AT OUR DOCKS NOW!**

Preowned Catalina Yachts at Our Docks

- Catalina 470, 1999.....\$230,000
- Catalina 440, 2005.....250,000
- Catalina 42 MkII, 1996.....149,900
- Catalina 42, 1993.....124,500
- Catalina 42, 1997.....139,900
- Catalina 400, 2004.....199,900
- Catalina 36 MkII, 2004.....126,000
- Catalina 36 MkII, 1999.....89,500
- Catalina 36, 2001.....109,000

- Catalina 350 MkII, 2004.....125,663
- Catalina 34, 2007.....134,500
- Catalina 34, 2004.....99,950
- Catalina 34, 1988.....49,400
- Catalina 310, 2007.....94,500
- Catalina 30, 1987.....34,500

Preowned Sailing Yachts at Our Docks

- Beneteau Oceanis 373, 2005.....\$139,000
- Hans Christian 43, 1989.....157,000
- C&C 38, 1979.....49,250
- Hunter 36, 2004.....119,000
- Hunter 340, 2002.....82,000
- Hunter 34, 1984.....34,000
- C&C 32, 1980.....34,000
- Bristol 31.5, 1984.....42,500

- Hunter 31, 2007.....84,900
- Nonsuch 30, 1981.....45,000
- Rustler 24, 2009.....65,000

New Ranger Tugs in Stock (base price)

- Ranger 29 Tug, 2011.....\$229,937
- Ranger 27 Tug, 2011.....**NEW MODEL!** 159,937
- Ranger 25-SC Tug, 2010.....**NEW MODEL!** 129,937
- Ranger 21-EC Tug, 2011.....49,937

Preowned Ranger Tugs at Our Docks

- Ranger 29, 2010.....224,900
- Ranger 25 Tug, 2010.....139,500
- Ranger 25 Tug, 2009.....125,900

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- Chaparral Signature 310, 2005.....85,900



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noon. No vendors fee. Info, (510) 654-3716.

Apr. 9-10 — America's Boating Course by Carquinez Sail & Power Squadron at Vallejo YC, 9 a.m.-4 p.m. \$40. Info, www.carquinez.org/public_courses.html or (707) 55-BOATS.

Apr. 9-May 14 — Boating Skills and Seamanship course by USCGA Flotilla 12-3 in Alameda, 8 a.m.-4 p.m. \$55 materials fee. Info, uscga@att.net or (510) 468-8013.

Apr. 14 — Louis Vuitton Cup PRO Peter Reggio, Oracle Racing's Tom Ehman and Olympic hopeful Genny Tulloch will speak about the America's Cup at Golden Gate YC, 7-9 p.m. Sponsored by US Sailing, \$30. RSVP, PR@ggyc.com.

Apr. 14 — Single sailors of all skill levels are invited to the Single Sailors Association monthly meeting at Ballena Bay YC, 7:30 p.m. Info, www.singlesailors.org or (510) 233-1064.

Apr. 14-17 — Strictly Sail Pacific at Jack London Square. Info, www.strictlysailpacific.com.

Apr. 15, 1800 — James Clark Ross, discoverer of the north magnetic pole and author of *Voyage of Discovery*, was born in London.

Apr. 16 — Encinal YC's Nautical Flea Market, the largest in the East Bay, 6 a.m.-1 p.m. Breakfast, lunch and beverages available. Info, (510) 522-3272 or www.encinal.org.

Apr. 16 — Emeryville Marina's 4th Annual Boaters Swap Meet, 9 a.m.-2 p.m. Info, (510) 654-6437.

Apr. 16 — Berkeley Bay Festival at Berkeley Marina, 11 a.m.-5 p.m. Free music, sailboat rides (courtesy Cal Sailing), and more. Info, www.ci.berkeley.ca.us.

Apr. 16-17 — Silva Bay Shipyard School Launch Festival on Gabriola Island, B.C. Seminars, demos, music and more. Free. Info, www.boatschool.com.

Apr. 17 — Howl at the full moon on a Sunday night.

Apr. 20 — Manuevering in Close Quarters seminar by Club Nautique's Capt. Bryan Chavez at South San Francisco West Marine, 6-7:30 p.m. Free. Info, (650) 873-4044.

Apr. 21 — Spring Race Instructions seminar, part of Sausalito YC's Third Thursday Seminar Series, 6:30-7:30 p.m. Free and open to the public. Info, www.sausalitoyachtclub.org/calendar/whats-happening.

Apr. 21-23 — Cabo Marine Show in Cabo San Lucas. Info, www.cabomarineshow.com.

Apr. 22 — Celebrate Earth Day on the liquid part!

Apr. 23 — Marinship Day & Flea Market at Sausalito West Marine, 8 a.m.-3 p.m. BBQ gets fired up at 11 a.m. Proceeds from BBQ, booth rentals and raffle go to Spaulding Wooden Boat Center. Prizes and more! Info, (415) 332-0202.

Apr. 23 — Boaters Swap Meet at Stockton SC, 8 a.m. Fuel up at a pancake breakfast, too. Info, www.stocktonsc.org.

Apr. 23 — Martinez Marina Swap Meet, 8 a.m.-1 p.m. Info, (925) 313-0942 or slips@martinez-marina.com.

Apr. 24 — Plan an Angel Island Easter Egg Hunt.

Apr. 24, 1916 — The lifeboat *James Caird*, from Ernest Shackleton's *Endurance*, set off from Elephant Island bound for 800-mile distant South Georgia Island in a desperate bid to save the rest of the crew.

Apr. 28 — Electrolysis Seminar at Spaulding Wooden Boat Center in Sausalito, 6-7:30 p.m. \$15. Info or RSVP, (415) 332-3179 or info@spauldingcenter.org.

Apr. 29-May 1 — Southern California Westsail Rendezvous at Pine Avenue Pier, Rainbow Harbor, Long Beach. Info, www.westsail.org or westsailor@earthlink.net.

Apr. 30 — Treasure Island Sailing Center Opening Day celebration, 11 a.m.-4 p.m. Free sailboat rides, music, games & food. \$3 for BBQ. Info, www.tisailing.org.

May 1 — Opening Day on the Bay! Don't miss the blessing of the fleet in Raccoon Strait, 10:30-noon (enter from the

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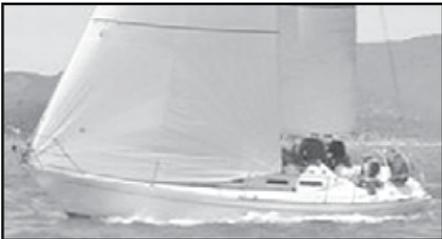
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52' Santa Cruz, Kokopelli.....	\$749,000	40' Olson, Elka.....	SOLD	34' MJM 34z, '05*.....	\$334,000
52' Santa Cruz, '99, Renegade.....	\$495,000	39' Schumacher, '96, Recidivist.....	\$99,000	33' J/100, Hull #9, '05.....	\$106,000
52' Santa Cruz, '98, Hula.....	\$449,000	38' Sabre 386, '08, Kuai.....	SOLD	33' Back Cove, '08.....	\$279,000
52' TransPac with IRC mods, '03, Braveheart*.....	\$499,000	38' Sabre 38 Mkl, '84.....	Pending	32' J/32, '02, Tango.....	SOLD
48' J/145, Hull #9, '03*.....	\$675,000	36' J/109, '03*.....	\$189,000	32' Catalina 320*.....	\$61,000
48' 1D48, '96, Chaya.....	\$125,000	36' Islander 36, '72, Absolute.....	\$45,000	30' Peterson Half Ton*.....	\$27,500
47' Valiant, '81, Sunchase.....	\$110,000	35' J/105, '92, Hull #44, Orion.....	SOLD	29' MJM 29z, '07*.....	\$269,000
44' Kernan, Wasabi.....	SOLD	35' J/105, '99, Life Is Good*.....	\$82,500	28' Alerion Express, '06*.....	\$99,000
44' J/44, '93, Halcyon Days*.....	\$285,000	35' J/105, '00, Hull #343, Nirvana.....	Reduced \$94,900	28' Alerion Express, '02*.....	\$72,500
44' Wauquiez 43 Pilot Station*.....	\$319,000	35' J/105, '00, Hull #347, Bald Eagle.....	Reduced \$99,000	28' Islander, '79*.....	\$16,900
43' J/130, '96*.....	\$209,000	35' J/105, '01, Hull #463, Trickster.....	SOLD	26' J/80, '04, Heart Attack.....	SOLD
40' J/122, '07, TKO.....	\$429,000	35' J/105, '02, Hull #520, Sea Room.....	\$94,900	26' Aquapro Raider, '02, enclosed hard top.....	SOLD
40' J/120, '04, Mad Max.....	\$229,000	35' J/35, '84, The Boss*.....	\$34,000		
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CALENDAR

east).Info, www.picya.org.

May 14 — Boaters Swap Meet at Marina Bay Yacht Harbor in Richmond, 8 a.m.-noon. Info, (510) 236-1013.

May 14 — Opening Day on South Bay! Boat parade, blessing of the fleet, live music and fun for the whole family. Info, www.southbayopeningday.org or www.sequoiayc.org.

May 15 — Nautical Swap Meet at Elkhorn YC in Moss Landing, 7 a.m. Info, eyc@elkhornyc.com.

May 15 — Marine Swap Meet & Open House at Berkeley YC, 6 a.m.-1 p.m. Run in conjunction with Safety at Sea Day program. Info, www.berkeleyyc.org or (510) 843-9292.

Racing

Mar. 28-Apr. 3 — BVI Sailing Festival & Spring Regatta, British Virgin Islands. One of the Caribbean's best regattas, and includes a huge bareboat fleet. A great way to spend a week-long charter. Info, www.bvispringregatta.org.

Apr. 2 — SSS Corinthian Race, formerly known as the In the Bay Race. Info, www.sfbaysss.org.

Apr. 2 — Andy Byrd Memorial Race. CPYC, www.cpyc.com.

Apr. 9 — 30th Annual Doublehanded Farallones Race. BAMA, (510) 769-0309 or www.sfbama.org.

Apr. 9 — Spring Tune-Up Race, the mother of all beer can races. RYC, www.richmondyc.org.

Apr. 9 — Corinthian Challenge. CYC, www.cyc.org.

Apr. 9 — North Bay Challenge #1. VYC, www.vyc.org.

Apr. 9-10 — J/Fest. One design and PHRF racing for the J/boat faithful. StFYC, (415) 563-6363 or www.stfyc.com.

Apr. 9-10 — Resin Regatta, for Melges 24s and Etchells. SFYC, (415) 789-5647 or www.sfyf.org.

Apr. 9-10 — Camellia Cup on Folsom Lake, for centerboards, multihulls and keelboats. FLYC, www.flyc.org.

Apr. 10 — Spring Series #3. SSC. www.stocktonsc.org.

Apr. 15-17 — 64th Newport to Ensenada Race, one of the largest international yacht races. Info, www.nosa.org.

Apr. 16 — Women Skippers Regatta. SYC, www.sausalitoyachtclub.org.

Apr. 16 — Mercury Series #2. EYC. www.encinal.org.

Apr. 16 — Don Wan Regatta. TYC, race@tyc.org.

Apr. 16 — Commodore's Cup. BVBC, www.bayviewboatclub.org.

Apr. 16-17 — BYC's 39th Annual Rollo Wheeler Regatta. One design and PHRF buoy races on Saturday, pursuit race on Sunday. Bobbi, (925) 939-9885 or bobbi@jfcbat.com.

Apr. 16-17 — Big Dinghy. RYC, www.richmondyc.org.

Apr. 16-17 — Harken Opti #2. SFYC, www.sfyf.org.

Apr. 16-17 — Elvstrom Zellerbach. StFYC, www.stfyc.com.

Apr. 17 — Estuary Cup. EYC, www.encinal.org.

Apr. 17 — Spring Series #4. SSC. www.stocktonsc.org.

Apr. 17 — Baxter Judson #1. PresYC, www.presidioyachtclub.org.

Apr. 23 — YRA-OYRA Lightship 1. StFYC, www.yra.org.

Apr. 23 — Summer Series #1. SeqYC, www.sequoiayc.org.

Apr. 23 — Twin Island #1, a choose-your-direction race around Alcatraz and Angel Islands. SYC, www.sausalitoyachtclub.org.

Apr. 23 — BAMA Racetrack Day, an 'always open' course on Central Bay where any boat can submit their GPS track to compete. Info, www.sfbama.org/racing/rtindex.html.

Apr. 23 — Trans-Folsom Challenge on Folsom Lake. Info, www.flyc.org or (916) 685-4869.

Apr. 30 — Bullship Regatta, the annual running of El Toros from Sausalito to the Cityfront. Info, www.eltoroyra.org.

Apr. 30 — 27th Annual Konocti Cup, a 26-mile marathon



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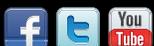
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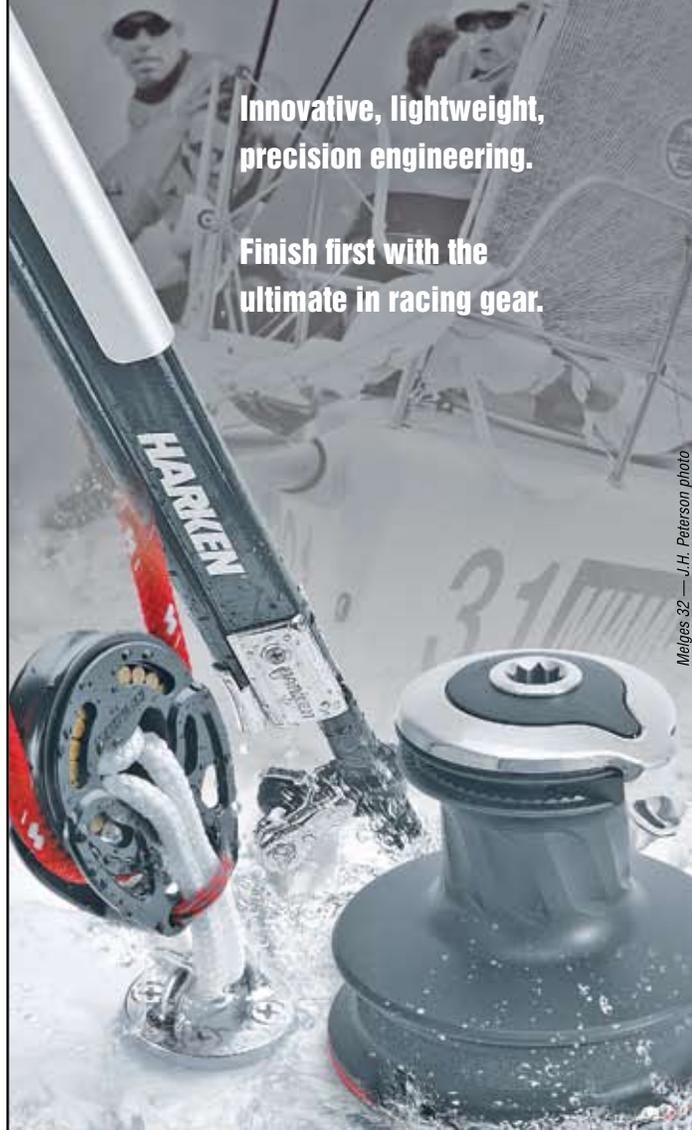
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Apr. 30 — YRA-WBRA Circle #1. RYC, www.yra.org.

Apr. 30 — Small Boat Spring. EYC, www.encinal.org.

Apr. 30 — Singlehanded #2. SeqYC, www.sequoiayc.org.

Apr. 30-May 1 — Commodore's Cup. HMBYC, www.hmbyc.org.

Apr. 30-May 1 — The 111th annual Great Vallejo Race, one of the biggest races on the Bay, which also serves as the YRA season opener. Info, (415) 771-9500 or www.yra.org.

May 1 — Spring Series #5. SSC, www.stocktonsc.org.

May 7 — 3-3-3 Regatta for Moore 24s. BVBC, www.moore24.org.

May 7 — YRA-WBRA City #1. GGYC, www.yra.org.

May 7 — Corinthian Challenge. CYC, www.cyc.org.

May 7 — YRA-OYRA Duxship. YRA, www.yra.org.

May 7 — Summer Series #2. SeqYC, www.sequoiayc.org.

May 7 — Doublehanded Long Distance #2. SSC, www.stocktonsc.org.

May 7 — Annual El Toro Flight of the Bulls at Foster City Boat Park. Info, www.eltoroyra.org.

July 4-8 — 46th L.A. to Honolulu Race, better known as the TransPac, starts. Info, www.transpacrace.com.

Summer Beer Can Regattas

BALLENA BAY YC — Friday Night Grillers: 4/8, 4/22, 5/6, 5/20, 6/3, 6/17, 7/1, 7/15, 7/29, 8/12, 8/26, 9/9. Matt Schuessler, (925) 785-2740 or race@bbyc.org.

BAY VIEW BOAT CLUB — Monday Night Madness Spring: 4/18, 5/2, 5/16, 5/30, 6/13, 6/20 (make-up). Arjan Bok, (415) 310-8592 or bayviewracing@sbcglobal.net.

BENICIA YC — Thursday nights: 4/7-7/28. Info, www.benicia-yachtclub.com.

BERKELEY YC — Every Friday night: 4/1-9/23. Paul Kamen, (510) 540-7968 or pk@well.com.

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

CORINTHIAN YC — Every Friday night: 4/8-9/2. Info, (415) 497-5411 or racing@cyc.org.

COYOTE POINT YC — Every Wednesday night: 4/6-10/26. George Suppes, (650) 921-4712 or regatta@cpyc.com.

ENCINAL YC — Friday Night Spring Twilight Series: 4/22, 5/6, 5/20, 6/10, 6/17. Chris Hanson, (510) 301-2081 or rearcommodore@encinal.org.

FOLSOM LAKE YC — Every Wednesday night: 5/4, 5/18, 5/25, 6/1, 6/8, 6/15, 6/22, 6/29, 7/6, 7/20, 7/27, 8/3, 8/10, 8/17, 8/24, 8/31, 9/7, 9/21. Info, www.flyc.org.

GOLDEN GATE YC — Friday nights: 5/6, 5/20, 6/3, 6/17, 7/1, 7/15, 7/29, 8/12, 8/26. Leslie Iacopi, (415) 931-3980 or lestiesailor2003@yahoo.com.

ISLAND YC — Friday Night Spring Twilight: 4/15, 4/29, 5/13, 6/3, 6/17. John New, (510) 521-2980 or iycracing@yahoo.com.

LAKE TAHOE WINDJAMMERS YC — Every Wednesday night: 5/4-10/12. Steve Katzman, (530) 577-7715.

LAKE WASHINGTON SC — Every Thursday night May-August. Dan Clark, www.lwsailing.org.

LAKE YOSEMITE SA — Every Thursday night: 5/12-8/25. Tom Cooke, tcookeatty1@yahoo.com.

MONTEREY PENINSULA YC — Sunset Series, every Wednesday night through September. Ray Ward, (831) 659-2401 or www.mpyc.org.

OAKLAND YC — Wednesday Night Sweet 16 Series: 5/4-6/22 & 7/13-8/31. John, (510) 366-1476 or j_tuma@comcast.net.



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ST. FRANCIS YC — Wednesday Night Series: 5/4, 5/18, 5/25, 6/1, 6/8, 6/15, 6/22, 6/29, 8/3, 8/10, 8/17, 8/24, 8/31. Thursday Night Kiting Series: 4/7, 4/21, 5/5, 5/19, 6/2, 6/16, 6/30, 7/14, 7/28, 8/4, 8/18, 9/1, 9/15. Friday Night Windsurfing Series: 4/8, 4/22, 5/6, 5/20, 6/17, 7/1, 7/29, 8/5, 8/19, 9/2, 9/16, 9/30. Info, racemgr@stfyc.com.

SANTA CRUZ YC — Wet Wednesdays: 3/16-11/2. Greg Haws, (831) 425-0690 or greg@scyc.org.

SAUSALITO YC — Tuesday Night Spring Sunset Series: 4/26, 5/10, 5/24, 6/7, 6/21. Dave Borton, (415) 302-7084 or race@sausalitoyachtclub.org.

SEQUOIA YC — Every Wednesday night: 4/20-10/12. Steve Holmstrom, (650) 610-9501 or www.sequoiayc.org.

SHORELINE LAKE AQUATIC CENTER — Capri 14.2 racing every Thursday night during Daylight Saving Time. Info, (650) 965-7474. Laser Racing (BYOB) every Wednesday night, May-October. Roger Herbst, rogerlaser@yahoo.com or (408) 249-5053.

SOUTH BEACH YC — Friday Night Series: 4/22, 4/29, 5/6, 5/20, 6/3, 6/17, 6/24, 7/15, 7/22, 7/29, 8/5, 8/19, 8/26. Tad Sheldon, (408) 546-1240 or www.southbeachyc.org.

STOCKTON SC — Every Wednesday night: 6/1-8/24. Patrick Felten, (209) 518-6371 or regatta11@stocktonsc.org.

TAHOE YC — Wednesday Night Beer Can Series: 6/1-8/31. Dan Hauserman, (530) 581-4700 or dan@ilovetahoe.com. Monday Night Laser Series: 5/30-8/29. Rick Raduziner, (530) 583-6070 or raduziner@sbcglobal.net.

TIBURON YC — Every Friday night: 5/20-9/9. Ian Matthew, ian.matthew@comcast.net or (415) 883-6339.

VALLEJO YC — Every Wednesday night: 4/6-9/28. Gordon Smith, (530) 622-8761 or fleetcaptainsail@vyc.org.

Mexico and Beyond

Mar. 12-Apr. 30 — The 2nd Annual Cruisers Rally to El Salvador starts in Mexico and meanders 'rally style' to the Bahia del Sol Hotel in El Salvador, where owner Marco Zablah is donating \$1,800 in prizes. Info, elsalvadorrally.blogspot.com.

April 7-10 — La Paz Bay Fest. This will be the fifth year for this descendant of the (in)famous La Paz Race Week. An event for cruisers that includes races, potlucks, cruising seminars and other fun activities for the family. More info on Bay Fest 2011 can be found at www.clubcrueros.org.

Apr. 29-May 1 — Loreto Fest and Cruisers' Music Festival. This classic Baja event, started to clean up Puerto Escondido, draws a very large crowd of cruisers and Baja land-travellers for a chili cook-off, dinghy races and other water activities, the Candeleros Classic race, and lots of participant-created music. The goals are to have fun and raise lots of money for Mexican charities in Puerto Escondido and Loreto. Visit www.hiddenpartyachtclub.com.

May 2-7 — The Sea of Cortez Sailing Week will be just after Loreto Fest and sailed from Puerto Escondido 120 miles south to La Paz, with plenty of stops and lay days along the way. Don't miss the potlucks, hiking, volleyball, snorkeling, cocktail cruises, sunshine, instant friends and, of course, some of the most fabulous sailing you will find. Entry fee of \$25 is a tax deductible donation to Fundación Ayuda Niños (Foundation for Helping Children). The number of entries is limited to ensure room for the entire fleet on the infamous cocktail cruise aboard *Profligate*. Enter by emailing Patsy on



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CALENDAR

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May 2-8 — If your post-Loreto Fest plans will take you across the Sea, sign up for the 2nd Annual Lions Club Boat Rally. Starting at Puerto Escondido, this rally will head north and stop at San Juanico, Santo Domingo, Bahia Concepcion, and Punta Chivato with a fiesta at Santa Rosalia on May 6 and the final fiesta at San Carlos on May 8. The \$75 entry fee goes to the Lions Club International, who will distribute it to needy families. Info, go2sancarlos.com/events_regata2011.htm or rallyinfomexico@yahoo.com.

June 24-26 — 6th Annual Tahiti-Moorea Sailing Rendezvous, hosted by *Latitude 38* and Tahiti Tourisme. This free event is focused on cross-cultural appreciation and includes a cocktail party, a sailing rally to Moorea, Polynesian music and dance performances, and cruiser participation in traditional Tahitian sports — the highlight of which is the six-person outrigger canoe races. Info, www.pacificpuddlejumps.com.

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

April Weekend Tides

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
4/02Sat	0541/0.7	1204/4.9	1736/1.2	
4/03Sun	0002/5.4	0613/0.4	1245/4.7	1806/1.5
4/09Sat	0316/5.3	1014/0.0	1800/3.9	2207/3.1
4/10Sun	0412/5.1	1116/0.1	1906/4.1	2331/3.1
	LOW	HIGH	LOW	HIGH
4/16Sat	0438/-0.1	1109/5.2	1638/0.8	2311/6.3
4/17Sun	0526/-0.7	1208/5.2	1723/1.1	2349/6.5
	HIGH	LOW	HIGH	LOW
4/23Sat	0343/5.4	1038/-0.4	1814/4.5	2310/2.8
4/24Sun	0446/5.0	1141/0.0	1916/4.6	
	LOW	HIGH	LOW	HIGH
4/30Sat	0446/0.4	1116/4.3	1624/1.7	2247/5.5
5/01Sun	0520/0.0	1202/4.3	1658/1.9	2313/5.6

April Weekend Currents

date/day	slack	max	slack	max
4/02Sat	0117	0407/3.8E	0749	1044/3.4F
	1346	1625/3.3E	2000	2248/3.1F
4/03Sun	0144	0438/4.0E	0823	1117/3.4F
	1427	1659/3.1E	2028	2315/2.9F
4/09Sat		0229/1.6F	0459	0849/3.7E
	1246	1548/2.4F	1930	2131/1.5E
4/10Sun	0022	0331/1.5F	0601	0947/3.6E
	1352	1655/2.5F	2033	2235/1.5E
4/16Sat	0016	0312/4.8E	0650	0948/4.3F
	1257	1537/4.1E	1902	2155/4.0F
4/17Sun	0053	0357/5.4E	0738	1038/4.6F
	1353	1626/3.9E	1945	2237/3.9F
4/23Sat	0006	0246/1.9F	0532	0852/4.0E
	1307	1619/3.0F	1939	2147/1.6E
4/24Sun	0125	0359/1.6F	0642	0955/3.4E
	1412	1731/2.8F	2039	2314/1.6E
4/30Sat	0004	0306/3.8E	0653	0955/3.3F
	1252	1527/2.7E	1854	2144/2.9F
5/01Sun	0035	0337/4.1E	0729	1030/3.4F
	1336	1601/2.7E	1926	2213/2.8F

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LETTERS

↑↓ WE ALL WANT TO PASS AS CATS

I really want a cat. Not a catamaran, because I'm a monohull person. I mean a feline. And I want to know if it's feasible to take a cat cruising with my partner and me.

You see, my old life made me puke — literally. It seemed to consist of nothing but work, obligations, traffic and mindless crap on television. My life had no soul. Not an ounce of it. I was a cog in a gear of I don't know what. The funny thing is that for the longest time, I didn't even realize it.

But I've changed. I gave up most of the trappings of the high life for a basic monohull outfitted with basic cruising gear. In exchange for sometimes pretending to enjoy pretending to be cool and hip, I've gained a connection with nature. I'm not going to lie and tell you that it's always been an easy



LATITUDE / LADONNA

transition, but the positives have outweighed the negatives, and it's becoming more that way all the time.

The one thing that's been missing in my life is the aforementioned cat. I had one when I was young, but was too busy to have any animals once I joined the rat race. But now my partner says it would be cool to have a cat — assuming that other cruisers say it's not a big problem on their boats.

We know Jay Hickman sails with his cat Maceo aboard.

I've read about all kinds of cruisers who have cruised with all kinds of dogs — even huge ones. But I haven't read about anybody cruising with a cat. I would think that cats are more adaptable to boats than dogs, but I don't know. Can I get some feedback?

Terry Lamphan
San Jose

Terry — We've never had a cat on a boat, so we'll put your question to our readers. If we're not mistaken, the biggest problem with cats is that some have a tendency to want to jump ship in foreign counties.

↑↓ THE LAST OF THE ROMANTICS

My husband Chad is a sailor through and through — and I have proof. As it was our anniversary, we recently went to dinner alone. As we sipped our wine, I reached over, took his hand and, looking into his eyes, said, "Tell me something romantic."

"You look beautiful in foul weather gear," he responded without missing a beat.

Lorie McNamee
Enter Laughing, Little Harbor 44
Portsmouth, RI

Lorie — So you fell for a smooth talker, did you?

↑↓ GIVING UP THE DREAM BECAUSE OF PIRATES

We've never taken piracy lightly, but after the incident in which four Americans were taken hostage on the Marina del Rey-based Davidson 58 *Quest*, and then killed by Somali pirates, we take it very seriously. For our family of three, piracy has changed the direction of, and our perspective on, cruising.

On February 19, we began the passage which was to take us west from Cochin, India, to Oman and the Red Sea. We

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LETTERS

knew *Quest* had just been taken by pirates, but held to our decision to go. Much forethought and planning had gone into the decision to undertake this passage. The intelligence we had stated that the pirates would attack with one skiff and six to seven pirates, usually from the port quarter. Based on this information, we purchased a shotgun, sharpened all our knives and machetes, registered our passage with the U.K. Maritime Trade Organization (UKMTO), the Maritime Security Centre—Horn of Africa (MSCHOA), and the U.S. Maritime Liaison Office (MARLO), and developed the following 'Piracy Procedures', which were posted at the navigation station.

At first sign of a small boat far from shore, the person on watch was to call all hands on deck, the engine was to be turned on, and evasive action taken by changing direction and speed, and shining the spotlight on the small boat. In addition, the headsail was to be dropped, and my wife and teenage son were to gather our weapons, which consisted of a shotgun, machete, flare gun, spear gun, and other knives. Katie was to prepare the boat for lockdown, turn on the SSB, and set the VHF DSC distress setting to piracy, and lastly, put out an information call on VHF 8 and 16.

If shots were fired or an attack seemed imminent, my son Jamie and I would stay in the cockpit, while Katie went down below. Katie would issue a *mayday* on VHF 8 and 16, and SSB 2182, 16420, & 12290. She would also activate the DSC on the VHF and the emergency alarm on the SSB.

Meanwhile, I would fire a warning shot and be prepared to ram the pirate skiff. Katie would lock down the belowdecks, control the boat from the nav station, and continue calling for help on the radio.

In addition, we put Vaseline on the toe rails and lifelines from the beam to the stern, which we found to be very effective. My son and I each wore a large knife on our belts at all times, and Katie stood ready to quickly dress as a male.

On February 23, after fighting light headwinds for four days, and having realized that we had damaged our Max Prop in Cochin, we heard the news of the deaths of our friends Scott and Jean Adam on *Quest*. We had cruised with the couple in Tonga and New Zealand. In addition, we received more intelligence that indicated the pirates were now using two skiffs, and could have as many as 19 pirates making the attack. News reports were also stating that the pirates had started to torture their hostages.

At this point, we still had the most dense area of previous pirate attacks to pass through. So I sat my wife and son



COURTESY ESPRIT

After learning of the murders aboard 'Quest', the McWilliam Family chose to turn around in the Arabian Sea rather than continue on to Oman.

down and, without offering my opinion, asked them what they thought we should do. So it was as a family that we made the difficult decision to return to Cochin. Although there were reports of pirates in our path back to India, it was not as high a risk as the area into which we'd been headed. Two days later, the sailing vessel *Ing* was hijacked in the very position where we would have been had we continued on our original course.

When we turned back, we only had 800 miles to go to Oman. But with the murder of our friends, it seemed that the

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LETTERS

pirates had now raised the bar from just the taking of hostages to death. Further, we had damaged our prop in Cochin, so our motoring speed was reduced by more than 20%, and our fuel consumption increased by a similar amount. In addition, the winds were light and the seas almost flat, giving too much advantage to the pirates and their high-speed skiffs.

Some thoughts on the past two months: We sailed 1,500 miles in the Arabian Sea, and we ended up almost right where we started. It used to be that we were very concerned about the freighters and the weather when we were at sea. Now the watch was all about looking for pirates. In the past, ship crews usually didn't keep a good watch and we had to be worried about being run down. But now the freighters keep an excellent watch, and are worried when they see us — a small boat — because we might be pirates.

We previously didn't give fishing boats a second thought — except for how to stay out of their nets. Now our first thought is to wonder if they're a mothership for pirates. For example, when we were about 180 miles off the Indian coast on our return to Cochin through the Lakshadweep Islands, near where two other pirate attacks had taken place, we noticed a ferry boat stopped at dusk. Thinking it odd, we listened to some chatter on the radio, then saw the ferry proceed south. We then spotted a large black fishing boat — mothership? — on a course that would intercept ours. We implemented our many security procedures. After about 30 minutes, we realized that the ship was not following us and therefore not a pirate. So we stood down. But Katie was scared to death!

Some of you may be wondering why we chose to come this route — as opposed to around South Africa — even though we knew about pirates. We made the decision to continue on our circumnavigation when we were in Southeast Asia, and we thoroughly enjoyed our time in Sri Lanka and India. Since that time, the pirate situation has escalated exponentially, and expanded in area from a 600-mile route that was heavily patrolled by the world's military organizations, to one that includes the entire Arabian Sea and Gulf of Aden, and part of the Red Sea. It's a distance of over 2,000 miles.

Right now, we're feeling a lot of anger toward the pirates, and it's frustrating, because there isn't much we can do about it. Not only have they taken the lives of friends and held others hostage, but piracy has really taken the fun out of cruising. People used to ask, "Don't you get scared?" Even one of the captains on a freighter we talked to in the Gulf of Bengal asked us this question. Our answer has always been "No." Needless to say, that has changed, as piracy has added a very real fear factor.

We chose to give up our goal of circumnavigating with *Esprit* because of the pirates. It's a tremendous letdown for us to have to ship her from the Maldives to Turkey instead of our taking her on her own bottom. As a result, we'll end up doing all but 1,500 miles of a circumnavigation on her bottom.

Chay, Katie & Jamie McWilliam
Esprit, Kelly-Peterson 46, Ha-Ha '03 yets
Colorado

↑↓RUGERS VS. RPGS

The hijacking of Scott and Jean Adam's Marina del Rey-based Davidson 58 *Quest*, and the subsequent murder of them and their Seattle-based crew, Phyllis Macay and Bob Riggle, should be sufficient cause to finally precipitate some action against Somali piracy by the maritime powers — and principally the United States.

We met and socialized with the Adams at Vuda Point in Fiji two years ago while our boats were on the hard. They

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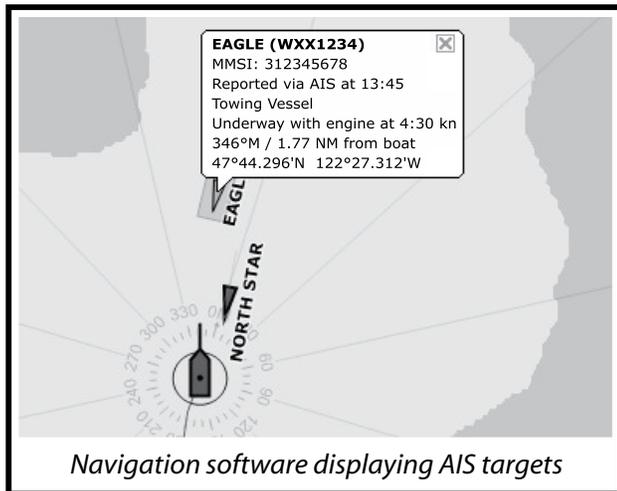
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LETTERS

were decent people who were peaceably pursuing a common dream. We did not see them again after they departed Fiji.

We believe that the U.S. Navy should take the lead in searching out and destroying pirate vessels in the Arabian Sea and Indian Ocean. There is no doubt we have the means to locate these vessels. Once located, destroying or capturing them at sea shouldn't present much difficulty. Second, U.S. forces should take the lead in attacking and eliminating the bases from which these pirates operate. Again, in most cases these bases are known, and in many cases the leaders of the various pirate groups are known.

We don't believe that it's necessary to locate and eliminate



WEBB LOGG

Somali pirates are better armed than some small armies. Machetes and handguns can't compete.

all pirates or pirate bases to create an effective deterrent to piracy. It's just necessary to make piracy an option that even the most ignorant of the criminally-inclined wouldn't want to choose.

You do this by making it obvious that piracy will only result in disaster and/or death for the pirates and their associates.

These actions should have been taken years ago, as a small cadre of violent ignoramuses has been allowed to take merchant vessels, private yachts, and hundreds of innocent people as hostages. Merchant marine operators apparently would rather pay higher insurance premiums than take action to defend their vessels. Private yachts have been rendered 'victims in waiting' by legal barriers preventing their captains and crews from arming themselves.

Our boat is presently at Langkawi, Malaysia. We will be returning to her very soon, and will spend much of the year enjoying Southeast Asia. In January of next year, when the northeast monsoon season kicks in again, we will probably make the passage across the Indian Ocean, the Arabian Sea, and up the Red Sea into the Med. If we had our choice, we would be armed. We've had a lifetime of experience in handling weapons and are very comfortable with them. I have no doubt that given weapons of choice, we could defend ourselves against any pirates we'd be likely to encounter. However, given the legal barriers to carrying almost any firearms on a boat, we yachties have to choose between breaking the laws of various countries or going unarmed.

But the fact is that few private vessels without arms can defend themselves against even the most incompetent pirates. So by default, military force must be used to prevent the seas from being controlled by pirates. Jean, Scott, Phyllis and Bob should be the last victims of Somali piracy.

P.S. We sailed non-stop from Humboldt Bay to the Marquesas three years ago, and therefore missed the Ha-Ha.

Bill & Janet Wickman
Airstream, Radford 46
Humboldt Bay

Bill and Janet — We think you've got some good ideas and some not-so-realistic ideas. A few years ago, a family on an armed cruising boat reported that they had driven off pirates

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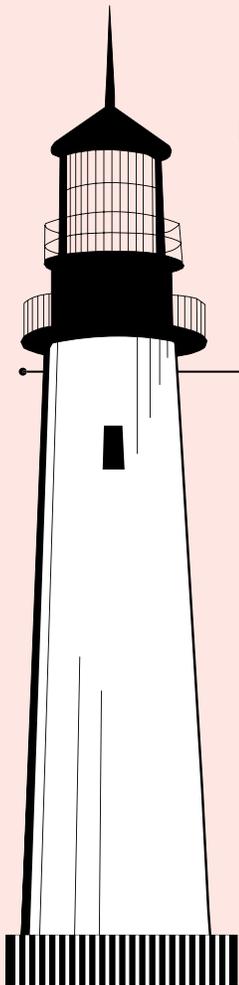
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LETTERS

in the Arabian Sea by killing one of them with a rifle as he attempted to board a nearby cruising boat. They also t-boned another pirate vessel, driving it away. But that was then and this is now, and the arms race on the Arabian Sea has escalated exponentially. Somali pirates no longer have just automatic weapons, but also things like rocket-propelled grenades (RPGs). If you were visited by pirates, it's highly likely you'd be seriously outgunned.

Similarly, we're pretty dark on the concept of "attacking and eliminating" pirate bases in Somalia. The last thing this country needs is to get involved in another land altercation in a country where there is no established order. And since there are currently 684 hostages being held, that's just too many innocent people who can be used as human shields.

Nonetheless, since the U.S. military budget is greater than that of the next 14 countries combined, we think it's time to either stop being impotent, or return the military budget to taxpayers. And we think there is a solution. The Indian Ocean and the Arabian Sea should be declared a weapons-free zone, except for recognized navies. The U.S. should then take the lead in boarding every vessel they can find and searching for weapons. If any weapons are found, the vessel should immediately be sunk and the crews given mandatory five-year sentences in some desert hell-hole.

↑↓ASK NOT FOR WHOM THE BELL TOLLS

The emotions we've experienced since learning of the senseless murder of the fellow cruisers on *Quest* and their two crew have ranged from shock to fear to anger. Although we'd never had the pleasure of meeting any of the four, we've also felt a sense of loss.

In the end, however, the question seems to be whether it's better to meet your end while in the process of living your dream, or never dare venture outside your home. I guess that is a question that each of us has to answer for ourselves based on our philosophy of life.

Our thoughts and best wishes go out to the families and friends of these four adventurers, who I am sure will be sadly missed by many.

John & Leanne Hembrow
Red Sky, Moody 54

Mt. Warren Park, Queensland, Australia

John and Leanne - We don't think the choice is quite as stark as you make it out to be. No matter where you go, from San Diego to Sydney, there is some element of risk and danger. But the amount of that risk is substantially different depending on



Four innocent lives were lost aboard 'Quest' for no apparent reason.

where you cruise. We don't think the Adams were doing anything particularly risky, as the percentage of yachts that have been hijacked there had been very low, particularly in recent years, and the number of yachties that have ended up getting killed had been much smaller still. Indeed, West Marine founder Randy Repass and the crew on his Wylie 66 Convergence had considered all of the risk factors just a few days before for that same route, and decided those risks were quite small. Of course, if there is a .1% chance of the crew of a boat

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LETTERS

*being hijacked and killed, it means that it's going to happen to someone. Tragically, we think those on *Quest* just happened to be in that very small percentage, having been in the wrong place at the wrong time.*

↑↓ **OFF WITH THEIR HEADS!**

As far as I'm concerned, it's really time to do something about the Somali pirates. Shipping companies should pay mercenaries to take out any and all pirates instead of just paying the ransoms.

Greg Clausen
Wisdom, Santana 30/30
Tiburon

Greg — Are you sure you want to have shipping companies hiring mercenaries to kill pirates? We think it's the job of governments rather than private armies — although our belief is waning.

↑↓ **WE DON'T JUST RISK OUR LIVES**

As cruisers of just two years, we already know that the cruising lifestyle comprises two elements that many times are in conflict with each other. One is independence, the other is risk. As a group, we cruisers are independent enough to go where we want, which sometimes leads to risky situations. Every cruiser has some kind of risk management plan based on the information available at the time. We are constantly assessing the weather, water depths, sea conditions and many other factors that affect us.

One factor that sometimes is overlooked is how our risk affects others not onboard. In the case of *Quest*, the risk to themselves and others was substantial. Even though there have been few incidents like this before, where the hostages are killed, one could have surmised that bad guys could be in the area they were transiting and that any rescue effort could be very risky.

If there is anything to learn from this tragedy, it may be that, as independent as we are, we may have to rely on others in overwhelming situations, and this may put them in peril.

Our sincere condolences to the families of the crew aboard *Quest*.

John & Bridget Wilson
Sailsoon, Sabre 34 MK I
Ventura

↑↓ **DON'T KID YOURSELF — THIS IS WAR**

As were most readers of *Latitude*, I was horrified by the news of the killing of the Adams and of their crew by Somali pirates.

What bothers me the most is the almost blasé attitude of the United States government. Is it me, a retired U.S. Navy vet, or has someone changed the definition of 'pirate'? They are the scum of the earth, and the more we 'handle them with kid gloves', the more we deserve to have to accept the results.

I say bull crap! These pirates deserve nothing better than to be publicly removed from society — forever. They shouldn't get lawyers, deals, or even the right to be heard on their horrible lives. It has long been the 'law of the sea' to deal with pirates. What they are doing is not some ride at Disneyland or harmless game, it's using the lives of innocent people to try to extort money. Any country that allows them in is also guilty of harboring criminals.

I feel that it's time to go over to Somalia and reclaim all the hostages that are being held, as well as their personal

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LETTERS

property. We don't need to even declare war, as they already have.

My hats are off to the Special Forces, although they only killed two of the pirates. If it had been me, I would've cut their arms and legs off and used their bodies as shark chum.

Steve Denney
Break Time, Yorktown 39
Pittsburg

Steve — Once again, we're afraid that going to Somalia and trying to reclaim the hostages wouldn't be quite as simple as you think, and that a lot of lives, innocent and otherwise, would be lost. We much prefer the idea that the Indian Ocean and Arabian Sea be declared a 'weapons free zone', that discovered pirate vessels be used for target practice, and their crews receive mandatory long sentences — instead of taxpayer-funded lawyers and country club prisons. But we couldn't agree more that international impotence on this matter has made piracy an attractive career alternative for desperate Somalis.

↑↓ 230 SAILS AND COUNTING

Several months ago, *Latitude* wondered if anyone kept a proper log of the times they've been sailing. I bought my boat in September of '04, and have indeed kept a log of all outings. That's how I know there have been 230 of them. I record where I sail, the wind conditions, the distance travelled, the top speed, and any adventures I have. Ninety-nine percent of the time I sail by myself on the Bay, but once I did take my boat down to Half Moon Bay with a friend.

I'm retired, so my log book will provide me with good reading and fond memories when I'm no longer physically able to sail.

By the way, in January my 20-year-old Guest battery charger finally bit the dust. So I went to see Anders Johansson at Swedish Marine, one of your advertisers, who sold me a replacement. Chris, one of his employees, installed it. In the weeks that followed, there were a few issues with the charger. But each time I called Anders, he was more than happy to make every effort — including sending Chris out several more times, and once coming out himself — to make sure I was happy. I appreciate his desire to make sure his customer was completely satisfied.



LATITUDE / LADONNA

Bob Harrison has sailed 'Fortune Hunter' an impressive 230 times over the past 6½ years — that works out to about three times a month.

Bob Harrison
Fortune Hunter, Hunter 30
Marina Bay, Richmond

↑↓ THE HORROR! THE HORROR!

I think it's time to alert the sailing community — and the whole Bay Area — to the plans for development of Treasure Island. I had no idea what was going on until I heard on the radio that the developer may agree to take 200 feet off what was to be a 650-ft residential tower. Horrors!

Just as San Francisco allowed the monstrosity of a tower that is near the end of the Bay Bridge to enrich a developer, cater to wealthy buyers with dramatic unencumbered views,

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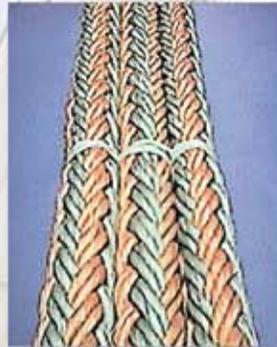
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LETTERS

and give a giant "single digit salute" to the rest of the Bay Area, now they want to duplicate it on Treasure Island. That's my view, anyway.

The development plans and an artist's depiction are at www.sftreasureisland.org/index.aspx?page=6.

Instead of a beautiful open Bay between the Cityfront and Treasure Island, the current proposal will now wall in a significant part of the approach to the Bay Bridge between build-



COURTESY TIDA

The proposed Sun Tower — an homage to the Tower of the Sun built for the 1939 World's Fair — will likely be somewhere between 450 to 650 feet tall. The Transamerica Pyramid is 853 feet tall.

ings on both sides, with a 450-ft — or worse — "single digit" to match the single digit on the other end of the bridge.

Note that the artist drew aerial views. That makes the buildings look smaller. Nothing about them will look small from the water, from the City waterfront or other approaches.

The Bay Area needs to know!!

Eliot Hudson
Gatecrasher, C&C 41
San Francisco

Eliot — While our feelings aren't particularly strong about this matter, we think a good argument can be made for turning Treasure Island into a mini Manhattan, with scores of tall towers. After all, such construction would bring much needed jobs, it would dramatically increase San Francisco's tax base, and dense urban living is said to be the least destructive to the environment. We may be wrong, but it also seems to us that the Bay Area has become way too dreary and ossified. Furthermore, we kind of like the idea of tall buildings creating a funky lee similar to the one to the east of Angel Island.

But as we said, our feelings aren't that strong about the issue.

↕ A LITTLE BIT ABOUT EVERYTHING

I always love the *Letters* section of *Latitude*, and sometimes have even been tempted to respond. This time I couldn't resist.

First, the wonderful flashlight rant. It's true, flashlights aren't very reliable. I have long since changed to the headband variety sold in mountaineering stores, as they not only work, but they also send the beam in the direction you're looking. But here's a big flash for makers of 'marine' flashlights — boats move. So why would you design a round flashlight for a boat? Square would work. Rectangular would work. Triangular would work. The only common shape that doesn't work is round. Geddit?

Secondly, I wanted to comment on the situation in Mexico. I have been 'robbed' twice in Puerto Vallarta. I was skipper of a rather large motoryacht in Marina Vallarta, and the owners had gone off to maximize profits in some Third World country,



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LETTERS

so I invited my 15-year-old son to visit me from Canada. As is the case with many males who haven't yet attained maturity, he was immediately attracted to Jet Skis. When he returned the first day, I watched him slow down to an idle as he approached the occupied section of the channel. Nevertheless, he picked up a patrol boat tail that followed him to the mother-ship. He was given a ticket for speeding.

The motoryacht was large enough that we had an agent, so the next day the agent, my son and I went to the harbormaster. We explained that my son had slowed down before coming near any boats in the channel. The Harbormaster replied that it was necessary to slow down before entering the outside channel. We replied that there were no speed signs, and my son had observed good seamanship. We got no joy, so \$500 was 'stolen'.

The next day, while coming off a wave, my son caught the handlebars of the Jet Ski under his chin. It was a small cut that required two stitches and five minutes at the clinic next to the entrance to the marina. The \$300 fee may not seem like robbery to people who have not been held for ransom by the American Medical Association for the last couple of years.

Finally, on the subject of *Latitude's* Ocean 71 *Big O*, I was hired to deliver the *Big O* from Cabo to Vancouver, B.C. in February of . . . sometime in the late '90s. It was an El Niño year, and — as some ex-pat screaming down the dock at 5 a.m. tried to point out — every harbor from Mexico to Tatoosh Island was closed due to shitty weather. But the Ocean 71 was a great boat. She was very strong but, like most boats of that era, suffered from being pretty squirrely in a following sea. I remember we had squalls from astern up in the 50-knot range. The boat had been terribly neglected, so we were pretty wet



CHRIS TULLOCH

'Ocean Light II', ex-'Big O', now plies much colder waters.

with leaky hatches and whatever, but no real fear. Okay, one deck-hand did try to swim ashore at San Francisco, but the anticipation is always worse than reality. The trick when going north to the Pacific Northwest is to do it in winter — but without a time schedule. That way you can just let the lows roll through, then pick up the southwesterlies that follow. Then duck in and wait and do it again.

Big O is now called the *Ocean Light II*, and is doing wonderful grizzly bear and 'spirit bear' adventure tours in Canada and Southeast Alaska. She's been completely refurbished and is in great condition.

Peter M. Heiberg
Scaramouche V, Palmer Johnson 49
Victoria, B.C.

Peter — You think you got 'robbed' in Puerto Vallarta? That was nothing. According to a recent article in the Los Angeles Times, the California prison guards union has rules that require California taxpayers to spend \$35 million a year for guards to watch over a mere 31 prisoners who are so ill they are often unconscious or are attached to life-sustaining equipment such as ventilators in hospitals. Despite the prisoners' having their ankles manacled to beds, union rules require that each of the near-dead be guarded by three full-time guards. Because the work is so effortless, these gigs are said to be prized by guards with the most seniority — meaning the ones with the

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most experience. No wonder California is considered to be the most dynamic state in the Union, with an endless string of businesses beating down the door just to get a foothold in the Golden State.

As for Big O, nothing does our heart better than to know that she's been completely restored and is doing great. We owned her for something like 11 years, mostly in the Caribbean, where she's still remembered for revelry and — why not admit it? — some good-natured debauchery. Big O was pretty rough when we bought her, got used pretty hard, and we certainly didn't have the kind of money necessary to rebuild a yacht of that size. Nonetheless, she was the best boat we've ever been on in rough weather. One night in the days before things like marine weather forecasts, we and our young kids set sail on her from Greece to Turkey when the wind came up really strong. All we had to do was drop the main and go under staysail and mizzen, and Big O left everyone feeling secure. There was another time off Cuba when a huge squall line came through with 50 knots of wind. We suppose we were lazy, because we didn't even bother to reef or strike the main. But once again, Big O handled the breeze with aplomb. God, we loved that boat.

↑↓A BONE IN HER TEETH

The March issue cover of *Latitude* is gorgeous! I'd love to know the name of the beautiful schooner. Is she, by any chance, *Contessa del Mar*?

I don't like to show my ignorance, but I guess I'm not salty enough to know what is meant by the expression "bone in her teeth," which you used to describe the schooner on the cover as having.

Mo Newman
Planet Earth

Mo — Thanks for the kind words about the cover. The schooner is the 65-ft *Juno*, which was designed and built by Gannon & Benjamin of Martha's Vineyard for one of America's most affluent families. Except for more modern sealants and adhesives — and hockey pucks! — she was built plank-on-frame, just as wooden boats were built 100 years ago. You can read more about Nat Benjamin's love for wooden boats in the May issue of *Latitude*.

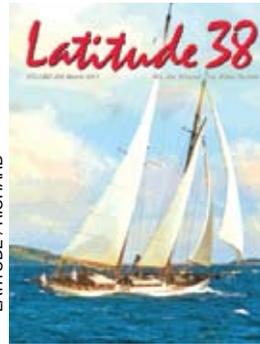
That *Juno* appears on the cover at all is something of a fluke. With the printer needing a cover the next day, we asked the staff what they had lined up for a cover. When the response was, "Nothing special," we dipped into our Caribbean photo archives and pulled out the shot of *Juno* from a few years back. Annie Bates-Winship then worked her graphic magic on the photo. We're glad you liked it.

Technically, the term 'bone in her teeth' describes when a boat is well underway and the water being driven by the bow is pushed to the sides of the boat without spraying over the bow. In more recent times, it just means a boat that's hauling ass.

↑↓IT'S AN INSTRUMENT OF SELF-DEFENSE

I feel the pain of the reader who has had so much trouble with flashlights on boats — especially with regard to those silly multi-LED compact lights. It doesn't seem to matter what model or manufacturer, they just won't keep working.

On the other hand, I unreservedly recommend the Fenix



LATITUDE / RICHARD

You'll learn more about 'Juno' in the May issue.

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LETTERS

LD01 three-level CREE LED flashlight available from Amazon. All of Fenix's stuff seems to be well-made, but this pricey — \$40 — little beast consistently delivers a whopping 85 lumens from a single AAA battery in a keychain-sized flashlight. It's sure to please.

It actually has three modes. It initially comes on at 28 lumens, which itself is surprisingly bright. Turn it off and on again quickly, and it shines at a lower nine lumens for longest battery life. Off and on again once more, and it shines at 85 lumens — a truly astounding output from such a little device. I amaze the gearheads every time I have a chance to demonstrate it.

By the way, 85 lumens almost approaches the level of an



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Paul swears by his 85-lumen Fenix.

instrument of self-defense, as it can definitely ruin the night vision of an intruder or attacker. Sailing into Olympia at night, I use the Fenix to spot the buoys in the turning basin. My big old Mag-Lite won't light up the buoys' reflective numerals, but my

little Fenix does just fine. The flashing design is simplicity itself — a rotating lens housing screwed to a solid battery case with an o-ring seal. I've tied mine to a line with a magnet and, when trying to retrieve my cell phone at night, dipped it in six feet of Puget Sound seawater. I later realized I'd taken too much of a risk with a device I value far more than my cheapo cell phone! But the flashlight continued to work fine — though I did take the precaution of rinsing it, disassembling it, and letting it dry completely.

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

↑↓MY FAVORITE FLASHLIGHT

My favorite flashlight is an Underwater Kinetics Mini Q40, a AA-battery-powered dive light that is waterproof to 500 feet. I recently sailed to Tahiti and didn't go on deck at night without one in my pocket. It comes in incandescent and LED models.

Ken Harris
Alameda

↑↓"I SECOND THE MINI Q40 LIGHT"

Latitude recently grouched about the quality and reliability of flashlights. But I've got one I really like — the bright and indestructible Underwater Kinetics UK Mini Q40 Xenon Dive Light with Mask Strap

I use it almost every day on my sailboat, and I've never had a problem with it. I've dragged this light through desert and jungles, and it still looks almost new. Although I haven't put it to the test, it's said to be waterproof to depths of 500 feet, so it should easily handle any spray on a sailboat.

It seems that the older model I have has been discontinued, but I'm guessing that the new LED version will be as good if not better.

Adam Katz
As-Yet-Unnamed Ericson 29
Alameda

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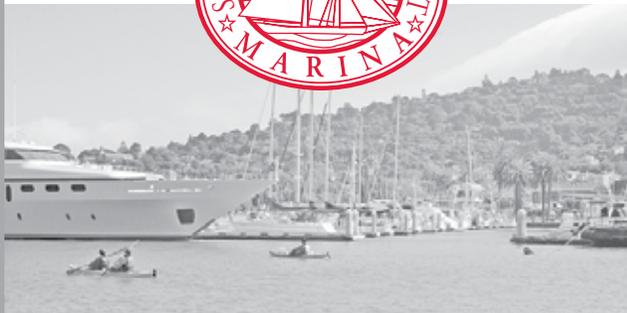
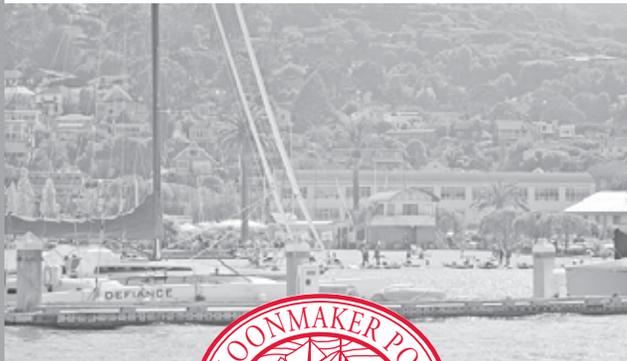


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LETTERS

Readers — Adam's recommended flashlight costs about \$25 when purchased online. And wonder of wonders, it's "proudly made in the United States."

↑↓ **OUR FLASHLIGHT HAS WORKED FOR YEARS**

We're sad to hear that some folks have bad luck with such a simple device as a flashlight. We have one flashlight that has worked perfectly for years, and it's usually the one I grab first. It was originally a headlight from a bicycle that was stolen out of the Ala Wai Marine yard in '93. Since we live aboard and cruise a small boat, we try to make every piece of equipment do double duty whenever possible — so our bike lights are usually pressed into service as flashlights. We've had good luck with it.

We just replaced the old 6-volt dry cell-powered spotlight that came with the boat in '90 with a new LED model — but only because the new one is a lot brighter and more compact. True, we have had some flashlight failures, but usually we can clean the contacts and replace the batteries to get years of life out of them.

Chuck & Laura Rose
Lealea, Albin Vega 27

Honolulu / Currently in the South Bay

Chuck and Laura — Shine on! You and your ancient lights belong in the Flashlight Hall of Fame. In this ever more disposable world, we love the fact that you've gotten so much life out of those lights.

↑↓ **\$100 WELL SPENT**

I read the complaints about flashlights in the March issue of *Latitude*. Tom, my son, gave me a rechargeable Streamlight flashlight that he used in the police department. I have had these flashlights on my schooner, *Dauntless*, for 26 years, keeping one in the cockpit during trips and having one mounted on the bulkhead next to my bunk.

The Streamlight is guaranteed for life. I had to replace the battery in one of them, and that cost me \$10. The switches and bulbs are replaced for free when you take them in. They cost \$100, but they are worry-free and shine a beam that can't be beat.

It's possible to wire the flashlight directly into your 12-volt system, but there's also a transformer that comes with it so you can recharge on 110 volts, too.

Buy the Streamlight where police equipment is sold.

P.S. Do you have any information on the beautiful schooner that appeared on the cover of the March issue of *Latitude*?

Paul Plotts

Dauntless, 71-ft Alden schooner
San Diego

Paul — As previously noted, the schooner on the cover is the 65-ft Juno that was built in the traditional manner by the Benjamin & Gannon yard of Vineyard Haven, MA.

↑↓ **"I CRITICIZE ANONYMOUSLY AND ERRONEOUSLY"**

Despite murder and mayhem south of the U.S. border, you continue to entice innocents into these areas. I presume that you saw the story about cruisers Jean Pierre Bouhard and Dan North, who allegedly were murdered by charter boat skipper Javier Martin.

Your advice is bound to catch up with you tragically sometime in the future. You would provide the best service to your readers by informing them of the risks and advising caution.

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LETTERS

T.L.R.P. — We don't know if you've missed a lot of issues or are just lacking in reading comprehension, but we've been informing readers of the risks and advising caution all along. And that goes for the United States, too, where statistics suggest that the risks of being a victim of "murder and mayhem" are much greater in places such as Oakland, Richmond, and Stockton than they are in Mexico, Central America, and Panama. By the way, are you suggesting that we can best serve our readers by advising them not to do events such as the Delta Ditch Run to Stockton?

Perhaps you've noticed that we haven't published any letters from cruisers who, fearing for their personal safety, have returned to the United States from Mexico and Central America. We haven't published any because we haven't received a single one. So if you're suggesting that we're somehow managing the news to present a Pollyannaish portrait of cruising south of the border, you're wrong. Indeed, most cruisers tell us they feel as safe south of the border than they do in the States, if not safer.

As for your broad statement about "murder and mayhem south of the border," that's a wild generalization that suggests monumental ignorance on your part. Do you really think that the personal safety risks are as great in peaceful Puerto Vallarta at they are in the 1,500-mile-distant shooting gallery that is Juarez? Or in the shooting gallery that is Oakland? Where you are in Mexico, as where you are in the United States, determines how great the risk is to your personal safety. And to date, the Pacific Coast of Mexico has been very safe for cruisers. But as we've repeatedly said, if that changes, we'll be the first to let you know. And now we're saying that Acapulco — and the once wonderful Acapulco YC — might better be left off the itinerary. No cruisers have been hurt there, but it's the one place on the Pacific Coast where there has been a bunch of violence. In addition, if you read Changes, you can note the experience of Bill and Grace Bodle at the yacht club there.

By the way, here are some fun facts about Mexico: The economy grew at 4.5% during '10, and predictions for this year vary from 3.6% to 4.8%. And despite the narco violence, Mexico had the greatest increase — 53% — of foreign direct investment of any country in Latin America. You may not believe in Mexico, but foreign businesses with big bucks apparently do.

As for the tragic murders in Panama, you obviously missed not only February 16's 'Electronic Latitude on the subject, but also the Sightings piece in the March issue.

↑↓ THINGS CAN GO MISSING ANYWHERE

I read the letter from the ever-entertaining Mr. Kremer about his dink going missing in Mazatlan, and *Latitude's* response about how it would have made sense to enlarge the list of usual suspects to include "other cruisers."

Back in January, a couple we had the pleasure of spending time with when they were passing through Monterey last year — and who are now in Mazatlan — had someone snag their dinghy. It was a foggy night, the painter was cut — making it sound familiar. We don't know who did it and will never know why, but it's safe to assume they will never see that particular dink again.

Having said that, and having had the unique experience of sharing several months of dock time with Mr. Kremer in Monterey, I would like to remind him that while he was in Monterey, our dink was stolen from our boat here. Fortunately for us, we were victimized by a truly misguided person who then tied our dinghy to the back of his boat — at the end of our dock! So we had an exceptionally easy recovery.

To us, it was just a reminder that things go missing — no

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LETTERS

matter where you are, or sometimes even how careful you are. We love Mexico and travel there whenever possible. It never hurts to be reasonably cautious or vigilant, but that applies north of the border, too.

The Dakans
Yo, Cheoy Lee Offshore 27
Monterey

↑↓ **AFGHANISTAN IS SAFER THAN THE SEA OF CORTEZ?**

The publisher and staff at *Latitude* do an outstanding job of keeping the cruising community informed. So I'm always a bit bummed when I can't get my hands on the current edition of *Latitude*.

We keep our boat in San Carlos, Sonora, Mexico, and have never experienced any problems with the government or the drug cartels. We firmly believe that the violence in Mexico — and it certainly is a huge problem — has very little effect on cruisers. We love Mexico, the people, and the culture.

We live in Rio Rico, Arizona, about 10 miles above the Nogales border, and not too far from the U.S. Army base at Fort Huachuca. We've lived here two years, and have never seen an illegal immigrant on our property. We were told that it was a huge problem in our immediate area, but it's simply not true. The area is quiet and relatively crime-free. For example, last month the nearby U.S. city of Nogales had its first homicide in three years.

My wife and I wanted to invite combat veterans down to our boat — at our expense — to fish and dive in the Sea of Cortez. I contacted the Fort to try to arrange it, but was advised that Mexico was far too dangerous for our soldiers! And therefore the Army couldn't sanction our plan.

We were really pissed at the Army over their decision. Our brave young men and women can fight in Iraq and Afghanistan, where they are targeted for death, but a boating trip in the Sea of Cortez is too dangerous? Clearly the brass at the Fort are not informed — or have spent too much time listening to the local news media. There are hundreds and hundreds of *gringos* happily living in San Carlos who regularly commute between Mexico and the United States. Many of them are in their 80s and 90s. We simply have not had a problem in our area.

On a different subject, several years ago my wife and I cruised to Central America on our trawler, and spent about a year in Costa Rica and Panama. We had a great time and didn't experience any serious problems. We're ready to return to the area this November, but I do have one question for your staff or readers: How expensive is diesel fuel in Central America and the Caribbean? We know about the cost in Mexico, but not about other areas. Any help would be appreciated.

Tom & Judy Blandford
M/V *Imagine Me and You*
San Carlos (Sonora), Mexico

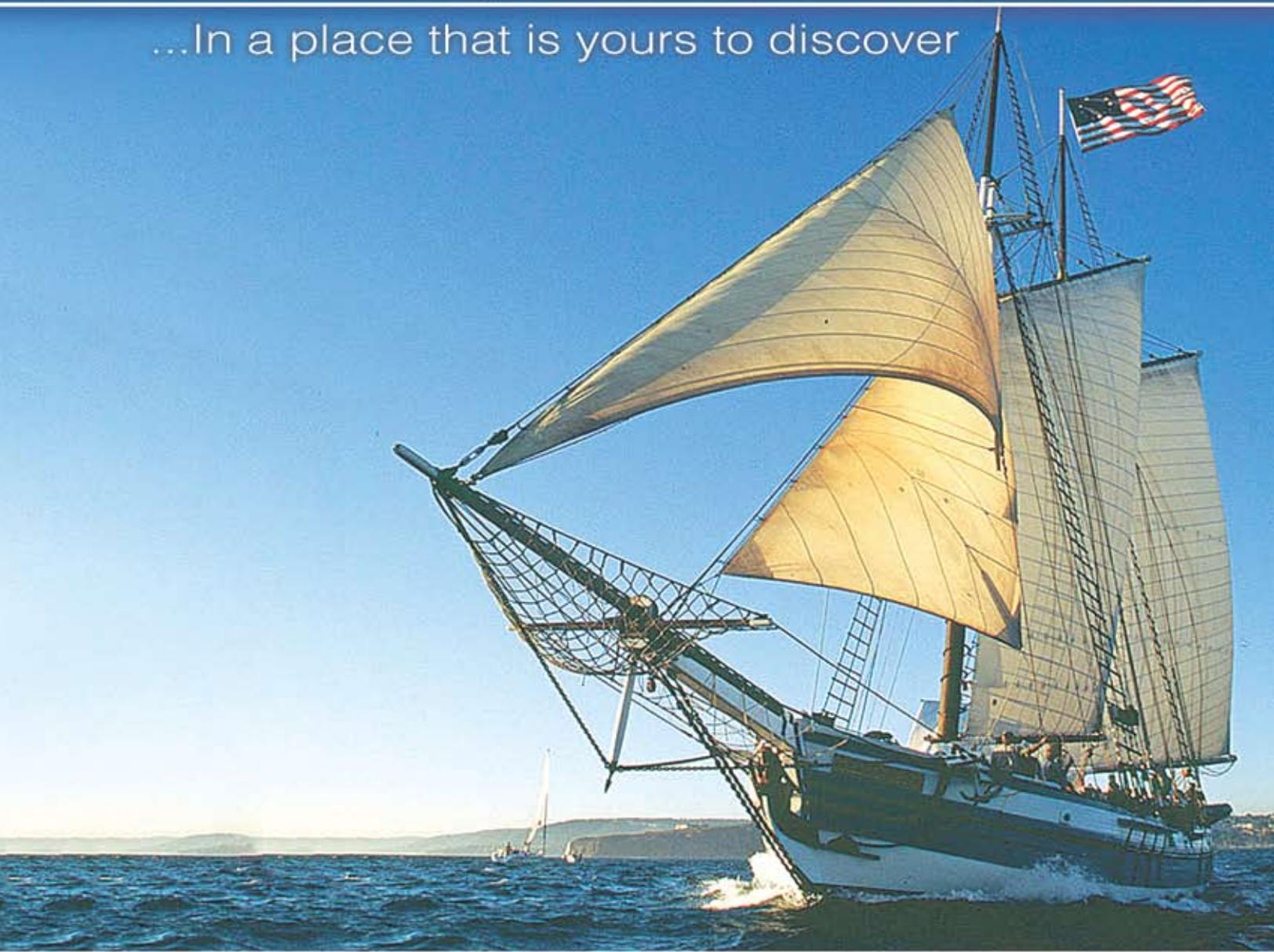
Tom and Judy — Thanks for the kind words. And be advised that all issues of Latitude are available for free online at www.latitude38.com. And man, do the photos ever pop when they are electronic as opposed to on newsprint!

That the U.S. military won't let you host combat veterans on a fishing and diving expedition in the Sea of Cortez because the military thinks it's too dangerous is yet more evidence to us that U.S. policy is set by some of the most ignorant people in the world. If they want to protect U.S. soldiers from random violence, simple logic would dictate that places like St. Louis, Detroit and Oakland — which are many times more dangerous than the Sea of Cortez — be made off-limits to combat soldiers.



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LETTERS

Is it just us, or does the United States seem to have deteriorated into an idiocracy?

By the way, we want to salute you for your extremely generous offer of hosting the combat veterans. We're not big on any of our current wars, but we certainly don't blame them on the individual soldiers.

As for the cost of fuel, it will be interesting to get reports from readers. In St. Barth, we can tell you it's about \$7.50 U.S./gallon, which is about twice what it costs in Mexico.

↑↓ WELCOME, MEMBER #2

The accompanying intrinsically humorous photo was taken



BONNY JONES

last December by Bonny Jones, my granddaughter. I thought it might make *Latitude* readers smile.

Although I'm a powerboater, having owned *Fantasea*, a 1926 Matthews 38, for the last 51 years, I've read every issue of *Latitude* from cover to cover since you started.

Bev Partridge
Fantasea, Matthews 38
Alameda

Bev — Nice photo. And even nicer is the fact that you're only the second member of our 'Over 50 Club'. Congratulations.

Plane on a stick.

↑↓ GETTING READY FOR THE HA-HA

We are contemplating joining the '11 Ha-Ha, and have studied the website. We are wondering where the fleet clears Mexican Customs and Immigration.

Miklos Endrody
Navigator, Krogen 48
Bellevue, WA

Miklos — Vessels travelling to Mexico clear in at their first port of entry. In order, heading south, the ports of entry are Ensenada, Cedros Island, Mag Bay, and Cabo. Since the fleet doesn't stop at Ensenada, Cedros, or Mag Bay, members don't have to clear in until they get to Cabo. The process is easy.

By the way, the Ha-Ha committee comes out of their annual hibernation on May 1, at which time we'll provide all the details on this fall's event.

↑↓ VIVA LAS VEGAS!

In the February issue, you mentioned St. Brendan's Isle Mail Forwarding Service of Florida, and asked for the names of other companies offering similar services.

We are planning to sell our cars and the house, then head out the Gate this summer and turn left. With that in mind, we also wanted to become 'residents' of a state that doesn't charge income tax. Our choice was Nevada.

We found a company, Mail Link Plus, that is all set up to receive mail and forward it anywhere in the world. They, too, have email notification of mail received, scanning of mail when desired, and regular or periodic shipments of your mail. Once established, you can easily handle all aspects of managing your mail and your account via email.

We enjoyed a nice overnight trip to Las Vegas, got signed up the day we arrived, and got Nevada driver's licenses at the DMV the next day. You can find all their information at *www*.

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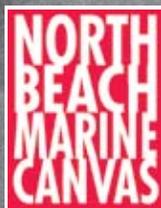
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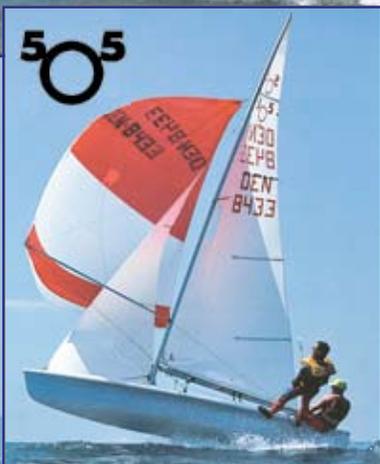


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LETTERS

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We agree with the editor's opinions regarding taxation and the use of taxpayer money in California, and certainly do not want to continue to pay for 'services' we won't be receiving once we leave.

Alan Bradley
 Vivacia, Caliber 40LRC
 Las Vegas, NV

Alan — Thanks for the information. We didn't realize that you could get a street address — and therefore a driver's license — with just a mail service in Nevada. But you did it, so obviously it can be done.

For the record, our beef is not with taxes per se, but with the overwhelming government waste, graft, incompetence, inefficiency, and complete and total lack of accountability. If the government worked half as hard and spent money half as carefully as well-run small businesses, we'd be happy to pay more taxes. Of course, we wouldn't have to, because the government would be awash in money. We detest being made to play on a 'team' we have no faith in.

↑↓ THE CONTROVERSY OF ROPES

Reader David Wheatley has three other ropes on his boat that he may not know about: the bolt rope on his mainsail and mizzen, and the luff rope on his jib.

Steve Taft
 Mill Valley

↑↓ THE MOST IMPORTANT ROPE OF ALL

Here are three more "ropes" found on a boat:

1) The boltrope on a sail that is fed into the groove that holds a sail to the mast and boom. It helps spread the load on the sail cloth.

2) The pull rope on the outboard motor used to start it.

3) My wife's rope — as in, "If you don't reef, I'll be at the end of my rope!"

Herb Clark
 Hotel Charlie, Catalina 25
 Chico YC

↑↓ FORGET THAT CLASSIC PLASTIC — GO WOOD

I know your La Gamelle Olson Syndicate probably doesn't want to hear about other boats, but have you thought about the old 30 Square Meter *Rumbleseat*, once owned by Bruce Schwab? She is ocean-ready in Road Town in the British Vir-



gins. In *Rumbleseat*, you would have a real classic wooden boat that was part of the team which won the 30 Square Meter Cup in the U.S. in the late '20s. Owning her would allow you to participate in the classic boat races in the Caribbean. She would be much better than 'classic plastic'. Furthermore, I believe she is longer — 39 feet — than the Olson, and only a few hundred pounds heavier.

'Diva' (ex-'Rumbleseat') has been a popular fixture in Caribbean regattas for years.

Richard Leute
 Acey Deucy, J/44
 Sausalito

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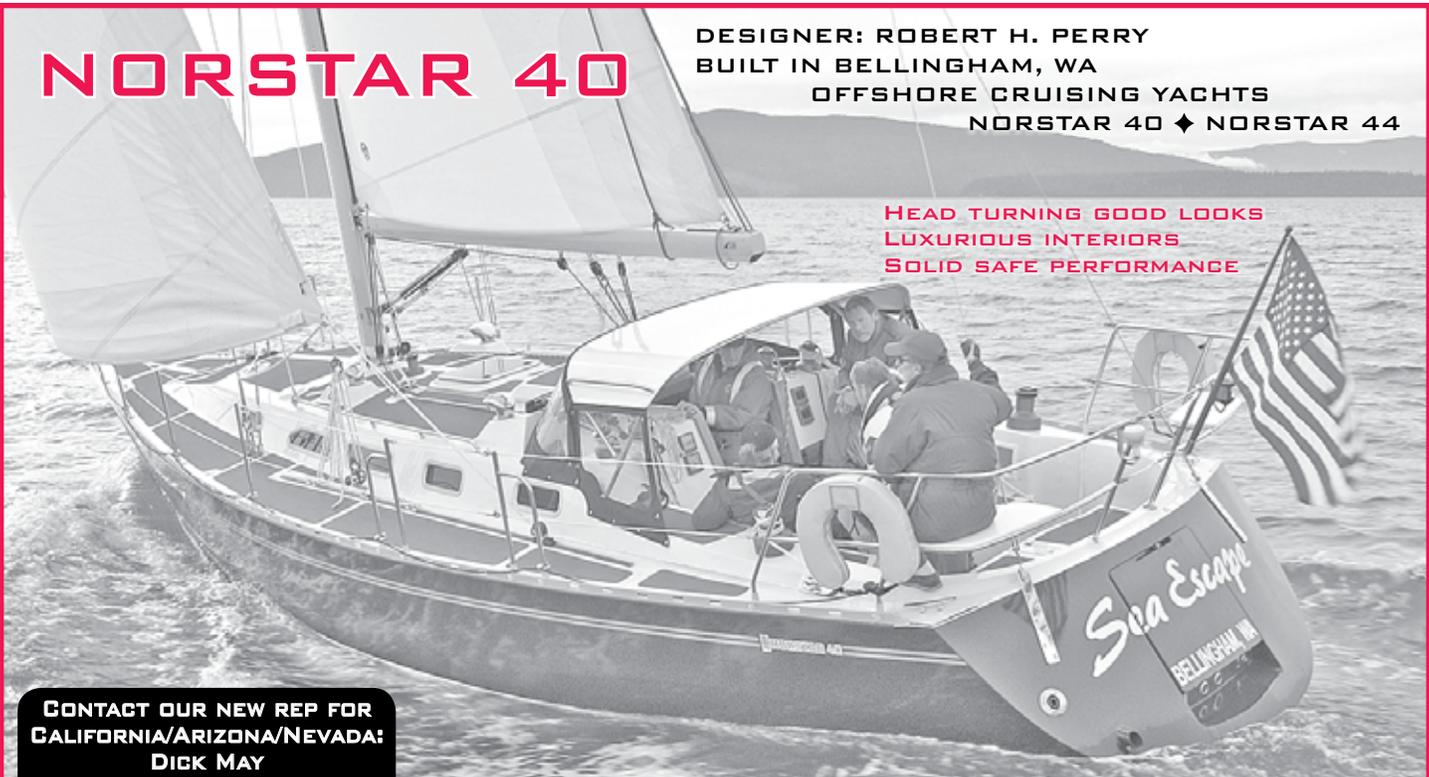
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LETTERS

Richard — "She would be much better" in what sense? While Rumbleseat, which then-future twice-singlehanded non-stop around-the-world racer Bruce Schwab, formerly of Alameda, used to great effect in the '96 Singlehanded TransPac, is a fine little yacht, she's just not for the members of our syndicate. We're all 'plastic' people, you see, who prefer actual sailing to working on boats. And while we have the highest esteem for wood boats and those who have the time and means to properly maintain them, it's just not us.

Furthermore, the syndicate's choice of boat for Zen sailing is strongly influenced by every member's admiration for the late George Olson — and indirectly the entire ultralight sailing community of Santa Cruz. The '70s and '80s in Santa Cruz were a special time and place in the history of boat design and boatbuilding, which we often think haven't been properly appreciated.

↑↓ COMMUTER CRUISING IN THE THIRD WORLD

I'm trying to get serious about cruising, but can't just cut off the income and head out. I was hoping to cruise a bit, fly back and work a bit, and so forth. But nobody told me that an American can no longer afford the Third World.

I currently keep my boat at a beautiful marina on the San Francisco Peninsula and can afford it quite comfortably. Surely, I thought, I can afford a slip somewhere in the Sea of Cortez or on the Mexican mainland. But no! Maybe Honduras or Costa Rica. No again. Dry storage? Not even that.

I don't seem to be able to make it work. Am I missing something, or has the government successfully hidden the fact that the dollar doesn't buy squat south of the border?

John Wiesendanger
 Pillar of Autumn, Hunter 40
 Redwood City

John — As we've written for years, the cost of cruising is very low in Mexico — provided you follow two basic rules: 1) You avoid marinas, and 2) You avoid tourist restaurants and bars.

We suppose it's not surprising that many sailors assume that marinas in the Third World will be as inexpensive as everything else, but they aren't. The reason is that marinas in Third World countries all had to be purpose-built for foreign visitors, often as part of higher-end resorts, and within the last 20 years.

Avoiding marinas is easy to do in Mexico, and many cruisers spend little, if any, time in a berth over the course of an entire season — if not over the course of several years. Others, however, with the rest of the cost of cruising in Mexico being so low, can afford the higher berth fees. The bottom line is that 'commuter cruising', such as you were contemplating, is extremely popular in Mexico. It's less popular in Central America and Panama because of the longer flights and more expensive air fares.

↑↓ FACTS ABOUT THE FUBAR

On page 60 of the February issue, the editor responds to support for sailors in the Ha-Ha and references two differences between the Ha-Ha and the FUBAR Odyssey powerboat rally.

First, he notes that a "lifelong delivery skipper" who has done both the Ha-Ha and the FUBAR rally states that the "FUBAR apparently has 'rescue' boats in case a member of their 'sail-less' fleet loses power or needs a tow." As a participant in both the '07 and '09 FUBAR rallies, and one who helped organize the event, I can tell you that we had medical, mechanical, and other various support personnel on the escort vessels. The purpose of the rally was to introduce less-



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- April 17 - Golden Gate Yacht Club Brunch and Sail-In (10am - 4pm)
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Frank Gallovich

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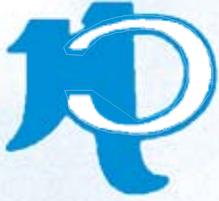
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LETTERS

experienced boaters to cruising on their powerboat with the help of very experienced boaters on escort vessels. The escort vessels had various tasks, such as an advance team to arrive at a destination to set up the events, parties, and welcome the fleet as they arrived. And a rear team that stayed with the slower members of the fleet for support in case of problems.

None of the boats needed towing or asked for it. But we did help with generators, stabilizers, watermakers and other related mechanical problems. We found that the safety inspections and pre-rally seminars paid off big with participants carrying sufficient spare parts and a basic knowledge of how to fix items that fail.

The second issue raised by the delivery skipper was that there was "not much socializing" in the FUBAR compared to



COURTESY SDYC / FUBAR

the Ha-Ha. We had plenty of social events, and they were all well-attended — but we agree that we did not want to have the party reputation of the Ha-Ha. Please take a look at the picture on the website for FUBAR Odyssey '11 at www.lbyc.org/fubar and decide for yourself if it looks like the FUBAR group in Turtle Bay were having fun at our dinghy poker run. While we did have fun, our main purpose was to help the participants safely travel 900 miles in a group.

Looks like a good time to us!

The editor's best statement is that the most important thing in both events is that people get out and enjoy their boats.

P.S. We're lifelong sailboat owners and readers of *Latitude*. In fact, Roy has done more than 100,000 miles of racing on sailboats.

Donna & Roy Wilson
Aboard Escort vessel *Cadenza* in '07
Aboard Escort vessel *Kachina* in '09

Donna and Roy — We thought we were pointing out differences between the two events, but if it came across as though we were slamming the FUBAR, please accept our apologies. For the record, the Long Beach YC will be hosting a kick-off reception for this fall's FUBAR on April 21, although the dates for the actual event still haven't been set. The FUBAR, which is held every two years and hosted by a different yacht club, is limited to 50 boats, and usually sells out. The entry fee is \$765. We wish all the participants a wonderful time in this fall's FUBAR.

↑↓ AND SPEAKING OF NON SEQUITURS

The March 9 'Lectronic piece on the sudden sinking of the CNB 77 *Four Devils* reminded me of a nice email I got a month ago. Last year I wrote a book review on Amazon about *In a Class by Herself*, John Rousmaniere's book about the 73-ft yawl *Bolero* that had been built in '49. In the review, I mentioned that a newer and larger *Bolero* — I think 106 feet — was listed for sale. I wondered if she was a larger replica, as the photos of her looked very similar to the smaller version. Then last month I got a nice email from the skipper of the larger *Bolero*.

"You mention a 106-foot replica for sale in Monaco," he wrote. "I'm actually the captain of that *Bolero*, which is equally



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LETTERS

beautiful but not quite as famous! Anyway, I thought I'd just drop a line to say hello and tell you a little about 'our' *Bolero*. She's 105 feet overall, designed by German Frers, and built of aluminum in Cape Town, South Africa — my home town — in '92. She was not designed as a replica of the S&S *Bolero*, but she does certainly bear a resemblance. While by no means



DAN NERNEY

We're happy for any reason to run a photo of a boat as beautiful as 'Bolero'.

a classic yacht, her design features a heavy influence from the boats of the '50s and '60s. What I really enjoy about her is that, even when tied up stern-to in fashionable harbors around the world alongside the latest and greatest superyachts, she still stops people in their tracks and draws many compliments. We actually just finished polishing up her topsides today, and an hour ago dropped the hook in a lovely little bay on Norman Island in the British Virgin Islands. I feel very proud entering a busy anchorage or harbor at the helm of such a lovely yacht!

"The newer *Bolero* recently changed hands after 14 years with her previous owner. We have just spent several months in Spain refitting her, and are now cruising the Caribbean before heading down to South America and around the Cape of Good Hope."

Mike Kennedy
Conquest, Cal 40
Los Angeles

Mike — We're not sure why the sinking of *Four Devils* would remind you of the two *Boleros*, and we don't really see much similarity between a full-keel, split-rig wood boat and an aluminum sloop with a fin keel, but any excuse for bringing up a classic yacht from the middle of the last century is fine with us.

↑↓ A FUNNY THING HAPPENED ON THE WAY TO THE FORUM

Why is there no *Latitude 38* forum? I think it would be a great platform for questions and answers on your editorial material. I, for example, have a question on some of the rigging shown in your photos of the *Pirate Course*.

Barry
Planet Earth

Barry — Having monitored various sailing — and other — forums, it's our opinion that the most frequent and vocal contributors are those who know the least, and who often spout fountains of factually incorrect information. We realize that by not having a forum we may be missing some good information, but at least we're not contributing to the spread of ignorance and misinformation.

↑↓ SOUTHERN CALIFORNIA OR BUST

Since the schools in Hawaii aren't the best, my wife has decided that, for the sake of the kids' schooling, she wants to move back to California. As much as I love the Bay Area, after seven years of living on one of the smaller Hawaiian islands, I need to be somewhere warmer. So I told my wife that I'd be willing to move if we can live in a beach town — preferably with a harbor or marina — somewhere south of Point Conception.

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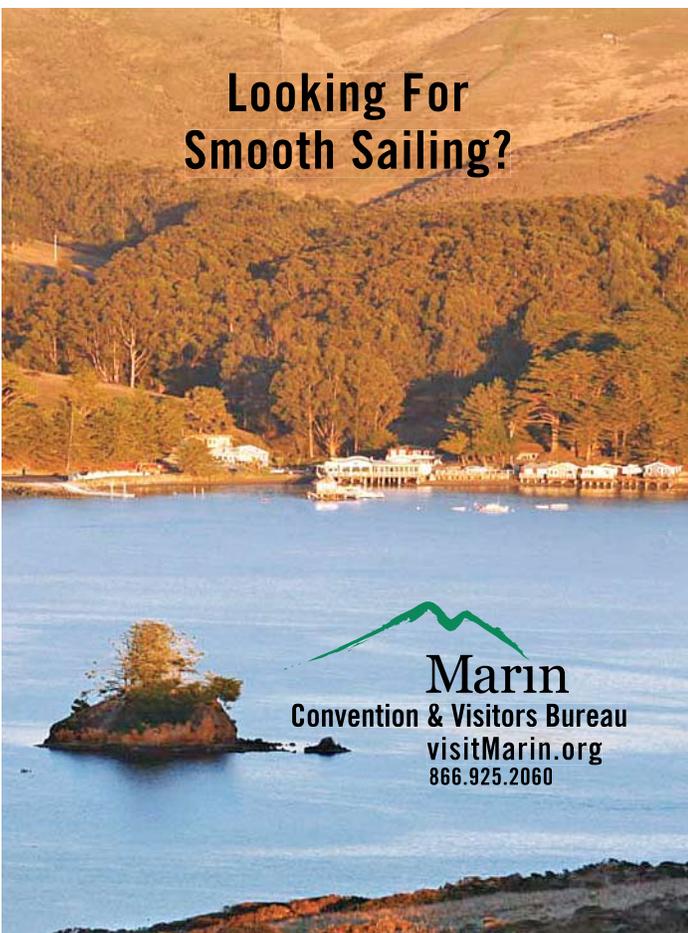
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LETTERS

Northern California, where, if you had to live between Conception and the Mexican border, would you live and why? If possible, leave my name out of this.

Anonymous

Anonymous — What an interesting question! Perhaps it's because we went to the university there, but we'd probably choose Santa Barbara because it's a very beautiful area, it's less crowded than most of coastal Southern California, and because there is both ocean and mountain nature close at hand.

There are, however, a couple of downsides. Check out



LATITUDE / RICHARD

Reduced! Slips in Santa Barbara are in high demand and fetch lots of dollars.

the accompanying poster about getting a slip in the only harbor. It seems a lot of sailors like to keep their boats there, too. Santa Barbara is also among the coldest and foggiest harbors in Southern California — but that's not saying much. After you've spent time in the

tropics, all of coastal California feels like Iceland, and the chilly marine layer is no substitute for the happy tradewind cotton balls.

As for the rest of Southern California, we're familiar with every harbor town, but we really don't know enough about the schools and surrounding areas to make knowledgeable observations. Maybe folks who live in those areas would like to speak up.

↑↓ TELL US ABOUT YOUR LIFESLING EXPERIENCES

Looking around at the boats on the docks at Paradise Village, Mexico, I saw that many of them have a Lifesling. We have one on our boat also, but it's never gotten wet. Have you heard of someone who has actually used theirs?

Don & Terri Parker
Double Play, Gemini 105
Alameda

Don and Terri — We're sure we have, but we couldn't give you any details on how the device worked out. Maybe some readers will share their experiences.

↑↓ BAJA SHIPWRECK — ALMOST

Reading about the sad loss of Paul Smulders and Julie Newton's 43-ft Laurent Giles-designed woody *Mia*, as reported in the February *Latitude*, brought back memories of a similar experience that we had along the same stretch of Baja coastline.

My wife Maggie and I were doing the Baja Bash after the '08 Ha-Ha on the Catalina 30 *Two Wishes*. We'd had a great time post-Ha-Ha in La Paz with the owner before she had to return home, at which point we were to deliver the boat back to California. I had done the Bash several times before, but never on such a small and light boat. Nonetheless, with all the usual caveats, I didn't think there would be anything we couldn't handle.

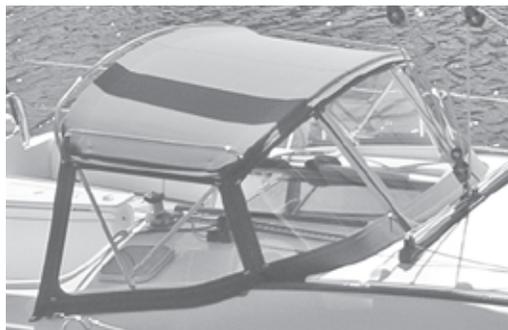
We had the best weather from Cabo to Turtle Bay. After fueling up, we motored to the north tip of Cedros to see how things looked. The forecast called for the usual five to 10 knots

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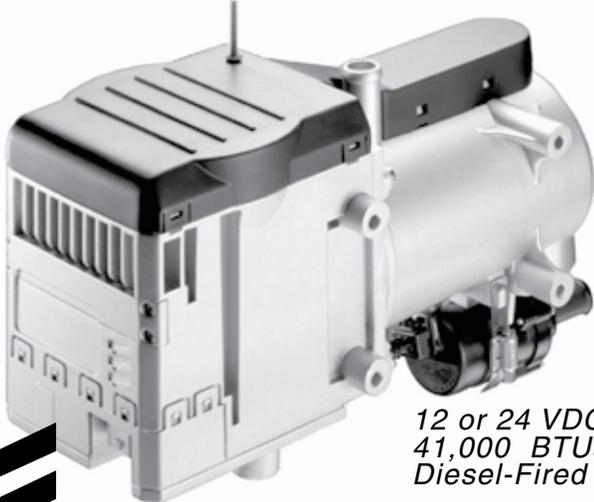
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LETTERS

in the morning, and 15 knots in the afternoon. It seemed as if it would be lumpy, but manageable, so we took off.

Two Wishes plugged along just off the wind at a five-knot average and, by 6 p.m., we were off the coast just southeast of Baja's Punta Blanca. Our cruising guide noted a small cove anchorage, but cautioned "unreliable holding — set anchor watch." We nonetheless decided to anchor for the evening, then set off at midnight for San Quintin.

The wind moderated and we slept until midnight. While getting dressed to take off, Maggie commented that the wind seemed to be increasing. By the time I got on deck, it was already gusting to over 20 knots from the northwest. We decided to hang for a while to see if conditions improved. They did not. In fact, they rapidly got worse, with 35- and then 45-knot gusts. I watched the GPS track as we slowly dragged anchor.

Fortunately, we were dragging diagonally away from the shore rather than onto the beach, so I started the engine and powered against the wind to try to help the anchor reset. After six hours of motoring, we had dragged 1,000 yards, and were getting farther out of the lee of land. Conditions did not improve and, with daylight, I could see that we were drifting toward a rocky headland that formed the west side of the cove. The windblown waves were as big as five feet and very steep. It was clear that our position was untenable for very much longer.

I had just decided to cut the anchor rode when it parted by itself and set us free. I could only just motor against the wind, managing around two knots at full RPM, so we headed for the lee of the cliffs just east of our original position. The wind held all day until 6 p.m., and we motored in the lee for 10 hours, not wanting to find out how bad things were farther out to sea.

The upshot of all that motoring was that we didn't have enough diesel in reserve to make it to Ensenada, so we had to go back to Turtle Bay to refuel! I wanted to cry, and Maggie wanted to get on a bus to San Diego. But we were safe, and could have easily lost the boat as had been the case with Paul and Julie.

So, to answer the many questions that I got about the wisdom of taking a Catalina 30 on the Ha-Ha, I can say from experience that they are tough little boats — assuming you know their limitations and can get enough fuel, water and batteries aboard. But — and it's a big but — if the going gets rough, it's not going to be pretty. For instance, *Two Wishes* leaked all the way up the Baja coast — even with the hatches and ports taped shut. Furthermore, the wheel autopilot couldn't handle the strong winds and heavy seas. On the other hand, we logged 1,800 miles in seven weeks, and the only thing that broke was the vang shackle and the only loss was the anchor. And yes, we carried a spare.

We had the pleasure of meeting Paul and Julie in San Diego just weeks after the loss of their *Mia*. She had been their home as well as their boat, so they were still pretty much in shock. We wish them good luck in putting their lives back together soon.

Graham Johnson & Maggie Castle
Carpe Diem, DownEaster 38
San Diego

Readers — Paul and Julie bought a small van and are now 'cruising' Baja while searching for their next boat. Julie reports that she finally got to drink a margarita under a palm tree.

↑↓ FIND GOOD DEALS IN THE CENTRAL VALLEY

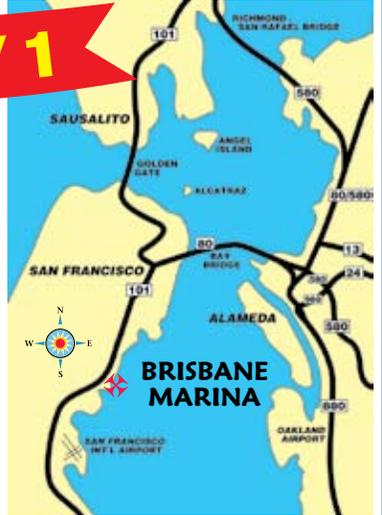
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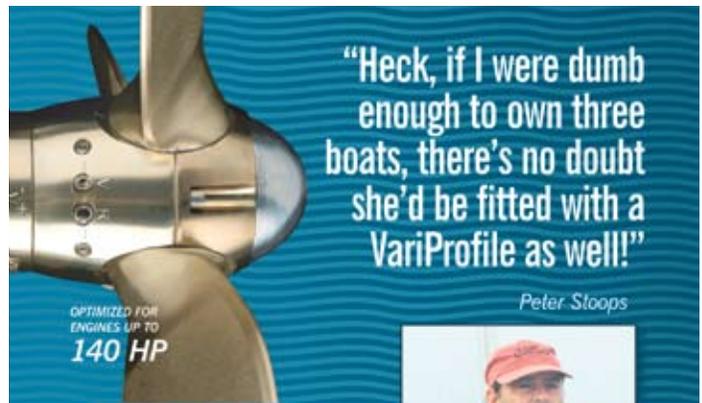
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Peter Sloops



My Swan 36 is an old boat (40 years), but she's still meant to be a relatively fast one. I looked at all the available props and settled on the VariProfile. It was feathering vs. folding, it had excellent drag and thrust characteristics, it was easily adjustable underwater, and the sales/technical/customer service assistance I received — and continue to receive — at all phases of the purchase was top-notch. In fact, I liked the VariProfile well enough to buy it again — this time for our other boat, an old Swan 40. That prop has taken her across the Atlantic and the Mediterranean quickly and with no problems.

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LETTERS

a friend's Catalina 27 that was for sale here in the Central Valley. It was a freshwater boat in great condition, and he was only asking \$4,500 because the economy has been hurt so badly here. Well, it sold.

Now 'The Brazilian' is prepping the boat for a coastal cruise to Mexico. He's a lucky guy, because he works for a cruise



COURTESY CARMELA

The Mondeaus recently finished a very intensive refit of their Cal 2-27 'Carmela'.

company, and his Catalina 27 will be his home away from home — or home away from cruise ship. He works for five months on the ship, then gets two months off.

Anyway, there are a few other great freshwater-sailed pocket cruisers here in the valley for sale

because our economy has taken such a hit.

By the way, the photo is of *Carmela*, my rebuilt Cal 2-27, which I'm hoping to take in the Singlehanded TransPac in '12.

Jean & Denise Mondeau
Carmela, Cal 2-27
Madera

Jean and Denise — It sounds like 'The Brazilian' got a good deal.

By the way, if everybody who is planning to do the '12 Singlehanded TransPac actually does it, it's going to be a record fleet.

↑↓ REBEL WITHOUT A CAUSE

We left California as part of the '02 Ha-Ha fleet, and didn't return to California until April of last year. Our boat is documented, but we had registered our dinghy in California. We kept this registration paid until '07, but then let it lapse, thinking it would be no problem getting re-registered upon our return. Big mistake.

Going to the DMV to get the dinghy registered — this is something that AAA can't do for you — is not fun. Even worse, the \$39 we had to pay was more than if we'd kept the registration current for all those years. Then the registration was refused because the DMV wanted to know what state it had been registered in while we were gone from California. We tried to explain that we'd been in Mexico, every country in Central America, Ecuador, and Colombia, and had been through Panama several times, but never in a different state. This explanation was rejected. When we returned to the DMV, we were told that we really had to get a copy of the registration from the other — non-existent — state. We ultimately had to pay a penalty of \$21 to get it cleared up.

The point is not the cost, but the hassle factor. The smart move is, if you plan to return to California, keep the registration current.

Merrill Newman
Jenny Wren, Valiant 42
Santa Cruz / Ventura

Merrill — That's pretty good advice, as the DMV folks seem incapable of handling anything beyond the routine. It reminds us of the time we flew to Vegas and bought a KLR 650 motorcycle that we rode throughout the west one week at a time.



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LETTERS

Nevada gave us two weeks to register the bike in our home state of California, so when we left the bike for the first time in Albuquerque, we dutifully went to the DMV as soon as we got back to California. "We owe you a bunch of sales tax on a new motorcycle," we told the clerk with a smile, figuring the



LATITUDE / RICHARD

Motocrossing into the cockpit of 'ti Profligate' at the fuel dock in St. Martin.

bankrupt state would be happy to accept it from someone who was more than happy to pay it. Her smile turned to a frown when we told her the bike wasn't out front, but rather in New Mexico. Thanks to DMV rules, we ended up riding 10,000 miles through the West without a license plate or current registration, an adventure made all the more exciting by having to hide from every cop and highway patrolman. Between California and the tropics, we now have four small motorcycles scattered about, but we've yet to get a Motorcycle Operator's License. We've tried to sign up for literally dozens of state-approved classes that, upon graduation, give you

the license, but all of them are always booked up for months in advance. As for passing the riding test at the DMV — which, by the way, is as inapplicable and idiotic as the Coast Guard's hands-on testing, or lack of it, for the Six-Pak license needed to carry paying passengers on boats — it's beyond our skills with high-center of gravity KLR. As a result, we're an inadvertent rebel rider.

↑↓ BEST TIMES TO VISIT ST. BARTH

We're currently in Roatan, Honduras. We're heading to the East Coast for the summer and then the Caribbean next winter. We've read all about your New Year's adventures in St. Barth, so it sure seems like a good thing to target for our calendar.

Can you give us any tips with regard to anchoring and berthing there? I assume the spots on the dock/quay will be filled with monster yachts, and we typically prefer a mooring or anchor anyway. Do I need to reserve anything early?

Jim Gregory
 Morpheus, Schumacher 50
 Pt. Richmond

Jim — We did St. Barth at New Year's for something like 15 out of 20 years, and had some of the greatest times ever. But we haven't done it for the last two years, and don't plan on doing it again in the near future. There are two reasons. First, the fun-loving, riff-raffy sailors who used to give the place so much character at that time of year have been almost completely replaced by Russian, New York and other billionaires, as well as Gadhafi offspring who pay hip-hoppers \$1 million to sing for an hour at private parties. In the early '00s, it started to become all about the money during the holidays, and you know how dreary that gets. So what was once a fun buzz on the island at New Year's was replaced by a 'who can spend the most' buzz. And to give you an idea, a double magnum of Cristal champagne at Nikki Beach goes for \$20,000. No, that's not a misprint, and yes, billionaires — and even millionaires — are happy to pay that much to show everybody they can.

The second reason we no longer visit at that time of year is the Christmas Trades — it blows like stink with big seas through

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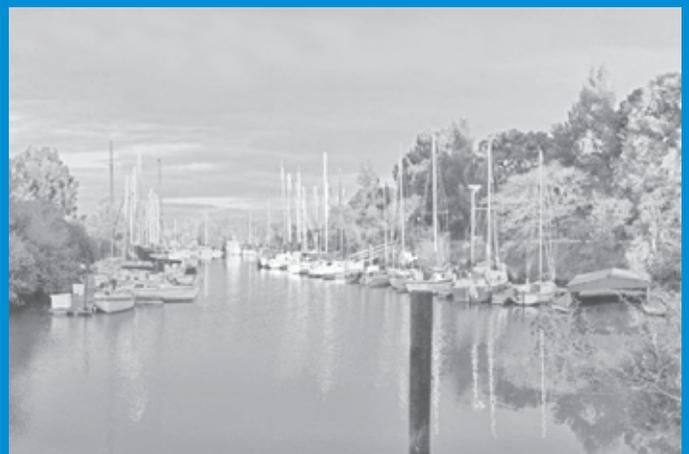
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LETTERS

most of January, if not February. It's not uncommon to have weeks and weeks of winds consistently in excess of 20 knots. In fact, for two of the last three years, there was such a big north swell that all the mini-megayachts that had paid a fortune to be in the Inner Harbor were forced to leave by the port captain. There's nothing like the sound of a two-inch dockline snapping to light a fire under a mini-megayacht captain's butt.

Don't get us wrong, you can still have a great time in St. Barth at New Year's, but there is a way better time to visit. We highly recommend the period between mid-February and the end of May. The weather is not only much more conducive to pleasure cruising, but the characters start to show up and some of the locals begin to resurface.

The big events in this time period include the arrival of people like the Fabulous Johnson Band. This is a group of folks from Baltimore and various parts of the South who have been visiting the island for years, and although they've grown up to be surgeons and all sorts of other successful professionals, they still like to rock 'n roll in *Le Select* as if they were still in their 20s. They're fun as hell rather than super professional, which makes it like old St. Barth at its finest. Bands like theirs have an infectious spirit and attract the kind of people you want to know.

Carnival is usually in February, and you don't want to miss that — or the burning of Vaval on the Wednesday night after Fat Tuesday. No, it's not Rio or Trinidad — it's better. Thousands of costumed people from five to 75 come together to masquerade, drink, dance, smoke and party. You never see a gendarme, yet you never see a hint of trouble either. It's how things ought to be everywhere.

And since you're a veteran of races to Hawaii and Mexico, there is no way you want to miss St. Barth at the end of March and beginning of April, because that's when they have the Bucket, which is only for boats over 100 feet, followed by the Voiles, which is the French version of Antigua Sailing Week. Yeah, you can crew in both events, but you'd probably want to race Morpheus in the Voiles. When that's over, everybody sails 90 miles upwind to Antigua for the Antigua Classic Regatta, followed by Antigua Sailing Week.

The Port Captain's Office in St. Barth has the most friendly and professional staff you're going to find anywhere. You can check in on their computers or online. When we check in and say we're going to stay for two months, they say, "Fine, stop by to pay just before you leave." How casual and cool is that? There is no way you'll get a berth in the harbor at New Year's —



LATITUDE / RICHARD

The St. Jean anchorage in St. Barth — pronounced like a slurred 'San John'.

not that you'd want one. We've brought 'ti Profligate to St. Barth for a total of something like 10 months over the last five years, and we've never dreamed of Med-tying her in the harbor. Why would we want to? We can anchor in the bluest water possible just outside, where if you stay for awhile, you'll become part of a great, wildly diverse and ever-changing community.

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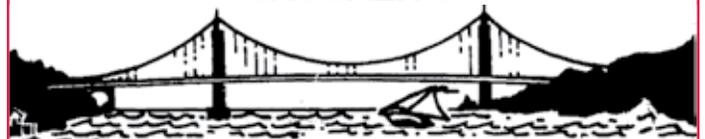
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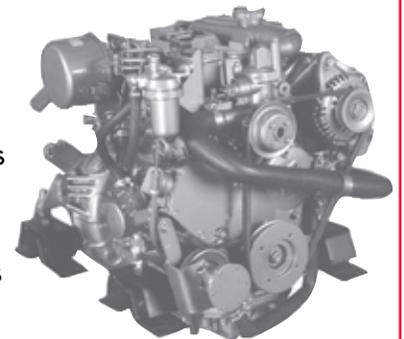


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LETTERS

port boundaries — up at Shell Beach or around the corner at Columbie — for free. But we don't think it's worth the hassle.

Two other insights. St. Barth is often hailed as being a gastronomic paradise. Baloney. Mexico has much better 'bang for the buck' restaurant food, and at a quarter or less of the price. The good news is that Marche U took over from Match as the big market on St. Barth, and you can now cook great meals on your boat for very reasonable prices. Lastly, boat labor is very expensive in this part of the world. Last year, Greg Dorland of the Tahoe-based Catana 52 Escapade was quoted \$700 to have a diver clean the bottom of his boat. So he did it himself.

St. Barth mid-February through May? There's no better place in the world for a sailor. November through the end of January? Mexico is much better.

↑↓ OUR TSUNAMI EXPERIENCE WITH PROFLIGATE

Yesterday morning, Jaime and I were listening to the morning net when we learned that, because of the tsunami caused by the earthquake in Japan, the port captains had closed all of the ports on Banderas Bay — meaning Puerto Vallarta, Nuevo Vallarta and La Cruz. Violators were subject to fines of \$4,000 to \$5,000. We later learned that the second of three days of racing for the Banderas Bay Regatta had been cancelled, and that all drinks at the Vallarta YC would be half-price.

After discussing the situation regarding *Profligate* with the publisher of *Latitude*, who was in the Caribbean, we agreed that if there was damage to a lot of boats in California, we would take the cat out into the deep waters of the Banderas Bay — even if the port was closed. The publisher would pay the fine, if necessary. But if it didn't seem as if the damage was going to be too great, we wouldn't risk the wrath of the port captain and instead leave the cat in her berth.

I had secured *Profligate* in Paradise Village Marina with the help of Harbormaster Dick Markie. In the interest of full disclosure, I let him know that the decision to stay and ride out the event at the dock might change, depending on what had happened at other West Coast ports. In fact, the decision was put off until the last minute, perhaps too long. But when I heard there might be a six-foot surge, and when I told the owner of *Profligate* that two dozen other boats had already defied the port captain's orders, we agreed that the cat should be taken into deep water just to be safe.

I believe the first boat to have defied officialdom was William Gates' Cal 3-34 *Amaranth*. She was hailed by the port captain around 10:30 a.m. Gates acknowledged that they were departing despite the captain's "closed port" declaration. When the port captain asked the vessel's name, a third party interrupted on the VHF and said, "Don't give your boat's name."

Someone else then chimed in with the rhetorical question of whether or not the port captain was aware that the safest spot to be in a tsunami was in the deepest waters of Banderas Bay. Shortly thereafter, another vessel followed the first, and soon the exodus had begun in earnest. By the time *Profligate* arrived outside the marina, there were over 100 boats, most of them sail, visible a few miles offshore. In classic Mexican fashion, the port captain then clarified that the port was "only closed to commercial vessels," and that private yachts were free to leave if they wished.

We felt the first turbulence at around 1:20 p.m., when I heard someone say the water level in the Marina Riviera Nayarit had dropped 18 inches. Surges continued all afternoon. But after transiting about six miles offshore, we cut *Profligate's* engines and let her drift. In retrospect, we should have declared the alternative Banderas Bay Regatta underway

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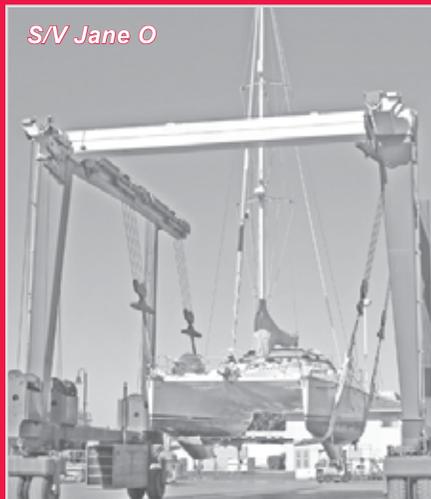
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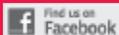
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LETTERS

and become the new committee boat. But we were a little late for that. Most everyone was already enjoying a beautiful 80° afternoon on the water with a steady 10-knot breeze. Classic Puerto Vallarta sailing.

Those of us at sea began to get reports from those who had stayed in the marinas. The folks at the Marina Riviera Nayarit had marked the pilings, and at one point I heard the water was up 38 inches — then, minutes later, down 49 inches. Dock 11 in the marina broke off, and there were whirlpools at the entrance. Kevin Reath of *Chicken Joe* reported a difference in water level of four feet in just minutes at Marina Vallarta, and Harbormaster Markie estimated the current in the channel to be running at up to 16 knots. By this time all the marinas were closed, and would remain so for the rest of the afternoon.

As for those of us out on the bay, we barely felt anything. Our program was to motor a few miles out, cut the power, then drift toward shore — then do it again. We had little food — and no beer. I was going to get beer before we left, but the line in the store at Paradise was sooo slow, and I was too hopped up to wait. It was the same when I tried to top off my Telcel phone, but David Lezak, *Cupatillo's* new owner — she was actually named *Tomatillo* when I owned her and is now named *Cupcake* — loaded me up. But that's what he does, selling Telcel in the United States via computer. But the important thing is that we didn't feel anything out on the bay.

As it became evident that the marina situation would not stabilize before sundown, we took *Profligate* over to the anchorage at La Cruz. Everybody out in the bay on their boats turned up there since they couldn't get back into their slips. Earlier, Tom Searles, one of my crew for the regatta, had swum over from *Cupcake* to join us and help us bring *Profligate* back to her berth. So he was there to help us anchor instead. We found a huge spot pretty close in, dropped the hook in 30 feet of water, and played out about 100 feet of chain, then backed down at 1,500 RPM with both screws. With the bow lifting, I knew we were solid. The wind and sea were calm.

An Aussie named Stewart gave us a lift into the marina just after dark, and things were as calm as they had been all day. But we still couldn't enter the marina channel, so we beached the dinghy and came through a dead condo project next door.

We took a bus to Philo's, where we grabbed a pizza, and took a cab to our temporary digs at Villa Magna.

Jim Casey
ex-Tomatillo, Jeanneau 43DS
Lake Tahoe / Punta Mita

Readers — That's the story of what happened to *Profligate* during the tsunami. We received many more interesting and educational reports, which you can find in Sightings as well as starting on page 104. You can also see videos of the tsunami action in Sausalito on our Facebook page (www.facebook.com/latitude38).

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

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

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

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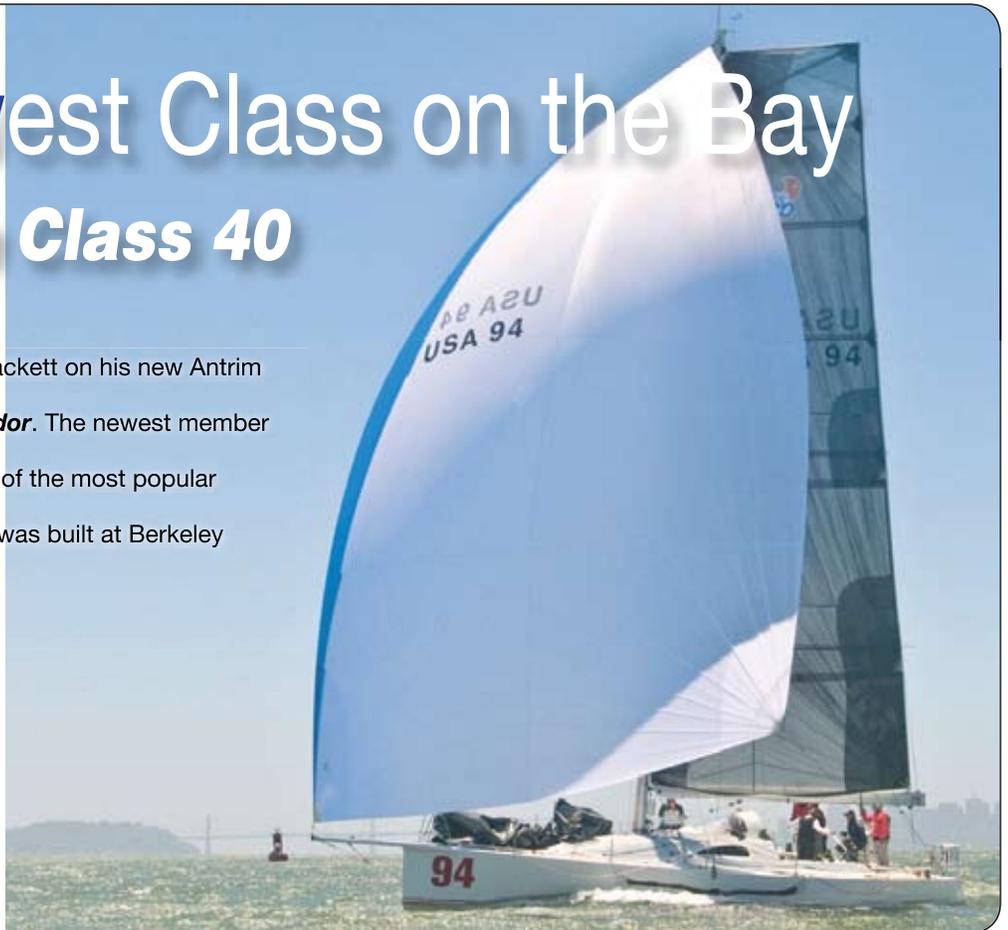
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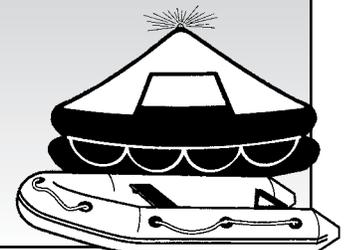
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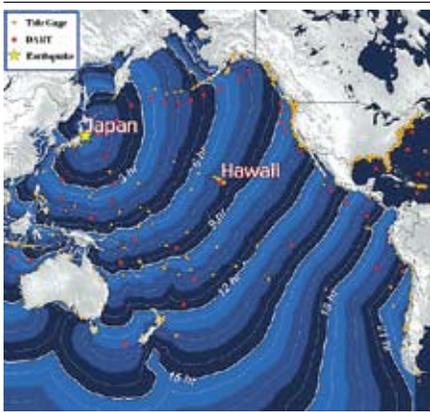
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**SALES • SERVICE
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Japanese tsunami affects California

As this issue went to press, aftershocks — more than 350 of them, and some as strong as magnitude 6.5 — from the March 11 earthquake continued to jolt Japan, where the death toll had risen to 10,668 people, and another 16,574 were still missing. The 9.0 magnitude temblor was the strongest ever to strike the island nation during the 111 years that such records have been kept, and one of the top five strongest quakes ever recorded anywhere on earth. Scientists say that it not only moved the island of Honshu nearly eight feet to the east, but that it also shifted the earth on its axis by almost four inches.



Moving at the speed of a jetliner, the March 11 tsunami that originated in Japan crossed the Pacific in about 10 hours.

As devastating as the quake was to both human life and property, however, the series of tsunami waves it triggered undoubtedly inflicted the most damage and loss of life. In some areas, the initial wave was reported to be 77 feet high. It traveled up to six miles inland, destroying everything in its path. Fleets of large commercial fishing vessels were set adrift as if they were toys in a bathtub, as was a ship with 100 passengers aboard. Sendai Airport, north of Tokyo, was completely engulfed in water, creating a chaotic tangle of planes, vehicles and debris. Electricity was cut off at the Fukushima I nuclear power

plant, knocking out the reactor cooling systems, which triggered partial meltdowns, explosions and fires. The World Bank estimates the damage from the twin disasters could top \$235 billion.

The magnitude of the quake led to tsunami warnings throughout almost the entire Pacific Rim, with damage being reported more than 4,000 miles away from the quake's epicenter in northeast Japan. Significant surges were reported in Papua New Guinea, Peru, Chile and the Galapagos, as well as the west coast of North America. As the Japanese were starting to grasp the magnitude of destruction, Hawaiians were rushing to high ground in anticipation of the tsunami. Maui caught the brunt of the event with a 7-ft surge reported, but the damage was limited to two sunken boats, broken docks, and relatively minor boat damage.

California was also in the path of the giant tsunami, with Santa Cruz and Crescent City being hit hardest. In Santa Cruz, a number of boats were ripped from their berths and set adrift. Connan Bradley, who has a small sailboat in the back harbor reports, "My girlfriend observed all the water being sucked out of the back bay, right down to the mud — a drop of at least 15 feet. As the docks and boats dropped to the mud, several boats got pinned temporarily under sections of the docks, and a number broke free as the incoming surge lifted them."

The worst of the impact appears to have been at U dock, which was severely damaged by a standing wave that rolled through. "I was on U dock," says Scott Kelly, "and two of my neighbors are now homeless after losing their liveaboard boats." In all, 14 boats sank and more than \$26 million in damage occurred, \$4 million of that attributed to boats. The harbor was in such disarray that it remained closed for two weeks.

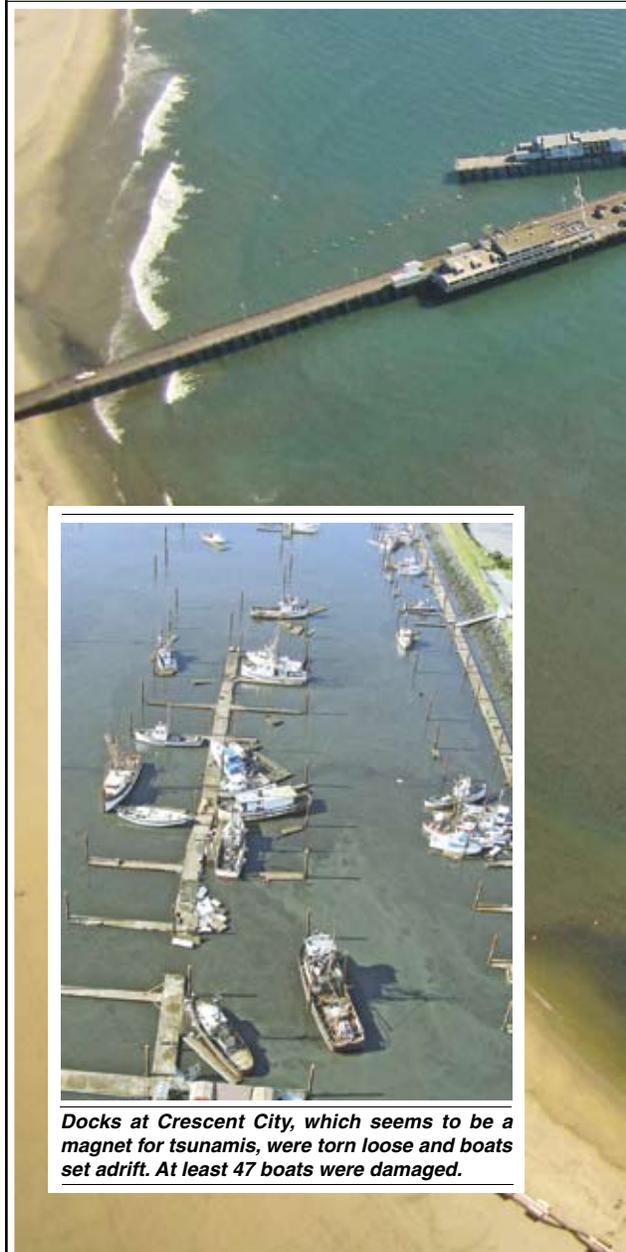
Crescent City was also hit hard, with 15 boats sunk, 47 more damaged and docks wrecked. Though the damage is estimated at around \$12 million, the 8.1-ft high surge did not breach the 20-ft breakwater that protects the rest of the city. One death was reported

continued on outside column of next sightings page

welcome to

Latitude is thrilled to welcome our latest crewmember, Mike Zwiebach. Mike is taking the place of former ad guy extraordinaire Shawn Grassman, who may have moved on to other opportunities but still finds time to hang out with his old *Latitude* buddies.

Mike is a long-time and very enthusiastic sailor who's worked in a variety of sales, advertising and marketing jobs in and out of the sailing industry. Any kind of sailing really trips his trigger, be it racing or cruising on the Bay or chartering in the Caribbean. Having owned a J/24 and Ericson 27, and having crewed on a



Docks at Crescent City, which seems to be a magnet for tsunamis, were torn loose and boats set adrift. At least 47 boats were damaged.

mike zwiebach

Kettenburg 38 for many years, Mike not only knows boats, but he's also intimately familiar with the local sailing scene.

Meet Mike at our Strictly Sail booth (#329) on April 15 during the Baja Ha-Ha & Puddle Jump Reunion Party (6 p.m.) — he'll be the guy filling up your beer cups!

— ladonna



LATITUDE / LADONNA

Our newest crew, Mike Zwiebach.

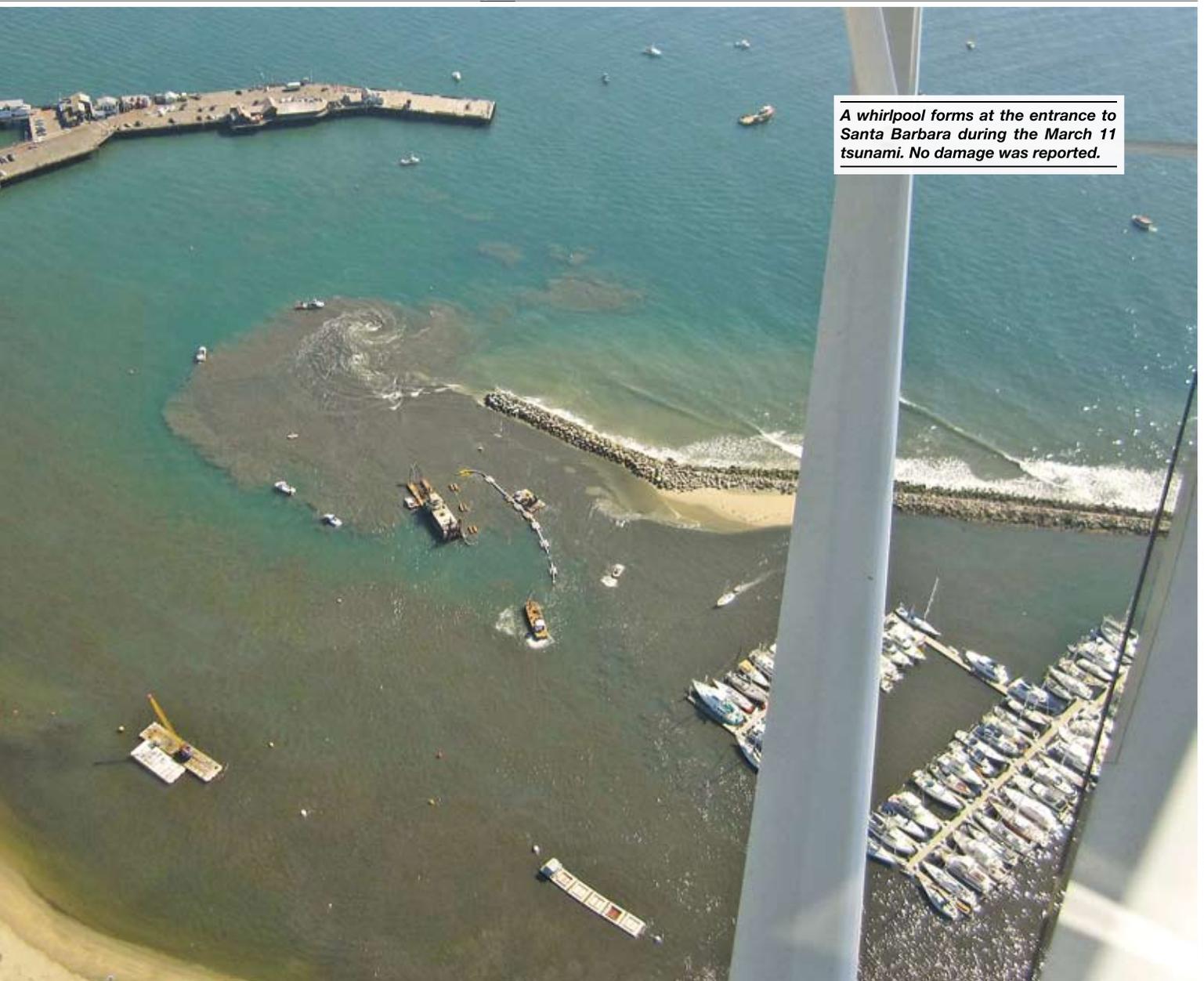
tsunami — cont'd

after three men were swept off their feet while taking photos near the mouth of the Klamath River. Two made it back to shore but one was never found.

A number of Bay Area boaters decided to take matters into their own hands by motoring out to the middle/deepest part of the Bay. Though currents of up to 17 knots hit some areas, and docklines were certainly strained, relatively little damage was reported — a handful of docks were sent adrift resulting in minor damage to some boats. More than anything, the surges were fascinating to watch as they increased in speed and intensity.

For more firsthand accounts of the tsunami from all over the Pacific, see *The 5,000-Mile Wave—Tsunami Notes* that starts on page 104. To read more about tsunamis in general, see this month's *Max Ebb*, starting on page 122.

— ladonna



A whirlpool forms at the entrance to Santa Barbara during the March 11 tsunami. No damage was reported.

SPREAD: MAX ROSENBERG / SANTA BARBARA AVIATION; INSET: USCG

SIGHTINGS

the quest for *la sirena*

After decades of hearing about his customers' adventures south of the border, Sausalito marine mechanic Tom List is finally getting a taste of the cruising life. For the last few months, he and his wife, Suzanne Statler, have been cruising the Mexican coast aboard their newly acquired steel sloop *Begone*.

As they headed toward Banderas Bay recently, Tom was excited about the prospect of running across his old buddy from the Master Mariners Association, Glenn Burch. "He'd heard that Glenn was in La Cruz," explains Suzanne. "Tom had raced his *Polaris* against Glenn's schooner *La Sirena* in San Francisco Bay for many years. What a surprise when Tom walked into Philo's Bar in La Cruz and there was Glenn at the bar!" And Tom happened to be wearing a Master Mariners' T-shirt at the time with a photo of *La Sirena* featured on it. She was a

continued on outside column of next sightings page

moore 24 sailors

When Santa Cruz Moore 24 sailor Joel Verutti passed away on February 5 after a year-long battle with brain cancer, he left behind a legacy of leadership in the class that included multiple stints as a president and fleet officer, and nearly three decades of living and breathing the design.

"Even when he wasn't on the board, he was still involved to the point where he was always sent emails asking for his input," said sailmaker and Moore national champ David Hodges. "And even after his short term memory was gone, he could still remember things about the Moore."



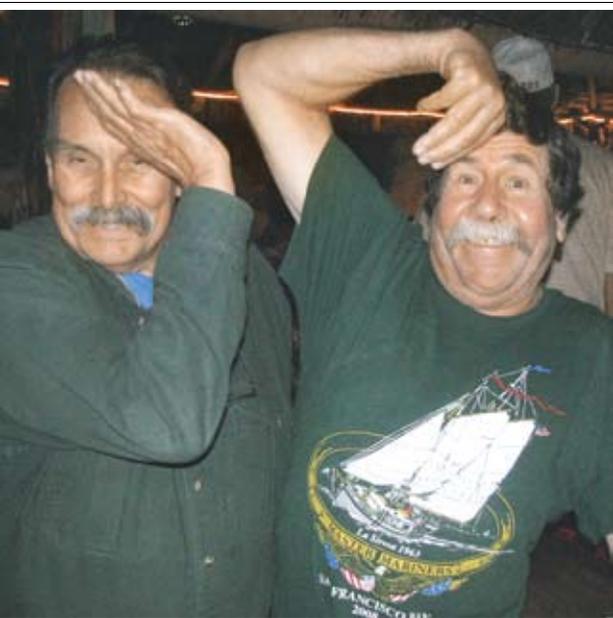
LATITUDE / JR; OTHERS COURTESY LA SIRENA

rally for their own

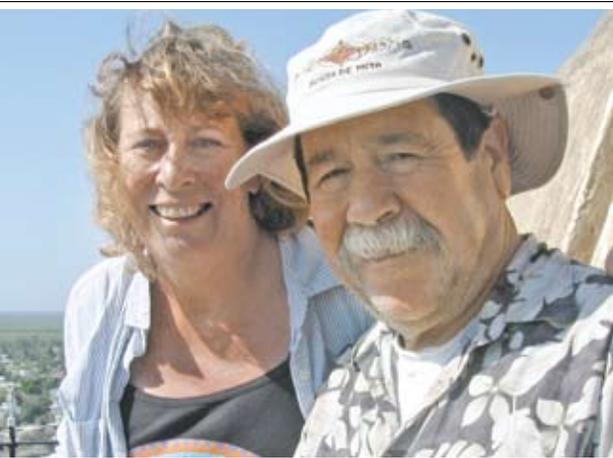
Verutti was thought to have never missed a Roadmaster event since he bought a Moore back in the early '80s, and could always be found aboard hull #55 *Mercedes*. His commitment didn't go unnoticed by the rest of the fleet, which is now rallying to help Verutti's wife Tina and daughter Josselyn — already a successful junior sailor — with the financial aftermath of Joel's illness.

Fleet members Scott Sorensen and Morgan Larson are working on putting together a web-based silent auction that

continued in middle column of next sightings page



Siren's Song — clockwise from below, after years of hearing about other sailors' adventures, Suzanne Statler and Tom List are now having some of their own; 'La Sirena' showing off in the Master Mariners Race; next time you're in San Blas, stop in at Billy Bob's and pay your respects to the last remnants of a grand old San Francisco 'lady'; isn't Fluffy cuuuute?; Tom and Glenn Burch shared stories and maybe a bottle of tequila.



la sirena — cont'd

42-ft gaff-rigged beauty designed by Howard Chapelle and launched in 1963.

The way we understand it, Glenn had taken *La Sirena* south of the border in the spring of '08, and cruised successfully for a while. But while he was in the hospital for medical issues, the boat took on sea water. The water was pumped out and the boat was stabilized, but unbeknownst to Glenn, worms had apparently entered the hull and remained inside doing their evil deeds.

By the time the problem was discovered, repairs were beyond what Glenn could manage, so he sold her. Tom and Suzanne were determined to track her down, nevertheless. Suzanne explains, "Our first night in the San Blas Marina, we met a man with his dog who revealed the end of *La Sirena's* story. He said the new owner, Lee, had tried with great commitment to revive the old boat, but alas, she was too far gone. And while most of her went to the wooden boat museum in the sky, Lee donated her transom, rudder and other pieces to a local 'museum' bar named Billy Bob's."

"We walked in the front door and there — prominently displayed — was the stern of *La Sirena*, transformed into a nice table." When Billy Bob himself arrived, Tom and Suzanne gave him an in-depth history of the historic schooner. As you might imagine, "the tequila started to flow and a great time was shared by all!" By all accounts, Billy Bob's is a worthwhile stopover when visiting San Blas, if for no other reason than to pay homage to the *La Sirena* memorabilia — and to say hi to Fluffy, the 78-year-old crocodile that lives in the back courtyard!

— andy

exceptional bravery at sea

Sailors are often prone to exaggeration when describing tragedies at sea, but you only need to view footage shot of the May 20, 2009 rescue of Dr. Jerry Morgan, then 71, to know that the wind really was blowing 60 knots and the seas really were 30 feet tall on that horrible pitch-black night in the northern Tasman Sea. The violent, frothy swells literally reached the upper decks of the container ship *Scarlett Lucy* as Morgan struggled to climb up its cargo nets to safety.

If you read our report on the incident in the July '09 issue, you'll recall that Morgan — a longtime Bay Area sailor who'd been cruising the Pacific for several years aboard his beloved *Trintella 53 Sumatra* — and Kiwi crewman Stewart McCreadie were three days out of New Caledonia bound for Brisbane when they found themselves in near-cyclone conditions. One mighty swell launched the beefy sloop off a wavetop as though she was a bathtub toy, and shortly afterwards she began taking on water — rapidly.

Thanks to Morgan's having a sat-phone, and the phone number of the Alameda Coast Guard station taped to his nav station, the Australian Rescue Coordination Center (RCC) was able to divert the 320-ft ship to the scene. It arrived when *Sumatra* was just minutes from going under. Reasoning that climbing into the liferaft would have been suicide in such conditions, McCreadie somehow rigged the outboard to the 9-ft RIB, launched it, and drove Morgan and himself to the side of the ship. But as the two men attempted to clamber up the nets, a

continued on outside column of next sightings page



Dr. Jerry Morgan stands beside the Fijian mariner who saved his life, James Fanifua.

COURTESY JERRY MORGAN

SIGHTINGS

bravery — cont'd

swell washed Morgan away into the blackness. For 45 minutes he struggled to reach the nets again, but with each attempt he became more exhausted and hypothermic. At one point he nearly gave up, but thoughts of family spurred him on.

When he did finally reach the nets he had no strength left to climb. With a life ring held under one arm, the crew attempted to lift him, but could not complete the task. Suddenly, apparently out of frustration, 26-year-old Fijian crewman James Fanifua leaped over the side — without a lifejacket or survival gear — climbed down to Jerry, locked his legs around him, and pulled him to safety.

That gesture of selfless heroism surely saved Morgan's life, and it also earned the young Fijian special recognition at the International Maritime Organization's (IMO) annual meeting in London late last November. With Morgan standing nearby, Fanifua — who'd never before worn a suit — was presented the IMO's most prestigious award, given once a year for "exceptional bravery at sea."

"We have a bond that will last for the rest of our lives," says Morgan "I owe him my life."

— andy

panama's new ditch

Being able to transit the Panama Canal, rather than traveling via the Strait of Magellan or Cape Horn, saves cargo vessels at least 8,000 miles and an untold volume of fossil fuels. But today it is estimated that a third of the world's cargo ships are too large to pass through the 97-year-old Canal. As we learned during our recent visit to The Ditch, that statistic is about to change. As you read this, a new, longer, wider set of locks is being built to augment the current parallel lock system.

As every armchair historian knows, construction of the Panama Canal was a colossal effort fraught with a wide range of setbacks, including the deaths of thousands of laborers from all over the globe. Begun by the French in 1880 and later abandoned, The Ditch was finally completed by an American-led team in 1914. But the new locks will be built in a fraction of the timespan.

The third lane's "three-step" lock system was begun just four years ago and is slated for completion in 2014 — the 100th anniversary of the original Canal's completion. This ambitious upgrade will more than double the original Canal's annual transit capacity. Currently,



The western end of the project. In the foreground is the Victoria disposal area where unusable excavated material is dumped. It will later be used to fill in swampy areas.

the maximum dimensions of ships (dubbed Panamax vessels) transiting the Canal are 965 feet long x 106 feet wide. The new lane will accommodate New Panamax vessels as big as 1,200 feet long x 160

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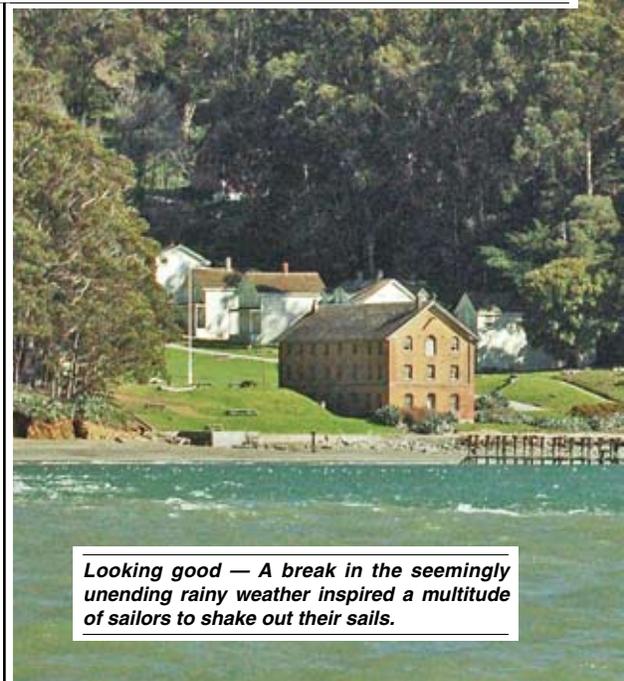
verutti

will be open to everyone, in hopes of raising enough money to help Tina and Josselyn — the illness forced the family to sell their house — not only with expenses, but to allow Josselyn to carry on sailing the boat. The details have yet to be finalized, but Larson said they hope to have it up by May 1, and leave it open until the class's end-of-year dinner.

"I was fortunate to have spent Joel's final outing with him," Larson said. "I spoke with him at length that day about his boat



Sailing is so easy an 'Ebbing Monkey' can do it.



Looking good — A break in the seemingly unending rainy weather inspired a multitude of sailors to shake out their sails.

DAVID WILSON

— cont'd

and where it would go after he signed off. His hope was that Josselyn would take over ownership. With the help of the Moore 'family,' and the fundraiser, we hope to make it possible for the Veruttis to keep sailing *Mercedes*."

Moore sailors are already supporting it, pledging donations of everything from coaching sessions from the class' successful sailors to vacation rentals. We'll keep you apprised as it develops.

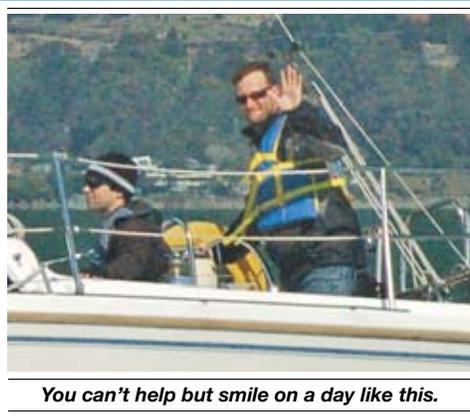
— rob

ditch — cont'd

feet wide — increases of 25% and 50% respectively. And while the current Canal uses a mind-boggling 52 million gallons of water per "lockage," water used in the new lane will be recycled via adjacent holding basins.

We don't have specific info on how the expansion will affect sailboat-ers, but we can only imagine that the expansion will have a positive impact. Currently, the Panama Canal Authority is mandated by treaty to allow small private vessels to pass through the Canal. But we'd bet that small boats are viewed as a time-wasting annoyance. With the increased capacity of the third lane, however, they'll presumably become less of a headache to Canal operators — and wait times may

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You can't help but smile on a day like this.



Creaming to weather is a pleasure.



PHOTOS LATITUDE / ANDY

SIGHTINGS

ditch — cont'd

decrease also.

We got some fascinating insights into the massive, \$5.25 billion construction effort from former San Francisco Bay sailor and ex-cruiser David Wilson, who is currently working on the expansion project. Having cruised far and wide, he and his wife Sandra Snyder now call Panama home. "This photo (shot in January) shows the location of the new Pacific locks construction area (near Panama City)," he explains.

In addition to the new third lane, additional excavation is also being done to streamline the flow of traffic through the famous Gaillard Cut and elsewhere.

If you haven't been to Panama lately, we can tell you that its economy is booming. Thanks to Canal profits since the handoff from the U.S. in 1999, and other investments, this tiny country is said to have the third largest economy in Latin America. With 14,000 ships passing through the locks every year, paying an average fee of \$90,000

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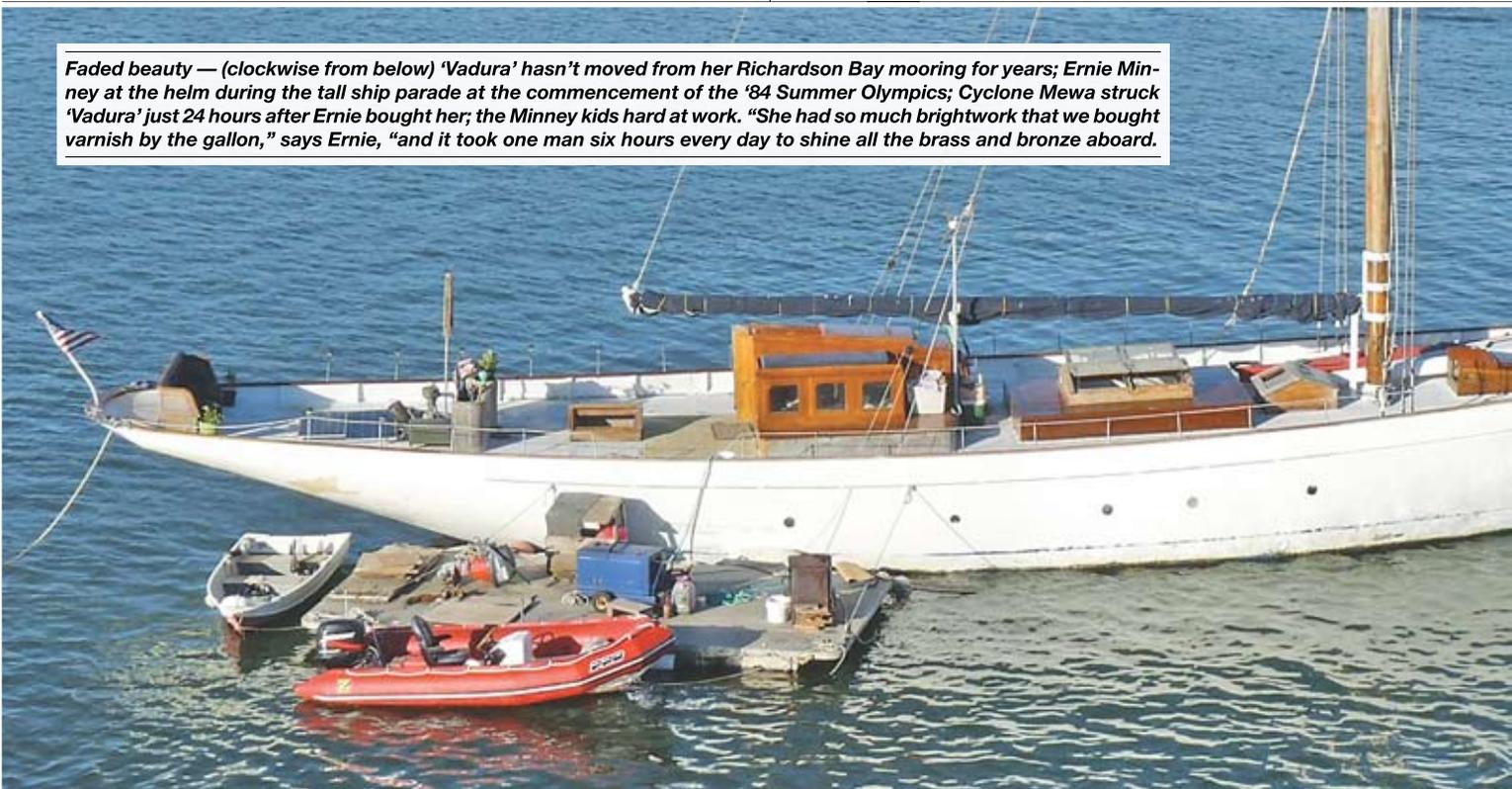
find it all

Bay Area sailors are lucky for all sorts of reasons. Not only do we have more consistent wind than almost anywhere else in the nation, but the San Francisco Bay is world-renowned as one of the most dramatically beautiful sailing venues on earth. Plus, every April our Bay hosts the biggest sail-only boat show in the West: Strictly Sail Pacific, slated for April 14-17 this year.

Our rebounding economy and the America's Cup's arrival here seem to have pumped up the enthusiasm for this year's event, as the roster of vendors and special activities has expanded substantially.



Faded beauty — (clockwise from below) 'Vadura' hasn't moved from her Richardson Bay mooring for years; Ernie Minney at the helm during the tall ship parade at the commencement of the '84 Summer Olympics; Cyclone Mewa struck 'Vadura' just 24 hours after Ernie bought her; the Minney kids hard at work. "She had so much brightwork that we bought varnish by the gallon," says Ernie, "and it took one man six hours every day to shine all the brass and bronze aboard.



SPREAD: TIM SELL; OTHERS: ERNIE MINNEY

at strictly sail

As you'll learn when you peruse the Show Planner that's bound into this edition, the wealth of products you can expect to find at the show ranges from blocks and shackles to brand new cruising yachts, and just about everything in between. And, as always, you can be sure that the staff working the booths really know their stuff. In fact, in many cases a given product's inventor will be on site and accessible to share tips and advice. And most sellers offer special boat show prices as incentives to buy on the spot.

Another strong argument for attending

continued in middle column of next sightings page



ditch — cont'd

per transit, the Canal is a veritable cash machine — and its profits will more than double once the new lane is complete. By the way, the highest toll paid thus far was a whopping \$402,000, and the lowest was 36¢ — charged in 1928 to a guy who swam it!

— andy

faded beauty

Sausalito has a rich maritime history, and the histories of some of the boats anchored in Richardson Bay are just as colorful — if they can be recalled. Far too often, a once-legendary yacht was traded one too many times and her history was left to rot along with the boat. A perfect example is the 93-ft classic woody *Vadura*, moored just off Schoonmaker Point Marina. Just how she ended up languishing away in Richardson Bay with a revolving cast of liveaboard 'caretakers' was a mystery.

Until . . .

Out of the mists of ethernet came an unsolicited note from Ernie Minney, owner of the ever-popular Minney's Yacht Surplus in Costa Mesa, sharing a small portion of the once-lovely yacht's story:

"My purchase of *Vadura*, a teak Mylne design, in March of '83 and the adventures I had as her master for the three years I owned her would more than fill this magazine. I took her off the waterfront of Papeete, where she was the status symbol of a wealthy Frenchman and was never sailed. The Frenchman had listed *Vadura* in Showboat Magazine for \$500,000 but he wanted me to have her because he knew I would be good to her. 'Nothing ventured, nothing gained' has always been a motto I've lived by so, over lunch in a Papeete restaurant, I offered him \$100,000 and ducked! It was all the money I had. He thought for awhile and then said, 'Give me \$100,000 now and another \$50,000 one year from now, and you can have *Vadura*.'

That's what I did, and it was one of the great adventures of my life.

"We bent on her sails and gave her wings and her freedom. But the day after my purchase, Cyclone *Rewa* hit Papeete harbor with winds in excess of 125 mph and I almost lost my prize. Several weeks later, while en route to Fatu Hiva from Rangiroa, we stumbled into the birth place of Cyclone *Veena*. We had sea room and had to torture our little ship as we sailed in the trough in an attempt to sail free from the circular tempest we found ourselves in. We were able to break out and survived Force 10-plus winds with no damage. *Veena* went west and hit Tahiti with winds of over 180 mph and is noted for being the most destructive hurricane to ever hit French Polynesia. Once out of the cyclone we visited most of the Marquesas Islands and then sailed on to Hilo and Lahaina where we changed crew and continued on to Ensenada.

"Once in Newport Beach, I kept *Vadura* on our family's mooring which, having originally been set up for the 103-ft schooner *Puritan*, was the largest in Newport Harbor. I had to have the area specially dredged as *Vadura* drew 13½ feet! The Newport Harbor Patrol was quite used to seeing me aground in various parts of our harbor. Luckily, our harbor bottom is soft sand and mud so the only damage done was to my pride as I sat stuck — sometimes for several hours — in mid channel with boats coming at me from all directions wondering why

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ERNIE MINNEY

'Vadura' working her way out of Cyclone Veena. Note the extra-high lifelines. "While setting the trysail on the eve of the storm, they saved my life," says Ernie.

SIGHTINGS

vadura — cont'd

I wasn't underway. We also owned a bayfront restaurant called Josh Slocum's, so I could work on the boat and pick up charters there. At 103 feet LOA, she sure was quite a sight when at the dock!

"During the '84 Summer Olympics in L.A., *Vadura* would leave Slocum's dock early every morning to take out spectators to watch the sailing events in Long Beach Harbor. We never charged for watching the Olympics from the deck of *Vadura* so when we returned to Slocum's, a lot of happy people crowded into the restaurant and partied into the night. She also starred as Errol Flynn's yacht *Sirocco* in the '84 CBS Movie of the Week *My Wicked, Wicked Ways*. The film crew appreciated that they were on a lovely classic yacht so they were very careful with all their cameras and gear. The few scenes she was in took more than 10 days to film. Additionally, *Vadura* competed in an Ensenada race and did lots of charters out to the Channel Islands.

"The last storm *Vadura* and I encountered was Cyclone *Divorce*. My wife had had enough adventures afloat — we'd circumnavigated aboard the 68-ft schooner *Shearwater* from '77-'80 — and she wanted a divorce. After so many miles and so many adventures, I finally lost *Vadura* . . . in a property settlement.

"From time to time, when I go to the Bay Area, I try to find *Vadura* and see if any progress has been made in her restoration. The last time I saw her was about six years ago and I wanted to cry. She was a gutted-out hulk at anchor off the Sausalito waterfront. In total shock, I saw that the decks were gone and so was the interior. What a shame because a brand new interior had been installed in New Zealand. Had the foolish owners left her alone and only maintained her, she would have given them another 50 years of service.

"Perhaps I have given you a glimpse of what a lovely yacht *Vadura* used to be. While under my stewardship, she was always a lady."

— *ladonna*

spring storm slams sausalito

The March 11 tsunami didn't come close to wreaking as much havoc on the Bay as did a southerly storm on March 19. The full force of the storm hit that Saturday evening, sending a number of anchored boats to their doom and shredding poorly secured roller furling jibs. "My anemometer maxed at just over 50 knots," wrote Jeff Berman, who had his Catalina 36 II *Perseverance* berthed at Sausalito's Schoonmaker Point Marina for the weekend.

Boats anchored just off the marina in Richardson Bay took the brunt of the storm. According to Richardson Bay Regional Agency Harbor Administrator Bill Price, 17 boats — not including dinghies and skiffs — went walkabout that night. "It's very frustrating that people who can afford to keep their boats in marinas try to save money by anchoring out," said Price. "They underestimate the damage that other, less-well-

maintained boats can cause when they drag anchor."

While most of the boats washed up either on Strawberry Point or near Blackie's Pasture, a few actually sank at their moorings. The Coast Guard and Marin Sheriff's Patrol did their best that night to round up the strays, but only a handful were saved from being grounded. Many — but not all — of the boats were in derelict condition, which means Marin County will likely foot much of the bill for the clean-up.

— *ladonna*

strictly sail

at least one day is to access the wit and wisdom of dozens of experts who will be giving free hourly seminars throughout the show on a broad range of topics — everything from galley tips to racing tactics. Speaking of which, we'll be offering a little wit and wisdom ourselves at our Baja Ha-Ha seminars (both Friday and Saturday afternoons), and our Pacific Puddle Jump seminar (Saturday afternoon).

If you're a veteran of either of those rallies — or hope to be someday — you'll



Boat littered the shores of Richardson Bay the day after a big southerly hit.



Not every victim was a derelict. This well-outfitted boat eventually lost her keel from being grounded.



TIM SELL

The Marin County Sheriff's Marine Patrol did what they could to help runaway boats.

— cont'd

want to show up at the *Latitude* booth at 6 p.m. Friday for free beer, snacks and spirited story-swapping.

The boat show offers free kids' sailing classes, free match racing lessons, and of course, free boat tours of a wide selection of brand new sailboats, some of which may make you salivate. And there's one attraction that's completely unique to the 2011 show: the actual America's Cup trophy. So don't miss the fun. We'll see you there.

— andy

shine on, *sunshine*

It's been said that the most expensive boat is a free one. My version of that happened 4½ years ago when I found a "really good deal" on a 1973 home-built 40'-ft catamaran in Mystery Bay, not far from our home in Port Townsend, Washington. A plywood-over-mahogany-frame boat, *Sunshine* has sweet lines and several seaworthy design features — 20-ft beam, high bridgedeck clearance, lots of forward buoyancy, and low cabin windage.

In order to buy the cat, I sold my pickup truck, then turned around and gave the same cash to the guy with the cat — which, to our later amazement, survived the haulout. I soon realized the true nature of my new project. With a fresh set of blades for the Sawzall, we went to

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Divers Dave Gissendaner and Tim Sell raised this little woodie that sank at her mooring during the rager.



SIGHTINGS

sunshine — cont'd

work. As it turned out, the whole front half of the bridgedeck underside had to go, as well as the fore-and-aft main-strength bulkheads, cockpit, aft decks and most of the interior. In some areas, entire cabin sides needed replacement due to leaks and rot. The midships main-strength bulkheads needed complete rebuilding. The mast step area had rotted and then been propped up with angle aluminum and huge, ugly bolts — which were exposed to the berths.

As for the mechanical parts of the boat, the old inboard engines were either completely ruined or missing, and the engine rooms were black holes of filth, rot and grease. Miles of wire of various vintages and voltages were run everywhere, often dead-ending. But the hulls, decks (previously replaced) and house were in surprisingly good shape.

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nereida

After two busy months holed up in Ushuaia, Argentina effecting repairs to her Najad 380 *Nereida* — but mostly waiting for replacement parts to arrive from Europe — Jeanne Socrates finally made her way down the Beagle Channel, leaving Argentina on March 16 bound for the Falkland Islands.

Socrates, 68, had left Victoria, B.C. on October 25 on a planned nonstop solo circumnavigation, but a knockdown on her approach to Cape Horn on January 5 dealt a crippling blow to her attempt

Sunshine on my shoulder — clockwise from here, 'Sunshine' rests at anchor in Puget Sound; then 'Cloud 9' was in sad shape when John got a 'good deal' on her; now that the refit is complete, John is all smiles; just peek into the ugliness he faced.



ALL PHOTOS JOHN HULBURD

underway

to become the oldest female nonstop solo circumnavigator. With a severely damaged windscreen/dodger and a broken boom, Socrates managed to limp into Ushuaia under her own power.

Considering the damage *Nereida* suffered in the knockdown, and the fact that replacement parts and a new boom had to be shipped from Europe to Argentina, Socrates' stay in Ushuaia seems downright short. If Socrates is one thing, it's determined.

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sunshine — cont'd

I built a frame to support a series of 40-by-20-ft tarps, and borrowed space heaters to keep the damp cold at bay. Oh, how I longed to have California weather to work in! The one thing nobody wants to mention about multihulls, especially catamarans, is that they have huge surface expanses that need to be cleaned, sanded, primed and painted. And I had to do that to every square inch of this cat. But it was wonderful to watch that ugly duckling turn back into a swan.

The new cockpit and aft decks are what transformed the cat. The cockpit went from 4-by-5 feet to 6-by-10 feet, so we can now sleep on deck and entertain friends in nice weather. I built a new binnacle for the hydraulic steering, which involved a steep learning curve in order for me to reinstall it correctly. I also added an aerodynamic davit arch to hoist the dinghy and support the solar panels.

I did everything using epoxy products. Thank you, System 3, for your good stuff that reliably worked in temperatures as low as 40 degrees — those were the kinds of temperatures that I often had to deal with working on the shores of Puget Sound in the winter.

There were a couple of interesting things that made my project go a little easier. For instance, it was my good fortune to purchase a fine Paul Luke soapstone wood stove from another fellow in the yard. It was great to hear the crackle of wood heat while working on yet another cold, grey, rainy day! And after reading in *Latitude* how composting toilets have been used successfully in production catamarans, I got mine out of storage and installed it.

I painted the cat's topsides OSHA Yellow, thus her new name of *Sunshine*. I also fitted two new Yamaha outboards in transom pods that I bolted below the cockpit. The outboards tilt up into the space beneath our feet in the cockpit. After a quick rewire and a plumb, the engines were up and running.

Thanks to a final three-month burst of working 10 hours a day, seven days a week, *Sunshine* was launched on the last day of August, 2010. The shakedown sail was 32 days up through the San Juans and Canadian Gulf Islands. It was heaven. I estimate that, so far, the trip cost about \$1,290 per day, labor excluded!

Restoring *Sunshine* cost three whole summers of my life and two girlfriends. Yes, many times I dreamed about torching the whole thing. But I learned that perseverance is my strong suit, and one must be a determined soul to get through a project such as mine. Fortunately, I work part-time and live frugally. Nonetheless, I wouldn't recommend doing what I did as a way to get out sailing on the cheap. Time is the most expensive and dearest commodity in this life, and four years is a very long time.

All along I've wished I knew the history of my cat. She was built in or near Los Angeles in '73 during the heyday of backyard multihull building. Originally named *Double Dipper*, she was renamed *Cloud Nine* during her years as a party boat out of Portland.

The former owner says he heard she'd been to Mexico, and was then abandoned for years in Sitka. One year he took her up the Columbia River as far as Idaho — and almost lost her in a forest fire that burned down to the river's edge! But that's all I know. I'd love to hear from anyone who knows who designed and/or built her, and more of her history. I've searched every book and magazine, and have never seen one like her. Even my friends who were building multihulls in California in the '70s say she's unique. If you know anything about *Sunshine*, please email me at wholebird@gmail.com.

— john hulburd



JOHN HULBURD

John's partner, Amy Relnick, navigates through a handy hatch located over the helm station.

alaska eagle explores south georgia

Most sailors, at some point in their sailing careers, read tales of derring-do and yearn for wild adventures of their own. Scant few are fortunate enough to make those adventures a reality. But students aboard *Alaska Eagle* — Orange Coast College School of Sailing and Seamanship's 65-ft, S&S-designed, aluminum sloop — do just that when they sign up for a leg on one of the boat's many training cruises.

Alaska Eagle left Newport Beach on October 30 on an eight-month, eight-leg circumnavigation of South America. The first four legs got



PETER MOLNAR

'Alaska Eagle' makes her way through Drygalski Fjord on the southern end of the island.

the boat around Cape Horn and as far as Ushuaia, Argentina, where Pacific Palisades' Anton Kozhevnikov boarded as one of eight student sailors signed up for Leg 5 — a potentially grueling romp to South Georgia Island and up to Buenos Aires.

"It was the only leg that interested me," recalled Anton when asked why he signed up for the trip. "I wanted to get to a place that I didn't think I could get to on my own, so to do

it on such a beast of a boat was very appealing." An avid outdoorsman, Anton was very familiar with *Alaska Eagle*, having sailed a leg from Friday Harbor, Washington to the Bay two years ago.

Anton says he would classify every student on the boat as, at the very least, an intermediate sailor. "Everyone had ocean experience and great stories to tell," he noted. Those tales, in fact, are part of what made the journey such a memorable experience, and what helped bring the 11 very diverse sailors together as a crew.

Skippering Leg 5 was renowned sailing master Richard Crowe, with the school's director, Brad Avery, acting as first mate — a stellar lineup, the magnitude of which was not lost on Anton. "To do this trip with Rich and Brad on one of the best-prepared boats in the world was a chance of a lifetime," he gushed. "Everyone aboard realized that."

Prepared as they were for whatever the Southern Ocean would hand up, the entire crew was shocked by the weather they encountered on their way to South Georgia. Instead of 50-knot winds and 40-ft seas, *Alaska Eagle* ran nearly dead-downwind in 20 knots and 10-ft seas almost the entire way. "It would have been a tradewind passage if the temperatures hadn't been in the low 50s," says Anton.

The crew spent 10 awe-inspiring days exploring the island, mingling with emperor penguins, communing with fur seals, and hiking absolutely everywhere. When asked for his impression of South Georgia, Anton was so overcome with emotion he could barely form a sentence: "Desolate . . . glaciers . . . very isolated . . . beautiful . . . serene . . . breathtaking. It's raw nature down there. You really can feel that it's the kind of place that takes a long time and a real adventure to reach."

One of Anton's favorite moments was drinking whiskey at Ernest Shackleton's grave with Rich Crowe on their shared birthday, February 19. "I loved reading about Shackleton's adventures, especially in his book *South*," he said. "It was like paying homage to the man who inspired me."

The last part of the leg, from South Georgia to Buenos Aires, was a little harder on the crew, with 30 knots on the nose and pounding seas for four days, but *Alaska Eagle* took the beating like the champ that she is, and soon crossed the 40th parallel. "It warmed up 10 degrees very quickly," recalls Anton. "We all started shaving again — even Jeff Svihus, who had a big, bushy beard he hadn't shaved in years!"

continued on outside column of next sightings page

neraida

With the help of many local workers, and the generosity of passing cruisers, she managed to get *Nereida* seaworthy again in record time. "It was very frustrating being trapped for so long," she told us. "It's just great to be free to sail on again!"

Nereida arrived in Port Stanley in the Falklands on March 19 after an uneventful passage from Puerto Español. Jeanne spent a week exploring the islands and working on a few remaining issues aboard



The 200-ft 'Bayard' was wrecked in Ocean Harbour 100 years ago and is now a breeding ground for blue-eyed shags, a type of cormorant.



Jeff Svihus shaved his beard at 40°S.

— cont'd

Nereida before heading off for Cape Town, which was planned for March 29. "I was going to leave on March 28 but a deep low is forming," she said. "No point in heading straight out into strong north winds!"

Once in Cape Town, she'll have officially completed a full circuit of the globe via three of the five Great Capes — she left there last March after aborting her first nonstop solo attempt. You can follow her progress at www.svnerida.com.

— *ladonna*

alaska eagle — cont'd

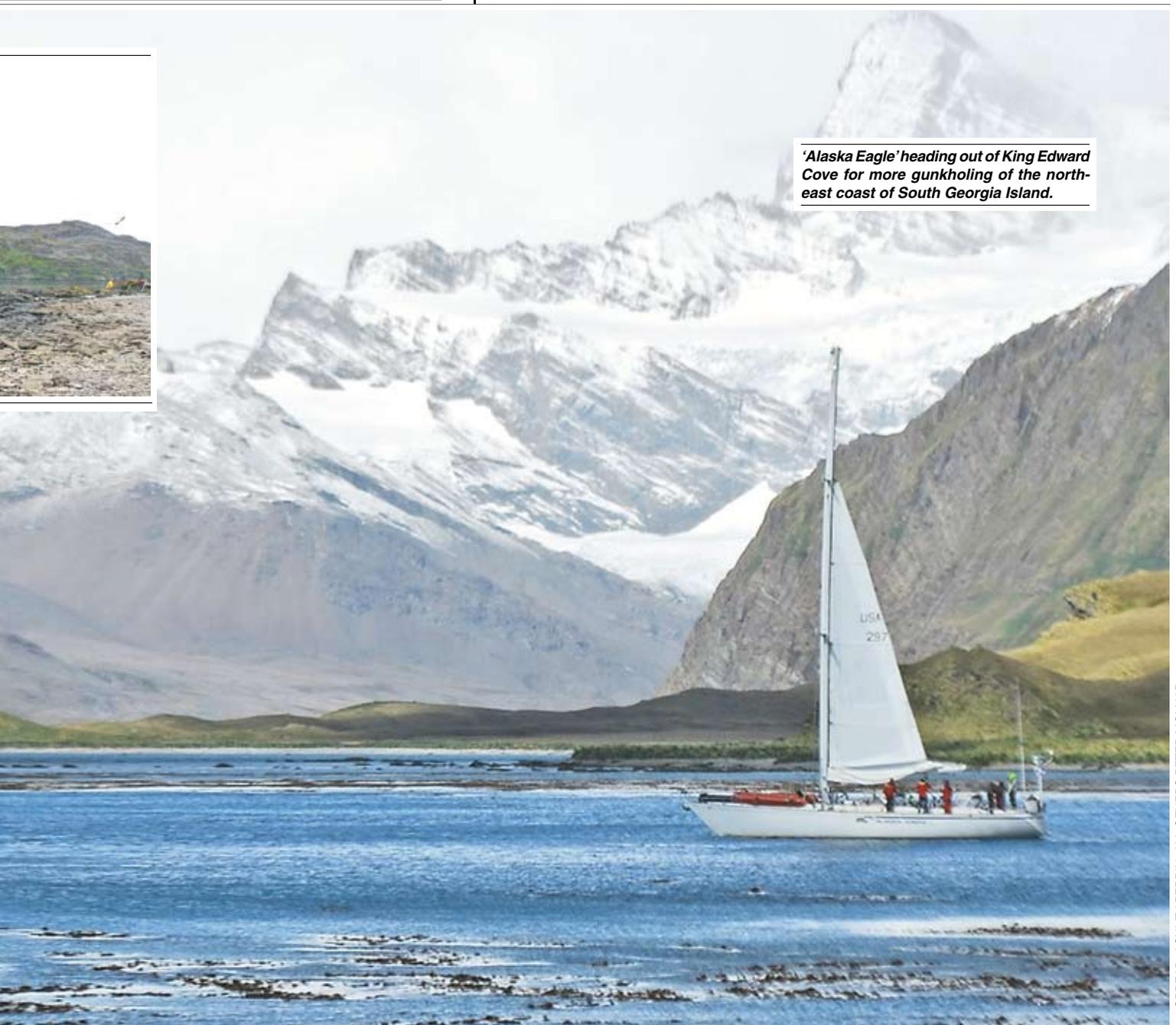
Now back home, the 39-year-old geographer dreams of preparing his Aries 32, *Horizon*, for a trip of her own, hopefully to Hawaii and the Pacific Northwest. "A trip like this prepares you for your own personal adventures," he said. "Now if my wife will just give the okay . . ."

The crew of *Alaska Eagle* had just reached Rio de Janeiro as this issue went to press, with Leg 7's departure for Antigua scheduled for April 1. From there, she'll head to Panama with an estimated arrival back home in Newport on June 15. There's little doubt that the crews' online reports — which can be found at www.occsailing.com — are inspiring more than one landbound sailor to take the leap and commit their own acts of derring-do.

— *ladonna*



'Alaska Eagle' heading out of King Edward Cove for more gunkholing of the north-east coast of South Georgia Island.



AMERICA'S CUP 34

On-the-water action in the AC drama may have been limited, but plenty was going on behind the scenes. Here's our wrap up of changes, news and dockside rumors:

The America's Cup Race Management and AC Event Authority reached out to the local sailing community last month at a pair of meetings. The first was the local gathering of the Sailing Renaissance group, a collection of local sailing business leaders who've been meeting for the past couple years to try to come up with ways to boost local sailing businesses.

Naturally, the advent of an America's Cup on the Bay has attracted quite a few more people to the mix, and the meeting on March 8 packed the Golden Gate YC with over 150 people who showed up to get an idea of how the Cup could affect their businesses. Group co-founder and *Latitude 38* Associate Publisher John Arndt assumed the MC duties for the three-hour meeting which was kicked off by a instructive address by US Sailing President and Cup winner Gary Jobson.

Jobson, in his role as Cup commentator for ESPN going back to '87, touched on a variety of topics in the course of his speech, but the one that got our attention the most was his relating the story of how Annapolis came to host a stopover during the '98-'99 Whitbread Race.

"You have to realize that you're all on the same team, the same boat," Jobson said. "Once people in Annapolis realized that, then there was plenty to go around."

He then highlighted the importance of celebrity in getting mainstream attention for the Cup, citing the involvement of past U.S. presidents as being essential to the

Back by popular demand, this is the last time we'll show the course area map for AC34, for now.

Cup's prominence.

US Sailing board member and AC34 PRO — and former St. Francis YC Racing Director — John Craig was next up, touching on a wide variety of topics including the pier layouts and the impact on seagoing traffic on the Bay, topics on which he went into more detail a few days later at a meeting for yacht club and YRA representatives. Following Craig was a panel comprised of AC management veteran and sponsorship liaison Ashley Tobin, marketer Eric Holzheimer, and Protector USA's Howie Shiebler all of whom spoke to the need for positioning oneself, and one's business or club early to take advantage of the opportunities the Cup will bring.

Two days later Craig was back at the club, this time for a much smaller but no less important group of YRA and yacht club representatives — who had reached out to ACRM in January to start the dialog about how the event would affect local sailing. And while his address at the Sailing Renaissance meeting was worthwhile, the topics at the front of most Bay Area racers' minds were addressed in far greater detail at this more intimate gathering. There were a couple key takeaways.

"The races will be 45 minutes long," Craig said. "Not 44 minutes, not 46 minutes."

He went on to explain that due to the nature of the requirements for televising the races, the Dynamic Positioning vessels that will be used as marks will be interfaced with technology that will be able to predict the speed of the boats around the course and adjust leg lengths accordingly. When people in the crowd guffawed at the idea, Craig replied that he'd already turned



A total of four AC45s are terrorizing the waters off Auckland, ahead of a test event in April.

down the TV executives' idea of having a caution flag as in auto racing, in order to provide time for commercial breaks. The end result, as far as Bay Area sailors are concerned, is that the prescribed nature of the racing will mean that the interruptions will be pretty predictable.

"We don't want to shut down non-Cup racing on the Bay," Craig said. "The last thing we want is for the event to come and go and have people say, 'Well, that sucked.'"

The practical implications are far from being obvious at this point, but they will be much clearer at the end of April when ACRM runs a test event in Auckland.

JOBS!!!

Not as in Steve Jobs, but rather as in jobs for sailors. One of the coolest things to come out of the smaller meeting is that the ACRM will be coming to the local clubs for two things.

First, they will need help — a lot of help — with course marshalling. They expect to



ACEA

— SAN FRANCISCO BAY



GILLES MARTIN-RAGET

quoted as saying, "The impact of those changes have been completely unknown until now, and those who negotiated on behalf of the city have some serious explaining to do. There were substantial increases in obligations and liabilities for the city."

Although the changes were apparently greenlighted by the City Attorney's office, the report stated that they significantly increased the City's obligations — prohibited under the agreement the Board of Supervisors approved.

Honestly, we don't know what bearing this will have on the event, and we hope that for America's Cup 34 it means little or no interruption. But one thing is for sure: given Larry Ellison's success in litigating both in the business world — he pounded rival SAP to the tune of \$1.3 billion in damages in a lawsuit last year — and the Cup arena, where he smacked Ernesto Bertarelli's Alinghi team around in the lead-up to AC33, we wouldn't bet against him.

USA 17 Is In San Francisco

Oracle Racing seized yet another opportunity to build awareness of the 34th America's Cup when USA 17, winner of the 33rd contest, arrived at Pier 80 early on the morning of February 28. All the local mainstream media outlets, Golden Gate YC boosters, and sailing journalists were joined by the America's Cup Event Authority press officer Stephanie Martin and Oracle team members John Kostecki and Ian Burns. The unloading of USA 17 and its 223-ft wing didn't actually happen until the following day, and it was later placed

'USA 17' is in San Francisco, having arrived at the end of February. But don't expect to see her tearing around the Bay any time soon, if ever.

need upward of 200 marshal boats to help maintain order among a spectator fleet that's expected to reach in the neighborhood of 5,000 boats and surround a course area that is six times the size of the ditch zone the Coast Guard sets up for Fleet Week — an effort itself that requires 50 boats. So Craig and the ACRM came with their hands out, asking for help from the clubs and their members to find the boats and drivers they'll need. A training process is in the works, and we can guarantee you, there will be no better way to see the action from the water.

Second, Craig said that they will be recruiting almost exclusively from the Bay for Race Committee staff that will work on every America's Cup World Series event, the Louis Vuitton Cup and the Cup itself. These 60-80 people will need to be able to commit to roughly two-week stints for every ACWS event, and will get paid with more than just a million-dollar view.

If you're interested in either, go to www.americascup.com and click on the "Join our team" link. When you upload your resume, make a note that says "Attention

John Craig" and "Race Committee."

Did the Deal Get Worse?

Early last month, City of San Francisco Budget Analyst Harvey Rose released his report on the changes negotiated by former Mayor Gavin Newsom to the Host Venue Agreement agreed upon by all 11 Supervisors in mid-December.

In an article in the *San Francisco Chronicle* by reporter John Coté, supervisor Ross Mirkarimi, who commissioned Rose's analysis, took exception to the changes made by Newsom and his team.

"We ratified a decent deal, but the proposal changed significantly by Dec. 31," Mirkarimi was



ERIK SIMONSON/WWW.H2OSHOTS.COM

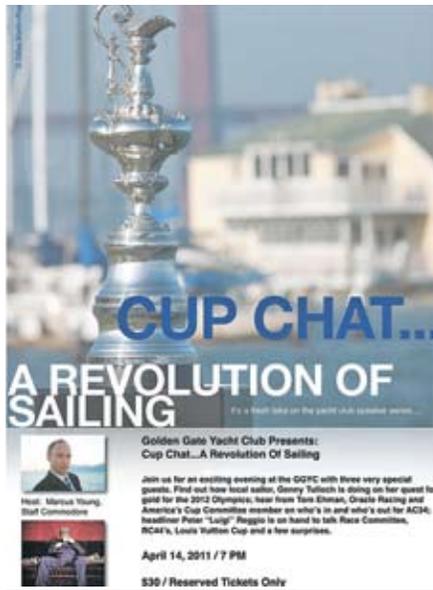
AMERICA'S CUP 34

in a massive shed at the pier. From what was said, it sounds pretty unlikely that USA 17 will sail on the Bay, and that it also may be some time before it's available for public viewing. Hopefully, Ellison will use some of that pier property he negotiated for to set up a *Spruce Goose*-style display space for the massive tri.

The Challengers

The list of challengers has grown since last month with the announcement of a Team New Zealand campaign that has retained its title sponsor of '07, Emirates Airlines. Team boss Grant Dalton has been quoted as saying that despite the sponsorship, the team still isn't fully funded, although they have already taken delivery of an AC45.

Just four days before the entry deadline, the country that gave the world the fully-battened mainsail announced it will be rejoining the modern Cup era for another go. China Team announced March 28 that it will be back in the mix for the 34th America's Cup, after debuting in Valencia for AC32.



'Cup Chat — A Revolution of Sailing' will take over the Golden Gate YC on April 14. It doesn't start until after Strictly Sail Pacific closes for the day, so you have no excuse not to go . . .

Dollars and Sensibilities

The Forbes list of the world's richest people came out last month, and with it the news that Bernard Arnault, chairman of

the Louis Vuitton Mœt Hennessy Group, surpassed Larry Ellison in the rankings. That's pretty funny considering that Louis Vuitton was the first sponsor to sign on to America's Cup 34, for what one Event Authority official called a "significant" dollar amount.

Cup Chat

The Golden Gate YC is putting a new spin on its speaker series with "Cup Chat — A Revolution of Sailing." The next event will feature guests Tom Ehman, Genny Tulloch and headliner Peter "Luigi" Reggio, one of the world's preeminent PROs. Staff Commodore Marcus Young, is hosting the event at the club on April 14 at 7 p.m and reservations are required. Email: pr@ggyc.com. The event will also feature a live jazz band led by Cyril Guirard, whom we know of first as crew aboard Mark Howe's Farr 36 *War Pony*, which set what we believe has to be the fastest time to Hawaii for a boat under 40-feet — 8.5 days — in last year's Pacific Cup. Granted, that'll look pedestrian compared to an AC 72 . . .

— **latitude/rg**

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BIG DADDY REGATTA



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Had Jeff Spicoli been a sailor he might have said something like, "All I need is some tasty breeze and a cool buzz and I'm fine." Spicoli, Sean Penn's character from the '82 comedy classic film, *Fast Times at Ridgemont High* would have found both at the Richmond YC's Big Daddy Regatta March 12-13. With a *Fast Times* theme, pre-race gin fizzes and one of, if not *the* most, brilliant race days of the year so far on Saturday, Spicoli would have undoubtedly dubbed it, "Awwwe-some!"

With sunshine, temps in the high-60s and breeze that started out at nine knots and built to the low teens throughout the

Spread — if you were in doubt about the conditions for Day 1 of the Richmond YC's Big Daddy Regatta, this photo says it all. Insets, from left — the Open 5.70s were the largest one design class at the regatta, and have since added two more boats to their contingent on the Bay; the fleets got mixed up at times.

day, there wasn't much to dislike about this annual event that bookends the Bay's summer racing season.

"If it were like this all the time, everyone would move here just to sail," said Gordie Nash, who sailed his modernized Santana 27 *Arcadia* to a 1-1-3. He had a one-point win in the seven-boat PHRF G division over Don Taylor's *J/24 On Belay* and brother Chris Nash's Hawkfarm *El Gavilan*.

The secret must have gotten out in advance, because 86 boats in seven one

design and five PHRF divisions showed up on Saturday for three buoy races.

The fastest PHRF division was labeled "B" and went to Jeff Pulford's Sydney 38 *Bustin' Loose*, which notched a 2-1-3 to finish two points clear of a tie for second in the 10-boat division — between Brad Copper's Tripp 43 *TNT* and Sy Kleinman's Schumacher 54 *Swiftsure II*, decided in favor of the former on a countback.

PHRF D — there was no "C" — was all John Wimer's *J/120 Desdemona*, a

— AWWWWESOME!

STEVE HOLLOWAY/RUNEMEDIA



perennial contender for honors both on the water and at the party. *Desdemona* racked up three straight bullets to finish three points clear of Wayne Koide's Sydney 36 CR *Encore*. The latter scored a trio of seconds' to finish five points ahead of Dan Alvarez' JS 9000 *JetStream* in the seven-boat division.

Tied for the largest handicap division, PHRF E went to Dean Treadway's immaculate, bright-finished, cold-molded Farr 36 *Sweet Okole*. *Okole* and Gerry Brown's Farr 38 *Mintaka 4* each put up seven points, with the former taking the win on a countback by virtue of her pair of bullets in the second and third races.

Bryce Griffith's Antrim 27 *Arch Angel* rounded out the podium two points back.

Mitchell Wells' Soverel 33 *Flexiflyer* put up three bullets to take PHRF F ahead of OYRA President Andy Newell's Santana 35 *Ahi*, which scored a 2-2-2. Peter Cook's Ultimate 24 *For Pete's Sake* rolled on into third in the six-boat division.

The seven one-design divisions were made up of some regulars, some new ones and some that were returning after a hiatus. The Express 27s, which normally draw a decent crowd for the regatta pulled

only five boats, and Steve Katzman's *Di-anne* took honors with straight bullets.

The J/105s did a little better with six boats lining up to see Tom Kennelly's *Wonder* and Charles James' *Roxanne* battle it out for the honors. *Wonder* won on the strength of a 2-1-1 to *Roxanne's* 1-2-2.

One-upping the 105s were the Ultimate 20s, with seven boats. Tom Burden's *Layla* scored a 2-1-1 to finish one point clear of Michael Eisenberg's *Toon Town*, which scored a 1-2-2.

The Wylie Wabbits did one better than the Ultimate 20s, bringing out eight boats. The typically close fleet saw Erik Menzel's

BIG DADDY REGATTA

STEVE HOLLOWAY/RUNEMEDIA



Above — Tony Pohl's Farr 40 'Twisted' bears away around a weather mark. Spread — Chris Sears' Express 37 'Exy' charges upwind with her righting moment engineers earning their keep on the weather rail.

Bad Hare Day win on a countback after tying with Sarah Deeds, who was sailing *Jack*, borrowed from Bill Erkelens. Kim Desenberg's *Mr. McGregor* racked up two bullets in the second and third races, but a sixth in the opening race meant that *Mr. McGregor* finished one-point out of first.

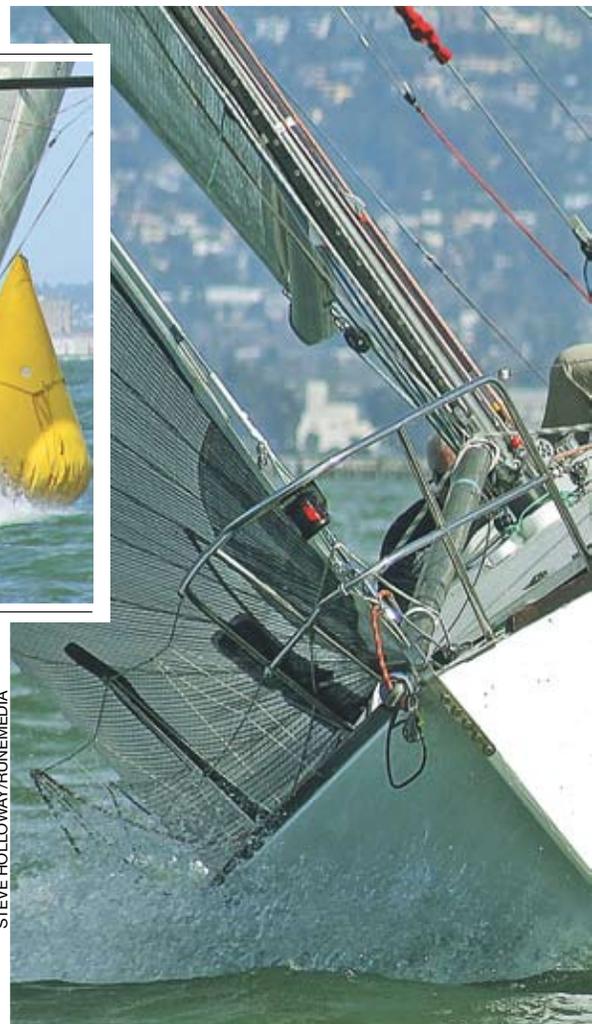
The Express 37s drew six boats, and the race wins were divided among the top-three boats, with Kame Richards' *Golden Moon* sailing to a consistent 2-2-1 to beat out Bob Harford's *Stewball* and Michael Maloney's *Bullet* in second and third respectively.

The Olson 25s brought out five boats, with Nesrin Basoz' *Sweet Ness* rolling to a 1-1-2 to beat out Tom Blagg's *Pearl* (3-2-1) and Daniel Coleman's *Baleineau* (2-3-3).

Although the smallest boats of any of the one designs, the Open 5.70s turned

out the largest fleet. In just a few short years, this phenomenon of a class has built a solid following on the Bay, with nine boats showing up for the regatta. Former Express 27 sailor Tom Baffico sailed *The Maker* to a 2-1-1, finishing four points clear of Barry Demak's tongue-in-cheek-named *Whale Tale* — Demak was aboard the late J/120 *J/World* when it was lost off the Baja Coast during the '09 Baja Ha-Ha after a collision with a whale. Two points behind Demak was Nik Vale's *Demonic*.

The Bay's Open 5.70 fleet now numbers 11 boats, attracting converts with a combination of user-friendly speed, compactness, and suitability for the local conditions. Their powerful, brightly-colored hulls and square-top mains undoubtedly help the boat catch eyes, and we'll be surprised if the fleet doesn't



STEVE HOLLOWAY/RUNEMEDIA

continue to attract more sailors in the coming years.

Saturday night is, of course, party night at the Big Daddy and the tunes provided by The Fast Times Band kept

From left — The Fast Times Band has got to be one of the best we've ever seen at a regatta party, and the crowd thought so too; 'Desdemona's' Katie Cochrane owned the dance floor; you're in trouble . . . the detention list included some of the Bay's most notorious racers and those who weren't listed got the write-in nod from the crowd.

LATTITUDE/ROB



LATTITUDE/ROB



LATTITUDE/ROB





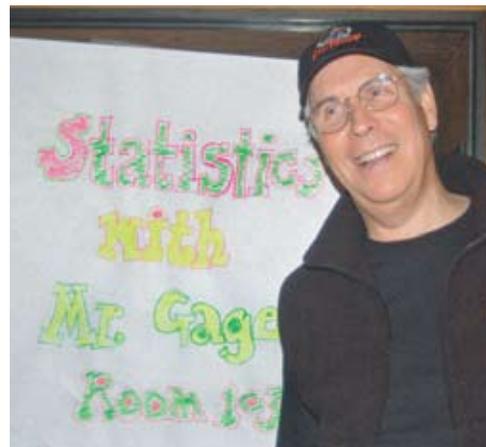
the dance floor packed while a dinner spread that had everyone raving kept bellies filled enough to soak up excess libations.

Although Sunday was pretty much the opposite of Saturday on the pleasantness scale — it was cold, gray and rainy — it didn't stop 80 monohulls and seven multihulls from showing up for the 11-mile pursuit race, aka the Two-Island Fiasco, that allows the boats to choose what order they round Alcatraz and Angel Islands.

Although he's a lot more pleasant than the teacher played by Ray Walston in the movie, you can call Gordie Nash "Mr. Hand," as he gave the monohull fleet a follow-up lesson on how to win with *Arcadia* — capping off a successful weekend with the pursuit race victory. Baffico's *The*

Maker finished second and John Wolfe's *Ultimate 20 Breakaway* rounded out the top-three.

For the first time — that we know of — the multihulls sailed in a separate division for the pursuit race, which we think was a positive step for a couple reasons. First, the chances of later starters having more breeze are almost always better than the other way around, and due to their speed, multihulls almost always start later than the bulk of the monohulls. Second, the Bay Area Multihull Associa-



LATITUDE/ROB

Naturally the PRO leads the statistics class right? Bill Gage was the head number cruncher.

tion ratings — although much improved over the last couple of years — have always seemed exceedingly generous to the multihulls compared to the monohulls' own handicaps, especially on the random leg and downwind courses, like the pursuit races and Three Bridge Fiasco when they usually compete together.

If we're counting right, this year successfully marked the 28th anniversary of the regatta founded by its namesake, the late Richmond YC Commodore Bob "Big Daddy" Klein. His outsize presence continues to bring the Bay's sailors out *en masse* for one of the biggest regattas on the Bay.

— **latitude**/rg

RICHMOND YC BIG DADDY REGATTA (3/12-13)

SATURDAY:

PHRF B — 1) **Bustin' Loose**, Sydney 38, Jeff Pulford, 6 points; 2) **TNT**, Tripp 43, Brad Copper, 8; 3) **Swiftsure II**, Sy Kleinman, 8. (9 boats)

PHRF D — 1) **Desdemona**, J/120, John Wimer, 3 points; 2) **Encore**, Sydney 36, Wyne Koide, 6; 3) **JetStream**, JS 9000, 11. (7 boats)

Below — Brooks Dees' GP 26 'Salt Peanuts' hangs in a tough spot above two progressively bigger boats. **Left** — Michael Maloney's Express 37 'Bullet' chases Kame Richards' 'Golden Moon'.



STEVE HOLLOWAY/RUNEMEDIA



STEVE HOLLOWAY/RUNEMEDIA

BIG DADDY REGATTA

PHRF E — 1) **Sweet Okole**, Farr 36, Dean Treadway, 7 points; 2) **Minataka 4**, Farr 38, 9; 3) **Arch Angel**, Antrim 27, Bryce Griffith, 9. (6 boats)

PHRF F — 1) **Flexiflyer**, Sovereil 33, Mitchell Wells, 3 points; 2) **Ahi**, Santana 35, Andy Newell, 6; 3) **For Pete's Sake**, Ultimate 24, Peter Cook, 10. (6 boats)

PHRF G — 1) **Arcadia**, Modernized Santana 27, Gordie Nash, 5; 2) **On Belay**, J/24, Don Taylor; 3) **El Gavilan**, Hawkfarm, Chris Nash, 9. (7 boats)

EXPRESS 27 — 1) **Dianne**, Steve Katzman, 3 points; 2) **Elise**, Nathalie Criou/Nathan Bossett, 9; 3) **Light'n Up**, Karl Gillette, 10. (5 boats)

J/105 — 1) **Wonder**, Tom Kennelly, 4 points; 2) **Roxanne**, Charles James, 5; 3) **Orion/Godot**, Keith Laby, 10. (6 boats)

ULTIMATE 20 — 1) **Layla**, Tom Burden, 4 points; 2) **Toon Town**, Michael Eisenberg, 5; 3) **Breakaway**, John Wolfe, 10. (7 boats)

WYLIE WABBIT — 1) **Bad Hare Day**, Erik Menzel, 7 points; 2) **Jack**, Sarah Deeds, 7; 3) **Mr. McGregor**, Kim Desenberg, 8. (8 boats)

EXPRESS 37 — 1) **Golden Moon**, Kame Richards, 5 points; 2) **Stewball**, Bob Harford, 7; 3) **Bullet**, Michael Maloney, 8. (6 boats)

OLSON 25 — 1) **Sweet Ness**, Nesrin Basoz, 4 points; 2) **Pearl**, Tom Blagg, 6; 3) **Balieneau**, Daniel Coleman, 8. (5 boats)

OPEN 5.70s — 1) **The Maker**, Tom Baffico, 4 points; 2) **Whale Tale**, Barry Demak, 8; 3) **Demonic**, Nik Vale, 10. (9 boats)

SUNDAY PURSUIT RACE:



ERIK SIMONSON/WWW.H2OSHOTS.COM

MONOHULL — 1) **Arcadia**; 2) **The Maker**; 3) **Breakaway**, Ultimate 20, John Wolfe; 4) **Toon Town**, Ultimate 20, Michael Eisenberg; 5) **Quiver**, N/M 36, Jeff McCord; 6) **Encore**; 7) **Split Water**, Beneteau 10R, David Britt; 8) **Golden Moon**; 9) **Always Friday**, Antrim 27, John Liebenberg; 10) **Tiki Blue**, Beneteau 423, Gary Troxel. (80 boats)

Dan Alvarez' JS 9000 'JetStream' glides upwind during Saturday's champagne sailing.

MULTIHULL — 1) **Adrenaline**, Modified D-Class Catamaran, Bill Erkelens Sr.; 2) **Carpe Diem**, Hobie Miracle 20, Tim Parsons; 3) **Shadow**, Formula 40, Peter Stoneberg; 4) **Beowulf V**, D-Class Catamaran, Allan O' Driscoll; 5) **n/a**, Hobie Fx one, Jacob Sailer. (7 boats)

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THE 5,000-MILE WAVE

Though nothing can compare to the devastation that occurred in Japan after the March 11 earthquake and tsunami, the tremendous number of firsthand reports we received from all over the Pacific on the effects of the tsunami were not only interesting, but very informative.

— **latitude 38**

We departed Ala Wai Marina in Honolulu about three hours before the scheduled arrival of the tsunami. There had been regular announcements that going to sea was the safest tactic. The port captains and the Coast Guard closed all Hawaii harbors to incoming vessels, and kept them closed until noon the next day so they could assess the damage.

It was a very unpleasant night at sea for us, between apprehension about the conditions and dodging the several hundred other boats seeking refuge in deep water. By daylight we were pretty tired. Jim and I dropped anchor off Waikiki in 60 feet and rested until the Coast Guard said we could return to our slip. There was still significant surge in the marina for the next several hours.

Our friends who stayed in their slips, either because they were too shorthanded to leave or thought staying put was the right thing to do, were glad to have survived, and spent an anxious night readjusting lines. Six more inches of tidal change and it would have been a whole different story for them.

Diana and Jim Freeland
Prufrock, Santa Cruz 52

The tsunami was expected to hit Maui just before 3:30 a.m., so we had plenty of



time to get to the boat and take off. It was a beautiful starry Hawaiian night with a nice cool breeze and a less blowing all around us, so we weren't complaining.

Lahaina saw plenty of damage but no state workers.

Daylight came, and we started heading closer to Lahaina, thinking that the Coast Guard would soon signal the all-clear and let us return to the harbor. While we were making our way back, we

had the best whale-watching ever.

By 2 p.m. the harbor was still closed. With the help of a friend and his inflatable kayak, I managed to get my dog to shore to take care of business. I then walked down to assess the situation in Lahaina Harbor. I was astonished — so much water had gone out that there was no water under the docks! But after I'd turned away for just a couple of minutes to talk to a friend, the water had come in so high that it was covering the docks. (We don't have floating docks in Hawaii.) The surge was causing the water in the harbor to look like a river flowing in and then out. No wonder the Coast Guard hadn't let any boats back in the harbor!

One that hadn't been taken out of the harbor had her transom ripped off, and subsequently sank. A lot of the docks around the remaining boats were completely destroyed, along with the boats' swim platforms. Some boats sank and others were capsized. Dock boxes were destroyed, filled with sand, or relocated by the force of the water.

The most amazing thing to me was that nobody from Hawaii's Department of Land & Natural Resources — which is responsible for the operation and maintenance of the harbors — was anywhere to be seen in Lahaina Harbor on Friday or Saturday! It was left to us boatowners to replace missing dock planks, and put up 'caution' tape so people didn't fall through or off the docks where whole sections were missing. Boatowners were also pulling the flotsam and jetsam out to make the water safer. But where were our state workers? Didn't they care about the liability of electrical lines in the water, broken water pipes, docks with sections missing, sunken boats, and all the rest? Apparently not.

I then remembered it was 'Furlough Friday'. I guess a tsunami-destroyed harbor wasn't a big enough emergency for state workers to make an appearance.

The Coast Guard finally allowed the boats back in Lahaina Harbor on Saturday morning. There was still considerable surge, but it was manageable. Some boats had no slip to return to, but we are a resourceful lot and will come up with a Plan B. Fortunately, there was no loss of life or serious injury.

Anonymous

I watched a huge swell come in at Brookings, Oregon, and it was ugly and scary (www.youtube.com/user/brookings97415#p/u/6/ihZkON_huRY). It would have been bad news to have got-

ten caught in the channel when the surge came in, particularly with the Chetco River at a winter high. But the scene out at the bar was horrific. In addition, the forecast was for gale winds and big seas outside.

Some of the boats that escaped Crescent City lacked sufficient fuel to make it to Coos Bay or Eureka, so they were stuck outside hoping the Coasties would open the Chetco bar for them. But even after the surges were over, the harbor was a mess.

John Boye
Tom Thumb
Havsfidra 25

Like many people I thought the tsunami impact inside the Bay would be minimal but I was wrong. When I went to my boat in the Berkeley Marina (www.youtube.com/watch?v=3kn4XcOqR38) the following day, I found the remnants of the E37 dock finger in D36 next to my boat. The ends of D and E docks were badly damaged or broken apart. Some boats were damaged when they ended up partially under the docks or dock fingers. My liveaboard neighbors were jerked out of their bunks as the last major surge came through around midnight Friday.

I joined friends on a short sea trial of a boat in Sausalito and saw more than the usual amount of carnage and half-sunken boats in Richardson Bay. Several boats had sunk but no mention of this was made in the news. This was definitely not a non-event in the Bay.

My own boat was undamaged, and I attribute this to the fact that I keep fairly loose dock lines and the boat was able to ride out the surges. I think the boats that suffered most were those more tightly tied to their docks, allowing cleats to rip from the dock or the boat.

Bill Rathbun
Rhumblin, Islander 30 Mk II



— WESTERN PACIFIC TSUNAMI NOTES



USCG GROUP AIR STATION NORTH BEND

For me, the lesson was to move your boat to open ocean at the first warning of a tsunami! I subscribe to free tsunami email alerts (<http://ptwc.weather.gov/ptwc/subscribe.php>) that are delivered to my cell phone. I would urge everyone to sign up for this service.

Dick Drechsler
Last Resort, Catalina 470

I took my boat out for a sail in San Diego the day after the tsunami and, when I returned to my slip, the water flow was so strong that I had to use full power to get upcurrent into my slip. And my boat motors at 5.5 knots! Even as late as Sunday afternoon we were still experiencing changes in directions of the 'tides' every 10 minutes.

Barney Van Fleet
Sequestered, Hunter Legend 35.5

Our boat was unattended at Puerto Los Cabos. Jim Hart, who owns *Liberty*, the Hunter 36 a few slips down, reported that the water ran into and out of the harbor like a river for two hours, but there was no significant damage.

Craig & Diane Moyle
Concordia, Cape North 43

Ours was one of the boats in the Nayarit Riviera Marina on Banderas Bay (www.youtube.com/watch?v=d6lbcgUXH2k&NR=1). One of the local harbormasters got on the VHF net to tell everyone that all ports in Mexico were closed. He said that if a

boatowner left a marina or port, he/she could be subject to fines up to \$5,000. At that point, I turned to the Pacific Tsunami Warning Center and brought up the graphic *Latitude* later used on *'Lectronic Latitude* (see



Fourteen boats sank in Santa Cruz, which took an estimated \$30 million hit to docks and boats.

Sightings).

Thanks to the internet, we knew that the tsunami was supposed to hit La Cruz sometime between 12:30 and 2:30 p.m. At 10:30 a.m. we still had no word from the Mexican government or the port captain, and over the internet we started to see the reports of damage in places such as Crescent City and Santa Cruz. We decided to go to sea, even though the port captain's office was still flying the red flag, indicating the harbor was closed.

Brookings, Oregon, suffered an estimated \$6.7 million in damages from the tsunami surges.

A neighbor awoke me at 6 a.m. on Tsunami Friday to tell me of the warning, and suggested that I might want to check out my boat. My boat's engine was not working due to a problem with the exhaust system, and she was still in winter mode with double docklines — so I decided to keep her in port. Although mine was not one of the boats damaged in Santa Cruz Harbor (www.youtube.com/watch?v=Zgt8qBSZE0), I did see all the damage it caused. Next time I would definitely head out to sea.

Robert Stege
New Bird, Ranger 33

As it happened, I was in Long Beach on the Friday the tsunami hit the California coast, and there was nothing. A big fat nothing. And yet I went online and brought up a YouTube video of Cat Harbor at Catalina having some destruction from the current (www.youtube.com/watch?v=ilcfGVvQztM&feature=related).

Gendon

I was scheduled to leave Avalon on the morning of Tsunami Friday. I began monitoring the VHF at about 6 a.m., and other than the general tsunami advisory being repeated by the Coast Guard, the Harbormaster's Office in Avalon was mum. I did, however, overhear another boat get advice from the office at 7 a.m. that,

"If you can leave, by all means, do so."

En route to Marina del Rey, I picked up a report that the water had receded approximately 20 feet in Cat Harbor, then flooded about the same amount when the first wave hit around 8:45 a.m. It was subsequently reported that the dinghy dock pier was damaged and 10 small boats capsized.

I learned that King Harbor had been closed. Fifteen knots of current were reported at the channel entrance, with damage to docks in Basin 2.

About a half hour out of Marina del Rey, I called the harbor department and was told the harbor was open, and to use the south entrance. All but three of the dozen or so shoal markers had been dragged off-station and out to sea. I was advised to watch the depth, as unmarked shoaling had likely occurred due to the currents. Once inside the marina, I found that the markers dividing the sail/no-sail lanes had been knocked asunder and the current was running in rivers at about five to six knots. I saw no damage in the harbor, and I docked without incident.

THE 5,000-MILE WAVE

We motored 10 miles into Banderas Bay, where it was 400 feet deep. At that point we started getting reports of water surges in the various marinas around the bay. On the fourth and final surge in La Cruz, someone reported the fluctuation in the height of the water was 5½ feet, and caused currents in excess of 10 knots. Shortly after came reports of Dock 11 breaking up.

JOHN THOMPSON



Despite the tsunami, we had a nice sail, and had a great time watching whales playing off the Tres Marietas.

We returned to La Cruz around 5 p.m., and discovered that the marina was still closed due to surging water and floating debris from the broken docks. We spent the night in the anchorage outside La Cruz, and the next morning were one of the first boats to enter La Cruz Marina. The breakwater entrance still had a strong surge, and several of the channel markers were off-station by 50 to 300 feet. The most shocking evidence of the tsunami was the remains of the end fingers of Dock 11.

The extent of the damage at Marina Riviera Nayarit in La Cruz was a few broken docks.

Nobody was fined for leaving closed ports.

Tom Jeremiason
Camelot, Catalina 470

We were in San Blas, ready to get out of the shallow water, when everyone kept telling us that the port captain had closed the port. I had no idea what to expect by defying the closed port announcement, but I did know that a shallow estuary is about the worst place to be during a tsunami. So we motored out to sea, ignor-

ing the VHF and 'waving goodbye' to the people at the office who gestured for us to return.

About halfway to Isla Isabella — 20 miles or so out — a navy patrol boat gestured that we should return to port. They didn't speak to us, but they did take photos of our boat. Then they took off in a big hurry toward San Blas. We slowly motored toward San Blas until they were out of sight, all the while trying to figure out how much trouble we were in.

As we were trying to decide whether to continue north or return and face the wrath of the port captain, we noticed another sailboat on the horizon. It was Gerry on *Sol Seeker*. He said that he'd been told to return to San Blas, even though it was three hours away and only an hour before the tsunami was expected to hit. Both Gerry and I decided to keep going toward Isabella, and all was well. I just checked into Mazatlan and I was not arrested, so life is good again.

Arjan Bok
RotKat, Schionning 43

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GET 'EM OFF THE COUCH —

For decades the sport of sailing has been trying to shake off the perception that it's an elitist activity only accessible to the upper crust of society. Here at *Latitude 38* we've always worked hard to debunk that myth by demonstrating that access to sailing is much easier than

opportunities for kids from 7 to 18 to access sailing — regardless of their socio-economic backgrounds. In an era when sports programs are being cut from school curriculums, and rates of both adolescent obesity and diabetes are sky-rocketing, introducing kids to sailing might be one of the wisest things a modern parent can do. Not only will they get a healthy dose of outdoor exercise, but they'll gain self-confidence while learning new life skills and meeting physical challenges.

Many Bay Area yacht clubs have instructional 'junior' programs for kids, particularly during the summer months. There are also a number of community sailing programs specifically focused on making the sport of sailing accessible to any and all Bay Area youngsters.

Yacht Club Programs

As you'll see in the accompanying sidebar, there are at least 17 Bay Area YCs that offer summer sailing programs for kids, and nearly a dozen that offer them during the school year. Most have been operating successfully for many years thanks to dedicated club volunteers who organize events, teach classes, and do maintenance on the boats. Spring is the ideal time to check out their offerings in order to get your kids signed up well before summer begins, as most programs have a limited number of openings.

Although most YC summer sessions charge a fee, many offer scholarship programs for folks who can prove financial need. Parents usually *do not* have to be club members. At YCs where youth

membership is required, kids are typically offered a youth membership rate between \$15 and \$55. The idea, after all, is to bring new blood into the sport, not to set up deal-breaking obstacles. Young trainees typically need to know how to swim, but do not need previous boating experience.

At YCs, the focus is almost always on dinghy sailing, as the idea is to build basic skills which will serve as a solid foundation for a lifetime of sailing fun. By contrast, some non-YC programs are run aboard large keelboats, as their primary goal is just to give kids their first introduction to the nautical world.

A wide range of boats are used in junior programs, and in most cases they're provided at no additional cost. The vast majority of young sailors start out on El Toros or Optimist prams. Once they learn the ropes, they're likely to move up to Lasers, and eventually to two-person FJs or 420s (both jib-and-main boats). Some clubs also work with nearby high schools to provide race training and support racing teams.

YC junior programs tend to be a winning idea all the way around: The kids have a blast, get some exercise, gain an appreciation for the simple physics of wind power, and perhaps even pick up a lifelong hobby. The club members have fun sharing their expertise while getting to know potential future club members — or possibly future sailing rockstars. (John Kostecki and Melissa Purdy both spent a lot of time in the Richmond YC's program, as did Paul Cayard before moving on to the St. Francis YC.) And the kids' parents come away with the satisfaction of knowing they've introduced their son or daughter to a new form of active outdoor fun.

Community Access Programs

For the purpose of this overview, we'll lump together all non-yacht club sailing options. But, in fact, they each have distinctly different qualities and offerings. All 'community-access' programs tend to share the same overarching goal: to expose as many kids (and/or adults) as possible to the joys of sailing in the Bay Area's unique aquatic realm. Often, kids also come away with a greater awareness of the Bay's delicate marine ecosystem,



A first-time sailor takes the helm of the Alden 51 'Pegasus' during a daysail with her middle school class. All participants sail for free.

most would-be mariners think: Check out our online *Crew List* and you'll find crew positions for rides around the Bay and across oceans. Show up at any yacht club's weeknight 'beer can' race with a positive attitude and a six-pack of suds, and you'll likely find a ride for an evening of competitive fun. And if you're in the market for a knock-around starter boat of your own, you can often find one for under \$5,000 in our *Classy Classifieds* and elsewhere.

And, as you'll learn in these pages, the Bay Area also offers a wealth of

Once young sailors learn the ropes, they can participate in more advanced opportunities, such as this Encinal YC race program.



RICHARD GILLETTE

BILLY ZLOTCHKA

KIDS' ACCESS TO BAY SAILING



GREG TARCZYNSKI

Ah to be young and innocent again, experiencing the joy of sailing without the help of mom or dad (at Treasure Island Sailing Center.)

and an appreciation for the region's colorful maritime heritage. Most if not all such programs have provisions for kids to sail for free through need-based grants and scholarships. This fact has led to one of their greatest successes, as they are accessible to all kids, regardless of social status, some of whom might never have a chance to set foot aboard a sailboat otherwise, let alone learn to operate one.

For many years, savvy corporations have used 'team-building' exercises aboard sailboats to build character among their employees and foster an appreciation for mutual cooperation. The teamwork required to maneuver a big keelboat or rig and launch a fleet of sailing dinghies yields similar results in kids of all ages.

Here's a quick look at some popular community programs:

Treasure Island Sailing Center — Located literally in the middle of the Central Bay, this multi-faceted facility is well-named, as it is indeed a 'treasure' for the surrounding communities. Established by a group of Bay racers in 1999, the Center's programs have continually expanded over the years to promote sailing and ecological awareness to the broadest possible spectrum — including at-risk kids, and those who are mentally

or physically disabled. A wide range of programs give 7- to 18-year-old trainees exposure to sailing aboard dinghies as well as keelboats.

Thanks to extensive community support and volunteer fundraising, nearly 80% of participating kids sail for free. With its unique location at the edge of Clipper Cove — renowned for brisk winds over flat water — the Center conducts serious racing classes here also. (www.tisailing.org)

Oakland Park & Recreation Dept. — Two other 'gems' which greatly benefit Bay Area kids are the Lake Merritt Boating Center, near the city center, and the Jack London Aquatic Center, located along the north shore of the Oakland-Alameda Estuary.

A number of introductory programs are offered at the lake for grade-schoolers, including after-school learn-to-sail courses in El Toros. The action on the Estuary is geared primarily toward middle-schoolers and high-schoolers from any area school, who train and race aboard dinghies and keelboats. (www.oaklandnet.com)

Blue Water Foundation — As evidence that on-the-water experience for kids is a benefit to society, this nonprofit, volunteer-run group is heavily supported by both the San Francisco School District and the San Francisco Police Department.

Since its founding in 1992, more than 10,000 young salts from virtually every S.F. public school have sailed aboard the Foundation's 20-ft daysailers or its flagship, the 46-ft former ocean racer *Golden Bear*. (www.bluewaterfoundation.org)

The Pegasus Project — Over the past

Introducing kids to sailing might be one of the wisest things a modern parent can do.

15 years, thousands of kids have been introduced to the joys of sailing the Bay aboard the well-kept Alden 51 ketch *Pegasus*. Drawing primarily from East Bay schools, the volunteer staff's mission is for young trainees "to become productive members of a sustainable society through positive outdoor environmental education, and by reinforcing life skills." With the support of several partner organizations and profits from mainstream charter work, all kids who attend these hands-on sessions sail for free. (www.pegasusvoyages.org)

Call of the Sea — This well-respected organization offers three-hour programs aboard the traditional, 82-ft schooner *Seaward* (which also offers private charters). Hands-on sessions focus on seamanship, local history and navigation, and align with 4th- and 5th-grade social studies curricula — yet are adaptable to other grade levels. (www.callofthesea.org)

In Marin County, Sailing Education Adventures introduces kids of all social strata to the joys of sailing.



LATITUDE / ANDY

GET 'EM OFF THE COUCH —

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Investigate further details at: www.latitude38.com/YRASchedule/youth.html
and at the websites of individual organizations listed below.

YACHT CLUB PROGRAMS

Benicia YC — Derith Lutz, (707) 746-0739, www.beniciayachtclub.com. Smr Prgm, ages 9-12 & 13-18; Two 5-wk sessions Jun-Aug, Tue; DeWitt Dinghies, Optis & El Toros (prov'd)

Coyote Pt YC (San Mateo) — Laurel M. Reid, www.cpcy.com. Smr Camp, ages 8 to 16; Wks of 6/20, 6/27, 7/11, 7/18, 7/25, 8/1, M-F 9-4; Optis & El Toros: \$275/ wk; 10% off second child.

Encinal YC (Alameda) — Mallory McCollum-Bozina, (510) 769-0221, www.encinal.org; Smr Prgm, ages 8-18, all levels; 3-wk sessions, Jun-Aug, Mon-Thu; Optis, Lasers, FJs, 420s (prov'd); Spring, Fall Prgm, ages 8-18; Sat & Sun for 6 wks (dates TBA), 12:30-4:30; Optis, Lasers, FJs (prov'd); High Schl Prgm, grades 8-12; Wkends Feb-Apr; FJs (prov'd); Scholarships through Encinal Sailing Foundation.

Golden Gate YC — Dave Santori, (510) 693-9104, www.ggyc.com; High Schl Prgm, grades 9-12 from any high schl, esp. Lowell, Lincoln, or School of the Arts (middle schl students by arrangement); Tue & Thu, 4 til dark; FJs (prov'd); Free.

Inverness YC — Barbara Jones, (650) 474-1402, www.invernessyachtclub.org; Smr Prgm 6/27-7/15 & 7/19-8/5; Optis, El Toros, Lasers, FJs & Flying Scots (prov'd); \$800; Scholarships.

Monterey Peninsula YC — (831) 372-9686, www.mppyc.org; Smr Lessons, ages 8-16; Eight 1-wk all-day sessions starting early Jun, except wk of 7/4; Optis, FJs (prov'd); Scholarships avail. High Schl Team, grades 8-12 from Pacific Grove, Salinas & Monterey; Fri afternoons during schl year; FJs (prov'd).

Richmond YC — (510) 237-2821, www.richmondyc.org; Parent or child must be RYC member (jr. membership: \$20 initiation + \$50/yr); Jr Slg Winter, ages 8-18; Most Sun, Oct-Mar, 9:30-3:30; El Toros, Bytes, Lasers (BYOB) & Optis (avail for rent, \$250/season); \$115 + two days of parent volunteer time. Dblhanded Prgm, ages 8-18; Most Sun, Oct-Mar, 9:30 am-3:30 pm; FJs, 420s (prov'd); \$250. Smr Prgm, grades 8-12; Wkdays, Jun-Aug; FJs, 420s. Smr Sleepover Camp (at Stockton Slg Club); Jul 10-16; El Toros, Optis (BYOB); \$275 + 3 days of parent volunteer time; Scholarships.

St. Francis YC (San Francisco) — Mike Kalin, (415) 820-3729, www.stfyc.com. Tinsley Island Smr Camp, ages 7-17; One-wk sessions, 6/21-25, 6/28-7/1, 7/5-9; Optis, Lasers, Bytes, 420s, windsurfers (prov'd); cost TBD; Scholarships avail. Begin Opti, ages 7+; Sat, Sep-May; Optis, FJs, 420s, 4.7s, windsurfers (prov'd); cost TBD; Scholarships. High Schl Slg; Sep-May; FJs (prov'd); cost TBD; Scholarships.

San Francisco YC (Belvedere) — Forrest Gay, (415) 435-9525, www.sfyc.org.

Spring & Fall Learn-to-Sail Prgm, ages 8-18; Apr-Sep; Optis, Laser Radials & 4.7s, FJs, 29ers, 420s (prov'd). Smr Prgm, ages 8-18, all levels; Jun-Aug; Optis, Laser Radials & 4.7s, FJs, 29ers, 420s (prov'd). High Schl Prgm, grades 9-12 from any Marin City high schl; After schl, Tue-Fri; FJs (prov'd); Scholarships through Belvedere Cove Foundation.

Santa Cruz YC — Peter Pillsbury, (831) 425-0690, www.scyc.org. Pinto Lake Prgm, ages 8-14; Pinto Lake, Watsonville; Sun, Sep-Mar; El Toros (avail for rent); \$55 YC jr membership. Scholastic Prgm, grades 8-12 from Pacific Collegiate, Santa Cruz, & Soquel High Schls; Santa Cruz Yacht Harbor; Sat, Sep-Mar; FJs (prov'd), Lasers, 420s. Advanced Slg Prgm, independent competitors; Moore 24s (prov'd); Lasers, 29ers, etc. (BYOB).

Sausalito YC — Rob Dubuc, www.sausalitoyachtclub.org. Smr Prgm, ages 9-17; Jun-Aug. Begin, High Schl Varsity & JV Slg; Sep-May; Optis, Lasers, Laser Radials (prov'd); Scholarships through Sausalito Youth Slg Foundation.

South Beach YC (San Francisco) — Kevin Wilkinson, (650) 333-7873, www.southbeachyc.org. Jr Prgm, ages 9-16; one 1-wk Intermed session, Jun; one 2-wk Begin session Jul; one 1-wk Begin/Intermed session Aug; Lasers, FJs (prov'd); \$225/wk; Scholarships.

Spinnaker YC (San Leandro) — (510) 577-3462, www.spinnakeryc.org. Smr Slg Camp, ages 10-18, must be able to swim; Three 1-wk classes Begin Jun, Begins & Intermeds; 9 am-4 pm; DeWitt Dinghies (prov'd); \$200/San Leandro res'ts, \$225/non-res'ts.

Sequoia YC (Redwood City) — (650) 361-9472, www.sequoiayc.org. Jr Begin/Intermed Prgm, ages 10-14; Dan Humphreys, (650) 941-9303; Sat, fall/spring, 9-11 am, (Begin); 11:15-1:15 (Intermed); El Toros (prov'd); \$125/10-wk session. Advanced Prgm, ages 12-16; Dave Pirron, (408) 966-5659; Sat spring & fall, 1:30-3:30 pm; Lasers (4.7, Radial & Full Rig); \$175/10-wk session. Peninsula Youth Slg Found Smr Prgm, ages 7-12; Eric Anderson, (650) 854-1048; One-wk session, Jun-Aug, 9-3 daily; Optis (Begin), 420s & FJs (Intermed); advanced racing (all prov'd); \$300/YC members & students who BYOB, \$325/nonmembers. Scholarships. PYSF High Schl Slg, Eric Anderson, (650) 854-1048, www.pysf.us; Training & racing all yr; Sat & Sun practices & races; CFJs, 420s, Lasers, 29ers.

Stockton Slg Club — Leslie Pannell, www.stocktonslg.org. Learn to Sail Prgm, ages 9-18; One-wk classes, Jun-Aug; El Toros & FJs (prov'd); cost contact above + \$15 youth membership. Smr Sleepover Camp (with RYC); Jul 10-16; El Toros, Optis (BYOB); \$275 + one day parent volunteer time. Scholarships.

Tahoe YC (w/ Tahoe Community Slg &

Tahoe City Parks & Rec) — Bryce Griffith, (530) 583-3796 ext. 25/ext. 12. Youth Slg Prgm, ages 8-17; Jun-Aug, Mon-Thu 10-4 Race Prgm Mon eves & Fri days; CFJs, Picos, Nomad 17s, Lasers; cost contact above.

Tiburon YC — Pat Lopez, (415) 454-7228, www.tyc.org; Schedule TBA (Begin Mar); prov'd Optis or bring your own; Cost \$40/day w/ your boat, \$65/day if using a TYC boat.

COMMUNITY PROGRAMS

Oakland Parks & Rec — Sarah Herbelin, (510) 238-2196, www.oaklandnet.com/parks/prgms/boating.asp. Slg into Science, fifth graders; Lake Merritt Boating Ctr; schl year; Pedalbits, dragonbts, kayaks, whalebts (prov'd); \$300 per class per day (up to 32 students) or \$150 (15 students). After-Schl Learn-to-Sail prgm, ages 10-17; LMBC; Wed or Tue & Thu during schl yr; El Toros (prov'd); \$145/10 wks. Basic, Intermed Smr Prgm, ages 7-18; LMBC; One-wk sessions, Jun-Aug; El Toros, Sunfish, Bytes, JY15s, Lasers (prov'd); \$145/Oakland residents; \$160/non-residents. Advanced Smr Prgm, ages 10-18; Jack London Aquatic Ctr (Oakland Estuary); One-wk session, Jun-Aug; windsurfers, cats, keelbts, JY15s, Bytes (prov'd); \$175 & up. Youth Slg Team, grades 8-12 from any schl; JLAC; practices & regattas on wkends; Laser 4.7s (prov'd); \$210 for 90 hrs of instruction. Scholarships for Oakland residents.

Sailing Education Adventures (Marin YC, San Rafael) — (415) 775-8779, www.sfsailing.org/camps. Mini Sail Camp, ages 8-10; 7/4-8/19, M-F, 9-12; Laser Picos; \$295. Scholarships. Basic & Intermed Sail Camp, ages 11-16; 6/20-8/26, M-F, 9-4; Laser Picos; \$360. Scholarships. Advanced Sail Camp, ages 8-16; 7/4-8/19, M-F, 9-4; Laser Picos; \$360-\$395. Scholarships. Dominican Univ. Slg, ages 16+, www.sfsailing.org/dominican; Sess 1: Apr-May; Sess 2: Sep-Oct; Fri, 12-4; Laser Picos, Lido 14; \$150. Scholarships.

Sea Scouts Marinship 1 (Tiburon YC) — Ronald Berliner, (925) 674-6120. Yr-round Prgm, ages 14-21; 1st & 3rd Tue eves each mo; Slg yr-round; Santana 35 & 22s, Lasers, FJs, 420s, tall ship Active (prov'd); \$60/year

Stanford Smr Slg Camp (Redwood City), John Vandemoer, (650) 387-2674, www.stanfordsailing.org. Begin & Intermed Slg Prgm, ages 9-17; Jun-Aug; 420s, FJs (prov'd); cost contact above. Scholarships.

Treasure Is Slg Ctr, Lacey Todd, (415) 421-2225, www.tisailing.org. Spring Begin Prgm, ages 7-14 & Spring Race Team, ages 8-14; Session 1 Sat, Mar-Apr, 10-1; Session 2 Sat, Apr-May, 10-1; Session 3 Wed, Apr-May, 10-1. Opti Race Team, 10 practices Sat, 1:30-4:30, Feb-May; 3 races wkends: Opti; \$500/Sess. Scholarships. High Schl Race Team, ages 13-18, no experience nec.; Sun, Jan-Apr, 10:30-4; FJs; \$400. Smr Slg Camp, ages 7-18; One-wk Session, Jun-Aug; FJs, JY Trainers, Optis, Lasers, J/24s, Access Dinghies (prov'd); lifejackets, wet-suits & foulies prov'd; \$125/wk, half day; \$250/wk, full day. Scholarships.

Nehemiah — Like so many others involved with youth sail training, Capt. Rod Phillips and his wife Joni view sailing as a chance for troubled kids to see the world through a different lens. Years ago they decided to offer their boat — a classic 57-ft ketch — and their maritime knowledge to young people from nearby communities. They've taken hundreds of kids out for booming sails on the Bay, many of whom are underprivileged or 'at-risk'.

A longtime professional mariner, Capt.



KIDS' ACCESS TO BAY SAILING

Rod, with other volunteers, instructs kids in the arts of traditional seamanship aboard *Nehemiah*, which has twice circumnavigated the globe. Free or nearly free youth programs are supported by occasional mainstream charter work. (www.sailingacross.com)

The Spaulding Wooden Boat Center — This historic facility is one of the maritime treasures of the Sausalito waterfront. Its staff offers 14- to 17-year-olds vocational apprenticeships that include boatbuilding, sailing and marine ecology. During the program, which begins in June, students will construct a wooden sailboat designed in 1923 by Myron Spaulding and redesigned by Tom Wylie. In addition, apprentices receive sailing instruction meant to prepare them for

recreational Bay sailing and coastal cruising. (www.spauldingcenter.org)

San Francisco Maritime National Park — A jewel of the San Francisco waterfront, the Park has a wide variety of offerings for both kids and adults. Interactive youth classes combine hands-on instruction in traditional seamanship and sail training with aspects of history and social studies, science, and math (all aligned with state curriculum standards). From sail training aboard the traditionally rigged historic scow schooner *Alma* to overnight Living History Programs on the tall ship *Balclutha* to after-school sailing classes on wooden Pelican sailboats, the Park promotes a full menu of unique offerings. (www.nps.gov/sajfr/index.htm)

Sailing Education Adventures — This highly regarded, volunteer-run organization has been running kids' summer Sail Camps for 27 years. In partnership with San Rafael's Marin YC, they operate one-week, full-day dinghy-sailing courses (Beginning in June) for kids 8 to 16, at both the basic and intermediate levels. (www.sfsailing.org)

With so many dynamic youth sailing options here, we'd love to see every Bay Area kid get at least a basic introduction to the joys of sailing. In fact, just writing this overview makes us wish we were young rookies again ourselves so we could join in the fun.

If you have young children, we strongly urge you to coax them off the couch and point them toward the water. We're pretty sure they will thank you if you do!

— **latitude/andy**

Clockwise from upper left: El Toros clash in the Richmond Channel; Young navigators compare notes aboard 'Pegasus'; The 'downside' of sailing; A South Beach YC sailor exercises his abs; Student sailors from Treasure Island Sailing Center show their enthusiasm aboard a J/24.



LATITUDE 38 / ANDY



RICHARD GILLETTE



RICHMOND YC



TREASURE IS SAILING CTR



KEVIN WILKINSON

CHASING THE SETTING SUN —

Most sailors are familiar with the Panama Canal's most popular nickname: The Ditch. But we like to think of the venerable waterway as The Great Funnel, because every winter and spring sailors from all over the world converge on this 50-mile track through the Americas en route to long-dreamed-about anchorages in French Polynesia, and the patchwork



ALL PHOTOS LATITUDE / ANDY

Finally, Midene and Michael will get to see the islands from the deck of 'This Side Up'.

of sunny tropical islands that lies beyond. As regular readers know, we call that 3,000-mile passage to the islands the Pacific Puddle Jump.

At our second annual Panama Puddle Jump Sendoff Party February 12 — generously co-hosted by the Balboa YC — we had a chance to meet dozens of international cruisers. Some had been out exploring for many years, while others were relative newcomers to the cruising life. But they all shared at least a few common attributes: thirst for adventure and genuine curiosity about the people and places they were about to 'discover'.

As a follow-up to last month's profiles of Puerto Vallarta-based passage-makers, we'll introduce you here to some representatives of the Panama fleet. May they all arrive safely with precious memories of the crossing to savor. (The complete fleet list for this year's loosely defined Pacific Puddle Jump rally can be found at www.pacificpuddlejumps.com.)

**This Side Up — Kanter Atlantic 45
Michael & Midene Reynolds
Seabrook, TX**

Michael and Midene got a taste of the South Pacific 15 years ago, but back then they were soaking in the scenery from the deck of a cruise ship. "We've been dreaming about cruising those islands on our

own boat ever since," says Midene. Although they're now based in Texas, they claim they "lived and breathed *Latitude 38*" during their 9-year stay in Sacramento. Are they anxious about making the jump? "Oh there's fear," admits Michael, "but we handle it. We raised five children, so we're used to living in fear!" They now also have 11 grandkids.

**WorldWind — Hiscock 40
Thomas Colligan, St. Pete Beach, FL**

Cap'n Tom probably has more sea miles under his belt than any other member of the fleet. After all, he started sailing 60 years ago and had a career as a merchant marine officer. He's also designed a few boats along the way. Why is he heading off to Tahiti now, at age 67? "After easing into retirement, a good friend warned me I was rusting away in my waterfront condo in Florida, so I sold it, bought this boat, and here I am!" When we met him, he was interviewing crew for the crossing.

**Ocean Air — Beneteau 473
Hilton de la Hunt, GBR**

One of Hilton's current goals is to combine "high adventure and peace of mind." How? By singlehandedly this recently purchased sloop to Thailand, where he intends to start a charter boat fleet and live the good life — that's where the 'peace of mind' comes in. If things work out, *Ocean Air* will be the first of 10 boats in his charge.

**Alcheringa II — Van de Stadt 44
Bill Campbell & Benita Richardson
Edmonton, AB**

According to Bill, the boat's name means something like The Garden of

Eden in the traditions of Aussie aboriginal spirituality. "Of course, when we chose it we didn't know how difficult it would be to pick out on the radio," admits Benita. After buying this sturdy yard-built ferrocement sloop in the Netherlands eight years ago, they crossed to the Caribbean and were seduced into lingering for six years. "We never thought we'd go around the world," explains Benita, "but about year ago we decided to break out of the Caribbean and head west."



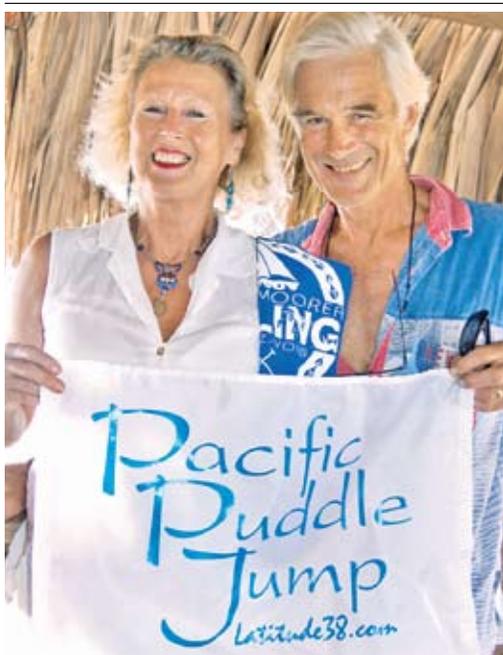
Bill and Benita finally broke out of the Caribbean. They've now pointed 'Alcheringa II' west.

**Quicksilver — Nautique Santonge 44
Mike & Hilde Gill
Hamble River, GBR**

Mike and Hilde have owned this lovely boat for 18 years, and we'd bet much of that time they've been looking forward to someday making a world cruise. They



PACIFIC PUDDLE JUMP 2011



No wonder they're smiling. Hilde and Mike have waited 18 years to make the Jump.

finally got started in September with an Atlantic crossing. Four months later they were in Panama, poised for a crossing to the Galapagos before making the big jump to the Marquesas. "We're really looking forward to the whole of French Polynesia," says Mike. At the end of the season they'll probably find themselves in New Zealand, where they'll assess their future options.

Wadda — Allied Mistress 39 **Moe Wick & Margaret Johnson** **Valley City, ND**

"Hmm. . . Wadda. Is that like, 'water'?" "No, in order to understand our boat's name," Margaret explains, "you have to understand cricket: It's like 'Wadda catch!'" The boat's hailing port is also a bit curious, but as we learned, Moe hails from North Dakota. He and Margaret picked this boat up in Florida 12 years ago at the very beginning of their sailing careers. They're now taking her across the Pacific to Australia, where Margaret was born and raised.

Kindred Spirit III — Venus 46 **Brad & Gloria Smith** **Philadelphia, PA**

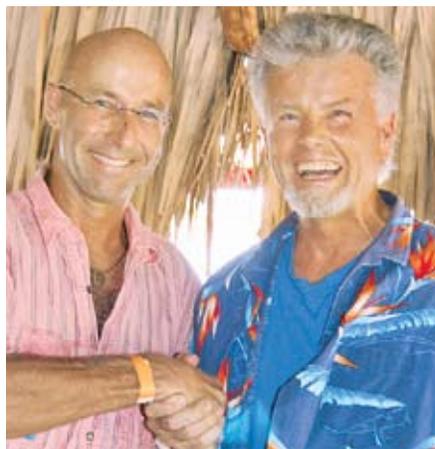
Since setting out from Philly 10 years ago, Brad and Gloria have seen many different panoramas — stretching from Nova Scotia to Cape Horn. And they're nowhere near close to settling down. They've learned to keep their itinerary loose, but they're absolutely committed to making one Pacific stopover: "Our boat was designed by Bob Salthouse of Auckland," Brad explains. "A bunch

of them were built, but oddly enough, Bob's never had a ride on one. So we've promised to change that."

They hope to circumnavigate. "But we're not totally committed to the idea," says Brad with a laugh, "you see, we don't like to tack."

Good News — Cascade 42 **Michael Gallagher, Deer Park, WA**

In our experience, Michael has taken a unique approach to making friends while cruising: Being a chiropractor by trade, wherever he goes he offers free bone-cracking services to the people he meets, especially in remote areas. It's a gift that's opened many doors for him and led to many memorable experiences. His plan is to sail north to Hawaii after



"It's a deal," says Michael (right), as Chris signs on as crew.

touring French Polynesia, then eventually circle back home to the Northwest. Although he often sails solo, in Panama he picked up a fit, cheerful crewman named Chris who'll stand watches during the jump. It's worth noting that Chris has gotten at least three different rides pretty easily since setting out from Florida last year.

Pelagic — 46' custom cat **Graeme Arnall & Iris Schepelmann** **Gladstone, AUS**

"We're basically on the homeward run now," explains Iris. After building this cat themselves to a Crowther design, they headed west in 2002 across the Indian Ocean, through the Med to Northern Europe, across to the U.S. and down to the Caribbean. Having proven herself during all those miles of travel, *Pelagic* is obviously a sound vessel, but we'd never before heard of a cruising cat built out of steel. "Due to my engineer-

ing background, it was a material I was comfortable with," explains Graeme. "We sacrificed some speed, but we've got a very strong boat that's really comfortable at anchor due to her weight."

Shango — Pacific Seacraft 40 **Roger Block & Amy Jordan** **Newburyport, MA**

Having grown up near Boston, both Roger and Amy started sailing before they were teenagers. They'd owned at least three previous sailboats before upgrading to this Bill Crealock-designed cruiser five years ago. And they intend to take her around the world. What do they value most about the cruising life? "The sense of independence you gain and the natural beauty you're exposed to," says Roger. "It's a great lifestyle to experience as a couple."

Reality — Flying Dutchman 50 **Vaughn & Sharon Hampton** **San Francisco, CA**

"We set out from San Francisco with a plan to go around the world in seven years," explains Vaughn with a laugh. "We're now 13 years into it and still have quite a ways to go!" "But now at least we're going in the right direction," Sharon adds, "downwind!" When they set out in '98 all their cruising friends were headed to the South Pacific, but they were determined to go to Europe, where they eventually spent five years. "By the time we got to the Red Sea," says Sharon, "we figured we probably would have had a lot more fun if we'd been heading in the



Vaughn and Sharon of 'Reality' are happy to finally be heading in the "right direction."

opposite direction." So this time they're happily sailing westabout. What are their favorite places so far? Turkey and Panama. "Although neither of them was on our radar when we started out."

CHASING THE SETTING SUN —

Idyll Island — Voyager 440 **Derek Gale & Cathryn Corbett** **Victoria, BC**

Although we don't know Derek and Cathryn well, we think they're pretty wise. Not only did they take a sabbatical 14 years ago and spend a year sailing the



We have little doubt that Derek and Cathryn of 'Idyll Island' are still in love.

Caribbean with their son, but three years ago, when they were ready for another stint of cruising, they flew to the Virgin Islands and bought this boat there, in the heart of the prime Caribbean cruising region. Having spent the past three years exploring the islands of the Antilles, they're now ready to explore the Pacific. "We'll focus on the out-of-the-way places, as we always do," says Cathryn.

Endorfin — Coronado 35 **The Guesnel family** **Sault Sainte Marie, ON**

It's not often that a big, strapping guy introduces himself as "Swabbie." But

Guy was thrilled when his parents asked him to crew to Tahiti aboard 'Endorfin'.



once we got to know this family crew we understood why. While his parents, Gilbert and Katrina, have been sailing for 15 years, young Guy (aka Swabbie) has only been at it for two weeks! "I always assumed I'd never leave Canada," says the heavily tattooed recruit, "but when Dad asked if I wanted to go, it didn't take me long to say, 'Sure!'" After visiting relatives in Australia, they hope to go all the way around.

New Morning — Custom Paine 54 **Russ Irwin & Fay Mark** **Sausalito, CA**

"Sailing to French Polynesia hasn't just been a dream for us, it's been the dream," says Fay. "We both got into sailing early in life," she explains. "Not long after we met we started talking casually about the idea of sailing around the world together." This custom-built



Russ and Fay are thrilled with their new custom-built ride, 'New Morning'.

54-footer is a lot of boat for two people to sail, but she's a spectacular ride for crossing oceans. They had her custom-built in Maine, and took possession in the spring of 2008. "While cruising since then, a lot of the world cruisers we've met warned us not to spend too much time in the Caribbean. 'The Caribbean is great,' they'd say, 'but the South Pacific is awesome!'"

Irma — Hallberg-Rassy 40 **Otakar & Jana Hons** **Praha, CZE**

You don't often meet sailors from the landlocked Czech Republic, but Otakar and Jana are not typical Czechs. They were introduced to sailing 10 years ago on a Mediterranean



yacht charter. They honed their skills later by chartering on their own, then did offshore trips from Gibraltar to the Canaries and from France to Croatia. In 2009 they made a giant leap by buying this ocean-ready 40-footer in Sweden, where their much-anticipated round-the-world cruise began.



Of course Jana and Otakar are happy. They're heading to Tahiti aboard the lovely 'Irma'.

Sailaway — Motiva 45 **Werner & Anne Overhaus** **Bremen, DEU**

We can only imagine what it's like to find yourself sailing in the sun-baked tropics after beginning your sailing career in the ice-cold waters of the North and Baltic Seas. That's precisely what Werner and Anne have experienced, and they're lovin' it. Having upgraded from a heavy steel boat to this sleek fiberglass beauty, their plans are open. "We haven't

PACIFIC PUDDLE JUMP 2011



Rafted up after transiting the Miraflores Locks, two cruisers head west toward the Bridge of the Americas and the Pacific beyond.

ruled out a full circumnavigation, but really, we just want to live aboard in warm areas." Knowing how cold it can get in central Germany, where they're from, we can understand why that would be a high priority.

Two Amigos — Gulfstar 50 Bruce Stevens & Clark Nicholson Dana Point, CA

This curious pair obviously gets along famously despite the fact that they have fundamentally different personalities. "He's a gentleman; I'm a dog," explains Bruce, who is a former U.S. Marine and cop. "I don't have a leash," adds Clark, "so I let him do anything he wants." Wonderful memories from a trip to Polynesia

These 'Two Amigos' are about as similar as oil and water, but they're happy shipmates.



30 years ago inspired Clark to head west this year, while Bruce's motivations are more primal: "To meet women all over the world!"

Rio — Tartan 4300 George Greenberg Steamboat, CO

When we met George in Panama he was solo, and anxiously waiting for at least one of several friends to commit to the upcoming passage. If necessary, he was prepared to go it alone. So how does a guy from Steamboat Springs, CO, end up on the brink of a 3,000-mile ocean crossing. "Well, when I was young I read a lot about

Lewis and Clark." Apparently that sparked his lust for high-risk adventures, and today his cruising plans are open-ended.

Pyewacket II — Aleutain 51 Noel & Jackie Parry, Jeriv Bay, AUS

"We enjoyed cruising the Pacific so much during a trip in 2005, that we decided buy a boat on the West Coast in order to take in the whole stretch of islands," explains Jackie. After cruising previously on a 34-footer, their priority was to find the longest waterline they could afford. They eventually found this 51-footer in San Rafael. So what favorite places are they eager to revisit? "Actually, it's a bit hard to find a place you don't like," says Noel. "We're going to try some different islands, but I don't think you can go wrong no matter which route you take."

Aroha — Jeanneau 42 Eric & Monica Schwartz Nice, FRA

When we asked Eric, who is French, and Monica, who is Austrian, what was the meaning of their boat's name, they both laughed. "Well, we *think* it means 'love' in Tahitian. We sure hope that's right, but we're not really certain because we looked it up on the Internet!" explains Monica. Even before they met, Eric had ideas about going cruising. "He talked about it for a long time," recalls Monica. "Then one day we just did it!" They left France three years ago, and now, as they head to the South Pacific, their itinerary is yet to be determined.

Theofania — Vagabond 39 The Ivanov family St. Petersburg, RUS

In all the years that we've been reporting on the Puddle Jump, this is the first time we've ever encountered a group of Russians. But Maxim and his wife Natalia tell us there are others. Setting out from their home on the bitter-cold Baltic Sea nine years ago, they sailed all the way to Colombia in a boat they built themselves before upgrading to this sturdy Ron Amy design in Cartagena. They claim they're definitely heading west this season, but Panama has had a strong grip on them for the past four years. In



If the 'Theofania' crew can break loose of Panama, they'll soon anchor in a Tahitian lagoon.

fact their youngest daughter, Polina, was born there. Their elder daughter, Xenia, will help crew on the crossing as will a young friend, Tatiana Matrekhina.

Because a continuous parade of cruisers passes through Panama at this time of year, the folks you met in these pages represent only a small sampling of this year's roster of westbound voyagers. But we hope we've proved our contention that they're a truly diverse group.

Many of the sailors profiled here met for the first time at our Balboa YC fiesta, and many more will get acquainted after the crossing at the annual Tahiti-Moorea Sailing Rendezvous, June 25-27. No doubt they'll be sharing boatloads of passage tales during that three-day fun-fest, and with any luck you'll be able to read some of their anecdotes this summer in our annual Pacific Puddle Jump Recap article.

Until then, please join us in wishing this year's fleet fair winds and the best of luck during the crossing.

— **latitude/andy**

LATITUDE 38'S GUIDE TO

After a long — and probably chilly — day of sailing on the Bay, few things are more satisfying than walking up the dock and sitting down to a meal someone else has prepared. If you're at your home marina, you probably already know all the good spots to grab some chow, but what if you've stopped at Pier 1 1/2 to drop off guests, or are near the Golden Gate when your crew and their stomachs start growling, or you've headed up the Petaluma River for the weekend?

In the March issue, as well as in *'Electronic Latitude*, we asked readers for their help in compiling a list of restaurants that are easy to access by boat. To keep

the list from filling the entire issue, we imposed one major limitation: The eatery in question must be within three blocks or so of a public dock, marina or yacht club. As a result, we were forced to omit several worthy destinations: Sausalito's Caledonia Street, all of Napa and, of course, hundreds of spots in the City, including the Marina District.

Our tour of Bay Area eateries starts in Sausalito and works its way clockwise as far as Benicia, then down to Richmond and on to the Estuary before heading to the South Bay and finally the Cityfront. The first listings under an area heading are restaurants with private docks

Benicia offers more than a dozen dining options, including the Benicia Yacht Club.

(they're also labeled with an asterisk). Keep in mind that these docks are generally first-come-first-served and, as you might imagine, are reserved for customers of the restaurant. Many will allow you to spend the night if you've enjoyed a few too many libations at dinner, or if you plan to go up for brunch, but it's best to ask first. If shallow depths have been reported, the listing is noted with an exclamation point.

Next you'll find the restaurants organized by proximity to any given public marina or yacht club (phone numbers



BOAT-IN DINING

are provided to make berthing arrangements). Our readers' recommendations head the list and are in a bold font, followed by other eateries in the area. Each listing gives the type of food they specialize in, which meals they serve, a price range provided by *Yelp.com* — \$=cheap; \$\$=moderate; \$\$\$=spendy; \$\$\$\$=splurge — and contact info.

This list is far from comprehensive, so there are a few things to keep in mind when referring to it:

- Just because a restaurant made the list doesn't guarantee you'll like it; conversely, if a restaurant isn't listed, that doesn't mean it's not great.

- Price ranges and menu specialties are often subjective.

- Just because a listing isn't noted as shallow doesn't mean you won't run aground — always watch your depthsounder when entering an unfamiliar dock.

- Many establishments also offer entertainment so be sure to check their websites for upcoming events.

- Yacht clubs dinners are often open to the public — check their websites.

- If there's anything better than having someone cook for you, it's having them do the dishes, too.

— *latitude/ladonna*

ROD WITTEL



LATITUDE 38'S GUIDE TO

SAUSALITO

Horizons* - Seafood (Br,L,D) \$\$\$
www.horizonssausalito.com
(415) 331-3232

Sausalito YC - (415) 332-7400

Scoma's - Seafood (L,D) \$\$\$
588 Bridgeway
www.scomassausalito.com
(415) 332-9551

Spinnaker - Seafood (Br,L,D) \$\$\$
100 Spinnaker Dr
www.thespinnaker.com
(415) 332-1500

Angelino - Italian (L,D) \$\$
621 Bridgeway
www.angelinorestaurant.com
(415) 331-5225

Winship - American (B,L) \$\$
670 Bridgeway
www.winships.com
(415) 332-1454

Piccolo Teatro - Italian (L,D) \$\$
739 Bridgeway
piccoloteatrodissausalito.com
(415) 332-0739

Poggio - Italian (L,D) \$\$\$
801 Bridgeway
www.poggiotrattoria.com
(415) 332-7771

Clipper Yacht Harbor - (415) 332-3500

Fish - Seafood (L,D) \$\$
At marina
www.331fish.com
(415) 331-3474

Sea Horse - Italian (L,D) \$\$
At marina
www.sausalitoseahorse.com
(415) 331-2899

Anchorage 5 - Mexican/American (B,L) \$\$
475 Gate 5 Rd.
(415) 331-8329

Schoonmaker Point Marina - (415) 331-5550

Le Garage - French (Br,L,D) \$\$\$
At marina
legaragebistrosausalito.com
(415) 332-5625

Sailors - American/Mexican (L,D) \$\$
2009 Bridgeway
sailorsrestaurantandbar.com
(415) 332-1512

Fred's Place - Cafe (B,L) \$\$
1917 Bridgeway
(415) 332-4575

TIBURON



Sam's Anchor Cafe in Tiburon has lots of dock space, but watch your depth, especially at low tide.

Sausalito Yacht Harbor - (415) 332-5000

Harbor View Grill - American (D) \$\$
303 Johnson St
www.harborviewgrill.com
(415) 332-1492

Taste of Rome - Cafe (B,L,D) \$\$
1000 Bridgeway
www.taste-of-rome.com
(415) 332-7660

Thai Terrace - Thai (L,D) \$
1001 Bridgeway, Ste B1
(415) 331-8007

Paradise Bay - Seafood (L,D) \$\$\$
1200 Bridgeway
paradisebaysausalito.com
(415) 331-3226

Cibo - Cafe (B,L,D) \$\$
1201 Bridgeway
www.cibosausalito.com
(415) 331-2426

Sam's* - Cafe (Br,L,D) \$\$
www.samscafe.com
(415) 435-4527

Corinthian YC - (415) 435-4771
Ginza - Sushi (L,D) \$\$
41 Main St.
ginzasushi-tiburon.com
(415) 789-5123

New Morning - Cafe (B,Br,L) \$\$
1696 Tiburon Blvd
(415) 435-4315

ANGEL ISLAND

Cove Cafe & Cantina - Cafe (L) \$
Ayala Cove docks
www.angelisland.com/cove_cafe/index.php

SAN RAFAEL

Seafood Peddler* - Seafood (L,D) \$\$\$
www.seafoodpeddler.com
(415) 460-6669
Note: Tide-bound

PETALUMA RIVER

Papa's Taverna* - Greek (L,D) \$\$
At Gilardi's Landing (Lakeville)
www.papastaverna.com
(707) 769-8545

Turning Basin - (707) 778-4303



LATITUDE / ANDY

The Petaluma Turning Basin.

Dempsey's Brewery - American (L,D) \$\$
50 E Washington St
www.dempseys.com
(707) 765-9694

McNear's Saloon - American (Br,L,D) \$\$
23 Petaluma Blvd N
www.mcnears.com
(707) 765-2121

Graziano's - Italian (D) \$\$\$
170 Petaluma Blvd N
grazianositalianfood.com
(707) 762-5997

Volpi's - Italian (L,D) \$\$
124 Washington St.
(707) 765-0695

Himalayan Kabob & Curry House - Indian (L,D) \$\$
220 Western Ave.
www.himalayankabobandcurryhouse.com
(707) 775-4717

Central Market - American (D) \$\$\$
42 Petaluma Blvd N
centralmarketpetaluma.com
(707) 778-9900

Water Street Bistro - French (B,L) \$
100 Petaluma Blvd N
www.waterstreetbistro.net
(707) 763-9563

Della Fattoria - Bakery (B,Br,L) \$\$\$
141 Petaluma Blvd N.
www.dellafattoria.com
(707) 763-0161

Risibisi - Italian (L,D) \$\$
154 Petaluma Blvd N.
www.risibirestaurant.com
(707) 766-7600

Graffiti - Seafood (L,D) \$\$\$
101 2nd St
www.graffitipetaluma.com
(707) 765-4567

VALLEJO

Vallejo YC - (707) 643-1254
Front Room at the Wharf - American (L,D) \$\$
295 Mare Island Way
www.frontroomvallejo.com
(707) 649-8889

Panama Red Coffee - Cafe (B,L) \$
At ferry terminal
www.panamaredcoffee.com
(707) 554-2100

Vallejo Municipal Marina - (707) 648-4370

Sardine Can - Seafood (B,L,D) \$\$
At marina
www.sardinecan.net
(707) 553-9492

Zio Fraedo's - Italian (L,D) \$\$
23 Harbor Way
www.ziofraedos.com
(707) 642-8984

Glen Cove Marina - (707) 552-3236
Glen Cove Grille - American (B,L,D) \$\$ (opening mid-April)
At marina (dredged to 10')
www.glencovemarina.net

BENICIA

Benicia Marina - (707) 745-2628
First St. Cafe - American (B,L,D) \$\$\$
440 1st St
www.firststcafe.com
(707) 745-1400

Sailor Jack's - Seafood (L,D) \$\$\$
123 1st St
(707) 746-8500
Kinder's BBQ - Deli (L,D) \$\$
333 1st St
www.kindersbbq.com
(707) 745-4453

The Union Hotel - Italian (L,D) \$\$
401 1st St
www.unionhotel.com
(707) 746-0110

Lucca Bar & Grill - American (L,D) \$\$
439 1st St
www.luccabar.com
(707) 745-0943

Szechwan House - Chinese (L,D) \$\$
500 1st St
(707) 745-4743
Char's Hot Dogs - Hot Dogs (L,D) \$
523 1st St
(707) 745-4476

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* = Private dock

! = Watch your depth!

B = Breakfast

Br = Weekend Brunch

L = Lunch

D = Dinner

Kaigan Sushi - Sushi (L,D) \$\$
560 1st St
(707) 747-1084

Mai Thai Cuisine - Thai (L,D) \$\$
807 1st St
(707) 747-1868

Aroma - Indian (L,D) \$\$
818 1st St
www.aromabenicia.com
(707) 745-1870

RICHMOND

Boilerhouse* - American (Br,L,D) \$\$\$
www.boilerhouserestaurant.com
(510) 215-6000 (call first)

BOAT-IN DINING

Marina Bay Yacht Harbor - (510) 236-1013

Salute - Italian (Br,L,D) \$\$\$
At marina
www.salutemarinabay.com
(510) 215-0803

Brickyard Cove Marina - (510) 236-1933

All's Fare - American (B,L) \$
At marina
(510) 232-1500

BERKELEY/EMERYVILLE

Emery Cove Yacht Harbor - (510) 428-0505

www.scottsjls.com
(510) 444-3456 (Oakland)

Jack London Square Marina - (510) 834-4591

Kincaid's - Seafood (L,D) \$\$\$
At JLS
www.kincaids.com
(510) 835-8600

Il Pescatore - Italian (L,D) \$\$\$
At JLS
ilpescatoreristorante.com
(510) 465-2188

Miss Pearl's Jam House -
Caribbean (B,Br,L,D) \$\$\$
At JLS



MIKE BRENNAN

Trader Vic's is just up the ramp from Emery Cove Marina.

Trader Vic's - Hawaiian (L,D) \$\$\$
At marina
tradervicsemeryville.com
(510) 653-3400

Hong Kong East Ocean - Seafood (Br,L,D) \$ \$
3199 Powell St
www.hkeo.us
(510) 655-3388

Roba's Pizza Cafe - Pizza (L) \$
2320 Powell St
(510) 547-7773

Berkeley Marina - (510) 981-6740

Skates on the Bay - American (Br,L,D) \$\$\$
Across from Berkeley YC
www.skatesonthebay.com
(510) 549-1900

Hana Japan - Japanese (L,D) \$\$\$
At marina
www.hanajapan.com
(510) 848-8515

Bay Grille & Lounge - American (B,L,D) \$ \$
At DoubleTree Hotel
200 Marina Blvd
(510) 7920

OAKLAND/ALAMEDA ESTUARY

Quinn's Lighthouse* - Seafood (L,D) \$ \$
www.quinnslighthouse.com
(510) 536-2050 (Oakland)

Pasta Pelican* - Italian (L,D) \$ \$
www.pastapelican.com
(510) 864-7427 (Alameda)
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Scott's* - Seafood (Br,L,D) \$\$\$

Quinn's Lighthouse in Oakland is a classic boat-in destination.



ROD WITEL

Marina Village Yacht Harbor - (510) 521-0905

Waterfront Deli - Deli (B,L) \$
At marina
www.waterfrontdeli.com
(510) 769-0240

Mint Leaf - Vietnamese (L,D) \$ \$
831 Marina Village Pkwy
www.mintleafvr.com
(510) 522-2758

BALLENA BAY

Ballena Isle Marina - (510) 523-2292

Pier 29 - Seafood (B,L,D) \$ \$
At marina
www.pier29restaurant.net
(510) 865-5088

Ballena Bay Cafe - Deli (B,L) \$
At marina
(510) 769-2132

SOUTH BAY

Redwood City Marina - (650) 363-1390

Bella by the Bay - Italian (L,D) \$ \$
At marina
bellabythebay.ypguides.net
(650) 568-0211

Westpoint Harbor Marina - (650) 224-3250

Pacific Shores Center Cafe - (B,L) \$ \$
dining.guckenheimer.com/clients/pacific/fss/fss.nsf

SAN FRANCISCO

The Ramp* - American (Br,L,D) \$ \$
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THE RAMP

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South Beach Harbor - (415) 495-4911 x1111

Red's Java House - Cafe (B,L) \$
Pier 30
(415) 777-5626

21st Amendment Brewery - American (Br,L,D) \$ \$
563 2nd St
www.21st-amendment.com
(415) 369-0900

Gordon Biersch Brewery - American (Br,L,D) \$ \$
2 Harrison
www.gordonbiersch.com
(415) 243-8246

Tres Agaves - Mexican (Br,L,D) \$ \$
130 Townsend St
www.rocksnosalt.com
(415) 227-0500

Ironside - American (B,L,D) \$ \$
680 2nd St

www.ironsidessf.com
(415) 896-1127

Public House - American (L,D) \$ \$
AT&T Park
www.publichousesf.com
(415) 644-0240

Pier 1½ - Free for 3 hours

La Mar Cebicheria Peruana - Peruvian (L,D) \$ \$ \$
At dock
www.lamarcebicheria.com
(415) 397-8880

Ferry Building

Gott's Roadside - Burgers (L,D) \$ \$
www.gottssroadside.com

Slanted Door - Vietnamese (L,D) \$ \$ \$
www.slanteddoor.com

Market Bar - Mediterranean (Br,L,D) \$ \$ \$
www.marketbar.com

Boulette's Larder - Cafe (B,L) \$ \$
www.bouletteslarder.com

Delica - Japanese (Br,L,D) \$ \$
www.delicasf.com

Mijita - Mexican (Br,L,D) \$ \$
www.mijitasf.com

Il Cane Rosso - Cafe (B,L,D) \$ \$ \$
www.canerossosf.com

Waterfront - Seafood (L,D) \$ \$ \$
Ferry Terminal
www.waterfrontsf.com
(415) 391-2696

Plant Cafe - Cafe (Br,L,D) \$ \$
Pier 3
www.theplantcafe.com
(415) 984-1973

Osha Thai - Thai (L,D) \$ \$
4 Embarcadero Center
www.oshathai.com
(415) 788-6742

Pier 39 Marina - (415) 705-5556
Pier 39

Forbes Island - Seafood (D) \$ \$ \$ \$
www.forbesisland.com

Boudin Bakery - Cafe (B,L,D) \$ \$
www.boudinbakery.com

Bubba Gump - Seafood (L,D) \$ \$ \$
www.bubbagump.com

Chowders - Seafood (L,D) \$
chowderspier39.com

Crab House - Seafood (L,D) \$ \$ \$ \$
www.crabhouse39.com

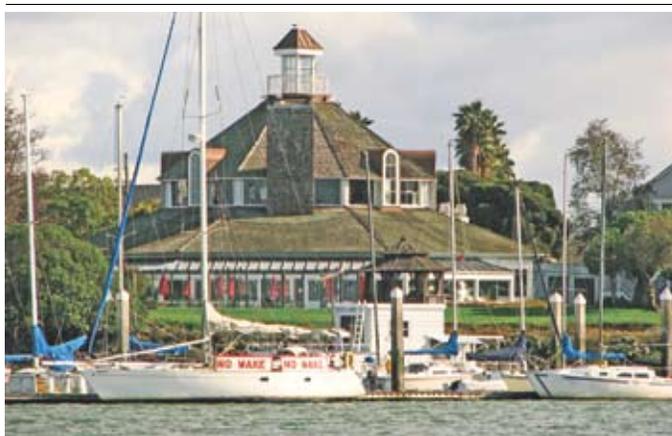
Eagle Cafe - Cafe (B,L,D) \$ \$
www.eaglecafe.com

Fog Harbor Fish House - Seafood (L,D) \$ \$
www.fogharbor.com

Hana Zen - Sushi (L,D) \$ \$ \$ \$
hanazenrestaurant.com

BOAT-IN DINING GUIDE

Hard Rock - American (L,D) \$\$
www.hardrock.com
 Hook & Cook - Seafood (L) \$\$
 Luigi's - Pizza (L,D) \$\$
 Neptune's - Seafood (L,D) \$\$\$
pier39restaurants.com
 Pier Market - Seafood (L,D) \$\$
www.piermarket.com
 Players - Burgers (L,D) \$\$
www.playersf.com
 Sea Lion - Cafe (L,D) \$\$
pier39restaurants.com
 Swiss Louis - Italian (L,D) \$\$
 (reopening April)
www.swisslouis.com
 Wipeout - American (B,L,D) \$\$
wipeoutbarandgrill.com



ROD WITTEL

Bella's by the Bay is at the top of the Redwood City Marina.

(415) 362-7733
 Nick's Lighthouse - Seafood (L,D) \$\$
 5 Fisherman's Wharf
www.nicksighthouse.com
 (415) 929-1300
 Castagnola's - Italian (L,D) \$\$\$
 286 Jefferson St
www.castagnolas.com
 (415) 776-5015
 Lou's Pier 47 - Cajun (L,D) \$\$
 300 Jefferson St
www.louspier47.com
 (415) 771-5687

Fisherman's Wharf
Tarantino's - Seafood (L,D) \$\$
 206 Jefferson St
tarantinosrestaurant.com
 (415) 775-5600
Scoma's - Seafood (L,D) \$\$\$
 Pier 47
www.scomas.com
 (415) 771-4383
Alioto's - Seafood (L,D) \$\$\$
 8 Fisherman's Wharf
www.aliotos.com
 (415) 673-0183
 Franciscan - Seafood (L,D) \$\$\$
 Pier 42½
franciscancrabrestaurant.com

Pompei's Grotto - Italian (L,D) \$\$
 340 Jefferson St
www.pompeisgrottosf.com
 Cioppino's - Italian (L,D) \$\$
 400 Jefferson St
www.cioppinosf.com
 (415) 775-9311
 Blue Mermaid - Seafood (B,L,D) \$\$
 495 Jefferson St
www.bluemermaidsf.com
 (415) 771-2222
 Darren's Cafe - Vietnamese (B,Br,L) \$
 2731 Taylor St.
 (415) 673-3345
 Sabella & La Torre - Seafood (L,D) \$\$\$

2809 Taylor St
 (415) 673-2824
 Fishermen's Grotto - Seafood (L,D) \$\$
 2847 Taylor St
www.fishermensgrotto.com
 (415) 673-7025
 The Buena Vista - Irish (B,L,D) \$\$
 2765 Hyde St
www.thebuenavista.com
 (415) 474-5044
 Hollywood Cafe - Breakfast (B,Br) \$
 530 North Point St.
 (415) 563-3779
 Gary Danko - American (D) \$\$\$\$
 800 North Point St.
www.garydanko.com
 (415) 749-2060
 Hot Spud - Potatoes (L,D) \$
 2640 Mason St.
www.hotspudsf.com
 (415) 399-1065
 Tanguito - Argentine (L) \$
 2850 Jones St.
 (415) 577-4223
 McCormick & Kuleto's - Seafood (L,D) \$\$\$
 Ghirardelli Square
mccormickandkuletos.com
 (415) 929-1730
 The Pub - BBQ (Br,L,D) \$\$
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www.thepubsf.com
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MAX EBB

When you live on a hillside hundreds of feet of above sea level, and the radio warns that there's a tsunami approaching, there is only one sensible thing to do: Stay home. So I immediately hopped in the car and set a direct course for the marina.

"It can't possibly be all that dangerous," I reasoned as I drove down the hill. "The force of a tsunami will be mostly dissipated at the Golden Gate, and all we'll see in the marina will be some extra high tide." But morbid curiosity trumps common sense, and the slim chance of witnessing a minor waterfront catastrophe compelled me to be on the scene.

Everything at the harbor looked normal when I arrived. My boat was fine, and even my inflatable dinghy, left tied to the outboard side of my boat with a very thin bow painter after last weekend's overnight cruise, looked exactly as I had left it on Sunday evening.

"You just missed it, Max!" one of my dock neighbors hailed. "Huge current, and some of the dock fingers on the other side of the harbor were damaged."

"Things look pretty calm right now," I observed.

"Just wait five minutes," he said as he pointed at the tranquil water between the two breakwaters, then walked quickly toward his own boat with some extra fenders and dock lines.

I couldn't see any damage from my dock, so I fetched the oars from my boat and hopped into the dink to row across and investigate.

The water, however, had other plans. Facing backward for rowing, I chose the bow of one boat and the mast of another as my range. I had to turn away from the harbor mouth a little to compensate for some drift. Then I had to compensate some more. Then I was rowing as fast as I could just to hold position, and a minute later I was riding a tide rip right out into the main channel.

"Don't forget to write," someone shouted from the yacht club upper deck as I sped past the guest dock.

"Relax, it's going to reverse in a few minutes," said another spectator.

I drifted toward the breakwater at a very good clip, much faster than I could ever hope to row this clumsy little inflatable.

The water carried me just clear of the rocks, and by moving into a large back eddy on the down-current side of the rip-rap outside the harbor, I was able to more or less hold position, rotating around in a huge vortex as if I were in some giant toilet bowl. But I was not alone.

"Kowabunga, Max!"

It was Lee Helm in a kayak. She had been hidden by the breakwater, and was also using its current shadow to keep from being swept farther out to sea.

"Close call with that breakwater," I said. "I had no idea there would be so much current or I never would have tried to row across the harbor in this thing."

"Breakwaters are, like, hard to hit, Max. The water flows around them. But watch out for docks — the water flows right under them. Totally ugly if you get swept into one. Aim really, really carefully when we get sucked back inside."

"Got it," I confirmed. "How long will it keep flowing out? Are we going to have to wait for flood tide?"

"Give it five minutes," she said. "The harbor is oscillating at its natural seiche frequency."

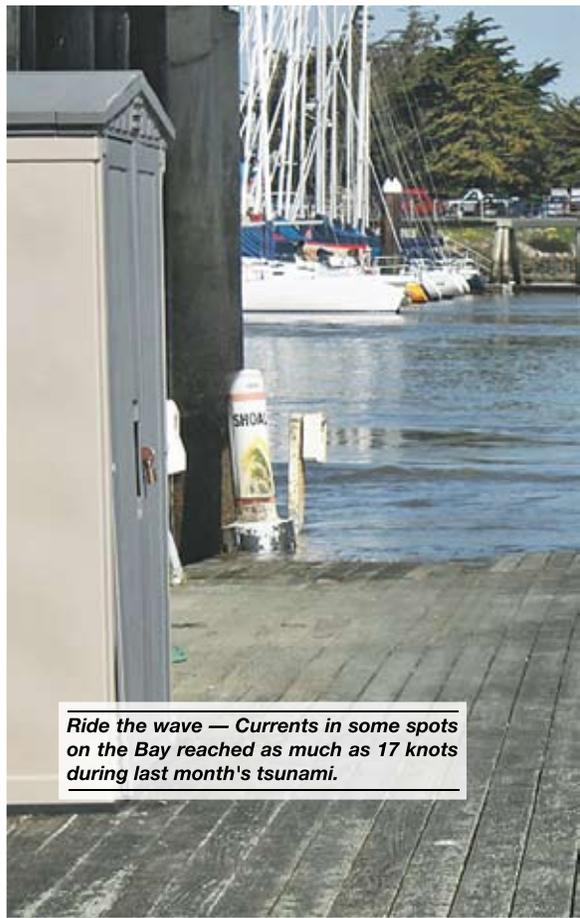
I rotated my dinghy in place to move closer to her kayak, so we could discuss what was going on with the harbor while we waited.

"Did the water level go way down before the first tsunami wave hit?" I asked.

"I've heard that the water goes down so far that you can run

out and collect live fish before a tsunami. And I was hoping to get here in time to see the bottom of the harbor."

"That usually requires a more gradually sloping beach. The drawback is part of the elliptical wave motion in advance of the crest. When the wave moves from deep to shallow, the volume of water in the drawback has to stay constant, so the deep water motion is amplified and causes the drawdown of the water



Ride the wave — Currents in some spots on the Bay reached as much as 17 knots during last month's tsunami.

GREG DAVIDS

level."

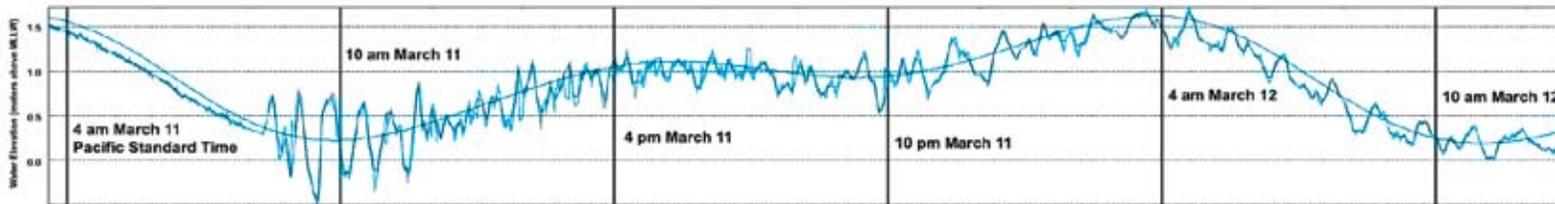
"I read that it just depended on whether the tsunami was caused by the sea bottom moving up or moving down. Upward motion would cause a tsunami with a crest that hits first, downward motion would make a wave that hits trough-first, so the water goes down before it goes up. Or, if a sloping piece of the bottom moves up and sideways, it could produce a trough-first wave in one direction and a crest-first wave in the other direction."

"Logical, but wrong," Lee informed me.

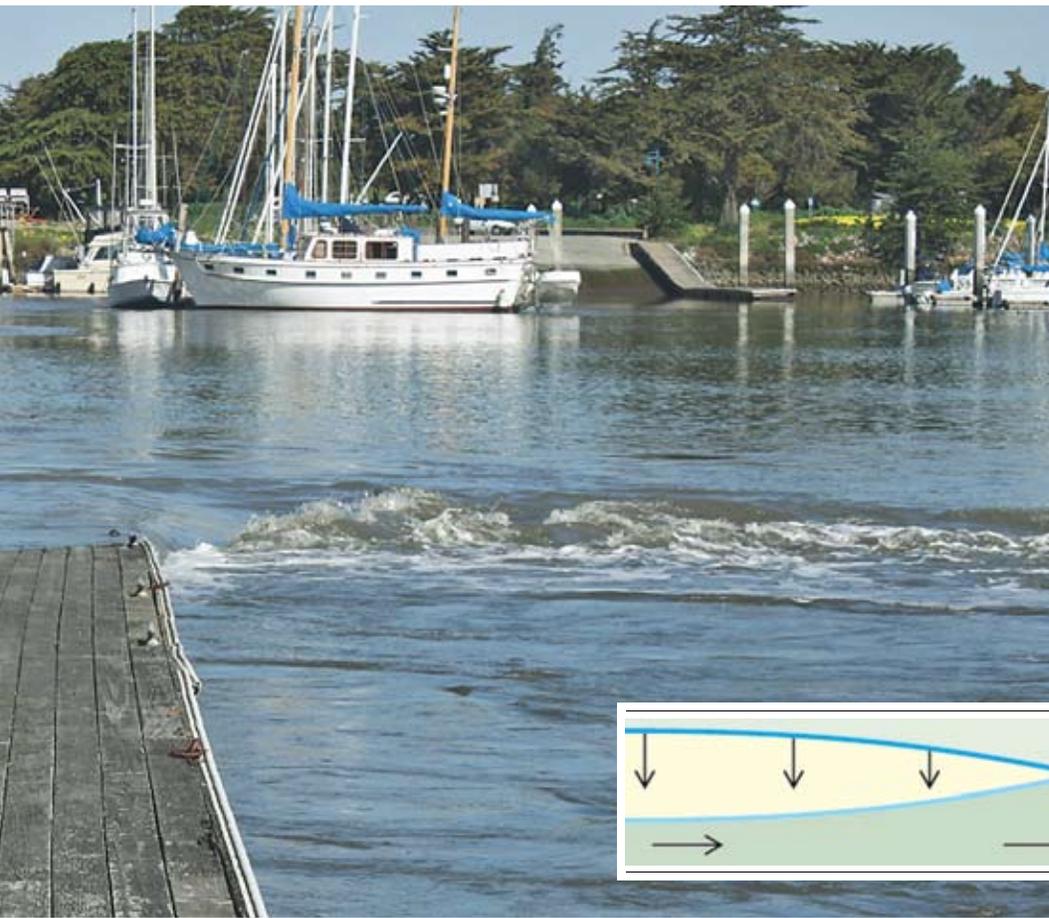
Before she could explain why, the current had started to pull me back around the corner of the breakwater.

Lee's kayak followed, and she paddled a few strokes to catch up. We continued

... with a few paddle strokes, she caught a small but very steep wave.



— TSUNAMI TWO-STEP



goes around in a circle, and the radius of the circle, at the surface, is half the wave height."

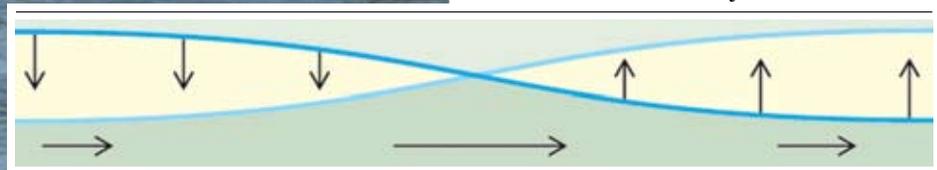
"Right, I've seen those diagrams of what they call the 'orbital' water motion inside a wave."

"And, like, because of that circular motion, the water in the wave trough is moving backward, relative to the direction of the wave, and the water in the crest is moving forward. There's no net transfer of water."

"I'm with you so far," I said.

"Tsunami waves are such big disturbances, they are virtually always shallow-water waves, even in mid-ocean. And shallow-water waves behave like solitons — a single wave crest with no trough — and the water only does the top half of the orbit. That also means that there is net transfer of the water forward, and unlike the deep-water wave, there's net forward momentum."

"Okay, that explains why cars, trucks, boats and burning buildings all get carried miles inland by the wave front."



Seiche, or sloshing frequency, in a closed basin is a half wavelength.

to accelerate as we approached the narrowest part of the harbor entrance, and I started to row over to one side so that I might be in a position to intercept one of the end ties once we were inside.

Standing waves were forming in the current, and each rock and piling had a bow wave and a rooster tail.

"We're totally busting the marina speed limit," Lee remarked, "if they mean speed over the bottom."

It felt to me as if we were doing 10 or 15 knots. I aimed for the vacant end tie, then thought better of it when I saw the spray flying in the air over the dock, and started to row back to mid-channel for all I was worth.

We drifted back down to sensible speeds once in the inner basin, moving slowly enough to grab the bobstay of a big cruising boat so we could hold position against the circular eddies and

cross-currents that persisted even in this far corner of the harbor.

"It's really funny how many different explanations of tsunami draw-down you can find on the internet," Lee continued as if nothing had interrupted our conversation. "Especially this idea that when the bottom moves down you get a leading trough. It turns out that most quakes push the bottom up, not down, and even when the bottom moves down, there is still drawdown more often than not."

"So what's the real story?" I asked, shifting my grip on the wire bobstay so I could put the other hand on the more comfortable-to-hold wooden dolphin striker.

"In deep-water waves, the water in the wave doesn't move very far at all. It just

We knew that. But were do you get the drawback effect?"

"Thing is, a tsunami is not always a true soliton. If there is some energy dispersion ahead of the wave form, which there usually is, especially if the tsunami has crossed a whole ocean, then there is a long shallow trough ahead of the crest. In offshore water, the drawback in the trough only translates to a small drawdown. In shallow water, to move the same volume of water back, the drawback and draw-down amplitudes both go way up. So, like, if you see live fish flopping around in the mud, you should run the other way."

I thought about this for a while. "That makes less sense than my explanation, I have to say."

"It's oversimplified," admitted Lee.

The tide measuring station just inside the Golden Gate shows how frequently, and for how long, the surges from the Japanese tsunami affected San Francisco Bay last month.



MAX EBB

"To work it out for real, you have to use nonlinear shallow-water wave theory, then transform to a linear hyperbolic equation, then apply the Fourier-Bessel transform, invert the transform to the Green function representation, and then integrate numerically to get the actual solutions for drawdown, run-up, and inundation distance. It's not a very intuitive process."

By the time she had finished explaining how this worked, the current had reversed and I was having trouble holding on to my dolphin striker. Lee's kayak presented a lot less drag, but she let go when I did so she could finish trying to explain Green's theorem and triple integrals.

But soon we were going way too fast for a safe landfall at an end tie, and with so much cross-current there was no way I was going to get in between any of the main dock walkways.

"The standing waves got the same way as the wind waves on the ebb," Lee shouted. "I'm going to paddle ahead for

some surfing action."

She pulled ahead by a few lengths, turned around and, with a few paddle strokes, she caught a small but very steep wave.

"Totally awesome!" she screamed as she surfed past, close enough to send some spray over my inflatable's rail. But



Drawback and drawdown as explained by the orbital motion of water in a shallow-water wave. See wikipedia.org/wiki/Tsunami#Drawback.

the shore motion suggested that she was really more-or-less stationary in a standing wave, and I was the one who was moving fast down the harbor. Eventually she lost the wave and followed me to our original safe zone outside the breakwater.

"How long am I going to be stuck riding back and forth like this?" I asked

when we were within conversational range again. I was reminded of an old song about Boston subway fares.

"The harbor is resonating," Lee explained. "The tsunami waves must be coming at some even multiple of the harbor's natural seiche frequency. It's not hard to calculate a good approximation."

"Uh oh," I thought. "Not more math."

"No really, Max. This is a simple one. The speed of a shallow-water wave is just the square root of gravity times water depth."

"Is that the square root of gravity alone, or the square root of the product of the two?"

"Come on, Max, the units have to be consistent. Gravitational acceleration is meters per second squared. Multiply by meters of water depth, and you have meters squared per second squared. Take the square root to get speed in meters per second. So, like, it has to be the square root of the product. I mean, duh. The formula is even simpler than



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— TSUNAMI TWO-STEP

the one for hull speed."

"So this is sort of a 'hull speed' for waves?"

"Zactly. Take the average depth of the Pacific basin as around 4,200 meters, gravity is 9.81 meters per sec squared, and you get . . ."

She pulled a plastic bag out from a pocket on her lifejacket, with what looked like a smart phone inside it, and worked some keys right through the plastic.

". . . 395 knots. Which sounds about right for a tsunami."

"But I asked about the harbor slosh frequency," I reminded her.

"For sure. If you draw some pictures of what the water does when it sloshes in a harbor or a bathtub, it's easy to convince yourself that the sloshing water is just a half wavelength of a shallow-water wave that gets reflected back on itself whenever it gets to one end of the basin. So the slosh period has to be the time it takes the wave to go one wavelength, which is twice the basin length divided by the wave speed, or two L over square root of G D. Slosh period is just wavelength

divided by speed."

"I'll make those diagrams if I ever get out of here," I promised.

We were starting to be pulled back into the harbor again. Time for another round.

"The equation even works for open harbors, continental shelves and basins that are open at one end, too," Lee added before her voice was drowned out by the sound of the waves and spray on the rocks as we were pulled around the corner of the rip rap. "But you only have one-quarter of a wavelength in an open bay — think half a bathtub — so you have to use twice the length of the bay to get the seiche period, and the formula is four L over square root of G D."

It was another wild ride through the length of the marina, but I was a little better at keeping clear of obstructions this time.

"Here's a problem for you to take

home," Lee said as she caught up to me at our high-water-slack rest spot under the bowsprit of the cruiser. "A tube full of water, with both ends turned up, is a simple form of a sloshing basin or seiche. The water has a natural period of oscillation, with the water at each end of the tube alternately going up and down. Isaac Newton proved that this natural period is the same as the period of a pendulum having half the length of the water in the tube. See if you can do the proof yourself."

With that, she was off to ride some more standing waves in the middle of the harbor.

I did one more round-trip before I finally timed it right to land safely at an end tie on my side of the marina during slack tide. My dock neighbor was there to take my line.

"What a wild ride," I sighed with relief, groping for the right words to sum it up. "Uh, KOWABUNGA!"

"That's 'kowabunga, DUDE' to you," he answered. "And you should have been here an hour ago!"

— max ebb

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THE RACING

Whether you stayed on the Bay or went far away, chances are that if you went sailing in March, you got a pretty cruddy day. But that didn't stop the diehards from leaving their slips. First up this month, we take a look at the **Cabo Race**, then come back to the Bay for the **Rites of Spring**, the **St. Francis YC's Invitationals**, the **San Francisco Cup**, **Sadie Hawkins**, and the **Doublehanded Lightship**. After that we head south again for the **Harbor Cup** before finishing up with some **Race Notes**.

NHYC Cabo Race

The Newport Harbor YC's biennial Cabo Race brought out a quality fleet of 29 boats for a race that had anything but "brochure conditions," for the March 18-19 starts. A large contingent of Northern California boats joined up with some of the country's finest for the 750-mile classic.

Nine of the 15 boats that started on Saturday fell victim to the 30-knot southerly that presented itself, along with a northerly swell, to Classes A and B. John MacLaurin's *Pendragon VI* was the first to

retire, followed by Hap Fauth's Newport, Rhode Island-based R/P 75 *Bella Mente*, which was dismasted south of Ensenada. Lorenzo Berho's Vallarta-based Kernan 70 *Peligroso* was next to retire, and a whole slew of boats followed, including the TP52s *Rebel Yell* and *Rio*, Peter Tong's SC 70 *OEX*, Chip Megeath's R/P 45 *Criminal Mischief*, Dr. Laura Schlessinger's brand new Kernan 46 *Katana* and Brack Duker's SC 70 *Holua*.

Most cited gear failure, and in some cases, the fact that they couldn't slow their speedy machines down while launching off waves at speeds of over nine knots and punishing their crews. Many skippers also felt the risk to their boats wasn't worth it

'Grand Illusion' survived when so many of her competitors did not in the Newport Harbor YC's Cabo Race; it had to be the work of a certain mermaid.

since this year's TransPac just around the corner.

In the end, only one boat from Class A finished, Bill Turpin and Dave Janes' Santa Cruz-based R/P 77 *Akela*. In Class B, Ed McDowell's SC 70 *Grand Illusion* took the top honors and 'won their start day' with Bay Area sailor Will Paxton aboard, while Ashley Wolfe's Bay Area-based TP 52 *Mayhem* took third.

The overall winner came from Friday's more mellow start and Class C. Not surprisingly, Jack Taylor's super-successful SC 50 *Horizon* corrected out less than an hour ahead of overall runner-up and Class 4 winner, Charles Etienne-Devannaux's Beneteau First 40 *Naos II*. The crew of Frank Sloomman's brand new Bay Area-based J/111 *Invisible Hand*, navigated by Greg Nelsen, clawed their way up to second in Division 3 and third overall.

NEWPORT HARBOR YC CABO RACE (3/19-20)

CLASS A — 1) **Akela**, R/P 77, Bill Turpin/Dave Janes. (4 boats, 1 finisher)

CLASS B — 1) **Grand Illusion**, SC 70, Ed McDowell; 2) **Alchemy**, Andrews 70, Per Peterson; 3) **Mayhem**, TP 52, Ashley Wolfe. (10 boats)

CLASS C — 1) **Horizon**, SC 50, Jack Taylor; 2) **Bad Pak**, J/145, Tom Holthus; 3) **J/World's Hula Girl**, SC 50T, Wayne Zittel. (9 boats)

CLASS D — 1) **Naos II**, Beneteau First 40, Charles-Etienne Devannaux; 2) **Invisible Hand**, J/111, Frank Sloomman; 3) **Sarasvati II**, Beneteau First 50, Greg Stein. (5 boats)

IRC — 1) **Mayhem**. (3 boats, 1 finisher)

OVERALL — 1) **Horizon**; 2) **Naos II**; 3) **Invisible Hand**; 4) **Bad Pak**; 5) **J/World's Hula Girl**; 6) **Locomotion**, Andrews 45, Ed Feo; 7) **Grand Illusion**; 8) **Alchemy**; 9) **Sarasvati II**; 10) **Blue Blazes**, R/P 50, Dennis Pennell. (29 boats)

Complete results at: www.nhyccabrace.com

Rites of Spring

The Oakland YC's Rites of Spring Race on March 19 was the "in like a lion" part of the old adage about March. Even Julius Caesar may have had a better March. On Friday, the weatherman promised light winds and scattered showers for Saturday. Instead, the fleet got



NHYC



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strong south winds, cold, rain, hail, and waves that fetched "all the way from San Jose."

In deference to the miserable weather, the courses were a little shorter than usual. From the start at Berkeley circle "E", the windward mark for most boats was YRA 21 or Alcatraz rather than usual Harding. After a short loop or two in central bay, the boats finished near Clipper Cove against a very fierce tide and good size waves — not the usual finish scenario at that location.

The race committee had an easy time setting the line as there was no way on earth to get a square line. Except for the cold, the hail and the rain, it was a fun race with lots of close reaching, lots of tide, and lots of opportunity to catch waves. Because of the weather, many smart sailors dropped out on the way to the race, at the harbor, or at home — it's supposed to be fun, right? Sixty-two boats signed up, 16 started, and 11 finished. Some of the best stories happened on the



Frank Sloomman

LATITUDE/ROB



NHYC



Spread — 'Invisible Hand' showed some chops in her first ocean race; inset — the 'Horizon' gang.

way to and from the race.

"Holy buckets," said Greg Mitchell of the Contour 34 *Hapa Girl*. "The Rites of Spring was fine as a race, but the delivery to it from Oyster Point was a nightmare. There were huge, square, closely set rollers, and the wind peaked at 31 knots. I think we had our fastest speed of the day surfing the waves without sails up. It was rough enough to have my crew barfin'."

Estuary sailors were particularly pleased to finally get the exciting post-race sailing that is usually reserved for the rest of the Bay sailors. Instead of a foulies-off-beers-open-downwind-ride home, they had to go back in the teeth of the storm with some of the day's biggest waves waiting for them at the estuary mouth.

— George Gurrola

OAKLAND YC RITES OF SPRING (3/12)

DH MONOHULL PHRF< 139 — 1) **Whirlwind**,

Wyliecat 30, Dan & Carol Benjamin; 2) **Vitesse Too**, Hobie 33, Grant Hayes/Volker Frank. (2 boats)

DH MONOHULL PHRF 140+ — 1) **Cassiopeia**, Islander 36, Kit Wiegman/Nathan Bossett; 2) **Nice Turn**, Cal 2-29, Richard Johnson/Jim Jessie; 3) **Sea Spirit**, Catalina 34, Larry Baskin/Herb Brosowsky. (4 boats)

DH MONOHULL NON_SPINNAKER PHRF<141 — 1) **Tesa**, Catalina 42, Steve Haas/Jeff Walter. (2 boats, 1 finisher)

SH MONOHULL NON-SPINNAKER — 1) **Archimedes**, Express 27, Joe Balderrama; 2) **Georgia**, Black Soo, Ben Mewes. (3 boats, 2 finishers)

DH MULTIHULL PHRF 37+ — 1) **Origami**, Corsair 24, Ross Stein/Bill Pace; 2) **Wahoo!**, Dolphin 460, Gary & Wayne Thompson. (3 boats, 2 finishers)

Complete results at:
www.oaklandyachtclub.net

St. Francis YC Spring Invationals

Spring Keel — Fifty-two boats in six divisions showed up for the St. Francis YC's Spring

Keel Regatta March 5-6. The Moore 24s brought out 14 boats to take the honors as the regatta's largest division, with the Express 27s coming right behind with 13. Rowan Fennell's *Paramour* and Brendan Busch's *Get Happy!!* were the respective fleet winners, crushing their competition by wide margins. Peter Jeal's *Polperro* took the seven-boat Folkboat division, and Don Taylor's *On Belay* was tops among the six J/24s. Douglas Wilhelm's *Wilco* beat out five other Melges 24s for that division's title, and Don Jesberg — sailing *AmericaOne* — dispatched five other J/22s.

Spring Dinghy — The Spring Dinghy Regatta brought out 63 boats spread out over eight classes on March 12-13. The Lasers produced the biggest numbers, with a 18 boats, not far behind, the Radials brought out 10. The Wetas pulled eight boats to round out the "biggest fleets" podium. All the fleets were rewarded with champagne sailing on Saturday and a cold, gray and rainy Sunday.

Spring One Design — Eighteen J/105s and seven J/120s showed up for the St. Francis YC's Spring One Design Regatta March 19-20, and were treated to a gray, rainy, and breeze-on Saturday before being surprised by a decidedly drier Sunday that even saw the sun poke through. In the J/105s, Bruce Stone's *Arbitrage* got out of the blocks quickly, finishing 1-3-1 on Saturday. On Sunday, Stone posted a 3-6, which was just enough to stave off a challenge by Rolf Kaiser's *Donkey Jack*, which finished with 2-1. Stone took the regatta on a countback, with Walter Sanford's *Alchemy* rounding out the podium. The typically-close J/120s didn't disappoint, with Barry Lewis' *Chance* taking the division by a one-point margin over John Wimer's *Desdemona* and Don

'*Sea Spirit*' (108), '*Whirlwind*' (38608), '*Vitesse Too*' (87112) and '*Nice Turn*' took a lashing and still finished the Oakland YC's Rites of Spring. Sixty-two boats entered, 16 started, and 11 finished.



THE RACING



SUSAN RUHNE



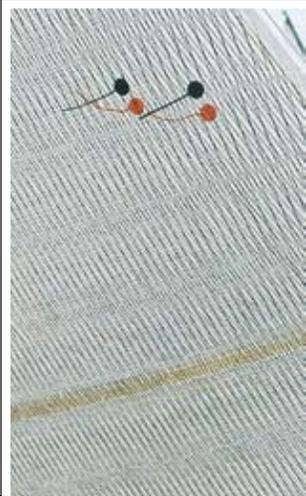
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Clockwise from top-center — the little boats at the St. Francis YC's Spring Dinghy were lucky enough to get the nicest day of the month; the Wetas keep getting more popular; Bill Erkelens' 'Nevermoore' punches upwind at the Spring Keel Regatta; the Express 27s drew the second biggest fleet at Spring Keel; the crew of Rowan Fennell's 'Paramour' had reason to be happy, they won their division; more Moores; the Cal Maritime Keelhaulers won the West Coast's only college keelboat regatta, the Harbor Cup; Chris Perkins crosses the finish line on the way to reclaiming the San Francisco Cup for St. Francis YC; Perkins.

Payan's *Dayenu*. The former beat out the latter on a countback.

ST. FRANCIS YC SPRING KEEL (3/5-6, 4r, 0t)

EXPRESS 27 — 1) **Get Happy!!**, Brendan Busch, 5 points; 2) **Magic Bus**, Marc Belloli, 15; 3) **El Raton**, Ray Lotto, 18. (13 boats)
 FOLKBOAT — 1) **Polperro**, Peter Jeal, 10 points; 2) **Nordic Star**, Richard Keldsen, 13; 3) **Faith**, Brock de Lappe, 13. (3 boats)
 J/24 — 1) **On Belay**, Don Taylor, 6 points; 2) **Downtown Uproar**, Darren Cumming, 8; 2) **Shut**

Up and Drive, Valentin Lulevich, 11. (5 boats)
 MELGES 24 — 1) **Wilco**, Douglas Wilhelm, 6 points; 2) **Smokin'**, Kevin Clark, 9; 3) **American Lady**, Kristian Notto, 10. (6 boats)
 MOORE 24 — 1) **Paramour**, Rowan Fennell, 7 points; 2) **Banditos**, John Kernot, 18; 3) **Nevermoore**, Bill Erkelens. (14 boats)
 J/22 — 1) **AmericaOne**, Don Jesberg, 7 points; 2) **Cheeseburger**, John Gray, 11; 3) **Young Guns**, Kim Desenberg, 12. (6 boats)

ST. FRANCIS YC SPRING DINGHY (3/12-13, 5r, 1t)

29er — 1) **Green Machine**, Patrick Tara/Max Fraser, 4 points; 2) **Godspeed**, Mackenzie Cook/John Marlett, 8; 3) **Road-Rage**, Mike Pacholski/Haydon Stapleton, 11. (3 boats)
 505 — 1) **505**, Tim Murphy/Garth Copenhaver, 6 points; 2) **Applied Neurotica**, Jeff Miller/Mike Smith, 8; 2) **Tiburón**, Ian O'Leary, 11. (4 boats)
 FINN — 1) **Finn**, Vladimir Butenko, 4 points; 2) **Nowy**, Andre Skarka, 9; 3) **Finn McMissile**, Peter Aschwanden, 11. (7 boats)



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LASER 4.7 — 1) **A Salt Weapon**, Joe Carter, 5 points; 2) **Laser 4.7**, Markus Suorsa, 12; 3) **170402**, Michael Tan, 19. (7 boats)

LASER RADIAL — 1) **Radial**, Dominic Bove, 4 points; 2) **Laser**, Mark Halman, 12; 3) **Laser**, Christine Neville, 15. (15 boats)

LASER STANDARD — 1) **Laser**, Steve Bourdow, 6 points; 2) **Black Tulip**, Russ Silvestri, 8; 3) **Christine Robin**, Tracy Usher, 10. (18 boats)

WETA — 1) **Weta 4.4**, Dave Berntsen, 6 points; 2) **Bobanja**, Bob Hyde, 11; 3) **Loose Cannon**, Gordon Lyon, 11. (9 boats)

CLUB 420 — 1) **Club 420**, Drake Jensen/Erica Quinn, 14 points; 2) **420**, Mark Power/n/a, 16; 3)

St.FYC Club 420, Viviane Farke/Naomi Wolfe. (6 boats)

ST. FRANCIS YC SPRING KEEL (3/19-20, 5r, 0t)

J/105 — 1) **Arbitrage**, Bruce Stone, 14 points; 2) **Donkey Jack**, Rolf Kaiser, 14; 3) **Alchemy**, Walter Sanford, 22. (18 boats)

J/120 — 1) **Chance**, Barry Lewis, 10 points; 2) **Desdemona**, John Wimer, 11; 3) **Dayenu**, Don Payan, 11. (7 boats)

Complete results at: www.stfyc.org

San Francisco Cup

The almost-annual grudge match between San Francisco YC and St. Francis YC was played out in the context of

a sibling rivalry March 26-27. Sailing J/105s, San Francisco YC's Jon Perkins and his big bother Chris — sailing for St. Francis YC — went up against each other in a best-of-five series. Chris Perkins and his team of Russ Silvestri, Melissa & Tom Purdy (another sibling pair), Doug Robbins and John Collins jumped to an early lead with two wins on Saturday. On Sunday they picked up right where they left off, winning the third race, and reclaiming the trophy in the process.

Sadie Hawkins

Nine boats in two division showed up

THE RACING



RON WITZEL

Dave Kuettel's 'Serena' just pips Alexandro Mehjan's Open 50 'Truth' in the DH Lightship.

Dawn Chesney. (4 boats)

Complete results at: www.iyc.org

for Island YC's Sadie Hawkins race on February 27, and were rewarded with a northerly breeze that meant even the five boats in the spinnaker division didn't get much time with their kites up.

Instead it was a close-reach affair under sunny skies on the Estuary. Sailing the Black Soo *Mirage*, Lori Condon took the Spinnaker division by correcting out by less than a minute over Deb Fehr's Merit 25 *Double Agent* after a 6.8-mile course.

Non-spinnaker division winner Christine Weaver — *Latitude 38* webmaster by weekday — sailing the Laser 28 *Stink Eye* finished so far ahead of rest of the boats after a shorter 5.4-mile course, that she had to take her own finish time. The race committee wasn't on station yet!

The Sadie Hawkins is the first event on the *Latitude 38* unofficial women's circuit. Given that no women skippers sailed the following one — the Oakland YC's Rites of Spring — these are the de facto standings for the circuit:

ISLAND YC SADIE HAWKINS RACE (2/27, 1r)

SPINNAKER — 1) *Mirage*, Black Soo, Lori

Briton Ian Williams (in crimson blazer, at right) brought a crew of San Diegans including Bill Hardesty, Matt Cassidy and Steve Hunt along with Mark Callahan and Mal Parker to win his first Congressional Cup — all the more impressive given that he lost his mother to leukemia midway through the event.



RICH ROBERTS

Condon; 2) *Double Agent*, Merit 25, Deb Fehr; 3) *RacerX*, Mary McGrath. (5 boats)
NON-SPINNAKER — 1) *Stink Eye*, Laser 28, Christine Weaver; 2) *Mull's Magic*, Ranger 26, Debby Ratto; 3) *Starshine*, Ericson 32,

injuries reported, but we were unable to confirm them as of this writing. Complete results are up at: www.iyc.org.

Harbor Cup

The Cal Maritime Keelhaulers won the fourth annual Port of Los Angeles Harbor Cup/Cal Maritime Invitational Intercollegiate Regatta March 11-13 with a race to spare.

Despite being hobbled by an injured foot, skipper John Gray led his team of Kyle Vanderspek, Scott Doyle, Sarah Himes, Matthew Van Rensselaer, Sean Kelly, and Andrew Lamb to a 12-point victory over eight other college teams

"I got used to it pretty easily," John Gray said of the right heel he injured the night before the regatta. "I just didn't carry as many things to the boat in the mornings. We just sailed every race as a team."

And they did sail all 10 races, even though their lead over the runner-up U.S. Naval Academy going into the final race was big enough that they could have called it a day. Upstart longshot Cal State Channel Islands finished third with 39 points, ahead of first-time participant Hawaii and defending champion USC at 41 and 45 respectively. After clinching the title with a third in Race 9 they stayed out and put up a fourth.

"It seemed like the right thing to do," Gray said about Cal Maritime's extra race.

Sponsored by the Port of L.A., organized by the Los Angeles YC and hosted by Cal Maritime, the event is the West Coast's only intercollegiate big boat regatta.

Race Notes

The last of the midwinters races — The Berkeley YC Mids Champions of Champions race went down on February 27, and

Ray Lotto's *El Raton* — winner of the 18-boat Express 27 class (Saturday series) — beat out former winner Richard von Ehrenkrook and his Cal 20 *Can O' Whoopass* by a scant two seconds to put his name on the Kirt Brooks Perpetual Trophy.

The Golden Gate YC's Manuel Fagundes Seaweed Soup Series also wrapped-up last month, and Scott Eason's Farr 30 *Eight Ball* took home the perpetual trophy with an all-bullets scoreline.

Filling the Shoes — The St. Francis YC announced



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NICO MARTINEZ/RC44

The RC44s invaded SoCal for a week of extremely close action on San Diego Bay. Accessible to the public with the racing held right off the Broadway Street pier and the USS 'Midway', the event showed that if the same principles are applied to America's Cup 34, we're in pretty good shape; Pt. Richmond/Mill Valley-based Morgan Gutenkunst hikes hard aboard the Paul Cayard-led 'Katusha' which walked away with the fleet racing portion.

on March 11 that Robbie Dean will be taking over as the club's Director of Racing Operations. He replaces John Craig, who has moved on to the PRO role for America's Cup 34.

"I have always enjoyed racing at the St. Francis Yacht Club," Dean said. "The StFYC Race Committee and Event Chairs consistently produce amazing events. I'm just going to focus on continuing the tradition of racing excellence at St. Francis YC."

The club hired Dean away from the San Diego YC, but the Southern California native has a strong Bay Area connection. He previously served as the Executive Director

for the Treasure Island Sailing Center, where he and his staff garnered multiple awards and recognition for the program. His sailing background includes extensive coaching, winning the U.S. Youth Champs in '96, a Laser 2 World Championship, and a stint on the U.S. Olympic Development Team in the Europe Dinghy working on the mast and sail development project for the Athens Games.

Dean will have some big challenges ahead of him, not least of which is the need to hire people to replace Melanie Roberts, who is going with Craig to the ACRM, and

Mike Kalin, who is joining the US Sailing Team AlphaGraphics as a coach.

A new program for the Vallejo Race — The Great Vallejo Race and YRA Season Opener is just around the corner on April 30, and Vallejo YC's Jim Glenn updates us on this year's program:

"We are changing things up this year and having part of the party outside in a



THE BOX SCORES

The Bay's midwinter series are in the books, so without further ado, we get right to the results for those that were resolved last month. Our focus next month will shift to Beer Can Series as they get underway. Our style guide for results is right here in front of you. If you take the time to type them out in the format you see here, they are guaranteed to get into the magazine, as it just makes life that much easier for us when our results gnome goes on strike. When you've gotten all the info together, just send it on to the Racing Editor at rob@latitude38.com. Thanks!

SAUSALITO YC MIDWINTERS FINAL (5r, 1t)

DIVISION A (SPINNAKER) — 1) **Gammon**, Tartan 10, Jeff Huetter, 7 points; 2) **Razzberries**, Olson 34, Bruce Nesbitt, 14; 3) **Trasher**, Merit 25, Harriet Lehman, 15. (13 boats)

DIVISION C NON-SPINNAKER PHRF < 143 — 1) **Q**, Schumacher 40, Glenn Isaacson, 5 points; 2) **Basic Instinct**, Elliot 1050, Jan Borjeson, 6; 3) **Grey Ghost**, Hanse 342, Doug Grant, 12. (6 boats)

DIVISION D NON-SPINNAKER 143-232 — 1) **La Mer**, Newport 30, Randy Grenier, 4 points; 2)

Geronimo, Lancer 30M, Michael Campbell, 14; 3) **Homus**, Ericson 27, Josh Dvorson, 14. (7 boats)

DIVISION E NON-SPINNAKER > 232 — 1) **Tackful**, Santana 22, Frank Lawler; 9 points; 2) **Inshallah**, Santana 22, Shirley Bates, 17. (5 boats)
Complete results at: www.sausalitoyachtclub.org

ISLAND YC ISLAND DAYS FINAL (4r, 1t)

SPINNAKER 1 — 1) **Ragtime!**, J/92, Bob Johnston, 3 points; 2) **Crazy Eights**, Moore 24, Aaron Lee, 5; 3) **Rascal**, Wilderness 30, Rui Luis, 7. (6 boats)

168 RATERS — 1) **Phantom**, J/24, John Guilford, 5 points; 2) **Bandido**, Merit 25, George Gurrola, 6; 3) **Bewitched**, Merit 25, Laraine Salmon, 7. (4 boats)

SPINNAKER 2 — 1) **Wuvulu**, Islander 30, John New, 3 points; 2) **Razzmatazz**, Santana 525, Bill King, 6; 3) **Tinker**, Wilderness 21, Matthew Beall, 9. (9 boats)

NON-SPINNAKER — 1) **Obsession**, Harbor 20, Lee Perry, 5 points; 2) **Galatea**, Ken Viaggi, 6; 3) **Scrimshaw**, Harbor 20, Michael Maurier, 7. (7 boats)

COLUMBIA 5.5 — 1) **Wings**, Mike Jackson, 5 points; 2) **Tenacious**, Group SCS, 8; 3) **Seabiscuit**, Peter Szaz, 8. (4 boat)

Complete results at: www.iyc.org

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

SPINNAKER PHRF ≤ 126 — 1) **Wasabi**, Kernan 44, Dale Williams, 5 points; 2) **Lazy Lightning**, Tartan 10, Tim McDonald, 5; 3) **Wild One**, FT 10, John Lymberg, 6. (11 boats)

SPINNAKER PHRF 127+ — 1) **Luna Sea**, Islander 36, Dan Knox, 7 points; 2) **Double Play**, Yankee 30, RDK partners, 4; 3) **Smooth**, Santana 525, Mark Feinholz, 9. (6 boats)

SPINNAKER CATALINA 30 — 1) **Adventure**, Jack McDermott, 3 points; 2) **Huge**, Woodruff/Keen, 5; 3) **Friday's Eagle**, Mark Hecht, 10. (6 boats)

NON-SPINNAKER — 1) **007**, J/105, Bruce Blackie, 3 points; 2) **Unanimous**, CS 30, Steve Eitrem, 8; 2) **Seaview**, C&C 115, Peter Hamm, 8. (6 boats)

Complete results at: www.southbeachyc.org

SEQUOIA YC REDWOOD CUP SERIES (5r, 1t)

SPINNAKER — 1) **Head Rush**, Antrim 27, Charlie Watt, 4 points; 2) **Smokin J**, J/29, Stan Phillips; 3) **Pizote**, Santana 30, John Ryan. (16 boats)

THE RACING

large 40'x80' enclosed tent," Glenn said. "The dance floor, music and food will be out in the tent. We have Eric Stone as the headliner from 8 p.m. until midnight and will have a disc jockey from 4 p.m. until Stone goes on. We have three different food vendors this year — Gracie's Barbecue (ribs & chicken) Nellie's Oysters (barbecued oysters, seafood tacos), and La Prima Pizza (woodfired pizza, pasta and salads).

"There will be grandstands at the start/finish line so spectators can see the racers as they jockey for the finish on Saturday and the start on Sunday. Beer & liquor will be reasonably priced, starting at \$2. Sunday we will have a pancake breakfast put on by the Mare Island Rowing Club."

If you need any more info, go to: <http://vallejorace.vyc.org>.

Support the troops — Club Nautique's American Armed Forces Cup will hit the South Bay on May 15. In its third iteration, the event pits teams from the Armed Forces against each other for a day of racing out of Ballena Bay. This year, the club has partnered with the Navy League to raise money for the latter's ongoing efforts to support the country's Sea Services. For

more information, including how to become a sponsor, visit: www.clubnautique.net.

Keep this in mind — The revived Laser Heavy Weather Slalom will once again grace the Cityfront August 3-4 as a prelude to the Laser Masters Worlds. Both will be hosted by St. Francis YC. The catch is that entries are limited to only 32 boats for the former, so you had better enter early if you're planning on coming out to play. More info and signups are at: www.sflaserworlds.com/page/Slalom.

Heavy hitters — The San Francisco Leukemia Cup has gone from strength to strength for the last five years, breaking all the fundraising records for the nationwide series of events that benefits blood cancer research. A big part of that effort has been the VIP dinner that precedes the race, and its keynote speakers have included a who's-who of truly big names like Rupert Murdoch, Al Gore and Russell Coutts. Honorary chairman Tom Perkins — he of the *Maltese Falcon* fame — has conscripted business partner John Doerr, one of Silicon

Valley's most successful venture capitalists, as this year's speaker. Doerr is also an avid sailor, who keeps an absolutely bristol 1938, Philip Rhodes-designed 48' yawl. More info on the event can be found at www.leukemicup.org/sf.

Not this year — After last month's speculation, we finally received a response to our multiple attempts to contact the *l'Hydroptère* team about their plans for a shot at the TransPac record. It would appear that the team is indeed headed this way, but not this year.

"One of the future objectives for *l'Hydroptère* is to attempt the Pacific record," wrote the team's Matthieu Dujon. "As the boat is looking for additional partners, this adventure will take place in 2012, in order, as well, to optimize organization."

So it sounds as if they'll be after Olivier de Kersauson's 4d, 19h, 31m Los Angeles-to-Honolulu record, not the TransPac race record. Rumor has it that they've already booked space to moor the boat when they come to the Bay, which is no small feat given that she's 65 feet long, 78 feet wide and draws 13-plus feet!

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We depart from our normal format this month to bring you our annual springtime overview of **Greater Bay Area Bareboats & Crewed Charter Yachts.**

Meet the Charter Fleet:

A Wealth of Bay Sailing Options

It's time for us to make our annual pitch to you to think outside the box when it comes to on-the-water recreation. Even if you own your own boat or know boat owners who often invite you out for a ride, there are times when you might use the services of the Greater Bay Area's expansive fleet of (sail-it-yourself) bareboats and/or fully crewed charter yachts — nearly all of which are listed here.

As you peruse these pages, you'll learn that the Bay Area charter fleet encompasses boats of all sizes and descriptions. Some boast exhilarating speed and high performance, while others offer roomy accommodations and a ride so comfortable that even your timid great granny will feel safe and secure while blasting across the Bay. We encourage you to save this section for future needs, and make a mental note that these listings are available year-round on our website (with frequent updates).

Bareboats — There are roughly 240 bareboats available for rental here in the Greater Bay Area, but the businesses that manage them are not simply rental agencies. Almost all of the boats listed below are offered by sailing schools — usually called 'clubs' — which offer a full spectrum of courses, from basic sailing to coastal cruising and celestial navigation.

In most cases, you don't have to be a member of the club to rent a boat, although nonmembers may pay somewhat higher rental prices. Be aware also that the first time you charter with a company you'll probably have to do a 'check-out' with their staff so they'll feel confident that you're not going to run the pride of their fleet into a cruise ship. Getting checked out a few days in advance will save precious charter time.

Beyond rental discounts, there's usually added value to club membership such as dockside barbecues; 'social sails', where everyone pitches in a few bucks to cover costs; and charter flotillas to idyllic venues in the Caribbean, South Pacific or elsewhere.

If you don't own a boat and/or don't have close friends that are into sailing, joining a club can be a smart move. The friendly ambience of a club creates a low-pressure forum for advancing through the hierarchy of classes. And the natural camaraderie that comes with shared activities on the water often spawns lasting friendships.

As you can see by the listings below, many popular types of late-model production boats are available through Bay Area fleets, which

makes them an ideal resource for extensively 'road testing' boat types that you are considering buying.

Chartering a large, fully equipped bareboat in the Bay Area can also help you prepare for future cruising. Once you've taken total responsibility for a big boat in Bay waters — including anchoring practice — you'll be able to



Baseball season is upon us! Why not charter a sweet boat and take in the action with friends at McCovey Cove?

BAY AREA BAREBOATS

As the following list demonstrates, there is a wide variety of sail-it-yourself bareboats available for rent in the Bay Area. Compiled here are listings from the area's principal companies (listed alphabetically). We've attempted to be as up-to-date and comprehensive as possible. We regret any errors or omissions.

SAILING SCHOOLS

Club Nautique

Sausalito, Alameda
(800) 343-SAIL
www.clubnautique.net
AL = Alameda ; SA = Sausalito;

• 30' & UNDER •

Colgate 26 (7) AL, SA
Hunter 290 AL

• 31' - 35' •

Hunter 31 (7) AL, SA
Jeanneau 32 (2) AL, SA
Hunter 320 (2) AL, SA
Hunter 33 (3) AL, SA
Beneteau 34 AL

• 36' - 40' •

Dufour 36 (2) AL, SA
Hunter 36 (3) AL, SA
Caliber 40 AL
Jeanneau 40 SA
Norseman 40 cat AL

• OVER 40' •

Hunter 41 (2) AL, SA
Hunter 410 AL
Gib Sea 43 AL
Jeanneau 45 DS AL
Hunter 49 AL
Jeanneau 50 DS AL

J/World

Oakland, Puerto Vallarta
(800) 910-1101, (510) 271-4780
www.sailing-jworld.com

• 30' & UNDER •

J/80 [26'] (7)

• 31' - 35' •

J/105 [34'] (4)

• 36' - 40' •

J/109 [36']
C&C 38

J/120 [40']

• OVER 40' •

Dehler 41
Jeanneau 43 DS
Passport 46
Santa Cruz 50
J/160 [53']

Modern Sailing School & Club

Sausalito (800) 995-1668
www.modernsailing.com

• 30' & UNDER •

C&C 24
Ericson 30
Catalina 30

• 31' - 35' •

Beneteau 311
Pearson 32
Ericson 32
C&C 32
Beneteau 33
Beneteau 35
Hanse 350

• 36' - 40' •

Seawind 1160 cat [38']
Beneteau 38
Beneteau 381
Beneteau 393
Caliber 40

• OVER 40' •

Beneteau 423

Monterey Bay Sailing

Monterey (831) 372-7245
www.montereybay.com

• 30' & UNDER •

Catalina 22
Yamaha 25
Wyliecat 30

• 31' - 40' •

Celestial 32
San Juan 33

• OVER 40' •

Coronado 42

OCSC

Berkeley (800) 223-2984
(membership required)
www.ocscsailing.com

• 30' & UNDER •

J/24 (20)
Ultimate 24 (1)
Olson 25 (4)

• 31' - 35' •

Catalina 320 (4)
J/105 [34'] (5)
J/109 [35']

• 36' - 40' •

Catalina 36 (3)
Sabre 362
Mahe 36 cat
Beneteau 373

• OVER 40' •

Jeanneau 494

OF CHARTERING



J-WORLD

step aboard a bareboat anywhere with confidence in your abilities, and spare yourself the angst brought on by trying to fake it.

Crewed Charter Vessels — The vessels listed in this section are accessible to folks of all ages with no sailing skills

"Yee-haw! We're having some fun now. A charter party blasts across the Bay aboard a high performance J/105 from J/World."

required whatsoever, as their charter prices include the services of professional crew.

Even if you are a long-time sailor with your own fleet of sailing craft, there are

special occasions when chartering one of the vessels listed here might be the perfect solution to a particular challenge, such as entertaining a large group of out-of-town family members, creating a unique office party, or a special 'benchmark' birthday celebration. By enlisting the pampering services of a professional crew, you'll maximize the time you have for socializing and playing tour guide, while minimizing potential headaches. And by hosting your guests on a classy, meticulously maintained crewed yacht, your guests will probably be a whole lot more comfortable than on your tired old daysailer, and you're likely to make a better overall impression.

Guests who care to pitch in with the sailing chores are usually welcome to lend a hand, while the rest of the group soaks in the salt air and takes in the sights.

The Bay Area's fleet of fully crewed charter vessels breaks down into two principal categories: 'Six Pack' boats, which are licensed to charter with up to six passengers for hire, and 'Multi-Passenger Vessels' (technically called Inspected Vessels). In some cases these can legally carry up to 49 passengers or more.

We've attempted to be as comprehensive and up-to-date as possible in these listings. We regret any errors or omissions.

'Multi-Passenger' Vessels (7+)
(In alphabetical order.)

Argosy Venture: One of the largest and more unique yachts in Northern California, this 101-ft

Pacific Yachting/Sailing

Santa Cruz
(831) 423-SAIL (7245)
(800) 374-2626
www.pacificsail.com

• 30' & UNDER •

Santa Cruz 27
Catalina 28
Olson 911s [30']

• 31' - 35' •

Beneteau 31
Catalina 31
Catalina 32 (3)
Hunter 33
Beneteau 33
Catalina 35

• 36' - 40' •

Catalina 36
Hunter 36

• OVER 40' •

Beneteau 46.1

Tradewinds Sailing School & Club

Marina Bay, Richmond
(510) 232-7999

www.TradewindsSailing.com
Brickyard Cove / Richmond Marina Bay
(*boats also at Folsom Lake)

• 30' & UNDER •

Capri 22 (7)
Ericson 27
Catalina 270
Ericson 28
Catalina 30 (4)
Newport 30

• 31' - 35' •

Beneteau 323 (2) [33']
Beneteau 31
Cal 31 (3)
Dufour 31

• 36' - 40' •

Beneteau 343 (2) [35']
Catalina 34 (2)
Hunter 356 [35']
Catalina 36 (2)
Catalina 38

• OVER 40' •

Beneteau 42
Mull Chico 42
Catalina 42
Jeanneau 43

Spinnaker Sailing of Redwood City

(650) 363-1390
www.spinnakersailing.com

• 30' & UNDER •

Santana 22 (2)
Cal 24 (3)
Merit 25 (10)
Catalina 27 (3)

• 31' - 35' •

J/29 [29']
Hunter 33
Hunter 34
J/120 [40']

Spinnaker Sailing of San Francisco

(415) 543-7333
www.spinnaker-sailing.com

• 30' & UNDER •

Viper 640 [21']
Ultimate 20
Ultimate 24
Santana 22 (2)
Santa Cruz 27 (3)

• 31' - 35' •

Flying Tiger 10
Catalina 320
Catalina 34
Catalina 35
Hunter 356 [35']

• 36' - 40' •

Beneteau 393
C&C 40

• OVER 40' •

Hunter 410

NONPROFIT ORGANIZATIONS

Cal Sailing Club

www.cal-sailing.org
(membership required)

• 30' & UNDER •

Laser Bahia (8)
JY15 (7)
Precision 15 (2)
Laser (2)
Bytes (2)
Merit 25 (2)
Capri 25
Pearson 26 (2)

Sailing Education Adventures

(415) 775-8779
www.sfsailing.org

• 30' & UNDER •

Lasers (2), Lido 14 & FJ
Catalina 16.5 (4)
Santana 25 (2)

WORLD

Nevins motorsailer does occasional charters on the Bay as well as annual expeditions beyond the Golden Gate. Built as a private luxury yacht in 1947, her gleaming brightwork and period styling make her an eye-catching sight when she roars across the Bay at 12 knots.

- Carries up to 12 passengers.
- Berthed at Brisbane Marina.
- Available for special custom charters locally (including corporate), family charters and expeditions, as well as film and dive charters.
- (650) 952-4168; email: charters@argosyventure.com; website: www.argosyventure.com.



'Argosy Venture' is a rare classic.

Adventure Cat: A familiar sight on the Bay, this 55-ft catamaran was custom-built specifically for chartering here. Definitely one of the fastest local charter boats, she's been clocked at 20 knots with a full complement of passengers aboard. Guests can choose to ride on the open-air trampoline, forward, or within the sheltered salon.

- Carries up to 48 passengers.
- Berthed at Pier 39, Dock J, in San Francisco.
- Available for scheduled sails daily (individually ticketed), private group charters and special events, including weddings, whale watching and corporate programs.
- (415) 777-1630 or (800) 498-4228; sharon@adventurecat.com; website: www.adventurecat.com

Adventure Cat 2: Designed by cat connoisseur Kurt Hughes, *Adventure Cat 2* was launched several years ago. Like her older sister (above), she is fast and fun, yet is much larger and, consequently, can carry twice as many passengers. For really big groups, consider chartering both boats and sail together in tandem.



'Adventure Cat 2' is fast and fun.

- Carries up to 99 passengers.
- Berthed at Pier 39, Dock J, in San Francisco.
- Available for private group charters and special events, including weddings, whale watching and corporate programs.
- (415) 777-1630 or (800) 498-4228; email:

sharon@adventurecat.com; website: www.adventurecat.com

Bay Lady: At 90 feet in length, *Bay Lady* is the largest Coast Guard 'certified' traditional sailing vessel on the West Coast. Licensed to carry up to 80 passengers, she holds the second-largest capacity of any sailing charter vessel in the region. *Bay Lady* was built of steel in New England specifically for the charter trade. Her design combines modern strength and safety features with an old-time sail plan — she carries great clouds of sail on her traditional gaff rig. Guests are always invited to participate in sailing this great schooner.

- Certified for 80 passengers (most comfortable with about 70).
- Berthed at South Beach Harbor, San Francisco.



The steel schooner 'Bay Lady' carries 80.

- Some scheduled sailings (individually ticketed), private group charters, offshore charters (such as to Monterey) and special events including corporate and baseball parties to McCovey Cove.
- (415) 543-7333; email: rendezvous@earthlink.net; website: www.rendezvous-charters.com

Bay Wolf: This pedigreed Santa Cruz 50 ocean racer is a veteran of many Hawaii and Mexico races. With her new mast, rigging and other upgrades, she promises fast, exhilarating Bay sailing.

- Certified to carry up to 30 passengers, but focuses on groups up to 18.
- Pickups in San Francisco and Sausalito.



'Bay Wolf' is a former offshore racer.

- Available for private group charters, corporate charters and special events. Passenger participation is welcomed.
- (650) 492-0681; email: captkirk@sfbaysail.com; website: www.sfbaysail.com

Cat Ballou: Originally a Caribbean charter yacht, this sweet-sailing Catana 42 catamaran joined the Bay Area charter fleet after owner Chuck Longanecker upgraded her substantially during an extensive refit. Chuck is a management consultant by trade, and specializes in teambuilding and

private charters.

- Carries up to 12 passengers.
- Berthed at Schoonmaker Marina, Sausalito.
- Available for private group charters, special events and corporate charters, including teambuilding.
- (888) 566-8894; email: chuck@sanfranciscosailing.com; website: www.sanfranciscosailing.com



'Cat Ballou' on the move.

Chardonnay II: This sleek Santa Cruz 70 is one of the most popular charter vessels operating on Monterey Bay. She was custom built for fast sailing, yet with the comforts to accommodate up to 49 passengers. She offers a wide array of 'themed charters' such as wine tasting, sunset cruising, and corporate teambuilding.

- Carries up to 49 passengers.
- Berthed at Santa Cruz Harbor.



Sleek and sexy 'Chardonnay'.

- Custom private charters, ash scattering, and corporate teambuilding.
- (831) 423-1213; email: charters@chardonnay.com; website: www.chardonnay.com

Derek M. Baylis: Named after a famous Bay Area yachtsman, this distinctive 65-ft cat ketch was built specifically for conducting ocean research and marine education, and is operated by the non-profit Sealife Conservation organization. Tom Wylie designed her to be an "environmentally friendly way to keep up with whales and other marine life without using an engine."

- USCG-licensed to carry 49 passengers on daysails or 12 passengers for overnights.
- Berthed in San Francisco and Monterey; pickups in Santa Cruz and elsewhere by special arrangement.

• Offers scheduled daytime 'critter cruises' and sunset 'wine and cheese' cruises with Monterey Bay Aquarium, Thurs.-Saturday throughout the summer. Also available for marine research, custom group charters, including corporate events. Learn about white shark research, San Andreas fault mapping, and plastics work from naturalists. Educational and naturalist service available at no additional cost.

OF CHARTERING



The custom Wylie 65 'Derek M. Baylis'.

- (831) 818-6112; email: dave@sealifeconservation.org; website: www.sealifeconservation.org. For Monterey Bay Aquarium trips call (800) 756-3737.

Gas Light: Built in Sausalito by master shipwright and owner Billy Martinelli, this 72-ft schooner is a beautifully crafted modern example of an 1874 SF Bay scow schooner. *Gas Light* has a bright and comfortable 30' x 18' cabin with a 12' mahogany salon table, plenty of on-deck seating, and offers an exceptionally stable sailing experience, heeling only a few degrees, even in a brisk wind. She offers a unique glimpse into San Francisco's maritime history plus a hands-on experience for those eager to help raise sail.



'Gas Light' is a replica of bygone days.

- USCG certified for up to 49 passengers
- Berthed at Schoonmaker Point Marina, Sausalito.
- Available for private group charters; special events, corporate outings and teambuilding, weddings, birthday parties and educational excursions on the Bay.
- (415) 331-2769; email: gaslightcharters@hotmail.com; website: www.gaslightcharters.com

Glory Days: This classic Morgan Out Island 51 is owned and operated by Pam Powers, one of the few professional female skippers in the local charter trade. Before going out on her own years ago with the purchase of *Glory Days*, Pam skippered many of the Bay's biggest charter vessels.



The Morgan O.I. 51 'Glory Days'.

When Morgan Yachts first began producing the Out Island line in the late '60s, these comfy boats quickly became popular with both cruisers and charter companies — especially the 51-ft version, like *Glory Days*.

- Certified for 42 passengers — probably the only O/I 51 that is.

- Berthed Pelican Harbor, Sausalito.
- Available for corporate events, private charters, weddings, ash scatterings, team-building sails, and Angel Island BBQ sails. Occasional scheduled sails (individually ticketed) such as Friday night sunset sails and full moon cruises (see website for schedule).

- (800) 849-9256 or (415) 331-2919; email: captbam@sailsfbay.com; website: www.sailsfbay.com

Nehemiah: Among the things that make this classic wooden ketch unique in the Bay's charter fleet is the fact that she has circumnavigated — twice — under previous owners.

Her current use is also unique, however. Capt. Rod Phillips and his wife, 'Admiral' Joni, enjoy doing Bay charters for the general public, which finance their true passion, youth sail training — particularly for 'at-risk' youth. Solidly built and traditionally rigged, she is an ideal platform for hands-on training, as well as pleasure sailing. A lifelong mariner, Rod also captains S.F. Bay ferries.



'Nehemiah' has circumnavigated — twice!

- Carries up to 33 passengers.
- Berthed at Richmond's Marina Bay.
- Available for youth sail training, scheduled sails (individually ticketed) and private charters.
- (510) 234-5054; email: captain@sailingacross.com; website: www.sailingacross.com

Privateer & Santa Maria: These two identical Islander Freeport 41 cutter ketches are roomy, yet can reach 10 knots with all their sails up. They have teak decks, finely varnished trim, and many bronze fittings. With their full keels they are extremely comfortable to sail.

- Certified for 28 & 36 passengers respectively.
- Berthed at San Francisco's Pier 39
- Specializing in scheduled 90-minute Bay sails (individually ticketed) and scheduled sunset sails (see website for schedule). Also available for private charters, including corporate events.
- (415) 378-4887; email: erik@sailsf.com; website: www.sailsf.com

Ruby: At 64 feet in length, this double-ended steel sloop has been a familiar sight on the Bay for as long as we can remember. In fact, *Ruby* has been chartering longer than any other boat on the Bay — 27 consecutive years. She's also become a landmark at her San Francisco Boat Works homeport, adjacent to The Ramp restaurant. Owner/skipper Josh Pryor designed and built her himself back in the '70s with thoughts of long-distance cruising, but once he started chartering her, he

discovered that both he and she were well-suited to the business. In addition to scheduled sailings, she does a variety of special charters — one of the most memorable was when The Playboy Channel brought a dozen bunnies aboard years ago for an Opening Day photo shoot in the waters off what is now AT&T Park.



The custom steel sloop 'Ruby'.

- Carries up to 31 passengers.
- Berthed at The Ramp restaurant, foot of Mariposa St., San Francisco.
- Available for lunch and evening sails daily (individually ticketed), private group charters, and special events including corporate functions and ash scatterings.
- (415) 861-2165; email: rubysailing@sbc-global.net; website: www.rubysailing.com

Seaward: Originally based in Boston, this 82-ft staysail schooner has a different focus from most others. During the spring, summer and fall her primary function is running hands-on sail training for Bay Area youngsters, which is partially funded by adult sail training and private charters. When winter approaches, she heads for the sunny latitudes of Mexico, where she offers a series of programs that combine education in traditional seamanship, study of the marine environment, and fun in the sun. She is owned and operated by the nonprofit Call of the Sea organization.



The sail training schooner 'Seaward'.

- Carries up to 40 passengers on day trips; 15 for overnights.
- Berthed at Sausalito.
- Available for youth and adult sail training, day sails, scheduled (individually ticketed) sails, overnights to Drake's Bay and the Farallones, private group charters and corporate events, plus 'adventure sailing' in Mexico during the winter.
- (415) 331-3214; email: info@callofthesea.org; website: www.callofthesea.org

Tahoe Cruz: This is a beautiful custom Santa Cruz 50, sails daily out of the Tahoe City Marina from May thru October. Captains Jim Courcier & Mike Pavel are accomplished racers and cruisers who love sharing the joy of sailing the pristine waters of scenic Lake Tahoe. Prevailing SW afternoon

WORLD

breezes averaging 10 to 15 knots make for ideal sailing conditions.

- Certified for up to 25 passengers.
- Specializes in affordable & scenic 2-hour cruises with complimentary refreshments. Also available for private parties, company charters & Emerald Bay luncheon sails.
- Daily departures from Tahoe City Marina (home of the Tahoe YC).
- (530) 583-6200; website: www.TahoeSail.com



'Tahoe Cruz' screams across the lake.

Team O'Neill: As her operators like to say, "For an Extraordinary Santa Cruz Adventure, just add water!"

Promising a unique and specialized sailing adventure on Monterey Bay, this 65-footer gives you a true appreciation for big catamaran sailing.



The 'Team O'Neill' cat is easy to spot.

Her length and 28-ft beam provide an exceptionally smooth and stable ride, with plenty of deck space to move around freely. Her full galley can accommodate catered sails, or guests may choose to bring along picnic-style meals. Ideally suited for both family and friends or groups.

- Carries up to 49 passengers.
- Berthed at Santa Cruz YH.
- Available for private group charters and now offering public 1-hour daysails on Saturdays during the summer.
- (831) 475-1561; email: sailingsantacruz@gmail.com; website: www.oneillyachtcharters.com

Yukon Jack: Although a remarkable amount of 'big boat' racing takes place on the Bay each year, only a minuscule portion of the sailing community ever gets to ride on those sleek, go-fast machines. But if you'd like to check out the adrenal thrill of blasting across the Bay on an ultralight, this proven Santa Cruz 50 is the boat for you. A former ocean racer, she once sailed from San Francisco to Tahiti

in an impressive 19 days.

- Carries up to 25 passengers.
- Berthed at South Beach Harbor, San Francisco.
- Race charters (including offshore), private group charters, and special events including corporate.
- (415) 543-7333; email: rendezvous@earthlink.net; website: www.rendezvous-charters.com

Six-Passenger Crewed Yachts

Please note that in addition to the six-passenger vessels that follow — many of which are operated by their owners — **virtually every sailing school (aka 'club')** listed at the beginning of this section also has boats available for 'six-pack' charters with captain and crew.

Some of the larger boats in those fleets are very nicely outfitted for both **comfortable daysails and overnight charters**. Call them for details and pricing.

Agave: The design of this new 38' Catalina 375 sloop won *Cruising World* magazine's '09 Boat of the Year Award. She has a large, comfortable cockpit and the latest equipment for a fast, safe and memorable cruise. Conduct a team-building session, reward your team for their hard work, or just experience an enjoyable sail on San Francisco Bay.

Robin Weber is a USCG-licensed captain who

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OF CHARTERING

has been sailing and racing for 30 years, in the Chesapeake Bay, the Caribbean, and the Baltic Sea in Germany, Denmark and Sweden. He has been cruising and racing in the San Francisco Bay area for the past 10 years.

- Carries up to 6 passengers.
- Berthed at Westpoint Harbor in Redwood City, or pickups in San Francisco.
- Private group charters and special events including corporate.
- (408) 221-7084; email: robinweber@gmail.com; website: www.southbaychallenge.com

Alsager: This custom-built Maas 42 Cor-ten steel sloop was commissioned for offshore racing. She's done several Atlantic crossings and West Coast voyages. Skipper Evan Stolze's customized charters focus on personal attention for small groups.

- Carries up to 6 passengers.
- Berthed at Sausalito.
- Daytime and sunset sails, instruction, overnights (inside the Bay and out the Gate), Mexico in the winter.
- (415) 797-8008; email: evanstolze@gmail.com; website: www.goldengatesailing.com

Angelique: New to the fleet in '08, *Angelique* is a sweet-sailing Columbia 57, built for comfort inshore or offshore. Her roomy, nicely appointed interior and stable racer-cruiser design make her



Meet the lovely 'Angelique'.

a good choice for extended cruises.

- Carries up to 6 passengers.
- Available for 'captain-only' charters, full-service crewed group charters, as well as multi-day trips in the Bay and along the Coast.
- (707) 953-0434; email: andy@sailingbiz.com; website: www.sailingbiz.com

Apparition: Sleek and speedy, *Apparition* was custom-built in Sausalito with small-group chartering in mind. Captain Stan Schilz loves to introduce guests to the ease and comfort of multihull sailing by letting them take the helm. One of the few crewed charter yachts that does overnights, this 38-footer has two double cabins and a full galley. If you're planning to bareboat a cat soon, spending some time aboard *Apparition* would be good preparation.

- Carries up to 6 passengers for private charters. Can also be bareboated by special arrangement with up to 12 passengers.
- Berthed at Schoonmaker Marina, Sausalito.

• Available for private group charters, special events, multihull sailing instruction, and trips up the Delta or the Petaluma or Napa rivers.

- (415) 331-8730; email: info@sailapparition.com; website: www.sailapparition.com

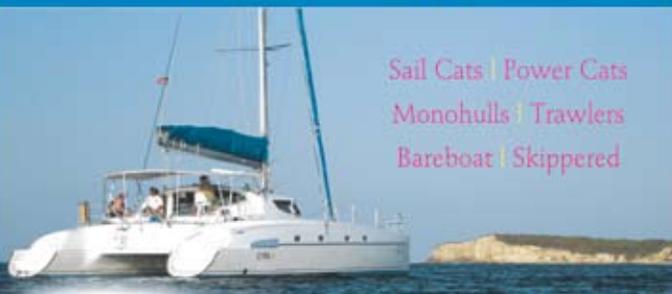


This 'Apparition' is a familiar sight.

Bolgeskrek: This carefully maintained Irwin Citation 34 is a stiff and comfortable boat, well-suited to Bay sailing conditions. On blustery days she often does better than 7 knots, thus outperforming many other sailboats of her size. Her spacious cockpit is roomy enough to easily accommodate six passengers, and her teak interior is a delightful space for lounging and relaxing. Captain Bob has 20 years of experience sailing the Bay and he loves to share his knowledge of local geography and historical spots.

- Carries up to 6 passengers

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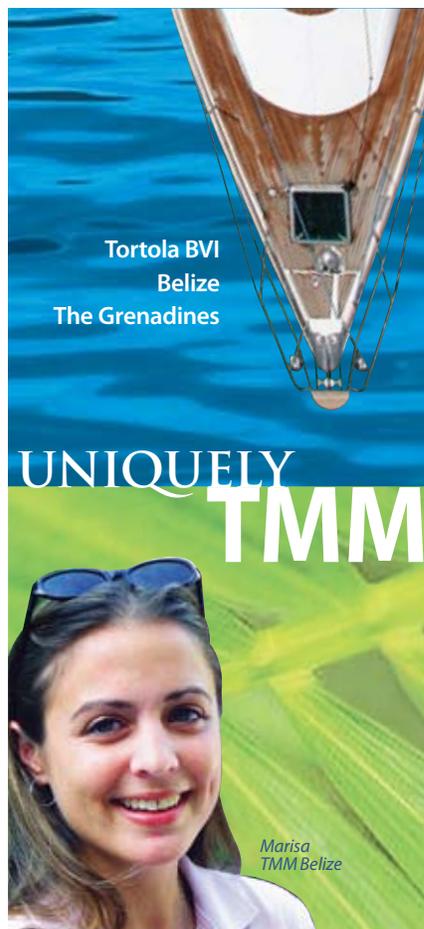
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- (510) 499-0134; email: capt_bob@goldengatesailingtours.com; website: www.goldengate-sailingtours.com

Caprice: This lovely Seawind 1160 was purchased new in Australia in '07, after which owners Dan and Carol Seifers spent most of '08 delivering her back to the Bay. Dan is both a licensed captain and sailing instructor. He and Carol would



'Caprice' has crossed the Pacific.

be pleased to introduce you to the joy of flat, dry catamaran sailing aboard *Caprice*. Her spacious salon offers a 360° view, while riding her trampoline offers thrill-a-minute exhilaration. Hands-on

participation is encouraged.

- Carries up to 6 passengers
- Berthed at Brickyard Cove Marina, Pt. Richmond
- Available for custom charters with catering specialized to suit your needs.
- (510) 232-5820; email: seifers@pacbell.net; website: www.sailingcaprice.com

Carrera: At the smaller end of the spectrum is Gene Maly's well-kept Capo 32 racer/cruiser. Based at Monterey, *Carrera* balances her busy schedule between intimate group daysails and instructional sails that feature plenty of one-on-one attention.

- Carries up to 6 passengers.
- Berthed at Municipal Wharf #2 (A-Tier Gate), in Monterey.
- Available for scheduled daysails including Monterey Bay Marine Sanctuary tours, private charters, accredited instruction, and "team-building challenges" for corporations.
- (831) 375-0648; email: captaingene@sailmontereybay.com; website: www.sailmontereybay.com

Fanseae: Captain Paul Adams takes great pride in keeping his Catalina 34 in bristol condition. Because she is set up for singlehanded sailing, it's easy for him to attend to the needs of his charter guests, and it's easy for guests to partici-

pate in driving and sail trimming, if they wish.

- Carries up to 5 passengers.
 - Berthed at Sausalito.
 - Prefers small groups, often two couples.
- Wedding proposal charters are a specialty, as are charters that visit less-traveled parts of the Bay.
- (415) 269-1973; email: captainpaul@sailsausalito.com; website: www.sailsausalito.com.

Flying Tiger: This sleek former racing yacht was originally designed to race in the SORC. She was later fitted out for comfortable cruising and explored both Mexico and Alaska. Kirk Miller (a.k.a. Capt. Kirk) gave up a successful career in the energy business to pursue his dream of chartering on the Bay aboard *Flying Tiger*.

She is ideally suited to charters with those who enjoy high-performance sailing — it doesn't take much to convince Kirk to put up the chute on the downwind run past the Cityfront. She has recently undergone an extensive refit.

- Carries up to 6 passengers.
- Based at Sausalito.
- Available for private group charters, corporate charters and special events. Passenger participation is welcomed.
- (650) 492-0681; email: captkirk@sfbaysail.com; website: www.sfbaysail.com

Evening Star: This fastidiously restored C&C Concours 43 is the 'dream boat' of 30-year charter

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OF CHARTERING



'Evening Star' is Capt. Marco's dream boat.

skipper Mark Sange (aka Capt. Marco). He had been looking for a stiff, high-performance boat that was well balanced and responsive. And to hear him tell it, *Evening Star* fills the bill perfectly. Having skippered big luxury charter yachts in the Med for a decade, Mark knows a thing or two about putting excitement back in his clients' lives. "I like to introduce them to the therapeutic effect of bashing to windward in 20 knots of breeze with the lee rail buried."

- Carries up to 6 passengers.
- Berthed at Sausalito Yacht Harbor.
- Available for all types of private charters, including corporate and special events; specializes in instructional 'performance sailing' charters.
- (415) 868-2940; (415) 987-1942; email: captainmarco@cs.com; website: www.captainmarco.com or alternately, www.sailingsf.com

Imi Loa — A stiff and comfortable boat with many amenities, this popular racer-cruiser comfortably accommodates six guests, and with her

spacious cockpit and table, there's plenty of room for guests to enjoy cocktails and a snack during quiet evening sails or while cruising through Richardson Bay after a fast reach across The Slot.

Captain Gregory Sherwood is an ASA certified sailing instructor who's been sailing *Imi Loa* in the Bay Area since 1996. He's also an accomplished offshore racer and cruiser.

- Carries up to 6 passengers
- Berthed at South Beach Harbor, Pier 40, San Francisco
- Available for private charters, corporate events, wine tasting and sunset sails. Check the website for monthly specials. Passenger participation encouraged.
- (888) 319-SAIL or (408) 910-0095; website: www.sfsailtours.com

Karisma: This sweet-sailing Catalina 470 is the queen of the Lighthall Yacht Charters all-Catalina fleet. Her roomy cockpit and nicely appointed interior make her ideal for either daysails or overnights. Primarily run as a crewed yacht by longtime Santa Cruz sailors Krista and Scott Lighthall, she can also be bareboated by special arrangement.

Catalina 42s and 34s are also in the Lighthall fleet.

- Carries up to 6 passengers.
- Berthed at Santa Cruz Yacht Harbor.
- Available for private or shared charters, corporate charters, sailing lessons, bareboating,

scattering at sea services, with affordable prices.

- (831) 429-1970; email: sail@lighthallcharters.com; website: www.lighthallcharters.com.

Little Wing: In addition to her impressive speed, this sleek Cross 45 trimaran is extremely stable and has a spacious (24-foot-wide) deck layout. Because heeling is minimal, she gives a comfortable yet exhilarating ride that's ideally suited to both old salts and first-time sailors.

Her two licensed skippers are lifelong sailors with a wealth of experience in both the Bay and foreign waters. They're always happy to share their expertise and sailing yarns — and they always encourage guests to take a turn at the wheel or lend a hand with sail trim.

- Carries up to 6 passengers.
- Berthed at Loch Lomand; pick-ups also at Sausalito and San Francisco.
- Available for customized private charters, including North Bay, Petaluma and Napa River cruises; also on-board kiteboarding instruction and special events.
- (415) 272-3654; email: littlewingtri@gmail.com.

Lotta'tude: This 30-ft racing yacht was conceived, designed and built for shorthanded fun on the S.F. Bay — not requiring a big crew of brawny dudes to make it go fast! Want to drive? No problem. Captain Jon is always interested in

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- (925) 324-1087; email: captjon@baydeltafun.com; website: www.baydeltafun.com

Magnum: The design of this sleek Nordic 44 combines sailing performance with a luxuriously appointed interior. She serves as a comfortable daysailer or comfy overnighter. (The owners also book large group charters on a variety of Bay vessels.)

- Carries up to 6 passengers; available for bareboat charter to qualified sailors, up to 12 guests.
- Berthed in Sausalito.
- Available for private group charters, sunset sails, and corporate events. This boat can be bareboated to well-qualified sailors.
- (415) 332-0800; email: atlantis@yachtcharter.com; website: www.yachtcharter.com

Perseverance: Captain Jeffrey Berman has been a mariner his entire life. An accomplished racer, cruiser and commercial captain, he enjoys sharing the experience aboard this Catalina 36 MKII through a wide variety of charter offerings, including lessons.



'Perseverance' skirts the Cityfront.

- Carries up to 6 passengers.
- Berthed at Alameda.
- Available for private group charters, sailing lessons, teambuilding, memorial services, and overnights to Drake's Bay or Half Moon Bay.
- (415) 302-0101; email: captain@charterperseverance.com; website: www.charterperseverance.com

Pegasus: For the past 18 years this beautiful 1972 John Alden 51-ft ketch has specialized in taking school groups and at-risk youth out on the Bay (at no charge to schools or parents). In order to subsidize those programs, they've recently made this Philippine mahogany beauty available for private charters.

- Carries up to 6 passengers.
- Based at Berkeley Marina.
- Available for private group charters, corporate

charters, and special events including weddings by the captain, and ash scattering, in addition to special youth sails. Passenger participation is welcomed.

- (510) 478-4600; email: info-at-pegasusvoyages.org; website: www.pegasusvoyages.org

Sensei: Before joining the SF Bay charter fleet, this center-cockpit Norseman 447 cruised the world extensively, beginning in 1983, to places such as the Caribbean, Australia, Japan and Alaska. With her teak decks, ocean-tested design and old-world craftsmanship she will begin offering luxury day charters on the Bay this summer.

- Carries up to 6 passengers.
- Based at Marina Bay, Richmond.
- Available for private or shared charters, corporate charters, sailing lessons.
- (510) 926-2000; email: senseicharter@yahoo.com; website: www.SenseiCharter.com

As you can see, the Bay Area's charter fleet is not only big, but its quality is impressive. So keep these boats in mind the next time a special occasion arises. The fleet's professional crews and shore staff are ready and eager to serve you.

— *latitude/andy*

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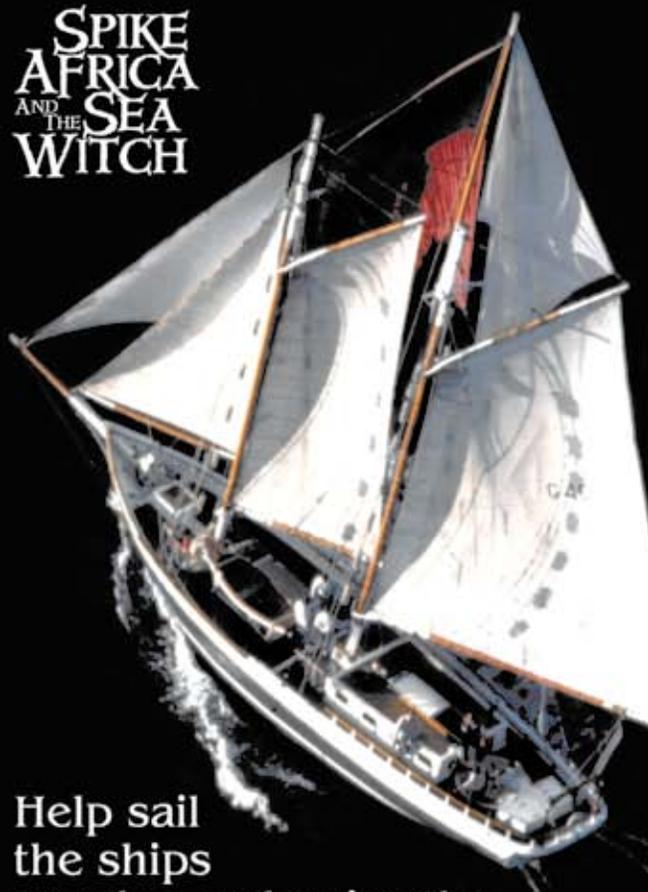
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CHANGES

With reports this month from **Endless Summer** on good surf in the Tuamotus; from **Eros** on a return to the days of early chartering; from **Swell** on Liz Clark's five years of cruising — and her battles with hoses; from **Rachel Hurn** on an impulsive post graduation sail in the Med; from the biggest ever **Banderas Bay Regatta**; and **Cruise Notes**.

Endless Summer — F/41 Cat Steve May Surf & Sail (Gualala / Emery Cove)

I want to thank *Latitude* for the great March issue discussion of surfing Punta Mita, Mexico. I very well remember some great sessions I had out at the point there. The locals would all show up in the afternoon after work, but earlier in the day I could get a couple of sessions alone or with one other guy. And what a fun wave!

South Pacific surfing.

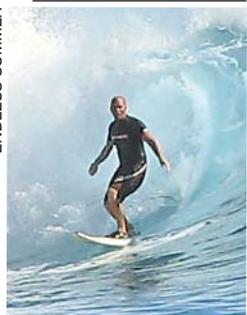
The farther down the line you get, the faster the wave peels.

I've enclosed a few photos of some waves we found in the Tuamotus after coming to French Polynesia. The other guys in the water were super-friendly locals from the village, which has a population of 75. A couple had surfboards, but most were on boogie boards. But they ripped!

I know surfers like to keep spots such as this secret, but I think some of our cruiser friends would have a great time here. So I'm going to spill the beans — the shots are from the pass at Faaiti Atoll. The atoll is 12 miles south of the very popular south pass at Fakarava Atoll.

Our pals Jim and Kent Milski aboard their Schionning 49 cat *Sea Level*, along with a Dutch family aboard their 47-foot

Although most of the locals have boogie boards rather than surfboards, they have Faaiti Atoll break wired. They rip — and they are friendly.



ENDLESS SUMMER

aluminum boat *Elena*, accompanied us to this atoll. We were happy to be the only boats in the lagoon as, thanks to the many coral heads, the anchoring was very challenging. But Faaiti has a peculiar quality — there are no sharks in the lagoon or at the pass. The locals confirmed this. We rafted the two cats together and enjoyed the mahi mahi that Adam from *Elena* had caught on the way over.

My girlfriend Manjula and I are on our way back to our cat in Australia. After a cruise of the Great Barrier Reef area, we plan to visit New Guinea and Indonesia before parking our boat in the Philippines for our next trip home later this summer. We are having an absolutely great time cruising, and I would encourage everyone to get on it and go! Go to Mexico, the South Pacific, anywhere! Just get going!

Further, I think *Latitude* and other cruisers need to get the word out that the world is overflowing with wonderful, open-hearted people. And the poorer the people, the sweeter they usually are. Nonetheless, thanks to all the media coverage of narco violence in certain parts of Mexico, pirates in the Indian Ocean and Arabian Sea, earthquakes and tsunamis in Japan, and shark attacks in Australia, Manjula and I find that our families and friends are becoming more frightened for us. We think there is a real danger of Americans becoming afraid to set foot outside their own country. This would be a real tragedy, as it's a completely incorrect view of the world — at least based on our experience of cruising Mexico, crossing the Pacific, and visiting Bhutan and India. Over and over, we have experienced the kindness and goodness of local people.

We'll soon be sending you a report on our cruising this season, which will be through New Guinea and Indonesia, and up to the Philippines."

— steve 03/05/11

Eros — 103-ft Schooner Bill and Grace Bodle Return To The Caribbean (Berkeley)

Having been gone from the Caribbean for nearly 25 years, Bill and Grace are back, with a



103-ft schooner no less. Although they've always been residents of Berkeley, they were part of the charter scene in the Caribbean and the Med from the very beginning.

For example, they not only knew Commander Nicholson, who started the charter trade in Antigua — and the Caribbean — with the schooner *Mollyhawk*, they eventually became good friends with him and knew his back story.

"When we arrived in Antigua in the late '60s with the 70-ft-on-deck schooner *Nordlys*," Bill remembers, "we Americans were not initially included in the English social scene. But eventually Grace's social skills won the Commander over. As a result, we were invited to the Powder Bunker, where he and his wife lived, for sherry on Friday afternoons. That signified that we were among the privileged ones who had been accepted.

"Eventually, the Commander told us a great story of his youth and the start of the chartering business. When he was just 16, he and his best school chum



ENDLESS SUMMER

IN LATITUDES



LATITUDE/RICHARD

Spread; We're not going to say 'Eros' is a big boat, but that's Grace and Bill near the bow. He's 76 and she's 70, yet the two of them cruise the 200,000-pound schooner with the help of just one crewmember, Patrick Delaney. Inset left; Pirates beware, Grace is cordon bleu-trained.

from Dartmouth — England's equivalent of Annapolis — had been chauffeured down to their ship in his father's Rolls-Royce. The chauffeur placed their bags on the ground, and the two young gentlemen patiently waited for the help to pick up the bags and take them up the gangplank. After a while, the bosun set them straight. "Pick up those bags and get your butts on this ship."

"Days later, the two 16-year-olds were leaning on the rail when two women paraded by. Vernon, the future Commander, fancied the short one, while his chum fancied the taller one. They engineered meeting the women, and before long — and before the start of World War I — married them. Vernon's chum was killed in the war, widowing his wife. Vernon survived and went on to become a commander in World War II. Given his position, his family — wife Lisa and two sons — were provided with

simple quarters in London. But it came with no furniture whatsoever. However, there was a schooner on the Thames that, because of the onset of the war, nobody wanted. But she had furniture, so the Commander bought her solely for the furniture — which was quickly moved into the family quarters.

Prospects were dim in England after the war, as the economy was in a shambles and there wasn't much food. So the adventurous Commander loaded the furniture back onto the schooner — which, of course, was *Mollyhawk* — piled his wife and two kids on, and set sail for the West Indies. They found a home in the abandoned but historic English navy base at English Harbor, Antigua. And with their arrival began the charter industry in Antigua and the Caribbean.

There's more. When Lisa,

the Commander's wife, passed away in the late '70s, everybody worried how well he would get on without his wife of 60 years. He returned to his hometown of Cork, Ireland, but a year later he returned to Antigua — with a new bride. She was the widow of his chum on the ship as he was 16.



The *Nordlys*, a small Bluenose schooner, was the first of four big schooners Bill and

Bill, a dentist, has been 'living' big schooners his entire adult life.

Grace sailed in the Caribbean and the Med. They sailed *Nordlys* across the Atlantic five times. That's nothing compared to *Grace*, their 98-ft-on-deck Camper-Nicholson schooner, which they sailed across the Atlantic nine times. Then they bought *Panda*, which at 129 ft overall and 117 ft on deck, would be their largest schooner. They did a four-year circumnavigation with her in the early '80s.

Before the couple started their circumnavigation with *Panda*, she was being watched over in Charlotte Amalie Harbor, U.S. Virgins, by Warren Stryker. A longtime friend of *Latitude*, Stryker had sailed his Sausalito-based Bounty II *Fifties Girl* from California to the U.S. Virgins. "When I left Warren in charge of *Panda*," remembers Bill, "he was told in no uncertain terms that absolutely nobody was to be allowed onboard. Not my brother, not anyone! So Grace and I were sitting in our home in Berkeley one day, and I opened the most recent issue of *Latitude* — and there was a story and photos of Warren, his friend the publisher of *Latitude*, and others on *Panda*. 'What the hell is this?!' I roared." Despite

Grace and Bill are powerful evidence that sailing keeps you young. They look and act more youthful than their true age.



LATITUDE/RICHARD

CHANGES

all that, they are still friends.

Panda would tragically burn and sink after a haulout at Fort de France, Martinique. "We were both just devastated by the loss of *Panda*," remembers Grace. "We'd sailed her around the world, and she was everything to us."



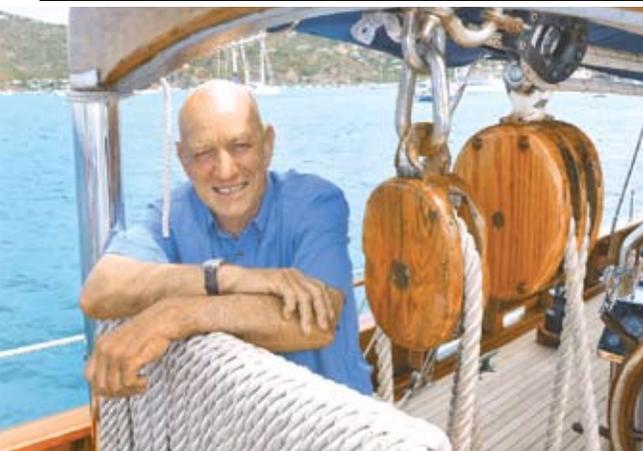
Grace fiddles with the 'dog' on the mighty windlass.

After 18 years of chartering in the Caribbean and the Med, the Bodles settled down by purchasing the historic Stone Boatyard in Alameda. One of their projects was to replace the decks on the 212-ft schooner *Adix*. They probably had an inside track on the work because Paul Goss, the schooner's captain and one of the most famous of all modern sailing captains, got his first sailing job with the Bodles on one of their schooners many years before.

One of the last big projects at Stone's was the restoration of the 103-ft *Fair Sarae*, a yacht that had been owned by Lucy Bancroft, one of Bill's relatives. After her husband died, Lucy sold the yacht to a wealthy German.

"*Fair Sarae* was of composite construction by Brookes Motor Craft of Burnham on Crouch, England, and had been commissioned in '39," explains Bill. "Back then, composite construction meant a boat was built of steel frames, beams and floors, and her hull, decks and houses were built of Burma teak. The wood structure was attached to the steel frame with bolts. Such boats are only good for 40 or 50 years, after which time they get scale on the steel frame. *Fair Sarae's* time was not only up, but she hadn't been as well maintained as

Everything on the 70-year-old 'Eros' is big, including the mainsheet blocks. Nonetheless, Bill says she's actually very easy to sail.



she could have been. You see, Scots such as Lucy and I don't like to spend money. In fact," laughs Bill, "it's said that copper wire was created when two Scots got into a dispute over who owned a penny."

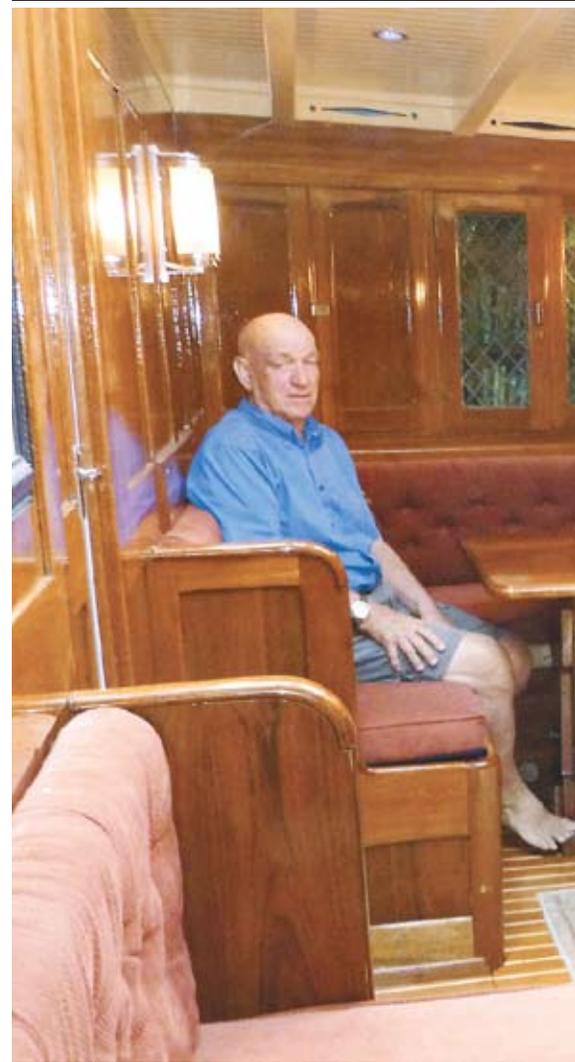
Alas, the German aristocrat quickly tired of paying for the 30-man crew — who had disassembled the yacht to her steel frame so it could be sandblasted — and walked away from her. In thousands of pieces, with her masts down and machinery spread all over, there was no value to the once-proud schooner. Either the Bodles could sell the lead in her keel, or they could finish the rebuild.

They chose the latter option, of course, which started in the early '90s and wasn't completed until the fall of '09. One can only imagine what it cost. Bill laughingly put it at "everything we had." To give you a hint, each of the 20,000 new bolts needed to secure the steel frame to the planks and decks cost \$3. Fortunately, none of the 70-year-old planks needed replacing. Then again, the deck houses had to be replaced, and the interior redone.

What's Bill's attraction for large, classic, labor-intensive schooners? "You have to have something to do," he replies.

The Bodles did a "breakdown sail" to Mexico in the winter of '09-'10. They loved La Cruz and the rest of Banderas Bay, as well as Las Hadas, and felt completely safe. The only negative was their once-beloved Acapulco YC, which for decades they'd used as a fueling stop when coming up from Panama. They suspect that the club has been taken over by the narcos. Unlike before, they were not welcomed to the once very welcoming club, and noted a sign at the entrance that asked that all bodyguards be left outside. "They told us our schooner was to big and heavy for their fuel dock," recalls Bill, "which is ridiculous because we'd refueled there with *Panda*, which was a bigger schooner."

The couple and *Eros* just missed the start of last October's Ha-Ha because they were a couple of days late getting out of the yard. Nonetheless, they cast off from San Diego on October 28th, Bill's 76th birthday, for the Canal and the Eastern Caribbean. "Seventy used to be old," laughs Grace, "but it's not anymore. It would seem not to be, with the two of them sailing the 200,000-pound



schooner assisted by just one deckhand. Further, they won the Sweethearts of the Caribbean Regatta in the British Virgins with a crew of just six.

"*Eros* is easy to sail. Actually, she's very easy to sail," insists Bill.

We visited *Eros* on the hook off St. Barth, an island that the Bodles first visited in the late '60s. Back then it was not only *not* 'the St. Tropez of the Caribbean', it wasn't anything at all.

"We first came to St. Barth in '67, when it was a smuggler's place, and became friends with Alexander Magras, who had been a president of the island. Alexander, who is now 93 and still opens his little dress shop every day, came out to our yacht every time we visited. In fact, it was something of an event. St. Barth was terribly poor back then, as they had no soil to farm on, little water, and few other resources. In fact, in order to survive, a lot of Bartians had to move to what is now the Frenchtown

IN LATITUDES



LATITUDE/RICHARD

Because we didn't have a wide-angle lens, this photo doesn't begin to convey the spaciousness of the main salon on 'Eros'.

section of St. Thomas. But those who stayed did what they could to stay alive — including selling food to the German submarines during World War II! There were no yachts at the island back then, just cargo schooners. Alexander would sell their captains booze and cigarettes, and they would smuggle them into the islands to the south. As for us, we'd start every season by stocking up on Mt. Gay rum at \$6 a case. Wine was \$2 bottle, and we'd buy 30 or 40 cases."

Magras had three sons, one of them being Lulu, who ran a chandlery across the street from the then sleepy Le Select, and who later became well-known as a good but somewhat eccentric sailor. "One day Alexander came to us and asked if we would take Lulu the next time we crossed the Atlantic," remembers Bill. "Sure we will," he said, "but why?" Alex-

ander explained that Lulu had named his little 23-foot sloop *Ché*, and often wore a *Ché* t-shirt. "I think he's becoming a communist!" Although the Bodles and Lulu never talked politics on their trip across the Pond, the couple was thanked by Alexander the next time they came through. "Lulu isn't a communist anymore," Alexander explained.

When we told the couple that Roman Abramovich had spent \$6 million to buy his UCSB-educated girlfriend a crumbling 100+-year-old pre-fab home from France on the St. Barth waterfront so she could open an art gallery, they laughed. "When we were here in the '60s," Bill says, "I told Grace that I wouldn't mind owning a little stone house that was right on the waterfront. But when we asked how much the two spinsters

wanted for it, they said \$10,000 U.S. We laughed at how much they were asking.

The Bodles plans are pretty open. They might keep the boat in the Caribbean for hurricane season. They might sail back to San Francisco. They might return to Las Hadas, Mexico. "We don't have anything pressing, so we're just going to make sure that we make it to the British Virgins for Foxy's Wooden Boat Regatta."

Did we mention that a very young Foxy sailed across the Atlantic with the Bodles in the early '70s, and they are directly responsible — in the most improbable way — for his meeting Tess, his wife of, what, 40 years or so? Wait until next month, because that's a wild story that's so typical of the old days in the Caribbean.

— latitude/rs



Gustavia, St. Barth, was a poor and sleepy smuggler's port when the Bodles first called in the late '60s.

Swell — Cal 40 Liz Clark Five Years Together (Santa Barbara)

On January 30th, *Swell* and I celebrated five years of voyaging together. The top five lessons I've learned are:

- 1) Be grateful for what's good, and find the positive.
- 2) Try first, then decide if you can or can't do something.
- 3) Hard work will almost always get you there.

Liz says she got the best holiday present ever — a visit from her dad. So neither one of them was bothered by the warm tropical rain.



SWELL

CHANGES

4) Even when it all seems impossible, trust that everything will work out.

5) Nature is the source of all, so love it, spend time with it, and fight for it!



The 'enemy' doesn't actually appear to be that hostile.

Some of the lessons came into play during an incident I call 'The Bilge Babe Versus the Sanitation Hose'. How bad could my opponent, the marine sanitation hose, really be? After all, it's a blandly white, 1 3/4-inch wire-reinforced plastic hose. Despite its beneficial qualities, the task of removing it or quickly placing it onto plumbing fittings, instantly makes me forget all its charms.

Sanitation hoses are the most stubborn on earth! It's as if they're intentionally made slightly too small for the fittings in order to — I don't know, maybe weed out the weak? But dealing with this hose is a task that makes me yearn for Marine Man, my fantasy boat-fixing Superhero. The idea is that he'll descend from the clouds to wrestle the dastardly hose into submission while I make him a sandwich.

Excuses and grudges aside, my bilge pumps had to be fixed. There was corrosion in the wiring somewhere, and one of the hoses was blocked. My wonderful dad and I had tried to fix them when he was here, but we didn't have all the necessary parts for the job. I'd now rounded them up, and seeing as neither Dad nor 'Mr. Right' nor 'Marine Man' was anywhere in sight, I found myself having to face my most detested foe alone.

Five years of cruising and working on her Cal 40 'Swell' looks great on Liz, don't you think? She says it's made her much wiser, too.



SWELL

The hose problem went back to the complication of my hull leak and the broken motor mounts. In short, my engine now sits lower than before, and was therefore pinching one of the two bilge pump hoses that ran underneath it toward the exit points at the stern. Since removing and replacing the crushed hose was going to be a very difficult job, I figured I'd wait until my next haulout, by which time Marine Man would have hopefully made an appearance. But I devised an interim plan. I used a Y-connector to link the pump that was connected to the crushed hose into the freely flowing hose of the other pump. This would make them both push water out the same open hose, right, Marine Man?

Wrong. Hours later, I'd dismantled half the boat and was caked in bilge slime. I'd nonetheless managed to wrestle only one of the hoses free from one of the pumps, and sat amongst my filth and tools, staring at the wiring diagram for the automatic float switch. The instructions made it look as if a kindergartener could do it, but nothing, I repeat *nothing* on a boat is simple. Except, maybe a bucket for a toilet.

But Bilge Babe kept at it, running, connecting, and testing the wiring configurations until the pumps whirled when the switches were flipped. I sealed the connections, so all that remained was to cut the hoses and force them onto the Y-fittings. Unfortunately, that is more easily said than done.

It took all my strength, determination and wit to will their insubordinate, white plasticness onto each fitting, one by one. I used heat, dish soap, grease, mean words, my favorite music 'Playlist' on repeat, and force from my Mula Bandha to get those hoses on. Then I secured them with double hose clamps. Yeah, I did it! I did some muscle flexin' and a victory dance to some M.I.A.! Yow!

Thinking the battle was over, I shoved the hoses back down into the bilge for proof that they worked. But no, no, no, nooooooo! The auto switches worked and the pumps turned, but they just pushed the water out of the other pump and back into the bilge — because there were no one-way valves in the pumps. So much for my great idea. After a deep breath, I told myself, "It's just a little more manual labor. Turn up the



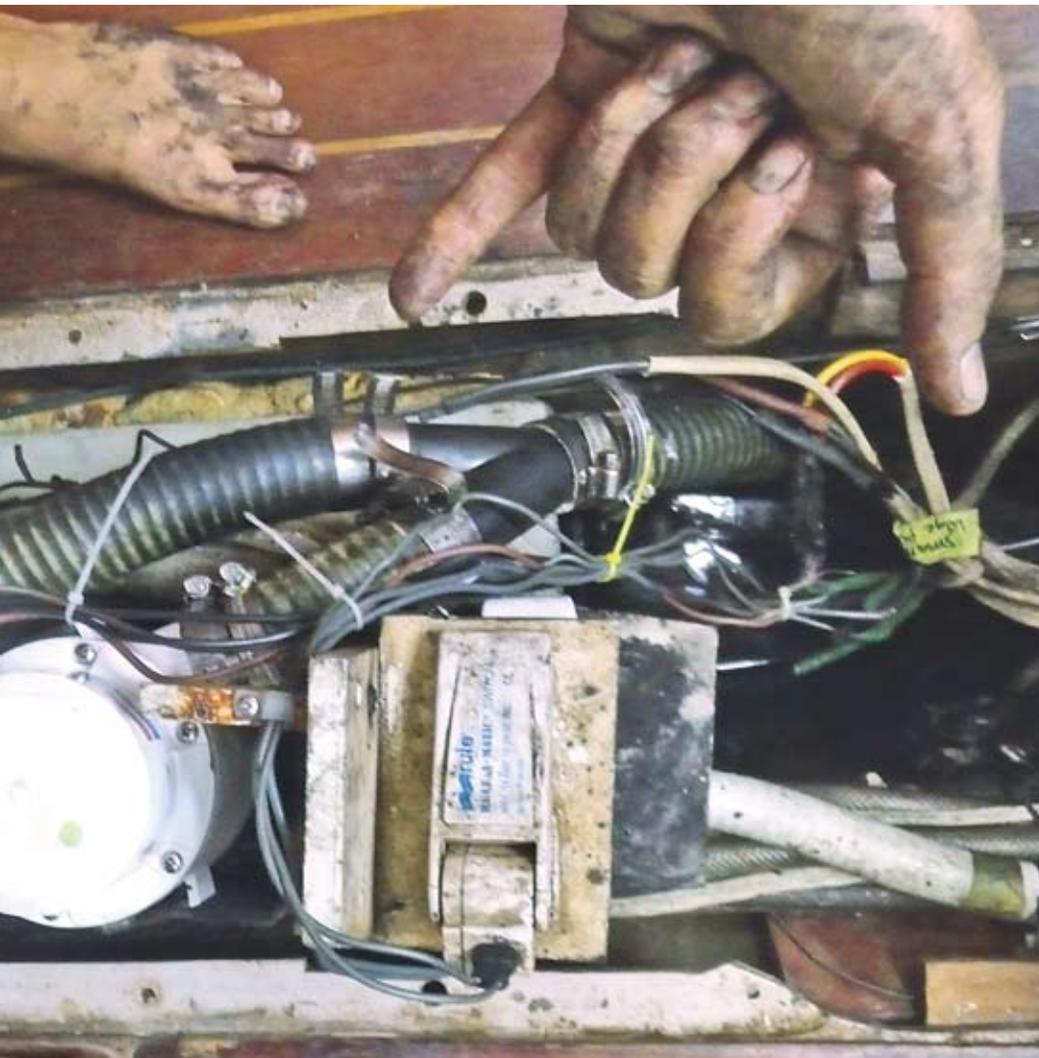
music and get back at it."

So I hauled the pumps back out, wrestled the hoses off again, removed the Y-connector, and put the good hose directly onto the new pump with the new float switch. Simple. So much for the redundancy of a back-up pump, but one newly-purchased, newly-wired pump would have to do.

After four more wrestling matches with the hose, it was nearly 8 p.m. By the time the tools were put away and the salon restored to order, it was after 9 p.m., and my black slimed limbs and back ached. I wasn't really sure who had won the battle, the Bilge Babe or the hose.

I went out on the dock and found a water hose, then rigged it to hang from a nearby tree. Sitting beneath it, I let the cool water splash over me in the darkness, and scrubbed at myself with Monoi oil, Vaseline and soap. As for the bikini I'd been wearing, the official Bilge Babe's uniform, it was covered with

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PHOTOS COURTESY SWELL

Like all singlehanders, Liz knows that sometimes you have no choice, you simply have to get down and dirty in your bilge.

grease. Never mind all that, I looked up to see the clouds parting on the eastern horizon and saw the full moon rising out of the sea. Nature rewards!

The trades sang through the masts and trees, not a soul was stirring on the other sailboats, and the fresh, cool water restored me. "It's lovely, it's perfect, it's absolutely spectacular," I thought. Just me, this tree, the sea, and the round, ginger moon.

By the way, those hoses are in still in the bilge. So I won! Marine Man must have known that I could do it

— liz 03/05/11

Reflections — Perry 47 Rachel Hurn, Crew The Med On \$5/Day (Brooklyn, New York)

People are always asking what possessed me, a 21-year-old single female,

to crew on a random sailboat in the Med the summer after I graduated from college. First, I desperately needed to have something to say to people who asked, "So what's after graduation?" Each cocktail party with my parents posed a new threat in the form of those 'only-in-your-best-interest' questions posed by those 'only-asking-because-I'm-friends-with-your-parents' people. Little did they know their questions were making me want to scratch my eyes out.

So when my applications for a newspaper internship didn't pan out — I hadn't even taken Journalism 101, so go figure — I hopefully placed my future into the hands of Google. But really, what young person hasn't done this? Especially a 21-year-old, single female with no job prospects. And if it isn't Google, it's Craigslist. And if it isn't

sailing, it's nannying in France or being a personal assistant in L.A.. Everyone in my generation seems to need to do something cooler than everyone else. The grass-is-greener-on-the-other-side-of-the-fence mindset has, because of the internet, become more real.

Surprisingly, my Google search panned out. I typed "Crew Needed - Comma - Mediterranean Sea" into the search engine. Listings sprang into view, so right then, between my Victorian Literature papers and my Linguistics exams, I began the long process of reading and responding to ads.

Initially, I thought I'd be able to use the trip as an opportunity to make money — my version of an adventurous summer job. But I quickly found that most "female crew wanted" listings that paid cash seemed as though they would involve — how can I put it delicately? — my grinding more than just winches. One man in particular, a Spaniard with a 40-ft wooden schooner, was willing to pay \$2,000 a month for my work onboard. "But," he explained in his responding email, "There are no extra beds, and you will have to sleep in my cabin."

How convenient. For him.

Strangely enough, the boat I ultimately chose to crew on — a Perry 47 owned by Max Young of Antioch, CA — sort of looked like a floating brothel in the photos. And at any one time there were seven women and two men aboard.

Dear Friends of Parents: After graduation, I went sailing in the Med with a bunch of strangers — and loved it!



Max Young turned out not to be a creep, but rather more of a father figure.



COURTESY RACHEL

CHANGES

I anticipated the questions forming in my friends' conservative heads. Questions such as, "What are all these women doing on a boat with this old man?" As it turned out, Capt. Max would become like a father to me.



Flying the chute in the Med, an iffy proposition at best.

Vagabonds, hippies, sailors? Sailors at heart, I suppose, but none of us were very experienced sailors. But we responded to Max's request for crew from computers plugged in at various places around the world. Terri, for example, was living in London and trying to find a way out of her 60-hour-a-week temp job. Rosie, living in England's verdant countryside, was in search of adventures outside her mother's kitchen. Karin, who would become 'Karinina of the Sea', was a wise and weathered 60-year-old from New Mexico. But apparently our tomato paste and cheese sandwiches were a little immature for her taste, and she left after little more than a week.

Rommy, my friend from Los Angeles, called me late one night while I was working at J Crew to say his mother had bought his plane ticket as a graduation gift, and he would be joining me and the others on *Reflections*. I had to do a little dance in the backroom to celebrate that my eternally flaky friend was committing to this huge adventure. While I was at least "small-boat certified", Rommy had never been on a sailboat in his life.

Cap published an online ad stating that he needed non-paid crew. At the same time, we, his future flock of wanderers, were responding to ads for free travel. When I emailed Max to ask him about the cost, he responded simply, "Five bucks a day."

Who is crazy enough to join an online party boat?

When Rommy and I joined *Reflections* at Milos, a tiny Greek island in the southern Aegean, we both felt a sense of relief. After all, Max wasn't a creepy old man and the rest of the crew appeared sane. As for Milos, it was sheer beauty. We felt excitement, too. In fact, as I unpacked the contents of my duffel into any available locker and cubby, I distinctly remember thinking, "This is the coolest thing I've ever done!"

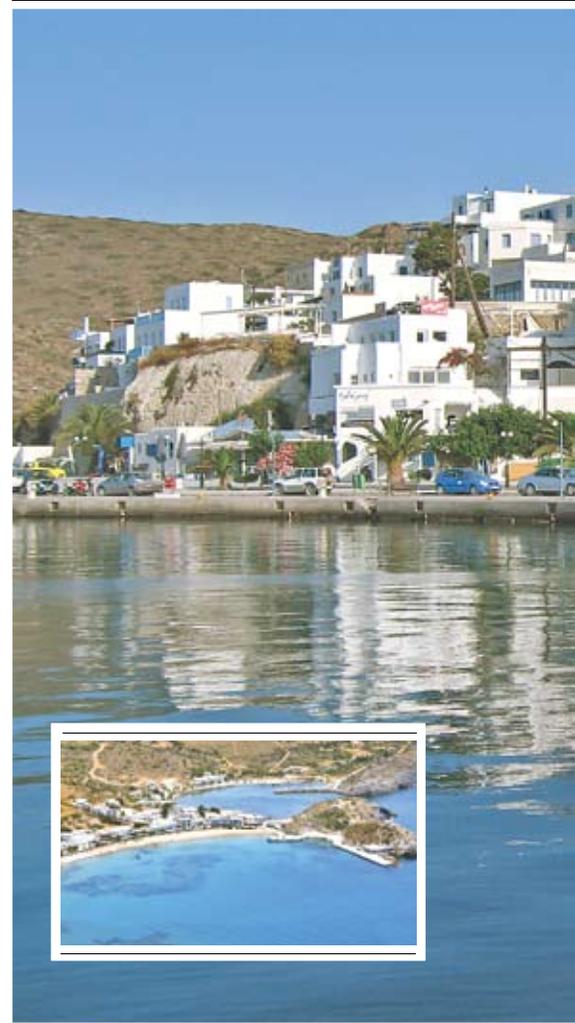
After a few days on the island, Rommy and I gained our sea legs and were officially ready to set out into open water. We women folk helped dog down the hatches and rig the sails, while Cap and Rommy shouted orders back and forth. I kept looking at Terri, who skipped in and out of the pilothouse for an interpretation of the commands. "Cap is not very clear with instructions," she assured me. "Don't worry if you mess up!"

Surprisingly, Day One on the water passed with ease. No one got sick, which was especially surprising since we sat around staring at each other and asking, "Do you feel sick?" People would reply, "I don't know, do you?"

After a few hours of calm sailing, Cap slowed the boat down for our first swim off the bow. Terri plunged into the pristine water, and I followed quickly. A cold shiver ran down my back, as the water a few feet down was shockingly cold. Glancing up at bobbing white hull of *Reflections*, I chose to ignore the parental warnings of my youth. So I grabbed a pair of goggles from Rommy's outstretched arm, took Terri's hand in mine, inhaled, and dove. We swam down, down, down, as far as we could go until our ears ached from pressure and our lungs seemed about to explode. We swam until the water in front of our eyes was dark. We swam until I was no longer afraid.

That night Terri, whom we adopted as the boat's official chef, made a dinner of stir-fry veggies and pasta. She

The 'Reflections' pick-up crew was all smiles during their night out at one of the villages in the Greek Isles.



strapped herself onto the stove with a harness, and juggled wooden spoons and took small tastes of sauce with her pinky while the boat rocked back and forth. Rommy volunteered to help in the galley, a daily routine that sparked their romantic relationship. Terri and Rommy are now married and living in Los Angeles! After I'd scraped the last bit of pasta from my small wooden bowl, Terri and I changed into our PJs to get ready for our four-hour, 8 p.m. to midnight watch. Cap fastened us into our life-vests, and connected lines from our chests to the helm. "Just in case you fall overboard," he said. It was an explanation I found



IN LATITUDES



BRAZILIAN NATIONAL TOURISM

Spread; 'Reflections' side-tied at Milos. Inset; Kythira was another popular spot. Greece may be flat broke, but it's still lovely.

less than comforting.

By 10 pm, with the cabin lights switched to red for night vision, the rest of the crew was below in their bunks catching some sleep. The only thing besides Terri's weak hot chocolate that kept us awake was the radio. We tuned in, turned up, and eavesdropped on conversations going on across the Med.

"I will destroy you!" someone's voice came through the speaker loud and clear. Terri and I looked at each other in surprise. Two boats seemed to be threatening one another! Perhaps it was the dredging up of the old Greek versus Turk rivalry.

"What in the world is going on in this place?" Terri asked with a snicker.

"I'll tell you what," said Cap, his eyes catching a glimmer of red light from the overhead lamp. "Crazy things happen at night."

Perhaps Cap was right, and crazy

things really do happen. After all, my life had suddenly become very un-routine. What did I expect? Normality? Not during a summer of sailing in the Med.

In all, I would spend 44 days aboard *Reflections*, sailing from Milos to Monemvasia, Kythira, Kalamata in Greece. And on to Siracuse, Licata, Sciacca on Sicily, and finally, Tunis, Tunisia. I boarded *Reflections* as one person, but was completely different when I stepped off. Yes, I had a better tan, but it was more than that. I was also more open-minded, more ready to experience new cultures, and more open to new people — particularly, the ones aboard *Reflections*.

On my last day of sailing on the boat, Rommy and I sat on the bow eating chocolates and oranges, and talking about the next chapters in our lives.

We'd been traveling for six weeks, and I expressed my fear of the fact that soon thereafter I would be in grad school, and just 16 weeks later, done with that, too.

"Just don't forget to breathe," Rommy said. That sound advice, given to me by someone who had become like my brother, on the bow of a 50-ft sailboat sailing in the sunset toward the coast of Africa, has stood me well.

— rachel 11/10/10

Banderas Bay Regatta Vallarta YC (Banderas Bay, Mexico)

This was the third year in a row that a new record was set for entrants in the Banderas Bay Regatta. Sixty boats registered, and 57 actually raced. It was a diverse group, with boats from California, Washington, Oregon, Arizona, Tennessee, Minnesota, Colorado, Florida and Nevada, as well as Canada and four different areas of Mexico.

Thanks to the tsunami, the second race of the three-race series had to be cancelled. The division winners were as follows:

A — *Cirque*, Beneteau 42S7, Louis Kruk, San Leandro. This is the third straight year *Cirque* has won her division.

B — *Dream Chaser*, home-built Farrer F-9 RXT, Cam McCannel, Salt Spring Island, British Columbia.

C — *Tabati*, Jeanneau/Farr 50, Fred Delaney, San Diego.

D — *J World*, J/80, Puerto Vallarta.

E — *Wave Goodbye*, Hunter 44, Pablo Garcia, Guadalajara, Mexico.

F — *Poco Loco Dos*, Catalina 38, Keith Sangster, Vernon, British Columbia.

G — *Pika*, Pretorien 35, Lauren and Lauren Bucholz, Seattle.

When it comes to March sailing, it doesn't get more pleasurable than the Banderas Bay Regatta. This year's fleet was the biggest ever.



STRANGE BIRD PHOTOGRAPHY

CHANGES

For complete results and photos, visit the Vallarta YC website.

Lee Pryor and Cathy Sweet of the Oceanside-based J/130 *Sirocco* offered the following review of the event:

"I told my wife that we had to join the



Keeping it together on a Banderas Bay Regatta spinnaker run.

'10 Ha-Ha in October in order to get *Sirocco* to Banderas Bay in time for March's Banderas Bay Regatta. It was not too severe a burden spending November to March on Mexico's Gold Coast waiting for the regatta to begin. True, there were dozens of whales to see and avoid,

numerous coves to tempt with a deep draft vessel, several jungle-like lagoons with iguanas and crocodiles to get lost in, and decisions to be made such as which *palapa* bar had the coldest beer, cheapest tacos, and best bands. But the Banderas Bay Regatta proved to be worth the wait.

"Despite the loss of one day of racing out of three scheduled, the regatta was fun and offered good competition — especially in the 'A' division. Almost the entire division consisted of accomplished racing skippers and crews — who happened to be cruising in Mexico. Despite handicaps that ranged from -19 to 84, only one point separated the boats from second to sixth place.

I've raced sailboats for over 40 years, and based on that experience, can say that the Vallarta YC and the race committee did a superb job. Not only did they manage the race well, but they

Lee Pryor and Cathy Sweet, seen here with their 'Sirocco' to windward of the other boats, found lots to like at the Banderas Bay Regatta.



JAY AILWORTH

were great at communicating with the fleet — including those whose racing skills weren't that polished. As for the awards party on the beach at Paradise Resort, we had Philo's Shuffle Band, the space station flying overhead, and a chamber-of-commerce sunset. You wanted to pinch yourself to make sure you weren't dreaming up such a perfect setting.

Yes, we'll be back for next year's Banderas Bay Regatta.

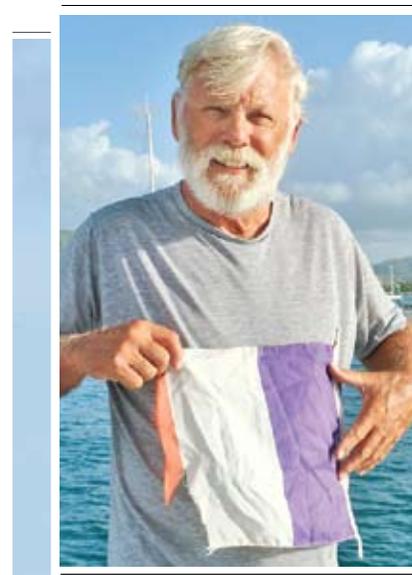
— latitude 03/18/11

Cruise Notes:

We regret to have to report the tragic news from Scott Stolnitz that his wife Cindy recently lost her courageous battle with depression. The couple have been cruising their Marina del Rey-based Switch 51 **Beach House** from California to the South Pacific over the last several years, devoting much of their time to taking some of the most spectacular underwater photographs and videos we've seen. People with no experience with depression often mistakenly dismiss it as either being not real or not serious, and foolishly suggest that the victims just 'snap out of it'. Depression is, of course, a devastating disease, every bit as hard to combat as the worst cancers. Our most heartfelt sympathies to the Stolnitz family — and everyone else who suffers from depression.

"I have a slightly unusual request," writes Steve Pope. "Down here in New Zealand, the only available **flares** are handheld ones, no matter if they are for dinghies or Category 1. Flare pistols and flare launchers are not available except for a prohibitively expensive European-metal model. I'm wondering if I might prevail on one of the Puddle Jumpers headed to New Zealand to bring a spare flare gun set. I would be happy to pay them in advance." Steve can be contacted at pappas@xtra.co.nz. By the way, some of the first Puddle Jumpers have already arrived in French Polynesia.

"It's really been blowing in the Windwards this season," reports Terry Drew, who lives with his wife Evelyn in Aptos, but who for the last nine years has kept **Aquarelle**, their Kirie-Feeling 446 ex-charterboat, in St. Lucia. "I got to the boat in late January to start on the annual bottom job, and there was lots of rain and wind. Evelyn arrived on February



14th, by which time my yard work was completed. I'd also installed a Spectra watermaker, because after last year's drought in the area, we wanted a reliable source of water. But the wind kept blowing at between 20 and 25 knots, with 35 knots in some of the channels between the islands. It seemed as though there was a weekly dismasting or broken boom between St. Lucia and St. Vincent. And you should see what our French flag looks like after three weeks at St. Anne, Martinique, which is normally a peaceful anchorage. Fortunately, the winds have died down to 10-15 knots since March 1, and it looks as though they'll stay that way for awhile.

"I've been following the Wanderer and Dona de Mallorca's Caribbean capers on *Lectronic*, and can't wait to get back there," writes Bob Smith of the Vancouver, B.C.-based 45-ft custom carbon cat **Pantera**. Smith, incidentally, has been threatening to continue on south of Banderas Bay, Mexico, for about the last five years, and has finally made it to Huatulco in southern Mexico. "My heart went out to the people of Japan after

IN LATITUDES



PHOTOS COURTESY AQARELLE

Spread; It's always 'safety first' when sailing in the Caribbean, where these sailors from Martinique sail a yole across 20-mile wide channels in often very rough conditions. Inset left; Terry Drew and what's left of his French flag. Inset right; 'Stad Amsterdam' and another big sailing ship.

what I saw on television here. I'd spent the previous six weeks on the hook in Los Sietes Bahias de Huatulco — which is an absolutely wonderful area with really nice people. Anyway, I'd moved into the marina the night before the tsunami so I could return to Canada for a month. The morning we got the tsunami alert, the port captain closed the harbor. Had I not already spider-tied *Pantera* in and had a flight to catch, I would have gotten out to deep water no matter what the port captain said. Putting to sea and deep water — which I'd done from Laguna de Navidad last year after the earthquake in Chile — defines tsunami avoidance to me. But except for the tsunami parties, which were great, it was a non-event where I was."

"We're hoping that you'll be able to provide detailed information on the tsunami damage to ports and marinas between Mexico and Oregon, as we'll soon be doing the Baja Bash," write Randy and Sheri Schneider of the Sunriver, Oregon-

based Gozzard 44 **Procyon**. "Luckily, we had left Punta Mita heading north the day of the tsunami, so we didn't have to worry. But we hope that anyone who cared about their boat would have gone to sea rather than stay in port — no matter what the authorities said."

To our knowledge, the only ports that suffered enough damage to affect your being able to stop at them on the way north are Santa Cruz and Crescent City. So you shouldn't have much trouble.

With respect to the **Baja Bash**, there's are three age-old tips for making it as easy as possible: 1) Don't be in a hurry. 2) Don't be in a hurry. 3) Don't be in a hurry. Any questions?

Anybody familiar with **Voile et Voiliers**? It's not just a French sailing magazine; it may be the best sailing magazine on the planet. As a result, we at **Latitude** were chuffed to see that they devoted a 5.5-

page spread in their March edition to a story by Amélie Padioleau on last fall's Baja Ha-Ha. We can't read French well enough to understand it, but we're lead to believe it's highly complimentary. On the other hand, we're a bit puzzled by the editor's choice of photos. He/she went big on photos of people in costumes instead of on the great Baja scenery and sailing shots. Oh well, *C'est la vie*.

Heading back to their **Leopard 47 Azure II** in Italy are Alamedans Rodney and Jane Pimentel, with their sons RJ and Leo. Knowing that after this summer in the eastern Med, including Greece and Turkey, they'll be back to California for the grind for a quite a few years, they are hitting all the spots on the way to their boat. For example, they passed through London where they recreated the Beatles' famous walk across Abbey Road. It's hilarious, so it's too bad the resolution is so small.



On Abbey Road on the way to 'Azure II' in Italy.

Speaking of London, if you've been there in the last few years, you know that the cost is staggering for even half-decent accommodations. So when Ed and Sue Kelly of the Ames, Iowa-based **Catalac 41 Angel Louise** reported they'd be sailing across the Atlantic to spend the winter at St. Katherine Dock near Tower Bridge, we couldn't help wondering what it was going to cost.

"The six-month rate for St. Katherine is around \$800 U.S. per month — if I did a good job of converting pounds to dollars," responded Ed. "Their best rate requires paying all six months in advance. I read somewhere that their winter rates are something like 30% more than their summer rates. But we want to do it whatever the cost. As an

St. Katherine's Dock in London. A winch handle's throw from Tower Bridge, and not far from the famous 'Gherkin'.



NATAPAJA

CHANGES

unappreciative student earlier in life, I daydreamed through too many classes on English history and the like. But now that I'm 65, I will attempt to redeem myself by visiting every museum, library, and walking tour I can find."

Based on our currency calculations, the berth fee for St. Katherines would be more like \$1,200/month. Nonetheless, it's still a heck of a bargain. Color us jealous.

When we receive self-published books from friends, we invariably wince. First of all, we don't have the time to read most of them. Second, too often they aren't very interesting or well written. So it was that we didn't great around to reading friend and Caribbean legend D. Randy West's 184-page tome, **The Hurricane Book, A Sailing Captain's Memoirs**, until after it came out in print. We're haunted by our procrastination, because it's a pretty good, and very entertaining, book. It's basically D. Randy — who can happily tell stories for days if not weeks — recounting his experiences with, count 'em, 18 hurricanes. The worst of all was *Luis*, which hit D. Randy and



LATITUDE/NICK

Hurricane author D. Randy with Joanne, his latest — and we think greatest — sweetheart. He's still kickin' after 18 bouts with hurricanes.

his "11" then-girlfriend Michelle with up to 175 knots of wind while they were aboard his 60-ft catamaran **Shadowfax** at St. Martin. As D. Randy tells it, they and the cat ended up 119 feet from the

water's edge — on top of a seaweed-covered bulldozer! And yeah, he's got the photos. After patching nine holes in one hull, he threw a huge party and got all his friends to carry the cat back into the water. The book is full of stories like that. You can buy **The Hurricane Book** from Amazon.

When your boat and mooring go floating down the channel in Bahia de La Paz, it's usually your fault. But not always. As Bill Lilly of the Newport Beach-based Lagoon 470 **Moontide** explains, "The API — port authority folks — in La Paz attached their big channel marker to my mooring instead of theirs! Not only that, they used too short a chain, so when the wind came in with the tide, my cat and the mooring went floating down the channel."

Where to get boatwork done, Mexico or the Caribbean? According to Bill Bodle of the 103-ft schooner **Eros** — see the *Changes* item toward the beginning of this section — there's a slight financial advantage to having the work done in Mexico. "We were able to find good

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workers for basic jobs in Mazatlan for \$30 U.S. a day. When we got to Antigua and had the same work done, the labor rate was \$30 U.S. — an hour! Antigua, of course, is a megayacht center with some very skilled and experienced workers. Alas, the less skilled workers think they should be paid as much as the best craftsmen.

"Enthusiasm to join sailing rallies, whether as a boatowner or crew, continues to grow," according to the World Cruising Club. For example, despite the fact that their 26th annual **Atlantic Rally for Cruisers** (ARC) doesn't start until late November, they've already exceeded their limit of 225 entries. Lord knows how many entries they'd get if they weren't limited by dock space in the Canary Islands and at the finish in Rodney Bay, St. Lucia. Twenty-five multi-hulls have signed up, the largest number ever. The oldest entry is **Cruinneag III**, a Campbells & Dickies ketch built in '36. Thirty-eight of the entries are less than 40 feet, and the smallest is **Sibilation**, a Sigma 33. With the ARC selling out

every year, it's going to be interesting to see if there is greater participation in the **Caribbean 1500**, from Virginia to the British Virgins, now that World Cruising has purchased it from founder Steve Black.

By the way, entry for this fall's Baja Ha-Ha won't be possible until early May, as the staff is still in winter hibernation.

In this month's letters, Tom and Judy Blandford of the motor vessel *Imagine Me and You* asked about the price of diesel fuel in various places such as Mexico, Central America, and the Caribbean. These are some of the reports we got:

"It's a little over \$5 U.S. a gallon for diesel in Belize," reports former San Francisco sailor Cliff Wilson on the La-



Folks in St. Barth paid \$5.15/gallon for the diesel to burn Vaval at the stake. It seems to us the fuel was much more expensive last year.

goon 47 **Aubisque**.

"Diesel was \$4.40 U.S. a gallon in El Salvador," report Bill Yeargan and Jean Strain of the Honolulu-based Irwin 37 **Mita Kuuluu**. The couple founded and manage the El Salvador Rally.

"I paid \$5.10/gallon for diesel last week in Red Hook, St. Thomas, U.S.



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Virgins," reports Kipp Hammon of the Island Packet 440 **Snowflake**.

"Diesel at the fuel dock in La Cruz, Mexico, is 10.99 pesos/liter, which at the current exchange rate equals \$3.52/gal. U.S." reports John Foy of the Alameda-based Catalina 42 **Destiny**. "This does not include the 'docking fee', which is commonly assessed all over Mexico. Interestingly enough, the Pemex station in La Cruz charges \$2.95/gal U.S., which is nearly 20% less than at the fuel dock a few blocks away, and that doesn't include the docking fee."

"I paid about \$3.40/gal U.S. at Las Hadas in Manzanillo," reports Alan Jacob of the motorvessel **Beverly**.

Tom Perry and Marion Dallond of St. Barth, and their crew Edmund Murray, were sailing the 10-year-old luxury — \$25,000/week — CNB 77 sloop **Four Devils** 25 miles NNE of St. Martin on their way to Martinique on March 2, when Marion noticed water over the floorboards. Tom and Marion couldn't have been more shocked, as they'd been running the boat for three years, and over the last 10 months had sailed her across the Atlantic to Sweden, to the Med



LATITUDE/RICHARD

Having sailed 'Four Devils' across the Atlantic twice and back and forth across the Med recently, it was a surprise to have her sink.

and Croatia, did a long haulout, then sailed her back across the Atlantic to St. Barth. That the incident happened so close to help was a good thing, because they were never to find the source of the

leak, let alone stem it, and the aluminum boat went down in a matter of hours. Fortunately — and uncharacteristically — there was little wind and a small sea as the boat was sinking, and the Dutch navy ship **Rotterdam** quickly responded to the mayday with a helicopter and the ship itself. Even a salvage vessel appeared, but by then it was too late, and the mighty yacht went down 2,000 feet to the bottom.

With 25 years of experience, Perry is one of the most experienced and competent big sailing yacht skippers around. We asked him if sinkings like the *Four Devils* happen very often. "I've heard of maybe five or six in my time. Big motoryachts sink more frequently than big sailboats. For example, **Big Eagle** sank in the Med, **Miss Turnberry** sank off St. Martin, and there was another big motoryacht that went down off Puerto Rico. Aluminum boats tend to fail catastrophically. But we have absolutely no idea what happened to *Four Devils*, as we've been actively sailing her for a long time, and had just sailed her across the Atlantic. We can only speculate that she

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must have hit something that caused major damage to the hull."

"After 1,000 miles of sailing from Tarawa, I arrived at the harbor of the Micronesian island of Kosrae," reports Glenn Tieman of the Southern California based **Manu Rere**, a replica of an ancient 38-foot Polynesian catamaran. "I was sailing in a hard gale under two small crab claw sails and pulling the drogue. The harbor entrance is narrow and faces directly into the wind, so I first let my cat round up and nearly stop with foresail backed, making it easy to pull the drogue aboard. Then I brailed the mizzen and used only the small mainsail for a controlled run down into the harbor. Had it been necessary for me to suddenly beat back into the wind, I could have easily snapped open the mizzen. When abeam of the spot where I wanted to place my first anchor, I opened the mizzen and put the helm over to bring her right around up into the wind, then quickly brailed the mainsail and lowered the hook. With the mizzen centered, *Manu Rere* backed straight down from the first anchor. But I did have to use my canoe to place

the second anchor for a proper and reliable Bahamian mooring. I had been asked how I would get out of this harbor without an engine. In practice it wasn't hard, and simply required a bit of short tacking.

"After that," Tieman continues, "I had a fast 150-mile sail to Pingalap Atoll. Although I prefer to visit new places compared to walks down memory lane, how could I bypass the best place I ever stopped during my 10 years of cruising on my 26-ft cat **Peregrine**? One of the reasons I liked Pingalap was the challenge, as it has no pass into the lagoon. Further, it has only a very hazardous indentation that has been blasted in the steep barrier reef, where a yacht can sometimes briefly and perilously anchor. I had sighted the island from 10 miles upwind in the late



The incredible sailing Glenn Tieman, as seen aboard 'Manu Rere' in Turtle Bay several years ago. Talk about adventurous cruising!

afternoon, so hove to to await dawn. The GPS showed that I was still moving about a knot to leeward toward the island, which could shipwreck me again before daybreak. So I set the mainsail to get *Manu Rere* forereaching against the current and keeping her distance from the reefs. After I anchored in the morning, I walked around with some young

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men. When one of them said, "Before I was born, a man named Glenn brought his catamaran over the reef and into the lagoon, and anchored right over there for quite some time. Then one day the people here looked out, and he was gone." It's as though the young man was talking about a legend, not me.

"This time I brought *Manu Rere* into the lagoon again, at spring tide. This was only barely possible because my cat draws only 22 inches and I was willing to hit rocks on the way in. Anchoring in the 20-ft wide indentation outside the barrier reef was only temporarily acceptable, with an anchor off each beam onto the reefs on each side, as well as an anchor forward. And even then, when the wind came westerly, I had to sail off at a moment's notice, leaving my anchors and tender behind for the night. I stayed for a month. Unfortunately, Pingalap had changed for the worse over the years."

Mexico has a vibrant social life for cruisers, but can anywhere compare with Georgetown, Great Exuma, in the Bahamas? Steve and June Jones, who after many years of working in the Bay



PETER NEWTON

The water around Georgetown is thin, but it's also undeniably gorgeous. No wonder so many gather for the Georgetown Cruising Regatta.

Area, bought **Windrose**, a Tatoosh 42, in Florida, and resumed the cruising life they had interrupted for decades. They have recently been anchored off Stocking Island for a month to participate — with 300 other cruising boats! — in

the Georgetown Cruising Regatta. We'll have a detailed report from them next month.

It's already April, but there are still several events to go in the Mexico cruising season. For example, the great folks at the Club Cruceros in La Paz will be hosting **Bay Fest** April 7-10, with lots of social activities and a day of fun racing. The Hidden Port YC will be hosting the very popular **Loreto Fest** from April 29 to May 1. This will be the 15th year for the fundraiser for great local causes. Loreto Fest will be followed by the **Second Annual Charity Rally**, starting from Puerto Escondido the day after Loreto Fest, with stops at San Juanico, Punta Domingo, Bahia Concepcion, and Santa Rosalia, and ending at San Carlos on the mainland side of the Sea of Cortez on May 8. Unlike the other events, there is a \$175 entry fee. But, we're assured that this is a Lion's Club-sponsored event, with all proceeds going to support local charities. What if you want to head south to La Paz after Loreto Fest? There's **Sea of Cortez Sailing Week**, the

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starting date and stops of which are still being determined by Patsy Verhoeven of the La Paz-based Gulfstar 50 **Talion**, following consultations with interested parties. Information on all these events can be obtained on the various cruising nets and on the internet. Have fun, everyone!

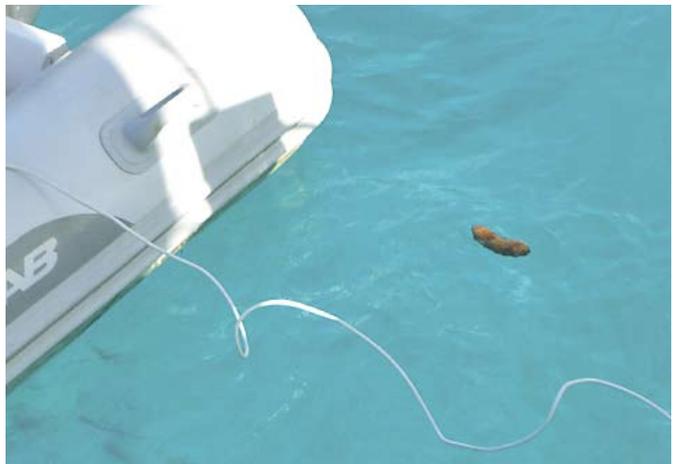
The European cruising season is about to resume. We know this because Jack Van Ommen of the Gig Harbor- and world-based Najad 29 **Fleetwood** reports he's about to resume his unusual 64-lock canal and river passage from the North Sea to Romania and the Black Sea. He was stalled with engine problems last fall, so *Fleetwood* is currently high and dry on the banks of the Danube in Zimnicea, Romania. "I should be going down the rest of the Danube in June, and sailing the Med this summer," he writes. Van Ommen's goal, which he could have accomplished years ago, is "Around the World In Less Than 80 Years".

In the March 4 *Lectronic*, we published the following item — which seemed to bother some of our more

squeamish readers:

"We were just about to jump off the transom of our Leopard 45 catamaran **'ti Profligate**, anchored off Gustavia, St. Barth, when we got a terrible shock. For there, floating on the blue, blue waters, right where we had intended to jump in, was a huge 'Lincoln Log'! We're not squeamish, but it was disgusting.

Our suspicions immediately turned to Doña de Mallorca, who, minutes before, had disappeared into one of the four heads. But no, this was one big log, and anything that goes through a marine head comes out in little pieces that fish seem to find irresistible. 'Wegman!' we cursed, knowing that the singlehanded circumnavigator uses a bucket, not a marine head, on his 32-ft ketch **A Friggin' Queen**. But then we remembered



Yes, we know what it looks like. On the other hand, it's a legitimate sweet potato, an excellent and delicious source of nutrition.

he was still in the British Virgins. When Mallorca came out of the head, we cautioned her not to jump in.

'Are you sure it's not a sweet potato?' she asked. 'Two of them went bad, so I just chucked them over the side.'

'We don't think so,' we responded, 'cause it sure looked like the real thing to us.' Five minutes later we were swimming in the blue, blue water, knowing

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that sweet potatoes, from a distance of 10 to 15 feet, do indeed look exactly like Lincoln Logs."

We thought the incident — and photo — was humorous not because it was about poop, but because of the hilarity of mistaken identity. As one reader wrote, "It brought back memories of the movie *Caddy Shack*, when the kid sees what looks like a log in the crowded pool during Caddy Swim Day at the Bushwood Country Club. After everyone is cleared out and the pool drained, Bill Murray picks 'it' up, examines it, and proclaims "Baby Ruth!" — before eating it." We liked the movie, too, so that gives you a frame of reference.

"If you ever get bored paddling around on your SUP, you can always ski behind my cat like Joe Cool," writes Arjan Bok of the San Francisco-based Lidgard 43 cat **RotKat**.

The SUP boards are a lot of fun, but they are pretty large — in many cases too large for most sailboats. That's when the option of inflatable SUPs comes into play. We use an 11-ft Uli inflatable that



ROTKAT

Joe Cool doing his SUP thing behind 'RotKat' as she pulls out of La Ventana. In many cases, SUP-ing is best done with an inflatable.

can be pumped up to nearly 20 psi to keep it stiff. And you can drag it all over the decks without ruining the board or your boat. Check 'em out.

It's never too late for good news, and

Pamela Bendall of the Port Hardy, B.C.-based **Kristen 46 Precious Metal** happily reports that this year's 10th Annual **Zihua Sail Fest** raised over 430,000 pesos for the education of Zihua's poorest children. That's more than \$35,000 U.S. "Over 50 boats were in Zihuatanejo Bay for the event, which is more than double the past two years, and everyone who participated certainly gave it their all," says Bendall. "After three years of being the chairperson for the cruising activities, the thing that amazes me the most is the instantaneous cohesiveness of our cruising community. Most boats arrive in the Bay within the week of the event, many not really knowing what Sail Fest is, many not knowing each other, and no one really knowing the hidden talents aboard each boat. But within a week, we all combine enthusiasm, energy and talent, and remarkably host two noteworthy events almost flawlessly. If we all put the same energy and talent toward a business, I'm confident we would give Carlos Slim — richest man in the world — some competition!"

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J-24, 1980. Alameda. \$4,000/obo. Turn key, ready to sail, very good condition, great hull, new spreaders, hatch, running rigging, stereo, etc. (2009), good inventory of sails, 3.5hp 2-stroke Nissan outboard. Must see. (510) 227-5372 or (408) 893-5992 or brad.murphy.sf@gmail.com.

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24-FT MELGES, ALAMEDA BOATYARD. \$20,000. Hull #14. Race ready. Full boat covers. Contact Frank. (512) 750-5735 or cabosportsfrank@yahoo.com.



21-FT CAL, 1970. \$2,700. Price reduced. Swing keel, low trailer, new tires, 5 sails (main, jib, genoa, spin. drifter). 3.3 Merc OB, radio. Beautifully refinished by Peter Schoonmaker. Has won, and can win the short races. PHRF 264/268. (949) 837-5712.



16 1/2-FT INTERNATIONAL 505. Burson, CA. \$3,500. Built by Rondar. All F.G. new Selden spars - Ullman sails. Several other (3) 505's need TLC, but cheap; \$500, \$1,000, \$1,500. Ray Lopez, the "Old School 505 King". (209) 772-9695.

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15-FT LITTLE RIVER MARINE HERITAGE. San Francisco. \$3,500. Little River Marine Heritage 15 sliding seat row boat. Excellent condition. 9-foot carbon fiber oars. Trailer with new wiring. (415) 567-9070 or fdandrews@earthlink.net.

24 FEET & UNDER



23-FT DEHLER SPRINTA SPORT, 1981. South Beach Yacht Club. \$2,000. Fun, fast German-designed racer/cruiser called *Momentum*. New Pineapple mainsail used 2x, 3 jibs. Ready to sail. Owner upgraded to bigger boat. Email/call for details! <http://sites.google.com/site/sprintasport23>. (415) 683-3632 or tanyak@gmail.com.



24-FT SAN JUAN, 1977. Loch Lomond Marina. \$2,500. Clean and dry. Great for Bay and Delta. Newer 6hp 4-cycle Nissan outboard. Also for sale: 10'4" inflatable rigid bottom \$1,200. (831) 419-0369 or dlaquino@yahoo.com.

24-FT ISLANDER BAHAMA, 1968. Pittsburg Marina. \$3,000/obo. Excellent Bay and Delta cruiser. 4hp outboard, 2 mains, 2 jibs, and a genny. Sleeps 4, galley and PortaPotti. Lots of gear. Recent bottom paint. Compass, VHF, fishfinder. (707) 964-1898 or knxtime@comcast.net.

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25 TO 28 FEET

25-FT CATALINA, 1986. Delta. \$5,500. Convertible (cabin top raises for fair weather shade). Delta fresh water berth on secure island. 15hp 4-stroke outboard. Health issues force sale of our sweetheart. First \$5,500. (916) 777-5510 or (916) 217-6908.

27-FT CATALINA, 1973. Berkeley Marina. \$2,500. 15hp Johnson outboard, main, 120% genoa, 95% working jib. All lines lead aft for singlehanded/shorthanded sailing, knot/depth meter, two anchors, safety equipment. Contact Mark. (775) 825-7556.



28-FT ISLANDER, 1976. South Beach Marina, SF. \$9,000. Club and singlehand raced. Spinnaker, Code Zero, 8 bags North sails, good to very good. Oversize mainsail, cockpit sheeting; Lewmar 40ST; autopilot. Some signs of abuse. Owned 22 years. (415) 246-3584 or diamondawine@yahoo.com.

25-FT PACIFIC SEACRAFT, 1976. Marina Green. \$7,995. Great Bay boat, convenient Marina Green berth \$208/mo, \$1,250 transfer fee or relocate. Roller reefing, sleeps 5, 8hp inboard diesel. Can email pics. (530) 284-6618 or (530) 284-6642 or blugoose@gmail.com.



28-FT ALERION EXPRESS, 2007. Sausalito. \$95,000. *Lizbeth*. Hull #359, commissioned Jan. 2007. One of a kind, active fleet racer/winner. Factory teak and Ultrasuede interior, Tacktick instrumentation including NEMA interface, handheld remote, running rigging upgrades too extensive to list. Pineapple sails, Kevlar jib, asymmetrical spinnaker, removable Seldon carbon sprit, Lewmar 30 primary and secondary winches. Custom matching canvas including full boat cover, cockpit cushions, additional teak exterior trim, cockpit grate, more. A fully maintained and varnished yacht. Must see to appreciate. Contact (415) 608-6919 or mland2@ix.netcom.com.

25-FT CATALINA 250 WATER BALLAST. 1996. Stockton Sailing Club. \$11,995/obo. Roller furling, Edson pedestal steering, Boomkicker, depth/speedometer, kick up rudder, spare tiller, bimini, lifevests (auto inflatable), Honda 9.9 engine, sail cover, tandem trailer with mast raising system. Contact (559) 479-2014 or kbernstein@gmail.com.

27-FT CATALINA, 1981. Hidden Harbor Marina. \$6,800. Universal diesel 5411, roller furler, new rigging, full batten main, new tinted windows, tiller with Autohelm ST2000, spinnaker, standard plan with bulkhead folding table. Call Scott. (916) 997-8446.

28-FT WYLLIE, 1973. Portland, OR. IOR 1/2-tonner *Hawkeye*. Free to a good home. Derelict, hardware and interior stripped, includes mast and boom. Non-cored hull is solid; original plywood deck needs complete replacement. No trailer available. Pics available on request. Serious inquiries only please. Email wyllie28ior@earthlink.net.



27-FT NOR'SEA, 1980. Moss Landing, CA. \$11,000. Tough little blue water cruiser, safe, easy to handle junk rig, many offshore mods, Fiji vet, aft cabin. Check link for pictures and detailed info. www.kabai.com/seablossom. (408) 218-9604 or Kabaii@yahoo.com.

MACGREGOR 26X, 2000. Redwood City. \$18,500. Trailer w/spare, 50hp Evinrude 4-stroke, 2 gas tanks, low hours, top condition, main, jib, UPS reacher on roller, bimini, depth, stove, icebox, Sanipottie. Great lake/Delta/Bay boat. Many extras contact for list. (650) 703-6514 or sv_murmur@hotmail.com.

29 TO 31 FEET



31-FT CAL, 1979. \$6,950/obo. Lapworth design, great coastal cruiser, wheel steering, Lewmar self-tailing winches, good rigging and sail inventory, VHF, Dorade vents, sleeps 5. No engine. No interior cushions. Contact Mike. (310) 821-4392 or catshadowzoo@yahoo.com.



29-FT CAL, 1972. Novato. \$11,000. Good condition, great Bay/ocean cruiser/racer. New hull paint by pro. Atomic 4. Spinnaker, radial headsail (shown). 90, 110, 150 jibs, 2 mainsails. Autopilot, updated instruments, 12V built-in refrigerator, whisker pole. Contact (415) 883-5365 or lagoonlovers@sbcglobal.net.



30-FT ALBERG YAWL, 1971. \$9,500. Rare SF Bay Area built Oceana model. S/N 3 of 3 built by Clark Marine of San Carlos. Same owner 36 years, Albin AD-2 diesel engine, runs good. Fiberglass hull, solid. Good sails. (612) 791-9069 or mnhucker@gmail.com.

30-FT PEARSON SLOOP. Delta. \$8,500. World class sloop. Upgraded with Volvo diesel that cost over \$10k. New bottom paint, zincs, etc. Force 10 cabin heater. Surveyor valued last year at over \$12k. FIRST lucky sailor with \$8,500... (916) 777-5510 or (916) 217-6908.



31-FT HUNTER, 1984. Ballena Isle Marina, Alameda, CA. \$25,000. Very good condition. Full dodger, roller furler, Quest 150 custom genoa, spinnaker pole, Raymarine radar/chartplotter and autopilot, cockpit table, Yanmar diesel, VHF radio, CD with 6 speakers, low wattage inverters, (2) new batteries, 2009 bottom paint, H/C pressurize water, 2-burner stove with oven, BBQ, inflatable mini-dinghy, self climbing Top Climber. All Coast Guard required safety equipment, charts and books, (2) anchors and rodes, Buoy hook. Too much more to list. (775) 626-2679 or (775) 722-1600 or pcscarli@aol.com.



29-FT BRISTOL, 1968. Pier 39. \$15,500. Beautiful and well-maintained Bristol with rebuilt and modified engine plus Monitor self-steering system. Full set of sails, including asymmetrical spinnaker with snuffer sock. All recommended fixes from recent survey completed. It's ready to sail! (323) 630-0000.



CAL 2-29, 1969. Sausalito. \$8,500. Wheel steering, Yanmar 20hp diesel, custom interior, three jibs, swim ladder, AM/FM, older electronics, teak trim needs some work. Sausalito slip may be transferable. (707) 877-3551 or (707) 357-5555 or ndevall@mcn.org.



30-FT TAHITI KETCH, 1949. Sausalito. \$34,500. *Taihoa* for sale. Kauri planking on apitong frames/copper rivets. Shipwright owned and lived for six years. Ocean ready, new electronics/radar/EPIRB/depth. Professionally rebuilt Yanmar 3GM. Diesel stove/oven/heater. (415) 272-4203.



CAL West Basin, 1979. Marina West Basin. \$12hp Faryon engine. Good condition, transferable San Francisco Marina West Basin slip. GGYC Friday Night Winner. As is - where is.

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30-FT ISLANDER BAHAMA, 1979. Alameda. \$18,500. Very nice Islander Bahama 30. Roller furling, good sails. Beautiful interior. New valve job on Volvo MD7A. Raytheon chartplotter, Tri-Data and autopilot. Refrigeration, propane stove w/oven. Pressure hot/cold water. Ready! Contact (510) 778-3373 or onemauijim@yahoo.com.



30-FT HUNTER 306, 2002. Isleton. \$45,000. In great condition, looking at bigger boat. Dodger, battery charger, bottom paint Feb 2010. Yanmar 18hp 2GM20F, about 500 hours. Rigging led to cockpit. Roller furling jib. Fuel 20, water 40, waste 20. Force 10 2-burner propane stove/oven. Raymarine ST 60 depth sounder and knot meter. Hinged helm seat with walk through transom. (925) 876-8817 or afterfifty@sbcglobal.net.



ISLANDER 30 MK II, 1971. Moss Landing Harbor District. \$6,000. 4-cyl gas inboard (Palmer P60). Fiberglass hull w/teak trim. 3-burner alcohol stove/oven, BBQ. Depth/fishfinder, CB and VHF radio. Recent work: Sept '09 hauled out, tuned up, oil change, new head, replaced through hulls and zincs. Sails include spinnaker, 2 storm jibs, 100% & 130% genoa. Mahogany interior. 5 lifejackets, lots of extras. Sleeps 4 comfortably. Good solid boat. Ready to sail. Take over slip. (831) 915-6783 or (831) 659-1921 or drbradcase@sbcglobal.net.

32 TO 35 FEET



32-FT RANGER, 1974. Alameda. \$18,000/obo. Atomic Four. Many sails. Internal halyards. Full race gear. (510) 521-2299 or holorraal@comcast.net.



CATALINA 320, 1995. San Diego. \$49,950. Excellent boat for California. Easy to sail short-handed, yet has plenty of room for family and friends. Harbor Island slip. Many recent upgrades. For more information please see: <http://sites.google.com/site/catalina320forsale>. (619) 200-1018 or SDCatalina320@gmail.com.

35-FT ALBERG, 1964. Sausalito. \$8,500. Kubota diesel. New - epoxy bottom, rudder, propeller, shaft, transmission, Raycor filters, starter, alternator, fresh and raw water pumps, 12 volt system, standing rigging, halyards. Original interior, needs cushions and engine box. Contact (415) 332-7501 or (415) 308-6904 or chrislamb007@comcast.net.

33-FT CUSTOM STEEL, 2001. SF Bay Area. \$5,000. 33-ft steel gaff cutter diesel. See link for pic and specs. Sound, but needs work and TLC. Possible trade for what have you. See photos at <http://i51.tinypic.com/ftn1ft.jpg>. Contact (707) 829-9671 or sfsvrhea@yahoo.com.



32-FT GULF PILOTHOUSE, 1980. Brookings, OR. \$35,000. Universal 32hp diesel, inside/outside helm stations, AP, VHF, GPS, radar, windspeed indicator, waterspeed indicator, refurbished jib and main, new cruising spinnaker, large fuel/water tanks. Contact (541) 247-6231 or mel.githens@att.net.



35-FT SANTANA, 1980. SF/Sausalito. \$18,000. 3 jibs, 2 mains, 3 spinnakers, 10 winches, radar, VHF, stereo, Volvo 18 hp w/new fresh water cooling, new mast, rod rigging, running rigging, halyards, new folding prop, topside teak, cushions. (415) 652-2009 or (415) 929-0789.

32-FT ARIES SLOOP, 1987. Anchors Way Marine Center, Oxnard. \$17,500. Monitor vane, 4-cyl Westerbeke 33hp diesel. Too much to list. Currently in dry dock. Contact F. Quigley. (541) 497-0224.



34-FT TIFFANY JAYNE, 1981. Vallejo. \$7,000. MUST SELL, great project boat, everything is here and has not been foolishly changed, [original] set of old, but in good condition, racing sails, 1-cylinder diesel, new bottom, J-29 rig. More at <http://vallejboatworks.com>. (707) 554-2813 or vallejboatworks@yahoo.com.

35-FT GRAND BANKS (MAGELLAN), motorsailer, 1964. \$7,000. Strip-planked mahogany with teak cabin sides, aft cabin, 80hp Ford Lehman diesel. Needs some deck work. SRYH covered berth-good liveaboard. Bronze fastened, lead keel. 18,000 lbs. 6'4" headroom. (562) 899-0774 (eve).



33-FT HOBIE, 1984. Alameda. \$13,900. Fixed keel model. New in 2010: Tiller, hatchboard, GPS, VHF, gel battery, charger, new Mercury 9.9 outboard. 10 bags of sails, Dacron and Mylar mainsails, two 120%, #2, #3, self-tacking jib on furler, storm jib, wind seeker, 1/2oz spinnaker. Spinnaker pole, whisker pole. To be competitive, you'll need new sails and ropes, and the price reflects this. Interior is open and clean and light. Priced for quick sale. davidkory@gmail.com.



34-FT CONTESSA OOD, 1979. Moss Landing. \$15,000. Doug Peterson-designed Contessa OOD 34, 1979. Sleeps 7. Nav station, dinghy, near new Kevlar main and headsails, plus Dacron headsails, 3 spinnakers. Diesel engine and transmission requires work/re-power. Transferable slip. Recent survey. craigcuff@hotmail.com.

35-FT ERICSON, 1974. Downtown Sausalito. \$29,500. Upwind slip with view of Angel Island from the cockpit, forest green canvas, dodger, roller furling, gennaker, D.S., K.M., VHF, GPS, Yanmar diesel-950 hrs. A very pretty boat. (707) 357-1309.



32-FT SLOOP. Designed by Gary Mull, 1970. Sausalito Yacht Harbor. \$35,000/obo. *Chico* was built by John Lidgard in NZ in 1970. She is cold molded out of kauri using the West system. I have owned *Chico* for over 20 years. Age forces sale, mine not *Chico*'s. She has new sails, three-cylinder Yanmar diesel, fathometer, log/knotmeter, VHF, compasses, Awlgrip topsides, backstay, full cover, wiring, etc. A great boat and reputation. Email Jim Hobart at hobart_james@hotmail.com.



35-FT HINCKLEY PILOT, 1963. Sausalito. \$39,000. Sparkman & Stephens design, 1963. Rebuilt Perkins 4-108, full batten main, radar, chart plotter, autopilot, well maintained. Sweet boat to sail, especially upwind. Estate sale. Contact (415) 720-5477 or (415) 339-0100 or billbysfbay@gmail.com.



32-FT ERICSON, 1971. Bruno's Yacht Harbor, Isleton. \$16,500. Great cruising and Bay boat. Well maintained, excellent interior, new bottom paint. Three headsails, spinnaker, self-tailing winches, Yanmar 3GF diesel, LectraSan sanitation, depth sounder, knotmeter. Contact (510) 207-0111 or (510) 525-3572 or don@dondommer.com.

34-FT CORONADO, 1970. Antioch. \$17,000. Easy singlehander: roller-furling jib, Dutchman mainsail. Autohelm, Garmin GPS, 2 VHF's. Hauled and painted 2010. New head and dodger, low hours on rebuilt A-4. Propane stove and cabin heater. 2 anchors w/chain and rode. (510) 676-4444.

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33-FT NEWPORT, 1982. Napa, CA. \$15,000. Universal diesel, new standing and running rigging 2009. Full dodger and sails good condition, wheel steering, pressure water, CNG 3-burner stove. Too much to list. Solid coastal cruiser. (775) 853-3925 or (775) 853-6662 or wineandseacharters@yahoo.com.

35-FT ATHENA, 1983. Montana. \$68,500. By Sodergren/Sweden, deep and narrow with fractional rig to weather like a witch, with OEM self-tacking jib, offshore equipped, Montana fresh water-based since 1985. Exceptional boat/opportunity, possible delivery. (Skype) Jim Lekander dyh@mtsailing.com.



34-FT HARTING, 1981. Beach firm. Excellent cruiser set up for extended sailing. Excellent condition. New standing rigging and Navtec hydraulic backstay adjuster. Upgraded 12V system with 440Ah house bank, separate starting battery, solar panel and monitor. Doyle sails with StackPack and roller furling headsail. Wheel autopilot, CNG, outboard hoist, Martec feathering prop, much more. www.sfsailtours.com/about_boat.htm.



34-FT C&C, 1980. La Paz, Baja Mexico. \$38,000. Just sailed 1500 miles from SF for Ha-Ha 2010, then to La Paz. \$28,000 of new cruising gear, electronics, new Yanmar 3GM30F since 2009. See details, photos at website: <http://sites.google.com/site/svlegacyforsale>. Contact (831) 726-3192 or (831) 345-9384 or LK@wisdomseminars.org.

CATALINA 34 MARK II, 2007. Alameda. \$129,500. Loaded, all electronics, radar, VHF, stereo, autopilot, Vacuflush head, Dickinson heater, all canvas and covers, low hour Universal 35 diesel, Ultraleather interior, bristol condition, folding prop, cockpit cushions, furling main and jib. Email for pictures. (925) 323-7181 or stuarth609@aol.com.

32-FT JEANNEAU ATTALIA, 1984. MDR. \$26,000. Racer/cruiser, all lines lead aft. Yanmar FWC, folding prop, hydraulic backstay, new batteries, new RWC pump, racing sails, new spinnaker, Tuff Luff. New anchor and rode. Tiller/pilot. Original Dacron sails. www.flickr.com/photos/windhorze/sets/72157626168401808. Call (310) 592-5701.



COLUMBIA 34 MKII, 1973. SF Bay. \$42,000/obo. Cash or trade. A long cruise history, equipped, roomy. Redundant systems, tools/spare parts. Yanmar diesel runs great. 7' headroom. Refrigeration. Pressure water. Propane stove. More. Great cruiser, great liveaboard. Tons of pictures and details at our website: <http://thepinkpanty.net>. Contact (415) 692-1330 or boat4sale@sapphirefire.net.



34-FT J/105, 1992. Sausalito Yacht Harbor. \$70,000/obo. Hull #42. Jose Cuervo has new mast, furler, foil, pole rig and turnbuckles. Keel and rudder faired. Minimum class wt. Big Boat winner, light and fast. (415) 218-6312 or mbm@4ibp.com.



33-FT JEANNEAU, 1981. \$25,000. Main and spare main, 1000 hrs, batteries '08, Technautics cold plate, Kyocera, Blue Sky '07. a.p., knot and depth, two anchors, Magma, two Martecs, many spares, much more. Non-skid redone '09, new windows ready to install, best of everything, excellent condition, a true turnkey.



35-FT JASON, 1979. Shilshole Marina, Seattle. \$65,000. Ted Brewer-designed cutter. Launched 1998 with new mast and deck hardware, 2008 refit for cruising: new engine, Monitor windvane, liferaft, and more. Just back from Mexico, ready to go again. <http://svpisces.blogspot.com>. Call (206) 673-0656.



35-FT YOUNG SUN CUTTER, 1981. San Carlos, Mexico. \$64,800. Reduced \$10,000 to \$64,800. Bluewater cruiser located in San Carlos, Mexico, ready to sail the world, full cruise equipped, more information on our website. Go to <http://youngsun.squarespace.com/specs>. Contact mohrmonte@gmail.com.

36 TO 39 FEET



38-FT C&C, 1976. San Pedro, CA. \$46,000. Extended carbon fiber spinnaker pole and longer boom, creating better balanced performance. A competitive local cruiser/racer (99 PHRF), same owner last 25 years. Yanmar diesel, 950 hours. Contact (310) 832-8532 or (310) 256-0549 or rwininsurance@yahoo.com.

36-FT CHEOY LEE PEDRICKS, 1985. Ventura, Ca. \$39,000. 16,000lbs performance cruiser. Beautiful joiner work classic yacht accommodation. 44hp Universal Kubota diesel, Maxwell windlass with all chain, large Barient winches, autopilot, refrig HW inverter. (805) 646-2460 or (310) 428-3317 or ddw.kiaora@yahoo.com.

36-FT ISLANDER, 1972. San Francisco. \$30,000. Updated mast and rigging, new Universal diesel, new head and holding tank, lead keel. Contact (415) 850-4323 or cijppr@gmail.com.

36-FT CATALINA, 1984. Sausalito. \$51,000. Richardson Bay Marina. Great slip. Close in. Free parking. Well maintained. Universal diesel with low hours. Dodger. Autopilot. Lots of sails. Electric halyard winch. Call Roger. (510) 734-0506 or rkarsrud@comcast.net.



38-FT HUNTER 380, 2000. Alameda. \$79,900. Great shape. Excellent sailboat. Ready to go, lots of extras, autopilot, radar, VHF, electric winches, dodger, new bottom paint. Contact (916) 817-0081 or pbpme@hotmail.com.



37-FT PACIFIC SEACRAFT CREALOCK, design, 1980. Moss Landing. \$99,000. World class blue water performance cruiser. 6-foot plus headroom. This boat is cruise ready with GPS, radar, solar panel, wind generator, liferaft, cruising spinnaker, Raymarine wind instruments and more. Very well maintained. Recent haulout included LPU on spars, new standing rigging, bottom paint and thruhulls. Also new external canvas and internal cushions throughout. Sailboat Hall of Fame inductee for outstanding design, comfort, performance and seaworthiness. (831) 588-8502 or kspirit90@yahoo.com.



36-FT HUNTER, 2004. South Beach, San Francisco. \$110,000. Dark blue hull which I believe is the only one on the Bay. Furling jib and main, dodger, nice interior, well maintained. She is a real beauty. (408) 375-4120 or stan.wilkison@yahoo.com.

37-FT RAFIKI, 1978. Long Beach. \$64,900. Cutter rig, in great shape, 1300 hrs, no teak decks. HD furling jib and stay, newer electronics, radar, LP, varnished, bottom paint and interior. Many extras, moving up. (310) 251-8860.



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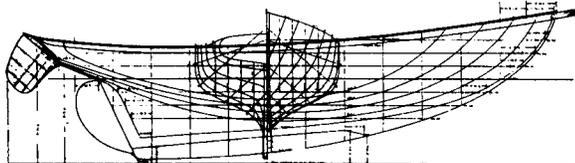
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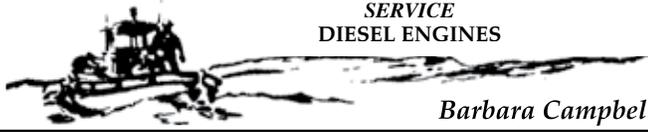
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BENETEAU 36.7, 2005. Port Angeles, WA. \$132,000/obo. Beautiful 36.7, all cruising amenities. Shows as new, see pics and details at website. Go to <http://beneteau367forsale.com>. Contact (360) 452-1110 or (360) 460-1014 or bill@cpifiber.com. (54 West Misty Ln. Port Angeles, WA 98362).



38-FT KETTENBURG, 1956. 3 Available. "Nice boat!", "Beautiful boat!", "Gorgeous boat!" heard many times from other boaters during every sail. Enjoy character, admiration, and fantastic sailing while sustaining the heritage. Details at: www.sailk38.com. (916) 847-9064 or steve@paradigmpilgrim.com.

38-FT HUGHES, 1970. \$20,000/obo. S & S design, built in Canada 1970. Approximately 74 hrs. on near-new engine. Great Bay boat with slip available in Monterey or Moss Landing. (831) 915-4984.

36-FT ALLIED PRINCESS, 1977. Petaluma, CA. \$40,000. Well cared for cruising ketch. Recent refit includes new sails, running and standing rigging, electronics, hull LP paint. Perkins diesel w/500 hrs. www.flickr.com/photos/54536845@N08. (707) 364-0801 or rkhurt@comcast.net.



38-FT COLIN ARCHER PILOT CUTTER. 1950. San Diego. \$52,000. *Marion D.* Built in Norway, pitch pine on pitch pine, white oak backbone, trunnel fastened, 85hp Ford Lehman 254. Hauling for maintenance in March/wooding hull. Surveys welcome by appointment. More information: <http://mariond.squarespace.com>.

CATALINA 36 MK II, 1995. Alameda, CA. \$85,000. Excellent condition, includes windlass, hot/cold pressurized water, inverter, VHF, electronics, low engine hours, 15hp Johnson motor and Zodiac inflatable. Contact (510) 523-4081 or roystark@aol.com.



38-FT C&C LANDFALL, 1983. Philippines. \$60,000. Well maintained and equipped fast cruiser. Many recent upgrades: Spectra watermaker, liferaft, Force 10 stove, genny, Zodiac, Raymarine ST60 group, more. See website: inventory, photos and 360 degree virtual tour. <http://IrishMelody.com>. (707) 540-3079 or (707) 529-3079.

37-FT CREALOCK CUTTER, 1980. Monterey. \$45,000. Ballenger tabernacled mast. New Yanmar w/saildrive, radar, GPS, easy access to all systems, 70gal diesel, 3 watertight bulkheads. Not in yacht condition, needs finish work. Great little sailing ship. Price firm. Contact ddatpbio@gmail.com.



39-FT ... \$72,000. Fully maintained, continually upgraded. Two time MX vet, ready to go again. Spectra H2O, solar panels, expanded diesel tankage means cruising independence, easy sailhandling systems. Website for complete info.



36-FT ... \$50,000. Danish ... X-Yachts ... Denmark race. A very attractive boat with newish North sails and Westerbeke diesel. Recent haulout. See more photos at www.flickr.com/groups/1577453@N21.



36-FT ISLANDER, 1979. North Bay. \$34,500. Excellent I 36. Good condition. Diesel, wheel, roller furling, clean, good sails. No problems! Other extras. jdedmond@pacbell.net.



38-FT ERICSON, 1981. Monterey Harbor. \$38,500. Great looking E38 in great sailing condition. Fully loaded and ready to go. Bottom and topsides just painted. All exterior wood just refinished with Cetol Marine. Standing and running rigging replaced in 2004. Mast was pulled and painted at same time. Universal 32hp diesel engine runs great. Monterey Harbor mooring available. (408) 667-8790 or tony1s@sbcglobal.net.

39-FT FREYA, 1978. San Rafael. \$55,000. Built by Gannon Yachts. Lots of upgrades. Solid glass hull, balsa cored deck. Great for cruising. Great liveaboard. Boat has been well loved! (415) 717-5815 or torangeiser@hotmail.com.



37-FT C&C, 1985. Emeryville. \$49,500. Excellent condition, lovingly maintained, pure sailing joy, major refit 2009, fully equipped, all modern electronics, solid rod rigging, hydraulic backstay, N-S main, self-furling UK jib, lines to cockpit, Yanmar 840 hrs, owner. (925) 788-6776 or cookcmm@aol.com.

37-FT PEARSON 365, 1979. Moss Landing. \$58,000. Pearson 365 sloop completely upgraded with larger double spreader mast and sails, new interior, ports, life lines. New LPU paint on hull, bottom paint and deck. Low hours on 4-108 Perkins diesel. Good electronics, propane stove, water heater. Most beautifully restored and cleanest 365 on the West Coast. Photos available. Call. (831) 316-8282 or mgrgene@comcast.net.

38-FT DOWNEASTER, 1979. La Paz, Mexico. \$30,000. Great boat to sail or live aboard, roomy and comfortable. Complete extensive rehab in 2005, new rigging, thru-hulls, electronics, fittings, instruments, appliances, roller furling, head, holding tank and more. Needs TLC. (503) 839-8761 or mike1040@gmail.com.

40 TO 50 FEET

40-FT CHALLENGER, 1974. Emeryville, CA. \$39,000/obo. Two boat owner must sell our Coastal Cruiser. Well equipped with radar, GPS, Autohelm, newer sails, roller furling, SS ports, large galley with standup reefer. 6'6" headroom, two staterooms. Needs some appearance projects completed. (530) 228-1827 or lorechristopher@sbcglobal.net.



45-FT LOA RACER/CRUISER. Stockton Sailing Club. Now \$75,000/obo (was \$90,500). Laurie Davidson (Kiwi) Design with modifications by Carl Schumacher. This is a perfect liveaboard - roomy 3-cabin layout has "big boat winner" speed with furniture boat-Swan-like interior. Self tacker-jib roller furler with like-new fully battened North mainsail, cruise ready, with many extra sails. Shown by appointment only. Ray Lopez. (209) 772-9695.

44-FT BENETEAU OCEANIS 440, 1995. Sausalito berth. \$110,000, partnership considered. Excellent shape, cherry wood interior with 3 cabins, 3 heads. Garmin 10" HD color radar, weather. 11'3" inflatable 15hp, Autohelm ST7,000, Sea Frost. Contact Bob. (415) 713-9515 or bob.irby@marincounty.net.



45-FT SPARKMAN & STEPHENS Seafarer yawl, 1962. San Francisco. \$65,000. The S&S 45 was designed for yachtsmen of another era who appreciated the classic looks and easy sailing characteristics that made sailing with family and friends such a pleasure. This is an opportunity to own a very special yacht and design. Quality fiberglass construction throughout. Contact Jerry. (415) 435-3513 or gsrumsy@yahoo.com.

41-FT MORGAN CLASSIC MODEL. 1991. San Carlos, Mexico. \$93,000. Primo condition. Equipped and ready to cruise. Center cockpit, great liveaboard, must see to appreciate roominess. Recent survey. See blog for equipment list and current photos. <http://sailboatvagari.blogspot.com>. Contact (520) 825-7551 or stanstreb@gmail.com.



43-FT TASWELL, 1995. Bainbridge Island, WA. \$330,000. Pristine, center cockpit full enclosure, Leisure Furl main, electric winch, RF genoa, low hours on main and 5kw genset, watermaker, chart plotter, radar, ESPAR heat, much more. <http://nxtues.wordpress.com>. (206) 295-1024 or ntuesday1995@hotmail.com.



MORGAN 462, 1981. Vallejo Marina. \$160,000/obo. Bulletproof center-cockpit cruising ketch, keel-stepped masts, integral ballast, skeg-hung rudder, external chainplates, two cabins/heads, many new systems, immaculate. <http://s766.photobucket.com/albums/xx309/tmesser/Morgan%20462%20Cruising%20Sailboat/?albumview=slideshow&tr>. (707) 334-3670 or baryb@aol.com.



CAL 2-46, 1974. San Carlos, Mexico. \$109,000. Ready to cross oceans. Lovingly maintained and restored. Engine overhauled 2011, standing rigging 2010, electric winches, davits, watermaker, dive compressor, spares! RIB, standup engine room, teak/holly sole, much more! Contact (250) 505-4941 or (250) 352-1312 or nelson2bed@gmail.com.

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40-FT CAPE DORY CUTTER, 1986. Kemah, Texas. \$118,750. *Como No* is for sale. Continuously maintained and upgraded and in excellent condition. Equipped for world cruising with solar, wind, vane steering, Alpa pilot, watermaker, etc. More at website, <http://sailingtexas.com/scapedory40100.html>. Contact (979) 864-7755 or yachtcomono@yahoo.com.



42-FT CASCADE, 1968. Portland, OR. \$49,900. Very comfortable cruiser. This boat has been all over the northwest. Two Ha-Ha's. Repowered with new Yanmar in 2007. Please check out the long list of equipment and many pictures. www.sailboatserendipity.com. Contact (503) 297-5749 or dougc@teleport.com.

45-FT DOWNEASTER CC, 1980. La Paz, Mexico. \$Best offer. This California-built boat was refit in 2004. Our plans have changed and we will make this an excellent deal for new owner. Can be seen at website. www.mazmarine.com. (941) 204-3271 or kruzn2004@aol.com.

46-FT KELLY PETERSON, 1982. Morro Bay. \$189,000. Cruise ready with long list of equipment. 2 staterooms, 2 heads with new electric toilets, reefer and freezer, large center cockpit, etc. Comfortable and great sailing boat that's ready to go anywhere! More at www.facebook.com/pages/Kelly-Peterson-46-sailboat/172704439424234. Contact woodeneye53@yahoo.com or (805) 459-1909.



48-FT ISLANDER, 1985. Sausalito. \$185,000. This is a classic Ted Brewer design built by Islander. Pristine condition, 3 year renovation just completed. Just about everything is new, sails, rigging, plumbing, pumps, etc. Call or email for all the information. (415) 846-6919 or sailonbaby@gmail.com.

42-FT CATALINA, \$169,000. 3 bedrooms, 2 bath, furling main, air condition, autopilot. Easy to singlehand, has been from Canada to Mexico, 5 years old. (707) 812-4003.

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55-FT FIBER STEEL, 1980. River View Marina, Sacramento. Make offer/must sell. 72' LOA, 16' beam, F/C, 671 main engine with 300 hrs. 15KW gen, 1100 gals. diesel, 500 gals. fresh water, ketch rig. New sails, 6'6" head room, sleeps 8. Dinghy and new electronics, 385' 3/8 ht chain, 2000 lb windlass, 2 heads, shower, ice maker, 2 refrigerators/freezers. Great liveaboard with liveaboard slip. 7 minutes to downtown Sacto. Possible trades? Health forces sale. (916) 208-4141 or seahawk2mexico@gmail.com.

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41-FT BENETEAU OCEANIS 411, 2001. Mediterranean. \$139,000. The perfect couple's cruising boat with offshore capabilities. Two-cabin owner's version. Designed by Groupe Finot and built by Beneteau in France. Well-equipped and meticulously maintained. Never chartered. Stored on the hard at least six months per year since new. Only 1,100 hours on Volvo 59hp engine. No sales tax, personal property tax, or value added tax for USA buyers. USCG registered. Lying in the Med. Contact (415) 269-4901 or sail@voleauvent.com.



34-FT COLLECTABLE KETCH, 1955. Napa, CA. \$9,900. A beautiful 34-ft John Hanna timber ketch evokes the romance of the sea with ratlines, whisker shrouds, a dolphin stay, wood blocks, four racks of belaying pins, caulked wood deck, fir masts and spars, port holes, and skylights. 2-cylinder Volvo Penta diesel. Eye candy for your dock, and a rewarding hobby. Good Bay and Delta day sailer, generates compliments wherever she goes. Not a liveaboard. Berthed on the Napa River. Contact (707) 738-1405 or laird@jldurham.com.



44-FT TARTAN 4400, 2003. Channel Island Harbor. \$439,000, or trade? Dark green hull, low hours, bow thruster, electric winches, VacuFlush heads, spinnaker, new batteries, recent bottom paint, numerous other options/upgrades. See test sail at <http://YouTube.com>, search Tartan 4400, our actual boat! (530) 318-0730 or amjohn@sbcglobal.net.

43-FT JOHN ALDEN #309N, 1930. Marina. \$85,000. Beautiful staysail schooner. Must sell, not living in Cali anymore. Recent hull, deck, wood spars upgrades. New rigging. 43hp diesel. Hull is cold-molded with Awlgrip paint. Documentation of all work, surveys available. Dry-dock. alden309n@gmail.com.



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60-FT STAYSAIL SCHOONER, 1935. \$115,000/obo. *Volunteer (Zoe H)*. Designer, Edson B. Schock; builder, Port Boat Works, Wilmington, CA. Veteran of four TransPacs (winner 1939, Aloha Class B). On-screen home of actor Jack Klugman in Universal Studios long-running television series, *Quincy, M.E.* Colorful history including WWII submarine coast watch, Mexican charter service and El Salvadoran registry. Old world craftsmanship, needs considerable TLC to restore to former grandeur. Replacement value \$2-3 million. Sacrifice. (650) 255-0632 or schoonervolunteer@yahoo.com.



50-FT CATAMARAN, 2001. Whangarei, New Zealand. \$510,000. An exceptional 15.3 meters offshore cruising catamaran. Configured during construction as a comfortable and safe liveboard, capable of single handed passage making. Ron Given-designed, NZ built, launched in December 2001. Well known in Vanuatu, New Caledonia and New Zealand. Professionally maintained, fully refitted, in excellent condition. Lying Whangarei, NZ. More details at website. First go to www.theyachtmarket.com, then search: Used Catamaran Sail 50 to 55-Ft. Contact (504) 201-3888 or amderne@yahoo.fr.



38-FT LAGOON 380, 2003. San Diego. \$249,000. (2) Yanmar 3GM30's. Loaded example of the most popular cruising cat, ever! Crazy fast downwind - sailing flat! No "rolly" anchorages! Just returned from Florida-Caribbean-Mexico cruise; currently cruising SoCal. Most versatile 4-cabin version (sleeps 8, or more commonly 4 singles. Remember, you can convert a cabin for storage much easier than a locker to sleeping!) All the cruising "toys": solar panels, wind generator, watermaker, inverter, Sirius stereo, DVD-TV, SSB w/Pactor modem, (2) Raymarine color displays w/radar, chartplotter & AIS. Raritan (2) electric heads. The perfect cruiser? Perhaps. Too much to list here. Check website for more! Save \$\$\$\$\$. Buy now, before I list with broker!!! www.YoungerGirl.org. (503) 320-9859 or CapitanoMarco@yahoo.com.

39-FT RIVIERA PLATINUM, 1999. Napa River. \$269,000. This Riviera is clean with low hours. She is outfitted Twin Turbo Cats. Generator, and inverter. New electronics, canvas, Strataglass, and engine cameras. Heat, AC, SeaTel and Sirius radio. Located: Napa River. (415) 516-4842 or bobk@laboratorybydesign.com.



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35-FT VIKING CONVERTIBLE sportfisher, 1982. Monterey, California. \$99,800. In excellent condition. Twin Cat 3208 Turbo diesel with troll valve. Boat is loaded. New fire system. Low hours and ready for fishing! Boat is in Monterey. Berth available. <http://acculoan.com/viking.htm>. (925) 963-7031 or johnh@xyvest.com.

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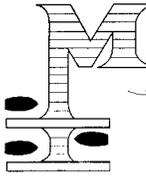
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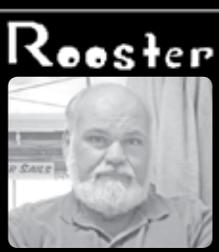


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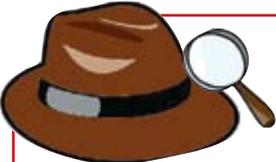
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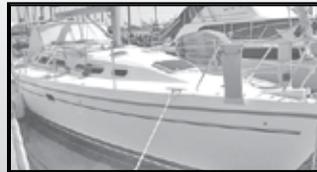
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42' HINCKLEY SOU'WESTER, 1989 Deep-keel performance sloop set up for shorthanded. Custom interior plan finished Herreshoff-style white formica bulkheads w/gloss varnished mahogany trim. Meticulously maintained and upgraded; rare on West Coast. **\$299,000**

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NEW LISTING

42' HINCKLEY SOU'WESTER CENTERBOARD, 1983. Well equipped beauty shows bristol. Competitively priced; lying in transferable Sausalito YH slip. Hood in-mast mainsail, electric winches, low hours on diesel, lovely Awlgrippped hull, flawless interior, etc., etc. **\$297,000**

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NEW LISTING

53' HATTERAS, 1983 \$150K+ spent on improvements. Stabilized motoryacht in perfect shape, well equipped including Naiad stabilizers and modern electronics, shows Bristol. Interior refit, Awlgrip, canvas & isinglass replaced, dinghy davit, etc. **\$279,000**

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41' SCEPTRE RAISED CABINTOP CUTTER, 1985 Professionally maintained local boat shows VERY nicely inside and out. Leisure Furl in-boom system w/Hood main, Harken roller furler and 105% Hood jib, updated electronics, more. **\$195,000**

See at: www.marottayachts.com



40' BENEteau FIRST 40.7, 2003 The First 40.7 combines the excitement of a sleek racer with all the comforts of a luxurious cruiser. This one is a well-equipped beauty that shows new inside and out. She's the deep version (preferable for the Bay). **\$159,000**

See at: www.marottayachts.com



41' TARTAN, 1975
This beautiful US-built performance-oriented classic is in fine shape, sails like a witch and is very competitively priced – all in all a compelling package. **\$79,000**

See at: www.marottayachts.com



30' BABA, 1982 This Robert Perry-designed classic was designed as a yacht that could maintain a crew for extended passages without sacrificing the qualities that make for a great single-hander or weekender. Lying transferable Sausalito slip. **\$59,000**

See at: www.marottayachts.com



NEW LISTING

32' BENEteau, 1995 Never cruised or chartered, this boat is IMMACULATE, must see! Wing keel, spade rudder, keel-stepped mast, roomy cockpit and flawless cherry interior. Furling main, Harken roller furler, jib, rigging and dodger new in '04. **\$58,000**

See at: www.marottayachts.com



38' INGRID SLOOP, 1984 Clean, never cruised, one owner example of this classic John Atkins design. A modern adaptation of pilot boats designed by Colin Archer for North Sea conditions, the Ingrid is the gold standard for capable cruisers. **\$49,000/Offers**

See at: www.marottayachts.com



38' C&C, 1980 C&C is known for producing fast, good looking and well built boats, and this is a prime example: she shows very nicely (especially her oiled Burma teak interior), is competitively priced and sails like a witch – a very nice combination. **\$44,900**

See at: www.marottayachts.com



36' ISLANDER, 1981 One of the most popular 36' sailboats ever built, and this late model is VERY clean overall with her oiled teak interior showing almost as new, nice canvas and professionally maintained brightwork. VERY competitively priced at **\$34,500**

See at: www.marottayachts.com



33' C&C, 1977 Striking dark blue-hulled racer/cruiser with 1988 diesel engine, roller furling main and jib, and wheel steering shows very nicely both inside and out. Fin keel, spade rudder, deck-stepped mast and club-footed jib. Motivated two-boat owner. **\$29,500**

See at: www.marottayachts.com



REDUCED

35' PEARSON SLOOP, 1981 Built in Rhode Island to typical Pearson standards, this is one of the last 35s built and has been a local boat since 1983. In very nice shape, priced right and lying in a transferable Sausalito Yacht Harbor slip. A nice package! **\$24,000**

See at: www.marottayachts.com



26' CHEOY LEE FRISCO FLYER, 1968 Built as a show boat for the Cheoy Lee distributor in Seattle, this is one of the nicest we've seen. One of the last built, fiberglass hull, raised cabin top. Repowered with Yanmar diesel, new main and rigging. **\$16,500**

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38' CLASSIC ENGLISH KETCH. Award winning beauty, fine condition. Pitch pine over oak, copper riveted. Diesel, dodger, new teak decks, radar, gorgeous interior and MORE! **\$84,950**



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40' X-YACHTS X-119 HIGH-PERFORMANCE sloop. Renowned Danish performance cruiser/racer. Loaded with gear & high tech sails. Proven bluewater cruiser & race winner. **\$109,000**



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42' GRAND BANKS Tvl. Aft cabin, F/B, Onan, twin dsls, radar. Excellent..... 121,000

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REDUCED!

88' LUXURY MOTORSAILER Turkish Gulet Ketch. 7 staterooms with heads, showers, air & heat, plus crew's quarters. New CAT diesel, auxiliary genset. Large aft deck with canopy and side curtains. Recent FULL REFIT. Big 22' beam and MORE! \$1.2mil survey. Now Asking **\$349,900**



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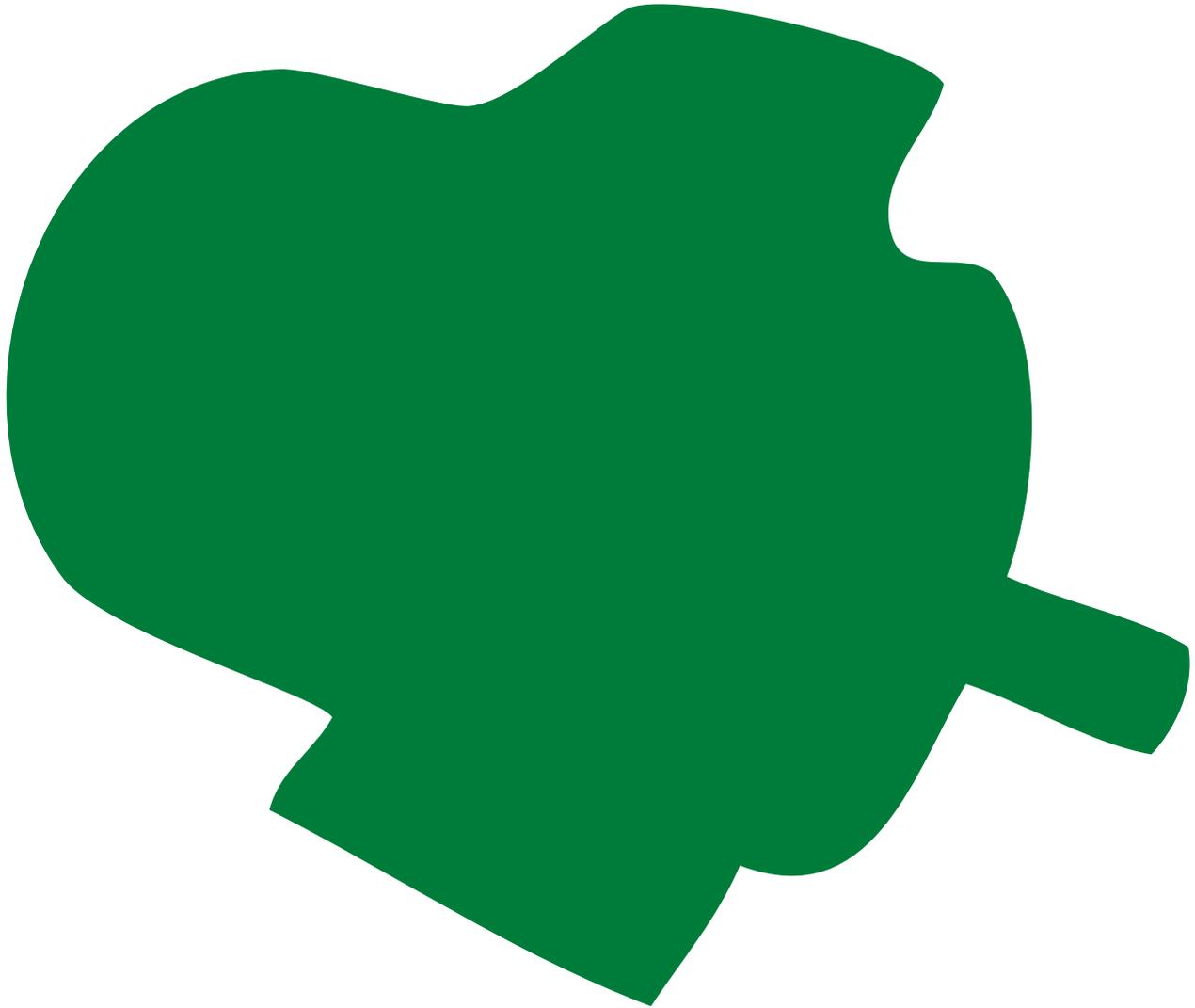
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