

Latitude 38

# Latitude 38

VOLUME 406 April 2011

WE GO WHERE THE WIND BLOWS



APRIL 2011

VOLUME 406



## Grand Marina - The Bay Area's ~~Finest~~ Funnest Full Service Marine

- Prime deep water concrete slips in a variety of sizes
- Great Estuary location at the heart of the beautiful Alameda Island
- Complete bathroom and shower facility, heated and tiled
- FREE pump-out station open 24/7
- Full Service Marine Center and haulout facility
- Free parking
- Free WiFi on site!
- And much more...



### DIRECTORY OF GRAND MARINA TENANTS

Bay Island Yachts .....	4
Blue Pelican Marine.....	170
The Boat Yard at Grand Marina ...	13
Lee Sails.....	172
Pacific Crest Canvas.....	59
Pacific Yacht Imports .....	72
Rooster Sails .....	174
UK-Halsey Sailmakers.....	



**GRAND MARINA**  
ANDERSON-ENCINAL

**510-865-1200**

Leasing Office Open Daily  
2099 Grand Street, Alameda, CA 94501  
[www.grandmarina.com](http://www.grandmarina.com)

**BOAT SHOW SPECIAL:  
Half Off Your First Month**

Subject to availability. Normal approval procedures apply. Application must be made before May 1, 2011

# A Really Good Day.

See us at  
the Boat Show  
Jack London Square  
April 14-17  
Booth #132

It's Spring. The midwinters are over. We anticipate an end to all that rain.

And launching the 2011 racing season for many is Richmond Yacht Club's Big Daddy Regatta. With over 90 boats racing on the Saturday of the regatta in a series of three races for each division, this popular event draws both one design and handicap racers.

Erik Menzel's Wylie Wabbit, *Bad Hare Day*, won the Wabbit one design division, sporting a new Flex® jib from Pineapple Sails.

Gordie Nash's *Arcadia* won PHRF division G, and Kame Richards and Bill Bridge beat out the rest of the Express 37 fleet on *Golden Moon* — both boats also Powered by Pineapples.

When the sailing is great, great sails make it that much better. Race or cruise, we at Pineapple Sails work hard to design and build only the best.

Give us a call, stop by our Alameda sail loft, or visit our booth at this month's boat show for a quote on great sails for your boat.



PHOTO ERIK SIMONSON/WWW.PRESSURE-DROP.US

**Bad Hare Day\***

YOUR DEALER FOR: Musto foul weather gear, Dubarry footwear and Headfoil 2

Sails in need of repair may be dropped off at:  
West Marine in Oakland, Alameda, or Richmond;  
or Svendsen's in Alameda.

\*Powered by Pineapples



## PINEAPPLE SAILS

Phone (510) 522-2200

Fax (510) 522-7700

[www.pineapplesails.com](http://www.pineapplesails.com)

2526 Blanding Ave., Alameda, California 94501



In Grand Marina  
2099 Grand Street  
Alameda, CA 94501

(510)  
**814-0400**  
Fax (510) 814-8765

yachtsales@bayislandyachts.com

**www.bayislandyachts.com**



1985, \$23,900



1971, \$55,000



1991, \$139,500



2003, \$429,000



1985, Nelson-Marek, \$80,000



1984, \$31,500



1979, \$29,500



1974. Perfect! \$69,000



1984, \$69,500



1976, \$115,000

We have been appointed the  
Northern California Dealer for  
Island Gypsy a distinguished  
line of 32'-42' trawlers.



## CONTENTS

subscriptions	6
calendar	16
letters	28
sightings	80
america's cup 34 sf bay	94
big daddy regatta	98
the 5,000-mile wave	104
kids' access to sailing	108
panama puddle jumpers	112
boat-in dining guide	116
max ebb: tsunami two-step	122
the racing sheet	126
world of chartering	134
changes in latitudes	144
classy classifieds	162
advertisers' index	173
brokerage	175

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

Photo: Steve Holloway/Rune Media

Copyright 2011 Latitude 38 Publishing Co., Inc.

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

# THEY'RE HERE AND COMING TO STRICTLY SAIL PACIFIC APRIL 14-17, 2011



FIRST  
**30**



1220 Brickyard Cove Rd    1070 Marina Village Pkwy  
Pt. Richmond, CA              Suite #101, Alameda, CA  
p: 510-236-2633              p: 510-864-3000  
f: 510-234-0118              f: 510-337-0565  
www.passagewayachts.com

## BROKERAGE



Beneteau 40, 2009  
New Listing \$199,000



Beneteau 36s7, 1998  
New Listing \$99,500

### SAIL

50' Hollman	1989	\$169,950	36' Cape Dory	1984	89,900
46' Beneteau 461	2001	190,000	36' CS sloop	1988	62,500
45' Beneteau 45f5	1991	139,000	36' Island Packet 350	1999	169,000
44' Norseman 447	1984	225,000	35' C&C 35 Mk III	1983	49,900
42' Beneteau 423	2005	199,500	35' Dehler CWS	1996	82,000
42' Cascade	1971	39,900	34' Tiffany Jayne	1982	37,500
41' Tartan 4100	1996	224,500	34' Aloha sloop	1984	49,500
41' Beneteau 411	1999	SOLD	33' Hunter 33.5	1992	45,000
37' Beneteau 370	1991	69,900	32' J/32	1997	87,500
37' Pacific Seacraft	1984	129,000	31' Beneteau 310	1993	44,000
37' C&C	1985	57,900			
36' Beneteau 361	2002	109,500			
36' Beneteau 361	2000	105,000			
36' Beneteau 36s7, new listing		93,900			
36' Beneteau 36s7	1998	93,500			
36' Catalina	1989	53,900			
36' J/105	1999	89,500			

### POWER

61' Mikelson 61 SFPH	2001	1,100,000
42' Californian aft cbn	1987	99,500
38' PC True North	2007	369,000
34' Sea Ray 340	2006	134,900
29' Shamrock	2001	134,500

**BENETEAU • ISLAND PACKET • ALERION EXPRESS • SWIFT TRAWLER • BROKERAGE**

**ESSEX  
CREDIT**

- NEW  
- USED  
- REFINANCE



See us at  
**Strictly Sail**  
PACIFIC  
Jack London Square  
April 14-17

## Boat Loans Made Easy®



Let our 29 years of experience go to work for you!

**Richard Tressler**  
866-377-3948 ext. 1047008

**www.essexcredit.com**

EQUAL CREDIT OPPORTUNITY LENDER

Loan Amounts from \$25,000  
Instant Loan Approvals\* • 90 Days to First Payment\*

\*Subject to Loan Program Guidelines and Credit Approval  
Reference Code = MAR931

## SUBSCRIPTIONS

YOU CAN  
NOW GO TO  
[www.latitude38.com](http://www.latitude38.com)  
TO PAY FOR YOUR  
SUBSCRIPTION  
ONLINE

Please allow 4-6 weeks to  
process changes/additions,  
plus delivery time.

eBooks email list. **Free!**

See [www.latitude38.com](http://www.latitude38.com) to download the entire magazine for free! Our eBooks are in PDF format, easy to use with Adobe Reader, and now also available in Issuu format.

Email: \_\_\_\_\_

Enclosed \$36 for one year Third Class Postage (Delivery time 2-3 weeks; Postal Service will not forward third class; make address changes with us in writing.)

Enclosed \$55 for one year First Class Postage (Delivery time 2-3 days.)

Third Class Renewal     First Class Renewal (*current subs. only!*)

Gift Subscription    *Card to read from:* \_\_\_\_\_

*NOTE: FPO/APO (military), Canada, Mexico, and subscriptions going to a correctional facility are first class only. Sorry, no foreign subscriptions.*

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone: ( ) \_\_\_\_\_ Email: \_\_\_\_\_

**CREDIT CARD INFORMATION**     MASTERCARD     VISA     AMERICAN EXPRESS

**Min. Charge \$12**    Number: \_\_\_\_\_ Exp.: \_\_\_\_\_ CSV: \_\_\_\_\_

### INDIVIDUAL ISSUE ORDERS    Current issue = \$6 ea.

Back Issues = \$7 ea. MONTH/YEAR: \_\_\_\_\_

### DISTRIBUTION

We have a marine-oriented business/yacht club in California which will distribute copies of *Latitude 38*. (Please fill out your name and address and mail it to the address below. Distribution will be supplied upon approval.)

Please send me further information for distribution outside California

Business Name \_\_\_\_\_ Type of Business \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

County \_\_\_\_\_ Phone Number \_\_\_\_\_

# Latitude 38

"we go where the wind blows"

Publisher/Exec. Editor ..... Richard Spindler ..... [richard@latitude38.com](mailto:richard@latitude38.com) ..... ext. 111

Associate Publisher ..... John Arndt ..... [john@latitude38.com](mailto:john@latitude38.com) ..... ext. 108

Managing Editor ..... Andy Turpin ..... [andy@latitude38.com](mailto:andy@latitude38.com) ..... ext. 112

Editor ..... LaDonna Bubak ..... [ladonna@latitude38.com](mailto:ladonna@latitude38.com) ..... ext. 109

Racing Editor ..... Rob Grant ..... [rob@latitude38.com](mailto:rob@latitude38.com) ..... ext. 105

Contributing Editors ..... John Riise, Paul Kamen

Advertising Sales ..... John Arndt ..... [john@latitude38.com](mailto:john@latitude38.com) ..... ext. 108

General Manager ..... Colleen Levine ..... [colleen@latitude38.com](mailto:colleen@latitude38.com) ..... ext. 102

Production/Web ..... Christine Weaver ..... [chris@latitude38.com](mailto:chris@latitude38.com) ..... ext. 103

Production/Photos ..... Annie Bates-Winship ..... [annie@latitude38.com](mailto:annie@latitude38.com) ..... ext. 106

Bookkeeping ..... Penny Clayton ..... [penny@latitude38.com](mailto:penny@latitude38.com) ..... ext. 101

Directions to our office ..... press 4

Subscriptions ..... press 1,4

Classifieds ..... [class@latitude38.com](mailto:class@latitude38.com) ..... press 1,1

Distribution ..... [distribution@latitude38.com](mailto:distribution@latitude38.com) ..... press 1,5

Editorial ..... [editorial@latitude38.com](mailto:editorial@latitude38.com) ..... press 1,6

Calendar ..... [calendar@latitude38.com](mailto:calendar@latitude38.com)

Other email ..... [general@latitude38.com](mailto:general@latitude38.com)

*Please address all correspondence by person or department name*

15 Locust Avenue, Mill Valley, CA 94941 • (415) 383-8200 Fax: (415) 383-5816

[www.latitude38.com](http://www.latitude38.com)



**JUST ARRIVED!**

**THE NEW 2011 JEANNEAU 409  
“EUROPEAN BOAT OF THE YEAR”**

Exclusive Dealer for Jeanneau, Hunter and Caliber Yachts



**2011 JEANNEAU 409**  
*European Boat of the Year*



**2011 JEANNEAU 42 DS**  
*#1 Selling Model*



**2011 HUNTER e36**  
*Performance Package*



**2011 HUNTER 50AC**  
*Luxurious Passagemaker*



**2011 JEANNEAU 45 DS**  
*Performance Cruising*



**2011 JEANNEAU 53**  
*Exceptional Design*

## PRE-CRUISED SPECIALS

<u>49' JEANNEAU 49</u>	<u>2005</u>	<u>\$349,000</u>
<u>46' HUNTER 466</u>	<u>2002</u>	<u>\$204,500</u>
<u>46' HUNTER 460</u>	<u>2000</u>	<u>\$154,900</u>
<u>42' KROGEN SILHOUETTE</u>	<u>1988</u>	<u>\$134,900</u>
<u>42' BENETEAU 423</u>	<u>2007</u>	<u>\$188,450</u>
<u>40' JEANNEAU 40</u>	<u>2000</u>	<u>\$149,000</u>
<u>35' ISLAND PACKET 35</u>	<u>1990</u>	<u>\$129,000</u>
<u>34' BENETEAU 343</u>	<u>2007</u>	<u>\$112,375</u>
<u>34' PEARSON 34</u>	<u>1984</u>	<u>\$36,000</u>

## WINE, CHEESE, CHOCOLATE AND YACHTS!

**Grand Opening! Sat. April 9th, 11am - 4pm at our NEW Alameda location.**

**1070 Marina Village Pkwy. # 208  
Alameda, CA 94501**

We are California's largest used sailboat brokerage with 6 waterfront locations throughout California. List with us and let us sell your boat for you!

San Diego  
(619) 681-0633

Newport Beach  
(949) 650-7245

Oxnard  
(805) 791-2082

Marina del Rey  
(310) 822-9400

Alameda  
(510) 521-1327

Sausalito  
(415) 332-3181

**www.CruisingYachts.net**

# SAIL INTO WITH A SAILBOAT

**Open Boat  
Weekend  
April 9-10**

See us at



**PACIFIC**

Jack London Square  
April 14-17



**Jeanneau 409**



**Jeanneau 42 DS**



**Hunter 45 DS**



**Catalina 350**



**Ranger Tugs**



**Catalina 445**



**Alerion Express 38**



**Beneteau Oceanis 50**



**Island Packet 460**



**Santa Cruz 37**



**J/111**



**Summit 35**

**Welcome to  
Cruising Yachts!  
Hunter × Jeanneau  
Caliber  
(510) 521-1327**

**Farallone Yachts  
Catalina Yachts  
Ranger Tugs  
(510) 523-6730**

**Passage Yachts  
Beneteau × Island Packet  
Wauquiez × Alerion  
(510) 864-3000**

**Sail California  
J-Boats × Sabre  
Santa Cruz Yachts  
(510) 523-6730**

**Orange Coast Yachts  
(510) 523-2628  
Richard Boland  
Yacht Sales  
(510) 521-6213**

**Visit Strictly Sail Pacific to see all these lines  
of sailboats offered by Marina Village dealers.**

# SUMMER

## FROM MARINA VILLAGE



**Summer sailing is just that much better  
from your slip in Marina Village**

### NEW SLIP AVAILABILITY:

A few select slips have  
recently become available.

Slips 28'-44'

*Limited supply...*

*Call today!*

**Put your boat in  
the picture!**



*Start your summer sails at Marina Village.*



## MARINA VILLAGE YACHT HARBOR

*Much More than Just a Marina*

(510) 521-0905 • [www.marinavillageharbor.com](http://www.marinavillageharbor.com)

# Yachtfinders/Windseakers

in the heart of  
San Diego's boating community



**53' CHEOY LEE MOTORSAILER, '92 \$384,000**  
Superior sailing and motoring characteristics with twin diesel power and a flybridge with an all-weather pilothouse. Simple sail handling.



**50' COLUMBIA, '82 \$99,900**  
*Get Back Loretta* is a highly-customized schooner rig and a fast performance cruiser with graceful lines, stout enough to take you to any destination.



**41' MORGAN CLASSIC CC, '87 \$74,900**  
The modern underbody with modified fin keel provides easy motion underway and surprising speed. Room and comfort at a great price.



**38' MORGAN 382, '81 \$49,500**  
A rare find at a great price, this Bristol Morgan 382 is one of the cleanest yachts you'll find. This great sailing vessel will not be on the market for long.



**30' HUNTER, '81 \$23,500**  
A very clean Cherubini-designed Hunter 30. Lightly used and maintained well. Simple sail plan, comfortable accommodations, great value.



**30' CATALINA, '80 \$17,900**  
The 30 continues to be a very popular sailboat for coastal sailing and trips to Mexico. This one is very affordable and has dodger, wheel and diesel.

#1 Selling Brokerage on the West Coast in 2010!  
Professionally staffed and open every day!



**47' TAYANA CENTER COCKPIT, '91 \$249,500**  
Well-equipped vessel proudly cruised and constantly updated by knowledgeable owners who have maintained her to the highest standards.



**36' CATALINA, '90 \$57,500**  
Outfitted for cruising the inland waterway and the eastern seaboard, she carried her owner in safety and comfort. Recent price deduction.



**28' BCC, '91 \$118,500**  
*Gypsy Queen* was the last BCC to be built by the Morse factory while Sam was still in charge and quality and craftsmanship were at their highest.

2330 Shelter Island Dr. # 207, San Diego, CA 92106

[info@yachtfinders.biz](mailto:info@yachtfinders.biz)

[www.yachtfinders.biz](http://www.yachtfinders.biz)

**(619) 224-2349**

Toll Free (866) 341-6189



**46' CAL 2-46 CUSTOM CC, '73 \$125,000**  
A daringly different layout with 270-degree visibility from the deckhouse, a spade rudder and long cruising keel, and real performance.



**32' ERICSON, '85 \$39,500**  
Every inch looks like brand new. The interior, the topsides, the bilge and engine area really shine. This very special listing has only had 2 owners.



**27' ISLAND PACKET IP-27, 88 \$47,500**  
The volume below is astounding. She has been kept in 'show' condition, and the current owner has made a few intelligent upgrades. Local boat.

## The Real Cordless Winch Handle

Designed For A Sailboat  
Lightweight: 6.4 lbs & Weather Resistant!



Jack London Square  
April 14-17  
Booth 926



Winner of 2010 NMMA Innovation Award

# WinchRite®

Visit us at: [www.sailology.com](http://www.sailology.com)

(888) 939-2455

[info@sailology.com](mailto:info@sailology.com)

WinchRite® is a registered trademark of Sailology, LLC

## A New Revolution In Thruster Technology

- 50% Quieter Than Tunnel Thrusters
- Saves Costly Yard / Install Time
- Convenient Joystick or Wireless Control
- Industry Leading 3-Year Warranty

See us at



Strictly Sail  
PACIFIC



**EXTURN®**  
Docking Without Compromise

[WWW.EXTURNUSA.COM](http://WWW.EXTURNUSA.COM)

VISIT OUR WEBSITE  
TO FIND A DEALER  
NEAR YOU

San Francisco's yacht broker since 1969 ~ celebrating our 42nd year!

# *Cityyachts* YACHTS AND THE CITY



**45' Spaulding Sloop, 1961**  
\$99,000



**Jeanneau 40, 2005**  
\$189,000



**36' Catalina MkII, 2002**  
\$115,000



**Beneteau 370, 1991**  
\$79,000



**Catalina 42, 1989**  
3 cabin • \$105,000



**33' Hunter Sloop, 1980**  
\$29,900



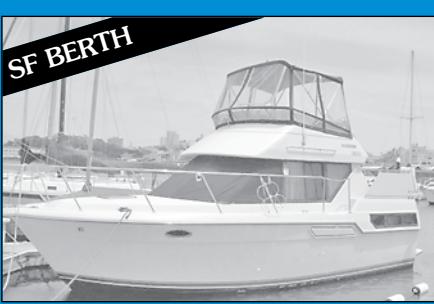
**46' Moody, 2000**  
\$350,000



**Hinterhoeller 26C Nonsuch**  
1981 \$25,000



**Newport 30 MkIII, 1982**  
\$19,500



**Carver 30, 1993**  
\$59,900



**30' Wooden Classic, 1960**  
Tore Holm Design \$37,000



**28' Blackfin, 1981**  
\$20,000

**10 MARINA BL. • SAN FRANCISCO, CA 94123 • Toll Free: 877-444-5091 • 415-567-8880**

**FAX (415) 567-6725 • email: [sales@citysf.com](mailto:sales@citysf.com) • website: [www.citysf.com](http://www.citysf.com)**



**PLEASE VISIT OUR FUEL DOCK AT GASHOUSE COVE MARINA • OPEN 7 DAYS A WEEK • 9AM TO 5PM**



PV Yachts  
La Paz Yachts  
Mazatlán Yachts  
San Carlos Yachts

**MAZATLAN**  
Ray Watson & Jeannette Sarrasin, Mazmarine@aol.com  
Toll free US/CAN: 1 (888) 716-7430  
Phone/FAX: 011 52 (669) 913-3165



46' VANDESTADT CUTOM, 1966...\$229,000

**PUERTO VALLARTA**  
Dave & Jamie Wheeler, PVYachtSales@aol.com  
Toll free US/CAN: 1 (866) 573-1303  
Phone/FAX: 011 52 (322) 297-4639



45' FUJI CC KETCH, 1975...\$230,000

**LA PAZ**  
Mike Rickman & Shelly R. Ward, LaPazYachts@aol.com  
Toll free US/CAN: 1 (877) 245-9689  
Phone/FAX: 011 52 (612) 123-1948

**SAN CARLOS**  
Don Brame, Denny Grover, Will, Sancarlosyachtsales@gmail.com  
Toll free US/CAN: 1 (866) 208-0263  
Phone/FAX: 011 52 (622) 226-0037



43' SLOCUM, 1985...\$161,000



40' HARDIN SEAWOLF, 1978...\$57,000

**MORE  
NEW LISTINGS  
on  
[www.mazmarine.com](http://www.mazmarine.com)**



30' FORTUNE CUTTER, 1985...\$25,000



65' FERRETI MY, 1997...\$849,000



46' BERTRAM SPORTFISHER CONVERTIBLE, 1987...\$229,000



31' COBIA CENTER CONSOLE, 2004...\$83,900

## It's Beautiful, It's Private, It's Home



**Making boating easier – and more fun! – is what Oyster Cove is all about.** That's why we rate number one with many Bay Area boaters. Oyster Cove is an exclusive yet reasonable facility of 219 berths, accommodating pleasurecraft in slips up to 60-ft long. **Oyster Cove is the private Peninsula marina closest to bluewater boating.** No other private Peninsula marina is better situated or offers nicer, fresher surroundings.

**OYSTER COVE MARINA**

385 OYSTER POINT BOULEVARD #8A,  
SOUTH SAN FRANCISCO

(650) 952-5540

- Berths 30 feet to 60 feet
- Laundry Room
- Double Finger Concrete Slips
- Nightly Security Patrol
- Five Minutes from SFO
- Complimentary Ice
- Heated Dressing Rooms & Showers
- End Ties Available at \$5.95/ft!

[www.oystercovemarina.net](http://www.oystercovemarina.net)

# THE BOAT YARD AT GRAND MARINA

"Where Service Has Meaning"

**SHE'S  
BACK...**

*Headquarters  
for the exclusive*

**"SUPER  
COTE"  
BOTTOM  
JOB**

*There's No Finer  
Bottom  
Than Ours!\**

Call today to  
schedule your  
2011 haulout,  
bottom, fiberglass,  
engine, rigging and  
LPU work.

\*Well almost none.



**Interlux**  
[yachtpaint.com](http://yachtpaint.com)

**AWLGRIP**  
[awlgrip.com](http://awlgrip.com)

FEATURING  
TRINIDAD  
ANTI-FOULING PAINT BY  
**PETTIT**  
*marine* paint  
RATED "SUPERIOR" by  
Practical Sailor

*The only yard to brush on your bottom paint!*

## IT'S SIMPLE!

Call The Boat Yard at Grand Marina for the Lowest Bottom Prices!

~ *COMPARE US WITH THE COMPETITION* ~

- Prop and Shaft Work
- Mast & Rigging Repair
- Fiberglass & Blister Repair
- Gelcoat Repair
- Gas & Diesel Engine Service
- LPU Hull & Topside
- Electrical Repair & Installation

## CALL FOR A RESERVATION

(510) 521-6100 • Fax (510) 521-3684

Located at Grand Marina • 2021 Alaska Packer Place, Alameda

[www.boatyardgm.com](http://www.boatyardgm.com)

Dealers for:

**MAX-PROP**  
AUTOMATIC FEATHERING PROPELLERS

**GORI**  
marine

**Webasto**  
PACKLESS SEALING SYSTEM  
**SHAFT SEAL**

**LECTRA/SAN**

**SIDE-POWER**  
Thruster systems

**facnor**  
FURLING SYSTEMS

**AQUAMARINE**  
FINE REVERSE OSMOSIS EQUIPMENT



*Voted best Marina in Mexico*

## Services:

- Electrical service, 110/30 amps
- 220/50 amps, 3 phase 100 amps and 3 phase 480v
- Crystal Clear Potable Water
- Cable TV
- Garbage Collection
- Pump - out Station
- Fire Fighting Boat Protection
- 24 Hrs. Security
- Computerized gate access

## Additional Services:

- Vallarta Yacht Club
- Special area for marina guests
- Restrooms
- Lockers
- Showers
- Pool and jacuzzi
- Free access to all the facilities of our 5 star hotel
- White sand beach
- Dive tank refilled
- Propane refill
- Launch ramp

*World Class Marina*  
[www.paradisevillage.com](http://www.paradisevillage.com)

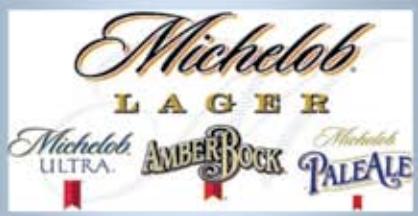


CONTACT US: [marina@paradisevillagegroup.com](mailto:marina@paradisevillagegroup.com)

Phone & fax from U.S. 011-52-322-22-66728 · GPS Coordinates: 105° 17.9' W 20° 41.2' N



Vallarta Yacht Club



PIRATES X LAIR



Berkeley Marine Center  
The yard that works for you!



All Star Rentals

—  
Hogan Sails

—  
Butler Rigging

Gabriel Insurance Services

John & Kathy VanVessum

—  
McDermottCosta  
Insurance

Mare Island Rowing  
Assoc.

—  
Starfire Marine

—  
Napa Valley Marine

# The Great Vallejo Race

Presented by

**West Marine®**

**April 30 & May 1, 2011**

Hosted at

**Vallejo Yacht Club**

With music by the Eric Stone Band  
&

Food provided by

**Gracie's Bar-B-Que | Nellie's Oysters | La Prima Pizza**  
Event info: [www.vallejorace.vyc.org](http://www.vallejorace.vyc.org) | Register at: [www.yra.org](http://www.yra.org)



## Ranger Tugs are on the move... to Farallone Yacht Sales.



Cruising comfort, fuel efficiency, performance under power – all standard along with Yanmar engines, bow and stern thrusters, Garmin touchscreen Nav systems, and so much more. And all four models – R21EC, R25SC, R27 and R29 – are trailerable.

Isn't it time for your Ranger Tug? Come to Farallone Yacht Sales. We're the exclusive California dealer for Ranger Trailerable Tugs, a family-owned company designing and building quality boats in the U.S. since 1958.



Jack London Square  
April 14-17



April 28-May 1

**COME SEE US AT THE SPRING BOAT SHOWS!**

**ORDER YOUR RANGER TUG TODAY!**

### New Ranger Tugs in Stock (base price)

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

### Preowned Ranger Tugs at Our Docks

Ranger 29 Tug, 2010 .....	224,900
Ranger 25 Tug, 2010 .....	139,950
Ranger 25 Tug, 2009 .....	125,900



**F A R A L L O N E**

Alameda (510) 523-6730

Newport Beach (949) 610-7190

San Diego (619) 523-6730

[www.faralloneyachts.com](http://www.faralloneyachts.com)

# 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.dryc.org](http://www.dryc.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](http://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](http://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](http://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](http://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](mailto: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.stfyc.com](http://www.stfyc.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](http://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.

Farallone Yacht Sales is the exclusive Bay Area dealer for Catalina Sailing Yachts, and the largest brokerage of quality pre-owned sailing yachts on the West Coast.

See the  
new 355 at  
**Strictly Sail Pacific**  
April 14-17  
Jack London  
Square



**Catalina**  **Yachts**

## Boats are selling – list with us!

### 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	Hunter 31, 2007.....	84,900
Catalina 34, 2007.....	134,500	Nonsuch 30, 1981.....	45,000
Catalina 34, 2004.....	99,950	Rustler 24, 2009.....	65,000
<b>New Ranger Tugs in Stock (base price)</b>			
Ranger 29 Tug, 2011.....		\$229,937	
Ranger 27 Tug, 2011.....	<b>NEW MODEL!</b>	159,937	
Ranger 25-SC Tug, 2010.....	<b>NEW MODEL!</b>	129,937	
Ranger 21-EC Tug, 2011.....		49,937	
<b>Preowned Ranger Tugs at Our Docks</b>			
Ranger 29, 2010.....		224,900	
Ranger 25 Tug, 2010.....		139,500	
Ranger 25 Tug, 2009.....		125,900	
<b>Preowned Power Yachts</b>			
Chaparral Signature 310, 2005.....		85,900	



F A R A L L O N E [www.faralloneyachts.com](http://www.faralloneyachts.com)

1070 Marina Village Pkwy  
Alameda, CA 94501  
(510) 523-6730

2801 West Coast Hwy  
Newport Beach, CA 92663  
(949) 610-7190

From San Diego, CA  
Call  
(619) 523-6730

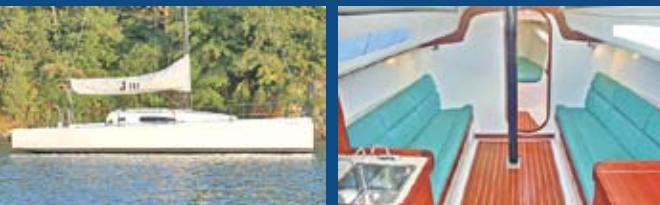
# NEW J/111



**Step up to a new  
level of performance**



**See Hull #17 at  
Strictly Sail Pacific  
April 14-17**



**J/111 – If you love to go sailing,  
you'll love this new 36-ft speedster.  
She's a pleasure daysailing,  
weekending, or racing.**

**SAIL**  
*California*

[www.sailcal.com](http://www.sailcal.com)

Alameda  
(510) 523-8500  
[norman@sailcal.com](mailto:norman@sailcal.com)  
[steve@sailcal.com](mailto:steve@sailcal.com)

## CALENDAR

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](http://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](mailto: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](mailto: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](http://www.singlesailors.org) or (510) 233-1064.

**Apr. 14-17** — Strictly Sail Pacific at Jack London Square. Info, [www.strictlysailpacific.com](http://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](http://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](http://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](http://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](http://www.sausalitoyachtclub.org/calendar/whats-happening).

**Apr. 21-23** — Cabo Marine Show in Cabo San Lucas. Info, [www.cabomarineshow.com](http://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](http://www.stocktonsc.org).

**Apr. 23** — Martinez Marina Swap Meet, 8 a.m.-1 p.m. Info, (925) 313-0942 or [slips@martinez-marina.com](mailto: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](mailto:info@spauldingcenter.org).

**Apr. 29-May 1** — Southern California Westsail Rendezvous at Pine Avenue Pier, Rainbow Harbor, Long Beach. Info, [www.westsail.org](http://www.westsail.org) or [westsailor@earthlink.net](mailto: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](http://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

# SAIL California

"The Fastest Sailboat Listings in the West!"

## YOUR PERFORMANCE YACHT SPECIALISTS

### ALAMEDA

1070 Marina Village Pkwy #108  
Alameda, CA 94501  
**(510) 523-8500**  
FAX (510) 522-0641

### SEATTLE

SAIL NORTHWEST  
7001 Seaview Ave. NW #140  
Seattle, WA 98117  
**(206) 286-1004**



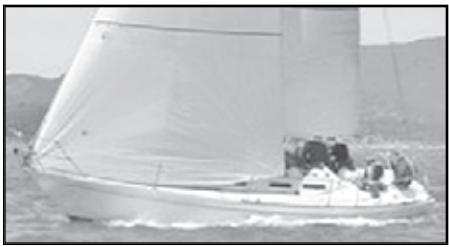
**33' Back Cove, 2008**  
Cruise the Bay or Delta in style.  
Asking \$279,000



**Santa Cruz 52, 1998, Hula**  
Deep draft for cruising, buoy and offshore.  
This boat has it all. Reduced to \$449,000



**J/122, TKO**  
Ready to win the Big Boat Series again!  
Asking \$429,000



**Islander 36, 1972, Absolute**  
Best in fleet.  
Asking \$45,000



**Santa Cruz 52, Kokopelli**  
BBS, TransPac winner.  
Asking \$749,000



**39' Schumacher, 1996, Recidivist**  
Well equipped, proven race winner.  
Asking \$99,000



**J/120, 2004, Mad Max**  
Fully equipped, race/cruise.  
Asking \$229,000



**J/105s**  
We have four from  
\$82,500



**40' Summit, 2008, Soozal**  
IRC super boat.  
\$599,000



**38' Sabre, 1984, Savannah**  
Many recent upgrades.  
Sale pending.

77' Andrews, '03*	\$799,000	40' Avance, '85, <i>Caribou</i> *	\$119,000	34' J/34, '85, <i>The Zoo</i> *	\$29,900
52' Santa Cruz, <i>Kokopelli</i> .....	\$749,000	40' Olson, <i>Elka</i> .....	SOLD	34' MJM 34z, '05*	\$334,000
52' Santa Cruz, '99, <i>Renegade</i> .....	\$495,000	39' Schumacher, '96, <i>Recidivist</i> .....	\$99,000	33' J/100, Hull #9, '05	\$106,000
52' Santa Cruz, '98, <i>Hula</i> .....	\$449,000	38' Sabre 38, '08, <i>Kuai</i> .....	SOLD	33' Back Cove, '08.....	\$279,000
52' TransPac with IRC mods, '03, <i>Braveheart</i> *.....	\$499,000	38' Sabre 38 MKI, '84.....	Pending	32' J/32, '02, <i>Tango</i> .....	SOLD
48' J/145, Hull #9, '03*.....	\$675,000	36' J/109, '03*.....	\$189,000	32' Catalina 320*.....	\$61,000
48' 1D48, '96, <i>Chaya</i> .....	\$125,000	36' Islander 36, '72, <i>Absolute</i> .....	\$45,000	30' Peterson Half Ton*.....	\$27,500
47' Valiant, '81, <i>Sunchase</i> .....	\$110,000	35' J/105, '92, Hull #44, <i>Orion</i> .....	SOLD	29' MJM 29z, '07*.....	\$269,000
44' Kernan, <i>Wasabi</i> .....	SOLD	35' J/105, '99, <i>Life Is Good</i> *.....	\$82,500	28' Alerion Express, '06*.....	\$99,000
44' J/44, '93, <i>Halcyon Days</i> *.....	\$285,000	35' J/105, '00, Hull #343, <i>Nirvana</i> ..... Reduced \$94,900	Reduced \$94,900	28' Alerion Express, '02*.....	\$72,500
44' Wauquiez 43 Pilot Station*.....	\$319,000	35' J/105, '00, Hull #347, <i>Bald Eagle</i> .... Reduced \$99,000	Reduced \$99,000	28' Islander, '79*.....	\$16,900
43' J/130, '96*.....	\$209,000	35' J/105, '01, Hull #463, <i>Trickster</i> .....	SOLD	26' J/80, '04, <i>Heart Attack</i> .....	SOLD
40' J/122, '07, <i>TKO</i> .....	\$429,000	35' J/105, '02, Hull #520, <i>Sea Room</i> .....	\$94,900	26' Aquapro Raider, '02, enclosed hard top.....	SOLD
40' J/120, '04, <i>Mad Max</i> .....	\$229,000	35' J/35, '84, <i>The Boss</i> *.....	\$34,000		
40' Summit, '08, <i>Soozal</i> .....	\$599,000	35' J/35C, '93.....	\$89,000		

\* Denotes Seattle Boats

# SAIL California

[www.sailcal.com](http://www.sailcal.com)

email: norman@sailcal.com, steve@sailcal.com

DEALERS FOR THESE FINE YACHTS:

**Santa Cruz**  
YACHTS

**SUMMIT**  
YACHTS

**J**  
BOATS

# Sausalito Yacht Club

Est. 1942 • A Bay Area Tradition

## Join Sausalito Yacht Club in 2011 Special!

Call Us Today Regarding Our  
**SPECIAL  
MEMBERSHIP OFFER!**

Boat Owners      \$850  
Non Boat Owners    \$1,000

Ends April 30, 2011

### ENJOY

- Informal, relaxed ambiance
- Superb galley and bar, all professionally staffed
- Outside bar and patio with a great view
- Cozy fireplace
- Mooring buoys as well as guest dock
- Reciprocal privileges at yacht clubs worldwide
- Very active in Club cruises – every month to various destinations – sail or power with your fellow Club members
- Extensive social calendar
- Tuesday Night Races and other sailing (Ask about Under 35 Racing Membership)
- Excellent Junior Sailing Program



Contact John Lerner  
Membership Chair  
For Applications and  
One Day Guest Pass

**Sausalito Yacht Club**  
P.O. Box 267  
Sausalito, CA 94966

**Call (415) 332-7400 ext. 412**

membership@sausalitoyachtclub.org  
**www.sausalitoyachtclub.org**

## CALENDAR

east).Info, [www.picya.org](http://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](http://www.southbayopeningday.org) or [www.sequoiayc.org](http://www.sequoiayc.org).

**May 15** — Nautical Swap Meet at Elkhorn YC in Moss Landing, 7 a.m. Info, [eyc@elkhornyc.com](mailto: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](http://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](http://www.bvispringregatta.org).

**Apr. 2** — SSS Corinthian Race, formerly known as the In the Bay Race. Info, [www.sfbaysss.org](http://www.sfbaysss.org).

**Apr. 2** — Andy Byrd Memorial Race. CPYC, [www.cpyc.com](http://www.cpyc.com).

**Apr. 9** — 30th Annual Doublehanded Farallones Race. BAMA, (510) 769-0309 or [www.sfbama.org](http://www.sfbama.org).

**Apr. 9** — Spring Tune-Up Race, the mother of all beer can races. RYC, [www.richmondydc.org](http://www.richmondydc.org).

**Apr. 9** — Corinthian Challenge. CYC, [www.cyc.org](http://www.cyc.org).

**Apr. 9** — North Bay Challenge #1. VYC, [www.vyc.org](http://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](http://www.stfyc.com).

**Apr. 9-10** — Resin Regatta, for Melges 24s and Etchells. SFYC, (415) 789-5647 or [www.sfyc.org](http://www.sfyc.org).

**Apr. 9-10** — Camellia Cup on Folsom Lake, for centerboards, multihulls and keelboats. FLYC, [www.flyc.org](http://www.flyc.org).

**Apr. 10** — Spring Series #3. SSC. [www.stocktonsc.org](http://www.stocktonsc.org).

**Apr. 15-17** — 64th Newport to Ensenada Race, one of the largest international yacht races. Info, [www.nosa.org](http://www.nosa.org).

**Apr. 16** — Women Skippers Regatta. SYC, [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).

**Apr. 16** — Mercury Series #2. EYC. [www.encinal.org](http://www.encinal.org).

**Apr. 16** — Don Wan Regatta. TYC, [race@tyc.org](mailto:race@tyc.org).

**Apr. 16** — Commodore's Cup. BVBC, [www.bayviewboatclub.org](http://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](mailto:bobbi@jfcbat.com).

**Apr. 16-17** — Big Dinghy. RYC, [www.richmondydc.org](http://www.richmondydc.org).

**Apr. 16-17** — Harken Opti #2. SFYC, [www.sfyc.org](http://www.sfyc.org).

**Apr. 16-17** — Elvstrom Zellerbach. StFYC, [www.stfyc.com](http://www.stfyc.com).

**Apr. 17** — Estuary Cup. EYC, [www.encinal.org](http://www.encinal.org).

**Apr. 17** — Spring Series #4. SSC. [www.stocktonsc.org](http://www.stocktonsc.org).

**Apr. 17** — Baxter Judson #1. PresYC, [www.presidiyoachtclub.org](http://www.presidiyoachtclub.org).

**Apr. 23** — YRA-OYRA Lightship 1. StFYC, [www.yra.org](http://www.yra.org).

**Apr. 23** — Summer Series #1. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

**Apr. 23** — Twin Island #1, a choose-your-direction race around Alcatraz and Angel Islands. SYC, [www.sausalitoyachtclub.org](http://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](http://www.sfbama.org/racing/rtindex.html).

**Apr. 23** — Trans-Folsom Challenge on Folsom Lake. Info, [www.flyc.org](http://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](http://www.eltoroyra.org).

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



# AMERICA'S CUP 34 IS COMING TO SAN FRANCISCO

## GET READY WITH QUANTUM SAIL DESIGN GROUP

Even though the headline attraction is two years away, the lead-up action to the next America's Cup will start soon. You won't want to miss one minute of this once-in-a-lifetime opportunity to sail alongside these amazing teams and awesome sailing machines.

Now is the time to start getting ready! Make your list and check it twice; here are a few things you might want to consider:

- Sails in good condition
- Running rigging in shape
- Motor in good running order
- Clean boat bottom
- Berthing slip

See us at

Strictly Sail  
PACIFIC

Jack London Square  
April 14-17



We can service your sails of course, and if you need assistance finding other service providers let us know. If you are coming from out of town, be sure to find your slip or berthing very soon as the Bay will get busy. Call us and we can help direct you to marinas that will suit your needs.

**Let us know what we can do to help  
you get ready for America's Cup 34!**

**QUANTUM™**  
SAIL DESIGN GROUP

[WWW.QUANTUMSAILS.COM](http://WWW.QUANTUMSAILS.COM)

**Quantum Pacific**

1230 Brickyard Cove Road | Port Richmond, CA 94801

Tel: 510.234.4334

Don Teakell | [dteakell@quantumsails.com](mailto:dteakell@quantumsails.com)  
Jeff Thorpe | [jthorpe@quantumsails.com](mailto:jthorpe@quantumsails.com)

ANTICIPATE THE SHIFT

# RACING GEAR

Innovative, lightweight,  
precision engineering.

Finish first with the  
ultimate in racing gear.

HARKEN

**HARKEN®**  
INNOVATIVE SAILING SOLUTIONS

Web: [www.harken.com](http://www.harken.com) • Email: [harken@harken.com](mailto:harken@harken.com) • Tel: 262-691-3320

Melges 32 — J.H. Peterson photo

## CALENDAR

on Clear Lake. Info, [www.kbsail.com](http://www.kbsail.com).

**Apr. 30** — YRA-WBRA Circle #1. RYC, [www.yra.org](http://www.yra.org).

**Apr. 30** — Small Boat Spring. EYC, [www.encinal.org](http://www.encinal.org).

**Apr. 30** — Singlehanded #2. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

**Apr. 30-May 1** — Commodore's Cup. HMBYC, [www.hmbyc.org](http://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](http://www.yra.org).

**May 1** — Spring Series #5. SSC. [www.stocktonsc.org](http://www.stocktonsc.org).

**May 7** — 3-3-3 Regatta for Moore 24s. BVBC, [www.moore24.org](http://www.moore24.org).

**May 7** — YRA-WBRA City #1. GGYC, [www.yra.org](http://www.yra.org).

**May 7** — Corinthian Challenge. CYC, [www.cyc.org](http://www.cyc.org).

**May 7** — YRA-OYRA Duxship. YRA, [www.yra.org](http://www.yra.org).

**May 7** — Summer Series #2. SeqYC, [www.sequoiayc.org](http://www.sequoiayc.org).

**May 7** — Doublehanded Long Distance #2. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**May 7** — Annual El Toro Flight of the Bulls at Foster City Boat Park. Info, [www.eltoroyra.org](http://www.eltoroyra.org).

**July 4-8** — 46th L.A. to Honolulu Race, better known as the TransPac, starts. Info, [www.transpacrace.com](http://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](mailto: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](mailto:bayviewracing@sbcglobal.net).

**BENICIA YC** — Thursday nights: 4/7-7/28. Info, [www.beniciayachtclub.com](http://www.beniciayachtclub.com).

**BERKELEY YC** — Every Friday night: 4/1-9/23. Paul Kamen, (510) 540-7968 or [pk@well.com](mailto: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](mailto:racing_chair@cal-sailing.org).

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

**COYOTE POINT YC** — Every Wednesday night: 4/6-10/26. George Suppes, (650) 921-4712 or [regatta@cpyc.com](mailto: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](mailto: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](http://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 [lesliesailor2003@yahoo.com](mailto:lesliesailor2003@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](mailto: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](http://www.lwsailing.org).

**LAKE YOSEMITE SA** — Every Thursday night: 5/12-8/25. Tom Cooke, [tcookeatty1@yahoo.com](mailto:tcookeatty1@yahoo.com).

**MONTEREY PENINSULA YC** — Sunset Series, every Wednesday night through September. Ray Ward, (831) 659-2401 or [www.mpyc.org](http://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](mailto:j_tuma@comcast.net).



37 new models  
arriving in 2011.

**THINK NIELLO.**

At Niello, providing the best selection of cars has never been just an afterthought. That's why we offer you ten amazing brands, a huge inventory of both new and pre-owned cars, and a stunning lineup of 37 new models for 2011. That's a pretty exciting thought. To see our selection, stop by today or visit online at niello.com.



JAGUAR



# Cleaner Bottoms Start Here

See us at  
**Strictly Sail  
Pacific**  
April 14-17



## Quality Antifouling Paints for Every Boat

No matter what kind of boat you have, or where you use it, there's a West Marine Antifouling Paint that's ideal for your needs. From our popular BottomShield modified epoxy, to the latest in ablative technology paints, including our CPP Plus and PCA Gold—we've got a West Marine paint that'll keep your boat's bottom clean! And since it's from West Marine, you know you're getting a great value!

# West Marine®

Contact us for all of your Rigging Needs!

**888-447-RIGG**

We have 17 stores in Northern California,  
including our Alameda Sailing Superstore!

Visit [westmarine.com](http://westmarine.com) to find the store nearest you.

## CALENDAR

**RICHMOND YC** — Wednesday nights: 4/6, 4/20, 4/27, 5/4, 5/18, 5/25, 6/1, 6/15, 6/22, 6/29, 7/6, 7/13, 7/20, 7/27, 8/3, 8/10, 8/17, 8/24, 8/31, 9/7, 9/21, 9/28. Eric Arens, (510) 841-6022 or [ericarens@comcast.net](mailto:ericarens@comcast.net).

**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, [racemngr@stfyc.com](mailto:racemngr@stfyc.com).

**SANTA CRUZ YC** — Wet Wednesdays: 3/16-11/2. Greg Haws, (831) 425-0690 or [greg@scyc.org](mailto: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@sausalito yachtclub.org](mailto:race@sausalito yachtclub.org).

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

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

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

**TIBURON YC** — Every Friday night: 5/20-9/9. Ian Matthew, [ian.matthew@comcast.net](mailto: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](mailto: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](http://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](http://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.hiddenportyachtclub.com](http://www.hiddenportyachtclub.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



See us at  
**Strictly Sail**  
**PACIFIC**  
Jack London Square  
April 14-17



## THE DOYLE DIFFERENCE

Doyle Sailmakers has the right mix of performance, durability, value and service to earn your business.

We understand that when a sail lasts twice as long, it costs you half as much.

We won't over or under sell you. Our consultants will suggest a fair priced product, precisely tailored to your needs.

Contact your local Doyle loft or visit [doylesails.com](http://doylesails.com).

  
**DOYLE**  
[doylesails.com](http://doylesails.com)  
**800-94-DOYLE**  
**SAN FRANCISCO**  
**510-523-9411**

# SLAM Grand!

See us at  
**Strictly Sail  
Pacific**  
April 14-17



## SLAM Sailing Gear

Let's face it, when it comes to combining form and function, nobody beats the Italians. SLAM sailing apparel is yet another brilliant example of how the Italians combine cutting edge technology with just the right cut to create functional technical apparel that looks as good as it works. Sleek, easy to wear and fully engineered to ensure that you can sail hard without looking like you've been through the pasta strainer. SLAM uses advanced fabrics and incorporates the kinds of subtle features that can only come from the experience of actually putting gear like this through its paces out on the water. This is high quality stuff, with the inimitable *sprezzatura* that only Italian design seems to have. See our whole range of SLAM sailing apparel online at [westmarine.com](#) and in select store locations.

 **West Marine®**

Contact us for all of your Rigging Needs!

**888-447-RIGG**

We have 17 stores in Northern California,  
including our Alameda Sailing Superstore!

Visit [westmarine.com](#) to find the store nearest you.

## CALENDAR

Talion at [patsyfish@gmail.com](mailto:patsyfish@gmail.com)

**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](http://go2sancarlos.com/events_regata2011.htm) or [rallyinforomexico@yahoo.com](mailto:rallyinforomexico@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.pacificpuddlejump.com](http://www.pacificpuddlejump.com).

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

### April Weekend Tides

date/day	time/ht. <b>LOW</b>	time/ht. <b>HIGH</b>	time/ht. <b>LOW</b>	time/ht. <b>HIGH</b>
4/02Sat	0541/0.7	1204/4.9	1736/1.2	
	<b>HIGH</b>	<b>LOW</b>	<b>HIGH</b>	<b>LOW</b>
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
	<b>LOW</b>	<b>HIGH</b>	<b>LOW</b>	<b>HIGH</b>
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
	<b>HIGH</b>	<b>LOW</b>	<b>HIGH</b>	<b>LOW</b>
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	
	<b>LOW</b>	<b>HIGH</b>	<b>LOW</b>	<b>HIGH</b>
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

# THE FREEDOM OF WIRELESS

Wind speed: 24 knots  
TBS: 8.4 knots  
True wind angle: 32°  
Wires: zero



[www.tacktick.com](http://www.tacktick.com)

## WIRELESS INSTRUMENTS FOR RACING

Tacktick by Suunto's extensive range of wireless, solar-powered marine instruments provides critical information about your racing boat and its surroundings.

Simple to use and easy to fit, the modular Tacktick display units provide all the race data you'll ever need. The use of superior Micronet

wireless technology also enables complete reliability and confidence in your performance.

With the addition of Suunto precision instruments, you can make informed split-second decisions in any race.

To find out more, or to test a configuration on your boat, visit our website.

**tacktick**  
WIRELESS  
by SUUNTO

# Third Reef Gear

See us at  
Strictly Sail  
Pacific  
April 14-17



## We've improved our Third Reef Foul Weather Gear!

For years, thousands of boaters have chosen our Third Reef waterproof gear for its unbeatable combination of quality, durability and value. Now we've made it even better! Using technically-advanced new fabric, Third Reef is now lighter, easier to move in and more breathable, yet still provides complete waterproof protection when you're on the water. We've also developed a version specifically to fit and function better for women. So now there are even more reasons to choose Third Reef. The world's best-selling gear!

**West Marine®**

We have 17 stores in Northern California,  
including our Alameda Sailing Superstore!

Visit [westmarine.com](http://westmarine.com) to find the store nearest you.

## 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

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.

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 Lampham  
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 countries.*

### ↑↓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

Close to home...

...Far from ordinary



## Dock Yours Today

Now for a limited time you can get your hands on a piece of the pristine Channel Islands Harbor. Experience all that the harbor has to offer and be just a stone's throw away from the majestic scenic views of the Channel Islands.

CHANNEL  
ISLANDS  
HARBOR

LIMITED SLIPS AVAILABLE

Call: 805.984.3366 | [www.vintage-marina.com](http://www.vintage-marina.com)



VINTAGE MARINA  
PARTNERS



**SVENDSEN'S  
MARINE**

## Boat Show Special!

**GET GREAT DEALS**  
at the **STRICTLY SAIL BOAT SHOW**  
in Jack London Square, Oakland!

Come to **Gill**  
Svendsen's  
Booth for the  
largest selection  
of Gill products on  
the West Coast!

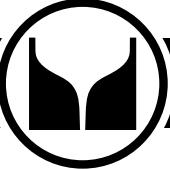


**Strictly Sail Pacific**  
**April 14 to 17**  
**Jack London Square, Oakland**

Svendsen's  
is Pre-Selling  
a Limited  
Number of  
Laser World Boats after the 2011  
Worlds Laser Master Championship.  
Includes Dolly, New Sail, Blades and Rigging.  
**Great Deal - Save Big \$\$\$!**

Boats will be available August 13. First come,  
first served. Deposit required. Call Alex or  
James for further details: **510.521.8454**.

1851 Clement Ave.,  
Alameda Marina



Phone:  
**510.521.8454**

Shop Online: [svendsensmarine.com](http://svendsensmarine.com)

## 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 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



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

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

# Introducing Our New 100-Ton Marine Travelift® So Big, It Shall Remain Nameless.



It's true that our new Marine Travelift® is the biggest one around, and if your boat is up to 100 feet long, or weighs up to 100 tons, our new baby can haul your boat out with ease. The size of our new Travelift® might shock you, but the size of your bill won't.



310 W. Cutting Blvd., Pt. Richmond, CA  
1-800-900-6646 | 1-510-237-0140 | [www.baymarineboatworks.com](http://www.baymarineboatworks.com)

# NEW WYLIECAT 40



Safe, simple & fun to sail  
Race, cruise or charter



**bearmark YACHTS**

## BROKERAGE BOATS

Hanse 540	2008	\$499,000
Hanse 470	2009	\$395,000
Hanse 350	2008 & 2009 from	\$120,000
Nordic 40	1983	\$ 90,000
Catalina 36	1985	\$ 49,900
Hinckley 35	1963	\$ 39,000
Jason 35	1979	\$ 79,900
Flying Tiger 10m	2007	\$ 57,000
Contessa 34	1979	\$ 17,500
Ericson 32	1974	\$ 19,500
Wyliecat 30	2002	\$118,000

310 Harbor Dr. Sausalito, CA  
415/332/2290

## 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 vets  
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

# THE FINEST SAILS BEGIN WITH THE BEST SAILCLOTH



Our patented woven Vectran® sailcloth performs like the laminates with the durability of Dacron®, especially in roller furling applications. In fact, Vectran® is lighter, lower stretch, and retains its shape over a longer life than any sailcloth we've ever offered to cruising sailors. That's because Hood Vectran® is woven, not laminated to Mylar® film. And you can be sure that each sail we roll out is built by hand, with the same care and craftsmanship that has been the Hood hallmark for 50 years. To discuss your sailcloth needs – whether our state-of-the-art Vectran® or our soft, tight-weave Dacron® – give us a call today.

 **Sails & Service**

 **New Sails**

 **Sail Repairs**

 **Furling Conversions**

 **Pickup & Delivery**



## ***Chesapeake***

*Jim Fair's Outbound 46  
with Hood Vektron  
Full Batten Mainsail,  
140% Genoa, and  
Solent Jib*

**PHOTO COURTESY**  
**SWIFTSURE YACHTS**  
[www.OutboundYachts.com](http://www.OutboundYachts.com)

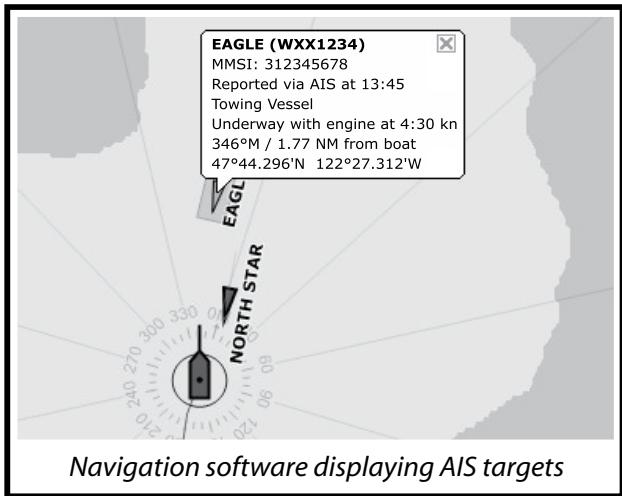
**HOOD SAILMAKERS 466 Coloma Street, Sausalito, CA 94965**

**Call Robin Sodaro (800) 883-7245 (415) 332-4104 Fax (415) 332-0943 [hoodsails@aol.com](mailto:hoodsails@aol.com)**  
**Visit our website for Special Online Discount Pricing... [www.hoodsailmakers.com](http://www.hoodsailmakers.com)**

# AIS Made Easy!

## Latest, most cost-effective collision-avoidance solution

AIS (Automatic Identification System) receivers enable AIS-capable chart plotters and navigation software to see other vessels. AIS transponders allow other vessels to see you.



Milltech Marine offers complete, low-cost AIS solutions. Visit our web site for information on:

- ✿ AIS Receivers - featuring the Comar AIS-MULTI
- ✿ AIS Transponders - including Class B AIS
- ✿ Navigation Software
- ✿ Antennas, cables and other accessories



Order any product online and use coupon code "LAT38" to get free shipping in the U.S.

For more information contact:

**Milltech**  
Marine™

(866) 606-6143  
[www.MilltechMarine.com](http://www.MilltechMarine.com)

## LETTERS

were decent people who were peacefully 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

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

You do this

WEBB LOGG



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

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

# Antares 44<sup>i</sup>

The world's best liveaboard



SEE US AT STRICTLY SAIL PACIFIC  
APRIL 14 - 17



TORONTO

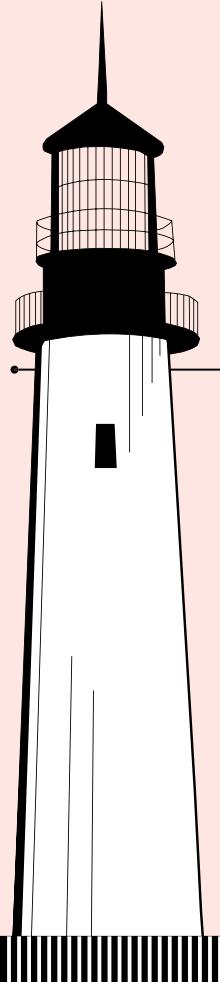
I CHARLESTON

I BUENOS AIRES

[www.liveantares.com](http://www.liveantares.com)

[info@liveantares.com](mailto:info@liveantares.com)

# BLUE WATER YACHT INSURANCE



Blue Water Yacht Insurance covers more active cruising boats than any other marine agency in the Western Hemisphere, and is the leading innovator of insurance products for the offshore sailor.

## Our Insurance Programs Provide:

- Crew of two anywhere
- Worldwide Navigation
- Hawaii
- Caribbean
- South Pacific
- Mexico
- Charter Boats
- Multihulls
- Liveabards
- Racing Boats

## Quality Rated Insurance Companies

Boats aged 1 to 40 years • "Agreed Value"  
"All Risks" • "New for Old" replacement partial losses  
Hulls valued \$50,000 to \$2,500,000

## Worldwide Health Insurance

International and USA health insurance plans at affordable prices.

Call Toll Free  
**(866) 463-0167**

Fax: (866) 795-3707  
[sales@bluewaterinsurance.com](mailto:sales@bluewaterinsurance.com)

Quote requests  
Visit our website

[www.bluewaterinsurance.com](http://www.bluewaterinsurance.com)



BLUE WATER  
INSURANCE  
JUPITER, FLORIDA • USA

## 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



COURTESY QUEST

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

# **2011 EFG BANK VIPER 640 PAN AMERICAN CHAMPIONSHIPS**

STUDIOMILANO.COM

**AN EXCITING CHAMPIONSHIP  
CIRCUIT FOR THREE PERSON  
SPORT BOATS.**

**MARCH 10-12**

Viper Midwinter Championships at  
BACARDI Miami Sailing Week, FL

**JUNE 24-26**

Viper Atlantic and Pacific Coast Championships,  
BACARDI Newport Sailing Week, RI  
and Long Beach Race Week, CA

**SEPTEMBER 28 – OCTOBER 1**

Viper North American Championships,  
Sarnia Yacht Club, Canada



**Viper 640**  
Sportboat  
Fast – Easy – Fun  
[www.Viper640.org](http://www.Viper640.org)

Sponsored by  
**EFG**  International  
Practitioners of the craft of private banking

EFG International's global family of wealth management businesses operates in over 50 locations in 30 countries.  
[www.efginternational.com](http://www.efginternational.com)

LOSE THE COMMUTE.  
USE THAT SUNSHINE FOR SAILING!

# PIER 39

San Francisco TM



OPEN FOR GUEST DOCKING!!

36'-60'  
DOUBLE  
FINGER  
SLIPS

- ★ Easy downtown access
- ★ Discounted parking
- ★ 24 hour On-Site Security
- ★ WiFi Lounge and Laundry
- ★ Full Showers and Facilities
- ★ Free Pump Out Station



MEET YOUR PIER 39 CREW  
AND SALTY THE SEALION AT  
STRICTLY SAIL PACIFIC  
APRIL 14-17, 2011  
"OUR BOOTH'S BY THE FOOD!"



[www.pier39marina.com](http://www.pier39marina.com)

Guests 415-705-5556 \* Sales 415-705-5436

## 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

# If We Made Our Formula Any Finer, We'd Be Bottling Champagne.



## Our World is Water

While a bottle of bubbly certainly has very different attributes, the level of quality and precision that goes into producing each can of Micron® is similar. The Micron family of products is the pinnacle of today's antifouling technology — formulated to deliver maximum antifouling performance in even the harshest fouling environments, and on all types of boats. And because Micron products are polishing paints, they actually become smoother over time, reducing drag and fuel consumption, leading to a significant reduction in carbon dioxide and sulfur dioxide emissions.

Micron paints also provide multi – seasonal performance which means the boat can be hauled and relaunched without recoating. It gets better. Because the polishing action reduces build-up, when the time does come to re-apply, you'll spend less time sanding. You just can't buy a better antifouling.

And that's certainly worth raising a glass to.

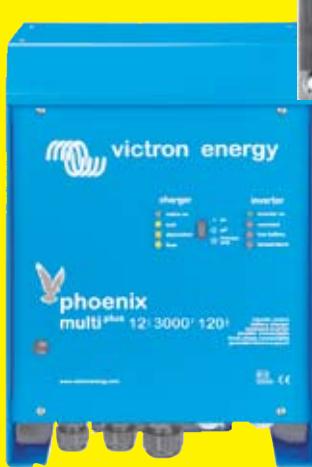


©, Interlux® the AkzoNobel logo and all products mentioned are trademarks of, or licensed to, AkzoNobel. © Akzo Nobel N.V. 2011.  
Use antifoulings safely. Always read the product label.

AkzoNobel

**NEW**

See at Strictly Sail Pacific

**ULTIMATE POWER MANAGEMENT**

- 3000W True Sine Wave Inverter
- 120Amp Four Stage Adaptive Charger
- Dual Battery Bank Charging

See at Strictly Sail Pacific

**frigoboard®****KEEL COOLER SYSTEM**

Arguably the world's most efficient, dependable refrigeration. The keel cooler and super efficient compressor make for a quiet, highly efficient 12V refrigeration system.



More than 12,000 Keel Cooler systems sold in the last 10 years. Designed for hot, tropical conditions.

Dealer Inquiries Welcome

**SWEDISH MARINE**

 1150 BRICKYARD COVE RD., SUITE B6  
 PT. RICHMOND, CA 94801 (510) 234-9566
**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.

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,



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

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.

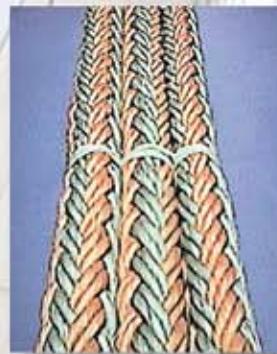
# The power of 7

Your local North Sails loft has what it takes to take your sailing to a higher level. North cruising upgrades will improve performance, increase sail life and make your sail handling easier. No matter what brand of sail you own, North upgrades deliver smooth sailing and lasting value.

***Call your North Sails representative today!***



**1** **QuickCover™** makes lowering, flaking and covering your sails a breeze.



**2** **RopeLuff™** dramatically improves headsail shape when partially furled. Polypropylene construction reduces weight and eliminates mildew.



**3** **FullBatten™ conversions** help your mainsail hold its shape, last longer and make life aboard smoother and quieter



**4** **Roller-furling conversions...** ask about our new Gennaker roller-furling systems.



**5** **SnufferPlus™ Gennaker sleeve** makes raising and lowering downwind sails a breeze, even with shorthanded crew.



**6** **North Sails Canvas** produces a complete line of premium dodgers, biminis, sail covers, boat cushions, winter covers and awnings.

**7** **UV covers**  
Paint-on protection now available!



*Better by Design*

**Sausalito**  
415-339-3000

**San Rafael - Sail Care**  
415-453-2142

**Channel Islands**  
805-984-8100

**Marina Del Rey**  
310-827-8888

**Long Beach**  
562-795-5488

**Costa Mesa - Sail Care**  
949-645-4660

**San Diego**  
619-224-2424

[www.northsails.com](http://www.northsails.com)

## LETTERS

**Sailrite**

**THE ULTRAFEED® LSZ-1 SEWING MACHINE**

A cast iron, power-house zigzag and straight stitch sewing machine. Your first mate when it comes to making quick repairs and sewing through layers of heavy canvas or sailcloth from the dock or below deck. No sailor should leave home without one.

[www.sailrite.com](http://www.sailrite.com)

FREE CATALOG | 800.348.2769

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](http://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-



*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,



# MARINA BAY YACHT HARBOR

Just in time for summer...

**SLIP \$AVING\$**

**Two FREE Months:**

**Lease for one year and get the 1st and 12th month free!**



**SELECT MULTIHULL END TIES  
30'-47' LOA**



**GREAT FOR A WEEKEND  
GREAT FOR A YEAR**

*Try a guest slip, find a home at Marina Bay.*

**(510) 236-1013**

*See what we have to offer at:*

**[www.MarinaBayYachtHarbor.com](http://www.MarinaBayYachtHarbor.com)**

**Liveaboard  
Openings!**

**Limited Availability,  
Call Today.**



# Gear Up for the Season!

Specialty Hardware • Technical Apparel

Visit [westmarine.com](http://westmarine.com) to shop  
our New One Design offerings



**Mobile  
Rigging  
Service  
Available**

## Complete Rigging Headquarters!

Installation • Lifelines • Running Rigging  
Standing Rigging • Dock & Anchor Lines

**SCHAEFER  
MARINE**

**FSE ROBLINE**  
WORLD CLASS YACHTING ROPES

**RONSTAN**

**POWERLITE**  
PRO RIGGING

**Johnson**  
Marine Hardware

**NEW ENGLAND ROPES**

**samson**

**facnor**  
FURLING SYSTEMS

**HAYN MARINE**

**holmatro**  
marine equipment

**SmartRigging**  
The Intelligent Choice

**HARKEN**

**F FORESPAR**

Contact us for all of your Rigging Needs!

**888-447-RIGG**

or visit our Onsite Rigging Locations in:

**Alameda, CA**   **San Diego, CA**   **Seattle, WA**  
730 Buena Vista Ave.   1250 Rosecrans St.   1275 Westlake Ave. N  
(510) 521-4865   (619) 255-8844   (206) 926-0361

[westmarine.com/rigging](http://westmarine.com/rigging)

## 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 mothership. 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

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



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

Looking for some  
stability in your life?



Cruiser's Heaven!

PACIFIC  
**POWERBOAT**  
EXPO

APRIL 14-17 Jack London Square

GET TWO SHOWS FOR THE PRICE OF ONE!

Pacific Powerboat Expo & Strictly Sail Pacific

Thurs-Fri: 10am - 6pm Saturday 10am - 7pm

Sunday 10am - 5pm

Adults: \$12 Thursday & Friday

\$15 Saturday & Sunday

\$24 Two Day Adult Pass

Kids: Under 16 FREE!

*"Simply wonderful!"*

— Alexus Sheppard, Columbia 27

# Advanced Marine Electric Propulsion

Electric sailboat motors  
Auxiliary to electric conversions

*"Service-free in our charter fleet."*

— Matt Kepner, Tradewinds Sailing School

Direct Drive | Waterproof  
Easy Install | Simple Operation

[www.advancedmarineelectricpropulsion.com](http://www.advancedmarineelectricpropulsion.com)

Marina Bay, Richmond, CA (510) 232-7999



now featuring

## Electric Power in our Charter Fleet

Tours Available | Low Membership

Visit with

## Advanced Marine Electric Propulsion

in our booth at Strictly Sail Pacific

[www.tradewindssailing.com](http://www.tradewindssailing.com)

## LETTERS

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 described 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*.

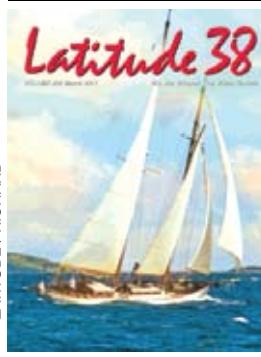
That Juno appears on the cover at all is something of a fluke. With the printer needing a cover the next day, we asked the staff what they had lined up for a cover. When the response was, "Nothing special," we dipped into our Caribbean photo archives and pulled out the shot of Juno from a few years back. 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



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

# BOAT LOANS



*from*  
**Trident Funding**

*"a fresh approach from  
people you can trust"*

See Us At Booth 524



Jack London Square  
April 14-17

*In Northern California call*  
**JOAN BURLEIGH**  
**(800) 690-7770**

# Learning by doing...

Take your sailing to  
the next level!



**Alaska Eagle** is the perfect offshore sailing platform. Built for the Whitbread Round the World Race, she has proven her mettle over the past 28 years Orange Coast College has operated her. On all of our passages you will be intimately involved with the daily running of the boat, learning by doing. Sail changes, standing watch, steering in the calms and gales, *Alaska Eagle* voyages are for those who want to be involved.

**LEG 1 Transpac 2011**  
14 days      2250 miles      Jul 4 – Jul 18, 2011  
Waiting list only!

**LEG 2 Honolulu, HI – San Francisco**  
19 days      2400 miles      Jul 22 – Aug 9, 2011  
A classic passage, this trip usually covers every point of sail. The first few days are often upwind in a stiff breeze. As you travel further north, the conditions vary from a nice reach to the calms of the Pacific High. Picking the breeze up again, the sailing is usually off the wind with the grand finale of sailing under the Golden Gate Bridge.

**LEG 3 San Francisco – Newport Beach**  
7 days      450 miles      Aug 12 – Aug 19, 2011  
If you are considering a coastal passage, this is a great way to gain the skills and confidence to do it on your own boat. Stops in both remote and popular anchorages along the way with night sails, and lots of hands on practice in navigation, sail changes, and steering. This an ideal learning cruise, taking your skills to the next level.

For an application or information on all our Adventure Sailing Voyages, look for *Alaska Eagle* at: [occsailing.com](http://occsailing.com) or email: [karen@occsailing.com](mailto:karen@occsailing.com) or call 949-645-9412.

The School of  
**SAILING & SEAMANSHIP**  
Orange Coast College

## 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

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

**Paul swears by his 85-lumen Fenix.**

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 groused 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

# BoatU.S. Cooperating Marinas Near You!

Look for the sign and save. Over 900 marinas offer valuable discounts to BoatU.S. Members on fuel, repairs, overnight slips and more.



## CALIFORNIA

Nelson's Marine, Inc. Alameda (510) 814-1858	Emeryville Marina Emeryville (510) 654-3716	Martinez Marina Martinez (925) 313-0942	Harbor Island Fuel Dock San Diego (619) 291-6443	San Leandro Marina San Leandro (510) 577-3490	Tiki Lagun Resort & Marina Stockton (800) 338-7176
UK Sailmakers, San Francisco Alameda (510) 523-3966	Emeryville Yacht Club Emeryville (510) 428-0505	Newport Boats Newport Beach (949) 646-8888	Harbor Island Fuel Dock San Diego (619) 291-6443	ABC Marine Services San Pedro (310) 514-1621	Union Point Resort Stockton (209) 948-4294
Emerald Point Marina Alamo (925) 684-2388	Lake Sonoma Resort Area Geyserville (707) 433-2200	Newport Harbor Shipyard Newport Beach (949) 723-6800	High Seas Fuel Dock San Diego (619) 523-2980	Euro Sail Charters San Pedro (310) 831-2363	Windmill Cove Resort & Marina Stockton (209) 948-6995
Avalon Harbor Marine Avalon (310) 510-0535	Whiskey Slough Marina Holt (209) 942-4588	UK Sailmakers, Newport Beach Office Newport Beach (949) 723-9270	Pearson Marine Fuels San Diego (619) 222-7084	Jankovich & Sons San Pedro (310) 547-3305	City of Suisun City Marina Suisun City (707) 429-2628
Island Marine Fuel Balboa Island (949) 673-1103	Mariners Point Fuel Dock Huntington Beach (562) 592-4975	Big Break Marina Oakley (925) 679-0900	Quantum San Diego San Diego (619) 226-2422	Oil of LA Foundation San Pedro (310) 748-5246	Tracy Oasis Marina-Resort Tracy (209) 835-3182
McAvoy Yacht Harbor Bay Point (925) 458-2568	Spindrift Marina Isleton (916) 777-6041	NorCal Mastercraft Pleasanton (925) 460-9216	Sea Lube San Diego (619) 294-3810	Loch Lomond Marina San Rafael (415) 454-7228	Stewart's Marine Service Truckee (530) 582-8776
Sugar Barge Resort & Marina Bethel Island (800) 799-4100	Ferndale Resort & Marina Kelseyville (707) 279-4866	Quantum Pacific Point Richmond (510) 234-4334	Shelter Cove Marina San Diego (410) 287-9400	Redding Boat Works Shasta Lake (530) 275-1495	Glen Cove Marina Vallejo (707) 552-3236
Orwood Resort Brentwood (925) 634-7181	Liquid Wrenches Livermore (925) 961-1670	Marine Service Center Rancho Cordova (916) 638-7935	Sunroad Resort Marina San Diego (800) 350-0736	Drake Marine South San Francisco (650) 588-3015	Vallejo Municipal Marina Vallejo (707) 648-4370
Newport Boats Corona (951) 371-8996	Tower Park Marina Resort Lodi (209) 369-1041	Marina Bay Yacht Harbor Richmond (510) 236-1013	Sunset Marine San Diego (619) 222-1634	5 Star Marina Stockton (209) 466-7223	Cerritos Yacht Anchorage Wilmington (310) 834-4737
Sea and Ski Marine Inc. Costa Mesa (949) 646-7813	Alamitos Bay Marine Long Beach (562) 594-0888	Outrigger Marina Rio Vista (916) 777-4646	UK Sailmakers Southern California San Diego (619) 226-2131	Bullfrog Marina Stockton (209) 465-9610	South Bay Marine Wilmington (310) 833-1450
Seaton's Marine Service Discovery Bay (925) 516-7678	Shoreline Marine Fuels Long Beach (562) 436-4430	Sacramento Marina Sacramento (916) 808-5712	Pier 39 Marina San Francisco (415) 705-5436	King Island Resort & Marina Stockton (209) 951-2188	Yacht Centre Wilmington (310) 834-5016
Walker Marine East South Lake Tahoe (530) 541-8514	Pacific Sailing and Charters Longbeach (562) 590-0323	Ferguson Woodworking San Diego (619) 224-7544	Outboard Inboard Marine Repair San Jose (408) 297-3347	Stockton Downton Marina Stockton (209) 462-4200	Yacht Haven Marina Wilmington (310) 834-6892
Gold Key Storage & Marine Service Center El Dorado Hills (916) 358-5004	UK Sailmakers Marina Del Rey Marina Del Rey (310) 822-1203				Markley Cove Resort Winters (707) 966-2134



Visit [www.BoatUS.com/MSL](http://www.BoatUS.com/MSL) to find Cooperating Marinas near you.  
Only Members get the discounts. Call 800-395-2628 and join TODAY!



# SCHOONMAKER POINT MARINA

• IN SAUSALITO •



**160-Berth Marina in one of the most beautiful spots on the Bay**



- Visitor berths • Guest moorage up to 220 ft.
- 35-ft to 75-ft slips • Pumpouts • Marine services
  - Dry Storage Available • Three-ton hoist
  - Restaurant • Beach • Rowing • Kayaking

## Sausalito's Finest Marina

85 LIBERTY SHIP WAY, #205  
SAUSALITO, CA 94965

**415•331•5550**

**FAX 415•331•8523**

[www.schoonmakermarina.com](http://www.schoonmakermarina.com)

## 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.

The Laughing Rose Pearl

# 10

# reasons why boaters choose

# BERKELEY MARINA

## 1 Direct Access to the Bay

The best boating experience as soon as you leave the harbor!



## 2 A Great Setting

Berkeley Marina is just a great setting! Cesar Chavez Park, Shorebird Nature Center, four restaurants & unsurpassed views!



## 3 Sailing Schools & Clubs

OCSC Sailing, Cal Sailing Club, Cal Adventures – More chances for learning & community!

## 4 Berkeley Yacht Club

One of the friendliest clubs on the bay – Get involved: racing, cruising, social activities... Now – membership fee waived!



## 5 Berkeley Marine Center

One of the Bay Area's most popular, full-service boat yards!



## 6 Liveaboard Permits Available

Make Berkeley Marina your home!

## 7 Free WiFi

The Marina now offers free WiFi access to the internet.

## 8 Full Amenities

Berther-only bathrooms, laundry facilities, gated docks...

## 9 Fuel Dock & Pumpout Stations

Open 7 days a week. Also – mobile pumpout service!

## 10 Much More!

Bait shop & deli, launch ramp, hoists, fish cleaning stations, paved parking, free washdowns for trailered boats...

Contact the Marina Office for details

**It's a boating community!**

**Berkeley Marina Office  
201 University Ave. • 510-981-6740**

Visit our website at: [www.ci.berkeley.ca.us/marina](http://www.ci.berkeley.ca.us/marina)



**CITY OF BERKELEY**  
PARKS RECREATION AND WATERFRONT

# EVOlution Winches

Lewmar has fused its legendary quality with state of the art technology to offer the most advanced winch range ever; the EVO.

Lewmar believes in evolution not revolution – We have been evolving and improving winch technology for almost half a century.

## Customer Focused

Racing Sailors liked the alloy, needle-peened finish of our winches. Their only request was that they'd like it in black. The good news is we have it in black, grey and chromed bronze finish.

Cruising Sailors confirmed they want a proven quality winch that could be serviced without any tools, they wanted to be able to put the winch together themselves, and they also wanted a reliable and predictable grip.

With many sailors only chartering boats for a few days a year, safety is key in any new developments. We have included some simple safety features; the direction arrow which means all your crew load the line on (feed) the winch correctly and a flush top, both make sailing more fun for the entire family.



### Features

- 3 great finishes - black alloy, grey alloy & chromed bronze
- Easy to service - no tools required
- 7 year warranty
- Convertible to electric



**LEWMAR®**

info@lewmars.com • www.lewmars.com

## 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 as 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 'Lectronic Latitude on the subject, but also the Sightings piece in the March issue.

### ↑↓THINGS CAN GO MISSING ANYWHERE

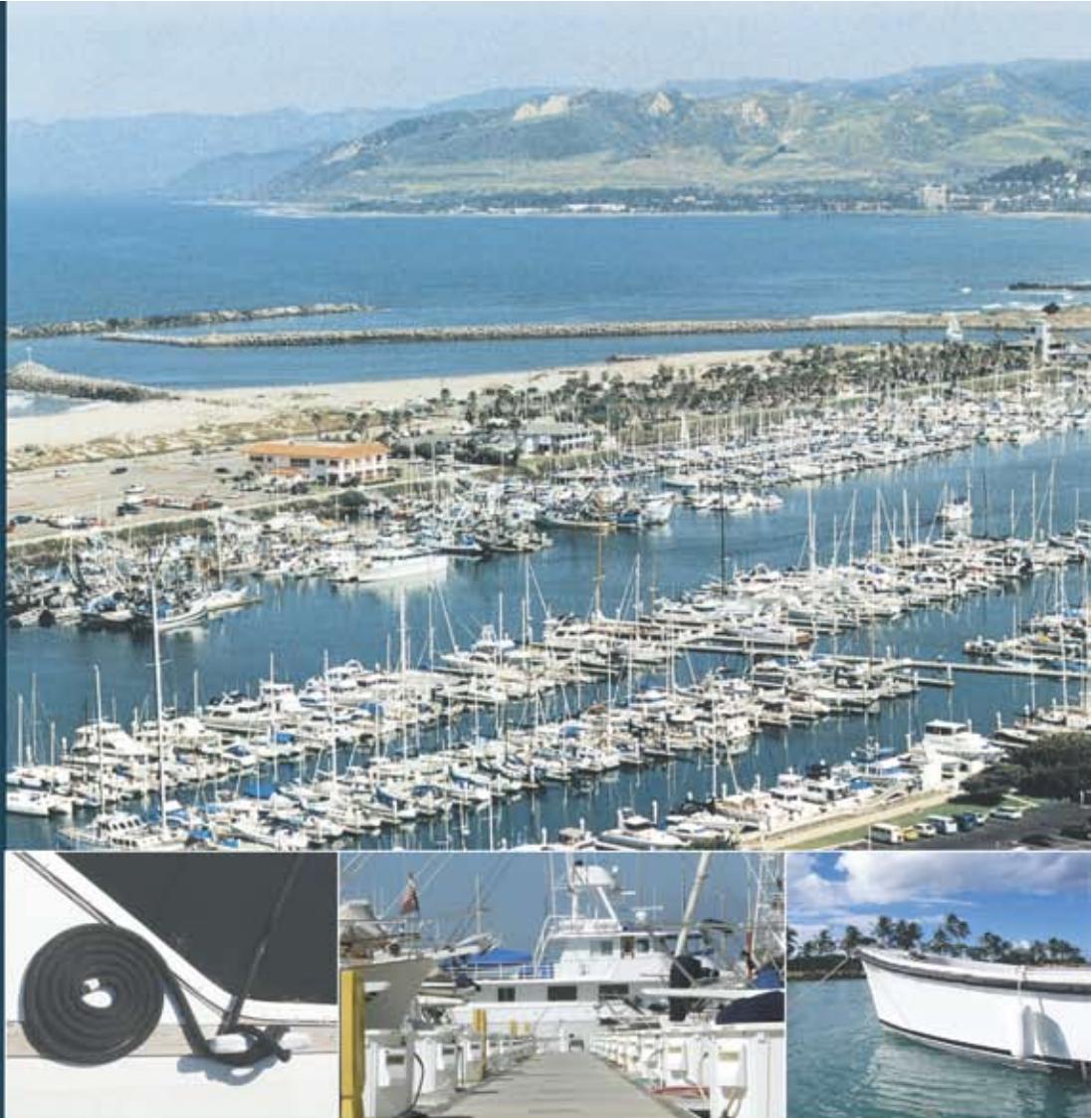
I read the letter from the ever-entertaining Mr. Kremer about his dink going missing in Mazatlan, and *Latitude's* response about how it would have made sense to enlarge the list of usual suspects to include "other cruisers."

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

Management  
Consulting  
Development



## Almar Marinas

Join one Almar Marina and you have reciprocal privileges at any of Almar's 17 locations from San Francisco to San Diego and out to Hawaii. Programs included in your slips fees:  
\*Boat Handling Classes\*Navigation Courses\*Electrical Courses\*Anchor Outs\*Seminars on Local Destinations.



EST. 1973

[almar.com](http://almar.com)

San Diego\* Cabrillo Isle Marina\*Marina del Rey\*Marina del Rey Marina\*Channel Islands Harbor\*Bahia Marina\*  
Anacapa Isle Marina\*Peninsula Marina\*Westport Marina\*Ventura Harbor\*Ventura Isle Marina\*San Francisco  
Bay\*Treasure Isle Marina\*Jack London Square\*Jack London Square Marina\*Oakland\*NEast Basin Marina  
\*NW West Basin Marina\*Embarcadero Marina\*Union Point Marina\*Alameda\*Ballena Isle Marina\*Martinez\*  
\*Martinez Marina\*CA Delta\*RiverPoint Landing\*Honolulu\*Kewalo Basin Harbor\*Oahu\*Iroquois Marina\*



**South Beach Harbor is a great way to experience San Francisco. Boats of all sizes are welcome in our protected deepwater harbor. Bring your boat to South Beach and enjoy all the attractions of the city.**



**Two guest docks for boats up to 125'**  
**20 guest berths up to 50'**  
**Casual and fine dining nearby**  
**Adjacent to AT&T Park**  
**Easy access to transportation**  
**24 hour security**  
**Free pump-out stations**



**For Reservations:**  
415.495.4911 (x1111)  
fax: 415.512.1351  
sb.harbor@sfgov.org  
[www.southbeachharbor.com](http://www.southbeachharbor.com)

## 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

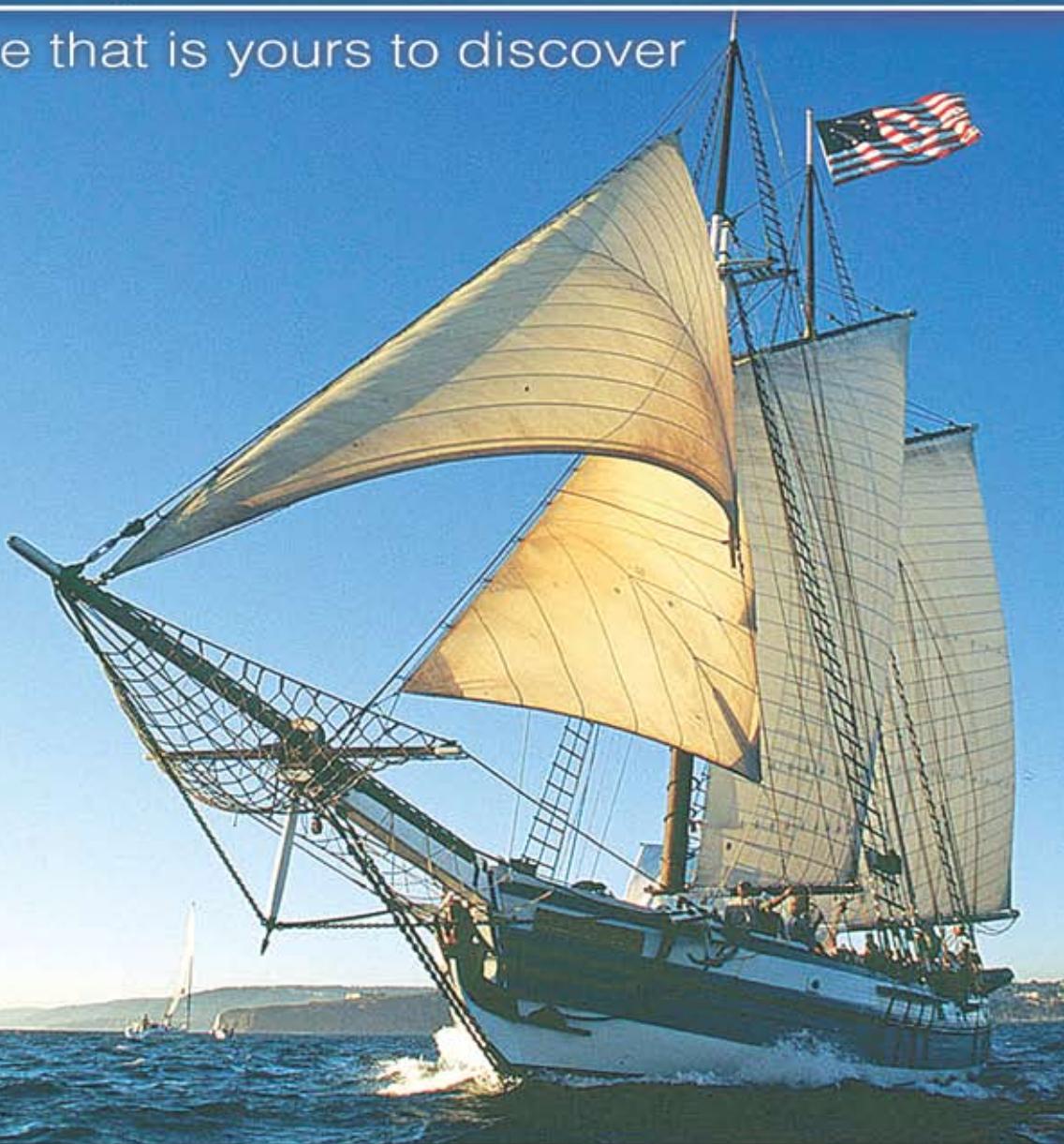
Tom and Judy — Thanks for the kind words. And be advised that all issues of *Latitude* are available for free online at [www.latitude38.com](http://www.latitude38.com). And man, do the photos ever pop when they are electronic as opposed to on newsprint!

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.



Effortless Beauty...

...In a place that is yours to discover



## DANA POINT HARBOR

ORANGE COUNTY, CA

Celebrating 40 years 1971 - 2011

Experience a sense of belonging at Dana Point Harbor. It is not just a harbor, it is a welcoming community and a simple lifestyle that makes you feel at home.



OC DanaPointHarbor



VINTAGE MARINA  
PARTNERS

Ph:949.923.2255

Follow Us:



Visit us online: [danapointharbor.com](http://danapointharbor.com)



## MORE THAN 340 VESSEL CAPACITY (30-400 Ft)

FUEL STATION - DRY DOCK - 150  
TON TRAVELIFT - YACHT CLUB

*El sueño hecho marina...*

Come and enjoy our beautiful marina with first class services surrounded by spectacular views of the Banderas Bay.

"one of the best experiences, no hesitation in letting others know what a great place you have - thanks to all who made our stay so enjoyable"

Andrew Linney, [www.nokaoi2.info](http://www.nokaoi2.info)



LAT 20°45'N / LON. 105°24'W

Marina Riviera Nayarit, Marlin 39-A  
La Cruz de Huanacaxtle, Nayarit, MX 63734  
[harbormaster@marinrivieranayarit.com](mailto:harbormaster@marinrivieranayarit.com)  
Tel. (329) 295.5526 • Cel (322) 205.7467  
[www.marinrivieranayarit.com](http://www.marinrivieranayarit.com)

## 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 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.

### ↑↓ 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.mllinkplus.com](http://www.mllinkplus.com).



BONNY JONES

Plane on a stick.

*Come Visit Us Today!*

# SOUTH BEACH SAILING CENTER

at the  
beautifully renovated Pier 40 in San Francisco

## 2011 To-Do List

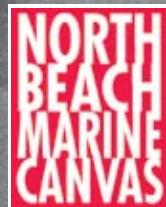
*It's easy as 1-2-3*

1. Call Liz about new cushions
2. Choose your style
3. Go sailing!

**415.543.1887**

[nbmc@earthlink.net](mailto:nbmc@earthlink.net)  
[www.northbeachmarinecanvas.com](http://www.northbeachmarinecanvas.com)  
Pier 40, The Embarcadero  
South Beach Harbor, San Francisco

*Fabulous Fabrics at  
Fabulous Boat Show Prices!*



See us at  
**Strictly Sail**  
**PACIFIC**  
Jack London Square  
April 14-17  
Booth #128

**DO IT ONCE.  
DO IT RIGHT.**

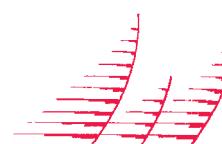
**Fastnet 1979.** Ted Turner, Tom Relyea, and a crew of 17 others win the race by safely getting around the rock in 60 knot winds on board "Tenacious".

Ted Turner won't take your call.  
Tom Relyea will.

**South Beach Riggers**  
**415.331.3400**

**HAS YOUR BOAT  
“GONE GREEN”?  
WE CAN CLEAN THAT!**

• OPENING DAY IS MAY 1 •



**Westwind**

Complete Yacht Care

*Serving the entire Bay Area  
for more than 20 years*



**(415) 661-2205**

Pier 40, South Beach on the Embarcadero • San Francisco

Call Toll Free **888-828-6789**



[westwinddetailing@sonic.net](mailto:westwinddetailing@sonic.net)  
[www.boatdetailing.com](http://www.boatdetailing.com)



Adjacent to South Beach Harbor and AT&T Park • Close to dozens of fantastic restaurants and shops

*Catch the most exciting  
sportboats on the water  
at Strictly Sail Pacific!*



*Contact your local  
West Coast rep for a demo today!*

**RONDAR**  
**RACEBOATS LTD**

**415.543.7333**  
**spinnaker.sailing@yahoo.com**  
**Pier 40, San Francisco**

## LETTERS

[maillinkplus.com](http://maillinkplus.com).

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 ROPE

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 Virgin Islands. In *Rumbleseat*,



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

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.

Richard Leute  
Acy Deucy, J/44  
Sausalito

# **Yacht owners trust PACIFIC CREST CANVAS for the best in design, service and quality.**

***Still the Highest Quality  
Products at the Best Prices***

- **Offshore Dodger™**

Welded aft handrail  
Bolt-on side handrails  
Lexan windshields

- **Coastal Dodger™**

Affordable designs  
Same high quality materials  
Same superior workmanship

- **Baja Awning™**

Lightweight and waterproof  
Durable and easy to launch  
Multiple side screen configurations

- **Cruiser's Awning™**

Easy setup off your dodger  
Flies with no bulky frame  
Comes with shade screens



Tom Knapp with his new Offshore Dodger on his new Catalina.

**Open Monday-Friday 8:00-4:00**

**Saturday by appointment**

**(510) 521-1938**



**2021 Alaska Packer Place**

**Alameda, CA 94501**

**Grand Marina**

**[www.pacificcrestcanvas.com](http://www.pacificcrestcanvas.com)**

## **NORSTAR 40**

**DESIGNER: ROBERT H. PERRY  
BUILT IN BELLINGHAM, WA  
OFFSHORE CRUISING YACHTS  
NORSTAR 40 ♦ NORSTAR 44**

**HEAD TURNING GOOD LOOKS  
LUXURIOUS INTERIORS  
SOLID SAFE PERFORMANCE**



**CONTACT OUR NEW REP FOR  
CALIFORNIA/ARIZONA/NEVADA:**

**DICK MAY**

**MERIDIAN YACHT SALES  
(510) 864-0828  
[BOATSELLER@AOL.COM](mailto:BOATSELLER@AOL.COM)**

**NORSTAR YACHTS**

**(360) 223-2399**

**[WWW.NORSTARYACHTS.COM](http://WWW.NORSTARYACHTS.COM) ♦ [SALES@NORSTARYACHTS.COM](mailto:SALES@NORSTARYACHTS.COM)**

# WHALE POINT MARINE & HARDWARE CO.

**A FAMILY OWNED & OPERATED BUSINESS  
FOR THREE GENERATIONS**



**ACE**  
Hardware

MARINE PARTS & ACCESSORIES, PLUS A COMPLETE HARDWARE STORE

Go to [WhalePointMarine.com](http://WhalePointMarine.com) for additional discounts!

## FORCE 10

3 Burner  
Propane  
Stove

### FORCE 10

Model 63351

3-burner  
**NOW \$1239<sup>00</sup>**

Model 63251: 2-burners  
**NOW \$1199<sup>00</sup>**



## LIFE SLING II

Overboard  
Rescue System

**NOW  
\$99<sup>00</sup>**

Includes rugged & rail-mountable storage bag with quick-deploy flap. 12.5' high visibility floating braid with horseshoe sling.



## DOCK-RITE

Boat Fenders



6.5" x 21" • **NOW \$18<sup>99</sup>**

8.5" x 27" • **NOW \$29<sup>99</sup>**

## FORESPAR M.O.B. POLE

USCG Approved



M.O.B. Pole

#202018

[OP120]

List \$193.35

**NOW \$149<sup>99</sup>**

## BLACK & DECKER POLISHER

1000-3000RPM



**NOW  
\$69<sup>99</sup>**

## AIR HORN

Rechargeable



Save money on refills! Fill with bicycle pump or at gas station (250psi max)

Horn **NOW \$19<sup>99</sup>**

Horn w/hand pump **NOW \$24<sup>99</sup>**

## GOLDBRAID

Nylon Dock Lines

With approx 12" loop in 1 end.



3/8" x 15'.... **\$10<sup>95</sup>**    1/2" x 20'.... **\$16<sup>95</sup>**

3/8" x 20'.... **\$12<sup>99</sup>**    5/8" x 20'.... **\$24<sup>95</sup>**

1/2" x 15'.... **\$16<sup>99</sup>**    5/8" x 25'.... **\$29<sup>95</sup>**

## MUSTANG

Survival Suite



Model MIS230

Size: Adult Uni.

List \$530.99

**NOW \$399<sup>00</sup>**

205 Cutting Blvd, Corner of 2nd, Richmond

**510-233-1988 • FAX 233-1989**

Mon-Sat: 8:30am - 5pm • Sun: 10am - 4pm • [whalepoint@acehardware.com](mailto:whalepoint@acehardware.com)

Go to [WhalePointMarine.com](http://WhalePointMarine.com) for additional discounts!

## 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-



# MODERN SAILING SCHOOL & CLUB

Sausalito, CA

[www.ModernSailing.com](http://www.ModernSailing.com) (415) 331-8250

## Get your Captain's License



May 2 - 14  
2 week intensive

**OUPV LICENSE - \$995  
100 TON LICENSE - \$1195**

Our GUARANTEED, U.S. Coast Guard Approved course will prepare you for all elements of the exam, guide you through the application process, and conclude with on-site testing.

## Last Minute Specials

**Greece / Turkey  
ONLY TWO SPOTS LEFT!**

LEG 1: April 20 - 30, 2011 (Skiathos to Lesvos)  
LEG 2: May 3 - 13, 2011 (Lesvos to Kos)

[Call for Special Pricing!](#)

**ASA OUTSTANDING SCHOOL 2009 & 2010**



## OPEN HOUSE - APRIL 30

10:30am - 5pm

- View our professionally maintained fleet
- Meet our members and staff
- Tour the club

**FREE Sailboat Rides  
Complimentary Food & Beverage**



## Upcoming Events

- April 9 - 12-Volt Clinic (9am - 3pm)  
April 17 - Golden Gate Yacht Club Brunch and Sail-In (10am - 4pm)  
April 20 - Wednesday Night Bay Sail (5 - 7:30pm)  
April 22 - 24 - Napa Flotilla and Club Cruise Out



**FREE QUOTES**

**10,000 SAILS  
IN STOCK**

[www.BaconSails.com](http://www.BaconSails.com)

*Search online – list updated daily*

## BACON SAILS AND MARINE SUPPLIES

116 Legion Avenue Annapolis MD 21401

(410) 263-4880

**THIS YACHT MAINTAINED  
BY:**

**Stem To Stern**

**FOR ALL CONCERNS, PLEASE CALL:  
(510) 681-3831**

Captain John\* saw to my 48' Californian as if it was his own. He knows all the right people. He took my boat to the yard for a bottom coat and managed that project just like he manages engine maintenance, diving and deck cleaning at the dock. I call him for everything.

Frank Galloivich

\*Captain John Curry is owner of **Stem to Stern**, a premier leader in boating services with trained instructors, licensed captains and insured service providers.

Our vendors provide services from general maintenance to major repairs so you can spend more time enjoying your boat.

Check out our website for a list of all our services at

[www.StemtoSternSF.com](http://www.StemtoSternSF.com)

Or call (510) 681-3831

**We Take the Work Out of Owning a Boat**



**HOGIN  
SAILS**



**Call us today to discuss your sail inventory.**

## **HOGIN SAILS**

- New racing and cruising sails
- Roller furling conversions
- Repair and service
- Boom and canvas covers
- ATN spinnaker/genoa sleeves
- All sails manufactured at our Alameda loft

### **ASK ABOUT OUR BOAT SHOW SPECIALS!**

See us at



Jack London Square  
April 14-17

**510.523.4388**  
**1801-D Clement Avenue**  
**Alameda, CA 94501**  
**[sales@hoginsails.com](mailto:sales@hoginsails.com)**  
**[www.hoginsails.com](http://www.hoginsails.com)**

## **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](http://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.

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



# INSURING YACHTS FOR OVER 50 YEARS

Providing Cruisers and Racers All Over the World  
with Prompt, Reliable Service since 1959

Contact Us for a Quote

Exclusive  
**MARINERS Odyssey® Program**  
Mexico  
South America  
South Pacific  
Caribbean  
Mediterranean

[www.marinersins.com](http://www.marinersins.com)

Racing Sailboat Program  
TransPac  
Pacific Cup  
PV / Cabo Races  
Caribbean Regattas

N. California  
[boomeins@aol.com](mailto:boomeins@aol.com)  
800-853-6504

L.A./Orange Co.  
800-992-4443

San Diego  
800-639-0002

Puerto Vallarta  
52-322-297-6440  
East Coast  
Bradenton, FL  
800-914-9928



## QUALITY COVERAGE AVAILABLE IN MEXICO

Mariners Insurance Mexico offers insurance programs for health, homes, autos, motorcycles and yachts in Mexico.

[www.marinersmexico.com](http://www.marinersmexico.com)

Corporate Office: 206 Riverside Ave., Suite A, Newport Beach, CA 92663 / Ins. Lic. #0D36887

**COASTAL**  
BATTERIES

The only AGM L-16  
400 AMP hour completely  
manufactured in the USA

150 AMP  
hour  
group 30

CUSTOM  
BATTERY  
CABLES  
& LUGS

Crafted for quality in the U.S.A.

**MAGNUM**  
INVERTERS

- Serving all of Orange County
- Free Dockside Delivery
- Free Core Pickup
- Custom Battery Cables
- Fully-Stocked Warehouse for Same-Day Delivery
- Battery Service & Charging Available
- Will-Call Available

### COMPLETE LINE OF WET CELL BATTERIES AVAILABLE

1725 Monrovia Ave., Unit B3  
Costa Mesa, CA 92627  
**949-722-1027**  
Fax 949-722-8406

distributor for  
**LIFELINE**  
...the heart of your system®  
**PREMIUM AGM BATTERIES**

Store Hours: 8:00 am to 4:30 pm Monday thru Friday

## NAPA VALLEY MARINA = SERVICE



CALL  
US  
TODAY!

- Engine repair – diesel and gas
- Outdrive repair
- Gel Coat Repair
- Shaft Alignment
- Bottom Jobs – **AWLGRIP** Paints

*California's Largest Dry Storage Facility*

## NAPA VALLEY MARINA

1200 Milton Road • Napa, CA 94559

**(707) 252-8011** • Fax (707) 252-0851

[www.napavalleymarina.com](http://www.napavalleymarina.com)

Marina • Boatyard • Chandlery • Brokerage

Dealers for  
**YANMAR**

**X Interlux**  
yachtpaint.com

Distributors for  
**Brownell**  
Boat Stands

# Ready for Vallejo?

FREE RIG  
INSPECTION\*



Cal 40 Shaman

## BE PREPARED AND SAVE ON:

- Jib/mainsheet replacement/splicing
- Halyard replacement
- Lifelines/Rigging
- Hardware upgrade/replacement
- Rig inspection/tune-up

## SAIL SAFER AND FASTER WITH EASOM RIGGING

\*Call to schedule a FREE pre-race inspection. Limited to five boats in April.



### Easom Racing and Rigging

1150 Brickyard Cove Rd., Suite 201  
Point Richmond, CA 94801

**(510) 232-SAIL (7245)**

[www.easomrigging.com](http://www.easomrigging.com)

Affordable Grand Prix experience  
for the racer/cruiser.

## 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

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.

Since you seem to know Southern California as well as



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

# Buy an Ullman Dacron sail and get a FREE set of sheets\*



Contact your local Ullman loft today for details and a FREE quote.

Newport Beach	Marina del Rey	San Francisco
714.432.1860	310.645.0196	415.332.4117
Long Beach	Santa Barbara	Ventura
562.598.9441	805.965.4538	805.644.9579

[www.ullmansailswestcoast.com](http://www.ullmansailswestcoast.com)

Arizona	602.499.3844
Santa Cruz	831.295.8290



\* Sail must be constructed using Bainbridge Dacron. Sheets will be for sail ordered, i.e. Jib sheets for a Jib, etc...

Looking For  
Smooth Sailing?

Marin  
Convention & Visitors Bureau  
[visitMarin.org](http://visitMarin.org)  
866.925.2060

**15TH Annual Warehouse Sale**  
March 31 - April 3, 2011 ★ Lowest Prices of the Year!  
Save at [www.defender.com](http://www.defender.com), by phone or in our CT facility!

tacktick  
WIRELESS  
by SUUNTO

**T038 Wireless  
Speed, Depth,  
Wind Package**

- Includes 3 displays, speed/depth pod and wind transmitter
- Completely wireless wind transmitter - 12V required for displays & pods
- Display backlighting for night sailing
- Completely waterproof to 10 meters
- Item 258400 • List \$1869.99



Only  
**\$1549.99**

# Defender®

[www.defender.com](http://www.defender.com)  
800-628-8225 • [info@defender.com](mailto:info@defender.com)

THE BRANDS YOU WANT AND TRUST IN STOCK FOR LESS

Most orders placed by 4PM ship the same day!



## Are you ready for the boating season?



Bismarck Dinius

### CHECKLIST:

- |  |   |
|--|---|
| <input checked="" type="checkbox"/> Life Jackets | <input checked="" type="checkbox"/> Water     |
| <input checked="" type="checkbox"/> Boat Keys    | <input checked="" type="checkbox"/> Sunscreen |
| <input checked="" type="checkbox"/> Food         | <input checked="" type="checkbox"/> Insurance |

You've cleared the leaves, uncovered the boat, charged the battery, checked rigging and fired up the motor. Did you review your insurance coverage?

Most boat owners know it's a smart idea to inspect your boat on an annual basis. It's also a smart idea to review your insurance coverage, just in case a problem occurs either on the water or while transporting your boat.

Changes occur both in our lives as well as the insurance industry that can affect your protection. Make sure you have the right coverage for the upcoming boating season.

#### Does your coverage include...

- Towing and salvage
- Mexico navigation
- Pollution coverage
- Personal property

**We can provide a free review of your current coverages, assess your needs, and provide a free quote.**

Contact me at: **BISMARCK DINIUS**

**(916) 698-9001 • bdinius@farmersagent.com**



CA License  
# OH03916



## WE'VE MOVED!

Deep water access at KKMI.

Stop in to see our new shop!



Beneteau 40

- Classic dodgers and biminis
- Drop-top folding dodgers
- Enclosures • Custom canvas

560 W. Cutting Blvd., #2  
Richmond, CA 94804  
Inside the KKMI boatyard

**(510) 234-4400**

Quality  
Yacht  
Canvas

## 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



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

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

# Serious Fun

**Hobie is thrilled to introduce an exciting new member of our fleet.**

**The Hobie Mirage Tandem Island** is the big brother of our Hobie Mirage Adventure Island and twice the fun. Plenty of room for the skipper and crew, with total control of the roller furling sail and the large Twist and Stow rudder from either high back padded seat. Inspired by Polynesian multihulls, this 18' 6" trimaran "sail-yak" includes state-of-the-art features and comfort, plus two patented MirageDrives with Turbo Fins. So choose a partner and enjoy the ride.

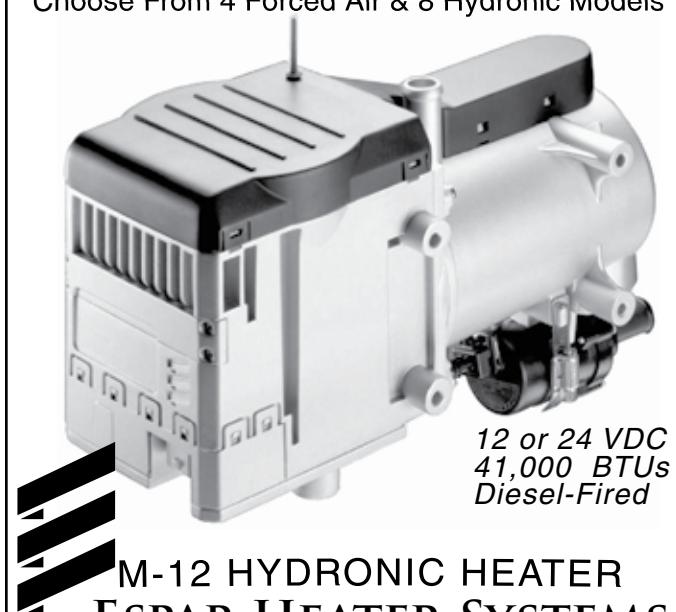
POWERED BY BOAT OF THE YEAR SAILING WORLD 2011

**Hobie** [hobiecat.com](http://hobiecat.com)

## ESPAR: FOR EXCELLENCE

### Don't Settle for Anything Less

Choose From 4 Forced Air & 8 Hydronic Models



### M-12 HYDRONIC HEATER ESPAR HEATER SYSTEMS

**BOATELECTRIC** Helping you cruise in comfort since 1968  
(206) 281-7570 • (800) 458-5680  
[www.boatelectric.com](http://www.boatelectric.com)  
2520 Westlake Ave. N. • Seattle, WA 98109

See us at Strictly Sail Show - Swedish Marine's Booths # 226/227

Wave, Bravo,  
Full Line of Sailboats,  
Hobie Peddle,  
Sail Kayaks, and  
the New Adventure  
Island Tandem.

Northern California's Largest Hobie Dealer - 24th Anniversary!

## Catalina // Yachts

**Small Boat Specialists  
New and Used**

(800) 499-SAIL  
(707) 542-SAIL

Over 20 Sailboat Models Available • Many Reconditioned and Demo Boats Also Available

Consignment Boats Welcome!



**WINDTOYS**

Wind and Water Sports Center

3019 Santa Rosa Ave., Santa Rosa, CA 95407

(800) 499-SAIL • (707) 542-SAIL

**WINDRIDER**  
- TRIMARANS -

Rowing & Sailing Dinghies and a  
Complete Line of Kayaks, Small Boat  
Chandlery, Parts and Accessories

# Sail Monterey Bay

- Basic to offshore sailing courses

ASA Certification

## Bareboat Charter Fleet

Reciprocal Charter Privileges with seasoned  
ASA & US Sailing Bareboat Certified Sailors

## Corporate Team Building Regattas

# PACIFIC YACHTING



Santa Cruz Harbor  
[sail@cruzio.com](mailto:sail@cruzio.com)

April-May Specials  
with this ad-  
20% off Basic  
Sailing Course  
10% off 8-Day  
Liveaboard  
Course

800-374-2626 • 831-423-SAIL  
[www.pacificsail.com](http://www.pacificsail.com)

# 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.

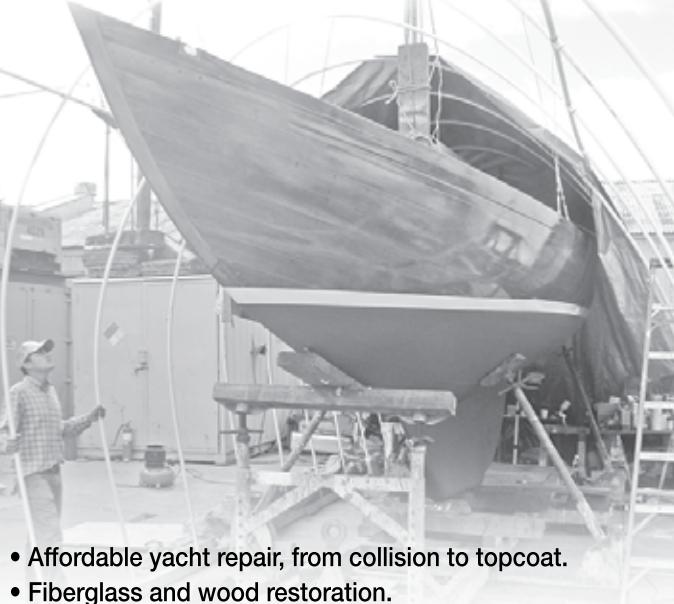
Graham Johnson & Maggie Castle  
*Carpe Diem, DownEaster 38*  
San Diego

*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

You may remember that in the last issue I recommended

## Marin Yacht Works



- Affordable yacht repair, from collision to topcoat.
- Fiberglass and wood restoration.
- Paint and gelcoat resurfacing.
- Fine craftsmanship, all work guaranteed and insured.
- Comprehensive monthly maintenance available, to assure you have an excellent time on your yacht every time.

Call Noah Oppenheim  
**(415) 450-8668**

# OPENING DAY ON THE BAY – MAY 1



From Hwy 101, take the Sierra Point Pkwy exit and follow the signs to the marina.

**GREAT LOCATION!** Just minutes to Central Bay sailing.

**GREAT RATES!** Starting at \$5.90/foot!

**MARINA GREEN** with picnic/BBQ areas, Bay Trail Access and FREE Wi-Fi.

**HOME OF THE SIERRA POINT YACHT CLUB**



400 Sierra Point Parkway  
Brisbane, CA 94005

[www.cibrisbane.ca.us](http://www.cibrisbane.ca.us)

(650) 583-6975

[harbormaster@cibrisbane.ca.us](mailto:harbormaster@cibrisbane.ca.us)

Now in our 43rd year!



All Mack Sails are Built to Last  
...and designed to be Fast



Every  
Mack Sail  
is  
Made in  
Our  
Stuart, Fla.  
Sail Loft



High Quality and Great Customer Service  
Have Certainly Made Mack Sails...

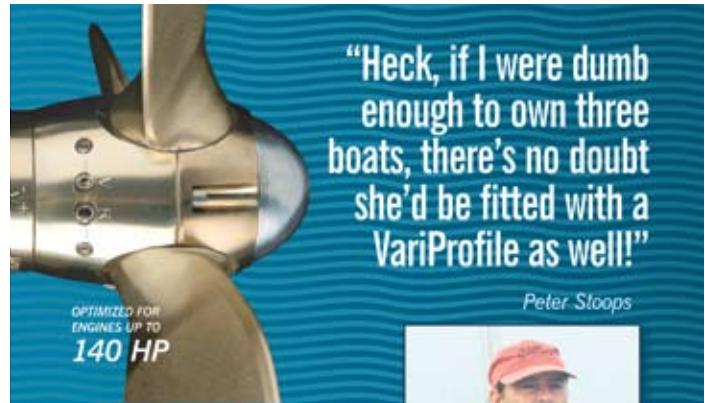
*the Biggest Small Loft in the USA*

**MACK  
SAILS**

3129 SE DOMINICA TERR.  
STUART, FL 34997  
(772) 283-2306  
FAX (772) 283-2433

(800) 428-1384  
(772) 283-2306  
[INFO@MACKSAILS.COM](mailto:INFO@MACKSAILS.COM)  
[WWW.MACKSAILS.COM](http://WWW.MACKSAILS.COM)

Also See Us for Rigging, Hardware and Electronics — We Ship Everywhere



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.



**VARIPROFILE**  
Feathering Propeller

207-354-7064 | [info@varipropusa.com](mailto:info@varipropusa.com) | [www.varipropusa.com](http://www.varipropusa.com)

SEAS SHINE

## Service of the Month POLISHING

A buffed boat not only looks great,  
but will hold its shine and value for longer!

Call for a buff!

### ADDITIONAL SERVICES

Interior Cleaning • Detailing • Maintenance  
Washdown • Carpet & Cushion Cleaning

Fully Insured & Marina Approved  
Serving the Bay Area Since 1986  
Call now for a Free Estimate

510 428-2522 or 415 457-6300

[www.seashine.net](http://www.seashine.net)

## Wear Your Support



T-SHIRTS  
[www.boatlettering411.com/  
orderform.jpg](http://www.boatlettering411.com/orderform.jpg)

## 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 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.



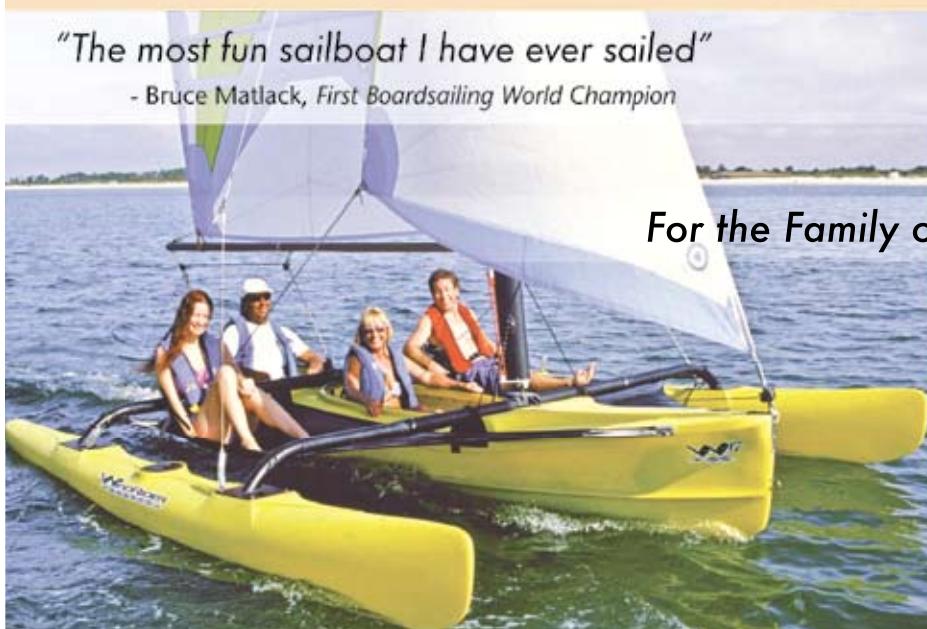
*The Mondeaus recently finished a very intensive refit of their Cal 2-27 'Carmela'.*



**Choose your fun – you only need one**

*"The most fun sailboat I have ever sailed"*

- Bruce Matlack, First Boardsailing World Champion



Visit [www.windrider.com/LT](http://www.windrider.com/LT) to view a special offer -  
or call 612-338-2170 and ask for a video and nearest location

**FREE GIFT OFFER**

**WindRider**

RIG FASTER • LAUNCH FASTER  
LEARN FASTER • TURN HEADS FASTER  
FLY FASTER

*...and almost impossible to flip*

**For the Family or Pure Exhilaration**



**The secret to our beauty  
is nuts.**

**(No, really. It's nuts.)**

One of the reasons our hardware is as beautiful as it is strong is that we tumble it for up to 24 hours in a machine full of pellets made from walnuts among other things.

The results speak for themselves.

**SCHAEFER**  
**LEGENDARY STRENGTH**

508.995.9511 [SCHAEFERMARINE.COM](http://SCHAEFERMARINE.COM)



## MARINE OUTBOARD

since 1990

**OUTBOARD SALES, SERVICE, REPAIR, PARTS**

**(415) 332-8020**

- Open six days a week • New and used engines
- One-year warranty on all work performed



Nissan  
Tohatsu  
Johnson  
Evinrude  
Honda  
Mariner  
Mercury  
Yamaha



*If we're not maintaining your  
outboard, you've missed the boat!*

**Conveniently located at Libertyship Marina**

**35 Libertyship Way • Sausalito, CA 94965**

**TAYANA 48 DECK SALON****Tayana 54****Tayana 58****Tayana 64****Tayana 72**

SISTERSHIP

**1983 TAYANA 55**

Just back from Hawaii.  
Fully equipped. New LPU.  
**\$315,000**



**2006 TAYANA 48 CC** South Pacific  
vet with everything you need to go.  
3 stateroom version in great shape.  
**\$425,000**

**2000 BENETEAU 321**

Excellent condition with low hours  
on Yanmar diesel. Air/heat, autopilot,  
plotter, bimini. **\$79,000**

**2005 TAYANA 48 CC**

Mexico vet. In great shape and  
loaded with everything you need.  
**\$435,000**

**1979 BABA 30**

Classic bluewater cruiser designed by  
Robert Perry. Bristol condition and  
ready for her next captain. **\$54,500**

**1984 TAYANA 37**

This is the one you want. Perfect  
shape with lots of new upgrades  
and electronics! **\$119,000**

**1984 LANCER 40 CC**

Roomy center cockpit model. Recent  
refit includes new standing rigging,  
sails, and Volvo diesel. **\$59,000**

**1976 CHEOY LEE MIDSHIPMAN**

Center cockpit with full enclosure. 160  
hours on Yanmar diesel. Autopilot, ra-  
dar, chart plotter, cabin heater. **\$59,000**

**Pacific Yacht Imports**[www.pacificyachtingimports.net](http://www.pacificyachtingimports.net)

Grand Marina • 2051 Grand St., Alameda, CA 94501  
Tel (510) 865-2541 • [tayana@mindspring.com](mailto:tayana@mindspring.com)

**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

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-raff 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



LATITUDE / RICHARD

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

# Our MARINE STORE has your parts and supplies **YOU NEED IT – WE'LL FIND IT!**

Monday-Friday 7:30 a.m. to 4:00 p.m.



## SAN FRANCISCO BOAT WORKS

835 Terry A. François St., San Francisco, CA 94158  
(415) 626-3275 Fax (415) 626-9172

[www.sfboatworks.com](http://www.sfboatworks.com) info@sfboatworks.net

*Be our guest for lunch at the historic Ramp Restaurant\**

\*Some restrictions apply



We're so close,  
you could swim over!

**Order parts online!**

**Request a haul-out  
online!**

**Call us seven days  
a week!**



## SEA FROST®



### COOL IT YOURSELF!

Refrigeration has never been easier. Sea Frost's compact and powerful, 12-volt BD refrigeration conversion kit comes pre-charged and ready for owner installation.

*Sea Frost...Quality at an affordable price!*

#### Local Dealers:

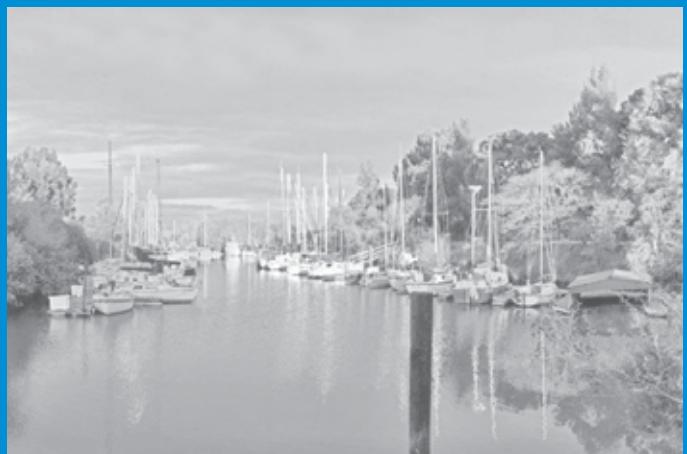
Anderson Refrigeration Co. \* Alameda, CA  
(510) 521-3111

Poole Refrigeration Service \* Alameda, CA  
(510) 523-3495

[www.seafrost.com](http://www.seafrost.com)

## SAILBOATS ONLY

[www.hiddenharbormarina.com](http://www.hiddenharbormarina.com)



**Peace and tranquility  
in the middle of it all.®**

## MORE SAVINGS! MORE FUN!

You are invited to our Open House  
on April 23rd from 11am-3pm

Stop by and meet our staff, mingle with our members and take a **free sail** on one of our fleet boats.

Give us a call or stop by our booth at the Strictly Sail boat show to take advantage of our Boat Show specials—many classes are as much as **50% off regular rates!**



### Tradewinds Sailing School and Club

More Experience. More Time on the Water. More Fun.  
2580 Spinnaker Way, Richmond, CA 94804, (510) 232-7999

## 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—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.

We pay \$310/month to anchor in the outer Gustavia Harbor with the likes of the biggest megayachts in the world. Roman Abramovich pays over \$50,000 a year to do the same thing with his two big yachts, but we don't think he has any more fun. If you want to be super thrifty, you can anchor just outside the



### Lowrie Yacht Harbor INC.

In central Marin, convenient to Delta & Golden Gate  
Family owned & operated since 1948

- **\$6.50** per foot – Best Rates this side of the Bay
- 25' - 65' Berths Available
- Surge and Wind Protected – Out of the Fog
- Convenient Location – Warm and Sunny
- Whole Foods & Trader Joe's Nearby
- Office Space Available

**(415) 454-7595**

40 Pt. San Pedro Rd., San Rafael, CA 94901  
New Harbor Office Hours: M-F 9:30-4:30

LATITUDE / RICHARD



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

outside, where if you stay for awhile, you'll become part of a great, wildly diverse and ever-changing community.

We pay \$310/month to anchor in the outer Gustavia Harbor with the likes of the biggest megayachts in the world. Roman Abramovich pays over \$50,000 a year to do the same thing with his two big yachts, but we don't think he has any more fun. If you want to be super thrifty, you can anchor just outside the

# ONE JUST FOR YOU

With almost 500 slips in all configurations,  
Fortman Marina has one just for you.

Come visit or stay and you'll come  
to appreciate our family-style  
operation and comfortable berthing.

**Covered Berth –**  
Sun protection for brightwork

Fortman Marina – an impressive history  
updated with contemporary amenities

*Considering a move?*  
Contact us for excellent rates:  
**(510) 522-9080**  
**www.fortman.com**

A quiet, well-protected cove with  
ample parking and amenities



## COAST MARINE

& INDUSTRIAL SUPPLY INC.

398 Jefferson St. San Francisco - On the Wharf.

Call Bruce Becker: (415) 673-1923  
**800-433-8050**  
Fax (415) 673-1927



**LIFE RAFT**  
Sales & Service



**U.S.C.G. Approved Testing Facility**

- ★ U.S.C.G. life raft facility for Solas commercial yacht and fisherman rafts
- ★ COMAR DEBARKATION LADDERS
- ★ COMAR PILOT LADDERS
- ★ COMAR WORK LADDERS
- ★ All U.S.C.G. approved



"World's longest  
tested ladder 320ft."

Major Distributor for:



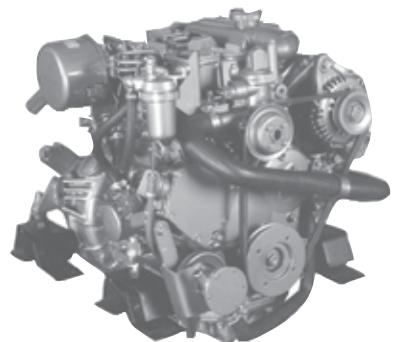
IN SAN DIEGO CALL OCEANS WEST 619 544-1900

## SAUSALITO



## LIST MARINE INC.

- Full service engine shop
- We service all makes
- Dockside facilities
- Mobile service trucks



**YANMAR**  
marine

P.O. BOX 2008 / 69 LIBERTY SHIP WAY • SAUSALITO, CA 94966  
Adjacent to Schoonmaker Pt. Marina

**415•332•5478**

**www.listmarine.com**



## MARINE INSURANCE SPECIALISTS

**Your best source for Yacht and Boat Insurance tailored to your needs and competitively priced**

### We Insure:

Sail or Power ♦ Classic or Contemporary  
Fiberglass ♦ Aluminum ♦ Steel ♦ Wood

At Heritage Marine Insurance you will find knowledgeable insurance professionals who provide the best service and the finest coverage available today.

Please contact us for a quote

[www.heritagemarineinsurance.com](http://www.heritagemarineinsurance.com)

**800-959-3047**

Fax 860-572-5919

Email: [classics@heritagemarineinsurance.com](mailto:classics@heritagemarineinsurance.com)

## Visit us at Strictly Sail!

April 14 - 17 Booth 820 & 822  
(at entrance to boats)

Visit - [www.clubnautique.net/StrictlySail](http://www.clubnautique.net/StrictlySail)  
for discount tickets

LEARN  
ABOUT...

★ Lessons  
★ Charters

★ Placing a New Beneteau in  
the Club Nautique Fleet!



Alameda  
510-865-4700  
Sausalito  
415-332-8001

**Club**  
**Nautique**  
[www.clubnautique.net](http://www.clubnautique.net)

## 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

# COME VISIT COYOTE POINT MARINA

*The Peninsula's Complete Recreational Destination!*



RECENTLY  
DREDGED!



Multihull  
side ties available  
up to 40 ft.

## BERTHING

- ▶ Slips to 40' available
- ▶ Inside ties from \$85 per mo.
- ▶ Multihull side ties available
- ▶ Check out our rates!



## FUEL DOCK & PUMP OUT

- ▶ Open 7 days per week
- ▶ Gas and diesel available
- ▶ Check our prices
- ▶ Free pump outs

COYOTE POINT MARINA ~ 1900 Coyote Point Drive • San Mateo

**650.573.2594**

## Ventura Harbor Boatyard

*A First Class Full Service Facility*

**(805) 654-1433**

- Two Travelifts
- Haul Outs to 160 Tons
- Experienced Staff
- Competitive Rates
- Do-It-Yourselfers Welcome



1415 Spinnaker Drive, Ventura, CA 93001



[www.vhby.com](http://www.vhby.com)



## FULL SERVICE MOBILE RIGGING



Competitive Rates • 17 years experience  
Firm labor quotes on most projects



yachtcheck@yahoo.com



Call John Hansen  
**(510) 815-4420**

# Come Join The Fun



Springtime  
Membership Specials  
Monthly Cruise-Outs  
Host 25 Races/Year  
20+ Social Events/Year  
Full Dining/Bar  
OYC Owns 220 Slips

**Oakland Yacht Club**  
in Alameda, CA      *Est. 1913*  
Friendliest Yacht Club on the Bay  
[www.oaklandyachtclub.com](http://www.oaklandyachtclub.com)  
(510) 522-6868

## 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](http://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, mailing 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](mailto:richard@latitude38.com). You can also mail them to 15 Locust, Mill Valley, CA, 94941, or fax them to (415) 383-5816.

**BOSTON WHALER**

HONDA MARINE

Powered by reliable and fuel efficient Honda 4 stroke outboards

Visit our ACCESSORIES SHOWROOM

**Costco Members Specials!**

We have a large selection of outboards at Special Prices! Now is the time to repower your boat and SAVE!

Always wear a personal flotation device while boating and read your owner's manual. ©2011 American Honda Motor Co., Inc.

**REPOWER SPECIALS!**

**Outboard Motor Shop**  
(800) 726-2848  
(510) 533-9290

1926 - 2011  
Your Bay Area Dealer  
For 85 Years  
333 Kennedy Street  
Oakland, CA 94606  
[www.outboardmotorshop.com](http://www.outboardmotorshop.com)

All Prices INCLUDE freight & prep, plus tax & license only.

# The Newest Class on the Bay

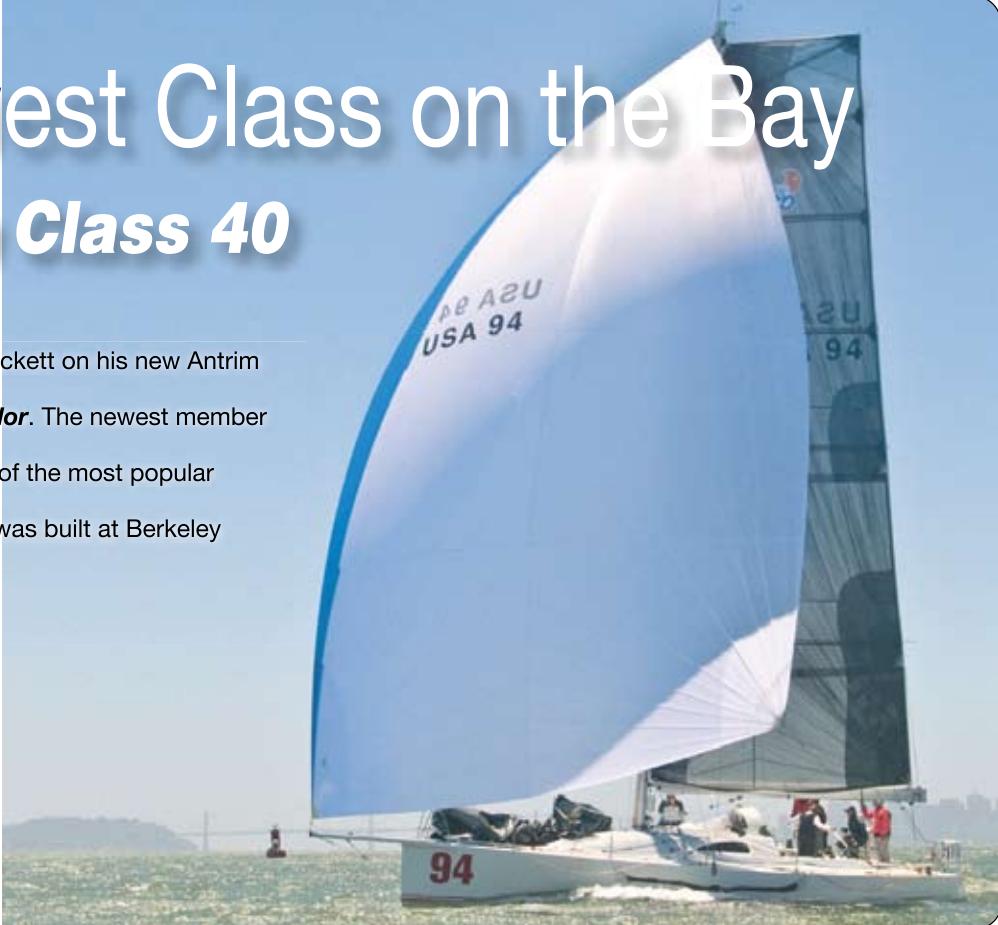
## **The Antrim Class 40**

**C**ongratulations to Buzz Blackett on his new Antrim Class 40, *California Condor*. The newest member of the fleet, which is already one of the most popular ocean racing classes in Europe, was built at Berkeley Marine Center.



*The yard that  
works for you!*

[www.berkeleymarine.com](http://www.berkeleymarine.com)



### OYSTER POINT Marina/Park



*A full service marina located in South San Francisco with berthing and guest dockage available*

For information and pricing call

**(650) 952-0808**

[www.smharbor.com/oysterpoint](http://www.smharbor.com/oysterpoint)

See us at



PACIFIC  
Jack London Square  
April 14-17

### BOAT SHOW SPECIALS



**ONLY AT THE  
SHOW!**



**SAVE AT STRICTLY SAIL PACIFIC**  
*Buy now for summer sailing and fall cruising.*

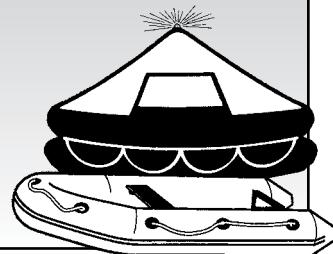
**SAL'S  
INFLATABLE  
SERVICES, INC.**

**PHONE (510) 522-1824**

**FAX (510) 522-1064**

1914 Stanford St., Alameda 94501  
[salsinflatables@sbcglobal.net](mailto:salsinflatables@sbcglobal.net)  
[www.salsinflatableservices.com](http://www.salsinflatableservices.com)

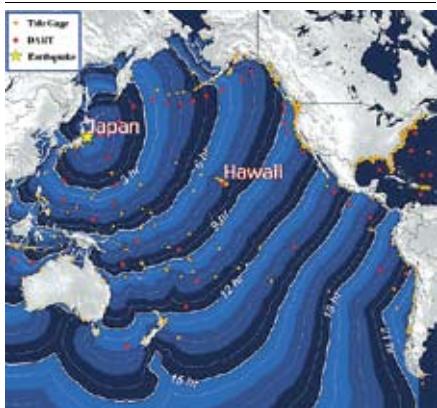
**SALES • SERVICE  
RENTAL • REPAIR**



# SIGHTINGS

## 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 tremor 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.**

# SIGHTINGS

## 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.*

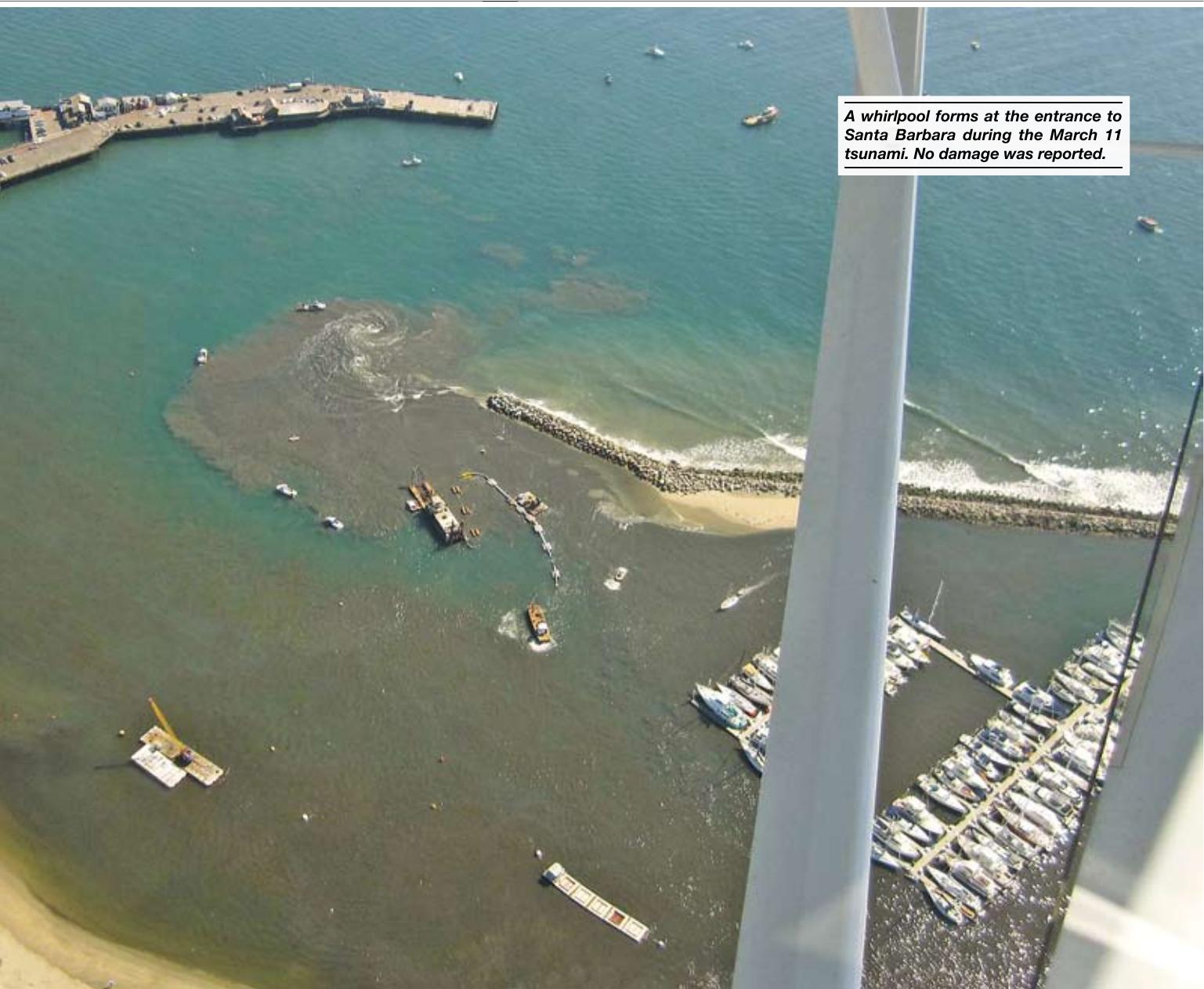
## tsunami — cont'd

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.*

# 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

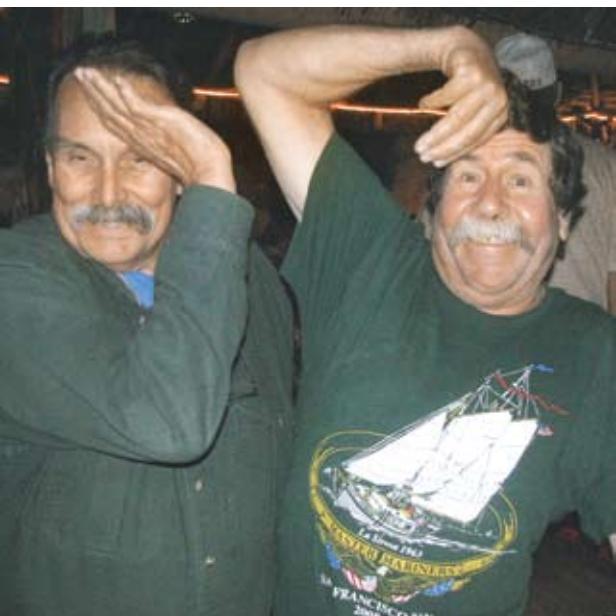
# SIGHTINGS

## 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 cuuuuite?; 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,



DAVID WILSON

*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

continued on outside column of next sightings page

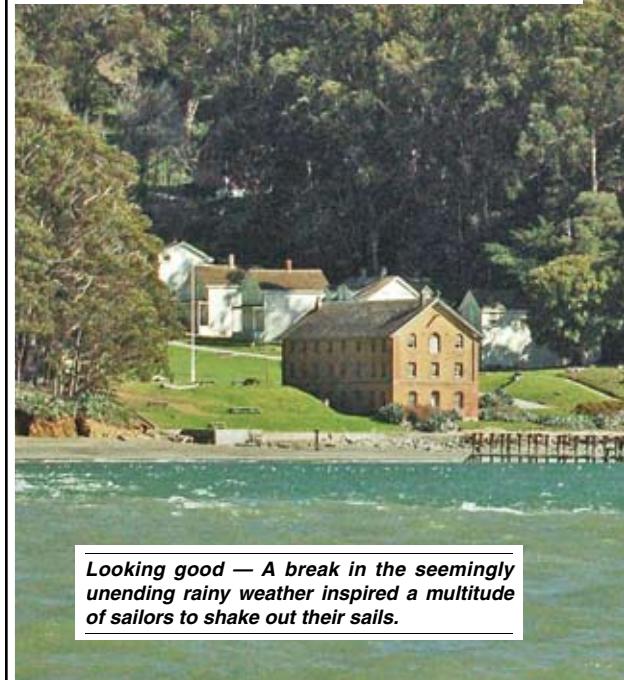
## verutti

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.*

## — 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 *Meredes*."

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

continued on outside column of next sightings page



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



*Creaming to weather is a pleasure.*



# 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

continued on outside column of next sightings page

## find it all

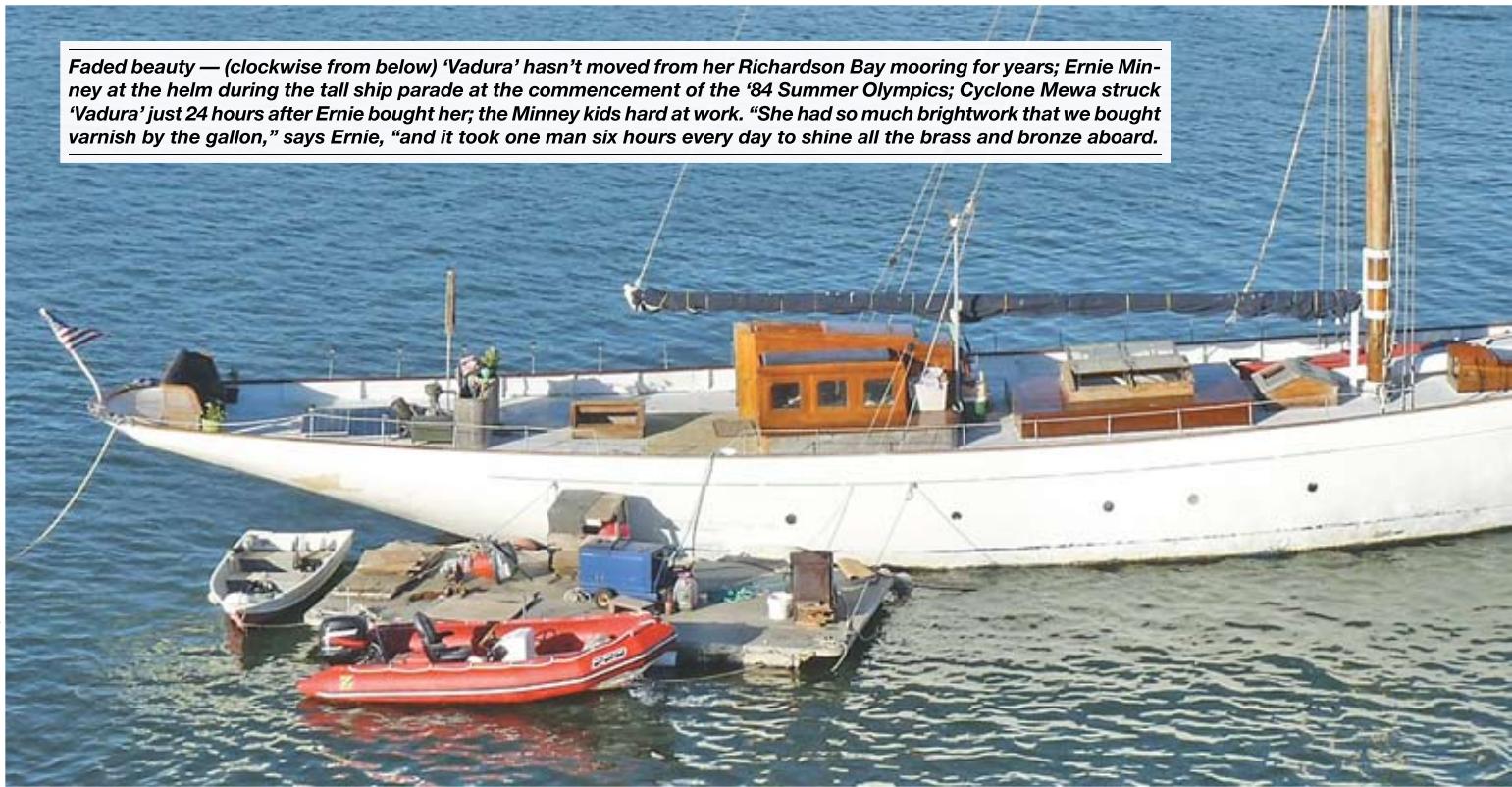
Bay Area sailors are lucky for all sorts of reasons. Not only do we have more consistent wind than almost anywhere else in the nation, but the San Francisco Bay is world-renowned as one of the most dramatically beautiful sailing venues on earth. Plus, every April our Bay hosts the biggest sail-only boat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

continued on outside column of next sightings page



ERNE 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.



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

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.**

# SIGHTINGS

## — 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

continued on outside column of next sightings page



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

ALL PHOTOS TIM SELL

# 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.

continued on outside column of next sightings page

## ***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

# SIGHTINGS

## underway

to become the oldest female nonstop solo circumnavigator. With a severely damaged windscreens/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.

continued in middle column of next sightings page



## 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](mailto:wholebird@gmail.com).

—john hulburd



JOHN HULBURD

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

# SIGHTINGS

## 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

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 line-up, 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 Svhuis, who had a big, bushy beard he hadn't shaved in years!"

PETER MOLNAR



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

## nereida

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 Svhuis shaved his beard at 40°S.

continued on outside column of next sightings page

## — 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.svnereida.com](http://www.svnereida.com).

— ladonna

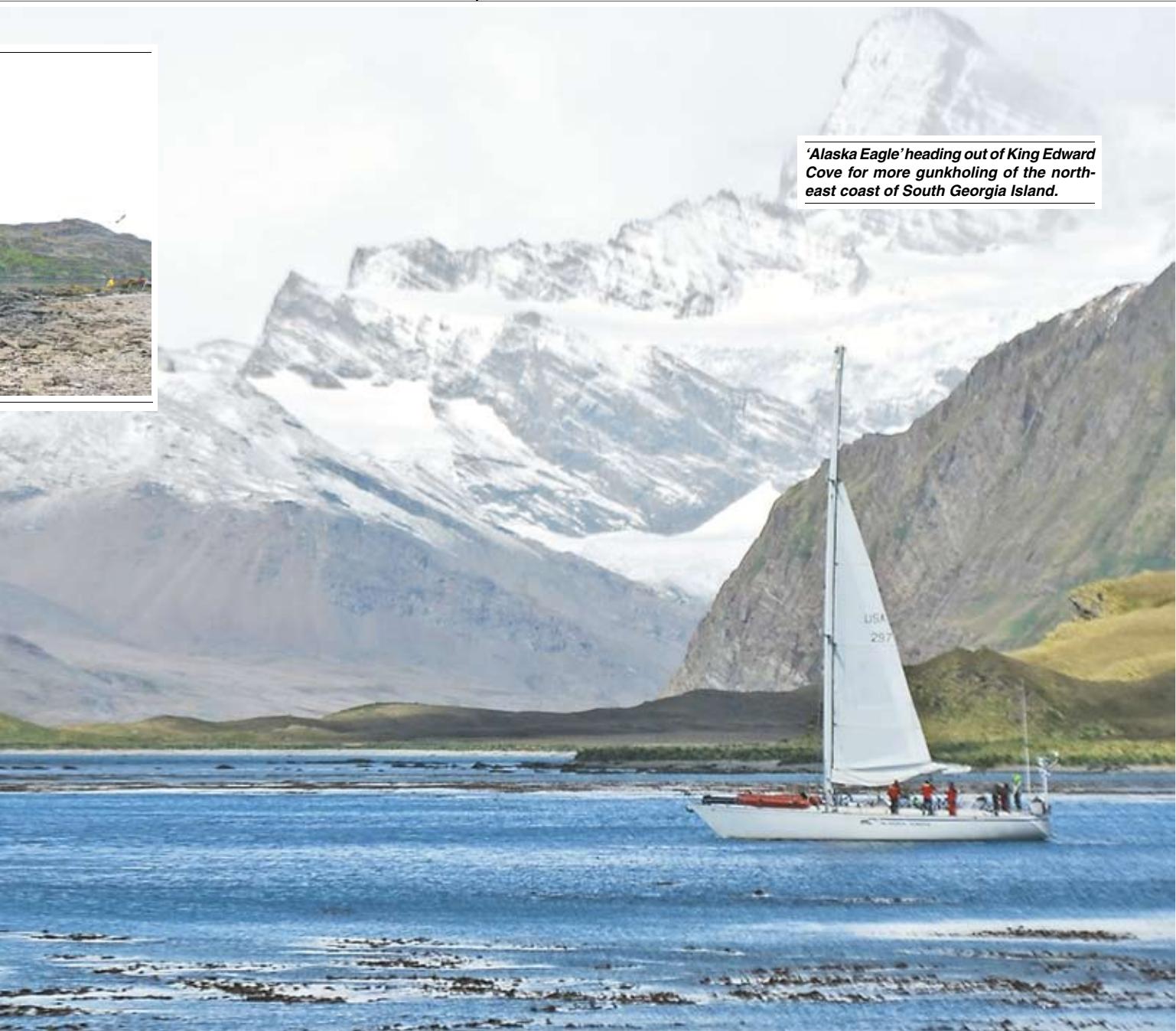
## alaska eagle — cont'd

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](http://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.



SPREAD: ASHLEY PERRIN; ALL OTHERS PETER MOLNAR

# AMERICA'S CUP 34

**O**n-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



# — SAN FRANCISCO BAY



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](http://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 Möet 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](mailto: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/rj

# WEAR GLASSES TO READ?

Barz Optics produce a range of glass, CR 39, polycarbonate and acetate polarized sunglasses.



### KELSO

Fully polarized polycarbonate lenses.  
The convenience of sunglasses that you  
can also read with.



### STRADDIE

Polarized sunglasses with non-polarized reader lenses.  
Ideal for reading digital instrumentation, GPSs,  
your mobile or tying tackle.

Barz Optics  
11/4 Leda Drive, Burleigh Heads, Qld. Australia 4220  
Ph: 011 61 755764365

**Barz Optics**  
[www.barzoptics.com](http://www.barzoptics.com) **Australia**

**SEE US AT STRICTLY SAIL PACIFIC • BOOTH 759 • APRIL 14-17**

# Clean and Green.

## Thetford Marine Boat Wash

Removes dirt, bird droppings, exhaust fallout and more!



DfE  
recognized  
by the EPA

Check out  
Thetford  
Marine's  
other DfE  
products,  
too!

[www.thetford.com](http://www.thetford.com)



## Award Winners!

### Boat Wash

"Our staff pick for best all-around green product"  
BoatUS Magazine, Sept. 2009



### Thetford Marine

The first-ever ECO Award.  
Boating Magazine,  
Oct. 2010



**THETFORD**  
**MARINE**

**YES!**

Mechanical fittings? **STA-LOK!**  
Swage fittings and Turnbuckles? **STA-LOK!**  
Available in the US and Canada? **STA-LOK!**  
Awesome quality? **STA-LOK!**

You already know us for our mechanical fittings; they've been around for some 35 years or more. But did you know that Sta-Lok manufactures a wide range of swage fittings and turnbuckles too? And they're the same fantastic quality as our mechanical fittings. So now you know!

The answer's **STA-LOK!**...  
...Now, what was your question again?

**STA-LOK®** Sta-Lok Terminals Inc.  
(910) 399-5206  
[www.stalokinc.com](http://www.stalokinc.com) [info@stalokinc.com](mailto:info@stalokinc.com)  
2725-1B Old Wrightsboro Road, Wilmington, NC 28405

## HANSEN RIGGING

RIG SHOP • 510.521.7027

**CALL NOW FOR SUMMER RACE PREP!**



2307 Blanding Ave., Suite G  
Alameda, CA 94501

30-year reputation for:

- Performance
- Quality
- Attention to detail

*Experience makes  
the difference!*

### Two Hot Boats... Getting Hotter!

Beneteau IOR  
summer race upgrade.

#### **BRING A FRIEND!**

(or don't let your competition  
get here first.)



[www.hansenrigging.com](http://www.hansenrigging.com)



# BIG DADDY REGATTA



ERIK SIMONSON/WWW.H2OSHOTS.COM



**H**ad 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.

**T**he 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/PUNEMEDIA



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 *Diane* 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/RUNMEDIA



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/RUNMEDIA

continue to attract more sailors in the coming years.

**S**aturday 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.



LATITUDE/ROB



LATITUDE/ROB



# — AWWWWESOME!



STEVE HOLLOWAY/RUNEMEDIA



STEVE HOLLOWAY/RUNEMEDIA

*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, multis almost always start later than the bulk of the monohulls. Second, the Bay Area Multihull Associa-

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*



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 multis compared to the monos 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/rг

#### 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'.*



# 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**, Soverel 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' 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 Erkelenz 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)

Complete results at: [www.richmondydc.org](http://www.richmondydc.org)

## AFTERGUARD SAILING ACADEMY - Great School, Affordable prices - Big heart

See us at  
Booth  
#701



1. SF Bay Confident Skipper Pkg \$1040



2. Global Charter Ready Pkg \$1140



3. Offshore Cruising Pkg \$1940



Youth Small & Keel Boat Summer Camps



Fun Sails - Estuary and Bay



Zero to Ocean Pkg \$3995  
Includes all 3 Packages

No Long-term contract nor monthly membership required for Afterguard Pkg Prices

**ASA Certification series**, challenges welcome, New Boat Owner Package...

Central Basin Marina in Oakland - CMH at TI **(510) 535-1954**, [www.afterguard.net](http://www.afterguard.net)

**GARHAUER**  
MARINE HARDWARE

*GREAT  
GEAR*

See us at



Jack London Square  
April 14-17



## *Quality stanchions and gates from Garhauer*

**W**hether you are replacing one stanchion or upgrading your entire boat, we manufacture a complete line of stanchions, bases and gates.

- Stanchion tubes available in 3 different tip styles
- Stanchions and gates can be made removable or with fixed bases.



**GARHAUER**  
MARINE HARDWARE

1082 West Ninth Street,  
Upland, California 91786

Phone: (909) 985-9993  
FAX: (909) 946-3913

email: [garhauer@garhauermarine.com](mailto:garhauer@garhauermarine.com)  
<http://www.garhauermarine.com>

# THE 5,000-MILE WAVE

**T**ough 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 whale blowing all around us, so we weren't complaining.

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](http://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 Coasters would open the Chetco bar for them. But even after the surges were over, the harbor was a mess.

John Boye  
Tom Thum  
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](http://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  
Rhumbline, Islander 30 Mk II



Lahaina saw plenty of damage but no state workers.

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



# — WESTERN PACIFIC TSUNAMI NOTES



USCG GROUP AIR STATION NORTH BEND

**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=Zgt8qBSZEn0](http://www.youtube.com/watch?v=Zgt8qBSZEn0)), 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](http://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.

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  
*Seaquestered, 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](http://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 'Electronic 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.

# 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. 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.



JOHN THOMPSON

*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

You're invited to...  
**Drop Anchor**  
at the Pittsburg Marina!

Pittsburg Marina

(925) 439-4958  
[www.pittsburgmarina.com](http://www.pittsburgmarina.com)  
51 Marina Blvd. ~ Suite E  
Pittsburg, CA 94565

- NEW GUEST DOCKS
- NEW FUEL DOCKS
- Valvtect Marine Fuels
- Saturday Farmer's Market in the summer
- Delta Discovery Cruises
- Delta View Golf Course
- Many nearby restaurants

**VALVTECT**  
MARINE FUEL

# Visit The Raymarine® Mobile Showroom

at the Spring Show • Jack London Square • Oakland, CA • April 14-17, 2011



## Raymarine Mobile Showroom

- See the latest Raymarine technology
- See and try the all new C-Series Widescreen & E-Series Widescreen
- Factory reps on hand

Take advantage of our special Boat Show Pricing and Rebates up to \$400 per unit purchased\*



Visit us at the  
Boat Show or at our Shop  
during the whole month of  
April for Special Boat Show  
pricing!

visit our mobile showroom



Raymarine® &  
**Star Marine**  
ELECTRONICS



C SERIES  
WIDESCREEN  
C-Series Rebates \$100-\$300

\*Rebates avail. April  
- July 4, 2011 on  
C-Series & E-Series  
MFD.



E SERIES  
WIDESCREEN  
E-Series Rebates \$200-\$400



**Star Marine**  
ELECTRONICS

Visit Our Showroom At  
333 Kennedy St. • Oakland, CA 94606  
510-533-0121  
[www.starmarineelectronics.com](http://www.starmarineelectronics.com)

An advertisement for North Sails direct. It features a sailboat on the water with a large sail that has the word "SAVE" printed on it. Below the sail, text reads "on North Sails quality, durability & performance!". The North Sails direct logo is at the bottom left, along with a red tape measure. The text "It's easy to measure your own boat and SAVE on the world's best cruising and racing sails. Log on to [nortsailsdirect.net](http://nortsailsdirect.net) or call 888-424-7328." is also present.

The East Bay's  
Largest Nautical  
Flea Market  
at  
**Encinal Yacht Club**  
1251 Pacific Marina  
Alameda, California

*Steer Your Way to Great Deals*

Household items also welcome  
(no large furniture or appliances)

Saturday, April 16  
6:00AM - 1:00PM

For Information Call  
**(510) 522-3272**

- Breakfast
- Lunch
- Beverages
- Space Rental \$20

[www.encinal.org](http://www.encinal.org)

# GET 'EM OFF THE COUCH —

**F**or 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



RICHARD GILLETTE

*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.*

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,



BILLY ZLOTOWSKI

# KIDS' ACCESS TO BAY SAILING



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](http://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](http://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](http://www.callofthesea.org))

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

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

GREG TARCZYNSKI



LATITUDE / ANDY

# GET 'EM OFF THE COUCH —

## A FULL MENU OF KIDS' SAILING OPTIONS

Investigate further details at: [www.latitude38.com/YRASchedule/youth.html](http://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](http://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.cpyc.com](http://www.cpyc.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](http://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; Wknds Feb-Apr; FJs (prov'd); Scholarships through Encinal Sailing Foundation.

**Golden Gate YC** — Dave Santori, (510) 693-9104, [www.ggyc.com](http://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](http://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.mpcyc.org](http://www.mpcyc.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.richmondydc.org](http://www.richmondydc.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 pm; 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](http://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 Optis, 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.sfy.org](http://www.sfy.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 Cty 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](http://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.sausalito yachtclub.org](http://www.sausalito yachtclub.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](http://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](http://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](http://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](http://www.pysf.us); Training & racing all yr; Sat & Sun practices & races; CFJs, 420s, Lasers, 29ers.

**Stockton Slg Club** — Leslie Pannell, [www.stocktonsc.org](http://www.stocktonsc.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](http://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](http://www.oaklandnet.com/parks/prgms/boating.asp). Slg into Science, fifth graders; Lake Merritt Boating Ctr; schl year; Pedalbts, 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 wknds; 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](http://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](http://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](http://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](http://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 wknds: 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 boating 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](http://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](http://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/safr/index.htm](http://www.nps.gov/safr/index.htm))

**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.

**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](http://www.sfsailing.org))

**W**ith 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



LATITUDE 38/ANDY



RICHARD GILLETTE



RICHMOND YC



TREASURE IS SAILING CTR



KEVIN WILKINSON

# CHASING THE SETTING SUN —

**M**ost 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.pacificpuddlejump.com](http://www.pacificpuddlejump.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 singlehanding 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.

## **Alcheriringa 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."



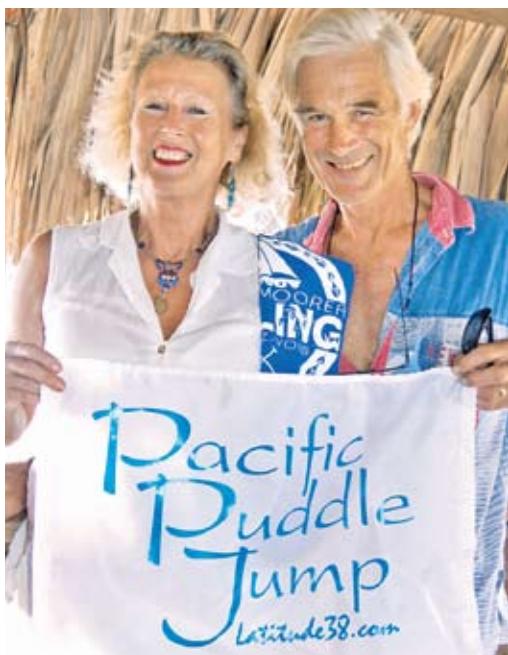
**Bill and Benita finally broke out of the Caribbean. They've now pointed 'Alcheriga II' west.**

## **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

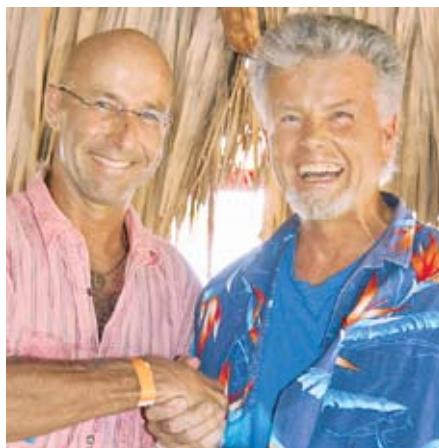
of them were built, but oddly enough, Bob's never had a ride on one. So we've promised to change that."

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 Quesnel 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'.**

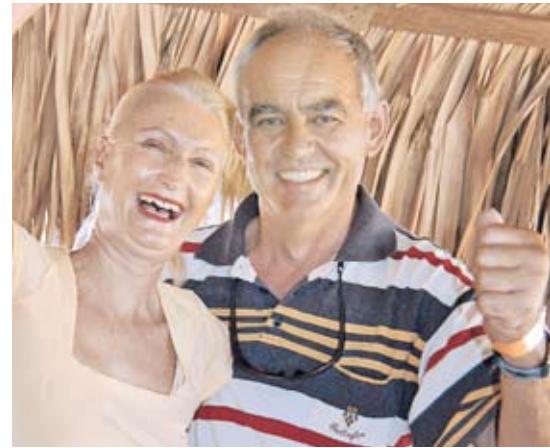
54-footer is a lot of boat for two people to sail, but she's a spectacular ride for crossing oceans. They had her custom-built in Maine, and took possession in the spring of 2008. "While cruising since then, a lot of the world cruisers we've met warned us not to spend too much time in the Caribbean.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



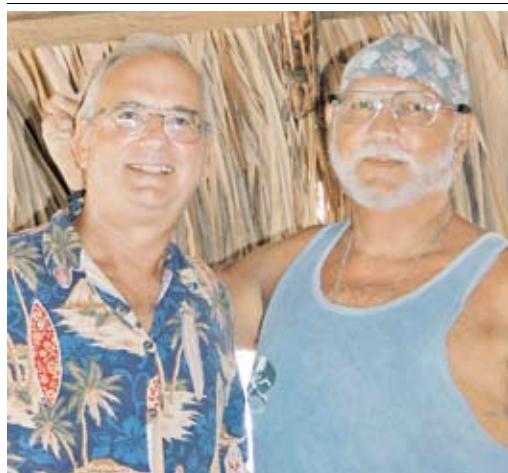
**Rafted up after transiting the Miraflores Locks, two cruisers head west toward the Bridge of the Americas and the Pacific beyond.**

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.**



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.

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

**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 Cartegena. 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.

**B**ecause 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 funfest, 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 *'Lectronic 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](http://www.horizonssausalito.com)  
(415) 331-3232

Sausalito YC - (415) 332-7400  
**Scoma's** - Seafood (L,D) \$\$\$  
588 Bridgeway  
[www.scomassausalito.com](http://www.scomassausalito.com)  
(415) 332-9551

**Spinnaker** - Seafood (Br,L,D) \$\$\$  
100 Spinnaker Dr  
[www.thespinnaker.com](http://www.thespinnaker.com)  
(415) 332-1500

**Angelino** - Italian (L,D) \$\$  
621 Bridgeway  
[www.angelinorestaurant.com](http://www.angelinorestaurant.com)  
(415) 331-5225

Winship - American (B,L) \$\$  
670 Bridgeway  
[www.winships.com](http://www.winships.com)  
(415) 332-1454

Piccolo Teatro - Italian (L,D) \$\$  
739 Bridgeway  
[piccoloteatrodaisausalito.com](http://piccoloteatrodaisausalito.com)  
(415) 332-0739

Poggio - Italian (L,D) \$\$\$  
801 Bridgeway  
[www.poggiotrattoria.com](http://www.poggiotrattoria.com)  
(415) 332-7771

Clipper Yacht Harbor - (415) 332-3500

**Fish** - Seafood (L,D) \$\$  
At marina  
[www.331fish.com](http://www.331fish.com)  
(415) 331-3474

**Sea Horse** - Italian (L,D) \$\$  
At marina  
[www.sausalitoseahorse.com](http://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](http://legaragebistrosausalito.com)  
(415) 332-5625

**Sailors** - American/Mexican (L,D) \$\$  
2009 Bridgeway  
[sailorsrestaurantandbar.com](http://sailorsrestaurantandbar.com)  
(415) 332-1512

**Fred's Place** - Cafe (B,L) \$\$  
1917 Bridgeway  
(415) 332-4575

## TIBURON



LATITUDE / ANDY

**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

**HarborView Grill** - American (D) \$\$  
303 Johnson St  
[www.harborviewgrill.com](http://www.harborviewgrill.com)  
(415) 332-1492

**Taste of Rome** - Cafe (B,L,D) \$\$  
1000 Bridgeway  
[www.taste-of-rome.com](http://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  
[paradisebayausalito.com](http://paradisebayausalito.com)  
(415) 331-3226

**Cibo** - Cafe (B,L,D) \$\$  
1201 Bridgeway  
[www.ciboususalito.com](http://www.ciboususalito.com)  
(415) 331-2426

**Sam's!** - Cafe (Br,L,D) \$\$  
[www.samscafe.com](http://www.samscafe.com)  
(415) 435-4527

**Corinthian YC** - (415) 435-4771  
Ginza - Sushi (L,D) \$\$  
41 Main St.  
[ginzasushi-tiburon.com](http://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](http://www.angelisland.com/cove_cafe/index.php)

## SAN RAFAEL

**Seafood Peddler\***! - Seafood (L,D) \$\$  
[www.seafoodpeddler.com](http://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](http://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](http://www.dempseys.com)  
(707) 765-9694

**McNear's Saloon** - American (Br,L,D) \$\$  
23 Petaluma Blvd N  
[www.mcnears.com](http://www.mcnears.com)  
(707) 765-2121

**Graziano's** - Italian (D) \$\$\$  
170 Petaluma Blvd N  
[grazianositalianfood.com](http://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](http://www.himalayankabobandcurryhouse.com)  
(707) 775-4717

**Central Market** - American (D) \$\$\$  
42 Petaluma Blvd N  
[centralmarketpetaluma.com](http://centralmarketpetaluma.com)  
(707) 778-9900

**Water Street Bistro** - French (B,L) \$\$  
100 Petaluma Blvd N  
[www.waterstreetbistro.net](http://www.waterstreetbistro.net)  
(707) 763-9563

**Della Fattoria** - Bakery (B,Br,L) \$\$  
141 Petaluma Blvd N.  
[www.dellafattoria.com](http://www.dellafattoria.com)  
(707) 763-0161

**Risibisi** - Italian (L,D) \$\$  
154 Petaluma Blvd N.  
[www.risibisirestaurant.com](http://www.risibisirestaurant.com)  
(707) 766-7600

**Graffiti** - Seafood (L,D) \$\$\$  
101 2nd St  
[www.graffitipetaluma.com](http://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](http://www.frontroomvallejo.com)  
(707) 649-8889

## Panama Red Coffee - Cafe (B,L) \$\$

At ferry terminal  
[www.panamaredcoffee.com](http://www.panamaredcoffee.com)  
(707) 554-2100

Vallejo Municipal Marina - (707) 648-4370

**Sardine Can** - Seafood (B,L,D) \$\$  
At marina  
[www.sardinecan.net](http://www.sardinecan.net)  
(707) 553-9492

**Zio Fraedo's** - Italian (L,D) \$\$  
23 Harbor Way  
[www.ziofraedos.com](http://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.glenkovemarina.net](http://www.glenkovemarina.net)

## BENICIA

Benicia Marina - (707) 745-2628  
**FirstSt. Cafe** - American (B,L,D) \$\$  
440 1st St  
[www.firststcafe.com](http://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](http://www.kindersbbq.com)  
(707) 745-4453

The Union Hotel - Italian (L,D) \$\$  
401 1st St  
[www.unionhotel.com](http://www.unionhotel.com)  
(707) 746-0110

Lucca Bar&Grill - American (L,D) \$\$  
439 1st St  
[www.luccabar.com](http://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

**Bold** = Reader Recommended

\* = 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](http://www.aromabenicia.com)

(707) 745-1870

## RICHMOND

**Boilerhouse\*** - American (Br,L,D) \$\$  
[www.boilerouserestaurant.com](http://www.boilerouserestaurant.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](http://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](http://www.scottsjls.com)  
(510) 444-3456 (Oakland)

Jack London Square Marina - (510) 834-4591

**Kincaid's** - Seafood (L,D) \$\$\$

At JLS

[www.kincaids.com](http://www.kincaids.com)  
(510) 835-8600

**Il Pescatore** - Italian (L,D) \$\$

At JLS

[ilpescatoreristorante.com](http://ilpescatoreristorante.com)  
(510) 465-2188

**Miss Pearl's Jam House** -

Caribbean (B,Br,L,D) \$\$

At JLS

Marina Village Yacht Harbor - (510) 521-0905

Waterfront Deli - Deli (B,L) \$

At marina

[www.waterfrontdeli.com](http://www.waterfrontdeli.com)  
(510) 769-0240

Mint Leaf - Vietnamese (L,D) \$\$

831 Marina Village Pkwy

[www.mintleafvr.com](http://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](http://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](http://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](http://dining.guckenheimer.com/clients/pacific/fss/fss.nsf)

## SAN FRANCISCO

**The Ramp\*** - American (Br,L,D) \$\$

[www.ramprestaurant.com](http://www.ramprestaurant.com)

(415) 621-2378

Limited space at SF Boat Works

**Trader Vic's** is just up the ramp from Emery Cove Marina.

**Trader Vic's** - Hawaiian (L,D) \$\$\$

At marina

[tradervicsemeryville.com](http://tradervicsemeryville.com)  
(510) 653-3400

Hong Kong East Ocean - Seafood (Br,L,D) \$\$

3199 Powell St

[www.hkeo.us](http://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](http://www.skatesonthebay.com)  
(510) 549-1900

Hana Japan - Japanese (L,D) \$\$

At marina

[www.hanajapan.com](http://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](http://www.quinnslighthouse.com)

(510) 536-2050 (Oakland)

**Pasta Pelican\*** - Italian (L,D) \$\$

[www.pastapelican.com](http://www.pastapelican.com)

(510) 864-7427 (Alameda)

Two slips for customers

**Scott's\*** - Seafood (Br,L,D) \$\$\$

[misspearlsjamhouse.com](http://misspearlsjamhouse.com)  
(510) 444-7171

**Bocanova** - Panamerican (Br,L,D) \$\$\$

At JLS

[www.bocanova.com](http://www.bocanova.com)  
(510) 444-1233

**Yoshi's** - Japanese (D) \$\$\$

510 Embarcadero W

[www.yoshis.com](http://www.yoshis.com)

(510) 238-9200

**Everett & Jones** - BBQ (L,D) \$\$

2431 Central Ave.

[www.eandjbbq.com](http://www.eandjbbq.com)

(510) 663-2350

**The Fat Lady** - Cafe (Br,L,D) \$\$

201 Washington St

[thefatladystaurant.com](http://thefatladystaurant.com)

(510) 465-4996

**Souley Vegan** - Soul (Br,L,D) \$\$

301 Broadway

[www.souleyvegan.com](http://www.souleyvegan.com)

(510) 922-1615

**Ghazal** - Indian (L,D) \$\$

131 Broadway

(510) 268-9550

**Quinn's Lighthouse in Oakland** is a classic boat-in destination.



ROD WITTEL

**The Ramp** shares limited dock space with SF Boat Works.

South Beach Harbor - (415) 495-4911 x1111

**Red's Java House** - Cafe (B,L,D) \$

Pier 30

(415) 777-5626

**21st Amendment Brewery** -

American (Br,L,D) \$\$

563 2nd St

[www.21st-amendment.com](http://www.21st-amendment.com)

(415) 369-0900

**Gordon Biersch Brewery** -

American (Br,L,D) \$\$

2 Harrison

[www.gordonbiersch.com](http://www.gordonbiersch.com)

(415) 243-8246

**Tres Agaves** - Mexican (Br,L,D) \$\$

130 Townsend St

[www.rocksnosalt.com](http://www.rocksnosalt.com)

(415) 227-0500

**Ironsides** - American (B,L,D) \$\$

680 2nd St

THE RAMP



4 Embarcadero Center  
[www.oshathai.com](http://www.oshathai.com)  
(415) 788-6742

Pier 39 Marina - (415) 705-5556  
Pier 39

**Forbes Island** - Seafood (D) \$\$\$

[www.forbesisland.com](http://www.forbesisland.com)

Boudin Bakery - Cafe (B,L,D) \$

[www.boudinbakery.com](http://www.boudinbakery.com)

Bubba Gump - Seafood (L,D) \$\$

[www.bubbagump.com](http://www.bubbagump.com)

Chowders - Seafood (L,D) \$

[chowderspier39.com](http://chowderspier39.com)

Crab House - Seafood (L,D) \$\$\$

[www.crabhouse39.com](http://www.crabhouse39.com)

Eagle Cafe - Cafe (B,L,D) \$

[www.eaglecafe.com](http://www.eaglecafe.com)

Fog Harbor Fish House -

Seafood (L,D) \$\$

[www.fogharbor.com](http://www.fogharbor.com)

Hana Zen - Sushi (L,D) \$\$\$

[hanazenrestaurant.com](http://hanazenrestaurant.com)

# BOAT-IN DINING GUIDE

Hard Rock - American (L,D) \$\$  
[www.hardrock.com](http://www.hardrock.com)  
 Hook & Cook - Seafood (L) \$\$  
 Luigi's - Pizza (L,D) \$\$  
 Neptune's - Seafood (L,D) \$\$\$  
[pier39restaurants.com](http://pier39restaurants.com)  
 Pier Market - Seafood (L,D) \$\$  
[www.piermarket.com](http://www.piermarket.com)  
 Players - Burgers (L,D) \$\$  
[www.playerssf.com](http://www.playerssf.com)  
 Sea Lion - Cafe (L,D) \$\$  
[pier39restaurants.com](http://pier39restaurants.com)  
 Swiss Louis - Italian (L,D) \$\$ (reopening April)  
[www.swisslouis.com](http://www.swisslouis.com)  
 Wipeout - American (B,L,D) \$\$  
[wipeoutbarandgrill.com](http://wipeoutbarandgrill.com)

Fisherman's Wharf  
 Tarantino's - Seafood (L,D) \$\$  
 206 Jefferson St  
[tarantinosrestaurant.com](http://tarantinosrestaurant.com)  
 (415) 775-5600  
 Scoma's - Seafood (L,D) \$\$\$  
 Pier 47  
[www.scomas.com](http://www.scomas.com)  
 (415) 771-4383  
 Alioto's - Seafood (L,D) \$\$\$  
 8 Fisherman's Wharf  
[www.aliotos.com](http://www.aliotos.com)  
 (415) 673-0183  
 Franciscan - Seafood (L,D) \$\$\$  
 Pier 42½  
[franciscancrabrestaurant.com](http://franciscancrabrestaurant.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.nickslighthouse.com](http://www.nickslighthouse.com)  
 (415) 929-1300  
 Castagnola's - Italian (L,D) \$\$\$  
 286 Jefferson St  
[www.castagnolas.com](http://www.castagnolas.com)  
 (415) 776-5015  
 Lou's Pier 47 - Cajun (L,D) \$\$  
 300 Jefferson St  
[www.louspier47.com](http://louspier47.com)  
 (415) 771-5687

Pompei's Grotto - Italian (L,D) \$\$  
 340 Jefferson St  
[www.pompeisgrottosf.com](http://www.pompeisgrottosf.com)  
 Cioppino's - Italian (L,D) \$\$  
 400 Jefferson St  
[www.cioppinossf.com](http://www.cioppinossf.com)  
 (415) 775-9311  
 Blue Mermaid - Seafood (B,L,D) \$\$  
 495 Jefferson St  
[www.bluemermadssf.com](http://www.bluemermadssf.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](http://www.fishermensgrotto.com)  
 (415) 673-7025  
 The Buena Vista - Irish (B,L,D) \$\$  
 2765 Hyde St  
[www.thebuenvista.com](http://www.thebuenvista.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](http://www.garydanko.com)  
 (415) 749-2060  
 Hot Spud - Potatoes (L,D) \$  
 2640 Mason St.  
[www.hotspuds.com](http://www.hotspuds.com)  
 (415) 399-1065  
 Tanguito - Argentine (L) \$  
 2850 Jones St.  
 (415) 577-4223  
 McCormick & Kuleto's - Seafood (L,D) \$\$\$  
 Ghirardelli Square  
[mccormickandkuletos.com](http://mccormickandkuletos.com)  
 (415) 929-1730  
 The Pub - BBQ (Br,L,D) \$\$  
 Ghirardelli Square  
[www.thepubsf.com](http://thepubsf.com)  
 (415) 351-0500

# RED IS READY

The **RED** Boats of BoatU.S. are ready to come to your aid 24/7 when you need assistance on the water. We're just a VHF radio or phone call away to assist with a tow, soft ungrounding, a jump start, or even when you've run out of fuel. At the first sign of trouble, give BoatU.S. a call... we're standing by. Get Unlimited Towing for just \$149 a year!



**VESSEL ASSIST®**

Towing You Can Trust  From BoatUS.

To Join, Call **800-888-4869** or **BoatUS.com**

\*Service provided during normal boating seasons. Details and exclusions can be found online at BoatUS.com/towing or by calling. \$149 includes required \$24 Membership dues.

**DREDGED TO 10 FEET  
RESTAURANT OPEN!**

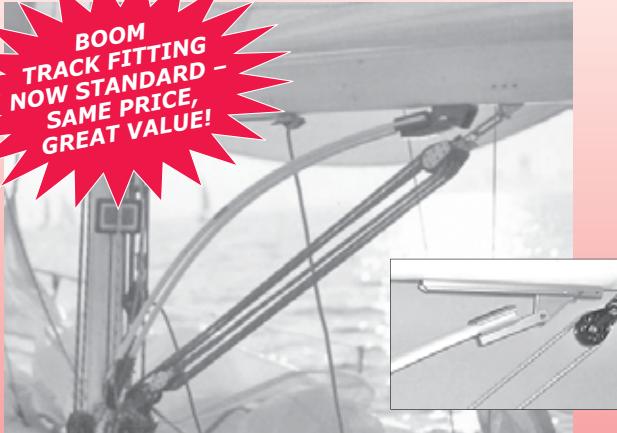
Strictly Sail  
**PACIFIC**  
Jack London Square  
April 14-17  
Booth #880

- 24 to 72-ft Slips • Multihull Slips
- Covered and Uncovered Slips
- Waterfront Restaurant • Yacht Club
- Storage Units • Shower & Laundry
- Free WiFi • Security Guard

**(707) 552-3236**  
[www.glencovemarina.net](http://www.glencovemarina.net)

GLEN COVE MARINA

## Boomkicker® Boom Supports



- Eliminates the need for the topping lift, along with chafe, windage, hang-ups and adjustments.
- Simple, innovative design; includes fittings, fasteners, drill and tap for easy installation.

**Join Thousands of Happy Customers!**

**[www.boomkicker.com](http://www.boomkicker.com)**

**(800) 437-7654 • (708) 482-8801**

Manufactured in the U.S. by Seoladair Ltd.

## KISSINGER CANVAS

*Marine Canvas & Interiors*

STEVEN KISSINGER

**(925) 825-6734**

*Covering the Entire Bay Area*



- Biminis
- Boat Covers
- Cushions
- Sail Covers
- Headliners
- Awnings

## DODGERS

Side handrails and window covers included.

### OPTIONS

Aft handrail, dodger cover, sailing bimini.

*Free Estimates and Delivery*

# MAX EBB

**W**hen 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.

**E**verything 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.

*... with a few paddle strokes, she caught a small but very steep wave.*

"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 riprap 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."

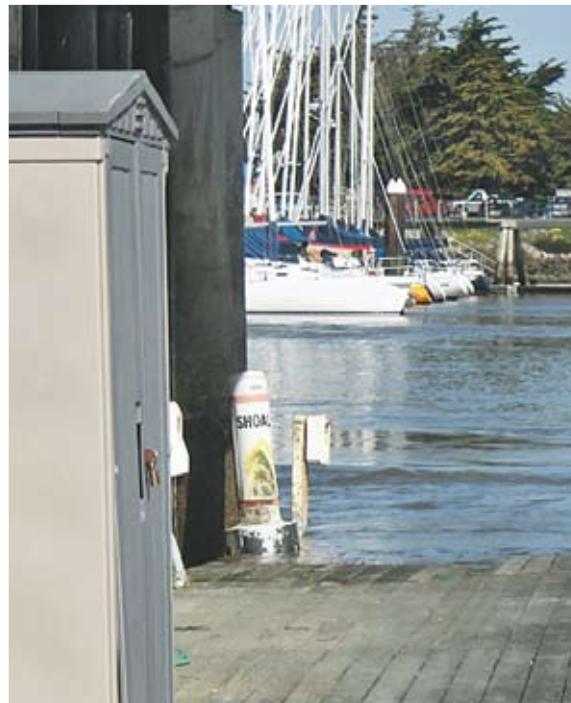
"Got it," I confirmed. "How long will it keep flowing out? Are we going to have to wait for flood tide?"

"Give it five minutes," she said. "The harbor is oscillating at its natural seiche frequency."

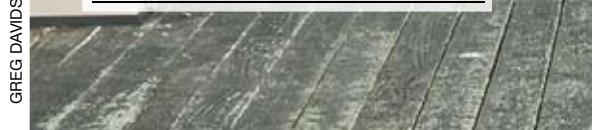
I rotated my dinghy in place to move closer to her kayak, so we could discuss what was going on with the harbor while we waited.

"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.**



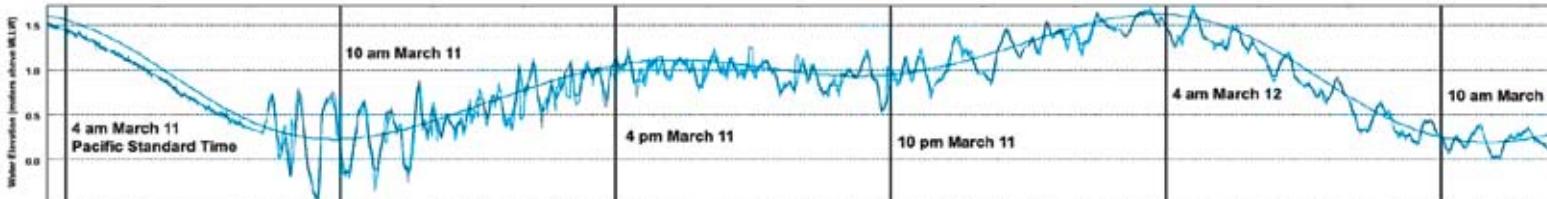
level."

"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."

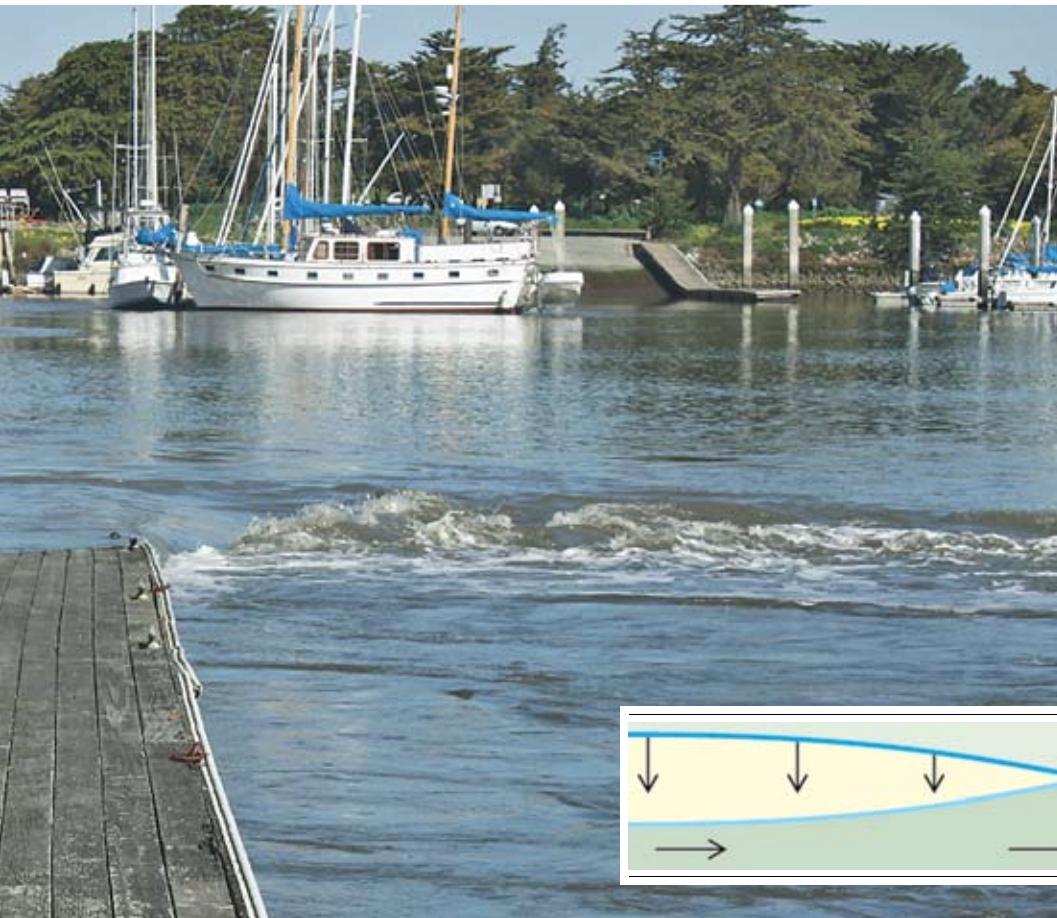
"Logical, but wrong," Lee informed me.

**B**efore 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



# — TSUNAMI TWO-STEP



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

*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.*



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.**

We knew that. But were do you get the drawdown 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.

# 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.

**B**ut 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 go 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](http://en.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



*A wild downwind ride.*

A new 20-foot club racer with carbon-fiber keel, spars, bowsprit and rudder. Lightweight and trailerable.

LOA	LWL	Beam	Draft	Displ.	Spar
19' 6"	18' 0"	5' 11"	4' 6"	835	Carbon

*Ready to Race for \$24K*

[landingschoolboats.com](http://landingschoolboats.com)

207-985-7976



**Marine Financial Services**

**Boat Loans**



Same people,  
same places,  
new name,  
new look!

Dimen Financial is now  
Sterling Associates.  
Now you can look to  
Sterling for the best  
rates and terms.

*Northern California*

**Bill Kinstler**

**(866) 486-2628**

[bill.boatloans@gmail.com](mailto:bill.boatloans@gmail.com)

# — 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.

**H**ere'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

**Fast Shipping!**

**Over 1,000 New and Used Sails In Stock!**  
**Complete Inventory Online**

**Sample Prices**

Catalina 22 Mainsail	\$465
Catalina 27 Mainsail	\$695
Catalina 30 Mainsail	\$1195
Catalina 36 Mainsail	\$1475
Catalina 42 Mainsail	\$2175
Ericson 27 Mainsail	\$675
MacGregor 25/26 Mainsail	\$565
O'Day 25 Mainsail	\$550
Pearson 26 Mainsail	\$650

**Mainsails**  
**Furling Genoas**  
**Storm Sails**  
**Sail Covers**  
**Cruising Spinnakers**

**Order a free print catalog online!**

**Order today and we'll ship tomorrow!**

**Discount Roller Furler Specials**

CDI FF2	\$445
CDI FF4	\$553
CDI FF6	\$667
CDI FF7	\$950
CDI FF9	\$1269
CDI Mainsail Furler	\$1362
CDI Spinnaker Furler	\$822
Profurl C290	\$1079
Profurl NC-32	\$1679
Profurl LC-32	\$1999
Profurl NC-42	\$2519
Profurl LC-42	\$3359
Profurl N-52	\$6159
Profurl L-52	\$6719
Harken Prices Upon Request	

**The Sail Warehouse**

[www.thesailwarehouse.com](http://www.thesailwarehouse.com)  
(831) 646-5346

# 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 Kieran 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 Kieran 46 *Katana* and Brack Duker's SC 70 *Holua*.



**Frank Slootman**

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* was happy to take that spot. *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 Slootman'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 Slootman; 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.nhyccaborace.com](http://www.nhyccaborace.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



ERIK SIMMONSON/www.h2oshots.com

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





**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 barfing."

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 Bossert; 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](http://www.oaklandyachtclub.net)

## St. Francis YC Spring Invitational

**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



RICH ROBERTS



SUSAN RUHNE



ERIK SIMONSON/WWW.H2OSHOTS.COM



**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 Keelhauers 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, 01)

EXPRESS 27 — 1) **Get Happy!!**, Brendan Busch, 5 points; 2) **Magic Bus**, Marc Belloli, 15; 3) **El Raton**, Ray Lotto, 18. (13 boats)

FOLKBOT — 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) **Cheesburger**, 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 Copenhagen, 6 points; 2) **Applied Neurotica**, Jeff Miller/Mike Smith, 8; 2) **Tiburon**, Ian O'Leary, 11. (4 boats)

FINN — 1) **Finn**, Vladimir Butenko, 4 points; 2) **Nowy**, Andre Skarka, 9; 3) **Finn McMissile**, Peter Schwanden, 11. (7 boats)

# SHEET



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, 0l)*

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](http://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 brother 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 Alejandro Meh-jan's Open 50 'Truth' in the DH Lightship.

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



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,

Dawn Chesney. (4 boats)  
Complete results at: [www.iyc.org](http://www.iyc.org)

## Doublehanded Lightship

Flood tides are cancelled for the foreseeable future as the 29 boats in the Island YC's Doublehanded Lightship race found out on March 26. Heavy storm runoff meant that many boats reported seeing an ebb of up to 6-8 knots both on the way out to and back from the Lightbucket.

Buffeted by squalls that sent the wind-speeds from the 5- to 8-knot range all the way up to the mid to high 20s, the fleet got a pasting in both directions, but 23 boats were able to make it to the finish. Overall and Express 27 honors went to Ray Lotto's *El Raton*, which is already off to a heady start in the class's season championship. Elapsed time honors went to Dave Kuettel's Thompson 1150 *Serena* which nipped Alejandro Meh-jan's Open 50 *Truth* — formerly *Pegasus* — by one second. Philip Hadly's Buccaneer 35 *Jabberwock* took the multihull division, while Steve Hocking's Beneteau 45.5 *Ohana* took PHRF <100 and Dan Benjamin's Wyliecat 30 *Whirlwind* took PHRF 101+. The conditions took their toll on sailors, with several broken bones and other

injuries reported, but we were unable to confirm them as of this writing. Complete results are up at: [www.iyc.org](http://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*

WE LIKE THE

# HUM

OF A WELL RUN

MARINA.





# SALT



You want complete and uncompromising marina services? Done. Hauling, maintenance, easy access parking, launch ramp, onsite security, and wifi? Covered. Have a wish list that includes clean, warm, newly remodeled restrooms and laundry facilities, dock carts, convenient recycle and garbage bins, and dedicated dry boat storage? Handled. So whether you're on the water, in the slip, checking in, hanging out, or pushing off, we have you in mind.

# WATER



**CLIPPER**  
**YACHT HARBOR**

4 marina basins, 800 slips, fuel dock, easy parking, guest docking, certified clean marina, hauling and maintenance, restaurants, food, paddle board center, dive shop, west marine. Every element, every detail. 310 Harbor Drive, Sausalito, CA 94965 415.332.3500 [clipperyacht.com](http://clipperyacht.com)



**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](mailto: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.sausalito yachtclub.org](http://www.sausalito yachtclub.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](http://www.iyc.org)

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

SPINNAKER PHRF < 126 — 1) **Wasabi**, Kerrian 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 Eittreim, 8; 2) **Seaview**, C&C 115, Peter Hamm, 8. (6 boats)

Complete results at: [www.southbeachyc.org](http://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 (woodfire 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 Cub."

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](http://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](http://www.sflaserworlds.com/page/Slalom).

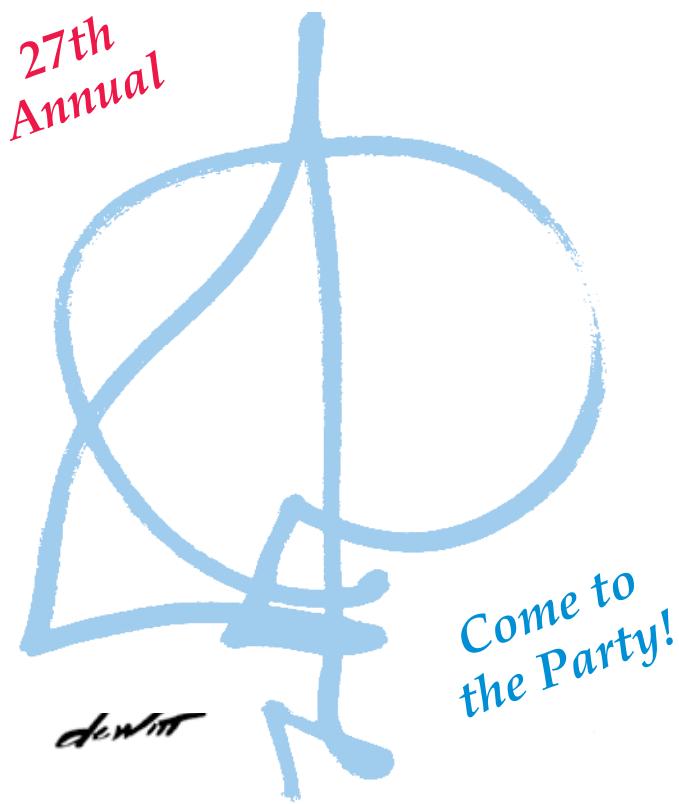
*Heavy hitters* — The San Francisco Leukemia Cup has gone from strength to strength for the last five years, breaking all the fundraising records for the nationwide series of events that benefits blood cancer research. A big part of that effort has been the VIP dinner that precedes the race, and its 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.leukemiacup.org/sf](http://www.leukemiacup.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!



THE BAY VIEW BOAT CLUB AND THE ISLANDER BAHAMA FLEET  
invite all

## '60s & '70s Vintage Fiberglass Sailboats

to the  
San Francisco

# PLASTIC CLASSIC

REGATTA

and  
*Concours d'Elegance*

**Saturday, July 16**

at the Bay View Boat Club and the waters of Pier 54.

For more information: (415) 495-9500 after 1700,  
or visit our website: [www.bvbc.org](http://www.bvbc.org)

Bay View Boat Club, 489 Terry Francois Blvd., San Francisco, CA 94107

TROPHIES TO PRETTIEST BOAT AND FASTEST OVERALL

10 a.m. UNTIL DARK • RACE STARTS AT 1 p.m. • TROPHY PRESENTATION AT 7 p.m.

# GREAT VALLEJO RACE 2011

A GREAT RACE TO A GREAT PARTY!

SPONSORED BY:

MOUNT GAY RUM  
BARBADOS

OFFICIAL RACE GEAR BY:

# PIRATES + LAIR

[WWW.PIRATESLAIR.COM/SFNT.HTML](http://WWW.PIRATESLAIR.COM/SFNT.HTML)

CUSTOM GEAR FOR YOUR REGATTA OR TEAM

CALL: 888.SAIL.BUM



©2011 Mount Gay Distilleries Ltd., Mount Gay® Barbados Rum, 40% Alc/Vol., Imported by Rémy Cointreau USA, Inc., New York, N.Y. Eclipse Design® Be Confident. Drink Responsibly.



VALLEJO  
MARINA



*Gateway to the Bay & Delta*

**Save the Date ~ April 30-May 1  
2011 Great Vallejo Race**

Race to Vallejo for  
Dinner and Leave Your  
Boat for a Week!

- Competitive Rates
- Ample Guest Dock
- Full Service Boat Yard and Chandlery
- 2 Restaurants for Breakfast, Lunch, Cocktails and Dinner
- Covered and Open Berths



**(707) 648-4370 • Fax (707) 648-4660**

**42 Harbor Way • Vallejo, CA 94590**

**www.ci.vallejo.ca.us marina@ci.vallejo.ca.us**

## Ballenger Spar Systems, Inc.

**Custom Racing and Cruising Spars  
Expert Design and Consultation**



- Carbon and Aluminum spars
- Rod and wire rigging
- Hi-tech and conventional halyards
- Spar kits, extrusion
- Repair and modification
- Custom fabrication, waterjet and CNC
- Hardware, sheaves, spreaders
- Bay Area pick-up and delivery
- **Discounts** on halyards, standing rigging, deck hardware, furlers, Navtec integral cylinders
- Over 35 years experience!

**Call about Carbon Spars.  
Masts • Booms • Poles**

**[www.ballengerspars.com](http://www.ballengerspars.com)**

**831/763-1196**

**831/763-1198 (fax)**

# WORLD

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.

### 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](http://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](http://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](http://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.montereysailing.com](http://www.montereysailing.com)

#### • 30' & UNDER •

Catalina 22  
Yamaha 25  
Wyliecat 30



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



As you can see by the listings below, many popular types of late-model production boats are available through Bay Area fleets, which

*Baseball season is upon us! Why not charter a sweet boat and take in the action with friends at McCovey Cove?*

# OF CHARTERING



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

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

### Pacific Yachting/Sailing

Santa Cruz  
(831) 423-SAIL (7245)  
(800) 374-2626  
[www.pacificsail.com](http://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](http://www.TradewindsSailing.com)

#### • 30' & UNDER •

Brickyard Cove / Richmond Marina Bay

(\*boats also at Folsom Lake)

#### • 31' - 35' •

Capri 22 (7)

Ericson 27

Catalina 270

Ericson 28

Catalina 30 (4)

Newport 30

#### • 36' - 40' •

Beneteau 323 (2) [33']

Beneteau 31

Cal 31 (3)

Dufour 31

### • OVER 40' •

Beneteau 42  
Mull Chico 42  
Catalina 42  
Jeanneau 43

### Spinnaker Sailing of Redwood City

(650) 363-1390  
[www.spinnakersailing.com](http://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](http://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](http://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)

#### • 30' & UNDER' •

#### Sailing Education Adventures

(415) 775-8779  
[www.sfsailing.org](http://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](mailto:charters@argosyventure.com); website: [www.argosyventure.com](http://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](mailto:sharon@adventurecat.com); website: [www.adventurecat.com](http://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](mailto:sharon@adventurecat.com); website: [www.adventurecat.com](http://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](mailto:rendezvous@earthlink.net); website: [www.rendezvous-charters.com](http://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](mailto:captkirk@sfbaysail.com); website: [www.sfbaysail.com](http://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@sanfranciscocosailing.com](mailto:chuck@sanfranciscocosailing.com); website: [www.sanfranciscocosailing.com](http://www.sanfranciscocosailing.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](mailto:charters@chardonnay.com); website: [www.chardonnay.com](http://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](mailto:dave@sealifeconservation.org); website: [www.sealifeconservation.org](http://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](mailto:gaslightcharters@hotmail.com); website: [www.gaslightcharters.com](http://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](mailto:captbam@sailsfbay.com); website: [www.sailsfbay.com](http://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](mailto:captain@sailingacross.com); website: [www.sailingacross.com](http://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](mailto:erik@sailsf.com); website: [www.sailsf.com](http://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](mailto:rubysailing@sbc-global.net); website: [www.rubysailing.com](http://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](mailto:info@callofthesea.org); website: [www.callofthesea.org](http://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 Courier & 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](http://www.TahoeSail.com)



**The 'Team O'Neill' cat is easy to spot.**



**'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.

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](mailto:sailingsantacruz@gmail.com); website: [www.oneillyachtcharters.com](http://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](mailto:rendezvous@earthlink.net); website: [www.rendezvous-charters.com](http://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

## SAN JUAN ISLANDS



### Bareboat Charter Sailing

Fly to Bellingham, WA and set sail to explore the beautiful San Juan Islands! Charter bareboat or with a skipper. Our fleet of 33 sailboats and a growing fleet of trawlers offer you the newest vessels available for charter. All are maintained to the highest standards of preventive maintenance in the charter industry worldwide! (Airfare SFO/OAK to BLI approx. \$250)

Ask for our "\$100 Off" Latitude 38 Special!

**CHARTER**  
40 Exceptional Yachts  
from 30 - 49 feet



**SCHOOL**  
AMERICAN SAILING  
ASSOCIATION

28 Years of Sailing Excellence

We certify more Bareboat Skippers than any other school in the Northwest!

1 - 800 - 677 - 7245 • [sanjuansailing.com](http://sanjuansailing.com)

## Ready for your vacation ?

*There's a lot more to chartering than just the BVI's*

**50 Destinations - 30 Countries**



Tahiti Flotilla  
November  
Join us !

Sail or Power - Mono or Cat



*Cheaper than booking direct !*



davidkory@gmail.com (925) 787-6893



**www.AVINAUTICA.COM**

*Authorized Preferred Broker*



# 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](mailto:robinweber@gmail.com); website: [www.southbaychallenge.com](http://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](mailto:evanstolze@gmail.com); website: [www.goldengatesailing.com](http://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](mailto:andy@sailingbiz.com); website: [www.sailingbiz.com](http://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](mailto:info@sailapparition.com); website: [www.sailapparition.com](http://www.sailapparition.com)

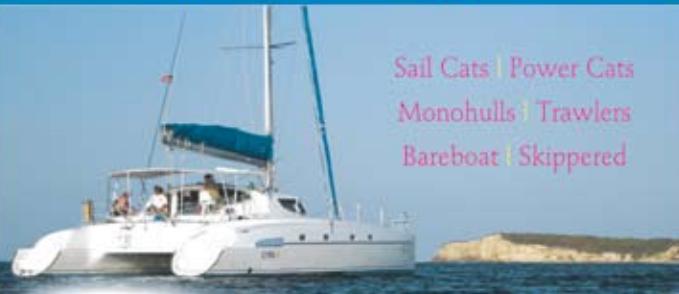


## This 'Apparition' is a familiar sight.

**Bolgeskrekk:** 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

## Real People. Real Sailing. Real Fun.

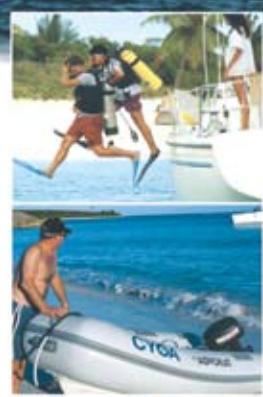


Sail Cats | Power Cats  
Monohulls | Trawlers  
Bareboat | Skipped

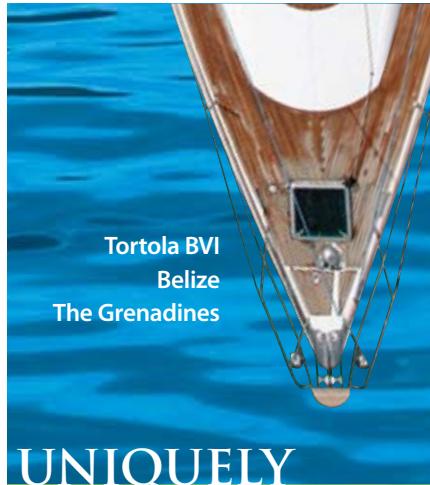
## Real Choices.

Choose CYOA and become part of the family. We've been providing beautifully maintained yachts, personal service and sensible prices to sailors since 1980.

1-800-944-2962  
[info@cyoacharters.com](mailto:info@cyoacharters.com)  
[www.cyoacharters.com](http://www.cyoacharters.com)  
St. Thomas USVI 00802



**CYOA**  
YACHT CHARTERS



Tortola BVI  
Belize  
The Grenadines

UNIQUELY  
**TMM**



Marisa  
TMM Belize

Most charter companies offer blue water & palm trees, but it takes the personalized care of people like Marisa to make your vacation a success.

Like Marisa, everyone at TMM is committed to your complete satisfaction. Our specialized three-location operation offers large company quality with small company service. A combination that is uniquely TMM.

**TMM**  
Yacht Charters  
Since 1979

catamarans • monohulls  
motor yachts  
ownership programs

# WORLD

- Berthed at Treasure Island Marina
- Available for private charters, sailing instruction, corporate events, special events and sunset sails.
- (510) 499-0134; email: [capt\\_bob@goldengatesailingtours.com](mailto:capt_bob@goldengatesailingtours.com); website: [www.goldengate-sailingtours.com](http://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](mailto:seifers@pacbell.net); website: [www.sailingcaprice.com](http://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](mailto:captaingene@sailmontereybay.com); website: [www.sailmontereybay.com](http://www.sailmontereybay.com)

**Fansea:** 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](mailto:captainpaul@sailsausalito.com); website: [www.sailsausalito.com](http://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](mailto:captkirk@sfbaysail.com); website: [www.sfbaysail.com](http://www.sfbaysail.com)

**Evening Star:** This fastidiously restored C&C Concours 43 is the 'dream boat' of 30-year charter

## HAVE YOU EVER WANTED TO SAIL A SANTA CRUZ 50?



### No need to buy one – sail on *Bay Wolf*

- Private charters up to 25 passengers.
- Perfect for special events, visitors, clients, team building.

Captain Kirk's San Francisco Sailing  
"A true hands-on adventure"

10% discounts for *Latitude 38* readers – just mention this ad

[www.sfbaysail.com](http://www.sfbaysail.com) • (650) 492-0681

## HAWAII

## LONG TERM DRY STORAGE

*Clear Customs at our dock*

## GENTRY'S

## KONA MARINA

HONOKOHAU HARBOR

TOLL FREE **888-458-7896**

[www.gentryskonamarina.com](http://www.gentryskonamarina.com)

The friendliest boatyard in Hawaii

156°1'30" W  
19°40'20" N

**'Lectronic Latitude  
has lots of  
'Unique Visitors'!**

- 'Lectronic Latitude can be found at [www.latitude38.com](http://www.latitude38.com)
- Four or five great stories with pictures every Monday/Wednesday/Friday
- A damn fine read
- Subscribe today at [www.latitude38.com](http://www.latitude38.com)

**IT'S  
FREE!**

Aaron Kennedy, owner/skipper of the Beneteau First 36.7  
*Ay Caliente*, is one of thousands of 'Lectronic Latitude 'Unique Visitors'.

**[www.latitude38.com](http://www.latitude38.com)**

# 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](mailto:captainmarco@cs.com); website: [www.captainmarco.com](http://www.captainmarco.com) or alternately, [www.sailingsf.com](http://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.sfsaltours.com](http://www.sfsaltours.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](mailto:sail@lighthallcharters.com); website: [www.lighthallcharters.com](http://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](mailto: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

**CDI**  
**Cruising Design, Inc.**  
The best value and reliability

- Mainsail and Jib reefing
- The only U.S. patented furling system for Cruising Spinnakers
- Manage all your sails safely from the cockpit!

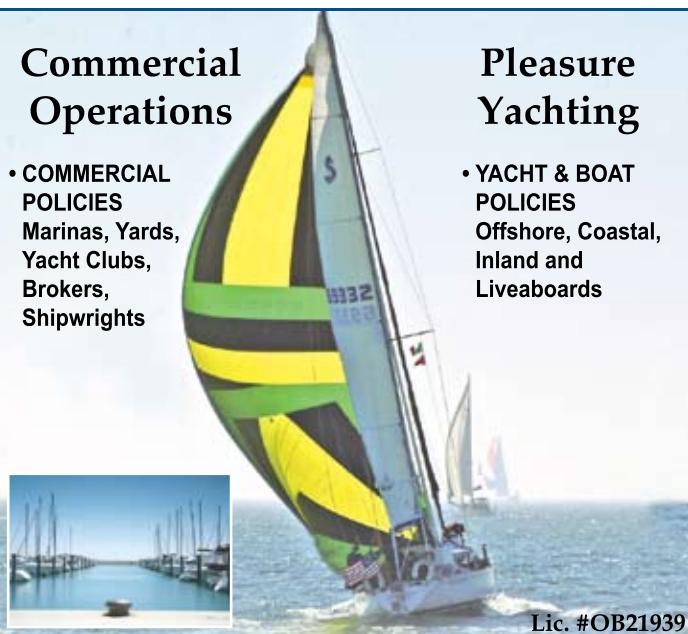
**607.749.4599**  
[www.sailcdi.com](http://www.sailcdi.com)  
[sailcdi@verizon.net](mailto:sailcdi@verizon.net)



**McDERMOTT COSTA**  
*insurance brokers - est. 1938*

## Commercial Operations

- COMMERCIAL POLICIES  
Marinas, Yards,  
Yacht Clubs,  
Brokers,  
Shipwrights



Lic. #OB21939

**Bill Fowler**  
McDERMOTT COSTA INSURANCE  
**(510) 957-2012** Fax (510) 357-3230  
[bfowler@mcdermottcosta.com](mailto:bfowler@mcdermottcosta.com)



# WORLD OF CHARTERING

teaching others how to sail and is happy to turn over the helm.

- Carries up to 6 passengers.
- Sails out of the Richmond Riviera.
- Available for all types of charters, from tame to wet-n-wild.
- (925) 324-1087; email: [caption@baydeltafun.com](mailto:caption@baydeltafun.com); website: [www.baydeltafun.com](http://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](mailto:atlantis@yachtcharter.com); website: [www.yachtcharter.com](http://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 at Drake's Bay or Half Moon Bay.
- (415) 302-0101; email: [captain@charterperseverance.com](mailto:captain@charterperseverance.com); website: [www.charterperseverance.com](http://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@pegasusvoyages.org](mailto:info@pegasusvoyages.org); website: [www.pegasusvoyages.org](http://www.pegasusvoyages.org)

**Sensei:** Before joining the SF Bay charter fleet, this center-cockpit Norsemann 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](mailto:senseicharter@yahoo.com); website: [www.SenseiCharter.com](http://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

## JUST YOU AND THE SEA...

...and the jacuzzi,  
the 80-ft long pool, the surf,  
the Punta Mita anchorage, and the 4-mile distant  
Tres Marietas Islands

**Punta Mita Beachfront Condos**  
*Call Doña de Mallorca for reservations!*

**1.415.599.5012**

**[www.puntamitabeachfrontcondos.com](http://www.puntamitabeachfrontcondos.com)**

## Custom Canvas & Interiors



The Gianola Family has been designing and fabricating custom canvas and interiors since 1969. Gianola Canvas Products offers you the best in quality, more choices, and personal service.



265-B Gate 5 Road  
Sausalito, CA 94965  
(415) 332-3339  
[www.gianolacanvas.com](http://www.gianolacanvas.com)

## RICHARDSON BAY MARINA

formerly Kappas Marina

### MODERN FACILITIES IN A WELL-PROTECTED HARBOR

#### Concrete Dock System

#### Well Maintained Facilities

#### Beautiful Surroundings

- DEEP WATER BERTHS:  
BASIN AND CHANNEL DREDGED
- CARD KEY SECURITY SYSTEM
- DOCK CARTS
- PUMP OUT STATION
- AMPLE PARKING
- CLEAN SHOWER AND TOILET FACILITIES
- WITHIN WALKING DISTANCE: MARKET/DELI, LAUNDROMAT, RESTAURANT
- AT EACH BERTH:  
LARGE STORAGE BOX, METERED ELECTRICITY, PHONE HOOKUPS, WATER

### BERTH YOUR BOAT IN SAUSALITO

415 332-5510 [www.richardsonbaymarina.com](http://www.richardsonbaymarina.com)  
100 Gate Six Road, Sausalito • Fax 415 332-5812

Charter in the San Juan Islands from Friday Harbor, Washington

# SCHOONER ADVENTURES

## Classic Sailing Charters

Enjoy the Beauty, Whales & Wildlife aboard our Traditional Sailing Craft in the San Juan Islands Archipelago

SPIKE  
AFRICA  
AND THE SEA  
WITCH



Help sail the ships or relax and enjoy the experience.

**360.378.2224**

[www.sailsanjuans.com](http://www.sailsanjuans.com)



# CHANGES

ENDLESS SUMMER

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



**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.**

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



**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,



LATITUDE/RICHARD

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 was 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. Virgin Islands, by Warren Stryker. A longtime friend of *Latitude*, Stryker had sailed his Sausalito-based *Bounty II Fifties Girl* from California to the U.S. Virgin Islands. "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 Saree*, 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 Saree* 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 Saree*'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."

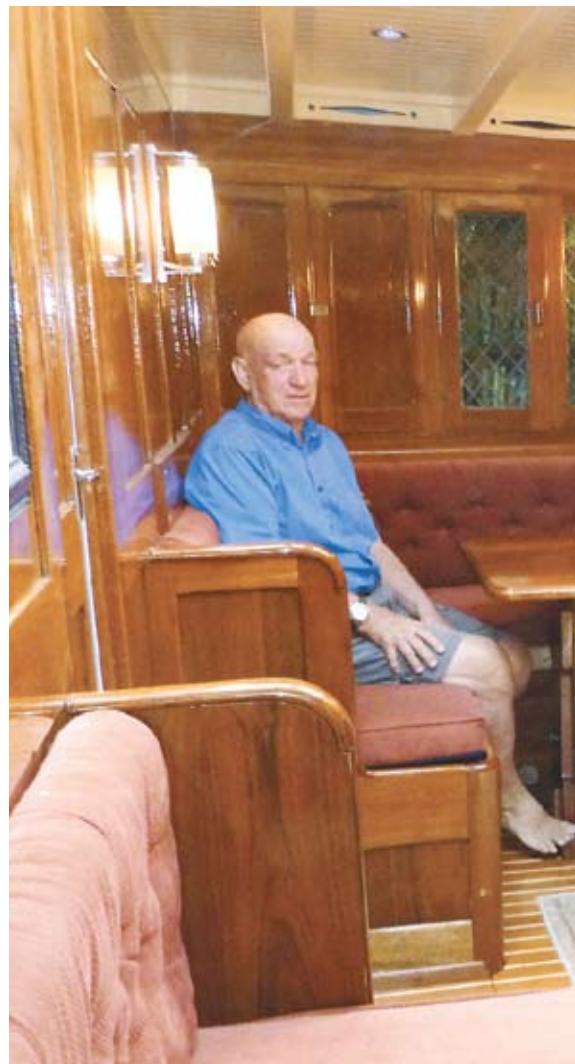
Alas, the German aristocrat quickly tired of paying for the 30-man crew — who had disassembled the yacht to her steel frame so it could be sandblasted — and walked away from her. In thousands of pieces, with her masts down and machinery spread all over, there was no value to the once-proud schooner. 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 too 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



*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

LATITUDE/RICHARD

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

## 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



*Gustavia, St. Barth, was a poor and sleepy smuggler's port when the Bodles first called in the late '60s.*

# 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.**

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.*

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."

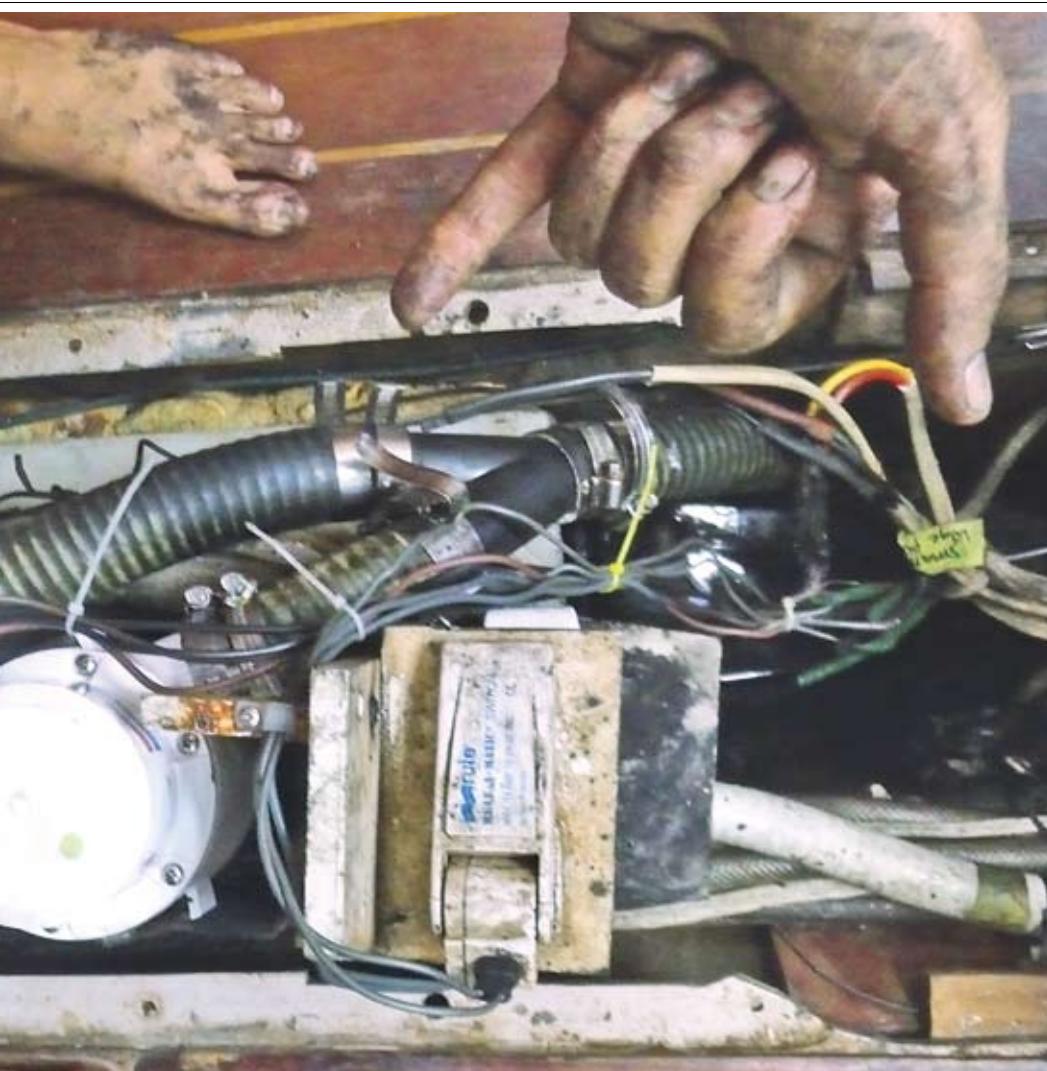
So I hauled the pumps back out, wrestled the hoses off again, removed the Y-connector, and put the good hose directly onto the new pump with the new float switch. Simple. So much for the redundancy of a back-up pump, but one newly-purchased, newly-wired pump would have to do.

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



# IN LATITUDES



PHOTOS COURTESY SWELL

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.*

**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



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!"

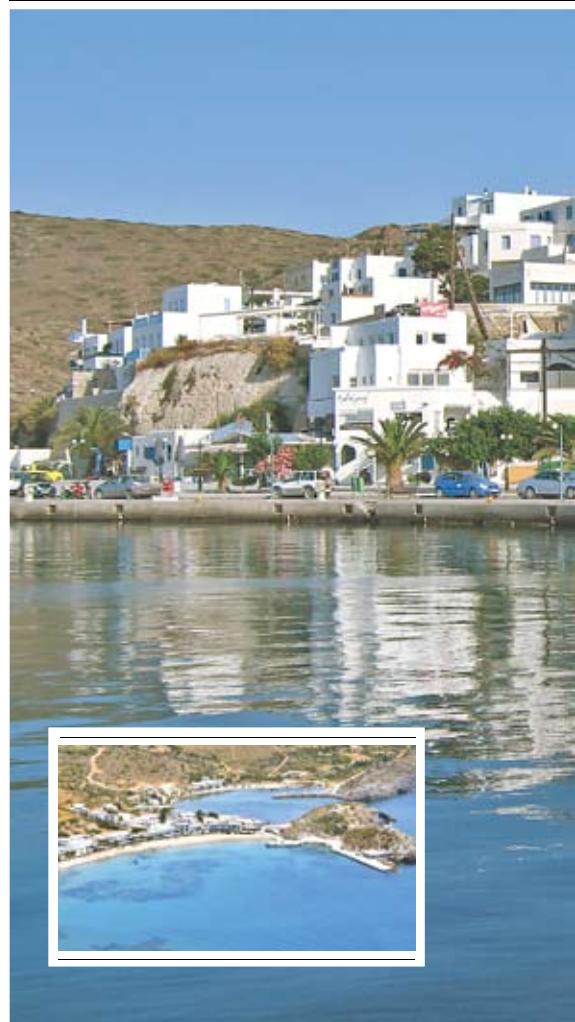
After a few days on the island, Rommy and I gained our sea legs and were officially ready to set out into open water. We women folk helped dog down the hatches and rig the sails, while Cap and Rommy shouted orders back and forth. I kept looking at Terri, who skipped in and out of the pilothouse for an 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 Farmer 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 Buchholz, 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.**

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.**



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.

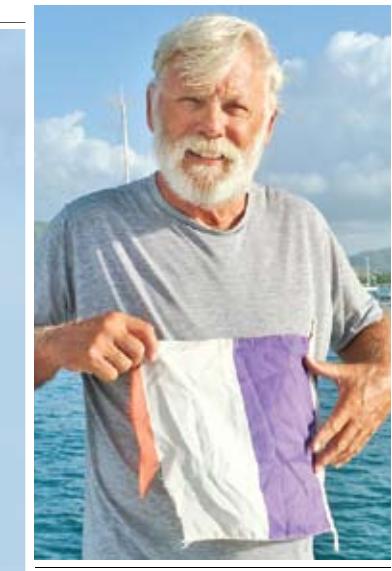
— latitude 03/18/11

## 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](mailto: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 AGARELLE

page spread in their March edition to a story by Amélie Padoleau 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



On Abbey Road on the way to 'Azure II' in Italy.

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.

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'.**



NATARAJA

**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-

# CHANGES

uappreciative 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

## Your Boatyard in the Heart of Paradise



Large, fenced, secure dry storage area

**Tahiti Customs policy has changed!**  
Foreign Flag vessels can stay on dry storage in our yard for up to 12 months out of 24.



A Subsidiary of  
The Moorings Yacht Charter, Ltd.

### Our Services |



Professional boatyard in the heart of Paradise

Raiatea Carenage will make sure paradise is everything you expected.  
Call, write, or sail in . . . we're here to serve you.

B.P. 1111 Uturoa Raiatea 98 735 Polynésie Française

Tel: (689) 600-545 ~ Fax: (689) 600-546 ~ VHF 68

Web site: <http://www.raiatea.com/carenage> ~ email: [raiateacarenage@mail.pf](mailto:raiateacarenage@mail.pf)

#### HAULOUT

- Marine Travelift 25 tons
- Marine railway 120 tons
- Storage in adjustable steel cradles
- Fenced Yard

#### PAINTING

- Topsides, hull, bottom, varnish
- Brush, roller, spray

#### MECHANICAL WORK

- Inboard, outboard, diesel, gas
- All brands

#### REPAIRS

- Electrical repairs
- Refrigeration installation & repair
- Fiberglass & woodwork
- Welding, steel, stainless, aluminum

#### SAIL LOFT

- Sail repairs, biminis, dodgers, covers

#### STORE

- International, Pettit, Epiglass, Devoe
- Spares
- Fill U.S. gas cylinders

#### DO-IT-YOURSELFERS WELCOME!

BoatUS Cooperating Marina

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.



Western U.S. Distributors of  
ElectroMaax Alternators  
and Wind Generators

- Electro-Maax designs, engineers and manufactures their products giving top quality at a lower price.
- Best in industry three-year warranty
- High output cruising alternators
- High output wind generators
- Smart multi-stage charge controllers
- The AirMaax ultra-quiet wind turbine features:
  - Computer-designed UV protected carbon fiber reinforced blades for near silent operation
  - Cast aluminum body weighing 20.2 lbs.
  - Includes regulator with amp meter and totalizer
  - Optimized for winds of 8-20 knots
  - Produces 3A at 10 kts, 11A at 16 kts, 19A at 20 kts
- Free shipping from our California warehouse to the Western U.S. on ElectroMaax products

- Large capacity watermakers at prices cruisers can finally afford with a three-year warranty!
- Powered by a Honda EU2000i generator or diesel genset! Engine-driven systems also available, and larger output custom-designed systems at similar savings.
- Complete systems with space saving modular design for easy installation:
  - 20 gallons per hour for \$3,995
  - 30 gallons per hour for \$4,850
- Lowest price supplier for prefilters, activated carbon filters, RO membranes, and watermaker supplies for all makes of watermakers.



HONDA GENSET NOT INCLUDED



Product Details and Specifications online  
at [www.CruiseROWaterAndPower.com](http://www.CruiseROWaterAndPower.com)  
[Info@CruiseROWater.com](mailto:Info@CruiseROWater.com)  
Skype contact at CruiseROWater

Sales & Mfg. Office (619) 990-6696  
Rich's U.S./Mexico Cell (619) 609-3432  
2448 Carroll Lane, Escondido, CA 92027

# CHANGES

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

Come to Mexico and repair your boat at

# OPEQUIMAR

MARINE CENTER CENTRO MARINO

Puerto Vallarta

**MÉXICO** **RIVIERA NAYARIT** PUERTO VALLARTA *Where Mexico Comes to Life*

[www.opequimar.com](http://www.opequimar.com)

fuel dock • full service boatyard • brokerage • 88-ton Travelift

**McGinnis Insurance**  
Since 1972

**Agreed Value Yacht & Boat Policies**  
**Offshore, Coastal, Inland,  
Liveaboards & Floating Homes**

**Year Round Mexico Available**

**Call us at: 800-486-4008**  
**mcginnnsins@aol.com**

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



LATITUDRICHARD

*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

## Welcome Baja Ha-Ha Cruisers...

### To the three best Marinas in Southern California!

Whether you're heading north or south or simply want to find somewhere to stay for a while, our marinas...

**Ventura West Marina, Dana West Marina and Harbor Island West Marina**  
are the places to stay for convenience, comfort and friendliness.



**Ventura West Marina**  
805.644.8266  
1198 Navigator Drive  
Ventura CA 92001  
[www.venturawestmarina.com](http://www.venturawestmarina.com)

**Dana West Marina**  
949.493.6222  
24500 Dana Pt Harbor Dr  
Dana Point CA 92629  
[www.danawestmarina.com](http://www.danawestmarina.com)

**Harbor Island West Marina**  
619.291.6440  
2040 Harbor Island Drive  
San Diego CA 92101  
[www.harborislandwest.com](http://www.harborislandwest.com)

# CHANGES

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

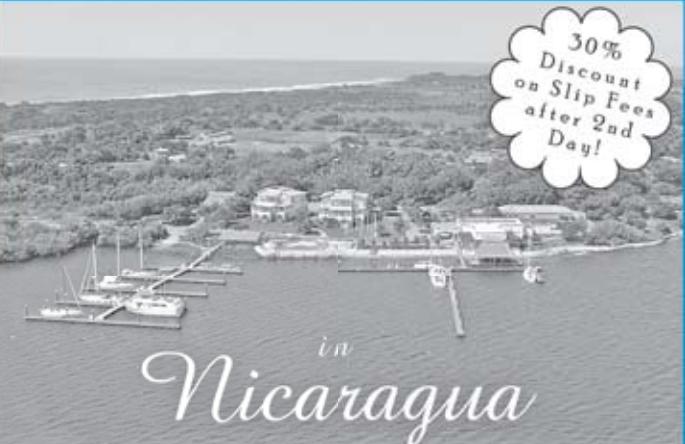
**The water around Georgetown is thin, but it's also undeniably gorgeous. No wonder so many gather for the Georgetown Cruising Regatta.**

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

Your secret paradise...



in  
*Nicaragua*

Located in a beautiful sheltered lagoon on the north Pacific coast of Nicaragua, Marina Puesta del Sol is your premier cruising destination in Central America.

**Marina Puesta del Sol**  
RESORT

Aserradores, Nicaragua • 011 (from US and Canada) 505-8880-0019  
info@marinaps.com • www.marinapuestadelsol.com • USA 408-588-0017

Recommended by Yachting Monthly



How can you ensure smooth sailing ahead?

**The answer is blowing in the wind.**  
Even at low wind speeds, this quiet, graceful generator turns out electricity for lights, navigation equipment and communications gear. This latest generation of our best-selling AIR series is engineered for quiet operation and more energy output in low winds.

**air** BREEZE  
SMALL WIND. BIG ENERGY.  
www.airbreeze.com

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!

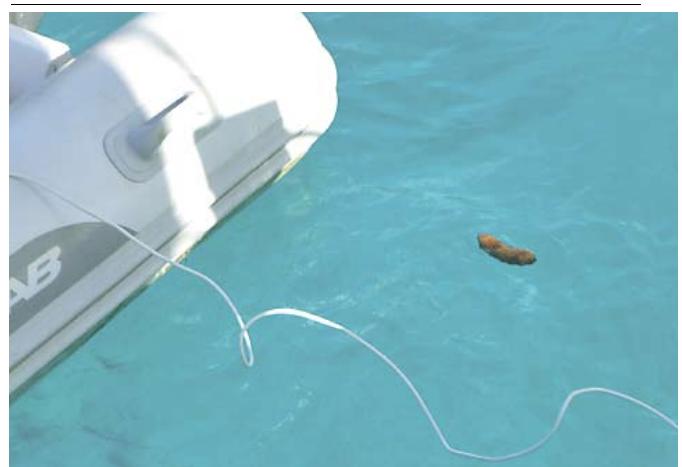
The European cruising season is about to resume. We know this because Jack Van Ommen of the Gig Harbor- and world-based Najad 29 **Fleetwood** reports he's about to resume his unusual 64-lock canal and river passage from the North Sea to Romania and the Black Sea. He was stalled with engine problems 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

## Welcome to Mazatlan...



### Marina El Cid style!

A CRUISER'S PARADISE IN THE HEART OF MEXICO'S LUSH TROPICAL COASTLINE AND BEAUTIFUL ISLANDS

*Complete, Modern Amenities, Including  
Marina-Wide High Speed Wireless Internet Connections!*



[www.marinaselcid.com](http://www.marinaselcid.com)

011-52 (669) 916-3468

marinaelcidmazatlan@elcid.com.mx

*The Cruiser's Home in Mexico*

## Is Your Boat Ready For Summer Yet?

- Need paint, plumbing or deck hardware?
- Need spring cleaning supplies?
- Need more product info?

**WE CAN HELP!**

### THREE STORES TO SERVE YOU



THE CRUISER'S CHANDLERY

[www.downwindmarine.com](http://www.downwindmarine.com)

2804 Cañon Street  
San Diego, CA 92106  
(619) 224-2733  
(866) 289-0242



[www.sandiegomarine.com](http://www.sandiegomarine.com)

2636 Shelter Island Drive  
San Diego  
(619) 223-7159  
(800) 336-SDMX  
Mexico 001-800-336-7369



[www.sailingsupply.com](http://www.sailingsupply.com)

2822 Cañon Street  
San Diego, CA 92106  
(619) 225-9411  
(800) 532-3831

We are a great family of marine stores with knowledge and resources to meet all of your boating needs.

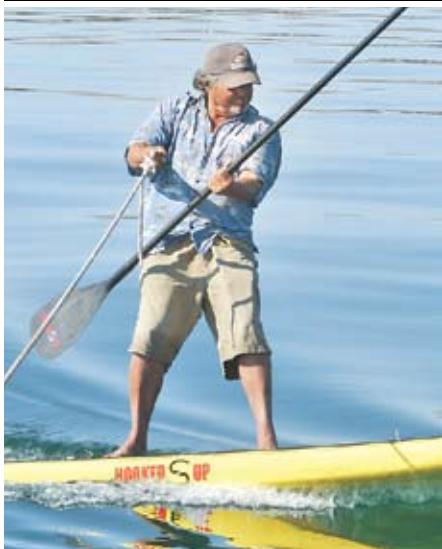
# CHANGES

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



ROTAKAT

**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!"

An aerial photograph of Owl Harbor Marina, showing numerous sailboats and powerboats docked in a long, narrow channel. The marina is situated next to a road and some green fields. A red starburst graphic in the bottom left corner contains the text: "Join us for the DELTA LOOP FEST May 7".

WE LOOK FORWARD  
TO SEEING YOU!

Owl Harbor MARINA

**Imagine yourself in 20 acres of park-like beauty just off  
the San Joaquin River at channel marker 41.**

**Imagine your boat at a friendly, clean and relaxing marina.**

**THIS IS OWL HARBOR!**

Monthly Berths and Guest Slips available • Yacht Clubs always welcome

**(916) 777-6055 • [www.OwlHarbor.com](http://www.OwlHarbor.com)**

# LOCH LOMOND MARINA

Slips Available:  
53-ft, 46-ft  
and 40-ft

Completely Rebuilt Marina • Gas & Diesel Fuel Dock • Free Pump Out Station  
Modern Launch Ramp • Guest Slips Available • Marine Mechanical Boat Repair  
Arena Marine Supply Store • Andy's Local Market • Bait Shop  
Land or Sea Canvas • Windjammer Yacht Sales • Loch Lomond Yacht Club

110 Loch Lomond Drive, San Rafael, CA 94901

Phone: (415) 454-7228 • Fax: (415) 454-6154

[www.lochlomondmarina.com](http://www.lochlomondmarina.com)

Harbor Master – Pat Lopez • [pat@lochlomondmarina.com](mailto:pat@lochlomondmarina.com)



## VOLVO PENTA

### YOUR BOAT NEEDS US.

Time to get ready for the boating season. The secret to a great boating season is a well-maintained boat. One visit will do your boat a world of good. Make an appointment today, before the rush.

**PARTS • ENGINES • SERVICE • WARRANTY**

Tired of your old engine?  
Call us for a quote  
to repower!

Call for the  
Dealer Nearest  
You!



MARINE SERVICE INC

619 Canal Street  
San Rafael, CA 94901

AUTHORIZED GAS/DIESEL POWER CENTER Northern California & Hawaii  
(800) 326-5135 Fax: (415) 453-8460 [www.helmutsmarine.com](http://www.helmutsmarine.com)

Any Port for Safety.  
Ultra Anchor for Certainty.



Stop by and see us:

- Oakland Boat Show—April 14-17
- Newport Lido Boat Show—April 28-May 1
- Anacortes Trawler Fest—May 12-14

 [www.quickline.us](http://www.quickline.us)  
**QUICKLINE**  
714.843.6964



8700 Warner Ave., Suite #110, Fountain Valley, CA 92708

[www.ultraanchors.us](http://www.ultraanchors.us) • [sales@quickline.us](mailto:sales@quickline.us) • 714-843-6964

The Highest Quality Marine Products in the World.

Please read before  
submitting ad

# Classy CLASSIFIEDS

## Here's What To Do:

**Write your ad.** Indicate category. Remember price and contact info. We make final placement determination.

**Count the words.** Anything with a space before and after counts as one word. We will spell-check, abbreviate, edit, as necessary.

**Mail your ad** with check or money order, deliver to our office; OR, **for the best – and most exposure – of your classified ad...**

### Submit your ad safely online

with Visa, MasterCard or AmEx at:

**www.latitude38.com**

Ad will be posted online within two business days, appear in the next issue of the magazine, and remain online until the following issue is released.

*Latitude 38* 15 Locust Ave, Mill Valley, CA 94941 Questions? (415) 383-8200, ext 104 • class@latitude38.com

**WHAT'S IN A DEADLINE?** Our Classified Deadline has always been the 18th of the month, and it's still pretty much a brick wall if you want to get your ad into the magazine. But it's not so important anymore when it comes to getting exposure for your ad. With our new system, your ad gets posted to our website within a day or so of submission. Then it appears in the next issue of the magazine. So you're much better off if you submit or renew your ad early in the month. That way your ad begins to work for you immediately. There's no reason to wait for the last minute.

## DINGHIES, LIFERAFTS AND ROWBOATS



**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.

**9-FT ACHILLES INFLATABLE LSI-96.** 2005. Alameda. \$2,500. Here is a package deal. An Achilles LSI-96, 2005 and a Honda 2hp 4-stroke outboard, 2006. These have never been in the water. Also, 2 West Marine 4000 lifevests. All for \$2,500. Contact (510) 928-9100 or rbybarra@aol.com.

**12-FT HENSHAW TINKER TRAVELLER.** 2001. Auburn, CA. \$2,500. Tinker Traveller, English made, inflatable dinghy with oars, sloop rig with reefing jib. Rows like a hard dinghy. Up to 5hp. Great sailor. Folds to 47" x 24" x 17". (530) 392-5651 or (530) 885-3232 or nrowland@inreach.com.

## 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.

**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.

**FOLBOT FOLDING GREENLAND II.** \$1,600. 2-person sea kayak with red deck. Like new, used only about twelve times. Includes storage bags, paddles, boat cart, safety bladder and foot rudder kit. (303) 674-2197 (H) or (510) 427-0393 (cell).



**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.** Pittsburgh 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.

## DEADLINE is ALWAYS the 18th at 5 pm

for ad to appear in the next issue.

*Due to our short lead time,  
deadlines are very strict and  
include weekends & holidays.*

### Sorry, but...

- No ads accepted by phone
- No ads without payments
- No billing arrangements
- No verification of receipt
- We reserve the right to refuse poor quality photos or illegible ads.

**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, spinnaker, 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 FG. 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.

## WOODRUM MARINE

Specializing in custom interior cabinetry, tables, cabinets, countertops, cabinsoles. For power or sail.

## CARPENTRY

Mobile cabinet shop  
Contact Lon Woodrum at:

**415-420-5970**

[www.woodrumsmarine.com](http://www.woodrumsmarine.com)



## NOR-CAL COMPASS

Adjustment • Sales  
Authorized Compass Repair

Hal McCormack • [norcal.compass@verizon.net](mailto:norcal.compass@verizon.net) • Phone/Fax (415) 892-7177

## BOAT • LETTERING

[alphaboatsue@aol.com](mailto:alphaboatsue@aol.com) • (510) 599-1197 • [www.alphaboatgraphics.com](http://www.alphaboatgraphics.com)

Creative and durable lettering and artwork for your boat

## N.E. MARINE TITLE

Coast Guard documentation • Title/lien searches • Transfers • Mortgage filing • Escrow services  
Local closing facility for brokers or private transactions

30 years experience of doing it right the first time

1150 Ballena Blvd, Alameda, CA • (510) 521-4925

## 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 kberstein@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 WYLIE, 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 wylie28ior@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 Kabai@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, Santi-pottie. 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 mnchner@gmail.com.

**30-FT PEARSON SLOOP.** Delta. \$8,500. World class sloop. Upgraded with Volvo diesel that cost over \$10k. New bottom paint, zincons, 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 pressurized 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 rode, Buoy hook. Too much more to list. (775) 626-2679 or (775) 722-1600 or pscarli@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 ndeall@mcn.org.



**30-FT TAHITI KETCH, 1949.** Sausalito. \$34,500. *Taihoa* for sale. Kauri planking on apitong frames/copper rivets. Shipwright owned and lived on it for six years. Ocean ready, new electronics/radar/EPIRB/depth. Professionally rebuilt Yanmar 3GM. Diesel stove/oven/heater. (415) 272-4203.



**CAL 2-29, 1969.** Sausalito. \$12,500. 12hp Yanmar 20hp diesel. In good condition, transferable. San Francisco Marina West Basin slip. GGYC Friday Night Winner. As is - where is.

## RIGGING ONLY • SMALL AD, SMALL PRICES

Standing and running rigging, life lines, furling gear, winches, line, windlasses, travelers, wire and terminals, blocks, vangs, and much more.

~ Problem solving and discount mail order since 1984 ~

[www.riggingonly.com](http://www.riggingonly.com) • (508) 992-0434 • sail@riggingonly.com



## STARBOARD YACHT DELIVERIES

Over 50,000 sea miles • Pacific, Caribbean, Atlantic  
USCG Master 100 GT STCW • Power & Sail

Rick Whiting • (415) 740-2924 • captain\_rick@sbcglobal.net



## MARINE SURVEYS - Capt. Alan Hugenot

(SAMS) Accredited Marine Surveyor • (415) 531-6172  
Yacht Master (USCG 200 tons - International) • Port Engineer •  
Yacht Manager • Delivery Skipper • Boat Handling, Navigation  
& Safety Instructor • Bay or Delta • Accepts MC & VISA

**Jack D. Scullion**  
Yacht Services  
[jdsyachts@att.net](mailto:jdsyachts@att.net)  
(510) 919-0001

Rigging  
Electronics  
Troubleshooting  
Electrical Installations  
We Gladly Install Gear You Provide

**NEILPRYDE**  
  
**SAILS**

**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 onemaujim@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 zincks. 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 bradrcase@sbcglobal.net.

## 32 TO 35 FEET



**32-FT RANGER, 1974.** Alameda. \$18,000/obo. Atomic Four. Many sails. Internal hardware. Full race gear. (510) 521-2299 or holrral@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/ftn1f.jpg>. Contact (707) 829-9671 or fsfvrhea@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://vallejoboatworks.com>. (707) 554-2813 or vallejoboatworks@yahoo.com.

**35-FT GRAND BANKS (MAGELLAN), 1964.** motorsailer, \$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](mailto: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 [billsysfbay@gmail.com](mailto:billsysfbay@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](mailto:don@dondommer.com).

**34-FT CORONADO, 1970.** Antioch. \$17,000. Easy singlehander: roller-furling jib, Dutchman mainsail. Autohelm, Garmin GPS, 2 VHFs. 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.

**TWO RETIRED GUYS WILL DELIVER YOUR BOAT FROM MEXICO - FOR FREE**  
(You pay expenses). Both former USCG Masters, thousands of hours of sea time.

We do it because we enjoy it and have the time.

Insured and bondable. Lots of references.

(415) 710-3161 • [lunasea2@yahoo.com](mailto:lunasea2@yahoo.com)



**superwind.com**

## MARINE SURVEYOR

Sharpe Surveying & Consulting. SAMS Accredited Marine Surveyor.  
Serving the San Francisco Bay and Delta.

[RSharpe@SharpeSurveying.com](mailto:RSharpe@SharpeSurveying.com) • (510) 337-0706

*Latitude 38 eBooks*

FREE \* AVAILABLE WORLDWIDE \*

[www.latitude38.com/ebooks.html](http://www.latitude38.com/ebooks.html)

**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.



**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. Tillerpilot. Original Dacron sails. www.flickr.com/photos/windhorze/sets/72157626168401808. Call (310) 592-5701.



**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 mohrmonter@gmail.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 Barentt winches, autopilot, refrigeration 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 cjprr@gmail.com.

**36-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 pbprme@hotmail.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.



Get the Reliable, Powerful Wheel Pilot  
Quiet & Dependable • Affordable • Built for Immersion  
Easy Owner Installation • Low Power Consumption  
831-687-0541 [www.cptautopilot.com](http://www.cptautopilot.com)

**Sail, kayak, whale watch, or explore the majestic San Juan Islands!**  
Relax or take the helm aboard our 45' Jeanneau in the pristine Pacific Northwest.  
Learn to sail from an experienced USCG captain.  
4 guests max, 2 cabins - each with own head.  
[www.nwcharters.net](http://www.nwcharters.net)

#### MOBILE BOAT CARPENTRY & ELECTRICAL

Any woodwork repaired or replaced.  
Specialist in dryrot repair.  
All electrical work done to ABYC standards.  
[stonehenge5@netzero.net](mailto:stonehenge5@netzero.net) • (925) 759-2820 cell • (925) 684-0370



**YOGA FOR SAILORS ON THE WATERFRONT**  
Small group classes in San Rafael, 10 classes/\$88 or \$15/drop-in. Tuesdays and Thursdays 6:30-8:00 p.m.  
[www.bowyoga.com](http://www.bowyoga.com), [yogaforu2009@gmail.com](mailto:yogaforu2009@gmail.com)  
(415) 785-4530 or (510) 333-8846.

See us at  
Booth  
#701



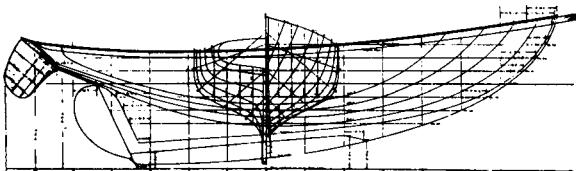
Duck that Barge!

Trim that Sail!

Have you tried to learn to sail from a Square Mouth?

Call Afterguard - the "No Yelling" Sailing Academy  
Great Prices - Great Instruction - ASA Certifications

[www.afterguard.net](http://www.afterguard.net) - (510) 535-1954



MAKELA BOATWORKS

Family owned since 1948

Wooden Boat Building • Repair and Restoration

19280 South Harbor Drive • Fort Bragg, CA 95437

(707) 964-3963

email: [howard@makelaboatworks.com](mailto:howard@makelaboatworks.com) • [www.Makelaboatworks.com](http://www.Makelaboatworks.com)

# GOLDEN STATE DIESEL MARINE

PARTS

YANMAR • UNIVERSAL • WESTERBEKE  
PERKINS • ISUZU • PATHFINDER • ATOMIC 4

SERVICE  
DIESEL ENGINES



Barbara Campbell

351 EMBARCADERO  
OAKLAND, CA 94606

(510) 465-1093

Simply Great

Sleep



Transform your mattress with our  
box-spring system and enjoy many  
relaxing nights aboard.

**froli**

phone 888.463.7654  
Nickie Atlantic, LLC  
[www.FroliSleepSystems.com](http://www.FroliSleepSystems.com)



See us at  
Strictly Sail  
PACIFIC  
Jack London Square  
April 14-17



**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](mailto:bill@cpifiber.com). (54 West Misty Ln. Port Angeles, WA 98362).

**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.



**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>.

**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](mailto:ddatpbio@gmail.com).



**39-FT DANISH FALCON, 1980.** \$72,000. 39ft. 3 cabin. 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.



**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](http://www.sailk38.com). (916) 847-9064 or [steve@paradigmilgrim.com](mailto:steve@paradigmilgrim.com).

**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](http://www.flickr.com/photos/54536845@N08). (707) 364-0801 or [rkhurt@comcast.net](mailto:rkhurt@comcast.net).

**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](mailto: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.



**36-FT DANISH FALCON, 1980.** \$50,000. Danisch Falcon. 39ft. 3 cabin. X-Yachts. Fully maintained. Recently haulout. 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](http://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 mrgene@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 lorenchristopher@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.

## OFFSHORE PASSAGEMAKING INSTRUCTION IN THE SOUTH PACIFIC

John & Amanda Neal are dedicated to providing hands-on, documented instruction aboard their Hallberg-Rassy 46 *Mahina Tiare III*, drawing on their combined 544,000 miles and 69 years of experience.

[www.mahina.com](http://www.mahina.com) • (360) 378-6131

*Going Somewhere?* Mexico • Caribbean • South Pacific

Stop by our office and take a bundle of *Latitude 38* along with you.

We promise you'll be a hero for sharing them with other cruisers!

Latitude 38 • 15 Locust Ave • Mill Valley, CA • (415) 383-8200 • Open M-F 9-5



**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&t=r> (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.

**43-FT ORCA, 1972.** Mazatlan. \$129,000 asking. Admiral's Cup sloop, Dick Carter, Swan shape fiberglass, hull #6. Exceptional, high performance, fast, strong, racer/cruiser. Two-year extensive refit, twin spinnakers, flush teak deck, Lewmar winches, North racing-cruising sails, Hood Profurl, 40 gal. fuel-water, SS stove-oven, all new, Yanmar 50hp. Instrument panel, windlass, Technautech fridge, rigging. Awlgrip paint, Edson pedestal, Yamaha Enduro, carb dinghy, Hydrovane, dodger-awning, Garmin GPSMAP, inverter-charger, Navman, radar detector, VHF, Martec prop. Reduced price. [sailtime2002@yahoo.com](mailto:sailtime2002@yahoo.com).

**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, Alpha pilot, watermaker, etc. More at website, <http://sailingtexas.com/scapedory40100.html>. Contact (979) 864-7755 or [yachtcomono@yahoo.com](mailto: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](http://sailboatserendipity.com). Contact (503) 297-5749 or [dougc@teleport.com](mailto: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](http://www.mazmarine.com). (941) 204-3271 or [kruzr2004@aol.com](mailto:kruzr2004@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](http://www.facebook.com/pages/Kelly-Peterson-46-sailboat/172704439424234). Contact [woodeneye53@yahoo.com](mailto: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](mailto:sailonbaby@gmail.com).

**42-FT CATALINA, \$169,000.** 3 bedrooms, 2 bath, furling main, air condition, auto-pilot. Easy to singlehand, has been from Canada to Mexico, 5 years old. (707) 812-4003.



## PROFESSIONAL DELIVERY CAPTAINS

San Diego based, USCG Master 100 GT. Sail and power.

ASA-certified instructional deliveries. Pacific Mexico and Baja Bash specialists. [davidhbrotherton@yahoo.com](mailto:davidhbrotherton@yahoo.com) • [www.boatdeliverycaptain.org](http://www.boatdeliverycaptain.org)

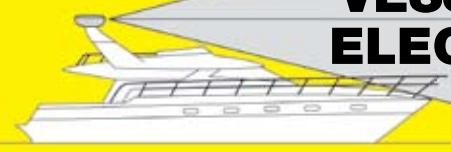
• (619) 913-7834 •

## COMPLETE MARINE WOODWORK

Design / Restoration • Expert European Craftsmanship • Interior / Exterior Repairs / Maintenance • Marine Windows & Frame Replacement  
Wood & Dry Rot Repairs • Varnish Work • Marine Painting  
References Available • Reasonable Rates • Call (415) 331-6718

Mobile Marine Navigation  
Installations and Marine  
Electrical Work

## VESSEL ELECTRIC



**GARMIN**  
certified installer

**Raymarine**  
certified installer

Milltech Marine AIS

**NAVPOD**

Brian Theobald • (415) 424-2204 • [vessellectric@yahoo.com](mailto:vessellectric@yahoo.com)

## RODGERS & ASSOCIATES



established  
1978

### Certified Marine Surveyors

As appointed by Boat US Insurance Services  
and Institute of London Underwriters  
ASA - NAMS - LLOYDS

**Tel: 831-475-4468**  
[jrodgers@rodgersandassociates.com](mailto:jrodgers@rodgersandassociates.com)

[www.rodgersandassociates.com](http://www.rodgersandassociates.com)

## ALPENGLOW LIGHTS



**406.889.3586**

### Hand Crafted, High-Efficiency Area Light

LED Swivel Reading and Berth Lights in Chrome or Titanium (Brass) Finish

Brighten your cabin with better light quality, superior color rendition, and lower battery drain! Selection of wood choices for fixtures. Splash-proof and Night-vision models available. Dual power for bright light or gentle glow, and two levels of red. Choose LED or CFL (compact fluorescent).



Alpenglow Lights, LLC, P. O. Box 415, Eureka, MT 59917  
[www.alpenglowlights.com](http://www.alpenglowlights.com)

We are always  
looking out for you!

American Yacht Insurance for boats over  
26 feet. We provide cover for any flag  
registration or  
navigation.



USA09037 [www.whalehi.de](http://www.whalehi.de)

**PANTAENIUS**  
American Yacht Insurance

Germany • Great Britain • Monaco  
Denmark • Austria • Spain • Croatia  
Sweden • USA\*

500 Mamaroneck Avenue Suite 318  
Harrison, NY 10528  
Phone (914) 381-2066

Newport Shipyard  
One Washington Street  
Newport, RI 02840  
Phone (401) 619-1499

[www.pantaenius.com](http://www.pantaenius.com)

\*Pantaenius America Ltd. is a licensed insurance agent licensed  
in all 50 states. It is an independent corporation incorporated  
under the laws of New York and is a separate and distinct entity  
from any entity of the Pantaenius Group.



**47-FT BENETEAU 473, 2004.** Beautifully maintained, lavishly equipped, lightly used, three staterooms. Elite upgrades: electric winches, bow thruster, air conditioning, heating, generator, MaxProp, Yanmar engine, epoxy barrier, forward scanning sonar. Best 473 buy. Possible tax advantages! For complete info and photos visit: <http://yachtamicus.com>.



**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](mailto:sail@voleauvent.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](mailto:amjohn@sbcglobal.net).



**44-FT NORSEMAN 447, 1984.** St. Croix, USVI. \$209,000. Center cockpit, new listing. Excellent condition, beautiful. Cruise ready, all the equipment to travel in extreme comfort and style, fast passenger-maker, outstanding liveaboard, 110/220v. Full stall shower, hot water heater. More at <http://djarrka.blogspot.com>. Contact (340) 514-1607 or [djarrka@yahoo.com](mailto:djarrka@yahoo.com).

## 51 FEET & OVER



**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](mailto:seahawk2mexico@gmail.com).

## CLASSIC BOATS



**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@ljdurham.com](mailto:laird@ljdurham.com).

**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](mailto:alden309n@gmail.com).



**54-FT ALDEN, 1970.** Honolulu. \$70,000. Alden centerboard yawl lovingly restored with old world character with newer sails, low hour Ford Lehman, mahogany and teak. Perfect liveaboard. (510) 332-4900 or [vernonthompson@yahoo.com](mailto:vernonthompson@yahoo.com).





**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](mailto: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 liveaboard, 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](http://www.theyachtmarket.com), then search: Used Catamaran Sail 50 to 55-Ft. Contact (504) 201-3888 or [amderne@yahoo.fr](mailto: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](http://www.YoungerGirl.org). (503) 320-9859 or [CapitanoMarco@Yahoo.com](mailto: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](mailto:bobk@laboratorybydesign.com).



**28-FT CHRIS CRAFT - CATALINA, 1986.** Petaluma. \$16,500. Clean, well cared for runs great. Engines overhauled, port '05, starboard '06. New prop shafts and bottom painted '08. Bottom cleaned quarterly - no blisters. Refurbished interior '08. Sleeps 4+. V-berth + 6' double bunk. Complete tuneup 9/10. GPS, fishfinder, microwave, dock lines, bumpers, life jackets plus much more. (707) 778-1938 or [mikescott1935@yahoo.com](mailto:mikescott1935@yahoo.com).

## MULTIHULLS



**35-FT PIVER TRIMARAN, 1968.** Marathon, Florida Keys. \$28,500. Ready to cruise and liveaboard! 1968, 3' draft, Profurl roller furling, spacious center cockpit, aft cabin. 27hp Yanmar, 250W solar panels, hardtop, propane stove, oven, fridge, 1000W inverter, GPS, depth sounder, VHF, 4 anchors. Contact [m\\_ackroyd@yahoo.com](mailto:m_ackroyd@yahoo.com).



**47-FT LEOPARD 47C, 2001.** Turkey. \$335,000. Our two-year trip is coming to an end and *Azure II* needs a new family. Have fun in an extremely comfortable and well equipped cruising catamaran. The galley was completely redone in 2008 and new rigging, salon windows and cushions in 2010. New trampolines, many spare parts (blocks, lines, alternator, starter). Watermaker, wind generator, etc. Ready for any adventure from August 2011 onward. We're planning on being in Turkey, but the location is negotiable. [familyazure@gmail.com](mailto:familyazure@gmail.com).



**38-FT TRIMARAN, 1980.** Yarmouth, Maine. \$98,500. Offshore, performance, liveaboard cruising trimaran, aft cabin, 3 singles. PRO-BUILT foam core/epoxy, similar to 39' Farrier. Canted amas, open wing. Will deliver anywhere. Consider partnership. Contact [multihuler@aol.com](mailto:multihuler@aol.com) or (775) 827 2786.

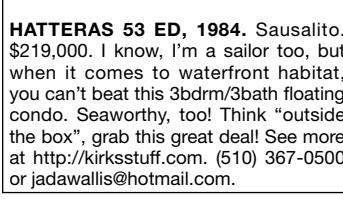
## POWER & HOUSEBOATS



**34-FT GEMINI 105M, 2000.** Pt. Richmond. \$114,000. Hull #660. World's most popular catamaran, comfortable cruise equipped with 3 headsails, traveler, davits, and more. 14' beam fits standard berths. Send email for list of equipment. Will consider trade down. <http://kirksstuff.com>. Contact (510) 367-0500 or [jadawallis@hotmail.com](mailto:jadawallis@hotmail.com).



**52-FT MORRELLI & MELVIN, 2007.** Alameda. \$999,000. The ultimate cruiser! Designed for fast short-handed ocean passages, equipped for extended liveaboard in remote areas. 52' x 25' x 25k lbs. Universal M-40B's with shafts, PSS, & Flexofolds. Hidden daggerboards. Carbon beams, chainplates, rudders. Ballenger spar, Pineapple sails. Webasto heat, on-demand hot water, Spectra watermaker. Layout = 3 cabin + 2 heads, galley up. 520W solar + DC genset. B&G electronics and pilot w/ inside steering. Many custom features. Launched 2007, 15k bluewater miles. Serious inquires to: [kiapa52@gmail.com](mailto:kiapa52@gmail.com).



**HATTERAS 53 ED, 1984.** Sausalito. \$219,000. I know, I'm a sailor too, but when it comes to waterfront habitat, you can't beat this 3bdrm/3bath floating condo. Seaworthy, too! Think "outside the box", grab this great deal! See more at <http://kirksstuff.com>. (510) 367-0500 or [jadawallis@hotmail.com](mailto:jadawallis@hotmail.com).

**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://acculon.com/viking.htm>. (925) 963-7031 or [johnd@xywest.com](mailto:johnd@xywest.com).

**35-FT CHRIS CRAFT CATALINA.** Sausalito berth. \$28,000/asking. 13' 1" beam. Totally remodeled, large salon, head with shower. May finance, rent or trade. (415) 999-5626.

## PARTNERSHIPS

**1/3 FLEXIBLE TIME SHARE** in clean Catalina 30. South Beach, San Francisco. \$300/month. 1981 Catalina 30, 2010. Yamaha 4-stroke (super quiet). Pedestal steering, roller furling, Lazy jacks (simplify sail handling). Lessons available. Contact [cabrose@chrisbroselaw.comcastbiz.net](mailto:cabrose@chrisbroselaw.comcastbiz.net) or (415) 425-4362.

## MULTIHULL YACHT DESIGNER • MARINE SURVEYOR

John R. Marples, CMS • Certified, National Association of Marine Surveyors  
Multihull Design Specialist • Pleasure and Commercial  
Design office for Jim Brown Searunner, Seclipper & Constant Camber Multihulls  
[www.searunner.com](http://www.searunner.com) • (707) 343-1378 • [marplesmarine@comcast.net](mailto:marplesmarine@comcast.net)

## STRICTLY SAIL PACIFIC • APRIL 14-17

Come visit us at Latitude 38's Booth #329-330

Jack London Square • Oakland

## INTERESTED IN SAILING & CRUISING IN VANUATU, SOUTH PACIFIC 2011!

Join us for some fun and exciting adventures while cruising the beautiful Vanuatu Island chain • June-August 2011  
Hands on participation aboard a 47' Catamaran! NON-SMOKERS ONLY  
[www.247sailing.net](http://www.247sailing.net)

Need Crew? Latitude 38 Crew List A Boat to Crew on?

★ Visit our website and sign up as Skipper or Crew ★ It's Free  
Find out about our next Crew Party: Wed., March 9, at Golden Gate Yacht Club  
[www.latitude38.com/crewlist/Crew.html](http://www.latitude38.com/crewlist/Crew.html) or call (415) 383-8200



*A Sailor's  
Consignment  
Chandlery*

### NEW & USED BOAT GEAR

Open Tues.-Sat. 10 to 5 p.m.

# 510-769-4858

Located at Grand Marina  
[www.bluepelicanmarine.com](http://www.bluepelicanmarine.com)



## Save Your Aft!

Using one of our 1900+ patterns or your own pattern, let our craftsmen create a comfortable, durable, and stylish set of all-weather cushions for your cockpit. Find your custom, closed cell foam cushions at [www.bottomsiders.com](http://www.bottomsiders.com)!

### BottomSiders

**BottomSiders**  
2305 Bay Avenue  
Hoquiam, WA 98550



Toll Free: (800) 438-0633  
[cushions@bottomsiders.com](mailto:cushions@bottomsiders.com)  
Fax: (360) 533-4474

**WEDLOCK, RAMSAY & WHITING**  
Marine Surveyors



Vessel surveys,  
consulting, deliveries.

Serving the  
Bay Area  
since 1980



[www.norcalmarinesurveyors.com](http://www.norcalmarinesurveyors.com)  
**(415) 505-3494**

**weatherguy .com**

**Worldwide Marine Forecasts  
Cruising, Racing & Commercial  
Packages Starting at \$65.00 USD**

(866) 882-WXGY (9949) toll free  
(808) 291-WXGY (Mobile)  
(808) 254-2525 (Office)  
(808) 443-0889 (Fax)



970 N Kalaheo Ave  
Suite C-104  
Kailua, Hawaii 96734  
[info@weatherguy.com](mailto:info@weatherguy.com)

[www.weatherguy.com](http://www.weatherguy.com)

**50% EQUITY PARTNERSHIP OLSON 30.** Santa Cruz Harbor. \$6,500. 1982 Olson 30 Double Espresso seeking active boat partner. Located Santa Cruz Harbor dry storage near Yacht Club. Put 8K into the boat last year alone. She is in great shape, has new #1, #2, #3 & 3/4oz spinnaker. New epoxy bottom, new non-skid top. Road worthy trailer. (408) 802-3661 or jason@lauer.com.

**CONDO AFTER HA-HA.** Cabo San Lucas. \$750. Executive 1BR suite, Cabo Villas Beach Resort. Nov. 5 to Nov. 12, two to four persons. Ocean view, king bed, bathroom, shower, kitchenette, dining and living area, sofa bed, LCD TV, terrace, AC. Contact mike.crews@gmail.com or (424) 250-0252.



### VALLARTA CATAMARAN CHARTER.

Puerto Vallarta. Low season rates! Come sail with us on famous *Humuhumu* in perfect Banderas Bay conditions. Full day, Long Weekend or Costa Alegre Discovery Cruise. Vallarta has it all! [www.catpv.com](http://www.catpv.com). Contact (760) 681-7825 or (760) 975-5850 or info@catpv.com.



**SAGA 409 PARTNERSHIP SFYC.** Equity ownership in new Saga 409. Semi-custom Tony Castro design built by Westerly Marine. VacuFlush, flat screen TV, microwave, wine cellar. Electric halyard/mainsheet winch. Fast, easy to sail. Call or email for pics and specs. (415) 298-2080 or george@kiwi-properties.com.

**45-FT JEANNEAU PARTNERSHIP.** Emery Cove. 1/2 equity partnership \$100k and \$220/month each. Like-new 2006 Jeanneau 45 Sun Odyssey with under 300 engine hours. Gorgeous interior with Italian leather, flat screen TV, stereo, 2 staterooms. Top of the line equipped. In-mast furling main, roller furling jib, electric winches, Yanmar diesel, E-80 Raymarine, radar, autopilot, electric windlass. Fast, easy to sail, great for entertaining and cruising. Definitely worth seeing. (510) 599-0011 or Amy@amyshuen.com.

**PEARSON TRITON SAILBOAT.** Sausalito. \$125 per month. Non-equity partner for Pearson Triton 28. 1964, with fairly new Yanmar 18 inboard. Sleeps 4, galley, head. In excellent condition. Clipper Yacht Harbor. Call (510) 735-6953 or ed\_curran2002@yahoo.com.



### **SOUTH OF THE BORDER**

**JUANCALITO PALAPA.** Juancalito/Puerto Escondido. \$18,000. 100 ft from water! 2500 sq ft palapa. 23' trailer, cement slab, carport, composite roof. 17 miles south of Loreto, airport, 2 miles from Puerto Escondido Marina. Sportfishing, whale watching, snorkeling. Store your boat. Safe, secure, friendly! Low lease. [pandoless@yahoo.com](mailto:pandoless@yahoo.com).



### PLAN YOUR MEXICAN GETAWAY NOW.

At the brand-new, gorgeous Cielo Y Mar condos. Located in Punta Mita, 35 minutes from Puerto Vallarta, available to rent from private owner. On the beach, 10 feet from the water, they offer spectacular views of ocean and mountains, the biggest infinity pool in the area, an endless beach, great surf breaks, great fishing, tremendous views of whales, bird life and the islands. While uncrowded and tranquil, just a five-minute walk to several waterfront restaurants. Choose from a spacious, beautifully furnished one- or three-bedroom unit, or an amazing two-story penthouse with lovely shade trellis on the top floor. See details at website, [www.puntamitabeachfrontcondos.com](http://www.puntamitabeachfrontcondos.com). To reserve, call Doña de Mallorca (415) 599-5012.

### **MARINE ENGINE CO.**

Complete Engine Services • Gas & Diesel  
30 Years Experience • Reasonable Rates  
Tune-Ups • Oil Changes • Engine Rebuilding, etc.  
**(415) 332-0455**

**DOGGIEVENTURE – A doggie daycare on the go!**  
Morning or afternoon sessions available in San Francisco  
In-home training and nail trimming (for cats, too!) in S.F. and outlying areas  
Go to: [www.doggieventure.com](http://www.doggieventure.com) for our SPRING SPECIAL • (415) 314-7541

## WANTED

**BAREBOAT CHARTER SF BAY.** Looking to charter a 40-50 foot sailboat for day sailing. Experience sailing on SF Bay. Veteran of the past Ha-Ha's. CMA graduate and powerboat owner for 15 years. (916) 718-4834 or Richardfra@aol.com.

**CATALINA 27 TALL RIG MAINSAIL.** Wanted. Santa Cruz (Bay Area). Prefer good condition, track sliders on luff, two reefs, Cunningham, etc. Hopefully a club racer will respond. I can pick up, pay cash. (831) 457-2336 or paulee@cruzio.com.

**TRAILER FOR OLSON 30.** Okay if it requires minor modifications/repairs. Should be tandem-axle. Galvanized a plus. (415) 383-8200 ext.105 or rob@latitude38.com.

## GEAR

**ICOM M710 MARINE S.S.B.** Grass Valley, CA. \$1,540. M710 Icom, 130 tuner, Pactor Pro. With 3 software, HF Radio on Board set up. All you need is power antenna, ground. Contact (530) 432-1234 or mightywings@sbcglobal.net.

**66 HP YANMAR 1600 HOURS.** Yanmar 4JH-HTE turbo, with complete hydraulics and twin Max-Props. Available as a package or separately. Located in Guaymas, Mexico. Delivery to California possible. Survey available. rskaug@hotmail.com.



**POWERFUL LEWMAR WINCHES.** 3-SPEED #55'S. San Rafael \$1,500/pair. Non-self tailing, 3-speed Lewmar 55's. These are in great condition, sit on raised bases to allow for proper sheeting angle, powerful and smooth. Contact (415) 847-7270 or steve@sailcoyote.com.

**VOLVO PENTA MD11C ENGINE \$1,800.** with Model 110S sail-drive. Runs good and currently installed in boat in Alameda. Come see and hear it work. I want to upgrade to a newer, more powerful unit. (303) 674-2197 (H) or (510) 427-0393 (cell).

**74-FT MAST.** Designed for catamaran. Best offer. (415) 269-5165.

## MISCELLANEOUS

**BOAT SHOW BOOTH \$2,250/OBO.** 10' curved booth. Light grey fabric panels, header board, lights. Goes up in minutes. 2 storage cases convert to 2 podiums (2 wheeled cases). Used at Strictly Sail Shows at Jack London Square. (925) 284-4433 or mcginnsins@aol.com.

**KITCHENAID COUNTERTOP OVEN.** Corte Madera. \$45 firm. Almost new, only used 3x. Complete with original box, booklet and paperwork. Stylish black and chrome. 19" wide x 10 1/4" tall x 14 1/4" deep including handles, etc. Holds two 12" pizzas. Bake, broil, toast and warm functions. Great for a liveaboard. Email marjorieschwier@gmail.com.

**IRIDIUM SATELLITE TELEPHONE \$800.** With accessories, for sale. Please call Doran. (916) 635-1252.



**THE AMERICA'S CUP, AUSTRALIA.** \$8,950. Framed serigraph by LeRoy Neiman. Signed and numbered. AP33/80. Certificate of Authenticity included. Last appraisal Feb. 2006. Make me an offer I can't refuse. (303) 674-2197 (H) or (510) 427-0393 (cell).

**SAIL FROM RIO DE JANEIRO** to Antigua on *Alaska Eagle!* Sail from Rio (Brazil) to English Harbor (Antigua) on *Alaska Eagle*, the Sparkman & Stephens 65' that completed the 1977-78 Whitbread around the world. My dad and I originally had two berths and can't go anymore. Contact Karen regarding berths, timing and costs. www.occsailing.com/alaska\_eagle. (949) 645-9412 or kprioleau@occ.cccd.edu.

## CLUBS & MEMBERSHIPS

**NAUTICAL FLEA MARKET.** May 15, Sunday. Elkhorn Yacht Club's World Famous Nautical Flea Market. 2370 Highway 1, Moss Landing. Booths are \$25 for 50% or more Nautical Gear, \$30 for all others. Come early. Breakfast Burritos-BBQ-Music-Beer-FUN. Contact (831) 724-3875 or eyc@elkhornyc.com.

**SINGLE SKIPPERS AND CREW** of all abilities are invited to join the Single Sailors Association. Membership includes daysailing, raft-ups, invaluable onboard training, social events. Meetings held 2nd Thursday, Ballena Bay Yacht Club, www.bbbyc.org. Social; 6:30 pm. Meeting; 7:30 pm. Guests welcome. More information at www.singlesailors.org. (312) 402-3663.

**SAILING LESSONS + CLUB MEMBERSHIP.** Alameda and Sausalito. \$3,000/obo. Club Nautique, Passgemaker Membership. Lessons (many, many) plus charter discounts, etc. Transferable now and in future, offered at \$1,000 less than current price from CN. (559) 635-0367 or briblack@earthlink.net.

## PROPERTY SALE/RENT

**SHAREOFFICE/LIGHT MANUFACTURING** space. \$700. Clean bright sunny space on Sausalito waterfront. Approximately 500 sq. ft. Free parking and good company. (415) 332-2509.



**WATERFRONT OFFICE SPACES.** Alameda. Available at Marina Village Yacht Harbor in Alameda, some with spectacular views. From 300 to 800 sq ft. Work where you play in the heart of the Bay Area marine marketplace. For more info call. (510) 521-0905.



**OCEAN FRONT PROPERTY.** San Carlos, Sonora, Mexico. \$455,000. Nestled in a quiet bahia with direct access to the bay from your back yard. Your own private deep water mooring. Separate guest house 1 bed/1 bath. Landscaped garden with palapa. Main house split level 2 bed/2 bath, fully furnished. Would consider trade for a price comparable to property in Marin County. Owner financing possible. www.viviu.com/AD-145644. Contact (415) 893-9777 or (415) 747-2160 or vindiboy@comcast.net.

**BRICKYARD COVE PROPERTIES.** Pt. Richmond. \$595,000 and up. Two lots, one home available in the Bay Area's "Sailor's Paradise". Enjoy America's Cup from your private deck! View each property on website: http://kirkstuff.com, or call. Private party, broker co-op welcome. Contact jadawallis@hotmail.com or (510) 367-0500.

## BERTHS & SLIPS

**SLIPS AVAILABLE.** Aeolian Yacht Club, 20'/40' @ \$4.76 a foot. MUST be a club member. Join Aeolian now and bring in your boat. Initiation fee reduced to \$100 during our Membership Drive in April and May. Call (510) 523-2586 or (510) 769-9205.

**50' OPEN SLIP FOR SALE.** Emery Cove Marina. Emeryville, CA. \$58,000. 50 X 15' slip located in the Emery Cove Marina. Condo dues are \$278 a month. Taxes are about \$700 a year. (206) 851-2020 or Lee@pacificcrimequipmentrental.com.

**50'-FT PRIME SLIP PIER 39, SF.** \$50,000. F-Dock, Slip 11, east side. Protected from wind. Close to gangway, showers and marina office. Covered parking across street with special rates for owners. (559) 355-6572 or scorch@tempest-edge.com.

## CREW

**NEED CREW FROM HAWAII** to San Francisco. I need three crew to sail with me from Hawaii to San Francisco on or about July 5th. Boat is a well equipped Celestial 48 designed for offshore sailing. We will take the great circle route, but will also motor when necessary to minimize the time and distance. I need crew who have sailed offshore previously, preferably with some night watch experience. I need crew who can share some of the expenses. If interested, please email me and I will respond with details. Contact sailor@thorneasset.com.



## JOB OPPORTUNITIES

**BAY MARINE BOATWORKS.** Needs yard crew. Bay Marine Boatworks in Point Richmond is looking to expand their yard crew! We are currently accepting applications for skilled labor in fiberglass repair, painting, mechanical and boat systems. Please email or call for an application. office@baymarineboatworks.com or (510) 237-0140.

**OCSC SAILING INSTRUCTORS WANTED.** OCSC Sailing, in the Berkeley Marina, has openings for instructors for its award winning school. OCSC's curriculum is famous for turning out the best new sailors in the country. You'll enjoy thorough training and coaching process to help you develop as an instructor and help acquiring USCG license and US SAILING instructor certifications. P/T or F/T. Read what being an instructor at OCSC is like, at our website, www.ocscsailing.com/about/people/sailing\_instructor.php. Send resume and cover letter to jepsen@ocsc.com.

**SAILING INSTRUCTORS NEEDED.** Pier 39 San Francisco. The San Francisco Sailing Company is in need of a couple of sailing instructors. We are a new sailing school teaching ASA courses. We need one or two ASA approved instructors for our school. Mainly part-time weekends, but full time position available for right person. Starting \$20/hour. More at www.sailsf.com. Contact (415) 378-4887 or sailing@sailsf.com.

**DIRECTOR OF FINANCE.** San Mateo County Harbor District is accepting applications for Director of Finance. Annual range: \$81,635.65 - \$118,827.00. Application is online at our website, www.smharbor.com. Applications must be emailed to hrdept@smharbor.com or received at the District Office by April 15, 2011. Call for more information, (650) 583-4400.

## BUSINESS OPPORTUNITIES



**WHALE WATCHING/COASTAL CRUISES.** Business opportunity. Santa Barbara Marina. The City of Santa Barbara is seeking parties interested in operating a coastal cruising business from Stearns Wharf Passenger Loading Ramp which may include gray whale watching, sunset cruises, dinner cruises and other activities such as parasailing. The deadline for submission of a Request for Qualifications (RFQ) is May 5, 2011 at 3:00PM. www.santabarbaraca.gov/Government/Departments/Waterfront/Business+Opportunities.htm. Please contact Scott Riedman with any questions at Sriedman@santabarbaraca.gov or (805) 897-1969.



# boat bottom scrubbing & more...

415.331.SAIL william@gotzinc.com  
www.gotzinc.com

## ATLANTIC 57 CATAMARAN™



- THE ORIGINAL PILOTHOUSE CATAMARAN
- o Designed for easy shorthanded cruising
- o Spectacular windward performance
- o Cored epoxy/glass/carbon construction

CHRIS WHITE DESIGNS  
TEL: 508-636-6111  
[www.chriswhitedesigns.com](http://www.chriswhitedesigns.com)

## QUALITY CRUISING SAILS FOR LESS!

**OLEE  
SAILS**

See us at  
**Strictly Sail**  
PACIFIC  
Jack London Square  
April 14-17

MAINSAILS  
MIZZENS  
STAYSAILS  
HEADSAILS  
SPINNAKERS  
SAILCOVERS  
STRONGTRACK

**10% SHOW DISCOUNT**

(707) 386-2490 • [leesailsca@yahoo.com](mailto:leesailsca@yahoo.com)

2021 Alaska Packer Pl. • Grand Marina • Alameda, CA 94501

**SAILMAKER TO THE WORLD**



## MARINE BATTERIES

**LIFELINE**  
...the heart of your system®

See us at Strictly Sail Pacific booth #832 and at these local chandleries and distributors:

### ALAMEDA

- Alameda Prop & Machine
- Fortman Marina Store
- The Boatyard at Grand Marina
- Star Marine
- Svendsen's Chandlery
- Cruising Seas Services
- Martinez
- Diablo Marine

### OAKLAND

- Golden State Diesel
- Outboard Motor Shop
- OAKLEY**
- Big Break Marina
- RICHMOND**
- Swedish Marine
- Bay Marine
- Sausalito
- Sausalito Marine

**AMERICAN BATTERY** • Hayward, CA • (510) 259-1150

DFF

## DIESEL FUEL FILTERING



### Purify Diesel Fuel & Flush Tanks

Process scrubs, polishes, removes algae, dirt, sludge, rust, water, and foreign particles from diesel fuel. Includes internal tank washdown. Save your injectors, costly engine repair and down time.

*Since 1989. Fully insured. Your berth or boat yard.*

**(510) 521-6797** Fax: (510) 521-3309

[www.dieselfuelfilterings.com](http://www.dieselfuelfilterings.com)

## KATADYN SURVIVOR 35 WATERMAKER

The Survivor is a must for all sea-going vessels and is the most widely used emergency desalinator. It is used by the U.S. and international forces. It is able to produce 4.5 liters of drinkable water per hour. These are unused U.S. government surplus.

Reconditioned by Katadyn **\$950.**  
Compare to factory new price: \$1,995.

For more information or  
to place an order, please  
call one of our sales reps.

**Equipment Parts Sales**  
In the U.S.: (800) 417-2279  
Outside the U.S.: (717) 896-9110



## Marine Diesel Specialists

### AT YOUR SLIP!



30 years experience • Universal/Westerbeke dealers  
Repairs/Tune-ups all models • Engine Surveys, Instruction

**BAY MARINE DIESEL**

**510-435-8870**

[baymarinediesel@comcast.net](mailto:baymarinediesel@comcast.net)

## COMPUTER ABOARD?

CAPN & Digital Charts

AIS • WiFi • Cellular Amps

SatPhones: Iridium & Globalstar

HF SSB Radio & Pactor Modems

Wireless E-mail

**SEATECH SYSTEMS™**

800.444.2581 • 281.334.1174

[info@sea-tech.com](mailto:info@sea-tech.com) • [www.sea-tech.com](http://www.sea-tech.com)

Call for Info on SeaTech Packages and CAPN Demo Disk



SEE US AT STRICTLY SAIL PACIFIC • APRIL 14-17 • OAKLAND



*Jim's*

## Jim's FUN new project!

Have a painting done of your dog and along with that you will receive Jim's planned coffee table book of dogs – with your dog and a story of your dog in it!

*Call Pam for more details at (510) 236-1401.*

### DeWitt Art Gallery & Framing

121 Park Place, Point Richmond, CA 94801

(510) 236-1401 • [www.jimdewitt.com](http://www.jimdewitt.com) • [www.dewittgalleryandframing.com](http://www.dewittgalleryandframing.com)

Wednesday-Saturday 11:00-7:00 • Sunday 9:30-5:30

## ADVERTISERS' INDEX

Advanced Marine Electric .... 46	Boat Electric..... 67	DeWitt Studio ..... 173	Harbor Island West Marina ..... 157	Lifeline Batteries ..... 63
Afterguard Sailing Academy ..... 102, 166	Boat US..... 49, 120	Diesel Fuel Filtering ..... 172	Harken ..... 22	List Marine Enterprises ..... 75
Almar Marinas..... 53	Boat Yard at Grand Marina, The..... 13	Downwind Marine..... 159	Helmut's Marine Service.... 161	Loch Lomond Marina..... 161
Alpenglow Marine Lights ... 168	Boomkicker..... 121	Doyle Sails ..... 25	Heritage Marine Insurance ..... 76	Lowrie Yacht Harbor ..... 74
American Battery ..... 172	Bottom Siders..... 170	Easom Rigging..... 64	Heritage Yacht Sales..... 177	Mack Sails..... 69
Antares Yachts ..... 35	Brisbane Marina ..... 69	'Else': 40' Dutch Yawl ..... 176	Encinal Yacht Club..... 107	Makela Boatworks..... 166
AVI Nautica..... 138	Captain Kirk's Sailing Adventures..... 140	Equipment Parts Sales..... 172	Hidden Harbor Marina ..... 73	Marin Convention & Visitors Bureau..... 65
Bacon Sails & Marine Supplies..... 61	CDI/Cruising Design ..... 141	Essex Credit Corp..... 6	Hobie Cat..... 67	Marin Yacht Works..... 68
Ballenger Spars..... 133	Channel Islands Harbor ..... 29	Exturn/RS Jones..... 10	Hogin Sails..... 62	Marina Bay Yacht Harbor .... 43
Barz Optics ..... 96	Chris Cox Signs ..... 70	Farallone Yacht Sales.... 16, 17	Hood Sails..... 33	Marina de la Paz ..... 174
Bay Island Yachts ..... 4	City Yachts..... 11	Flying Cloud Yachts ..... 175	Hotwire Enterprises..... 176	Marina El Cid ..... 159
Bay Marine Boatworks..... 31	Club Nautique ..... 76	Fortman Marina ..... 75	Interlux Yacht Finishes..... 39	Marina Puesta Del Sol ..... 158
Bay Marine Diesel ..... 172	Coast Marine ..... 75	Garhauer Marine..... 103	John Beery Yachts ..... 175	Marina Riviera Nayarit..... 56
Bay View Boat Club..... 132	Cover Craft..... 66	Gentry's Kona Marina ..... 140	Kissinger Canvas..... 121	Marina Village..... 8, 9
Berkeley Marina..... 51	Coyote Point Marina..... 77	Gianola Canvas Products... 143	KKMI - Brokerage..... 177	Marine Outboard Co..... 71
Berkeley Marine Center ..... 79	Cruise RO Water..... 155	Glen Cove Marina..... 121	KKMI - Boatyard ..... 180	Mariner's General Insurance..63
Bismarck Dinius - Farmer's Insurance..... 66	Cruising Yachts ..... 7	Golden State Dsl. Marine... 166	Landing School, The ..... 124	Marotta Yachts..... 178
Blue Pelican ..... 170	CYOA Yacht Charters..... 139	gotzinc.com..... 172	Larry R. Mayne Yacht & Ship Broker ..... 32	Mathiesen Marine ..... 176
Blue Water Yacht Insurance.. 36	Dana Point Harbor ..... 55	Grand Marina ..... 2	Lee Sails ..... 172	Mazatlan Marine Center/ La Paz Yachts ..... 12
	Defender Industries..... 65	Hansen Rigging ..... 97	Lewmar Marine..... 52	

*continued on next page →*



*Friendly, helpful, fully bilingual staff*

All new hardwood docks • Wireless Internet  
Dinghy landing with potable water  
New protective piling & sheetpile breakwaters • And more!

TEL: 01152 612 122 1646  
email: marinalapaz@prodigy.net.mx  
[www.marinadelapaz.com](http://www.marinadelapaz.com)

Apdo. Postal 290, La Paz, 23000, Baja California Sur, Mexico



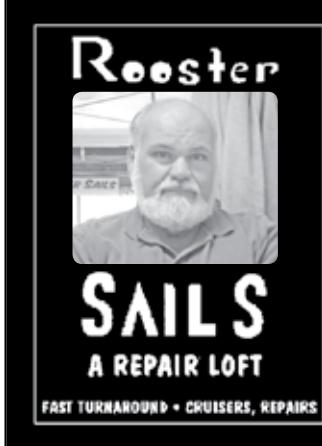
# **1,000 Used Sails Listed at [minneysyachtsurplus.com](http://minneysyachtsurplus.com)**

# We Buy Good Used Sails and Marine Equipment

# **MINNEY'S YACHT SURPLUS**

**1500 Newport Bl., Costa Mesa, CA  
949-548-4192 • minneys@aol.com**

***"We keep boating affordable!"***



## Your Conversion Specialist

## **EXPERIENCED SAIL REPAIR AND FABRICATION**

## **At Grand Marina**

*NOW OFFERING NEW CRUISING SAILS!*

Owned and Operated by Rui Luis

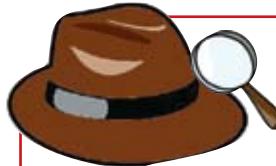
(510) 523-1977

2021 Alaska Packer Place

## Alameda

[www.roostersails.com](http://www.roostersails.com)

sailrepair@roostersails.com



# **Just the facts, ma'am**

Go to:

[www.latitude 38.com](http://www.latitude 38.com)

and click on

## 34<sup>TH</sup> AMERICA'S CUP FAQ

## ADVERTISERS' INDEX – cont'd

McDermott Costa Insurance	Orange Coast College	48	Richardson Bay Marina	143	Southwest Windpower	158	Wedlock, Ramsay & Whiting Marine Surveyors	170
.....	.....	141	Outboard Motor Shop	78	Rodgers & Assoc.	168	Sta-Lok Terminals	97
McGinnis Insurance	Owl Harbor Marina	160	Rondar/Spinnaker Sailing	.....	Star Marine Electronics	107	West Marine	24, 26, 28
Milltech Mariane Inc.	Oyster Cove Marina	12	San Francisco	58	Stem to Stern	61	West Marine - Rigging	44
Minney's Yacht Surplus	Oyster Point Marina	79	Rooster Sails	174	Sterling Associates	124	Westwind Precision Details	57
Modern Sailing School & Club	Pacific Crest Canvas	59	Sail California	18, 19	Surveyor - Jesse Brody	176	Whale Point Marine Supply	.....
Multihull Company, The	Pacific Rigging	77	Sail Warehouse, The	125	Swendsen's Marine	30	White, Chris Designs	172
Napa Valley Marina	Pacific Yacht Imports	72	Sailrite Kits	42	Swedish Marine	40	Wilcox Crittenden	97
New Era Yachts	Pacific Yachting & Sailing	68	Sal's Inflatable Services	79	Tacktick	27	WinchRite/Sailology	10
Nickle Atlantic/Froli Sleep Systems	Pantaenius America, Inc.	168	San Francisco Boat Works	73	TMM Yacht Charters	139	Windrider	71
.....	Paradise Village	14	San Juan Sailing	138	Tradewinds Sailing School	.....	Windtoys	67
Niello Company	Passage Yachts	5	Sausalito Yacht Club	20	Trident Funding	47	Yachtfinders/Windseekers	10
Norpac Yachts	Pier 39 Marina	38	Schaefer Marine	71	Ullman Sails	65	Don't forget to tell 'em...	Latitude sent you!
Norstar Boats/Norstar 40	Pineapple Sails	3	Schooners North: Spike Africa	143	Vallejo Marina	103		
North Beach Marine Canvas	Pirate's Lair	133	Schoonmaker Point Marina	50	Vallejo Yacht Club	15		
North Direct Sails	Pittsburg Marina	106	Sea Frost	73	Variprop USA	69		
North Sails - San Francisco	Punta Mita Beachfront Condos	142	Seashine	70	Ventura Harbor Boatyard	77		
NCMA Pacific Powerboat Expo	Quantum Pacific	21	Seatech	172	Vessel Electric	168		
.....	Quickline	161	South Beach Harbor	54	Viper Class - West Coast	37		
Oakland Yacht Club	Raiatea Carenage Services	154	South Beach Riggers	57	weatherguy.com	170		
Opequimar Marine Center	.....	156						





**Chans  
Christian**

6400 Marina Drive  
Long Beach, CA 90803

# Flying Cloud Yachts



Sail • BROKERS • Power

[www.yachtworld.com/fcyachts](http://www.yachtworld.com/fcyachts)  
[flyingcloud@verizon.net](mailto:flyingcloud@verizon.net)

Phone (562) 594-9716  
Fax (562) 594-0710



55' BRUCE ROBERTS, '83 \$239,000

34' HUNTER H340, '98 \$74,900

CATALINA 380, '98, real nice \$109,000

43' TASWELL, '89 ~~\$259,000~~ \$239,000



57' BOWMAN, '78 \$164,500

40' HUNTER PASSAGE CC, '98 \$134,900

CF37, Transpac vet \$34,900

34' PACIFIC SEACRAFT, '88 \$104,000



41' FORMOSA CLIPPER, '80 \$89,000

36' PEARSON, '86 \$40,000

GEMINI CATAMARANS, 4 available

42' KIWI, '85 \$39,000

APPROX. 100 LISTINGS ON OUR WEB SITE: [www.flyingcloudyachts.com](http://www.flyingcloudyachts.com)



44' NAUTICAT  
Seller financing, recent survey.  
\$179,000



46' MORGAN  
Like new condition!  
Wonderful cruiser. \$160,000



55' HALLMAN  
Fast, strong. Custom high grade  
construction.



43' MAPLE LEAF, 1984  
Wonderful liveaboard restoration.  
Fabulous value. \$99,500



42' CATALINA MKII, 2003  
Three staterooms, rigged and  
ready to sail. Just \$195,900



39' CHB TRAWLER, 1979  
Classic trawler appeal.  
Asking \$79,900

## JOHN BEERY YACHTS

**Specialist in Used Valiants  
at our docks in Alameda**

**Valiant 50  
2001**



**\$625,000**

**Valiant 42  
1997**



**\$299,000**

**Both fully equipped for cruising.**

**Ask for Dick May (510) 521-2727  
[boatseller@aol.com](mailto:boatseller@aol.com)**

**2415 Mariner Square Drive**

**Alameda, CA**

**[www.johnbeery.com](http://www.johnbeery.com)**

**NEW ERA** *yachts*  
POWER & SAIL

2021 Alaska Packer Pl., Grand Marina, Alameda, CA 94501

[sales@newerayachts.com](mailto:sales@newerayachts.com) • [boatman@sbcglobal.net](mailto:boatman@sbcglobal.net)

**(510) 523-5988 • [www.newerayachts.com](http://www.newerayachts.com)**



# THE MULTIHULL COMPANY

THE WORLD'S LEADER IN MULTIHULL SALES AND SERVICE

[www.multihullcompany.com](http://www.multihullcompany.com)

See us at  
Strictly Sail  
PACIFIC

Let the world's largest international catamaran and trimaran brokerage, The Multihull Company, assist you with the purchase or sale of a multihull anywhere in the world.

The Multihull Company offers several distinct differences, from its pioneering buyer/broker program developed by founder Phillip Berman, himself a World Champion catamaran racer and author, to its international print advertisements that reach just the right buyers and sellers of catamarans, to its monthly newsletters that actually help readers understand the market, the latest trends in sailing, and even tackle the recent controversies about electric engines, helm station placement, daggerboards versus keels, etc., to our powerful online presence and social media know-how and U.S. and European boat show participation.

Visit us at [www.multihullcompany.com](http://www.multihullcompany.com) and see why The Multihull Company is truly the choice for sailors around the world. We offer even the casual browser the means to understand the market with expert videos, articles and an extensive selection of catamarans and trimarans listed for sale.

## FEATURED WEST COAST LISTINGS



**43' CANTANA, 1999**  
San Francisco, CA  
**\$399,000**



**36' PDQ, 1994**  
Vashon Island, WA  
**\$149,000**



**40' FUSION, 2010**  
Vancouver, BC  
**\$550,000**



**40' SIMPSON, 2002**  
Point Roberts, WA  
**CAN \$145,000**



**53' CATANA, 1994**  
Newport Beach, CA  
**\$499,000**



**35' FOUNTAINE PAJOT TOBAGO 1994**  
Bainbridge Island, WA  
**\$149,950**

SAN FRANCISCO

SEATTLE

FT. LAUDERDALE

CHARLESTON

FRANCE

TURKEY

TRINIDAD

TORTOLA

ST. MARTIN

Ph: 215-508-2704

Fax: 215-508-2706

email: [info@multihullcompany.com](mailto:info@multihullcompany.com)

Priced to Sell at  
**\$35,000**



*"Else"*  
a Classic 1957  
40-ft Wooden Dutch Yawl

- ◆ TransPac veteran, extensive Pacific history
- ◆ African mahogany over white oak, teak decks, bronze fastened
- ◆ Incomplete restoration

For more details, visit  
[www.elseboat.weebly.com](http://www.elseboat.weebly.com)  
**(707) 428-6465**



[www.svhotwire.com](http://www.svhotwire.com)

**MORE ENERGY!**

### KEEP BATTERIES CHARGED!

- KISS wind generators
- Solar panels and MORE

### USE BATTERIES EFFICIENTLY!

- LED lights
- Engel fridge/freezers
- Wonder Wash and more



**727.943.0424**

## Mathiesen Marine

For all of your electronics and electrical needs

**Sales & Installation of all major brands of marine electronics**



**PC & Mac based Navigation Systems**



**Electrical system Troubleshooting & Repair**

**Corrosion issues, Inverters, Battery Banks**

3300 Powell Street, Emeryville

(510) 350-6622 [www.MathiesenMarine.com](http://www.MathiesenMarine.com)



## BAY MARINE SURVEY, LLC

### JESSE BRODY, SAMS-AMS

- Pre-purchase and insurance condition & value surveys
- Comprehensive inspections with detailed reports
- Based in Berkeley and serving all of San Francisco Bay



**SOCIETY OF ACCREDITED  
MARINE SURVEYORS®**



**WWW.BAYMARINESURVEY.COM**  
**415.342.0757**



# Maritime Yacht Brokerage

(510) 236-6633

fax: (510) 231-2355 • [yachtsales@kkmi.com](mailto:yachtsales@kkmi.com) • [www.kkmi.com](http://www.kkmi.com)  
530 W. Cutting Blvd., Pt. Richmond, CA 94804



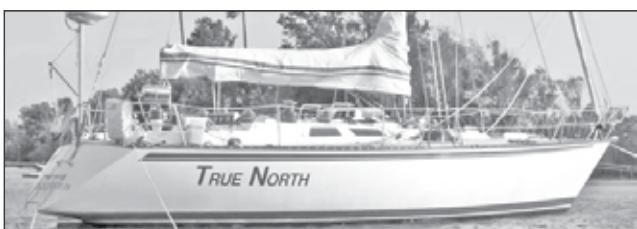
**HINCKLEY BERMUDA 40 MkII Yawl CB** (1968) Bill Tripp design is highly regarded for classic beauty, superb workmanship and quality details. New sails, dodger, intelligently updated. Excellent condition. Asking \$147,000



**HYLAS 46** (2002) Powerful, go-fast cruising yacht for sailors with ambitious plans for comfortable offshore sailing. Set up for short-handed sailing, fully equipped with essentially every option. Meticulously maintained. \$429,000



**FRERS 50' CUTTER** (1947) German Frers, Sr., founder of the Frers yacht design dynasty, designed and built this classic wooden cutter for his own personal use. Without regard to cost, she's been restored to better than new condition and shows true to her sailing heritage. Asking \$295,000



**BALTIC 42 DP** (1984) Since 1973, Baltic Yachts of Finland have been building comfortable, safe, long distance cruisers with very good sailing and performance characteristics. Doug Peterson design, superbly maintained, hull #29. Asking \$149,000



**NELSON MAREK CUSTOM** A 92-ft aluminum world cruiser. Recently repowered. Immaculate throughout and in perfect condition. \$1,500,000



Your Southern California Alerion Express Dealer

Long Beach-Naples  
Newport Beach  
Wilmington

231 North Marina Dr. 866-569-2248  
829 Harbor Island Dr. 877-389-2248  
Berth 202 Peninsula Rd. 877-599-2248  
Cell. 310-995-9989

[www.heritagyachts.com](http://www.heritagyachts.com)



54' Jeanneau DS, 2006  
\$527,000



50' Garden Steel Ketch, 1969  
\$149,000



42' Catalina, 1991  
\$118,900



40' Beneteau, 2008  
\$185,000



32' Catalina 320, 2005  
\$99,900



28' Alerion Express, 2004  
\$79,500



# Marotta Yachts of Sausalito

Brokers of Fine Sail and Motor Yachts

415-331-6200 • [info@marottayachts.com](mailto:info@marottayachts.com) • [www.marottayachts.com](http://www.marottayachts.com)

See at: [www.marottayachts.com](http://www.marottayachts.com)



**55' TAYANA CENTER COCKPIT CUTTER, 1988** Sturdy, well equipped vessel, outfitted by knowledgeable owners for world cruising. Twin wind gen., solar panels, first-class AP, and state-of-the-art navigation aids will take her new owners anywhere. \$299,000

See at: [www.marottayachts.com](http://www.marottayachts.com)



**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

See at: [www.marottayachts.com](http://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](http://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/Offeres

See at: [www.marottayachts.com](http://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](http://www.marottayachts.com)



**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. Meticiously maintained and upgraded; rare on West Coast. \$299,000

See at: [www.marottayachts.com](http://www.marottayachts.com)



**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](http://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](http://www.marottayachts.com)



See at: [www.marottayachts.com](http://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](http://www.marottayachts.com)



See at: [www.marottayachts.com](http://www.marottayachts.com)



**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](http://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](http://www.marottayachts.com)



**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](http://www.marottayachts.com)



See at: [www.marottayachts.com](http://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](http://www.marottayachts.com)



See at: [www.marottayachts.com](http://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

at 100 BAY STREET • SAUSALITO • CALIFORNIA 94965 since 1946

# NORPAC YACHTS



1150 Brickyard Cove Rd., B9, Pt. Richmond, CA 94801

(510) 232-7200 • FAX (510) 232-7202

email: info@norpacyachts.com

Providing CONSULTATION & BROKERAGE Services to  
BUYERS & SELLERS in the Marine Community for over 50 YEARS!

FOR MORE  
SEE OUR

[norpacyachts.com](http://norpacyachts.com)  
WEBSITE



## OLSON 30

A great racer/cruiser in nice shape, with lots of goodies and a galvanized trailer. See our website at [www.norpacyachts.com](http://www.norpacyachts.com) for vast equipment list and many more photos. Asking \$16,500



**30' GARY MULL CUSTOM** sloop by Easom Boat Works. *The Shadow*, famous SF Bay racer completely rebuilt and in near new or better condition. Diesel, excellent cold-molded construction. Ready to cruise/race and WIN! Asking \$74,950



**34' CALIFORNIAN TRAWLER.** Flybridge & PHelms, twin dls, 2 private stns, full convert. Aft enclosure, shower, full galley & MORE. Absolutely the nicest CA trawler we've seen in decades. Great for running up or down the coast, living aboard, Delta & other cruising. Asking \$49,950



**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! Asking \$84,950



Established and unique SF Bay charter business featuring exotic dancers (girls and/or guys for ladies and/or gentlemen), liquor service, comfortable and spacious charter yacht w/tasteful traditional styling/decor. COI for 49 passengers. Turnkey operation; owner retiring. Asking \$295,000/pos. seller financing.



**36' ISLANDER** Slp. Well respected and outstandingly popular Alan Gurney design. Wheel steering, dsl, full dbl lifelines w/pulpits, modified fin w/skeg-hung rudder, self-timers, rigged for short-handed sailing, furling, well laid out and comfortable down below. New trans, dodger and MORE! Asking \$34,950



**40' X-YACHTS X-119 HIGH-PERFORMANCE** sloop. Renowned Danish performance cruiser/racer. Loaded with gear & high tech sails. Proven bluewater cruiser & race winner. Asking \$109,000



**36' STEEL HARTOG KETCH.** Robust bluewater cruising doubled-ender, 1985. Low hours diesel, radar genset, air conditioning, watermaker, RIB and outboard, O/S liferaft, vane, wheel, pulpits, 2x course lifelines and MORE! GREAT BARGAIN on a go anywhere cruiser! Asking \$34,950



**48' DUTCH CANAL BOAT** by DeVries Lentsch. Steel. Unique, comfortable cruiser for Bay/Delta. Dsl, tub, galley, fireplace, salon, convertible aft enclosure, beautiful decor, MORE! LIVEABOARD. A GEM! Now asking \$209,950

## Visit us at BEAUTIFUL & FRIENDLY Brickyard Cove Marina

### SAIL

**100' MEGA SLOOP** Custom Offshore Performance Cruiser. Comfort & luxury, spacious, sleeps 17, loaded and near new. GREAT CHARTER POTENTIAL!!!! Try 885,000

**58' ALDEN Boothbay Ketch.** Center, PH cockpit, aft S/R, dsl, heavy glass, world cruiser. AWESOME! Asking 268,950

**33' ROYAL HUISMAN ALUMINUM Cutter** by Alan Gurney: World class builder and designer. Yanmar diesel, new standing rig, nav station, liferaft & MORE! Family emergency forces 50% PRICE SLASH. Must sell NOW! This is way too cheap for this vessel! Asking 19,250

**32' TAHITI KETCH,** diesel, teak, partially restored and a BARGAIN..... Try 7,500

**31' BENETEAU 310 Sloop** Exquisitely clean. Top condition. Dsl, wheel, dodger, spinn, 2 sets sail (1 near new). Furling lines led aft for short-handling, self-timers & MORE!.. 44,950/Offered

**45' STEPHENS 1929** classic. Beautiful Gatsby-era motor yacht waiting to transport you back to the days of yachting in the grand style..... Try 75,000

**30' STEEL Slocum's Spray** replica by Roberts. Dsl, new, unfinished project.. 14,900/Offered

**30' TRIMARAN** by Augnauth. Folding, trailerable pocket cruiser. REDUCED. Asking 29,500

**30' RAWSON Cutter.** Low hours diesel. Diesel range, much recent upgrading. Berth in Seattle's FRESH WATER Lake Washington w/sea access. New batteries, some new equipment still in box. Light/med Springtime cosmetics due. Unusually robust fiberglass construction. A solid & reliable Pacific Northwest cruiser with decades of fun & adventure ahead of her..... 19,950/Offered encouraged

### POWER

**130' CAMCRAFT Passenger Ship.** Certified for 33 passengers overnight. Booked for the season. Virtually turnkey: Money and opportunity, working PNW ..... 2,200,000

**101' STEEL TUG** with beautiful SAUSALITO BERTH. Green YTB, operational, fantastic opportunity. Loads of potential. Fabulous value!..... \$44,950/obo

**100' Steel HIGH ENDURANCE ADVENTURE/CHARTER SHIP** in Northern Caribbean. Turn-key operation. A great opportunity! MOTIVATED!..... REDUCED! 1,374,950

**85' CLASSIC TUG**, '23 Vancouver Shipyard. Recent CAT V-12 repower. Massive, beautiful and seaworthy. Perfect for Classic Tug Yacht..... 179,950/offers

**44' STEEL** Canoe-stern cutter by Geo. Buhler/Fred Lagier & Sons. John Deere diesel. Stout steel construction. Awesome bluewater cruiser built to go to sea and stay there. Radar, GPS, etc. Here's your world beater! Asking \$89,995



**41' CT-41.** Exquisite example of this revered Garden design w/many custom features. Fiberglass, big dsl, teak deck, cabin heat & fireplace, tiled shower & head, gorgeous interior, alum. spars, full galley, refrigeration & much MORE! MUST SEE... Asking \$78,950



**43' POLARIS** Canoe-Stern Cutter. Proven cruiser. Dsl, furling, wheel steering, full galley, 14'6" beam, enclosed marine head w/shower, ship's table/settee, windshield and a great deal more! Wonderful Robt. Perry design and a great opportunity. Asking \$94,950



**24' BRISTOL CUTTER.** These sturdy 'pocket cruisers' have earned themselves an admirable bluewater reputation. Equipped right: 3-axle HD trailer, 4-stroke engine, vane self-steering, F-10 heater, new dark green LPU, new rigging, solar & MORE! Asking \$21,950



**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



**57' BOWMAN** Ketch. An AWESOME vessel completely equipped for world cruising. TOO MUCH TO LIST; must be seen. Has circumnavigated and also completed the Northwest Passage east to west. Seaworthy, comfortable and roomy, this is your ultimate bluewater cruising yacht. Asking \$219,950

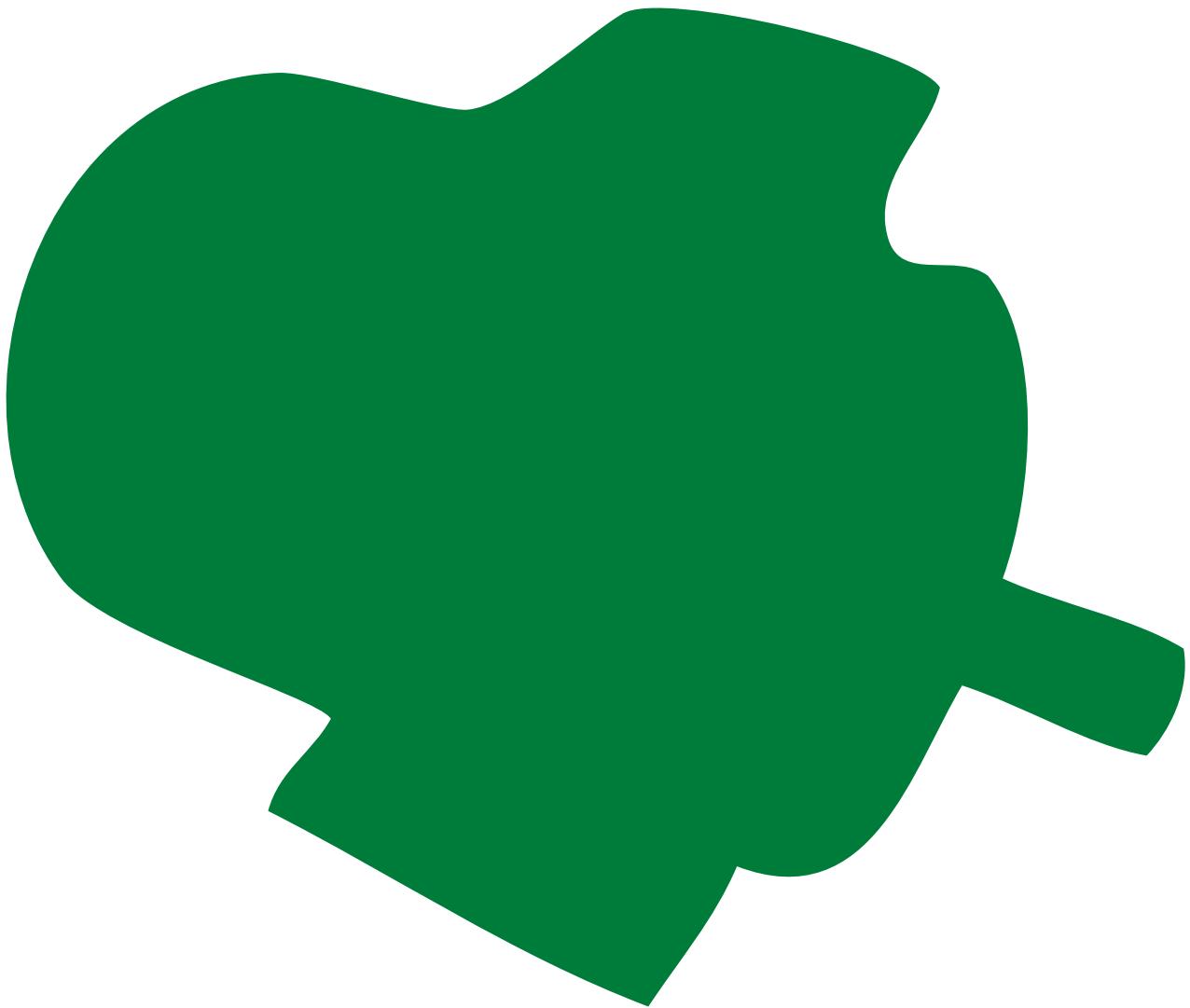


**SELL NOW!**



**49' CUSTOM** Cold-Molded Ketch by Reliant. Beautiful Hankerson design. Powerful and seaworthy bluewater cruiser in great shape. Built '91. Yanmar diesel, furling, self-timers, aux. genset, full galley, full electronics and MORE! MUST BE SEEN. Asking \$119,950

**CALL (510) 232-7200 OR FREE (877) 444-5087  
OR CALL GLENN DIRECT AT (415) 637-1181  
FOR INFORMATION AND APPOINTMENTS**



**looks like a free haul out to me.**

identify this and 8 other yacht parts and you could win a free haul out.

visit kkmi at strictly sail jack london square april 14-17.



sausalito 415.332.5564   point richmond 510.235.5564   [kkmi.com](http://kkmi.com)