

Latitude 38

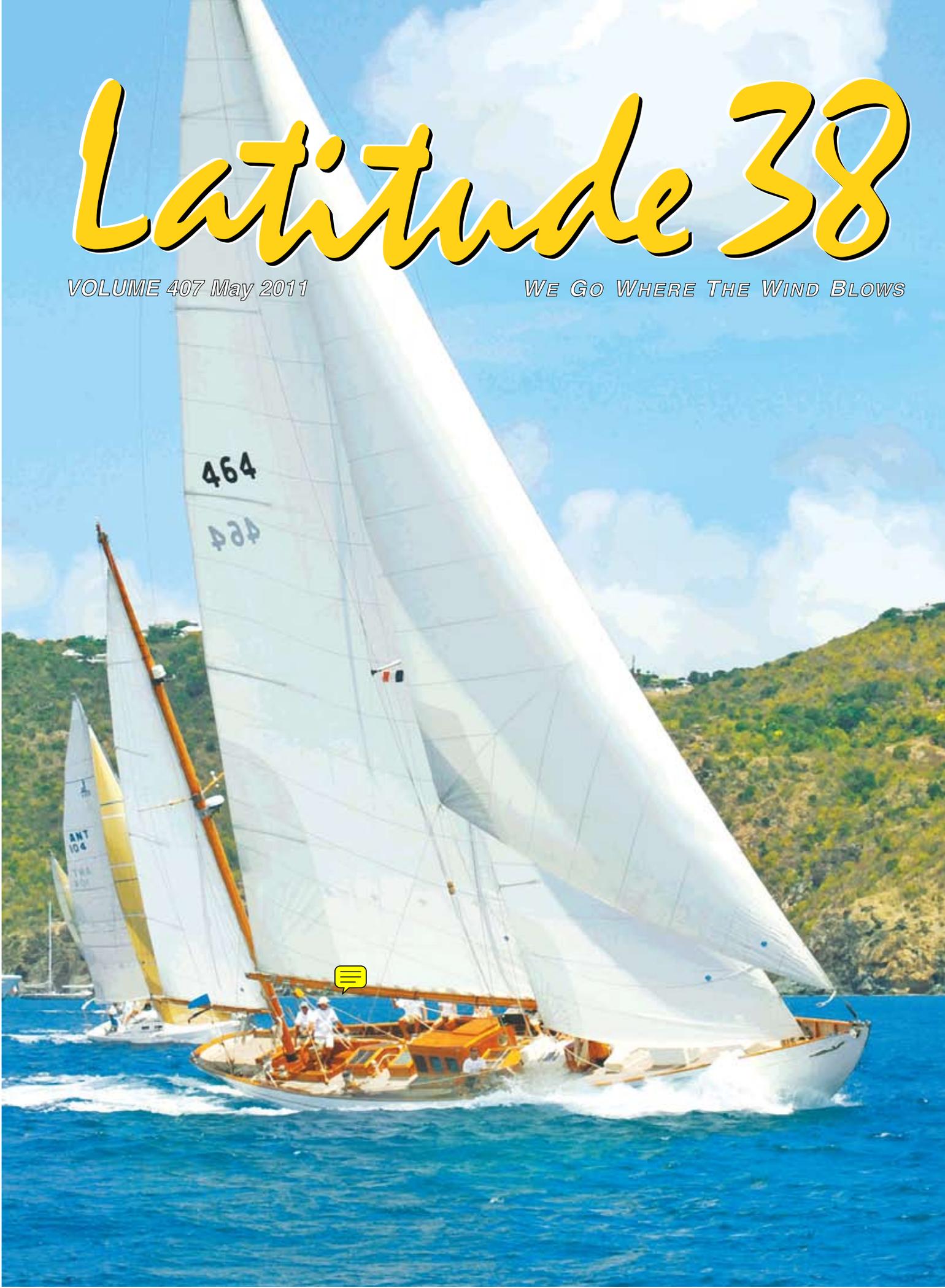
Latitude 38

VOLUME 407 May 2011

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MAY 2011

VOLUME 407





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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.

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Cover: Sailing at its finest. *Mariella*, Carlo Falcone's Antigua-based Alfred Mylne-designed 80-ft yawl built in 1938, steams upwind in the Caribbean.

Photo: Latitude/Richard

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

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SAIL

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46'	Beneteau 461	2001	190,000
45'	Beneteau 45f5	1991	139,000
44'	Norseman 447	1984	225,000
42'	Beneteau 423	2005	199,500
42'	Cascade	1971	39,900
41'	Tartan 4100	1996	224,500
40'	Beneteau	2009	199,000
39'	Beneteau 393	2003	132,000
37'	Pacific Seacraft	1984	129,000
37'	C&C 37	1985	57,900
36'	Beneteau 361	2002	99,500
36'	Beneteau 361	2000	105,000
36'	Beneteau First 36s7	1998	93,900
36'	Beneteau First 36s7	1998	99,500
36'	Catalina	1989	53,900
36'	J/105	1999	89,500
36'	Cape Dory ketch	1984	83,500
36'	CS sloop	1988	62,500
36'	Island Packet 350	1999	169,000
35'	Ericson	1978	24,900
35'	C&C 35 Mk III	1983	49,900
35'	Dehler CWS	1996	82,000
34'	Catalina	1988	44,900
34'	Tiffany Jayne	1982	37,500
34'	Aloha sloop	1984	49,500
33'	Hunter 33.5	1992	45,000
32'	J/32	1997	87,500
28'	Alerion	2002	80,000

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61'	Mikelson SFPH	2001	1,100,000
42'	Californian aft cabin	1987	99,500
38'	PC True North	2007	359,000
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29'	Shamrock	2001	134,500

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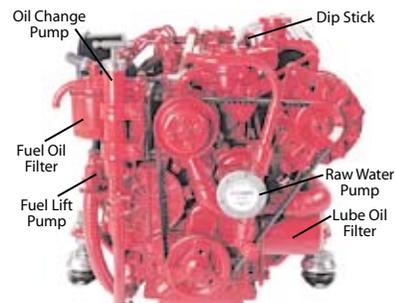
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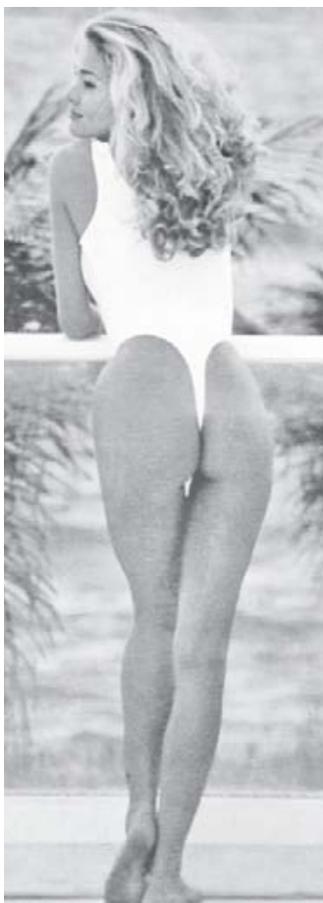
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Ranger 21-EC Tug, 2011.....	49,937

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Ranger 29 Tug, 2010	224,900
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CALENDAR

Non-Race

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

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

May 1-29 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or www.baads.org.

May 4 — Ullman Sails Seminar Series continues with 'The Baja Ha-Ha Adventure' at the Santa Ana loft, 7 p.m. Free. Other seminar runs at the same time and location. **6/1:** 'World Class Yacht Designers Forum'. Info & RSVP, (714) 432-1860.

May 4-25 — 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.

May 5 — Put the Negra Modelo on ice for your après-sail Cinco de Mayo celebration.

May 7 — Annual benefit for Call of the Sea, a youth sailing program based on the 82-ft schooner *Seaward*. Live music, games, food, tours and more at the Bay Model in Sausalito, 3-6 p.m. \$40 (\$60 for families). Info, www.callofthesea.org



'Seaward' offers kids a great opportunity to learn about the sea and environment.

May 7 — 14th Annual Delta Loop Fest, the opening kick-off to Andrus Island's summer season. Info, www.deltaloop.com/loopfest.html.

May 8 — Let Mom take the helm today.

May 12 — Single sailors of all skill levels are invited to the Single Sailors Association monthly meeting at Ballena Bay YC, 7:30 p.m. Info, www.singlesailors.org or (510) 233-1064.

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

May 14 — **Cancelled.** Swap Meet at Inverness YC, 10 a.m.-2 p.m. Info, (415) 669-1064 or tat750@yahoo.com.

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

May 14-15 — America's Boating Course by Carquinez Sail & Power Squadron at Vallejo YC, 9 a.m.-4 p.m. \$40. Info, www.carquinez.org/public_courses.html or (707) 55-BOATS.

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

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

May 15 — Safe Boating Sunday at Berkeley YC, 12-4 p.m. Tons of demos: USCG helicopter SAR. MOB, PFDs, liferaft, flares & fire extinguishers. Info, www.safety.berkeleyyc.org.

May 17 — Howl at the full moon on a Tuesday night.

May 17 — Boating Skills & Seamanship course by USCGA at Loch Lomond YC, 7:30-9:30 p.m. \$85. Info, (415) 485-1722 or paula.j.russo@kp.org.

May 17, 19, 21 — GPS for Mariners by USCGA Flotilla 17



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Catalina 42, 1992125,000
Catalina 400, 2004199,900
Catalina 380, 2001139,500
Catalina 36 MkII, 2005149,000
Catalina 36 MkII, 199989,500
Catalina 36, 2001109,000

Catalina 350 MkII, 2004125,663
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Catalina 34, 2007134,500
Catalina 310, 200794,500
Catalina 30, 198426,000
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C&C 38, 197949,250
Hunter 34, 1984 LET'S MAKE A DEAL!!!!34,000
Hunter 30, 200249,500
C&C 32, 198034,000
Hunter 31, 200784,900
Nonsuch 30, 198145,000

Rustler 24, 200965,000
Corsair 24-750, 200639,950
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Ranger 29 Tug, 2010224,900
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Ranger 25 Tug, 2009 LET'S MAKE A DEAL!!!!125,900
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CALENDAR

at Yerba Buena USCG Station, 7:30-9:30 p.m. (Tue/Thur) & 9 a.m.- 12 p.m. (Sat). \$55. Info, FSO-PE@flotilla17.org.

May 18 — 'Cruising Down the California Coast' by Neal Doten of Doten Consulting at South San Francisco West Marine, 6-7 p.m. Free. Info, (650) 873-4044.

May 18 — Raymarine Electronics event at South San Francisco West Marine. Info, (650) 873-4044.

May 19 — Race Fundamentals 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.

May 21 — Safe Boating Day at Treasure Island SC, 11 a.m.- 4 p.m. First 100 visitors get a PFD! Info, www.tisailing.org.

May 21 — Open House at Lake Merritt Boating Center in Oakland, 11 a.m.-5 p.m. Free boat rentals, safety info, and more. Info, www.sailoakland.com.

May 21 — USCGA 'Suddenly in Command' course at San Jose West Marine, 10 a.m.-2 p.m. \$15. RSVP, (408) 246-1147.

May 21-22 — 'About Boating Safely' course by USCGA Flotilla 12 at USCG Station Golden Gate at Fort Baker, 10 a.m.-2 p.m. \$22. Info, (415) 924-3739.

May 21-22 — Free USCGA safety inspections for trailerable boats at Tacoma (WA) West Marina, 9 a.m.-3 p.m. Info, (253) 926-2533.

May 21-27 — National Safe Boating Week at USCG Station Golden Gate at Fort Baker. Boat safety checks, safe boating info, tours of USCG vessels, demos, food, games and more. Info, (415) 897-2790 or flotilla14.d11nr.info.

May 25 — Paddlesports Safety by USCGA, 6-7 p.m. Free. at South San Francisco West Marine. Info, (650) 873-4044.

May 25-July 6 — Weekend Navigator course by USCGA Flotilla 17 at Yerba Buena USCG Station on Wednesday nights, 7:30-9:30 p.m. (two Saturdays). \$55. Info, FSO-PE@flotilla17.org.

May 28 — Boater's Flea Market at Santa Cruz West Marine, 9 a.m.-4 p.m. Info, (831) 476-1800.

May 30 — Organize a cruise-out with friends for Memorial Day.

June 4, 11, 25 — Sail aboard San Francisco Maritime National Historic Park's scow schooner *Alma*. Learn the Bay's history on this 3-hour voyage, leaving Hyde St. Pier at 1 p.m. \$40 adults, \$20 kids 6-15. Info, www.nps.gov/safr.

June 4 — Nautical Flea Market at Napa Valley Marina, 8 a.m.-2 p.m. Info, (707) 252-8011.

June 5 — Minney's Marine Swap Meet, daylight to noon in Costa Mesa. Info, (949) 548-4192 or minneys@aol.com.

June 18 — Bay sailors are invited to the big Summer Sailstice event at Encinal YC, 10 a.m.-8 p.m. Live music, food, seminars and a boat-building contest will keep the whole family entertained. Find out more at www.summersailstice.com/sf.

June 18-19 — Celebrate with sailors around the world during Summer Sailstice. Sign up for fun prizes and see who'll be sailing in your area at www.summersailstice.com.

Racing

Apr. 29-May 1 — San Diego Yachting Cup. Info, www.sdyac.org.

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

Apr. 30 — 27th Annual Konocti Cup, a 26-mile marathon on Clear Lake. Info, www.kbsail.com.

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

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

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

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48' J/145, Hull #9, '03*.....	\$675,000	36' Islander 36, '72, <i>Absolute</i>	\$45,000	30' Peterson Half Ton*.....	\$27,500
48' 1D48, '96, <i>Chaya</i>	\$125,000	35' J/105, '92, Hull #44, <i>Orion</i>	SOLD	29' MJM 29z, '07*.....	\$269,000
47' Valiant, '81, <i>Sunchase</i>	\$110,000	35' J/105, '99, <i>Life Is Good</i> *.....	\$82,500	28' Alerion Express, '06*.....	\$99,000
44' Kernan, <i>Wasabi</i>	SOLD	35' J/105, '00, Hull #343, <i>Nirvana</i>	\$94,900	28' Alerion Express, '02*.....	\$72,500
44' J/44, '93, <i>Halcyon Days</i> *.....	\$285,000	35' J/105, '00, Hull #347, <i>Bald Eagle</i>	\$99,000	28' Islander, '79*.....	\$16,900
44' Wauquiez 43 Pilot Station*.....	\$319,000	35' J/105, '01, Hull #463, <i>Trickster</i>	SOLD	26' J/80, '04, <i>Heart Attack</i>	SOLD
43' J/130, '96*.....	\$209,000	35' J/105, '02, Hull #520, <i>Sea Room</i>	\$94,900	26' Aquapro Raider, '02, enclosed hard top.....	SOLD
40' J/122, '07, <i>TKO</i>	\$429,000	35' J/35, '84, <i>The Boss</i> *.....	\$34,000		
40' Summit, '08, <i>Soozal</i>	\$599,000	35' J/35C, '93.....	\$89,000		
40' Avance, '85, <i>Caribou</i> *.....	\$119,000	34' J/34, '85, <i>The Zoo</i> *.....	\$29,900		

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CALENDAR

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

Apr. 30-May 1 — The 112th annual Great Vallejo Race, one of the biggest races on the Bay, which also serves as the YRA season opener. Info, (415) 771-9500 or www.yra.org.

May 1, 15, 22 — Spring Series #5, 6 & 7. SSC. www.stocktonsc.org.

May 1, 22 — Spring Series #2 & 3 on Fremont's Lake Elizabeth. Info, www.fremontsailingclub.org.

May 4-7 — Opti Team Trials. StFYC, www.stfyc.com.

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

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

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

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

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

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

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

May 7 — Mercury Series #3. EYC, www.encinal.org.

May 14 — Long Distance #2. SSC, www.stocktonsc.org.

May 14 — Brothers Race/North Bay Challenge #2. VYC, www.vyc.org.

May 14-15 — MHRA Chico Classic on Black Butte Lake. For multihulls only. Info, www.catamaranracing.org.

May 14-15 — Elite Keel (Melges, Etchells, Express 27, J/24, IOD, Knarr). SFYC, (415) 789-5647 or www.sfyc.org.

May 14-15 — Stone Cup for PHRF, one designs, and IRC. StFYC, (415) 563-6363 or www.stfyc.com.

May 14-15 — 13th Annual Lake Yosemite Sailing Association Regatta. Info, www.lakeyosemitesailing.org.

May 15 — 3rd Annual American Armed Forces Cup on the Estuary, 2-5 p.m. The five branches will compete on the water for bragging rights. Root for your favorite from Club Nautique's dock. Info, www.clubnautique.net/armedforcescup.

May 21 — 34th Singlehanded Farallones Race, a local rite of passage. SSS, www.sfbaysss.org.

May 21 — YRA Spring #1. BYC, www.yra.org.

May 21 — YRA-WBRA Knox #1. CYC, www.yra.org.

May 21 — H.O. Lind #1 & 2. TYC, www.tyc.org.

May 21-22 — BAYS Summer Series #1 for Optis, Lasers, C420s & CFJs, and Smythe (Laser Radial) Eliminations. SeqYC, www.bayarea-youthsailing.com.

May 27 — Spinnaker Cup, leaving Knox Buoy at 11 a.m. and arriving in Monterey by midnight (hopefully). SFYC, (415) 789-5647 or www.sfyc.org.

May 28 — Master Mariners Regatta, hosted by Encinal YC. A must for woody-philis. Info, www.mastermariners.org.

May 28-29 — 47th Annual Whiskeytown Memorial Day Regatta on Whiskeytown Lake in Redding. Info, www.whiskeytownsailing.org.

May 28-30 — 68th Swiftsure International Yacht Race, the big one for Northwest sailors. Four different race courses ranging from 18 to 138 miles. Info, www.swiftsure.org.

June 3 — Woodies Invitational. StFYC, www.stfyc.com.

June 3-5 — 28th Classic Mariners' Regatta in Port Townsend, WA. Info, www.woodenboat.org.

June 4 — Delta Ditch Run, from Richmond to Stockton. RYC/SSC, www.richmondyc.org or www.stocktonsc.org.

June 4-5 — Spring Invitational. SFYC, www.sfyc.org.

June 4-5 — 30th Annual Go for the Gold Regatta on Scotts Flat Lake in Nevada City, CA. Gold Country YC, www.gcy.com or (530) 273-5911.

June 4-5 — Cal Race Week in Marina del Rey. Cal YC,

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CALENDAR

www.calyachtclub.com.

June 11 — YRA-OYRA Full Crew Farallones. StFYC, www.yra.org.

June 11 — Mercury Series #4. EYC, www.encinal.org.

June 11 — Summer #3. SeqYC, www.sequoiayc.org.

June 11-12 — BAYS Summer Series #2 for Optis, Lasers, C420s & CFJs. RYC, www.bayarea-youthsailing.com.

June 11-12 — Easom Founders Trophy. SFYC, www.stfyc.com.

June 11-12 — Ronstan Bay Challenge. StFYC, www.stfyc.com.

June 11-12 — Club Boat Series. StFYC, www.stfyc.com.

June 11-12 — Hobie Regatta on Richardson Bay. SYC, www.sausalitoyachtclub.org.

June 12 — YRA Spring #2. BVBC, www.yra.org.

June 15-20 — Coastal Cup Race, from the Bay to Catalina Island. EYC, (510) 823-5175.

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

Summer Beer Can Regattas

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

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

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

BERKELEY YC — Friday nights through 9/23. Paul Kamen, (510) 540-7968 or pk@well.com.

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

CORINTHIAN YC — Friday nights through 9/2. Info, (415) 497-5411 or racing@cyc.org.

COYOTE POINT YC — Wednesday nights through 10/26. George Suppes, (650) 921-4712 or regatta@cpyc.com.

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

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

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

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

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

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

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

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

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

RICHMOND YC — Wednesday nights: 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.



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CALENDAR

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

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

SEQUOIA YC — Wednesday nights through 10/12. Steve Holmstrom, (650) 610-9501 or www.sequoiayc.org.

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

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

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

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

TAHOE WINDJAMMERS YC — Wednesday nights: 5/4-9/21. Jerry, (530) 318-5210 or jerry.starkey@att.net.

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

VALLEJO YC — Wednesday nights through 9/28. Gordon Smith, (530) 622-8761 or fleetcaptainsail@vyc.org.

Mexico and Beyond

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

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

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



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CALENDAR

goes to the Lions Club International, who will distribute it to needy families. Info, go2sancarlos.com/events_regata2011.htm or rallynjfomexico@yahoo.com.

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

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

May Weekend Tides

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
4/30Sat	0446/0.4	1116/4.3	1624/1.7	2247/5.5
5/01Sun	0520/0.0	1202/4.3	1658/1.9	2313/5.6
5/07Sat	0203/5.5	0858/-0.7	1637/4.2	2055/3.0
5/08Sun	0252/5.3	0947/-0.5	1730/4.3	2203/3.0
5/14Sat	0336/-0.1	1010/4.4	1517/1.3	2154/6.3
5/15Sun	0426/-0.8	1115/4.6	1607/1.6	2235/6.5
5/21Sat	0221/5.7	0911/-0.9	1642/4.7	2134/2.7
5/22Sun	0314/5.2	1002/-0.5	1734/4.7	2247/2.6
5/28Sat	0343/0.5	1016/3.8	1459/2.0	2126/5.5
5/29Sun	0421/0.1	1111/3.9	1541/2.3	2158/5.7
5/30Mon	0457/-0.3	1159/4.1	1622/2.5	2231/5.8

May Weekend Currents

date/day	slack	max	slack	max
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
5/07Sat		0115/2.0F	0346	0732/4.4E
	1120	1425/3.1F	1806	2012/1.9E
	2300			
5/08Sun		0206/1.8F	0434	0822/4.1E
	1212	1519/3.0F	1900	2108/1.8E
5/14Sat		0159/4.6E	0550	0848/3.7F
	1156	1426/3.2E	1747	2043/3.5F
	2339			
5/15Sun		0248/5.2E	0639	0941/4.3F
	1255	1520/3.1E	1835	2128/3.6F
5/21Sat		0124/2.4F	0409	0730/4.6E
	1134	1440/3.5F	1807	2015/2.0E
	2343			
5/22Sun		0220/2.0F	0504	0821/4.0E
	1227	1535/3.1F	1859	2112/1.9E
5/28Sat		0152/3.4E	0551	0856/2.7F
	1147	1414/2.0E	1738	2031/2.5F
	2320			
5/29Sun		0230/3.9E	0632	0937/3.1F
	1238	1458/2.0E	1818	2106/2.5F
	2355			
5/30Mon		0307/4.3E	0710	1015/3.4F
	1324	1537/2.1E	1854	2141/2.5F

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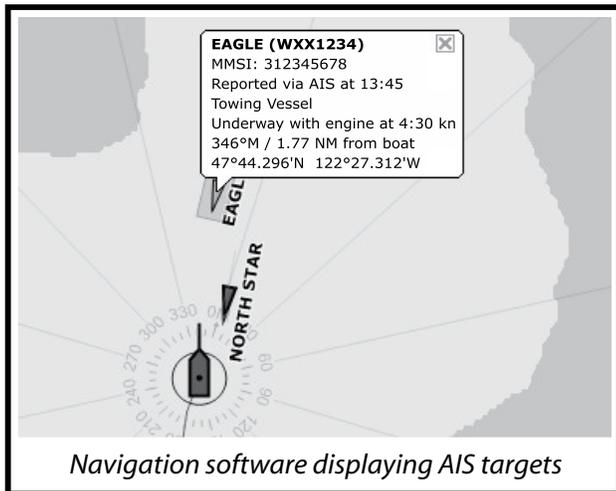
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LETTERS

↑↓ REPEAT AFTER ME

I would like the publisher of *Latitude 38*, who had been so skeptical about the chances of the America's Cup actually coming to San Francisco Bay, to repeat after me: Mascalzone Latino, Italy; Artemis Racing, Sweden; Aleph-Équipe de France; Energy Team, France; Team Australia; Emirates Team New Zealand; China Team; Venezia Challenge, Italy; White Tiger Challenge, Korea; and three teams 'To Be Announced'. Those are the names of the challengers to the America's Cup that he thought was never going to happen on the Bay.

Tim Stephens
San Rafael

Tim — Mascalzone Latino, Italy; Artemis Racing, Sweden; Aleph-Équipe de France; Energy Team, France; Team Australia; Emirates Team New Zealand; China Team; Venezia Challenge, Italy; White Tiger Challenge, Korea; and three teams 'To Be Announced'. You're absolutely correct, Tim, from the bottom of our heart we believed that, between the politics of the city of San Francisco and the state of California, there was only about a 30% chance that the event wouldn't get derailed. We were wrong, and there are few times in our lives that we have been so delighted to have been so wrong.

While we're naturally pulling for the Defender, one of our challenger favorites will be Korea. First, the Korean entry marks a real transition from the old all-Western America's Cup to one that, with China participating again, has attracted the serious attention of the Far East. Second, thanks to our son, Nick, an



LATITUDE ARCHIVES

Can food like this power the Koreans to America's Cup glory in their first attempt?

oil painter in downtown Los Angeles, and Crystal, his Chinese girlfriend, we've become addicted to Korean BBQ. If you're ever in Koreatown, check out the little place at the corner of Vermont Blvd. and James M. Wood St. It's a bit of a hovel and your clothes will come out infused with smoke, but the food is so good and the experience so much fun that it's become our family's go-to spot over the last several years. Kimchi forever!

Just so everybody is up to speed, this is the basic America's Cup schedule for 2011:

Aug. 6-14 — World Series racing in the 45-ft cats in breezy Cascais, Portugal.

Sept. 10-18 — World Series racing in the 45-ft cats in Plymouth, England.

October or November — World Series racing in 45-ft cats in San Diego. Yes, everyone should at least be practicing when the Ha-Ha fleet is in town.

As for 2012:

Jan. 1 — First-day teams will be allowed to sail the 72-ft cats.

There will be up to seven regattas around the world, with the venues and dates yet to be determined. We hope and certainly expect that one of the venues will be San Francisco Bay. The 45-ft cats will be used until March 31, the 72-ft cats after that.

Nov. 1 — Teams will be allowed to launch a second 72-ft cat.

As for 2013:

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LETTERS

There are three preliminary regattas planned, with venues and dates to be determined.

July to Sept. — Louis Vuitton Cup on San Francisco Bay to determine the Challenger.

Sept. 7-? — The America's Cup on San Francisco Bay.

Given the nature of the America's Cup cats, and the number of challengers, we think it's going to be as exciting as can be.

↑↓KEEP THE SHORELINE CLEAR FOR SPECTATORS

Congratulations to the America's Cup committee for including spectators in the '13 event. This is the first time



LATITUDE / RICHARD

Paul Allen's new 408-ft 'Katara' could really spoil the view for America's Cup spectators — particularly if he anchors his 414-ft 'Octopus' and 301-ft 'Tatoosh' next to it.

in the history of the America's Cup that spectators will be reasonably able to watch the race from on shore. In years past, the event was held offshore and out of view.

San Francisco Bay is the ideal

venue, since the entire Bay is a giant amphitheater and there are so many good viewing areas. This race will be the ultimate display of sailing technology yet achieved in any sailing event.

I would, however, like to ask the committee to make one small change to improve viewing from the Cityfront. Currently, they are planning to allow a spectator fleet of boats to line the shore, between land-side viewers and the race course. We should ask that they move the fleet out to the course interior for unobstructed viewing from shore. It would only take a few large yachts to ruin the view for many spectators. The Cityfront will be crowded with onlookers, and they should have a clear view of the action.

John Marples
Searunner Multihulls

John — We hadn't thought of that, but it's an important consideration the committee should take into account.

↑↓SAY IT ISN'T SO

Solo circumnavigator Mike Harker of the Hunter 49 *Wanderlust 3* dead? Bullshit! Hang gliding couldn't kill him, vicious thugs on St. Martin couldn't kill him, even Davy Jones couldn't take his soul. I don't believe he's gone. I can't believe it.

Mike is and always will be an inspiration to true adventure seekers. If he really is dead, may he rest in peace.

Jerry Metheany
Rosita, Hunter 46
Mexico

Jerry — Tragically, Mike Harker did pass away of a massive stroke on his boat in St. Martin in early April. It's as much a shock to us as it is to you because, just days before, we'd been trading emails about meeting up at either St. Martin or St. Barth.

↑↓MIKE HARKER IN MEMORIAM

I was terribly saddened to read the report of the death of solo circumnavigator Mike Harker. I never had the privilege of meeting him, but had followed his exploits for several years,

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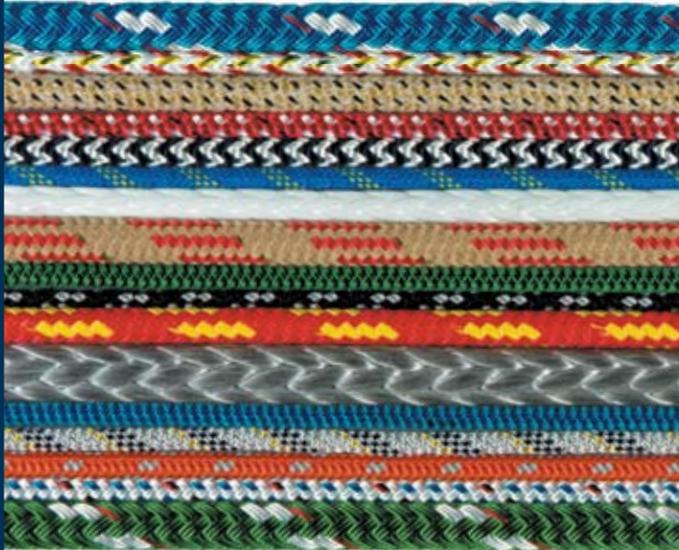
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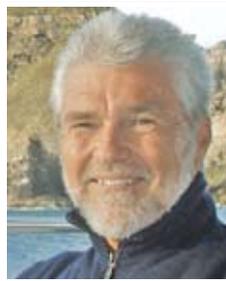
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LETTERS

mostly through *Latitude*. He was a truly interesting person, who by all accounts was one of the genuine good guys. To me, now transiting my mid-50s, and still hoping to cross an ocean or two some day, he was an inspiration.

Please let us know if there will be any sort of public memorial event, or if the family has a suggestion of a cause or charity to which a donation may be made in his honor.

Lee Johnson
Sea-Curity, S2 8.6
San Diego / Scottsdale, AZ



MIKE HARKER

Lee — Curiously, some members of his family wrote us to ask about Mike's sailing exploits as they said "he wasn't one to brag" at family gatherings. We'll let you know if we hear about any causes or charities in his name.

The Mike Harker we know and miss eschewed the seven deadly sins of lust, gluttony, greed, sloth, wrath, envy and pride in favor of Plato's virtues of temperance, wisdom, justice and courage. God knows the world could use a hell of a lot more people like him. Mike loved being out in nature, be it on his boats or on his motorcycles, and he really enjoyed quietly observing others. He really was a good guy.

↑↓ THE PUKES ARE FREE AS BIRDS

I'm very sorry to hear the news about Mike Harker. He had a truly adventurous spirit — a vanishing commodity these days. I wonder what has happened to the so-called police investigation into the terrible beating he sustained at the hands of those pukes on his boat at anchor in Simpson Bay Lagoon.

Thom Wessels
Crossroads, Horstmann 39 tri
Long Beach

Thom — There is apparently security video of the three thugs as they landed Mike's dinghy at a dock in St. Martin. But to our knowledge, nobody has been arrested, nor do we expect anybody to be.

↑↓ LATITUDE'S CREW LIST GOES INTERNATIONAL

The *Latitude 38* Crew List is really amazing! I'm a guy from Switzerland, and I made a recent road trip from San Francisco to New Orleans in a VW Vanagon. At the very start of the adventure, my friends and I arranged a daysail on San Francisco Bay via your website. It was awesome! Paul, the skipper, was really helpful and allowed us to set the sails, steer and do other things.

The Latitude Crew List worked great for Marcel and his friends. Next summer I'm going to New York, and am wondering if something like *Latitude* exists in either New York or Boston.

Marcel Flütsch
Zurich, Switzerland



MARCEL FLÜTSCH



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LETTERS

Marcel — Alas, we know of nothing like Latitude in either New York or Boston. The closest thing would be SpinSheet, which covers the Chesapeake Bay.

↑↓ THE SAFEST PLACE TO BE IN A TSUNAMI

They say that the safest place to be in a tsunami is at sea in deep water. That's exactly where I was when it hit Santa Cruz.

The authorities told people to stay in the harbor. Need I say more?

Captain Chelsea Wagner
Owner, Vessel Assist Monterey Bay

↑↓ FLARE PRACTICE AT TIYC

I attended a Distress Signal Training & Demonstration at the Treasure Island YC in early April, an event conducted by Russell Breed, the club's safety officer. I found it quite an eye-opener, and highly encourage everyone to attend similar demonstrations.

For reference, I've been a sailor for over 30 years, have made several coastal passages, and have crewed and captained deliveries across the Pacific. In all my years on the water, I've never had a reason to fire a flare in an emergency situation, nor have I ever witnessed them being used for emergency signaling.

The class started with some time to look at and discuss a variety of signaling equipment, all of which was laid out for everyone to see and handle. Then there was a short presentation on what constitutes an emergency, urgent versus distress, and the forms of communication to request assistance. The key objectives of alert and locate were reviewed. Both audible and visual signals were discussed.

At that point, our group of about 25 moved outside for the hands-on portion. After the Coast Guard was notified, the individual participants fired off a variety of expired handheld flares, handheld smokes, and some 12-gauge and 25mm meteor flares. No parachute flares were fired.

The old SOLAS handheld flares — I had some from '97 — still worked fine. Some of the older USCG handheld flares from the '80s did not. The difference in brightness and duration between a USCG-approved handheld flare and a SOLAS handheld flare is

very remarkable. The latter were superior.

Some 12-gauge meteor flares from '01 fired out of the gun, but did not produce a flare light. The



LATITUDE / RICHARD

Practice makes perfect when it comes to learning how to use flares — and how effective they are — at sea.

gentleman who brought those fired three with the same result for each. Imagine that happening if you only had the minimum on board!

The 25mm meteor flares are significantly brighter and go much higher than their 12-gauge cousins.

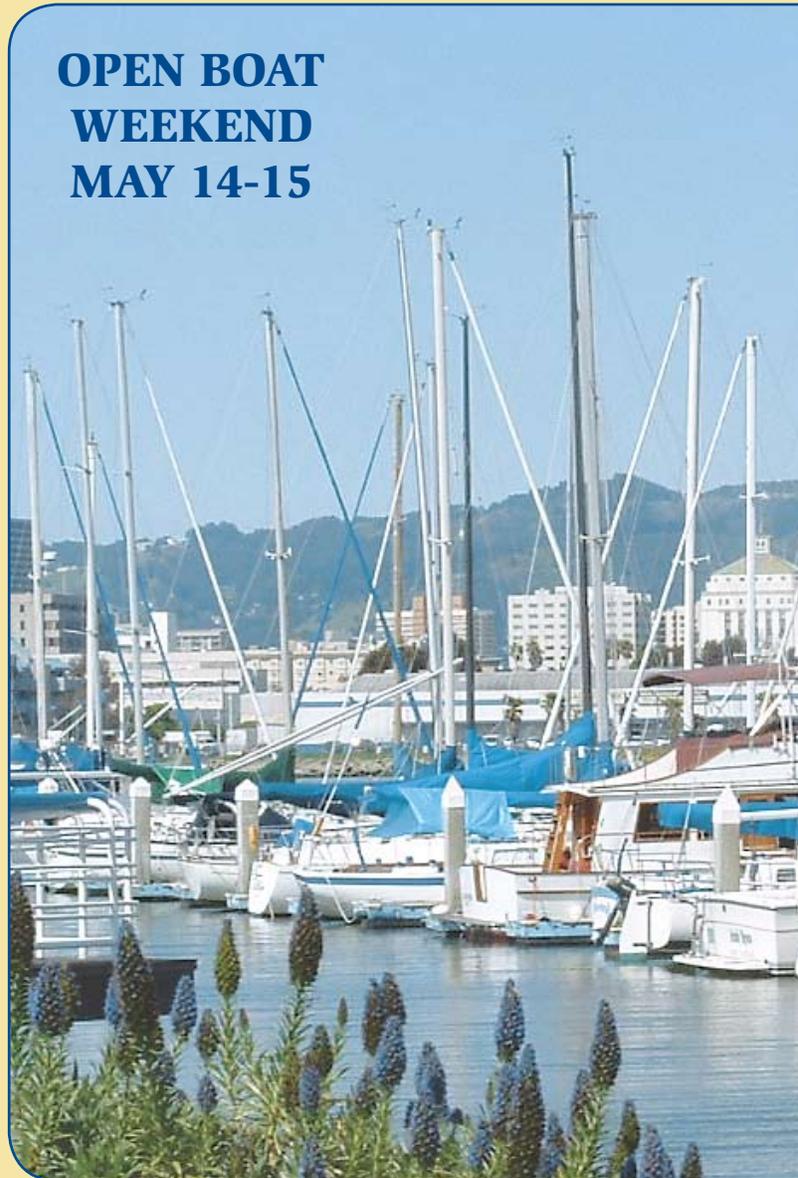
In the 20 minutes or so that we were outside, we fired roughly 12-15 handheld flares, two smokes, and about six meteor flares. It was remarkable how fast they were used up.

I took away a couple of very valuable lessons: On the Bay or anywhere else, spend the extra dollars for the SOLAS-approved visual distress signals. It's money well spent. I

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LETTERS

would suggest that USCG-approved visual distress signals are adequate for the local lake. The minimum requirement of distress signals to have onboard is just that — a minimum. Recall the three 12-gauge meteors that failed to light.

Hands-on handling of these visual distress signals in a calm, non-emergency setting was invaluable. There were several different firing mechanisms and issues with smoke and melted slag, all of which could be reviewed and discussed without the stress of an emergency.

I commend TIYC for hosting this event and I will be back to the next one with more expired items to test fire.

Kelly Blythe
Bonnie Kaye, Ranger 26
Menlo Park

Kelly — We agree, there is no substitute for hands-on experience with flares and other signalling devices. In years past, the Coast Guard would come to the Latitude Crew List Parties and let us set off so many flares that local fire departments kept responding. Perhaps we can revive that supervised hands-on practice at next year's party.

We also fire off our old flares to signal the beginning of sailing events in Mexico, and based on that, have realized that it often takes people a few minutes — even in a non-emergency situation — to figure out how to use them safely and properly. As you suggest, practice is an excellent idea.

↑↓ARE MACGREGORS SEAWORTHY?

If you research your files from about eight years ago, you'll find a piece that you published about a MacGregor 26 that turtled with six people aboard in the Bay near Yerba Buena. There were no fatalities due to the proximity of another sailboat, the crew of which managed to pluck the MacGregor crew out of the water in just minutes.

Then on March 27, two people died after a MacGregor 26 capsized on San Diego Bay.

Are these water-ballasted centerboard rigged boats really seaworthy?

Steve Knight
Wandering Star, Islander 37
San Francisco

Steve — There are degrees of seaworthiness and stability, and some boats — those with a high ballast-to-displacement ratio and small sail area — are clearly less likely to flip than others. Are MacGregor 26s less seaworthy and stable than J/24s and Santana 20s, which have also sunk on San Francisco Bay? We don't know the numbers and aren't naval architects, so we can't say for sure.

On the other hand, the way a boat is operated — including the load she carries — can override all design considerations. In



Overloaded boats are not unique to the U.S.

the San Diego tragedy, there were 10 people aboard the MacGregor 26. In our opinion that's a ridiculous number on a MacGregor 26 — and on any other 26-ft sailboat we can think of. In view of this, we think that operator error or negligence could have been a contributing factor, if not the entire cause of the terrible accident.

If you look at inflatable dinghies, they all list the maximum number of people and weight that can be carried. Maybe there



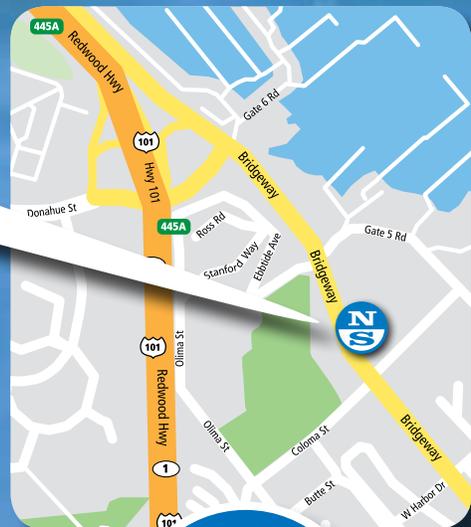
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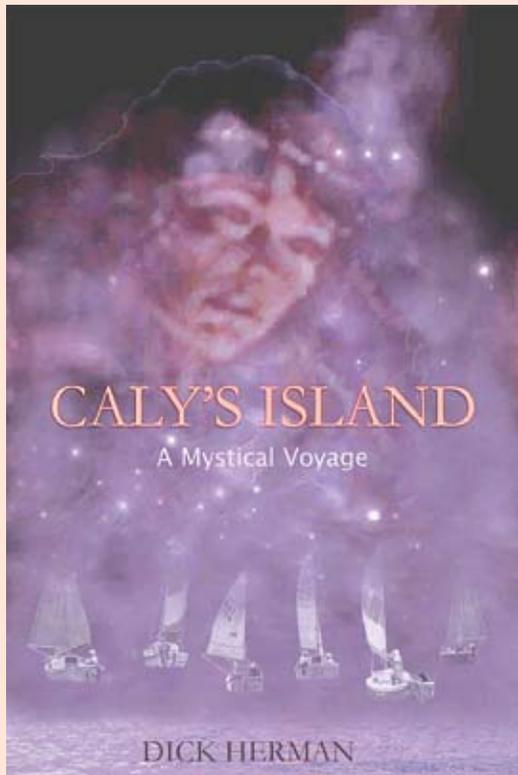
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LETTERS

needs to be something similar for small sailboats.

↑↓ **THE OCTOMOM OF SAILING**

I was disappointed to see that Abby and Zac Sunderland were speakers at the Strictly Sail Pacific boat show in Oakland. After all the talk about how young and inexperienced Abby had no business being in the Southern Ocean in winter, why did the show promoters feel she should be included in their program?

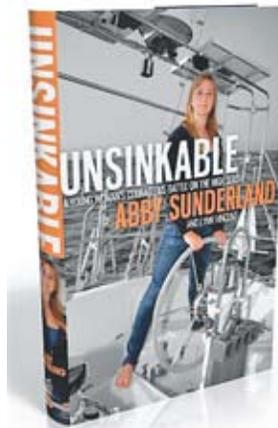
I wanted to voice my opinion that I think that it was a poor choice. There are so many other sailors I'd rather hear from. I think of Abby as the 'Octomom of sailing'. Thanks for letting me vent.

Pat Williams
Livermore

Pat — For the record, the then-17-year-old Zac completed, with much shoreside support, a conventional singlehanded circumnavigation with plenty of stops aboard the *Islander 36 Intrepid*. Although he was aided throughout by the ultimate in helicopter parents, it struck us as a moderately cool and not all that dangerous of a thing to do.

A short time after Zac returned, Abby, his then-15-year-old sister, announced that she was going to do a nonstop solo circumnavigation via the Southern Ocean aboard the *Open 40 Wild Eyes*. In other words, a monumentally more difficult challenge. Boat problems meant that Abby had to stop in Cape Town, and by the time she was ready to leave, winter had come to the Southern Ocean. If Abby were to become the youngest person to sail singlehanded around the world by beating the age record of Aussie Jessica Watson, who had already completed a solo circumnavigation via the Southern Ocean, Abby couldn't wait until the next Southern Ocean summer. That Abby would set out across the Southern Ocean during the winter struck many of the most experienced sailors in the world as absurdly foolish. Abby's boat was dismantled not long after leaving Cape Town, and she was rescued at tremendous expense.

While it's our opinion that Abby's attempt was an irresponsible stunt that was leveraged on the reputation and achievements of many genuinely great sailors, we nonetheless feel that the *Strictly Sail* tent was literally and figuratively big enough to allow both Zac and Abby to make their presentations. But it was a busy week for Abby, who had been hitting all the major media outlets in New York and other big cities in support of *Unsinkable*, her just-released book.



A bestseller?

What we really would have liked to see at *Strictly Sail* was a race to the mouth of the Estuary and back between Abby and 10 top female junior sailors from the Bay Area. For all of Abby's supposed and real sailing experience, we can't shake the notion that she's really not much of a sailor. Indeed, it's always struck us as telling that Zac and Abby have seemed to avoid putting their sailing chops on the line head-to-head with any of their peers.

↑↓ **"HAWAII SCHOOLS DID FINE BY MY KIDS"**

In the April *Letters*, 'Anonymous' states, "Since the schools



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LETTERS

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."

What a bunch of crap.

Schools here are hamstrung by lack of money, and there are cultural issues that don't stress education. In spite of this, many kids go on to good colleges and make something of themselves.

Two of my kids were educated in public schools here. The first was born with a multitude of problems that left him developmentally disabled. He got a much better education here for his last three years of high school than he received in a mid-Peninsula school district that rates in the top 99% of high schools nationwide.

My second kid will graduate this year. She has been accepted into one of the 25 openings in the University of Nebraska's Pre-Veterinarian Medicine program.

'Hawaii schools aren't the best' indeed.

Mike Sowers
Lahaina, HI

Mike — We're glad that the public education your children received in Hawaii served them well. But for what it's worth, the study we checked ranked Hawaii's schools as 47th out of 50 states, beating only Mississippi, Alabama, and New Mexico. Before you get too upset, though, California was ranked 46th out of 50.

As always, the quality of schools varies tremendously by area, with students in schools just a few miles apart achieving dramatically different results. For instance, elementary schools in Sausalito have some of the worst achievement scores in the state, whereas Tiburon and Belvedere, less than a mile away, have some of the highest. And money isn't the issue as, the last time we checked, the money spent per student in Sausalito was among the highest in the state.

Call us grouches if you want, but we think what passes for public education in the United States these days is primarily babysitting and some vague kind of indoctrination that stresses rights and entitlements and completely ignores personal responsibilities. As anyone who has home-schooled while cruising can tell you, it doesn't take that many hours a day to teach a child to read, write, and do basic math — something a staggering number of public school students can't do even as they are handed their high school diplomas.

↑↓ CATS ARE FINE BOAT COMPANIONS

Terry Lamphan wrote a letter asking about the advisability of bringing a cat on a cruising boat. We brought Nube (Cloud), a white Persian, to Mexico with us twice for a total of about three years. We also took her directly from San Diego to the South Pacific, and eventually spent 18 months in New Zealand.

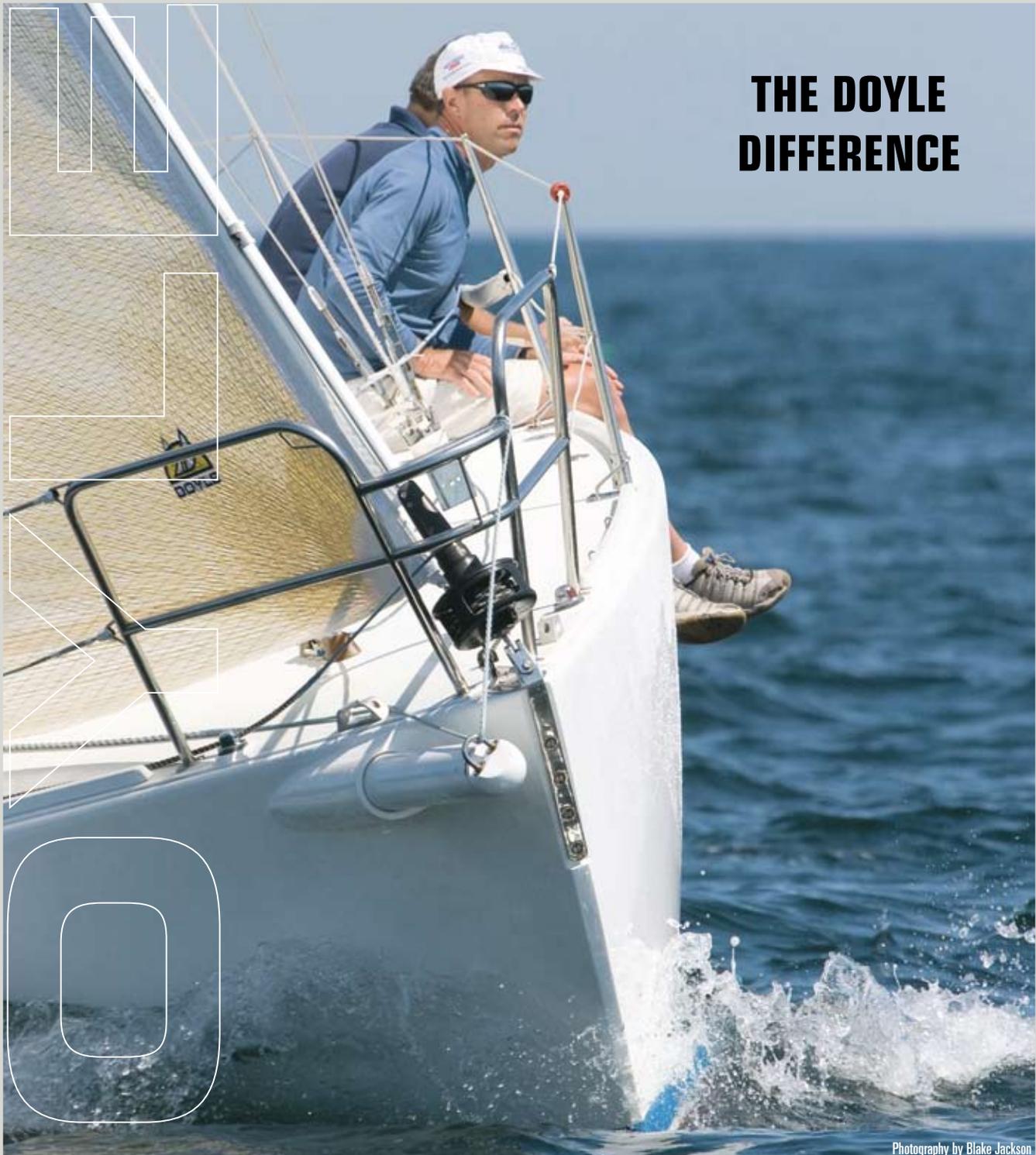
The Kiwis put Nube in quarantine for several weeks, and French Polynesian officials had a vet come to our boat for a free health check-up. Officials at all our other stops didn't care about him.

We taught Nube not to get off the boat, and to stay inside the cabin when we were sailing. We put carpet on the bottom of the mast for a scratching post.

Nube was a great cat and great company.

By the way, our Valiant 40 came out of San Francisco, which is where we lived for 30 years.

Sylvia & John Parr
Sonrisa, Valiant 40
San Diego / Corpus Christi



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LETTERS

Readers — Editor LaDonna Bubak here, jumping in to say that my husband and I have cruised with our cat, Fred, for years, and I have some pretty strong opinions on whether cats make good boat pets. I think the personality of the cat in question is very important. Fred is very laid back and adjusts easily to new situations. I don't believe very skittish cats would enjoy the cruising life, which could make life aboard difficult for everyone.

Though Fred loves going to new places, he often gets seasick — even in Richardson Bay! For some cats, vomiting can be a sign of stress and a good vet can give you some medication



LATITUDE / LADONNA

We may be biased, but we think Fred is one cool cruising kitty.

to help with nerves. Fred doesn't appear to have that problem — it just takes him a little while to get his sea legs. I've yet to hear of a good solution for motion sickness in cats, but would love to find one.

Fred moved aboard as an adult and it took some training to get him

to stay aboard. Before coming to work at Latitude, we cruised from San Francisco to Alaska and back — which meant moving nearly every day — so keeping Fred on the boat was very important. First, we simply didn't have the time to go searching for him, but secondly, and for us more importantly, we didn't want him roaming around on other people's boats. He's not a sprayer, nor does he tear stuff up, but other folks don't know that. (On one early foray aboard a small fishing boat, the owner told us in no uncertain terms that, if he found Fred aboard again, the cat would be going for a swim.) For Fred, 'Off the Boat' equals getting in trouble, while 'On the Boat' involves petting and treats. I can't say he's perfect — every now and again stalking a seagull or heron proves too tempting — but he normally goes for months without jumping ship.

We've found a hooded litter box and clumping litter to work well for Fred. Even in a rough seaway, he's always managed to make his way into the box to do his business, and the hood helps corral the pervasive litter. That said, the first time he ever got seasick, I found him in the v-berth puking, peeing and pooping simultaneously! We decided to give him a one-time pass, and he's never done it again.

One thing to think about is how to get the cat back aboard when — not if — it falls overboard. Fred hates kitty PFDs, so we rarely let him out when we're underway, and if we do so on a placid day, he remains in the cockpit. We have a harness for him but I know sailors whose cat slipped out of the harness as it was being rescued — it just seems safer to keep him below. He has fallen off the boat twice in the slip. Both times he rescued himself before we even knew what had happened, but only because we had something hanging low in the water that made it easy for him to pull himself out.

As for entry in foreign ports, we can only speak to Canada, which was a snap. We had all his vaccination papers in order, so processing — over the phone, no less — was a breeze.

We've lived aboard with Fred for eight years and really can't imagine life without him. It's taken a lot of patience, attention and perseverance, but the reward has been worth it. He's provided endless hours of companionship, entertainment and, at the risk of sounding a little mushy, love.

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LETTERS

↑↓ **THE CAT WALKED THE PLANK — THEN POOPED!**

My brother and I motored his powerboat up to the fuel dock at Sarnia, Ontario, Canada, where we came upon a 35-ft Cleveland-based sailboat that was also taking on fuel. Amidships on her port side, affixed at an angle of about 20 degrees, was a plank about six inches wide and 24 inches long with a 'V' cut in the outboard end. So out of the cabin strolled this cat, which walked out to the end of the plank, turned around, and took a dump through the cut in the outboard end.

We found this to be as remarkable as it was unusual. However, we used to have a Siamese cat that, by himself, learned to use our home toilet to do his business.

Fred Paldan
St. Peters, PA

↑↓ **SAILOR SPIKE IS EASY TO HANDLE**

We have a cat, Sailor Spike, and a German shepherd who come on our boat with us. Cats are way easier to handle on boats than dogs.

Bud & Suzanne Street
Delaroux, Catalina 36
Buckhorn, ON



Don't even think about crossing Spike.

to feral parents, and had spent much of her life outside. When we decided to go cruising, two friends agreed to welcome her into their homes. However, as the time to leave grew near, Josie seemed to sense something was up. When the packing boxes arrived, when the suitcases were taken out, or even when the car was being packed, she just would not leave our side. We were astounded.

We finally told Josie that we'd love to have her come with us, but that we were going to live on a boat. She agreed. Despite our concerns that she would jump ship at the first opportunity, she's never complained. She adjusted to the cruising life amazingly well, and only got sick on the first day at sea. Her only objection was when the wind and seas were opposed. We didn't like it either, so we turned around and went back to the anchorage.

Josie has never left the boat, even after spending months in a marina. When we sailed to Mexico, we elected not to 'declare' her, although we made sure she got her rabies shot. We were relieved that we had no problems driving her back across the border and into the United States.

Cats are so much easier to have aboard than dogs, as cats are more sure-footed, are instinctively potty-trained — and don't bark!

Phileta Riley & Dorothy Tharsing
Eagle, Cal 35 Mk III
Bandon, OR

↑↓ **KITTIES HAVE TROUBLE GETTING LAND-LEGS**

Cats have always gotten along well on sea-going ships of all kinds. In the 'old days' cats were essential in keeping down the rat populations, which raised hell with the ship's food supply. But once cats become used to a vessel's motion at sea, they suffer horribly when they return to land.

One sunny day many years ago, I was walking along a long-since-forgotten dock, where a dinghy from an anchored cruising boat was disembarking a small party — including the

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LETTERS

family cat. The poor kitty was splayed out flat, tail extended straight back, with the claws from all four feet dug into the wood, desperately clinging for support. The cat, eyes wide, was crying piteously. I couldn't bear to watch, so I quickly moved on.

Lew Warden
Santa Maria

↑↓ COMMUTER CRUISING WITH TWO CATS

The first year we were aboard, we brought along our cat, Floyd, who was about 15 at the time. While he tolerated it, he never really liked it. He passed away while we were in the Bahamas.

We're now doing 'six months on, six months off', and brought two new kitties along. They have adjusted very well and are a delight to have aboard. Having two is nice since they can keep each other company when we're off the boat. Ours are sibs and get along very well. To us, it appears that cruising with cats is much more convenient than with dogs, as dogs need to be taken ashore on a regular basis.

Eric Smith
C:\esc/, Freedom 45 CC
St. Louis, MO

↑↓ "WE'VE HAD CATS ABOARD FOR 38 YEARS"

Cruising with a cat is absolutely 'do-able' — and easier than cruising with a dog. My husband and I have lived aboard for 38 years, and we have always had a cat on board with us. Jasmine, our current cat, is an 11-year-old ragdoll. She was raised onboard from the time she was a kitten.

We think it's important to get a young cat so that you can train it to be on a boat. We found that a water hose lying across the boarding ladder worked well for teaching her to stay on the boat — which means she doesn't get onto other boats where she doesn't belong.

Jasmine spends most of the summer hanging out with us at the Isthmus at Catalina. She has also made two seven-month trips to Mexico, and spent an additional three years cruising through Mexico, Central America, and Panama all the way to the San Blas Islands.

Jasmine is a great traveler, as she never gets seasick and only becomes vocal when the weather gets really rough. The only downside to having her aboard is that she prefers to sleep in the captain's helm seat when it gets rough. Jasmine stays on the bridge with us when we're underway, and she loves watching the full moon when underway.

The vet in Panama gave her a rabies shot, but neglected to give us a receipt. Without a receipt, the Agriculture official in Huatulco wanted to make us take her to the vet for a check-up. We finally convinced him that it wasn't necessary because she never gets off the boat.

Cheryl & Ron Roberts
Lazy Days, DeFever 49
Long Beach

↑↓ DOUBLE THE TROUBLE, DOUBLE THE FUN

To answer Mr. Lamphan's inquiry, yes, cats do adapt



CHERYL ROBERTS

Jasmine supervises all sea-food preparations.

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LETTERS

quite nicely to cruising. We brought two black landlubber cats aboard *Skydiver* in '05, and they sailed with us from San Diego to San Carlos, Mexico. They haven't fallen overboard once — although at various times they're tempted by the sight of ducks and pelicans in the water around our boat.



BARB LANGAN

Our cats are great sailors who seem to love the motion of the boat at sea. Sable, the female, even likes riding outside when we're underway.

We use clumping litter and have had no issues with the potty box. Or, come to think of it, fleas or any other

Oh, temptation . . .

problems either. When we're in marinas, we use screens to keep the cats inside.

Cats are great company on cruising sailboats. We recommend getting at least two!

Rich & Barb Langan
Skydiver, Roberts 44
Kemah, TX

Readers — Based on the above letters and countless others, it would seem that cats would make an excellent choice for a boat pet.

↑↓ **DON'T HIRE MEXICAN EMPLOYEES**

Please, please remind your readers about the labor laws in Mexico.

Five years ago, I purchased a 47-ft catamaran in La Paz, with the hope of retiring on her in Mexico. My wife has had cancer, and I'm doing double-duty taking care of her and her 87-year-old mother. To keep the story short, I hired a Moorings employee in La Paz to simply watch, wash, and occasionally run my cat's engines.

Dock neighbors informed me that my part-time guy hasn't shown up in months, despite the fact that I wired him 3,000 pesos — about \$300 U.S. — on the 7th of every month. I finally took an emergency leave from work and flew down to the boat. I found her to be a wreck, with one engine not running.

So I fired the guy — although I offered to pay him up to the day that I arrived. But he has gone to the labor authority and surprised me with a *demanda* or lawsuit. The labor board sent goons who waited outside the marina gate to take me into town and explain my case. I refused to go, and did the Lynyrd Skynyrd 'three steps toward the door' exit.

The economy being what it is, please warn the future Ha-Ha folks of what might be in store for them if they hire anyone in Mexico to work on their boat. I got my flight out on Wednesday, and am waiting to see what happens next. I have offered to pay the worker, but at this time have received no response.

I won't go into the number of times that I've been ripped off in Mexico because I wasn't on my boat.

Latitude readers might want to check out *Hiring Employees Under Mexican Labor Laws* by Lic. J. Beauline, L.L.B.

Raymond Martin
Planet Earth

Raymond — It's indeed important that boatowners don't hire Mexican laborers as employees rather than as contract workers. Hiring an employee in Mexico — and many other countries,

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'Artemis'
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LETTERS

particularly in Europe — can pretty much mean you're stuck with the care and feeding of them for life, no matter how terrible and irresponsible a worker they might become.

Had we been in your situation, our first stop would have been at the Department of Tourism in La Paz. Tourists — cruisers included — are very important to Mexico, so the government tries to make sure they don't get ripped off.

As for your line, "I won't go into the number of times that I've been ripped off in Mexico because I wasn't there on my boat," you can substitute the name of every other country in the world. Based on personal experience, and that of hundreds of other boatowners, giving money to someone to watch your boat and occasionally run the engine(s) in your absence is one of the most common ways to piss money away. We strongly recommend that you don't do it unless the person comes with impeccable references from other boatowners, and even then, it's important to have someone else check to make sure the contracted work is actually being done.

↑↓ ANEGADA IS A GOOD ALTERNATIVE TO ST. BARTH

Feeling that Russian and other billionaires and megamortoryacht charterers have made St. Barth less of a great place to celebrate New Years than it used to be, the Wanderer asked for recommendations of other places. We've always found Anegada to be a nice place for New Years, with a good band and about 300 to 400 people. That's a nice crowd, but it's not so crowded that you can't walk around. And it's always a good time there.

'Whitey' & Max White
 True North, Privilege 65, Caribbean
 Gypsy Blue, Beneteau 46, Northern California

Readers — Max and Whitey, who are so busy running the big charter cat True North that they don't have time to cruise their own boat, know what they are talking about.

↑↓ BUFFETT BLISS AT BAZ BAR

We can't believe how quickly time passes. We saw your March 25 *Lectronic* on the St. Barth Bucket, which reminded us that a year has gone by since we had our cat, *Angel Louise*,



COURTESY ANGEL LOUISE

Sue and Ed Kelly on 'Angel Louise'.

ise, anchored off Gustavia for last year's Bucket. We enjoyed reading your report, and agree that it just doesn't get any better than St. Barth.

You mentioned that Jimmy Buffett topped off the event by playing five or so songs to an enthusiastic crowd at the little Baz Bar, and that he told the audience that it was the first time he'd played in public since he fell off the stage in Australia. Buffett must have been using his poetic license, because he said the same thing when he made an impromptu appearance at a private wedding for Pine Key's Dr. Troxel, who is not only one of the best dentists in Florida, but one who practices barefoot.

Anyway, we're jealous, as last year we kept hoping that Jimmy would sing some after the last Bucket race. But it didn't happen. You were lucky — so good on you!

As we write this, it's less than six weeks before we set sail

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Peter Stoops



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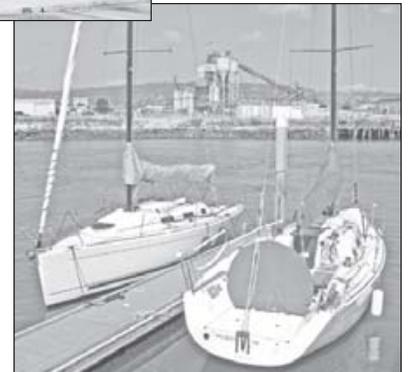
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LETTERS

across the Atlantic to eventually winter over in London.

Ed & Sue Kelly
 Angel Louise, Catalac 37
 Marathon, FL

Ed and Sue — Not that anybody gives a hoot, but when Buffett played for the barefoot dentist, he probably considered it a private rather than public performance.

Thanks to Doña de Mallorca's being able to sniff out an impromptu Buffett sit-in appearance better than anyone, we've



LATITUDE / RICHARD

If you want to know where Jimmy Buffett's playing, ask Doña de Mallorca.

seen him play 10 or 12 times at tiny venues in St. Barth. It's always a blast, because when Buffett plays on the island, it's strictly for shits and grins in front of mostly old friends, and the entire sweaty mass sings and dances with him under the tropical stars. Our favorite was one

New Year about five years ago at Baz Bar when Buffett joined the pick-up band to cobble together some happily sloppy renditions of Dylan classics. A night to remember.

For those of you who go to St. Barth hoping to catch Buffett play a few songs, while he's sometimes played at La Plage, Le Select, La Gamelle, and on the quay, you're most likely to find him playing at his friend Jean-Marc's Baz Bar right at the south end of the harbor. It's almost always a spur of the moment thing, with nobody — least of all Jimmy — knowing if he's going to play right up to the last minute.

⇕ LIVELY AND PHYSICAL DOESN'T EQUAL YOUNG

On page 60 of February's *Letters* section, you stated that you prefer sailboats because they "... tend to be more fuel efficient than motoryachts. Second, it seems to us that sailors tend to be younger, more lively, and more physical than those who cruise on powerboats."

It seems that "more lively and more physical" would naturally be attributes of "younger." So it follows that you are saying you prefer younger boaters. As aging is inevitable, how will you reconcile your own image when you are no longer one of the "younger" set?

Tom Collins
 Misty Sea, Bertram 46
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LATITUDE / RICHARD

One of the crew of the class-winning 'Mariella' was a mere 89 years young.

Tom — It seems to us that "more lively and more physical" are attributes of thinking young, not necessarily being young. Let us give you some examples. In the May issue, we did a Changes on Bill and Grace Bodle, who recently cruised their 103-ft on schooner Eros from San Francisco Bay to the Eastern Caribbean with the assistance of just one young deckhand, and are currently doing a three week charter on her. Bill is 77 and



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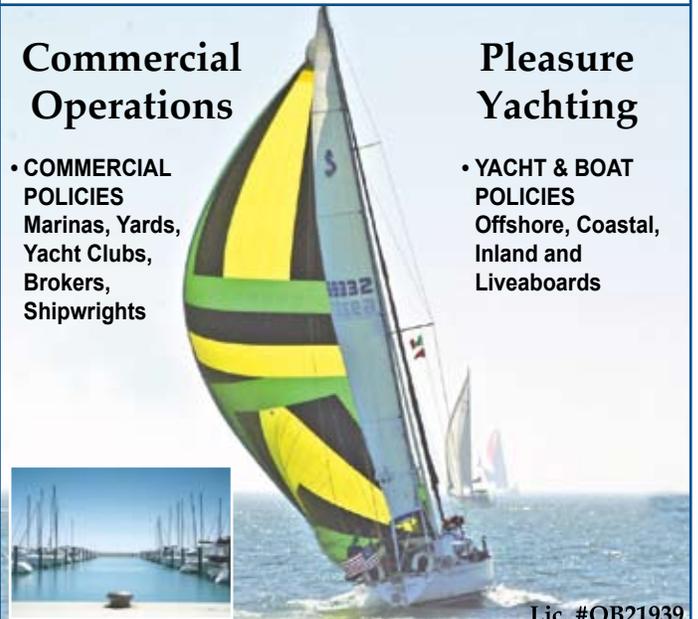
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LETTERS

Grace is 70. As Grace told us, "Seventy isn't old anymore." Not if you keep active by sailing and the like. Then there was the active 89-year-old crewmember aboard Carlo Falcone's class winning Fife 80 Mariella in last month's Voiles de St. Barth. The commonality of the three is that they've continued to think young and sail.

As for ourselves, chronologically we are no longer "one of the younger set." In fact, when the census form asked for our age, we checked the 'Ancient' box. Nonetheless, we just bought our third Olson 30 for shorthanded Zen sailing, so we're still going for it.

But everybody's situation and condition is different. So if you love being on your powerboat, good on you.

↑↓ "CITY SUBSIDIES DO NOT MAKE SENSE"

The right to sell public property — i.e. slip rights at San Francisco Marina — needs to be eliminated now. In my mind, the right to transfer a lease makes just as much sense as the right to include your neighbor's dinghy or perhaps a city (handicap) 'free' parking permit on the bill of sale.

I have been on the wait list for San Francisco Marina for a long time because of this strange rule, and the 'rent control' that keeps the slip fees for San Francisco Marina so low. They both need to go now. In general, city subsidies do not make any sense, but they are particularly ridiculous when applied to private yachts.

Fredrik Hakanson
Sea Fox, Beneteau 38
Currently paying 'market' for a
second-hand slip at Pier 39

↑↓ "STRONG MANAGEMENT IS THE WAY TO GO"

Having been a slip holder in Santa Cruz — after being on the waiting list for 17 years — and before that at San Francisco Marina's West Harbor, I have strong opinions on this subject. As you know, the San Francisco Marina is on State of California land and operated under a charter agreement with the City and County of San Francisco. In other words, the marina is public property. I believe that the marina has been poorly managed by the Recreation & Park Department, much as the Ala Wai in Honolulu has been mismanaged by the Department of Land & Natural Resources. But that's another story.

In my opinion, the Santa Cruz Port District, which manages the yacht harbor, stands out as a shining example of how a



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**Low berth rates and low turnover have resulted
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public facility can be managed. Santa Cruz and, for the most part, South Beach Yacht Harbor have, through years of experience, worked out a fair and equitable system. To cut to the chase, San Francisco Marina should not allow transfer of slips to the new owner of a vessel. A waiting list managed by strong management is the only fair way to go.

In the early years of the Santa Cruz Yacht Harbor, rampant speculation on slips was common, with slip owners getting \$25,000 to \$50,000 added value to their boat when it was sold or transferred. As you can imagine, this did not sit well with the socialistic tendencies of the people of Santa Cruz — and

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LETTERS

rightfully so.

Thank you for looking into this issue.

Chuck Cunningham
South Beach YC

↑↓"MORE THAN THE DOCKS NEEDS TO BE FIXED"

I believe that everyone who wants a slip at the San Francisco Marina should be put on a waiting list, and that slips shouldn't be allowed to go with boats when they are sold. It should be first come, first served — just like many of the other marinas in the area. It's not fair for the current slip holder to profit in any way at a public dock just by virtue of the fact that they have been there a long time and that is the way it was done in the past. The docks are not the only thing in need of repair at the San Francisco Marina; the marina rules should be updated as well.

John A. Nebilak
Indigo, Cape Dory 36
Richmond YC

↑↓"EQUAL ACCESS FOR ALL"

The 'right to lease' issue has all sorts of hard corners. I don't know the current status, but for years Santa Barbara provided a perfect illustration of the problem. Not only did it allow boatowners to transfer the right to lease their slip with the sale of a boat, reportedly adding as much as \$10,000 to \$15,000 to the value of the deal, but the 'right to lease' itself, boat sale or not, was actually being brokered by local yacht dealers. Need a slip? Got an extra few thou? No problem! It's either that or go get on the city's waiting list. Fool!

The obvious argument in favor of allowing lease transfers is the problem inherent in selling a boat in a market where slips are very hard to come by. I was selling boats in Alameda in the mid '70s when this was the case on San Francisco Bay. It was nearly impossible to sell a boat unless you could guarantee the buyer a permanent slip. But things are different now, as there are slips sitting empty in a number of marinas on the Bay. Maybe not in the most choice locations, but still perfectly acceptable ones.

I realize there must be people with boats in the San Francisco Marina who paid a premium when they bought their boat to get their slip, and should the practice of lease transfer be curtailed, will lose their added value. Sorry about that, but as far as I'm concerned, you pay your money and you take your chances. Equal access to publicly-funded facilities should be the rule.

Jimmie Zinn
Dry Martini, Morgan 38
Point Richmond

Jimmie — You make an excellent point that the circumstances were very different when most of the 'slip goes with the boat' policies got started on San Francisco Bay. In the '70s and '80s, it was indeed extremely hard to find a slip anywhere on the Bay, and people couldn't sell their boats unless they could assure the buyer the slip could go with the boat. While we're generally against the concept of private individuals being able to profit from the right to public property, we think the policy was understandable back then, even though it clearly distorted the 'market'. The problem is that, now that there are plenty of slips on the Bay, how do you undo the market distortion? 'Tough luck!' to those who paid a premium for their boat to get a slip is your solution. We think it would be nice if it weren't quite so harsh. Other places are trying alternative solutions.

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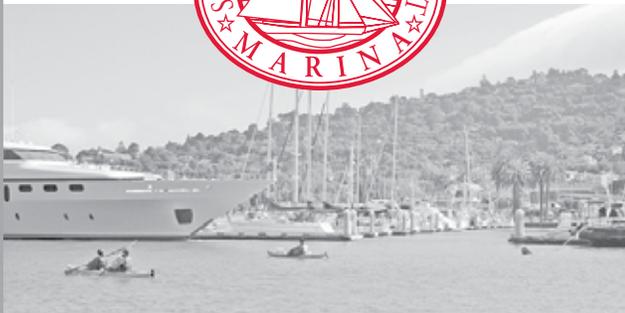
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LETTERS

the right to a slip is worth is badly dated. Tens of thousands of dollars is the norm for the right to a slip, and hundreds of thousands of dollars is not unheard of for larger slips and/or end-ties.

While few people seem to agree with us, we think a corollary of 'equal access' should be a more stringent 'use it or lose it' policy when it comes to being able to keep a boat in a public marina where the demand for slips is high. If a public marina has a long waiting list, it's our view that the owners of the boats should be required to use their boats a minimum number of times per year — even if 'use' means the owners just sit on their boat in the dock — in order to keep the slip. We know some public marinas have this kind of policy already, but in many cases we don't think the minimums are high enough and/or the rules aren't really enforced.

In Santa Barbara, for example, where the demand for slips is extreme, there are countless boats that obviously haven't been used or visited in ages. We think people who don't use their boats are denying ocean access to others, and don't believe that should be the case. Further, we believe a stronger 'use it or lose it' rule would increase the turnover of slips, reducing the market value of the right to a slip — another good result.

↑↓"IF IT ISN'T CRIMINAL, IT SHOULD BE"

I saw the photo of the sign advertising the right to a slip in Santa Barbara Harbor for \$52,500, marked down from \$58,500. Excuse me, but isn't Santa Barbara Harbor, a municipal facility, supposed to be public property for the use of all citizens?

How did we let the lucky few who have a license for these slips essentially take *de facto* possession of them? They sell a public boat slip in a public harbor for \$400,000! The rich just keep getting richer!

The Santa Barbara City Council won't do a thing about creating a waiting list fair to those of us who don't have half a mil to buy access to a public slip in a public harbor. Who do you think has the influence and money to make sure the status quo remains in place? This is criminal — and if it's not, it should be! The city has received reports and studies numerous times over the years that state how unfair the policy is, yet they do nothing about it. At the very least, the city should be making the money from the sale!

I wonder if the Harbor ever took money from the state or feds to fix or upgrade the marina? If they did, there has to be some basis for an equal access lawsuit.

Mark Hastings, R.N.

Disgusted Working Class Boater
Santa Barbara

Mark — We couldn't empathize with you more, but it's one of those situations that started innocently enough and has burgeoned into an outrageous situation whereby private individuals can make and have made big profits by owning a permit to public property. However, as you'll read in the next letter, the city now does get a cut of the slip transfer action.

By the way, we don't think this is a case of 'the rich getting richer', as it's profited all — unrich folks with 20-ft slips as well.

While we don't think there is a way to overturn the current policy — see the following letter — we do think there is a way to alleviate the imbalance by increasing the supply of available slips. This could be done by increasing the cost — literally and figuratively — of a slip. Santa Barbara slip fees are comparatively low in the first place, encouraging people who never use

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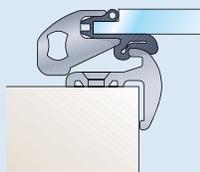
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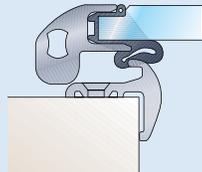
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LETTERS

their boats to nonetheless hang on to their slips — 'squat?' — as they seem to ever increase in value. Secondly, rules could be adopted requiring boats to be used a minimum number of times per year, again encouraging folks who don't use their berths to give up their slips. Pushing out those who really don't use their boats would increase the number of slips, reducing the price of a slip permit, and increasing ocean access for people such as yourself.

↑↓ HOW IT STANDS IN SANTA BARBARA

I can't speak to the situation with the San Francisco Marina, but as far as the Santa Barbara Harbor is concerned, there is no chance of changing the status quo, which is the slip going with the boat, as it is now sanctioned by the city.

It's a long story, but in the 'old days', slips were 'sold' through the fiction of a partnership. If you wanted to buy my slip, for example, we would enter into a phony 'partnership agreement' stating that we are the co-owners of your boat. We'd then apply to the harbormaster to have 'our' boat replace my boat, and to have your name added to the slip permit. A couple months later, we would go back to the Harbormaster and tell him the partnership was being dissolved, that you would be keeping the boat, and that my name should come off the slip permit. There may have been a nominal administrative fee, but if so it was very small. The harbormaster knew what was really going on and just looked the other way. At some point they required that my name actually be put on the title to 'our' boat, but as long as it was a DMV-registered boat, it was easy, cheap and reversible.

As a consequence of all this, it was very unusual for slips to become available in Santa Barbara to those on the waiting list. And as a consequence of limited supply and great demand, the value of slips in Santa Barbara steadily increased over the years — to the point where, in many cases, the right to the slip is worth more than the boat in the slip.

About nine years ago, an urchin diver I knew died out at the islands. His name was the only one on the slip permit. It had always been the unspoken policy of the city, which owns the marina, that heirs would be able to take over the slip permit. That meant they could transfer it to the buyer when they sold the boat. I had handled a couple cases in which this was done. The city sent a letter telling the diver's heir that he could transfer the slip to a buyer. But after collecting slip fees from him for months, they sent him another letter telling him that they were taking back the right to the slip, and he would have to remove the boat that had belonged to his father.

I represented the son, and tried to get the city to back off, but they wouldn't. We filed a lawsuit, and obtained a temporary restraining order to prevent the city from taking back the slip. Before the matter got to trial, we settled with the city for a cash payment that was equal to the value of the slip. (My client didn't want the slip and had always intended to sell it). The city had come to realize that this was not the right case in which to implement a policy change, due to the extremely negative publicity that was generated and the probability that they would lose.

Santa Barbara did eventually codify a new policy whereby spouses of slip permittees are 'automatically' included on the slip permit — even if their names had not been put on it when it was initially acquired. But if the slip permittee was not married and died, the estate simply lost the slip. This amounted to changing the rules in the middle of the game, and was met with much protest by slip permittees — myself included. Had I known, when I 'bought' my slip through a phony partnership deal, that this policy was going to change,

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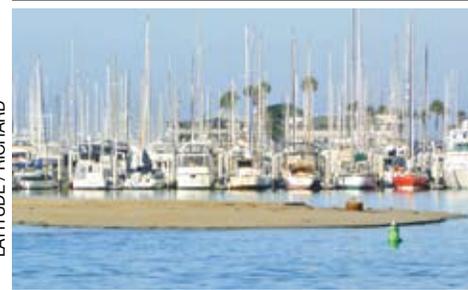
I would have put my son's names on the slip along with mine and my wife Marta's. My having not done so, if I die, Marta still controls the slip and can sell it with the boat. But if Marta and I both die in the same plane crash, the city will take back the slip — and the \$15,000 I paid for it goes up in smoke, not to mention the \$40,000 or \$50,000 that the right to the slip is worth today.

At the same time, the city decided to stop 'looking the other way' at the sale of slips, and to get in on the action by allowing sales to be made openly — but getting its own piece of the action through a 'slip transfer fee' imposed every time a name is added to the slip permit. The slip transfer fee is not based on what is actually paid for the slip, but is rather based on the size of the slip, with the rate per foot increasing as the size of the slip increases. Many people, myself included, thought that this was a clever way for the city to generate revenue by forcing single people to pay the fee to add another name to the permit to protect their investment in the slip in the event of their death. And to force married people who were concerned about the 'what if we both die in the same plane crash?' scenario to do the same. At the city council meeting when all this was adopted, there were many who argued for 'grandfather rights', by which existing permittees would be allowed to add a name to their permit without paying the slip transfer fee. They argued that this should be the case since the 'rules' had changed after they had 'bought' their slip.

But they didn't get what they wanted. I still haven't added my boys' names to the slip permit, and it will now cost me \$5,000 or more to do so. The last time I checked, you could add two names at a time. As it is now, if Marta and I go down in that plane crash, Ryan and Derek will be given 30 days to get our boat out of the slip. I know it's good insurance to put their names on the permit, and will probably do it one of these days when I have an extra \$5,000 lying around. I think the slip transfer fee is also imposed on any lucky soul who does get a slip from the waiting list.

The city of Santa Barbara now allows slips to be held by a family or group in perpetuity — as long as there is one surviving slip permittee who can pay the fee to add another. Only in the unlikely event that all the permittees die before another name is added will the city take the slip back. The city's answer to those on the waiting list? Wait until somebody without a wife or heirs dies.

At this point in time, the existing slip permittees have collectively invested millions of dollars in 'buying' their slips, and if the city were to change the policy to prevent it in the future,



LATITUDE / RICHARD

There's an extreme shortage of slips in Santa Barbara, so they go for a tidy sum.

there would certainly be litigation and political fallout. Although I'm not sure how many people would be sympathetic to 'rich yacht owners'. Actually, most of the slips in Santa Barbara are 35 feet or less, and most of the boats are hardly 'yachts'. In addition, slip transfer fees are now a significant source of revenue for the Waterfront Department, and the city is not going to give that up.

Right now there are two 50-ft slips across from mine that are for sale for \$250,000 each. I also heard that someone paid



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LETTERS

half a million for one of the rare end-ties. The local brokers could give you info on going rates, but the last time I asked them what my slip was worth, I was told it was still worth \$50,000 to the right buyer.

I've heard rumors that in Santa Cruz the authorities don't care whose name is on the permit or whether the permittee is long dead, as long as they get the check every month from someone.

It's unrelated but nonetheless interesting that there are now liveaboard permits available in Santa Barbara. For many years there was a long waiting list for those, too. I would have thought that in a recession there would be more people living on boats and the permits would have been in greater demand. I've thought of getting one in case Marta ever throws me out of the house for spending too much time on my boat! Or in case we ever move and want to keep our 32-ft waterfront condo in Santa Barbara to come back to.

David C. Turpin, Esq.
Oso Loco, Kettenburg 32
Santa Barbara

↑↓ THE SAME FLASHLIGHT FOR 16 YEARS

I agree with Dick 'Flash' Gordon's opinion that most flashlights are crap, and last only weeks — if not just hours.

The best flashlights I have ever used are the Pelican brand. I still use the first one I ever bought in '95, along with about three others of different sizes. They are made of plastic, so you can't use them as a hammer as you can metal Maglites, but they have never failed me.

The Pelicans are waterproof, too. I dropped my first Pelican flashlight — when it was on — into the six-foot bilge of my Islander Freeport 36 *Windsong*. The only way to get a dropped item out of my bilge is with one of those metal 'cherry picker' things they advertise for old people. I didn't have one, and it took me a few days to find one in the stores. By the time I got back to *Windsong*, the light had gone out. But after pulling the light from three inches of water and replacing the batteries, it came right up. Try that with any other brand of flashlight!

The Pelican brand flashlights are expensive, but they last a long time. You do need to replace the bulbs from time to time — they're expensive, too — so it's best to keep a few on hand.

I like the new LED flashlights, as they are really bright. While they should last a long time, in my experience, they haven't.

No matter which flashlight you buy, the most important thing is to remember not to leave the batteries in for a long period of time. The problem is that batteries leak. If they do, say goodbye to your flashlight. In my experience, the Energizer batteries leak the most, and have killed more of my electronics than any other brand. Duracells don't seem to leak as much.

Frank Nitte
Windsong, Islander Freeport 36 #121
Balboa YC, Panama

↑↓ MORE OPINIONS ON FLASHLIGHTS

Because of the combination of salt air and moisture, the low voltages used in flashlights cannot overcome even small amounts of corrosion and electrical resistance. If you clean all parts of a flashlight's electrical circuit, and protect it from salt air and moisture, you will have a brighter future.

T. Felkay
Co-author of *Davis Quick Reference* cards



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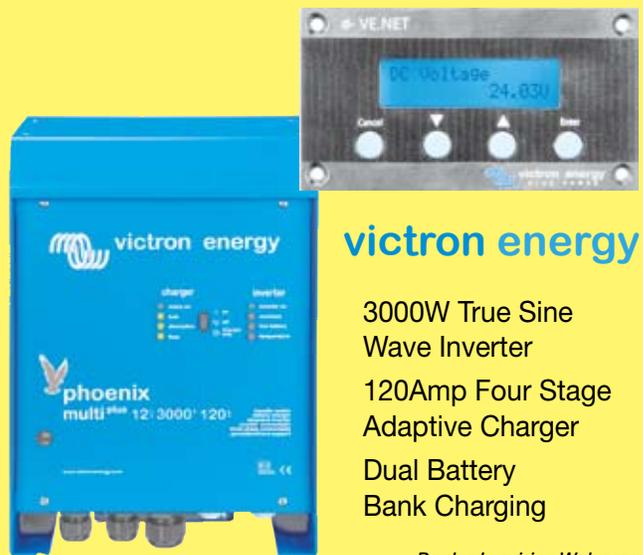
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LETTERS

↑↓INTRODUCING THE ROLEX MARINE ENGINE

I was wondering if it would be practicable to scale up the technology in a self-winding wrist watch, and put it in a boat for auxiliary power. Instead of hours, minutes, and seconds, it could be clutch, shaft and prop.

I copied this from *Wikipedia*:

"A self-winding watch movement is similar to a manual movement with the addition of a mechanism powered by an eccentric weight which winds the mainspring. The watch contains a semicircular 'rotor', an eccentric weight that turns on a pivot, within the watch case. The normal movements of the user's arm and wrist cause the rotor to pivot back-and-forth on its staff, which is attached to a ratcheted winding mechanism. The motion of the wearer's arm is thereby translated into the circular motion of the rotor that, through a series of reverser and reducing gears, eventually winds the mainspring. Modern self-winding mechanisms have two ratchets, and wind the mainspring during both clockwise and counterclockwise rotor motions. The fully-wound mainspring in a typical watch can store enough energy reserve for roughly two days, allowing automatics to keep running through the night while off the wrist."

Clay Mills
Fairfax

Clay — We like the way you think outside the box. We're not experts, but it seems to us there might be problems with the size and weight of the mechanism, the amount of energy that could be stored in the mainspring, and above all, how the mainspring would be wound on calm days. But hey, why not try to build a small working model?

↑↓CRISSY FIELD'S MYSTERIOUS DITCH

Ever notice the ditch that mysteriously appears along the beach at Crissy Field just east of the abandoned Coast Guard Station?



BRUCE STONE

Crissy Field's mystery explained. I'm told that it's an old sewer outflow that breaks open when there is a lot of run-off and that, once the rains are over, it's refilled by the Park Service. I wonder why they don't just extend the pipe into the Bay, which would save money in the long term and remove an attractive nuisance. We've enjoyed leaping across it from time-to-time when the gap isn't too daunting.

Bruce J. Stone
Arbitrage, J/105
San Francisco

Bruce — We don't have any expertise on the subject. Nor, as a sailing magazine, do we have that much interest — unless, of course, there is so much run-off that the Blackaller Buoy ends up on dry land.

↑↓"QUIT ACTING LIKE AN UGLY AMERICAN"

I'm another longtime *Latitude* reader who has never written in before. But I love *Latitude* and very much support the concepts you espouse.

I did however, just read the letter from the whiner in Red-

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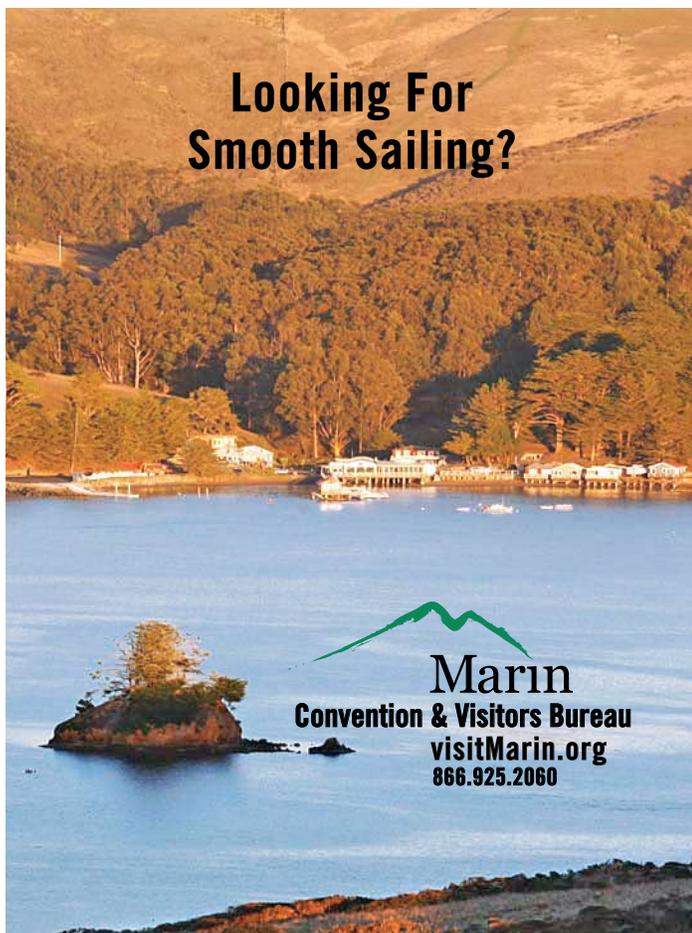


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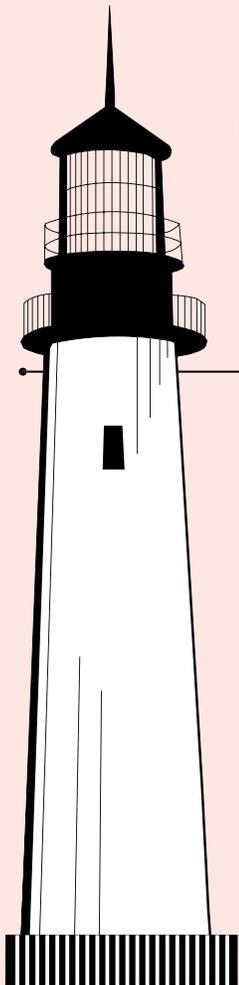
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LETTERS

wood City about how the cost of marinas in Mexico would make it too expensive to be a 'commuter cruiser'. WTF? At Marina Palmira, one of the nicer and more expensive marinas in La Paz, and a place where I kept a boat for seven years doing just what the writer commented on, the berth fees are almost exactly what Schoonmaker Point Marina charges in the *gringolandia* that is Sausalito.

It may be true that a cruiser can save a few bucks by avoiding marinas and tourist hangouts, but is that really the goal? Do these 'Kool-Aid and beans' folks — a term a fellow cruiser came up with for the cheapskates — think they are entitled to '94 prices?

Latitude occasionally runs features profiling cruisers and their ultra-low budgets. It seems as if it's a competition for some to see just how cheap they could go.

I recall seeing cruisers come into the pool area at Marina Palmira, toting their own beer and munchies. And I have read many other stories in *Latitude* by cruisers who bragged about where the best "freebies" — such as pool use, tables in bars, and so forth can be found in places such as La Paz.

Okay, maybe cruising in Mexico isn't as inexpensive as it used to be, but speaking for myself, can't we do just a little to once again avoid appearing like the 'ugly Americans'? And to stop whining about things — low-cost marinas, restaurants and so forth — that some people think should virtually be given to them? *Shit*, the savings in diesel fuel alone will offset the cost of a berth!

By the way, the name of my boat is an acronym for 'wind aided fucking idiots' — another name from the same guy who used it to describe the cheapskate cruisers we met in La Paz.

Dane Faber
WAFI, Vagabond 38
Sausalito

Dane — We think you need to be careful not to confuse thrift — which we believe is a virtue — with being a cheapskate, which, to us, has the connotation of taking advantage of others.

When you criticize cruisers who avoid marinas and tourist restaurants, we sense you think those people only do it to save money. Is avoiding marinas and tourist restaurants "really the goal?" you ask. We can't speak for everyone, but it sure is for us. It might be a little different because we have a spacious cat, but why would we stay in a marina when we could anchor out?

For example, we've used our charter cat, 'ti Profligate, in



LATITUDE / RICHARD

the Caribbean for a total of about 10 months in the last five years, and we've never once stayed in a marina. It's never even crossed our mind. Why would we? When anchored out, we get to jump overboard into clean water, shower naked on the back deck, not have to hear other

people's music/talking/engines, and get pick a new 'homesite' anytime we want. We loooooove anchoring out!

As for tourist restaurants, why would we eat at one when we could almost certainly get better food at lower prices by

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LETTERS

eating where the locals do?

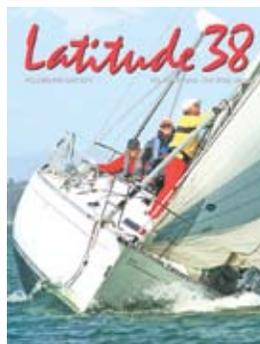
We understand that some sailors prefer to stay in marinas to enjoy the various conveniences and the marina community. Different folks, different needs and desires. Good on them. But staying in marinas is not us, and it's not a lot of other cruisers either. And in many cases the preference has nothing to do with saving money. But even if it were entirely about saving money, so what?

We frequently make use of hotel/resort pools and other facilities. We feel no guilt about it because we always buy a few drinks and/or some food. On the other hand, we'd never dream of sneaking food or drinks into a business establishment that sold them.

Unless somebody is going to get another cruiser to look after their boat at anchor while they are gone, 'commuter cruising' requires putting your boat in a marina, and marinas in Mexico are not cheap. But other than that, and tourist restaurants and bars, the cost of cruising and living very nicely in Mexico can be astonishingly low.

↑↓IT'S ALL GOOD

That's *Tutto Bene*, our Vallejo-based Beneteau 38s5, on the cover of the April issue of *Latitude 38*. We won our division in the '06 Pacific Cup.



STEVE HOLLOWAY / RUNE MEDIA

Tutto Bene is an Italian phrase commonly used to respond to a greeting such as "How's it going?" It means, roughly speaking, "It's all good." That makes ours a French boat in California with an Italian name owned by a Swiss and a Norwegian. But hey, it's a neat little nautical pun on the manufacturer's name, and expresses well the sailing sentiment of the boat and crew.

By my standards, *Tutto Bene* was indeed 'looking good' the day Steve Holloway captured her for the cover of *Latitude*. And thank you to the Richmond YC for a great Big Daddy Regatta.

Jack Vetter

Tutto Bene, Beneteau 38s5
Vallejo YC

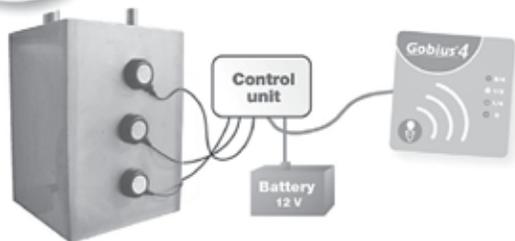
↑↓LOOKING FORWARD TO A POLAR BEAR SUMMER

I've sailed the East Santa Barbara Channel and surrounding areas for many years, and my impression is that we've had a marked change in the summer climate. In the 'old days' — meaning the '90s — we had clearing by noon, with great sailing breezes in the afternoon that died down by sunset. Now it seems as though we have 'June Gloom' from mid-May through July, shorter weather windows for small boat distance travel, more small craft advisories, and more frequent near-gale to gale-force winds from Santa Cruz Island to San Francisco during the summer. We did passages from San Francisco to the Channel Islands every summer for years, and always found frequent and regular good windows to go both north and south.

I've perused some NOAA research reports put out by various climatologists, and it seems clear that the local climate is affected by ENSO (El Niño/La Niña-Southern Oscillation), global warming, and other factors. So it's a complicated subject. Nevertheless, I'm tempted to extract buoy data going back maybe 10 years and write a report presenting the numbers — no interpretations — for the East Santa Barbara

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LETTERS

Channel and the coast up to the Bay.

Are you or your readers aware of any official, valid, authoritative forecasts for the upcoming '11 summer marine climate in SoCal?

Carlos Valencia
Felicia, Bristol 29.9
Channel Islands Harbor

Carlos — "Authoritative weather forecasts?" Don't make us laugh. As you may recall, thanks to La Niña, this was supposed to be a very dry winter in Southern California. So what happened? It rained like crazy.

El Niño is an abnormal warming of surface ocean waters in the eastern tropical Pacific, and one part of what's called the Southern Oscillation. The Southern Oscillation is the see-saw pattern of reversing surface air pressure between the eastern and western tropical Pacific. When the surface pressure is high in the eastern tropical Pacific, it is low in the western tropical Pacific, and vice-versa. Because the ocean warming and pressure reversals are, for the most part, simultaneous, scientists call this phenomenon the El Niño/Southern Oscillation — or ENSO for short.

Scientists don't really understand how an El Niño forms, but some think El Niño may have contributed to the '93 Mississippi and '95 California floods, and drought conditions in South America, Africa and Australia. It is also believed that El Niño contributed to the lack of serious storms, such as hurricanes in the North Atlantic, which spared states such as Florida from serious storm-related damage. Of course, it's hard to tell, because the weather in the Pacific hardly occurs in a vacuum, and is affected by about a billion other weather variables, some as far away as the sun.

Unfortunately, the experts agree, not all El Niños are the same, nor does the atmosphere always react in the same way from one El Niño to another. In plain English, that means despite our best scientific efforts, we don't know diddly about the



Who will we see lying on beaches this summer: Polar bears or girls?

weather more than about 24 hours out, and we don't always even get that right.

The only authoritative thing that can be said for the marine weather climate in Southern California for the summer of '11 is that if the water doesn't get warmer than it did last year, there are going to be more polar bears than girls in bikinis on the beaches.

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

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

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

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SIGHTINGS

van lieu makes it four for four

In one of the closest finishes to date in this edition of the Velux 5 Oceans Race, American Brad Van Liew and his Eco 60 *Le Pingouin* extended their streak of leg wins to four. The 43-year-old Southern California native crossed the finish line in Charleston, S.C., at 5 p.m.

local time on April 19, just 12.5 hours ahead of Canadian Derek Hatfield's *Active House*. Van Liew averaged 10.6 knots over the 23d, 4h, 58m he spent completing the 5,900-mile leg from Punta Del Este, Uruguay to his adopted hometown.

"For me, winning this leg is so special," Van Liew said. "If I could have chosen just one leg to win, it would have been this one. This is my home port, I am very involved in the maritime community in Charleston and all my friends and family are here. It would have been pretty disappointing to have won the previous leg and not this one. I was very focused and very determined. I feel delirious and exhausted — it was a heck of a leg."

Van Liew is the only American to race around Cape Horn solo three times, and since winning Class II with straight bullets in the '02 Around Alone, he's served as the director of the South Carolina Maritime Museum. Canadian Derek Hatfield pushed Van Liew hard, ultimately becoming the first sailor in the race to take one of the mid-leg time trials from Van Liew.

With one leg left to go, Van Liew has a nearly unassailable lead, with 58 points to Hatfield's 43. Pole Zbigniew 'Gutek' Gutkowski is currently in third, despite the fact that, due to technical issues, he isn't expected to reach Charleston until after this issue of *Latitude 38* hits newsstands. The final leg will take the fleet some 3,600 miles back to the starting point of La Rochelle, France. The start date has yet to be announced, so keep an eye on www.velux5oceans.com.

— rob



AINHOA SANCHEZ / VELUX 5 OCEANS

The Uruguay-to-Charleston leg was especially important for Brad Van Liew to win.

yet another insult to mother ocean

Modern-day sailors en route to or from the Hawaiian Islands have always had to keep a sharp eye out for shipping traffic, migrating whales and runaway containers, but they'll soon have another — potentially more ominous — hazard to deal with.



Sadly, Pacific currents will bring tsunami debris to the West Coast.

Researchers predict that in roughly a year all sorts of floating debris from the recent Japanese tsunami will begin showing up on Hawaiian beaches, and within three years some of the rubble — which currently includes trees, boats, cars, construction materials and toxic chemicals — will make its way to beaches along the west coast of North America.

continued on outside column of next sightings page

delta doo dah '3d'

No one was more surprised than we were when, 25 minutes after our opening registration on April 4, all 50 spots on the Delta Doo Dah '3D' entry list were filled. That's two boats a minute, folks! To be quite honest, we felt a little like rock stars . . . until we remembered that the popularity of the Doo Dah has less to do with us and everything to do with our welcoming hosts, our generous sponsors, and above all, our fun-loving participants.

Right now, the sponsor page for the July 30-August 5 event shows only our hosts: Berkeley Marina & Berkeley YC, Vallejo YC, Owl Harbor Marina, Boyd's Harbor & The Rusty Pelican, and Stockton Sailing Club — all of whom we can't thank enough for hosting the fleet — but,

Delirious with happiness over his fourth leg win, Van Liew sailed across the line in his adopted homeport of Charleston.



sold out in 30 minutes

if history is any indicator, that page will soon fill up with tons of great swag and prizes for Doo Dah'ers. (If you'd like to find out more about sponsorship, contact 'Doodette' LaDonna Bubak.)

Regardless of whether you make it into the Doo Dah, you can still plan your own grand adventure to the Delta. The website www.deltadoodah.com is more than just a promotional page for the event — you'll also find a number of Delta cruising features from past issues of *Latitude*, a schedule of Delta events, and a forum filled with great advice on what to bring, where to go, and what to do when you get there. It's a great resource for any Delta-bound boat.

— *ladonna*

insult— cont'd

Scientists at the University of Hawaii's International Pacific Research Center have developed a theoretical drift model based on the movements of buoys that have been deployed for years in the ocean. Their study indicates that much of the debris will probably eventually find its way into the so-called North Pacific Garbage Patch (or Pacific Gyre) where it will circulate for years before breaking into small fragments. Adding insult to injury, the same researchers predict that in about five years Hawaiian beaches will receive a more punishing assault than the first, because that's where much of the debris from the Garbage Patch eventually ends up.

Already race committee members from the TransPac, Pacific Cup, Singlehanded TransPac and Vic-Maui are scratching their heads trying to assess the risk of running North Pacific races in the summer of 2013 and afterward. Forces of nature have always thrown wild cards at the sport of ocean racing, but the threat of having to navigate through a mid-ocean obstacle course of floating rubble presents an unprecedented conundrum.

— *andy*



ANHOA SANCHEZ / VELUX 5 OCEANS

SIGHTINGS

baja ha-ha 18 is open for bidness

We're happy to announce that the Baja Ha-Ha Rally Committee has emerged from its winter hibernation just in time to flip the 'on' switch of the annual event's internet registration page at www.baja-haha.com. The site will begin accepting entries for the 18th annual San Diego-to-Cabo San Lucas rally around noon on Monday, May 2.

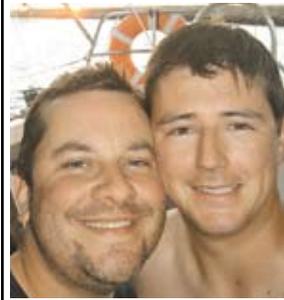
Following last year's record number of entries — 196 — rally organizers, sponsors, and our Mexican partners are primed to host an even bigger fleet this year. Event dates are October 23 to November 5, with the annual Costume Kickoff Party slated for Sunday, October 23 and the start of Leg One the following day at 11 a.m.

Although the Ha-Ha has grown to be the second largest cruising rally in the world, we realize there are plenty of sailors out there who are still unclear on the concept. If you count yourself among them,

continued on outside column of next sightings page

local heroes

Delta Doo Dah vets Erik and Brian Jones of the



COURTESY SIZZLE

Erik & Brian Jones.

Berkeley-based *Glastron Spirit 28 Sizzle* were honored with US Sailing's Hanson Rescue Medal last month for their role in rescuing two Bay sailors on July 19, 2009.

The Joneses



LATITUDE / RICHARD

receive award

and their friends were sailing home in typical summer Bay conditions when a sharp-eyed crewmember spotted a small capsized skiff. Skipper Erik sailed closer and asked the two men in the water — both were wearing PFDs and wetsuits — if they needed assistance. “The younger sailor, who appeared to be in his early 20s, waved us off indicating that they were okay,” Erik recalls. “We ignored his refusal for help and remained nearby, circling their boat.”

After watching for 15 minutes as the
continued in middle column of next sightings page

ha-ha 18 — cont'd

here's a capsule explanation: The Ha-Ha is a 750-mile southbound cruise with rest stops at Turtle Bay (Bahia Tortugas) and Bahia Santa Maria. In addition to the San Diego Kickoff Party and the awards ceremony at Cabo Marina on November 5, there will be beach parties at both rest stops as well as at Cabo. However, potential entrants should be clear that this rally has always been a PG-rated, family-friendly event, and definitely not an irresponsible party cruise.

Who can enter? Any competent boat owner who's willing to assume the substantial risks associated with ocean sailing, and has a boat of at least 27 feet that was “designed, built and maintained for rigorous offshore conditions.” The Rally Committee stresses that you should not enter unless you would feel confident enough to make the trip on your own. The cost of entry is \$375 per boat (which includes all
continued on outside column of next sightings page

While it might have been an often-gloomy April around San Francisco Bay and along the California coast, 'Hanuman' and 'Ranger', two 135-ft J Class yachts, showed that the sun was shining somewhere in the world, and that America's Cup yachts from the '30s still look magnificent 80 years later. We hope you agree that the shot is a feast for a sailor's eyes.



SIGHTINGS

ha-ha 18 — cont'd

sorts of swag and special offers from sponsors), with a \$50 discount given to owners whose age or boat length is less than 35. The entry deadline is September 10. You'll find the answers to many questions about the event and cruising Mexico at the website under 'About the Ha-Ha,' and within the free, downloadable booklet titled *Latitude 38's First Timer's Guide to Mexico*.

Since the inception of the Ha-Ha in 1994, nearly 2,500 boats have made the trek to the Cape, with roughly 9,000 participants aboard. For most, if not all of them, doing the rally has been a great adventure, that



LATITUDE / RICHARD

How did John LeDoux and Lisa Danger wangle the top spot in the 2011 Baja Ha-Ha? Only the Poobah knows.

some call "life-changing." But over the years dozens of boat owners have told us that the most important benefit of signing up is that the Ha-Ha's starting date sets a concrete deadline for finally getting off the dock, without which many might have procrastinated forever. Another big plus is that you can't help making boatloads of new friends.

Because entry fees are nonrefundable, you shouldn't sign up until you know for certain that

you'll be able to go, but there is a strong incentive for being an early-bird: Slip assignments in Cabo are made in the order that boats signed up for the rally — and there aren't always enough to go around. To get the entry process started, the rally's Grand Poobah has decreed that John and Lisa LeDoux's Lagoon 440 *Orcinius* shall be this year's first entry. Did they bribe the committee? We're not tellin'.

If you'd like to join in the fun, but don't have a boat of your own, we urge you to 1) sign up on *Latitude 38's* free Crew List (at www.latitude38.com) and 2) show up at our Mexico-Only Crew List Party, Wednesday, September 7 at Alameda's Encinal YC (6-9 p.m.). The online list of ride offers (and available crew) is constantly updated, and the party is invaluable for making crucial introductions face-to-face.

So what do you say? Will this be your year to Ha-Ha?

— andy

sf marina renovation begins

After a decade of planning, the much-anticipated renovation to the San Francisco Marina West — just behind St. Francis YC — has begun. As this issue went to press, boats were in the process of being moved either to the East Basin or out of the marina completely. Demolition of the docks is slated to begin on May 16 and the entire project should be complete by November '12.

As welcome as the project is — the marina has been in nearly derelict condition for a number of years — some boat owners have expressed concern about how the renovation will affect them. The Recreation and Park Department, which owns and runs the marina, has already given fair warning that slip fees will increase 37%, all boats will be temporarily relocated during construction and, due to the new dock configuration, tenants may not have the same neighbors when they return.

But the big question last month was whether boat owners will retain the right to transfer their slip leases when they sell their boats. This once-common and now-controversial practice, which

continued on outside column of next sightings page

local heroes

two men worked hard to right their boat only to have it capsize again and again, Erik called the Coast Guard to advise them of the situation and tell them that they would remain on station until the pair either got underway or requested help.

Several minutes later, the sailors were able to right the boat and get back aboard, but it was clear that cold water and exertion had taken their toll. "The older sailor — in his 40s or 50s — asked me to accompany them the four miles to Richmond," said Erik.

Just as Erik's crew had readied a tow line, the Marin County Sheriff's Harbor Patrol boat pulled up and took charge of



The beach parties at Turtle Bay, Santa Maria and Cabo are often one of the highlights of the Baja Ha-Ha.



— cont'd

the situation. "The lesson here is that just because someone isn't asking for help or initially rebuffs an offer of help, doesn't mean that one shouldn't remain on station to monitor or activate emergency services anyway," Erik noted.

Congratulations to Erik and Brian for receiving such a prestigious honor — it was well-earned for using excellent judgment and seamanship during a potentially deadly situation. Not only are we proud that these real-life heroes are once again joining the Delta Doo Dah, but we'll sleep just a little bit better in Potato Slough knowing they've got our backs!

— ladonna

sf marina — cont'd

dates back about 30 years, theoretically allows boat owners to inflate the sale price of their boats because they include a slip in a prime location.

Acting Harbormaster Benny Jarvis says that the lease transfer policy was never on the chopping block. "We didn't approve any slip transfers while one of the supervisors was on vacation," he said. "Everyone immediately thought we were going to stop the practice, but that was never the case."

Jarvis says a handful more slips will be added for a total of about 340, and that the smallest post-renovation slip in the West Basin will be 30 feet. "We'll get rid of the 25-ft slips, but we'll add a couple 70-ft slips and a lot more 40s," he said. He also noted that they expect to take "quite a few" people off the wait list, which is currently at 194.

Read what others think about the lease transfer controversy — both for and against — in this month's *Letters*.

— ladonna



The costume contest at the Kickoff Party is always a bacchanalian extravaganza.

SIGHTINGS

rate of exchange

The law of the sea dictates that sailors render assistance to others whenever possible, and three Bay Area sailing families have done just that by volunteering to become host families for German exchange students. The kids expressed an interest in sailing on their applications for the exchange program, so coordinator Cheryl Williams contacted us for help. We put the call out and our readers stepped up to the plate.

Viviane Farke, whom we wrote about in the January issue, was the first to be placed — she's staying with Tom and Michelle Price — and then two more sailing gals signed up for this spring's program. Naomi Wolf and Chiara Stroh have a lot in common. Not only are they both sailors, but both are 15 and go to the same boarding school in Heidelberg, Germany. Naomi was placed with Bruce Stone and Nicole Breault, who sail their *J/105 Arbitrage* out of St. Francis YC. Chiara is staying with Grant and Barb Miller, who have a newly refit Harbor

continued on outside column of next sightings page

ullman sails sponsors

Thinking about escaping the rat race next fall by heading south with the Baja Ha-Ha rally? If you are, and you're in Southern California, we invite you to attend one of our special Ha-Ha seminars this month sponsored by Ullman Sails.

The first will be Tuesday, May 3, at the Santa Monica Windjammers YC in Marina del Rey (7 p.m.), and the second will be Wednesday, May 4 at the Dana Point YC (also 7 p.m.). Both events are free, but the sponsors request that you RSVP to (714) 432-1860 if you plan to attend.

At both events, *Latitude 38's* Managing Editor Andy Turpin — aka the Ha-Ha's

Naomi and her sailing partner, Zach Hall, sail three nights a week at St. Francis.



SPREAD: HEIKE SCHWAB; INSET: BARB MILLER

socal ha-ha seminars

Assistant Poobah — will present a digital slide show that will introduce potential Ha-Ha'ers to all aspects of the two-week event (slated for October 23-November 5 this year).

A question and answer session will follow where Turpin will answer queries about event details, and Ullman sailmakers will answer questions about proper preparation for cruising south of the border.

Both events promise to be fun, entertaining evenings that will get you revved up to join the PG-rated fun at this world-renowned rally.

— andy



Naomi, left, and Chiara, who attend the same school in Germany, have been able to sail together since their arrival in the Bay Area.

exchange — cont'd

47, *Chimera*, and a Santana 22, *Fast Company*, and are members of Encinal YC.

The drive and determination shown by these two talented girls is an inspiration, and their host families will tell you the same thing. "We've learned a lot having a young person in the house," said Bruce. He and Nicole don't have children so they were understandably apprehensive

about bringing a teenager into their home but both say Naomi has been nothing but a delight. In addition to a busy sailing schedule, the trio go mountain biking, skiing and hiking, as well as touring the City.

Chiara brought some energy to the Miller's Newark home. "Our son is married and our 20-year-old daughter is going to Cal State Monterey Bay," Grant said. "My wife thought I wasn't completely sane when I suggested it." Barb confirms the diagnosis but now says that Chiara brings all the wonderful things about a 15-year-old and none of the bad. "She doesn't sass and never has an attitude," Barb said. "She's just so happy to be here that no matter what we say, she's okay with it."

Chiara's sailing time so far has been limited, but with the launch this month of *Chimera* — after a nearly three year refit — that's about to change. "I can't wait to sail the big boat," she effused. "Sailing is such a great sport. We have a Laser at home but I was never able to sail it by myself, but now I can!" Naomi on the other hand has sailed aboard *Arbitrage* in beer cans, 420s in the junior program, and even the tall ship *Bill of Rights*. And soon she'll be moving up to J/22s. When asked if she's been homesick, she said, "I don't have time!"

Cheryl Williams says she has two more sailing students arriving in the fall and would love to place them in sailing homes. If you would like to 'render assistance' to these young academics, contact Cheryl at (559) 940-4713 or cheryl@inter-ed.org.

— ladonna

the luck of the drawbridge

Millions of untold stories from San Francisco Bay's rich and colorful history have sunk into the sands of time. The tiny South Bay hamlet of Drawbridge, established on Station Island in 1876, has sunk directly into the Bay. A once-thriving hunting camp that boasted 100 buildings and 200 full-time residents, not to mention extremely popular brothels and gambling houses, Drawbridge fell victim to urban expansion, extreme pollution, and a sinking landscape. As groundwater was pumped to serve East Bay and Santa Clara Valley residents, the surface began to settle, pulling Drawbridge's buildings into the mud. Just over 100 years after her first resident arrived, her last left for good.

Now part of the Don Edwards San Francisco Bay National Wildlife Refuge, the ghost town has been left to decay with the hopes that the area will be reclaimed by the Bay and return to the lush marshland it once was. Though the Fish & Wildlife Department offers informa-

continued on outside column of next sightings page



Chiara is an extremely poised and mature 15-year-old who loves living in California.

LATITUDE / RICHARD

drawbridge — cont'd

tive lectures on Drawbridge, the island itself is completely off-limits. The only way to see the last vestiges of the houses, mercantiles and brothels with your own eyes is from the water.

And leave it to the plucky Potter Yachter group to take the challenge. Early last month, a group of four West Wight Potters — Oscar Koechlin on *Bateau Ivre*, Susan Hardenbrook on *Mathilda*, Dave Kautz on *Tilly Lucy*, and Harry Gordon on *Manatee* — splashed their boat at the Alviso launch ramp on a journey that would take them back in time.

"We launched about 10:30 a.m. at low tide, which happened to be a zero tide," recalled Harry Gordon. "It was comforting to know the water was rising throughout the trip and would probably refloat us if we seriously grounded." The group made their way out Alviso Slough — Gordon says his depthsounder showed seven feet most of the way, dropping only when they strayed out of the unmarked channel — and into Coyote Creek, where they found more depth.

"We were doing okay cruising down the left side of the channel," Gordon said, "but about halfway to the bridge, we all grounded. Everyone managed to get free pretty quickly — we'd apparently just gotten out of the channel."

As they made their way to the railroad bridge — from which the town earned its name, though it no longer opens — the Potter Yachters spotted what was left of the town. "The old settlement is scattered but more visible from the creek than I'd anticipated," noted Gordon. "There were more buildings beyond our view, and on the other side of the bridge."

With their goal of seeing Drawbridge accomplished, the group headed back to Alviso and saw only a little drama before their 4 p.m. landing. "There were no groundings, but my outboard went dry about 100 feet from the launch ramp and I went into the reeds," admitted Gordon. But real Potter Yachters don't need to refuel: "I just paddled out into the slough and let the wind and current carry me the rest of the way."

— *ladonna*

a classy proposition

"After six months at sea on a 34-ft boat, I knew Byron was the only man for me," says Sausalito-based sailor Jessica Allen, who grew up around the famous racer *Imp*, owned by her uncle, Dave Allen.

After heading south last October aboard their sloop, *Sterling*, Jessica and boyfriend Byron Cleary spent several months lazily exploring the Sea of Cortez and, from the sound of her report, they loved every minute of it. But the morning of February 24 was definitely the highlight.

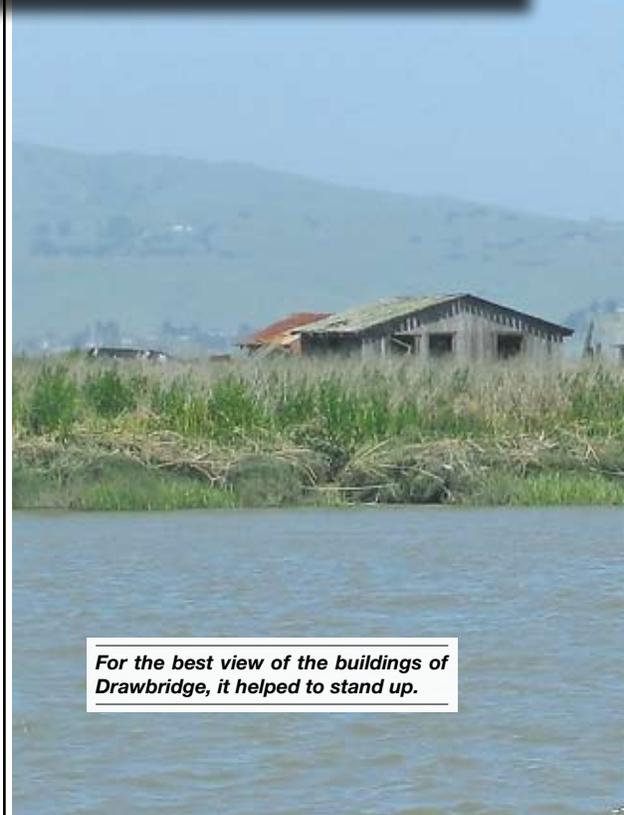
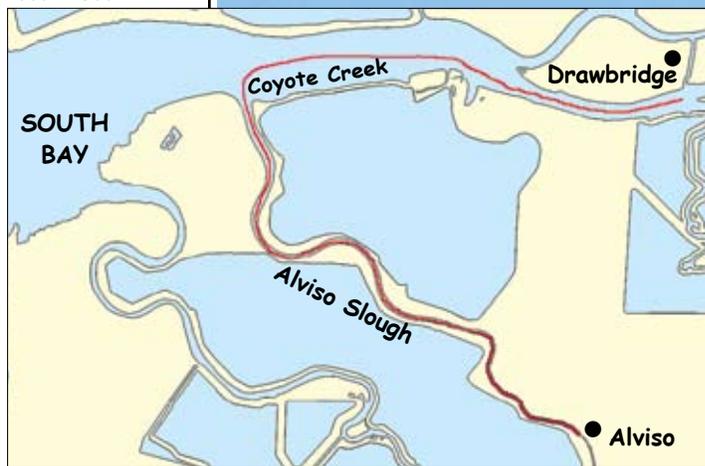
"On our fourth morning in beautiful Honeymoon Cove on Isla Danzante (east of Puerto Escondido), Byron woke up unusually early and said he was going for a hike," she recalls. When he returned he insisted that Jessica come with him to their favorite "sunset-whale-watching lookout spot" at the top of a nearby hill. "As we approached the summit," she says, "I noticed an unusual pile of rocks I didn't recognize from the previous evening. As I

got closer, I realized that 'Will you marry me?' was written perfectly in

continued on outside column of next sightings page

join the masses on

The point of Opening Day on the Bay (May 1) is sometimes lost on diehard sailors who ply Bay waters year-round. But this 94-year tradition is actually a pretty cool deal. Organized and promoted by the Pacific Inter-Club Yacht Association (PICYA), which has been an active proponent of racing and recreational sailing on the Bay since 1896, this year's event begins with a Blessing of the Fleet in Raccoon Strait from 10:30 a.m. until noon, followed by a Decorated Boat Pa-



For the best view of the buildings of Drawbridge, it helped to stand up.



COURTESY STERLING

Trying to cruise on a small boat has broken many relationships. But doing so galvanized the bond between Byron and Jessica.

opening day — may 1

rade off the Cityfront — Crissy Field to Pier 39, from noon until 3 p.m.

More than 120 historic workboats, fireboats and towboats, plus a wide variety of other classic and modern vessels, are expected to participate in the promenade. And they're all supposed to be decorated with this year's theme in mind: The slogan "Giants of the Bay" celebrates the many people and things that have made San Francisco unique.

continued in middle column of next sightings page

proposition — cont'd

a collection of small rocks." At first she thought it must have been left there by another pair of lovers, then it hit her: "I turned around very slowly and Byron was on his knee holding a ring that he had made for me out of stainless steel seizing wire — what a sailor!" Once she caught her breath, she spurted out an emphatic, "Yes! Of course I'll marry you!"

Bryon scored extra points for old-fashioned gentlemanliness, as he'd asked Jessica's father's permission to propose before they headed south. We wish them both the best of luck. According to Jessica, the pair is in for a very long honeymoon: "It is because of this trip and our wonderful experience that we will be cruising for the rest of our lives."

— andy



Salt evaporation ponds were big business thanks to mining operations' use of salt in purifying silver ore.



Alviso Slough may have just enough water for West Wight Potters to motor in, but it doesn't have the room for tacking.



SPREAD: HARRY GORDON; INSETS: DAVE KAUTZ

mike harker's sudden passing

We regret to report that Manhattan Beach-based solo circumnavigator Mike Harker passed away on April 1 in St. Martin, French West Indies. In his mid-60s and about to sail to the Med, Harker suffered a massive stroke while aboard his Hunter 49 *Wanderlust III*.

Harker was a good friend of *Latitude 38* and a frequent contributor. One of the pioneers of hang-gliding, he was nearly killed after a 500-ft plunge into the ocean off Grenada many years ago. Told he would never walk again, he spent a decade dedicated to physical rehab, after which he was able to walk, although could not stand upright unless touching something.

In late '99, while riding his bike through Marina del Rey, Mike picked up a copy of *Latitude 38* at the Hunter dealer, and read about the Baja Ha-Ha. Although he knew nothing about sailing, a short time later he was accompanied by German sailing friends on his Hunter 34 *Wanderlust* in the '00 Ha-Ha. After singlehanding a nasty Baja Bash, he sold the 34 and bought a new Hunter 466 in Florida. When his transAtlantic crew bailed on him because of delivery delays, Harker

continued on outside column of next sightings page

opening day

Aptly, Emperor Norton IV is this year's Grand Marshal. (As every history buff knows, Norton I was quite a character!)

For their efforts, entrants are eligible to win trophies plus swag bags with all sorts of valuable loot such as dining certificates, event tickets, wine, clothing, artwork, boat gear, and more — all donated by local businesses and yacht clubs.

Even if you've been sailing the Bay for decades, getting out on Opening Day is a fun way to show your support for our sport, and an especially good day to introduce newcomers to the joys of recreating on the water.

But while this symbolic beginning of the summer sailing season is cause



Sleddin' — Remember when the Rolex Big Boat Series meant a gaggle of sleds duking it out on the Bay? Hopefully we'll see it again in this September.

SPREAD: ERIK SIMONSON/WWW.H2OSHOTS.COM; INSET: LATITUDE ARCHIVES



— cont'd

for celebration, we'd urge you not to get too carried away with the cool beverages — and keep a sharp lookout for drunk drivers, especially in powerboats, who probably know more about mixing blender drinks than they do about the rules of the road. Speaking of partying heartily, be aware that every law enforcement agency in the Bay Area will be out in force with their eyes peeled for reckless revelers. Make sure you're not one of them.

That said, we urge you to invite a boatload of newbies out for a day on the water and show them the ropes. See www.picya.org for more info. And be safe out there.

— andy

The St. Francis YC's Rolex Big Boat Series is looking incredibly strong for '11, with the grand prix element likely to see a huge boost from a couple of key developments. With 12 TP 52s, such as Ashley Wolfe's new 'Mayhem' (spread), from all over the country having expressed interest, the further cultivation of the sportboat division that proved popular last year, and a four-regatta circuit for both groups, this could be a banner year for high-level racing on the Bay. To find out more, visit this month's 'Racing Sheet', which begins on page 116.

harker — cont'd

singlehanded *Wanderlust II* across the pond and around the western Med. Accompanied by crew, he later sailed back across the Atlantic and across the Pacific to French Polynesia. A snapped rudder shaft merely delayed his passages to Hawaii and back to California.

With considerable support from Hunter, Harker bought a Hunter Mariner 49, christened her *Wanderlust III*, and did an 11-month singlehanded circumnavigation. Prior to and after that accomplishment, he appeared at boat shows around the world for Hunter. Many *Latitude* readers attended his seminars at Strictly Sail Pacific in Oakland.

Harker spent most of his post-circumnavigation time in the Caribbean. Three years ago we did the New Year's Eve Around St. Barth Race with him aboard *Wanderlust III*. Despite the difficulty he had in moving around the deck, and having to constantly check his numb legs for bleeding, he insisted that we drive while he did all the deck work!

Last summer, Harker was the victim of a vicious pre-dawn attack on his boat in the anchorage at St. Martin's Simpson Bay Lagoon. When two intruders demanded more cash than Harker had on hand, they beat him to a bloody pulp, repeatedly kicking him in the head. We're not doctors, so we have no way to know if that terrible beating contributed to the stroke that killed him, but it couldn't have helped.

We'll always remember Mike for being the quiet type who liked to observe crowds from the sidelines. He was self-sufficient, thrifty in the best sense of the word, and was meticulous about taking care of his things, be they boats or motorcycles. Adieu, good friend.

— richard



LATITUDE / RICHARD

Mike Harker was a good friend of *Latitude's* and we'll miss him deeply.

sailors save teenage jumper

Bay Area sailors sure are a heroic bunch. First, Eric and Brian Jones won the Hanson Rescue Medal (see page 82), then on April 17, four members of the Hall family rescued a 16-year-old girl after she jumped from the Golden Gate Bridge in a suicide attempt.

OCSC member and circumnavigator Merle Hall had chartered the Beneteau 373 *Sunny Beach* from the Berkeley sailing club for a 'boys weekend' of sailing with his son, Eric, and grandsons Henry, 15 and Ethan, 14. Straying from their normal practice of anchoring out at Paradise Cove, they dropped the hook at the mouth of Richardson Bay on Saturday night. "That was odd for us," Merle said. "I told the boys that we'd probably wake up to lots of fog and wind, but when we woke up Sunday, it was beautiful."

Without a whisper of breeze to chill them, the Halls enjoyed a breakfast in the cockpit while they figured out how to spend their day. "I noticed some fog starting to flow through the towers, though there was no wind," recalled Merle, "so I suggested motoring toward the Bridge to see if we could catch some breeze." No one suspected that the suggestion would end up saving a life.

As *Sunny Beach* neared the Bridge shortly before 11 a.m., Ethan told his grandfather that he'd seen a big splash. "He thought it was a whale but I thought that was unlikely," Merle said. "But then I remembered that we were at the height of a four-knot flood, so we went to check it out."

Merle says he noticed a fire truck racing toward Fort Point but didn't really give it a second thought. Instead, he instructed Eric, who was at the helm, to tack back so they wouldn't sail between the fort and the South Tower, which is prohibited by club rules. "We were passing right along the tower when I looked up at the people on the bridge," he said. "Normally, they wave and are all smiles, but these

continued on outside column of next sightings page

heroes — cont'd

people were pointing, pointing very strongly to leeward of us."

Thinking they were pointing at Ethan's whale, the Halls fell off and took a look around. They spotted something in the water about 150 feet from the boat. "I don't know who it was but someone said, 'It's a person!'" said Merle. "At that moment, I noticed a smoke flare near the North Tower and it all came together in my head — the fire truck, the pointing people, the flare. Someone had jumped from the Bridge."

The family's man-overboard instincts kicked in and they went into action. "We could see that she was alive but unconscious," Merle said, "so we took down the sails quickly and turned on the motor. I wanted to have fine control because I knew we'd have to get really close to her." As they did, he stopped Eric from jumping overboard, instead telling him to climb onto the boat's swim platform and hold her gently with a boat hook. "I just assumed she was just jelly inside and I didn't want to move her — I figured she had more to worry about than hypothermia."

Within three minutes of Merle's *mayday*, the rescue vessel that had been searching at the North Tower retrieved the girl and was already out of sight. "The whole thing took less than 10 minutes," recalled Merle. "We were left sitting there in shock, not knowing if the girl would live, assuming she wouldn't." After collecting themselves, the family spent the rest of the day sailing, but their minds were elsewhere. They didn't find out until that night that the girl would live.

Authorities say the Cerritos girl was on vacation with her family when she handed her diary — which contained a suicide note — to her sister and jumped mid-span. Unbelievably, she suffered only a punctured lung, bruised back and internal bleeding. It took just a couple days for her status to be upgraded from critical to stable.

"We'd like to hear from her family someday," said Merle, whose family was profoundly affected by the experience. "But we really don't have the sense we did anything spectacular. The real heroes are the people on the bridge who pointed us in her direction."

Sounds exactly like what a hero would say.

— *ladonna*

cruiser donations make a difference

For most of us, the tricky thing about making charitable donations — both locally and when cruising — is feeling confident that our well-intended gift will be spent wisely, and will truly make a difference.

One shining example of money well spent is the educational support program that results from the extensive fundraising done during the annual Zihuatanejo Sailfest, which typically nets a higher tally of donations than any other cruiser activity in Mexico.

As we've seen with our own eyes, every peso garnered from Sailfest goes directly toward the construction and support of classrooms for impoverished kids from Zihua's hillside communities. A 'catch 22' of the Mexican educational system is that kids must speak Spanish before they can attend regular Mexican school, a rule which disqualifies many of the indigenous kids from the hillside neighborhoods. Sailfest money (administered by the nonprofit Por Los Niños) builds and supports classrooms for those needy kids, thus putting them on a path to a mainstream education they couldn't get otherwise.

Recently, a 'Sailfest kid' named Oliver Garcia Levya received a remarkable honor that illustrates the importance of Por Los Niños' support: He's been offered a full-tuition scholarship to the prestigious Wasatch Academy, a highly-rated institution in Utah focused on college-prep for grades 9-12. The normal tuition for inter-

continued on outside column of next sightings page

puddle jumpers

The westward migration of cruising sailors from the West Coast of the Americas to French Polynesia is in full swing this month, as so-called Pacific Puddle Jumpers jump off from Puerto Vallarta, Zihuatanejo, Panama and the Galapagos. One of the grand traditions of the 3,000-mile crossing is that when 'pollywogs' (neophytes) first cross the equator they're put through sometimes-elaborate initiation rituals before earning the status of 'shellback'.

Aboard the Sausalito-based Paine 58 *New Morning*, captain Russ Irwin (already



LORENCE MARBOT

Oliver Garcia Levya.

head west

a longtime shellback) was happy to play the role of Neptune for his first mate Kay Mark's conversion. "As required," he reports, "Neptune initiated the pollywog, then had his way with her!"

As you read this, they should be approaching landfall in the Marquesas, along with dozens of other Jumpers from all over the world. Look for reports in upcoming editions on the 2011 crossing and the annual Tahiti-Moorea Sailing Rendezvous (June 24-26), which is co-sponsored by *Latitude* and Tahiti Tourisme.

— andy

donations — cont'd

national students is \$48,000 USD a year!

"Oliver attended the Octavio Paz Primary school, built with Sailfest funds," explains the nonprofit's American expat administrator Lorenzo Marbut. "Oliver was awarded a Niños Adelante scholarship — funded by Sailfest — to attend secondary school. Sailfest also awarded Oliver a two-year English language scholarship to the Zihautanejo Language Academy where he excelled. If there is such a thing as a 'Sailfest kid', it would have to be Oliver Garcia. We have done all we can to prepare this special young man, now it is up to Oliver. When you wonder if your heartfelt volunteerism and your financial contributions have meaning, think of Oliver."

Check the organization's website, www.losninios.us for ways you can help.

— andy



SPREAD: LATITUDE / ANDY; INSETS: COURTESY NEW MORNING



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AMERICA'S CUP 34

It's been a busy month on the America's Cup front, with announcements about everything from new hires at the America's Cup Race Management and America's Cup Event Authority, to AC World Series venues, and new challengers.

The New Hires

Tops among the list of new hires is the Bay's **Stan Honey**, who has been named director of technology for ACEA. Honey is charged with developing technology that will provide precise graphic overlays for television coverage. Honey has already begun working on the project, having already run trials aboard four Cal 40s — including his and wife Sally Lindsay Honey's own *Illusion* — in South Bay in early March. Honey, who previously served as the director of technology for NewsCorp and founded the company that gave us the yellow first-down line in football and glowing hockey puck, all the while managing to win the Volvo Ocean Race as a navigator and set sailing records all over the world, will be joined by longtime technology partner **Ken Milnes**. The pair will be testing their new endeavor in a weekly TV program beginning in July which features the teams and personalities that will hopefully sell the cup to potential viewers.

ACEA has commissioned APP to produce 98 weekly programs leading up to the Cup in '13. The first program will air in early July and then will be followed up weekly thereafter. The 30-minute programs will share news, information, and behind-the-scenes activity to hopefully build mainstream interest in the Cup.

The technology Honey is developing

will also make the job of another new hire, Chief Umpire **Mike Martin** — a little easier. The positioning systems involved with TV graphics will — if successful — allow Martin and the judges to do their job from shore. The Southern California-based Martin comes to the ACRM as the only person to win the 505 Worlds both as a skipper and crew.

Another key hire was that of Kiwi **Harold Bennett**, who has been a race officer for the last four editions of the America's Cup. Bennett will be the director of on-water operations and assistant principal race officer. As the principal race officer for the 33rd America's Cup in Valencia, Bennett is also one of the few to have race management experience with giant multihulls. Prior to his race officer duties with the America's Cup, Bennett managed racing programs at the Royal New Zealand Yacht Squadron including serving as long time coach for New Zealand's youth and Olympic sailors. For the 34th America's Cup, Bennett will work with PRO John Craig and Regatta Director Iain Murray.

The Teams

The entry deadline for AC 34 has come and gone since we last checked in, and with it, a somewhat mixed result. There are bright points: as far as Cup fans are concerned, **Emirates Team New Zealand** has announced that it is well-funded enough — thanks to a \$36 million deal negotiated with the New Zealand government before AC 32 — to call itself a bonafide challenger. Although voices of discontent



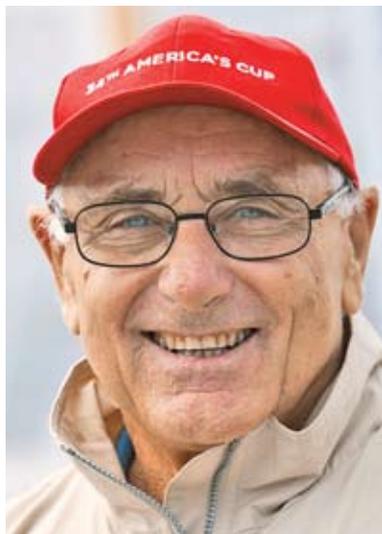
Can we go? Please, can we go? Cascais, Portugal will be the site of the first AC World Series.

had started coming to the fore as we went to press — many are wondering why the government should be paying for an AC team while Christchurch lays in ruins following two devastating earthquakes and the country is already on the hook for hosting

the Rugby World Cup this year — team head Grant Dalton is pressing forward.

Another bright spot is that the country that gave the world the fully-battered mainsail will be joining the modern Cup era for another go. **China Team** announced that it will be back in the mix for the 34th America's Cup, after debuting in Valencia for AC32. But unlike that effort, which was staffed almost entirely by French

Some of the key new faces for America's Cup 34 are, from left, Chief Umpire Mike Martin, Assistant PRO and Director of On The Water Operations Harold Bennett, and Director of Technology Stan Honey.



ALL PHOTOS GILLES MARTIN-RAGET

— SAN FRANCISCO BAY



made little noise and no announcement of any sailing personnel. When added to the list of previously declared challengers which include Challenger of Record Mascalzone Latino, the Peyron brothers' Energy Team, Aleph-Equipe de France, Team Australia, and Paul Cayard's Team Artemis, there are nine declared challengers. According to the ACEA, there are still three undisclosed challengers and two that are being vetted. But we're not holding our breath. In fact we wouldn't be surprised to find that only one of the two French teams (most likely Energy Team), Artemis, Emirates Team New Zealand, China Team and possibly Team Korea, make it to the AC 72 stage. Only time will tell.

Venues for the America's Cup World Series Announced

There were three location announcements last month, and they all dealt with the venues for the first three America's Cup World Series events. The first will be in stunning and breezy Cascais, Portugal, which you may remember was a favorite of Oracle Racing CEO Russell Coutts back before the promise of complete control of AC 32 by then-pal and employer Ernesto Bertarelli was revoked. The ACWS will hit Europe from August 6-14, before heading off to Plymouth, England, September 10-18, and then heading to former Cup venue San Diego at a date to be announced. The week after we went to press, the ACEA was slated to run a big AC45 test event in Auckland, and we'll be keeping a close eye on how that goes. You can too at www.americascup.com.

— latitude/rg

sailors — including Bay Area sailmaker Sylvain Barielle — team chairman Wang Chao Yong said the effort will be feature mainly Chinese sailors on a boat built in China with design input from the country's universities this time around.

"This America's Cup will feature the best sailors on the fastest boats, so we're very happy to be part of this adventure with China Team, a boat which will truly represent China, as most sailors will be Chinese," Wang said.

That said, CEO duties will go to Frenchman Thierry Barot, who will be charged with recruiting a large coaching staff to train the team. Managing the sailing team will be multiple Tornado Olympian, Australian/Dutchman Mitch Booth.

Yet another high point is the emergence of a South Korean team, dubbed the **White Tiger Challenge**. Founded by Dong Young-Kim, an accomplished sailor and organizer of one of the biggest prize money sailing events in the world, the Korea Match Cup, the South Korean entry is significant in that there was some question of how events on the World Match Racing tour like the Korea Match Cup would survive in a catamaran AC era.

Although it's too early to tell, if they'll be mutually exclusive, the bridge between the two worlds could bode well for both.

Also announced was the **Venezia Challenge**, which received a letter of acceptance from the Golden Gate YC, but has since

Before it comes to San Diego at a date to be determined later, the second AC World Series event will take over Plymouth, England, September 10-18. Although a surprise choice, it doesn't look too bad here!



ST BARTH'S BUCKET & VOILES —

Want to see the most spectacular sailing show ever? While having a great time cruising in the tropics? Without spending a fortune? We've got you covered.

First, start saving all your Frequent Flyer miles so you won't have to buy a ticket to fly to St. Martin. Second, book a charterboat out of St. Martin to include the dates March 22-25 of next year. If you have three friends, you can get a Beneteau 31 for about \$1,500. If you're lucky and have as many as 10 friends, you can get a Beneteau 50 for about \$4,500. After you pick up your boat, immediately sail 15 miles upwind to St. Barth, which will put you right in the thick of the 17th Annual St. Barth Bucket.

The Bucket is a mega sailing yacht spectacle the likes of which the world has never seen before. Eat your heart out, St. Tropez! Only yachts of 100 feet or more are invited to be part of the 40-boat fleet. The average length of the boats this year was about 140 feet, and included the 247-ft *Mirabella V* and the 289-ft *Maltese Falcon*. The event is such that England's prestigious *Yachting World* magazine devoted 16 glossy pages to a preview.

The Bucket concept — huge cruising yachts enjoying 'nothing serious' racing — was created by Nelson Doubleday 25 years ago in the Northeast, and has become institutionalized at Newport and St. Barth. The concept was slow to take off in St. Barth, and when we last attended in '05, it was merely great. Now the event is not only off the graph, it's on a trajectory like the price of silver.

The 'nothing serious' concept is epitomized by the fact that if a boat does well in one race, she will be penalized for the next race(s) of the three-race series. Because the rabbit start means that most of the entries — which if put in a row would stretch three miles! — should round the last mark at about the same time, the size of the fleet is limited to 40. There are special rules to maintain separation, and all boats are encouraged to have their engines idling and their thrusters at the ready. Further, each yacht has a safety officer, whose sole job is to prevent crewmembers from being injured and yachts from colliding.

Big yachts — and all 40 were 'yachts' in the fullest sense of the word — require big crews to sail them properly and safely. Some boats in this year's event carried 65 crew, while others carried an even greater number of 'guests'. Island officials estimate that the Bucket brought 2,000 people from all over the



'Kokomo', a Dubois / Alloy 190-footer.



'Hanuman', a Dykstra & Partners / Royal Huisman 138-ft J Class.



'Lady B', a Dubois / Vitters 144 — with a huge afterguard.



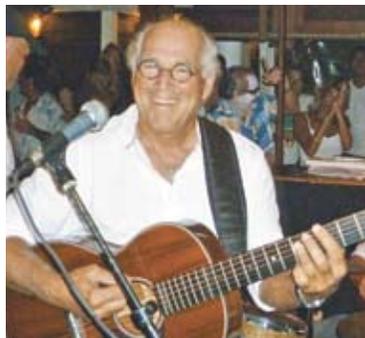
'Maltese Falcon', the Dykstra / Dynarig 289.

PURE MAGIC



Spread; The magnificent 180-ft 'Elena of London', looking as beautiful as a boat under sail possibly can. Capt. Steve McLaren tells us that 'Germania', an even larger near sistership, is about to be launched, and is expected to be at the Bucket next year.

ST BARTH'S BUCKET & VOILES —



Clockwise from left: "What a big mast you have!" exclaimed Tori of Toronto. Jimmy is the "Godfather" of the Bucket, and keeps a house and lots of toys on the island. A graphic depiction of the difference between a mega yacht and other yachts. Robin, the captain of the Hoek 135 schooner 'This Is Us', was happy to have his brother, a Santa Barbara arborist, crew for him. Lovely Tami, from South Africa, loved the race village lettuce. Reggie Cole, former skipper of the Marina del Rey-based SC70 'Kathmandu', now runs the S&S 120 'Axia' — and feeds goats outside Le Select. 'Ranger' doesn't use lifelines. 'Hanuman', her Bucket J Class rival, doesn't either, and lost the first mate overboard. 'When the 'Hanuman' crew stored a half mile of sails on the quay, the local kids had a great new playground. What? An SC70 in the Bucket? Below, Hoek/Vitters 190 'Marie' was a sight to behold.

world to their little island of 10,000. As a result, virtually every villa and room on the island — none of which are economy — was booked. Which is just one of the reasons that you're going to want to be on that charterboat of yours next year.

The other cool thing about having your own boat is that you can spectate as close as you dare. We, for example, went around on our Leopard 45 cat 'ti Profligate, and could damn near have reached out and touched the backstays of the majestic 138-ft J Class yachts *Hanuman* and *Ranger* as they duked it out, and later barely crossed the bow of the Hoek 180 *Marie* as she thundered along on a spinnaker reach at 20 knots. We spent all three afternoons slack-jawed at the seemingly never-ending spectacularity — no other adjective is adequate — of the Bucket viewing experience.

If anyone thinks that just because a cruising yacht is more than 150 feet in length her sails and sail trim are going to be off, this fleet would have proved them wrong. The sails and trim on all but two or three of the yachts looked perfect. It's amazing to see what man can build. It's nice that the courses have the fleet zig-zagging back and forth near the island. That means if the women on

your charterboat start giving you the old 'we want to anchor off a beach and sunbathe topless like the French women' stuff, it's not really a problem. You just watch the fleet start and sail the first leg or two, then tuck into the anchorage at Columbier or Grand Saline to let the gals eliminate their tan lines — it won't take long in the tropics. Then you pop back

out on the course to catch the last couple of legs of the 25-mile courses. Everybody gets what they want!

Another excellent feature of the Bucket is that most of the yachts stern-tie to the quay at the regatta village in Gustavia. As a result, all the action is



PURE MAGIC



ALL PHOTOS BY LATITUDE / RICHARD

NASCAR event.

If you showed up at a Bucket, is there a chance that you could sail on one of the boats? We can't guarantee it, but if you're fit and look like you're a sailor, we think you've got a pretty good shot. Doña de Mallorca raced on the Swan 100 *Varsovie* that is run by Patrick Adams of Mill Valley, and as was the case with more than a few boats, they were open to having more crew after the first race. And because this is a sexist world, it goes without saying that if you're female, looking good is the only ticket you'd need to get on a lot of boats.

We enjoyed the fact that four of the boats — or 10% — in this year's Bucket fleet had Northern California roots. They were *Hyperion*, a Frers 156 that had been built for Silicon Valley's Jim Clark; *Hanuman*, the 138-ft J Class that is Clark's newest boat; *Ethereal*, the Holland 191 owned by Sun Microsystem co-founder Bill Joy; and *Maltese Falcon*, the 289-ft Perini Navi that was built for Silicon Valley venture capitalist Tom Perkins. We're also happy to say all these Northern California boats were built by people who made mountains of money by saving businesses and other people mountains of money.



right there for everyone to enjoy. This being a French event, 'everyone' includes everybody from seven-year-old girls on skateboards to grandmothers. It's *tres* cool. As for the social scene in the village, around the corner at Le Select and the Bar d' Oubli, and later on at Baz Bar, it's international, inclusive, and it rocks. If you want to talk to many of the biggest

names in sailing — from Holland, to Dykstra, to Hoek, to Frers, to Huisman — all you usually have to do is say 'hello'.

For you single women who care about such things, yes, there are more men than women, and while there is a testosterone haze lingering over the harbor, the guys tend to be a bit more athletic and polished than might be found at a

Yeah, but suppose watching all this 'sailing porn' makes you hot to race your own boat. Well, the solution is to hang around for a week after the Bucket and participate in what will be the third annual Voiles de St. Barth. This is much more hard-core racing, and this year was headlined by *Rambler*, the Juan K design that is about the beamiest 100-footer around, and *Genuine Risk*, the



LATITUDE/RICHARD

ST BARTH'S BUCKET & VOILES

Dubois 97 that is about the narrowest 97-footer around. However, the Voiles is also open to boats as small as 30 feet, as well charterboats, including charter cats, most of which can barely sail to weather to save their lives.

As is the case with the Bucket, the Voiles atmosphere is incredibly friendly and inclusive — but with a little more French rock 'n' roll edge. Because the boats are generally much smaller and require fewer crew, officials figure only about 400 people come to the island for it. So for better or worse, it's a little less crowded than the Bucket.

Among the 400 who showed up this year was Steve Schmidt, formerly of Saratoga, with his *Hotel California, Too*, a unique cruising version of a SC 70. When Bill Lee built the boat 20 years ago, he made Schmidt promise that he would never race her. Steve hasn't exactly kept that promise, for he's raced her as many as 50 times a year, in regattas all up and down the Antilles, since arriving in the Caribbean six years ago.

Schmidt doesn't have the latest gear, the best sails, or enough rail meat, but



It wouldn't take too much arm-twisting to convince Kerry and Kenny Keefe, of KKMI, to return to St. Barth for next year's Bucket.

he still has a great time — even if the steering fails as it did for two races, forcing him to drive with a long tiller. "Previously, my favorite regattas were in Trinidad and Tobago, and Bequia," he

told us. "But now it's the Voiles de St. Barth. I love the fact that the courses aren't the same old windward-leeward stuff, and that the sailing conditions are ideal."

The parties are pretty good, too.

Also on hand for the Voiles was Kenny Keefe of KKMI, who runs the TP 52 *Vesper* program for Jim Swartz. *Vesper*, driven by Gavin Brady with an all pro crew, ran away with her class, despite being unable to set a headsail for the last half of the first race. Keefe says that *Vesper*, along with several other TP52s, will be at the St. Francis Big Boat Series this fall.

The Bucket and Voiles are magical events at a still-magic island, and both get our highest recommendation. If you get a group together to do either one next year, we're confident you'll be thanking us. And hey, if you just do a day or two of the Bucket, and then pure cruise the rest of your week, we're confident you'll still be thanking us.

— latitude/rs



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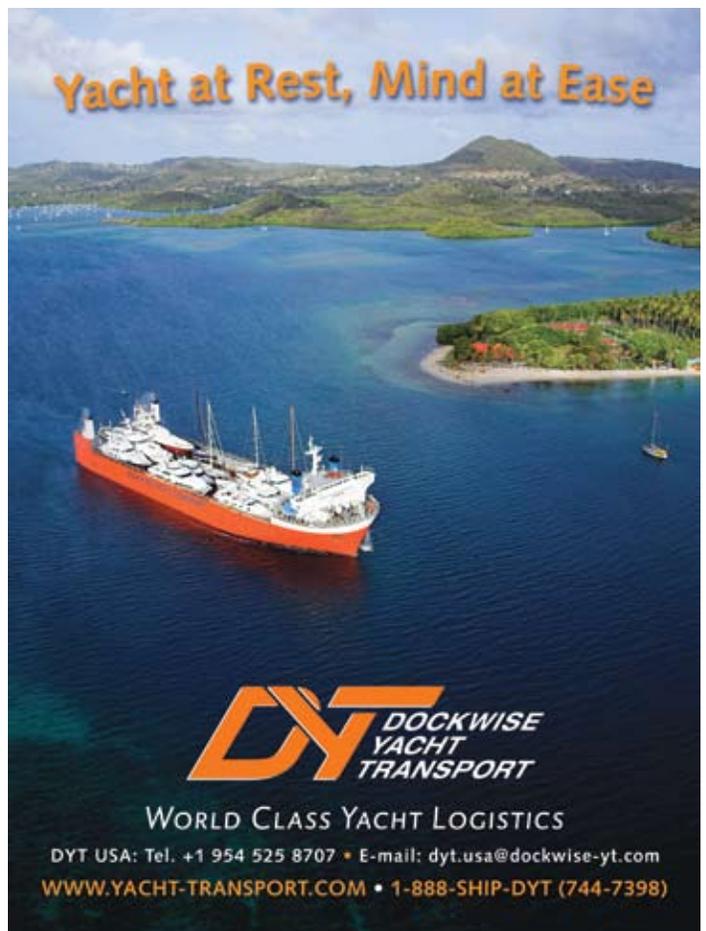
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BOATYARD TOUR

As winter dragged on and on this spring, we thought we'd never get the chance to take our annual boatyard tour — a day (sometimes more) when we grab our camera and head out to talk to folks hauled out in various Bay Area boatyards. Week after week of torrential rains conspired to keep people out of the yard and us in the office.

But the sun finally broke through last month — at least for part of it — giving boatowners a nice window to work on their to-do lists, and giving us the perfect opportunity to provide them with a much-desired distraction.

The most interesting part of doing the tour is meeting such a diverse group of people, and this time we met them all — from doctors to laborers, from racers to liveaboards, from newbies to 'rock stars'. And their boats are as diverse as they are — fiberglass, wood, ultralight, heavy displacement, nearly new, and older than the owner. Many had some sort of long-distance cruising plan, but others were content to sail the Bay. Some were hauled to slap on a quick bottom, while others — one in particular — had considerably more work in store. Not a single one had the same story, nor the same plan for the future.

But for all their differences, they shared a common bond: love for their boat. No one we talked to expressed even a hint of dissatisfaction with their vessel, and most knew it inside and out. They spoke of frustration and joy, fear and contentment, but never regret.

We hope you enjoy meeting our victims as much as we did. Hopefully you'll take a little inspiration from their stories to plan your own haulout — just be sure to check the forecast first.

— *latitude*/ladonna



Nantucket, Islander 36 — Much of the same work that goes on in boatyards also can be found in a dentist's office. If you don't believe us, just ask Richard Doyle, DDS. Drilling, grinding, fillers, epoxy — it's all essentially the same stuff, just on a different scale. And it's all stuff that had to be done on *Nantucket* during her three-week haulout.

"We're doing a bottom job, replacing thru-hulls and the drive shaft, fairing the keel, and raising the waterline," Richard said. He enlisted young Phil Finn to do the heavy lifting — or as Phil would have you believe, *all* of the lifting. "He said he would do some of the work but I haven't seen it yet," Phil laughed. Richard's dead-pan response: "I have a full-time job, am starting a construction project at home, have a boat out of the water, and I'm married — I'm busy."

Richard says the only racing *Nantucket*, which he's owned for a year and a half, will see is in the YRA Party Circuit. So for the next couple years, he'll cruise the Bay and Delta before taking off on "this little rally that leaves out of San Diego — heard of it?" This November will be Richard's 63rd birthday; he says he wants to celebrate Number 65 in Mexico. From that point, he'll likely commuter cruise for an undetermined amount of time. That kind of plan could bring a smile to anyone's face.

— BLAME IT ON THE RAIN



Intermission. Wylie Hawkfarm — Bruce and Cheryl Belleville don't have any 'grand plans' for *Intermission*; they just enjoy sailing. "My idea of a good time is to head up to Drakes Bay and drop anchor," said Bruce, a card-carrying stagehand. "I'm not really all that interested in racing." While it may not be a big priority for them, Cheryl, a pre-school teacher, says that Sierra Point YC's beer cans have really helped them learn more about their boat. "And we really enjoy the time at the club after."

The Bellevilles bought *Intermission* in Redwood City five years ago. "I went 20 years between boats; a good divorce will do that to you," Bruce noted drily. For three years, he searched online boat listings from San Diego to British Columbia looking for the perfect 30-footer. "When this popped up, I printed the ad," he recalled. "A month or two later, the price dropped. Then again a month after that, so I went and looked at it." What surprised Bruce was that the boat was in virtually stock condition. "He hadn't screwed it up!" Bruce quickly rebuilt the head, replaced the fuel tank, added a BBQ and autopilot, and went sailing.

For this haulout — Cheryl could barely keep a straight face when she said they hoped to do it in 10 days — new standing rigging, a bottom job, replacement of the stuffing box and some rudder work were planned. But that shouldn't keep them down for long — we fully expect to see Bruce and Cheryl tearing it up before this issue hits the stands.

Voyager. Beneteau First 345 — If ever a boat could be nicknamed 'The Love Boat', it would be *Voyager*. Under the stewardship of previous owner Steve Hocking — who now owns and extensively races the Beneteau 45f5 *Ohana* — *Voyager* was the platform for his proposal to Marika Edler. A few years later, the boat would once again be the site of an engagement.

Alan Barr had crewed aboard *Voyager* for a year when Hocking invited him and his girlfriend, Kate, to sign on as crew for the '07 Baja Ha-Ha. "Immediately afterward, as Steve was brokering a deal to buy *Ohana*, I was on the phone buying *Voyager*," recalled Alan.

A little over a year later, as *Voyager* slid across the finish line of the '09 Three Bridge Fiasco, Alan popped the question to Kate. "I said yes, of course!" exclaimed the bride. "Too bad we didn't win our division that year," noted Alan. "But we won it the following year."

Though much of their sailing time is spent crewing aboard *Ohana* — Kate says she only does the in-the-Bay events because she still battles seasickness — the Barrs still do a bit of racing and Bay cruising aboard *Voyager*. "We do Richmond YC and Sausalito YC beer cans," Alan said. "But she's mostly a party boat — I mean, c'mon."

When we caught up with them, Alan, an engineer at UCSF, and Kate, a "between jobs" publicist, were hauled for a quick bottom job and to check a worrisome creak in the rudder. "I didn't know if this boat had bearings or bushings," said Alan. "Luckily, it was bushings so I just made new ones."

The couple say they have no immediate plans to go cruising but if they did, it would probably be on a bigger boat, one big enough to contain their energetic 1½-year-old dog Shilo — and presumably Gopher, Doc and Isaac.



BOATYARD TOUR

ALL PHOTOS LATITUDE / LADONNA

Alchera, J/120 — "I have no plans to do the 2012 Singlehanded TransPac," insisted Mark Deppe, before adding, "but I say that every time I do it." Mark has done the 2,120-mile solo race from the San Francisco Bay to Hanalei Bay on Kauai five times — the second most-frequent offender in the biennial event (the first being Ken 'The General' Roper, who's done it 11 out of 17 times).

Mark commissioned *Alchera* in '01 specifically for the race. He'd done it previously on an Ericson 38 named *Berserker*, and on the way over, he hit a whale. The boat wasn't damaged, but the collision was the main reason he had J/Boats install a second watertight bulkhead aft of the already watertight anchor locker.

Alchera isn't your average stripped-out racer. "She was intended from the start to be a comfortable offshore boat," said Mark. Not only is the interior quite lush by J/120 standards, the running rigging was set up for singlehanded and he had extra winches installed aft of the primaries. "In a normal J/120, the winches are in front of the helm, which is no good if you're stuck behind the wheel," he noted.

But Mark hasn't just raced *Alchera*; he spent about a year and a half cruising her in Mexico with wife Carla. "Carla sailed with me to Mazatlan but she was still suffering from seasickness, so I would sail to the next port and she'd meet me there."

Mark was hauled out to replace the batteries and have a bottom job done and thru-hulls replaced — all the stuff that needed to be done for *Alchera* to race in this summer's Singlehanded Sailing Society LongPac Race, which just happens to be a qualifier for the club's premier race next summer: the Singlehanded TransPac. "Well, if a lot of boats start signing up, it'll be hard not to go," Mark finally admitted with a smile.



Sirena, Custom Wylie 37 — This year's award for the longest haulout goes to Robert Flowerman, who's had his custom Wylie 37 *Sirena* on the hard for seven years. "My boat-building goes in fits and starts," chuckled Robert, "and when I'm building, I'm usually in fits. Seriously, I didn't think I'd be out this long, but I had some medical issues, plus I'm a captain for race boats so I'm at sea a lot." In fact, he had just delivered the TransPac 52 *Mayhem* from Cabo to the Bay after she won her division in the Newport to Cabo Race.

Robert has been sailing his entire life and has made a career out of it. "I started captaining boats when I was 34," he said, "but I had already sailed over 100,000 miles by then because I started going to sea seriously at 17. It was like getting a PhD in sailing." He went on to become the longtime skipper of one of the most famous sleds ever, the Santa Cruz 70 *Silver Bullet*. When asked how many miles he has now, he said, "It'd be stupid to guess — 350 or 400,000 would be in the right range."

Robert found *Sirena* on the hard seven years ago, sandwiched between the Wylie 40 *Lois Lane* and Bob Smith's 43-ft *High Risk*, both

— BLAME IT ON THE RAIN



Bobkat, Custom 33-ft sloop — ‘Days for days’ — that’s the motto Kathy Montoya has when enlisting help to work on her liveaboard boat. Friend Rick Callahan stepped up to the challenge and is looking forward to Kathy’s help on his 40-footer. Ex-husband Bob Benoit also volunteered for the job (he’d just left when we stopped by), which is particularly convenient since he also designed and built the boat.

Bobkat started her life as the plug for the Carl Schumacher-designed Pyramid 30. Three 30s were built from the mold by Pyramid Boat Works, then Bob used the plug to build his own boat. In the meantime, he’d met Kathy when the two were racing Pyramids in the mid-’80s. It took a few years, but *Bobkat* was finally launched in 2001.

“We trailered her up to Puget Sound and cruised the Canadian Gulf Islands,” Kathy, a music teacher, recalled. “I called it the ‘2001 Sea Odyssey.’” The trip back down the coast was a real eyeopener for the couple, as *Bobkat* had never been sailed on the ocean before. “She’s very light, so it felt like we were on a big surfboard. But the wings actually helped keep us quite dry,” she said of the custom flared wings on each side of the boat.

That wasn’t the only customization made to *Bobkat*. Bob also added three feet to her waterline, installed an electric engine, and designed her to have a freestanding rig. The batteries, which make up much of the boat’s ballast, were actually the main focus for *Bobkat*’s haulout — in addition to a much-needed bottom job. “I’m not sure what I’ll do about the batteries,” said Kathy, “but I know next time I’m not going to wait so long between haulouts!”

of which he’d sailed to Hawaii and back. At the time, he owned a Wylie Hawkfarm and saw the potential in *Sirena*. “The boat had been for sale for a couple years, and had a lot of problems” he recalled.

Over the last seven years, he’s dropped the keel, replaced the engine, stripped the interior, installed a forward hatch, built a new rudder, rebuilt the companionway, reorganized the deck hardware, and done more than we have room to write about. “I do everything except engines and electronics,” he noted.

Sirena, a sistership to the Wylie 39s *Flashgirl*, owned by Commodore Tompkins, and *Punk Dolphin*, owned by Jonathan Livingston, started her life as the Santa Cruz-based *Absolute 88*. At the time he had her commissioned in the mid-’80s, the boat’s previous owner only had a 38-ft slip, so when Westerly built the hull, they trimmed her overhang to fit the slip. Tom Wylie finished the boat, and she was launched in ’88. “She also has much lower freeboard, a smaller cabin and is much lighter than other Wylie 39s,” Robert said.

Though she has a racing pedigree, *Sirena* isn’t destined for the race course. “I’m going to sea,” said Robert when asked about his plans for the boat after she is relaunched in about six months. “I’ll do the same trips — Hawaii and back, Mexico and back — but on my boat for a change.”



BOATYARD TOUR

Pinocchio, Custom 30 — Everyone likes a good mystery, and Wilson Willkom gets to look at his every day. In fact, he lives aboard his mystery in the South Bay and is quite happy about that. “All I know is that she was built by ‘Gaines’,” said the lab tech. He doesn’t know if Gaines was a person or a yard, and he’s completely at a loss about who designed this 30-ft glass-over-ply-over-oak, hard-chined lovely.

Old-timers in the yard have suggested everything from a replica of Joshua Slocum’s *Spray* to a Maurice Griffiths-designed Golden Hind. “Donald Goring told me it looks a lot like a Van de Stadt Black Soo,” Wilson said. “I’d really like to know more about her.”

What he does know is that the boat had sat neglected in Oyster Point Marina for five years before he bought her last November. “She had flooded because the head didn’t have an anti-siphon loop,” he noted, “but that didn’t bother me. What I’m surprised at is how well she handles — she tracks beautifully.”

But Wilson admits that the main is probably a little oversized for the boat. “A surveyor told me that it was probably



originally designed as a ketch,” he said, noting the enormous boom that would better fit a 45-footer. “I have to start out with the first reef or we just heel like crazy.”

As for future plans, Wilson caught the unfortunate break of knowing that he’ll be laid off from his eye research job in a year. Over the next 12 months, he says

he’ll be getting *Pinocchio* ready for some long-distance cruising, possibly to his homeland of the Philippines.

Pinocchio was at the beginning of a two- or three-week haul to paint the bottom and topsides, and replace the thru-hull valves. “I was just going to paint her white,” Wilson said, “but then I thought, ‘You know, I rescued this boat; I’ll paint her whatever color I want!’”

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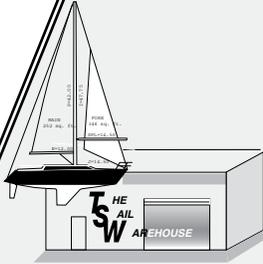
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IN THE GOOD OLD SUMMERTIME

Long before Carl Schumacher became a respected yacht designer, and decades before he became one of the most admired icons in Bay sailing, he was just one more young guy with big plans. Years before production boats such as the Express 27, Express 37, Olson 911S and Alerion Express 28, and such custom craft as Wall Street Duck, Heart of Gold, Q and Morpheus were conceived in his Alameda Marina studio, his 'office' was a corner of the laundry room in the duplex he shared with wife Marilyn and their infant daughter, Sutter.

Long before he had nothing left to prove, Schumacher had everything to prove.

Back then, in the late '70s, Carl had the college degree, the apprenticeships and the hands-on training. And he suspected he had the chops. What he needed was a bellwether boat to hang it on — a boat that would showcase his abilities and provide a keystone from which to hang his shingle as an independent naval architect. In the fall of 1978, he began to draw the lines for such a boat, a 26-footer built to the IOR Quarter Ton rule. The main reasons he chose this avenue were simple: 1) A smaller boat was all that a 'starving artist' could afford to campaign, and 2) the Quarter Ton North Americans were coming to the Bay the next year.

To make it all happen, he needed nothing less than an exceptional boat, a winner. And for most of the next year, he put all other projects on hold in order to concentrate on the boat. To show well at the NAs that next summer would be good. To win would be the dream — the summertime dream.

"It was almost like fate," says Scott Owens.

We'd have to agree, except that we'd leave out 'almost like'.

The summer of 2009 was Owens' first as a retiree. After bidding his 37-year vocation at Chevron adieu, he was ready for more avocation: sailing. He'd recently sold his previous boat and was in the market for another. And this time it could be a bit of a project. After all, he reasoned, "every retiree needs a project."

He had nothing particular in mind. He spent many days just driving around the Bay looking at what was out there. Then

what has come before. When Scott did that, he realized that his best years of sailing had been those spent with his good friend Carl Schumacher aboard Carl's Quarter Tonner, *Summertime Dream*. Sadly, Carl had passed away in '02 at the too-young age of 52. Now here was *Summertime Dream* in the sorriest state he'd ever seen any boat; her hull and decks were cracked, mold was growing everywhere, rainwater filling her bilge

Fate let him stew on that image for a few weeks, then went to phase two. In the very next issue of *Latitude 38*, there was a *Classy Classified* for the boat. It read, in part:

"26-FT 1/4 TONNER, 1979. Carl Schumacher's *Summertime Dream*. Very neglected. Want it to go to someone who can fix it and go sailing. Willing to sell to the right person for an exceptional bottle of wine and a compelling story . . ."

And Owens had some stories.

They started back in his Cal Poly San Luis Obispo days, when he met a fellow engineering student named Schumacher. The two shared a common interest in sailing, and competed on the school's sailing team.



A dream come true — (l to r) Steve Chidester, Carl Schumacher and Scott Owens (Dee Smith not shown) took straight bullets at the '79 Quarter Ton NAs.

one day a boat he spotted on the hard at Alameda Marina stopped him in his tracks. His heart simultaneously soared — and sank.

Part of getting older is taking stock of



SPREAD: COURTESY BAMA; INSET: COURTESY SUMMERTIME DREAM

They also roomed together for a year. A friendship was quick to form.

After school, the two pursued their separate career paths, but still saw each other regularly as part of the local Fireball fleet. As the years went by and the boats grew longer, they continued to sail with or against each other on a variety of boats.

By early '79, Carl was deep into the Quarter Tonner project. He'd arranged for Long Beach's Dennis Choate to do the main construction and, in the spring, the bare hull and deck were delivered to the yard. Not a boatyard, mind you — the front yard of the Schumacher's cul-de-sac duplex. With the NAs only weeks away, Carl called in reinforcements. Scott was one of the first to arrive.

"When I got there, he was methodically laying out where things should go," recalls Scott. "He was measuring, moving things around, re-measuring and trying to find the perfect spot for the hardware. We had six weeks before the first start

— REVIVAL OF THE 'DREAM'



Recurring 'Dream' — Scott and Erik Menzel won their division in last month's Doublehanded Farallones Race on 'Summertime Dream'.

and he was taking forever!" Scott got so impatient that he finally grabbed a drill and put a hole in the deck where nothing was going to be. The ice broken, they rigged the boat in about a week.

Carl's mother, Betty, who had loaned him the money for the boat, did the christening honors that June. When asked about the name, Carl referred to a song by Gordon Lightfoot, whom he enjoyed. He wasn't ready to admit the larger meaning until the boat had earned it.

During the boat's first outing, a Friday night race on the Estuary, she performed well and won. Like all the Schumacher designs that would come after (and distinctly unlike many Quarter Tonners of the day), she was easy and fun to sail. Dee Smith — who was crewing along with Steve Chidester (Carl's brother-in-law, one of several friends who had also helped put the boat together) and Scott — said, "You have a winner."

"It was probably the first time Carl

breathed in a month," says Owens.

A winner was indeed what he had in *Summertime Dream*. At the NAs, with Owens, Smith and Chidester aboard, the boat not only won the event overall, she won every single race, including a brutal 200-mile long-distance ocean race. She went on to win every other race she entered that prodigal summer, too.

People noticed. And Carl Schumacher, naval architect, was on his way. After he sold the boat a couple years later (and paid Mom back), *Summertime Dream* continued to win under a half-dozen owners over the next few decades. Even after the demise of IOR, she still did well in PHRF racing.

Now here she was, the pinup girl turned bag lady. Her topsides (which had always been white until an owner in the '90s painted her dark blue) were horribly cracked and crazed. The foam-core deck had opened up and water oozed out of

the cracks. The bilge was filled with four inches of mossy water. Dark mold and mildew covered the entire interior, which also sported several hornet nests.



He may be older and wiser, but Scott Owens says he hadn't done glass work in over 30 years when he took on 'Summertime Dream'.

The owner explained to Scott that he had bought the boat some nine years before with the intention of fixing her up but, well, life got in the way.

"There was a strong suspicion by many people that the boat was too far gone to be saved because water had penetrated the balsa core," says Scott. But by then he had convinced him-

self that he had to try. He had the boat surveyed by Peter Minkowitz, and gone over with a fine-tooth comb by Kim Desenberg. Both declared her saveable . . . with a lot of work.

A \$100 bottle of 2007 Dominus Napa Valley Estate Red later, in January '10, Scott had his 'retiree project.'

Scott admits he had no idea how much work Kim and Peter were talking about. "I didn't really understand what they were saying at the time concerning the work and the techniques involved," he recalls. "You have to remember, I hadn't done any fiberglass work for 30 years! I'd never used West System epoxy, and the only tools I had at the time were a rusty hammer and a bent hand saw."

Fortunately, he's a quick learner.

Like Carl, Scott made a goal, and a list. The goal: have her sailing again by October. That gave him nine months.

The list included 400 'to-do' items in three categories: Pre-Yard Work (removing all fittings), Yard Work (the major

hull and deck repair) and Getting Ready to Sail (rigging and other jobs that he could

do without being charged yard rent). He would be the primary grunt in categories one and three. For the heavy lifting — the main restoration and painting of the hull and deck — he contracted out to the professionals at Svendsen's.

And yeah — when Peter and Kim said "a lot of work," they weren't kidding.

"I worked 8 hours a day, 6 days a week, for 9 months," says Scott, who is

"It was probably the first time Carl had breathed in a month."

IN THE GOOD OLD SUMMERTIME



Abused and neglected, 'Summertime Dream' sat for many years before Scott spotted her at Alameda Marina and decided to bring her back to life. Clockwise from left: "There were so many holes to fill," says Scott; her once-white hull had been painted dark blue and was covered in cracks and crazing; much of the work on the boat consisted of sanding, sanding and more sanding; the deck coring was soaked and had to be replaced; the sophisticated equipment used to support the deck during repairs; part of the coring had to be removed entirely but some of it was saved by using a vacuum pump to dry it out.



ALL PHOTOS SCOTT OWENS

quick to credit wife Maryliz for total support of his insanity . . . uh, project. He also gives a lot of credit to "my advisors — some of whom also turned into spiritual advisors." These included Patrick Kohlman (who had recently completed the restoration of another old Quarter Tonner, *Joyicity* [ex-*Fun*]), John Dukat (who is restoring yet another 'Quarter Pounder' that he and Dave Mancebo built), Jim Fryer (a longtime Bay sailor and circumnavigator who gave valuable advice on how to dry out the balsa core), a guy he simply knew as "Richard" (who was restoring an old 40-footer and gave wise counsel about when to "quit and go home for the day"), former owner Rob Moore (who bought the boat from Carl and campaigned it in the early '80s), and even former crewman and a lauded designer in his own right, Jim Antrim. The latter told him about a nick he'd taken out of the keel during one race, and sure enough, when Scott sanded the area down, there it was.

But perhaps the most pleasant revelation of all was how much he enjoyed the whole project. Especially when he'd come across little jewels, such as uncovering that very first hole he'd drilled — not to fasten anything, just to get Carl going. In fact, the whole project was rife with memories: of sailing, of Carl, and of the good times he'd had on the boat.

Even when he was spending money — and he spent a lot of it on the yardwork, all new rigging (done by Glenn Hansen), a new mainsail, new tiller, new boom, new bow pulpit, etc. — it felt right.

Total cost of the refit: \$28,000. "I'm very aware that I could have bought a pretty cherry boat for that figure and not have had to do all the work," says Scott. "But I had a lot of fun and got a lot of satisfaction from doing the job myself. Also, and most importantly, it was *Summertime Dream* and it just had to get done. It was worth every cent."

Fast forward through all the blood, sweat and fiberglass dust to October 12, 2010. In a small ceremony with just himself, his wife, and Patrick Kohlman present, Scott and Maryliz took the boat out for its first sail in more than a decade.

Patrick later sent Scott the following note: "I don't know how to describe what I felt as you sailed away from the dock. You were on the foredeck, your wife was fiddling with the camera, and no one was at the tiller. Or was there? She sailed off in those light airs, and I couldn't help but think that maybe Carl was at the helm . . ."

— **latitude**/jr

Readers: Summertime Dream returned to form quickly, winning her division in the Doublehanded Farallones race last month. Also on the docket for this season: the Singlehanded Farallones, Silver Eagle and many of the SSS in-the-Bay races.

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DON'T FORGET THE DUCT TAPE —

For sailors born with an irrepressible sense of wanderlust, few moments in life are more joyful than when they realize that their long-savored cruising dreams are finally about to become reality. During the 34 years that we've been publishing *Latitude*, we've known — and published stories about — cruisers from virtually all walks of life, who sailed aboard a wildly diverse range of boat types. From them, we've learned

What other problems are typical with new cruisers? Refrigeration systems that have worked perfectly for years on inshore waters sometimes fail due to extreme jostling offshore, so be sure yours in well secured and well ventilated. Watermakers can be a source of headaches too. So before leaving your homeport, be sure you understand not only how to

maintain and 'pickle' it, but also how to troubleshoot potential problems.

Marine diesel engines are amazingly durable machines that will literally run for weeks on end without problems if properly cared for. But they're not infallible, especially when neglected. In keeping with the notion that every offshore sailor should be as self-sufficient as possible, you should at least know the basics.

That is, how to change fuel filters (bring plenty), oil and impellers; how to inspect and replace belts; how to bleed air out of your fuel system; and how to troubleshoot charging problems. Speaking of which, if you've upgraded to a high-output alternator, be sure that its brackets are strong enough to support it.

If you opt to buy an SSB or Ham radio, don't wait until ten minutes before you leave the dock to hook it up and test it — as we did once. (Also, check out our *Idiot's Guide to SSB*, in the Features section at www.latitude38.com.)

These are our suggestions, but since we spend most of our time chained to desks while staring into computer monitors, you may find the tips which follow, from current or recent cruisers, to be even more valuable:

"The most important thing is to tell yourself to *go*, even if all the stuff on the list is not done yet. There were still things on our list that had yet to be done after we got back! If we had waited to get everything done before we left, we'd have been sitting at home instead of fixing things and having fun in the Sea of Cortez for two years."

— Pat McIntosh

*formerly of Espiritu, Hunter 430
Sacramento*

"I wish I had known these tips when I started cruising 40 years ago: 1) Seek harmony between your boat, the waves, the wind and your speed. Just like adjusting to making love with a new friend, a slight adjustment in angle, speed, or

"While in Mexico, the best way to get anything done is with a smile and a good word."

direction can make a tremendous difference in the pleasure you will gain. And once you achieve that perfect harmony, you will always try to reach that point again. Sometimes you can, and sometimes you cannot, but trying is always worth the effort.

"Don't worry about deviating from the set course up to several degrees, or varying your boat speed some, as that will add very little time to your passage. The waves don't always follow the wind, but somewhere in that angle, and at a certain speed, there is a place where your boat will fit the best.

"Be sure to practice reefing or drop-

Even with a small crew, it's great to have a second dinghy or dinghy substitute, as circumnavigator Ginger Niemann demonstrates.

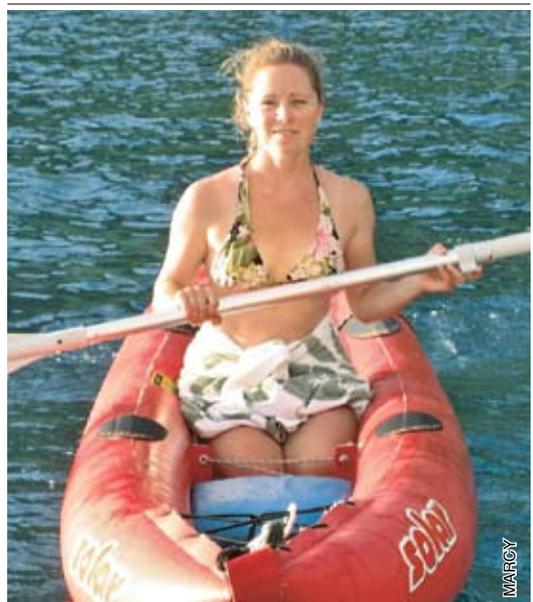


As circumnavigator Terry Kennedy knows, you don't have to have a million-dollar yacht to enjoy world cruising. A higher priority should be to work toward self-sufficiency.

that both a brand-new, million-dollar yacht and a decades-old bargain boat can take you to the same sun-kissed, palm-fringed anchorages.

While you don't need to buy a brand new boat — or every single item on the shelves of your local chandlery — in order to cruise safely and successfully, there's no denying that long-haul offshore voyaging is serious business. So if you're planning to cast off the docklines this year, we've got a few fundamental bits of advice to share, as do a group of seasoned sailors within our readership.

Regardless of the age of your boat or your confidence that she's ready for sea, we'd highly recommend getting a "trip survey" from a licensed surveyor (ideally one recommended by sailors you trust) so you'll be sure you haven't overlooked any essential systems or hardware that are dangerously worn or in need of servicing. If you don't want to pop for a full trip survey, consider at least having a rig survey done. The increased loads and movement that are inherent in long-haul offshore sailing often result in failures of rigging elements such as gooseneck fittings, genoa sheet blocks and shroud fittings.



TIPS FOR FIRST-TIME CRUISERS

ping your mainsail going downwind in winds up to 40 knots, as there may be times when the following waves will not allow you to come about to reef, or douse your main.

"Also, if there are going to be any ladies aboard, take a lot more toilet paper than you think you can possibly need."

— Ernie Copp

Orient Star, *Cheoy Lee Offshore 50 Long Beach*

"Get AIS. The ability to hail a ship by name at 3 a.m. ensures the captain will respond. If you don't know the ship by name, they probably won't answer.

"Get a Bruce-style or Rocna anchor. We had trouble setting our CQR.

"Get an external WiFi antenna that's uni-directional and waterproof. You'll be amazed at how many places there are where you can get free WiFi, even in the bays."

— Carla & Doug Scott
Moondance, *Tayana 42*

"Find a sea sickness med that works for you.

Although few recreational sailors ever practice anchoring, it's one of the most essential skills a world cruiser can have.

"In the last few months before you go, sailing the boat is just as important as working on it.

"Get a really, really good self-steering system.

"Sleep deprivation can kill you."

— Daryl Yeakle
formerly of "Q",

Willard 30
San Francisco

"There is plenty of good, fresh, safe, food in Mexico. You can eat it and you will not die. Do not waste valuable storage space on a ton of canned or packaged food.

"Get an anchor at least two sizes bigger than recommended by the books and do not even think of using anything but an all chain rode.

"Anchoring very close to the beach is dumb. That's where the bugs live.

"If you think you need a generator to power your microwave, your television, your air conditioner, or your game console, then please rethink the silly idea of going cruising.



EL TIBURON

From the kayak on the bow rail to the wind generator on the 'back porch', this modern cruiser seems well-equipped for long distance fun.

"Take the time before you leave to learn a little Spanish and read up on Mexican history and culture. Doing so will enhance your whole experience cruising Mexico immeasurably.

"Always remember, while in Mexico, the best way to get anything done is with a smile and a good word. Sometimes it takes a lot of smiling and many good words, but it is the only approach that works."

— Jimmie Zinn
Dry Martini, *Morgan 38*
Point Richmond

"Know simple, basic 12-volt electricity and use of a multimeter. This knowledge and skill will solve most of the common electrical headaches on a cruising boat.

"Don't overdo complex interconnected technology on your boat; especially independent systems that must depend on a single multifunction display.

"And the tried and true standby: reef early, avoid getting overpowered, even if it means getting to your destination a bit later."

— Carlos & Marijke Valencia
Felicia, *Bristol 29.9*
Channel Islands Harbor

"Know your emergency procedures. Learn and practice crew overboard recovery. Take a liferaft deployment/boarding course. Learn search-and-rescue procedures in case you have a major incident on board. Take courses in first aid and CPR. Develop an emergency plan for your own boat, including abandon ship procedures.

"Weather — everyone talks about it, but nobody does anything about it. But if you have a basic understanding



LATITUDE / ANDY

DON'T FORGET THE DUCT TAPE —

of what it is doing, you can use it to your advantage. If you know a bit about weather patterns, avail yourself of good forecasts and are patient, you will rarely have to sail in bad weather.

"Know your limitations. Everyone has physical and mental limitations. Most of us were bulletproof when we were young, but as we age, the limitations begin to set in. It is important to choose a boat that addresses one's limitations. Understand your limitations regarding weather, the number of crew you need on a passage, and the challenges presented by the cruising destinations you choose.

"Know how to immerse yourself in new cultures. The biggest obstacle to understanding and appreciating new countries and cultures is believing that your own is the best in every way and that it should be a template for the rest of the world. It isn't! Every culture has unique and wonderful features. If you open your mind to new customs and ideas, every country you visit will begin to feel like your second home.

— *George Backhus & Merima Dzaferi*
Moonshadow, *Deerfoot 62 cutter*
(completed 15-year circ. 12/10)

"Don't be overly judgmental. Embrace other cruisers for the way they cruise. They can cruise any way they want to cruise. Big boat, small boat, lots of gear, minimal gear, crew, no crew, singlehanded, social, private — everyone seems to have fun regardless of the way

The beauty of cruising is having time to explore. Don't limit yourself to the water. A vacation from the boat is refreshing once in a while.

"Don't rush through Mexico. So much to see, so much to learn, so many people to meet, so much shrimp *diablo* to consume.

"I got GPS, but think a sextant is sexier. I got a colored chartplotter, but still use paper charts."

"Keep a list of the names and boat names of fellow cruisers you meet. Occasionally it is nice to call people by their name rather than their boat name. Boat cards are nice, but not everyone has them when you meet them.

"Getting email/weather info via the SSB/modem can be frustrating. If you can afford a satphone and data port, get one."

— *Robin & Duncan Owen*
formerly of *Whisper, Hallberg-Rassy 42*

"Stock up on spare parts and learn how to maintain your vessel's systems. Finding spare parts in foreign cruising grounds is problematic. Parts that are available at most chandleries in the U.S.

"Make arrangements with your financial institution for money exchanges and ATM withdrawals. If possible, don't use credit cards because of high foreign exchange charges and potential cloning. Use only ATMs that are physically attached to a bank building. Remote machines are often serviced by contractors and they destroy (or confiscate) cards that are kept by the machine.

"Remember that it is nearly impossible to obtain a notary public to witness legal documents in foreign countries. The embassies and consulates are usually your only choice and often a foreign 'notary' is not acceptable. Consider leaving a general 'power of attorney' with someone in your home country so they are able to execute documents for you.

"Set up a VoIP Internet phone service (Skype, Vonage, Dial Pad, etc.) before you leave home. Internet connections in marinas are improving daily. In Mexico, the Telcel Banda Ancha (3G) system has been working well in larger cities and even some anchorages in the Sea of Cortez, as well as along the Pacific Coast in Baja and on the mainland.

"Consider taking up residency in a state that has favorable tax advantages. Florida, Nevada, Texas and South Dakota are popular. Those with vehicles will find South Dakota especially favorable as it has low fees and no smog or insurance requirements. Many mail forwarding services are available that also offer residency services for RVers and cruisers."

— *Dennis & Susan Ross*
Two Can Play, *Endeavour 43*
Portland, OR

"Check your route carefully for things that you definitely don't want to hit — such as atolls, islands and reefs. Electronic charts omit important geography at some scales. Small scale paper planning charts are very useful. On our last passage, the very solid island of Santa Ambrosio (which was on our route) was missing

from our electronic charts, but appeared on our paper charts.

"A spare dinghy of some sort is advisable. We use an inflatable kayak.

"Learn to fix stuff and enjoy it. It's a big part of the life!

"Keep a careful watch! There are no gadgets (i.e. radar and AIS) that can safely substitute for the low-tech good practice of



Once you finally cast off the docklines, you'll be amazed at the places your boat can take you — such as an idyllic Tahitian lagoon.

they cruise or how much or how little money they spend.

"Take a break from the boat occasionally. Go camping or stay in a hotel for a few days. Spend some time traveling inland within the countries you visit.

or Canada, may — or most likely may not — be available. Examples are parts for Yanmar, Volvo, Perkins, Westerbeke, Balmar, and high-end systems which often have to be imported at great expense. Find cross-indexes for filters, belts, and any unusual maintenance items. Be prepared to do some creative substitutions.

TIPS FOR FIRST-TIME CRUISERS

standing up often and looking around.

"There's no need to over-provision, staples are available everywhere. Marinated artichoke hearts are not a staple."

— Peter & Ginger Niemann
 Marcy, custom 47-ft sloop
 Seattle, WA

(They completed a 3-year circumnavigation via the Capes last summer.)

"Fear: You are more likely to be dealing with a lack of wind and no working engine than big winds and big seas. If you sail with the seasons, your chances of experiencing fair winds are greater than gale force weather. Nevertheless, 'shit happens.'

'The KISS Principle: The latest greatest technology is always great. But it also requires maintenance, a reserve of spare parts that hopefully can be located when needed, or time and money for importation. And if you aren't handy, you'll have to hire someone to help. I got GPS, but think a sextant is sexier. I got a colored chartplotter, but still use paper charts.



FLUKE

Having a top-notch multimeter and knowing how to use it can save you endless frustration and expense.

I got AIS, but still scan the horizon with binoculars. I have a genset, but prefer the silence of the solar panels and the quiet hum of the wind generator. There's nothing like a Sun Shower for a warm water rinse after a swim, and they seldom need repairs. So enjoy the new technology, but

don't become a slave to it.

"Don't confuse 'laid back' with 'lazy'. When you aren't fixing things in exotic places you have plenty of time to develop new passions. Pack a flute or harmonica, watercolors, read a great book or write one. Perhaps knitting will be your thing. It worked for Rosie Greer.

"Know the words to all your favorite Jimmy Buffet songs, sing them frequently and live by them. You'll do fine."

— Sarah Powell
 El Tiburon, Tayana 47
 San Francisco

"Having a good attitude will get you through almost anything."

— Myron Eisenzimmer
 Mykonos, Swan 44 MK II

The sage advice shared here was gleaned during thousands of miles of cruising all over the world. With a little luck, it should take you a long way with safety and confidence. Oh, and just one more thing: Don't forget the duct tape!

— **latitude/andy**

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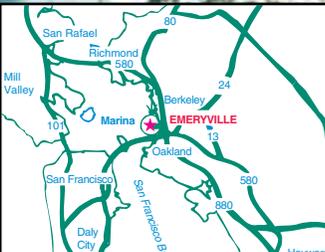
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MAX EBB

It was a question I've been asked — and have answered — a thousand times: "Max, what should I do to keep from getting seasick?"

I was tempted to answer "Stay on dry land" but she was part of my crew for the ocean race the next day. I let the other old hands at the yacht club bar answer first.

"Dramamine works for me," said one old tar whom I never would have expected to still need medication.

"I swear by the Scopalamine patch," said another experienced sailor. "Shuts off the sensitivity of the inner ear canals, or something like that. Great stuff if you can find a source."

"No drugs for me, no way," said a younger club member who usually does foredeck. "I need my balance. And I'd rather share the windward rail with someone who's barfing once in a while than with someone on medication. It kills the sense of humor. For my money, a seasick shipmate is a better than a doped-up shipmate."

"That may be true, but me, I couldn't function at all without Dramamine," insisted the first sailor. "I don't think it affects my sense of humor at all."

"You should try acupressure bands," said the foredeck guy. "I heard about a study that proves they really work."

"Funny, I read a study that proves they don't work," the 'Scope' user responded.

The debate followed the usual and predictable course — all anecdotes with no actual data — until Lee Helm, a naval architecture grad student who was also on my race crew for the weekend, made an appearance at the bar, sea bag in hand.

"Lee, you're a little early!" I greeted her. "Dock time is 7 a.m. tomorrow."

"Max, I thought I'd sleep on the boat tonight, just to, like, get acclimated. If I'm going to work the chart table in the ocean tomorrow, I need a little pre-adaptation. You know, get used to the motion."

"You can do that tied to the dock?" asked the Dramamine user.

"Totally. The roll, pitch and heave frequencies are the same, even though the amplitudes are tiny. Adaptation happens in the software," she said as she pointed to her forehead, then her ear, "not in the hardware."

"I guess it also forces you to get to bed early," I observed. "There won't be much action around here past about 10 o'clock."

"More importantly," said Lee, "I can

sleep late tomorrow morning. You don't have to wake me up till 45 minutes before the start."

"Why 45 minutes?" challenged the foredeck crew with more than a hint of sarcasm. "You might as well snooze till the boat's outside the Gate."

"Gotta get the weather and buoy reports before the start," Lee answered.

"Max, should I be sleeping on the boat, too?" asked my new crew, the one whose question had started the whole discussion.

"Absolutely," answered Lee. "Is this your first ocean race? First time out on the ocean?"

The new crew nodded.

"Take your drug of choice now, especially if one of its side effects is drowsiness. It'll help you go down early on the boat and, by the time we're in the ocean, you'll have had a really good night's sleep and some residual motion-tolerating effect from the drug, too."

"And use an acupressure band," added the foredeck guy.

This touched off another debate about the usefulness of acupressure, during which Lee was uncharacteristically silent. Instead she was working some websites on her smartphone.

"Here it is," she finally announced.

"Time to Moderate Nausea in Seconds.'" Her phone was displaying a chart showing the results of a scientific study.

"It really does work, although the placebo effect is much larger."

"See, the acupressure works!" said Mr. Foredeck.

"But it's almost all placebo!" insisted the Scope skeptic.

"Statistically significant!" responded the advocate, and the argument went right back to unconvincing personal anecdotes.

Meanwhile Lee and my new crew were working out their accommodations and other details for the night.

"There might be some Dramamine in the first aid kit in the yacht club office," I recalled. "I'll see if it's still there."

There was no need for me to dig out my office key — the office light was on and the door was slightly open. But before we entered the room, we were all brought up short by the sounds of hideous retching, helpless coughing, and splash and splatter. The smell of vomit wafted into the hall when I pushed the door open the rest of the way.

There, sitting at the desk in front of the big flat-screen monitor with a bucket



— THE ACUPRESSURE IS ON

cradled in his arms, was another ocean racing sailor. We didn't need to ask if he had just thrown up in the bucket, although it was a complete mystery why. Strangest of all, he had a big diabolical smile on his face.

"It's alive!" he declared joyfully, with some partially digested dinner in his beard. "It works!"

"You mean you actually wanted to throw up?" I asked incredulously.

"Darn right! And it happened exactly as I'd predicted. You see, this is my pre-adaptation simulator. I have the computer programmed to move the chair and adjust the picture on the screen to produce the same vestibulo-ocular conflict we find out at sea. I call it the VVH, or the Visual-Vestibular Habituation machine. And now I know it works!"

I noticed that the office swivel chair had three autopilot tiller actuators at-

tached to it, but instead of the usual autopilot control units, the wires led to some mysterious electronic equipment.

Lee knew this person. He was another grad student in Lee's department, and good at programming analog control systems, according to Lee.

"So let me get this straight," I said. "You have invented a machine to make you seasick. And by doing this in advance of the race, you think you'll be immune to it once you're out on the ocean?"

He nodded happily as he wiped his face.

"That's the thing about motion sickness," said Lee. "Everyone adapts to it after a day or three. It takes that long for the neural connections between inner ear, eyes and stomach to, like, re-calibrate. The latest studies are showing that if the 'subjective vertical' and 'subjective horizontal' directions are different from the inertial inputs, it's time to lose your cookies."

"That's the part I don't understand," said my new crew as she looked inside the first aid kit for the drugs. "If seasickness is just a mismatch between what you see and what you feel, why does the stomach have to be in the loop? I can understand why it might impair balance and coordination, but what's the survival value in emptying the stomach?"

"Protection against neurotoxins," suggested Lee. "If you eat something poisonous, and it causes vertigo or some other form of disorientation, you want it out of there. So the stomach gets rid of it."

Meanwhile, the foredeck crew had arrived with a mop and some paper towels to clean up what had missed the bucket, while another sailor volunteered to take the bucket down to the dock to hose it out.

When everything was ship-shape again, the programmer invited me to try it out his seasickness machine. There were too many witnesses to bow out.

Lee gave him the basic specifications for my boat, the description of the sea state we would be sailing in tomorrow, and the anticipated wind speed.

"It approximates the polar speed curves and the wave response functions of the boat," he explained. "Kind of a hokey algorithm, but I don't think it has to be very exact for this to work."

I sat down and put on goggles that blocked out my peripheral vision.

"I know," he said apologetically. "It

would be much better with actual virtual reality goggles. But the big screen and the tunnel vision baffles were all I had available on my budget. I had to borrow the autopilot actuators."

The screen displayed a simple representation of the deck of a boat on the ocean, as seen from the helm. The autopilot actuators whirred and the chair started to move. But I didn't feel a thing.

"Now let's go below," he said as he switched the view to the chart table. "It shows a typical nav station, just to invoke some negative associations," he explained.

Still nothing. The simulated chart table had an instrument that looked like another computer screen, with a spreadsheet displayed. The programmer asked me to do some basic mathematical tasks, typing in the sums of several numbers that appeared on this screen-within-a-screen. Still nothing.

"Bigger waves!" called Lee.

"Okay, 10-ft swell with 6-ft wind waves, short period. We might bottom out the actuators. Here we go."

Now the chair was moving around a lot more violently, and I concentrated on the numbers on the chart table, which were also moving. Then I felt it. Not in the stomach yet, but I was definitely getting a little dizzy, same as at my real chart table on the first day out.

"Uncle!" I shouted, not wishing to compete for volume, distance, accuracy, consistency, color or sound effects in a barfing contest.

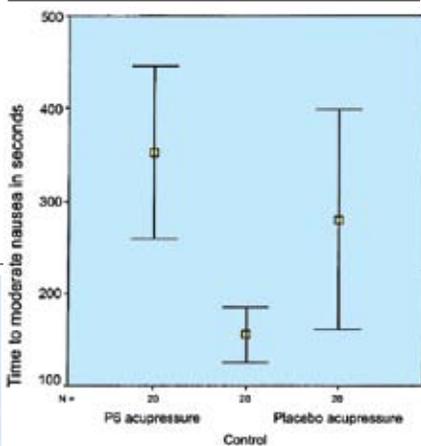
Lee had a go on the machine also, and she proved to be far more resistant.

"That's why they always make me navigator," she noted.

"But for pre-adaptation to really work," asked the foredeck crew, "you would need to do this for days, no?"

"Oh, yes, of course," said the inventor. "There's a lot of published literature about habituation for space flight, using chairs inside rotating drums and such to produce similar effects. Except space sickness is very different. For that you need to turn off the ocular-vestibular connection entirely, and that takes at least a few days, and even then it's only partially effective. Seasickness is actually an easier problem, because the connection only has to be modified a little to account for the discrepancies in the subjective vertical and horizontal."

"Isn't there as much research for seasickness as for space sickness?" I asked.



A Canadian study showed that acupressure works better than a placebo, if only slightly.

For first-timers, a Farallones trip can be a puke-fest.

MAX EBB

"I'd think there'd be more."

"I'm sure there is, but all the recent work is by the military, and it's classified. Reading between the lines of what does make it into published journals, I'm convinced that they are already using pre-habitation for crews on critical missions in advance of deployment. Of course they have much better simulators, with full six-degree-of-freedom motion platforms, and fancy high-res VR goggles — cost is no object. I'm also convinced it works really, really well."

"Once someone is pre-conditioned, how long do you think it lasts?" I asked.

"The half-life of a pre-adapted sailor is probably somewhere between one and three weeks."

"That checks with my sailing experience," said the older sailor in the group. "If people go out for a daysail on the ocean within a few days after finishing a long race, they don't get sick again. A month later, they might or might not get sick. Next season, it's starting from scratch all over again."

"This is all really cool," said Lee. "But,

like, I mean, the real trick would be to solve the other half of the simulation problem."

"What's the other half?" asked her colleague. "I think this nails it. We have a drug-free, nearly 100%-effective, no-adverse-side-effects protocol to prevent seasickness."

"The downside is that you have to spend three days throwing up in your office," said Lee. "It's not as bad as being sick on the ocean when you have to perform, but still a downside."

We all looked at Lee, still wondering what the "other half of the problem" would be.

"It's easy to make the visual and the inertial signals cross so you make people sick. But if you start in an environment with visual and inertial signals already crossed, can you correct the visual signals so they match the motion? All you have to do is build goggles with correcting prisms that move the visuals around in just the right way, and . . ."

"No more motion sickness!" the inventor exclaimed. "It would be possible . . .

yes, possible . . . but very hard."

I gave up all hope of following the technical details from there. Lee and her friend stayed in the office doing higher math and physics while the rest of us moved back to the bar.

"I have to run home and get my gear," my new crew explained after I gave her the combination to the companionway hatch. "Anything else I should bring?"

"Good foulies and lots of different clothing layers," I suggested. "You're much more likely to get sick if you're too cold or too hot. Meanwhile I'll move the boat up to the yacht club guest dock where the motion will be a little more noticeable. I think that's what you and Lee are after, for your version of pre-conditioning to work."

"And don't forget to have canned peaches for breakfast," added an older sailor from the other end of the bar.

"Why's that?" my crew asked.

"They taste just as good coming up as they do going down."

— max ebb

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THE RACING

It's game-on for the '11 racing season, and whether it was at home or away, Bay Area sailors got into the act in big numbers and we're here to tell you about it. First up we talk to **Kristen Lane**, who annihilated a big fleet of Melges 24s at Charleston Race Week. Next are reports on BAMA's **Doublehanded Farallones** followed by the St. Francis YC's **J/Fest** and the Singlehanded Sailing Society's **Corinthian Race**. After those, we check in with the Berkeley YC's **Wheeler Regatta, Ski/Sail** and some news about the **Rolex Big Boat Series**.

Kristen Lane Conquers Charleston

Tiburon's husband-and-wife team of Peter and Kristen Lane have been constant presences in the Melges 24 fleet over the past few years, somehow managing to sail class events in between hosting a weeknight match racing program out of their waterfront home and sailing in a variety of other classes. At Charleston Race Week on April 14-17, Kristen channeled all of that effort into an impressive win in the 45-boat Melges fleet, which featured some of the class's most decorated sailors.



JOY DUNIGAN

Kristen Lane

Sailing with Sausalito's Jonny Goldsberry, Seattle's Matt Pistay, Coronado's Willem Van Waay and tactician Charlie McKee, also from Coronado, Lane scored a pair of 2s, a 3rd and a pair of 4s to take the title while halving the point total of the runner-up, Alan Field's *WTF*.

"I think one of the biggest things is that my tactician knows my strengths and weaknesses and how to communicate with me when he wants me to do something different," Lane said. "That helps a lot in starting; we've refined our communication to the point where we don't talk that much but we still communicate quite a bit."

And while teamwork and communica-

Kristen Lane and her team of Matt Pistay, Willem Van Waay, Jonny Goldsberry and Charlie McKee romp downwind at Charleston Race Week.



JOY DUNIGAN

tion are important, according to Lane, ergonomics are not, as we would have imagined, just for office chairs.

"Another big part of it is having a boat that's set up and maintained in a way that works for us," Lane said. "We moved the backstay and traveler lines for the length of my arms and legs and how I stand against the foot chocks. In years past, my tactician has done a lot of that for me. Working the traveler with the new boat setup — it's not that it's a piece of cake, and it's not that I'm not working back there — but having a boat that works for me has made a big difference."

Lane and her team aboard *Brick House 812* went into the final day leading the regatta, and after what to many teams would have been a nerve-inducing delay while the race committee waited for breeze, started right where they'd left off. But did she feel any pressure?

"If you had asked me that question 2.5 or 3 years ago I would have said I would have felt more pressure as the regatta wore on," Lane said. "I've learned that at its core, so much of sailboat racing is a mental game and it's so much more fun to sail relaxed and loose, and that lends itself to taking each day and race at a time. I think match racing has really trained me to think that way, because you may have a really bad race, but it's only 25 minutes long, and you might have 12 races a day. That whole process shifted my focus a bit. On the last day we all felt really composed and relaxed and it felt like just another day of sailing."

Lane said that complexity of sailing on the Bay pales in comparison to what they experienced in Charleston.

"Essentially Charleston Harbor has four or five different rivers that come into it at a variety of different angles, unlike the Bay, where there's one big entrance and exit," she said. "The wind can come from 360 different degrees. We take for granted the effect of flood and ebb, and in Charleston you have to understand how the water is moving."

Peter Lane didn't do so badly himself, overcoming an 18th in the opening race and a Z-flag



SLACKWATERSF

LATTITUDE/ROB

penalty which dropped him to 18th in the final race, to finish ninth overall. Two other Bay teams: Robert Harf's *Bones* and Erwan LeGall's *Abordage* also made the trek.

Now, both Lanes' focus will turn to training for the class's World Championship at the end of this month. They'll be working with coach and former Melges 24 World Champion Dave Ullman, who has been with the team for the last two years. The Lanes used the Ullman upwind sails, including the Dacron main and a Quantum sails spinnaker.

"I'm very happy with the Dacron main," Kristen Lane said. "It's a very user-friendly sail and much better sailors than me use it. It doesn't require such precise and accurate trimming to go through the wind range and still perform well."

Doublehanded Farallones

The Bay Area Multihull Association's Doublehanded Farallones Race got brochure conditions on April 9. After a light air start made all the more tricky by a ripping



Insets from left — the Express 27 class was the only one that saw every boat finish; Warren Pelz' 'Rocinante' hits a wave while taking the kite down after the finish; Howard Turner and Jay Crum dry out after winning their division with Turner's J/109 'Symmetry.'

LATITUDE/ROB

SLACKWATERSF

Spread — Bill Erkelens and Larry Gamble light up 'Nevermoore' in BAMA's Doublehanded Farallones.

ebb, the 74 starters were met by a northwesterly that just kept building throughout the day.

Many boats were reporting breeze into the high 20s on the way out, and by the time those that completed the trip — only 43 boats finished — were on a sprightly broad reach back home, they were seeing windspeeds into the low-30s.

Consequently, there weren't many kites up on the joyride from the Rockpile to the Gate. Actually we heard of only three!

Not surprisingly, one of them belonged to the overall winner — Bill Erkelens and Larry Gamble aboard the former's Moore 24 *Nevermoore*.

"One of the Moores set at the island and went low," Erkelens said. "The rest of us sailed under jibs only, and we didn't set until two miles before the Lightship. We came in just north of the channel and it just started hinting at backing, so we set.

Our trajectory was just low of the channel and Mile Rock, but we thought it would arc back and it did."

Erkelens and the Monterey-based Gamble — whose regular ride is Jeff Pulford's Sydney 38 *Bustin' Loose*, on which he serves as helmsman — finished with a corrected time of 7h, 57s, nearly ten minutes ahead of their nearest competitor, John Kernot's Moore 24 *Banditos*. But to hear Erkelens tell it, they never felt as if they had much to give up, especially after a pair of box carriers got into a race of their own in the channel.

"We had a mix up with a couple of container ships," Erkelens said. "We were cruising along at 16 knots. As we faded across the channel, the first ship slowed down and picked up its pilot. We thought they would take off again after that, but they didn't.

I've never seen anything like it in the channel, but they let the second ship pass them, and then took off again. All that time they were doing 10-11 knots and we didn't want to go below them, because we saw a bigger boat ahead of us that couldn't get out of their lee."

With the rest of the fleet behind them free from having to navigate around the proverbial elephants in the room, Erkelens said that he and Gamble were concerned they'd lose all their hard-won gains.

"After spinnakering in the big stuff, going back to the jib felt like we were really lugging it, and we thought, 'aww, man everyone is going to catch up to us,'" Erkelens said. "As it turned out it was fine."

The rest of the Moore finishers closed out the podium, with *Banditos* and Andy Hamilton's *Bar-ba-loot* in second and third respectively. Roe Patterson and Peter Schoen took fourth overall, some 39 seconds behind Hamilton. Urs Rothacher's F-9RX *Tatiana* rounded out the top five in the process of taking the elapsed time and multihull honors. The Express 27 was the only fleet in which all starters finished.

BAMA DOUBLEHANDED FARALLONES (4/9)

OVERALL — 1) **Nevermoore**, Moore 24, Bill Erkelens/Larry Gamble; 2) **Banditos**, Moore 24, John Kernot/Scott Sorensen; 3) **Bar-ba-loot**, Moore 24, Andy Hamilton/Sarah Deeds; 4) **Mooretician**, Moore 24, Roe Patterson/Peter Schoen; 5) **Tatiana**, F-9RX, Urs Rothacher/Pieter Versavel; 6) **Legs**, Moore 24, Lester Robinson/Richard Jenkins; 7) **Summertime Dream**, Schumacher 1/4-Ton, Scott Owens/Erik Menzel; 8) **El Raton**, Express 27, Ray Lotto/Steve Carroll; 9) **Shaman**, Cal 40, Steve Waterloo/Paul Sinz; 10) **Paddy Wagon**, Moore 24, Sean McBurney/ n/a. (74 boats)

MULTIHULL — 1) **Tatiana**; 2) **Humdinger**, Greene 35, Lawrence Olson/Kurt Helmgren; 3) **Wahoo**, Dolphin 460, Gary Thompson/ n/a. (7 boats)

ULDB < 60 — 1) **Trunk Monkey**, Farr 30, Skip

Urs Rothacher and Pieter Versavel put up the fastest elapsed time around the Farallones aboard 'Tatiana,' Rothacher's F-9RX, finishing in 6h, 21m, 40s after a brochure-conditions run.



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THE RACING

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Clockwise from spread — if you're going to wad it up like this, make sure to obscure your sail numbers like these guys at J/Fest; 'Dayenu' blasts downwind; that's a wrap!; 'Little Wing' received a hole so big, it required a surplus Rolex sticker to cover it for the trip home; does it ever seem like the crew of 'Desdemona' is ever not having a good time?; J/105s in tight formation; and once again; 'Twist' breaks loose from the skidpad; sig alert! the SSS's Corinthian Race saw a massive pile-up at Southampton; 'Akula' is a father/son affair the whole way, it's kinda' like singlehanded, but better!

& Jody McCormack; 2) **Serena**, Thompson 1150, Dave Kuettel/Dave Van Houten; 3) **Dark and Stormy**, 1D35, Jonathon Hunt/ n/a. (7 boats)

ULDB ≥ 60 — 1) **Skiffsailingfoundation.org**, 11 Meter, Rufus Sjoberg/ Mark Breen; 2) **Gonzo**, J/105, Kenneth Ganch/David Pikowitz; 3) **Sleeping Dragon**, Hobie 33T, Dean Daniels/Paul Martson. (11 boats)

PHRF < 80 — 1) **Symmetry**, J/109, Howard Turner/Jay Crum; 2) **Escapade**, Express 37, Nicholas & Derek Schmidt; 3) **Ohana**, Beneteau 45f5, Steve Hocking/ n/a. (8 boats)

PHRF 80-123 — 1) **Shaman**, Cal 40, Steve Waterloo/Paul Sinz; 2) **Green Buffalo**, Cal 40, Jim Quanci/Jeffry Gould; 3) **Ay Caliente!**, Beneteau 36.7, Aaron Kennedy/Jack Pfeuger. (9 boats)

PHRF 124-148 — 1) **Nancy**, Wyliecat 30, Pat Broderick/Gordie Nash; 2) **Whirlwind**, Wyliecat 30, Dan & Carol Benjamin; 3) **French Kiss**, Beneteau 350, Don Bauer/ n/a. (6 boats)

PHRF ≥ 149 — 1) **Summertime Dream**; 2) **Bosporous II**, Columbia 36, Rick Wallace/Todd Regenold; 3) **Meritime**, C&C 30 Mk. I, Gary Proctor/Wayne Vanloon. (9 boats)

MOORE 24 — 1) **Nevermoore**; 2) **Banditos**, 3) **Bar-ba-loot**. (10 boats)

EXPRESS 27 — 1) **El Raton**; 2) **Dianne**, Steve Katzman/Sherry Smith; 3) **Great White**, Rachel Fogel/JP Sirey. (7 boats)

Complete results at: www.sfbama.org

J/Fest

The St. Francis YC's J/Fest brought



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LATITUDE/ROB



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out good numbers of J/24s, J/105s and J/120s for two days of high-octane buoy racing on April 9-10. With breeze into the high 20s on Saturday, and not much less on Sunday, there was plenty of carnage on the race course and more than a few letter scores in the results. The J/120s were as competitive as ever, and Steve Madeira's *Mr. Magoo* rose above the rest to win the six-boat division. In the J/105s, strong starts by some of the class's usual suspects ultimately played out like Tiger Woods' weekend at The Masters, and Jeff

Litfin and John Case's *Mojo* sneaked into first on the strength of a 2-1 final day. In the J/24s, Michael Whitfield's *TMC Racing* ended up finishing with a pair of bullets to take the class by a three-point margin.

J/FEST ST. FRANCIS YC (4/9-10)

J/105 — 1) *Mojo*, Jeff Litfin/John Case, 16 points; 2) *Blackhawk*, Scooter Simmons, 21; 3) *Jam Session*, Adam Spiegel, 21. (22 boats)

J/120 — 1) *Mr. Magoo*, Steve Madeira, 11 points; 2) *Desdemona*, John Wimer, 15; 3) *Day-enu*, Don Payan, 15. (6 boats)

J/24 — 1) *TMC Racing*, Michael Whitfield, 6 points; 2) *On Belay*, Don Taylor, 9; 3) *Downtown*

Uproar, Darren Cumming, 11. (7 boats)
Complete results at: www.stfyc.org

SSS Corinthian Race

The forecast 35 knots of breeze and rain never showed for the 101 boats in 17 divisions that hit the Bay on April 2 for the Corinthian Race — the second event of the Singlehanded Sailing Society's '11 schedule. In their place was hazy sunshine and breeze that ranged from zero to less than 10 knots for the 18-mile, Little Harding-Blossom-Blackaller-Southampton-Little Harding course with a start/finish off the Corinthian YC race deck.

THE RACING

Actually, make that two starts/finishes . . . As the fleet reached Southampton, the breeze — light, but relatively consistent — completely shut off, and all the hard-won gains made by the frontrunners evaporated in a gigantic charlie-foxtrot that saw almost the entire fleet rounding



at the same time! From there things didn't get any more straightforward, with a split between those who sailed up Raccoon Strait to Little Harding and those who left Angel Island to starboard.

One of those who took the long way around was the overall singlehanded winner: Tiburon YC's Stanly Martin and his Moore 24 *Sunshine*. Martin beat out 22 other finishers — 31 started in eight divisions — by a nearly nine-minute margin to take the win.

Stanly Martin

"It worked out okay," Martin said. "There were a couple other boats I'd been racing the whole day and paying attention to that went the other way, and I was a little concerned."

The Pacifica-based Martin said that he used to do a lot of the Roadmaster schedule, but having two young kids has reduced his sailing time on the boat that's been in his family for 18 years.

"They've been occupying a lot of my

Paul Sutcheck, left, and Richard vonEhrenkrook haven't met a race they can't win in the 'Can.'



time," he said, smiling.

The overall honors in the 70-boat, nine-division doublehanded fleet went to Richard vonEhrenkrook and Paul Sutcheck on the former's all-conquering Cal 20 *Can O' Whoopass*. This despite the fact that Sutcheck was sailing with a broken finger and swollen spleen suffered when they launched off a wave in the DH Lightship the month before.

"When he hit the boat it sounded like Gallagher hitting a watermelon with a hammer," vonEhrenkrook said of the previous incident. "All I saw was his finger at a 60 degree angle from where it should have been. He calmly put it back in line and kept going, but I could tell he was hurting."

"I still made all the jibes on the way back in," Sutcheck said. "They weren't fast, but I completed all of them."

And he didn't let it keep him from the Corinthian Race or the overall win.

SSS CORINTHIAN RACE (4/2)

SINGLEHANDED OVERALL — 1) **Sunshine**, Moore 24, Stanly Martin; 2) **Uno**, Wyliecat 30, Bren Meyer; 3) **Oreo**, Santana 22, Bobby Renz; 4) **Starbuck**, Black Soo, Stephen Buckingham; 5) **Rice Rocket**, Corsair Sprint 750, Gary Helms; 6) **Dazzler**, Wyliecat 30, Tom Patterson; 7) **Taz!!**, Express 27, George Lythcott; 8) **Ragtime!**, J/92, Bob Johnston; 9) **Firefly**, Dehler 34, Chris Case; 10) **Quila**, SC 27, John Dillow. (31 boats)

SH MULTIHULL — 1) **Rice Rocket**. (1 boat)
SH SPORTBOAT — 1) **Sunshine**; 2) **Starbuck**; 3) **Taz!!**. (5 boats)

SH PHRF ≤ 108 — 1) **Ragtime!**; 2) **Larrikin**, J/105 OD; 3) **Gavilan**, Wylie 39, Brian Lewis. (3 boats)

SH PHRF 111-150 — 1) **Firefly**; 2) **Shaman**, Cal 40, Steve Waterloo; 3) **Moonshadow**, Wylie 31, David Morris. (4 boats)

SH PHRF 177+ — 1) **Oreo**; 2) **Tinker**, Wilderness 21, Matthew Beall; 3) **Horizon**, Islander 28, Bill White. (5 boats)

SH PHRF NON-SPINNAKER — 1) **Meritime**, C&C 30 Mk. I, Gary Proctor; 2) **Stormrider**, Aphrodite 101, Don McCrea; 3) **Tortuga**, Westsail 32, Randy Leasure. (8 boats)

SH WYLIECAT 30 — 1) **Uno**; 2) **Dazzler**; 3) **Bandicoot**, Al Germain. (5 boats)

DOUBLEHANDED OVERALL — 1) **Can O' Whoopass**, Cal 20, Richard vonEhrenkrook; 2) **Banditos**, Moore 24, John Kernot; 3) **El Raton**, Express 27, Ray Lotto; 4) **Verve**, Express 27, Ron Snetsinger; 5) **Max**, Ultimate 24, Bryan Wade; 6) **JetStream**, JS9000, Dan Al-



varez; 7) **Arcadia**, Modernized Santana 27, Gordie Nash; 8) **Wetsu**, Express 27, Phil Krasner; 9) **Dianne**, Express 27, Steve Katzman; 10) **Vitesse Too**, Hobie 33, Grant Hayes. (78 boats)

DH MULTIHULL — 1) **Origami**, Corsair 24, Ross Stein; 2) **Roshambo**, Corsair 31, Darren Doud; 3) **Humdinger**, Greene 35 tri. (3 boats)

DH SPORTBOAT — 1) **Banditos**; 2) **Max**; 3) **JetStream**. (7 boats)

DH ≤ 108 — 1) **Symmetry**, J/109, Howard Turner; 2) **Carmelita**, Catalina 42, Christian Lewis; 3) **Relentless**, J/92, Tracy Rogers. (18 boats)

DH 111-150 — 1) **Arcadia**; 2) **Painkiller**, J/80, Eric Patterson; 3) **Paradigm**, J/32, Luther Izmirian. (11 boats)

DH 153+ — 1) **Can O' Whoopass**; 2) **Downtown Uproar**, J/24 Darren Cumming; 3) **Eyrie**, Hawkfarm, Synthia Petroka. (10 boats)

DH NON-SPINNAKER — 1) **Arabella**, Alerion Express 28, Harry Allen; 2) **Basic Instinct**, Elliot 1050, Jan Borjeson; 3) **Kokomo**, Newport 41-2, Tyler Rasmussen. (13 boats)

DH EXPRESS 27 — 1) **El Raton**; 2) **Verve**; 3) **Wetsu**. (9 boats)

DH SF BAY 30 — 1) **Lazy Lightning**, Tartan 10, Tim McDonald; 2) **Solar Wind**, Martin 32, Max Crittenden; 3) **Ad Lib**, Aphrodite 101, Bruce Baker. (5 boats).

Complete results at: www.sfbaysss.org

ALL PHOTOS THIS PAGE ERIK SIMONSON/WWW.H2OSHOTS.COM EXCEPT WHERE NOTED

LATITUDE/ROB

LATITUDE/ROB



The Berkeley YC's Wheeler Regatta, clockwise from above — Henry King's Frers one-ton 'Jeanette' rumbles downwind while Bob Turnbull's 1D35 'Jazzy' chases; Bill Helvestine's SC 50 'Deception' took the honors in Sunday's pursuit race; Robert Schock's Newport 30 'Achates' looking sharp; Richard Courcier's Farr 36 'Wicked' lights up downwind in the summer-like conditions.



Berkeley YC Wheeler Regatta

The Berkeley YC's Wheeler Regatta drew 30 boats April 16-17 for three buoy races on Saturday followed by a pursuit race on Sunday. It proved to be a breeze-

on, summer-like weekend with chop and even fog.

Saturday's racing was split among three divisions, for the three different trophies on the table: the Wheeler Trophy, the Nimitz Perpetual, and the City of Berkeley Perpetual.

Seeing breeze in the 15- to 20-knot range, the three classes vying for the Wheeler Perpetual trophy were based near FOC. When the spray had settled, the Wheeler Trophy went to Michael Maloney's Express 37 *Bullet*, which won the 21-boat division that was further divided into three subdivisions. Class A was won by Richard Courcier's Farr 36 *Wicked* with second place going to John Clauser's Farr 40 1Ton *Bodacious* — referred to by some as *Bodacious 1.0*, a reference to Clauser's new ride, the 1D48 *Bodacious Plus*. *Jazzy*, Bob Turnbull's 1D35 picked up third.

The second class consisted of seven Express 37's, with *Bullet* winning the class and the division overall on a countback after tying

with Kame Richards and Bill Bridge's *Golden Moon*. Bob Harford's *Stewball* was only one point behind, and in the end Expresses took five of the top-six spots.

Class B, the third of the Wheeler groupings, went to George Ellison's custom Schumacher 30 *Shameless*, followed by Ed Durbin's Beneteau 36.7 *Mistral* in second. OYRA president Andy Newell sailed his new-to-him Santana 35 *Ahi* to third.

Down on the Circle, both the Multihull and the City of Berkeley trophy groups also enjoyed the premature summer conditions. The Multihull group was new to the scene, and vying for the brand new Nimitz Perpetual Trophy. William Cook's Corsair F-24 *Wings* dominated this group with three bullets in three races. Bill Robert's Corsair 31 *Emma* pipped Mark Eastman's Corsair F-31 *Ma's Rover* for second place.

There were two subdivisions in the City of Berkeley Group. Mark Simpson's *Shadowfax* dominated the Olson 25s with Dan Coleman's *Baleineau* beating out Bob Gunion's *American Standard* for second place.

Val Clayton's Cal 34 *Gypsy Lady* and Bill Chapman's Catalina 27 *Latin Lass* pushed Robert Schock's Newport 30 *Achates* to a hard-won class win in Class C. But none could match *Shadowfax*, which made off with the City of Berkeley Trophy.

On Sunday, Bill Helvestine's SC 50 *Deception* was tops in the Spinnaker division while Paul Kamen's Merit 25 *Twilight Zone* took the seven-boat Non-spinnaker division and *Wings* once again topped the Multis. The regatta wrapped up on Sunday with 33 boats pursuing each other on a 10-mile course from FOC to Harding.

The St. Francis YC played host to its annual collegiate intersectional last month. The college and High School PCCs followed shortly thereafter. You can find results online using your favorite search engine.



THE RACING

Blossom, a temporary leeward mark and back to FOC.

"Summer-like conditions prevailed again and some intriguing methods of flying spinnakers were displayed," said the club's Bobbi Tosse. "Adding to the mix was a small boat regatta being staged on the northern end of the Circle with plenty of temporary buoys. As our pursuers coming from Blossom tried to locate our buoy, they were presented with a plethora of orange and red buoys to choose from. In the multihull division all those extra buoys actually cost *Emma* her first place. Sometimes being first can be a disadvantage; there is no one to go to school on!

"The monohulls provided the usual excitement for the Race Committee," Tosse said. "They proved again that the PHRF system does work. Only seconds separated each of the top boats. Almost half the fleet finished in less than 12

Wabbits, Multis and Thistles Oh My! — you'll find the results for the Richmond YC's Big Dinghy in The Box Scores below.

minutes. *Deception* overtook *Bodacious* at the rounding of the leeward mark and the fat lady had sung and there were no more passing lanes.

Ski/Sail Regatta

Several records were set at this year's Ski/Sail National Championships in Lake Tahoe, on April 16-17. First, there was a record high number of Vanguard 15s racing – eleven boats made the trek from the Bay. Second, a record low number of Lasers attended – only five sailors were able to dig their trailers out of the snow to get to the regatta.

The annual event, run by Tahoe's Ralph Silverman and Stacy Connor, combines a day of sailboat racing on Lake Tahoe, followed by a day of ski racing at Squaw Valley with a party in between. This year's sailing set a third record – but we won't discuss the record number of beers consumed by the race committee while waiting for the breeze to fill. Luckily, it finally did at around 4 p.m., allowing for five races in perfect conditions.

The sailing wrapped up close to sunset, and the sailors adjourned to Tahoe YC for the second portion of the event: the party. One of the party's key missions is to level the playing field for the skiing the following day, so that no one is able



ALL SKI/SAIL PHOTOS GARY MOORE/WWW.KIMCAMERA.COM



to ski too fast. Mission accomplished: the skiing went smoothly, if not fast, and the Vanguard 15 fleet's ski race scores were dominated by the "ringers," beginner

sailors with inversely proportional ski racing skills. The Laser sailors naturally don't have the option to bring in a ringer, since every skier has to also get a boat around the course.

The ringers didn't bring home the Helly Hansen prizes this year —



THE BOX SCORES

This month's Box Scores are comprised of some of the weekend racing that didn't make it into the regular stories. Next month the focus will shift to Beer Can Racing. Our style guide for results is right here in front of you. If you take the time to type them out in the format you see here, they are guaranteed to get into the magazine, as it just makes life that much easier for us when our results gnome goes on strike. When you've gotten all the info together, just send it on to the Racing Editor at rob@latitude38.com. Thanks!

ST. FRANCIS YC ELVSTROM ZELLERBACH REGATTA (4/16-17, 6r, 1t)

FINN — 1) **Kathmandu**, Forrest Gay, 6 points; 2) **AllUCanEat**, Steve Landeau, 11; 3) **n/a**, Vladimir Butenko, 17. (4 boats)

FORMULA BOARD — 1) **Donkey Brains**, Seth Besse, 5 points; 2) **n/a**, Steve Bodner, 11; 3) **n/a**, Chris Radkowski, 15. (6 boards)

LASER 4.7 — 1) **n/a**, Lola Bushnell, 7 points; 2) **Simply Red**, Alexander Fritz, 11; 3) **Opti-gone**, Kyle Larsen, 12. (9 boats)

LASER RADIAL — 1) **n/a**, Peter Siedenberg, 7 points; 2) **Kirby Boat**, David LaPier, 17; 3) **Friendly Dragon**, Drake Jensen, 18. (22 boats)

LASER — 1) **n/a**, Al Clark, 12 points; 2) **Trustead Stead**, Kevin Taugher, 15; 3) **n/a**, Scott Ferguson, 19. (26 boats)

Complete results at: www.stfyc.org

RICHMOND YC BIG DINGHY (4/16-17, 6r, 1t) SATURDAY BUOY RACING

BYTE — 1) Michele Logan, 8 points; 2) Laurie Davis, 14; 3) Elmar Grom, 17. (4 boats)

EL TORO SR. — 1) Gordie Nash, 11 points; 2) John Pacholski, 19; 3) Fred Paxton, 21. (11 boats)

EL TORO JR. — 1) David Halman, 9 points; 2) Emma Drejes, 10; 3) Robbie Englehart, 20. (10 boats)



Clockwise from top — you can do worse for scenery while waiting for the breeze to fill; organizer Ralph Silverman presents Sally Madsen (in 'The Suit') and husband Adam Rothschild with the Vanguard 15 trophy; the other 'course area'; Laser winner Rick Raduziner.

out organizer Connor's 13-year-old son Ryan in the skiing portion of the event to claim first place in the Laser fleet. Check www.skisail.com next winter for details.

— Avery Patton

Boom Times Ahead for Rolex Big Boat Series

This year's Rolex Big Boat Series might just prove to be one of the most high-end in recent memory, if a raft of new initiatives put forward by the St. Francis YC bear fruit. The club announced that it has created a new series that includes the RBBS, geared toward an emerging domestic fleet of TP 52s and IRC 40-footers eager to race on the Bay now that AC 34 is coming to town.

The RBBS will now serve as the second stop on a four-event West Coast

Series. It will start with the club's Aldo Alessio Regatta, which has been moved from its typical early-August date to August 26-28. From there the series picks up with the RBBS, September 8-11, and is followed by a new event, dubbed the West Coast Shootout, also hosted by the club September 24-25. The coda will be the Richmond YC's Great Pumpkin Regatta October 29-30.

The Series is scheduled to entice East Coast teams which would likely already be winterizing their boats at that time of year, into extending their season out here and taking advantage of what is just about the most perfect inshore venue for the boats. Rolex Big Boat Series Chairman Norman Davant said that 12 TP 52 teams have expressed strong interest already, and that the response from the 40-footers has been equally strong.

The 40s will include many of the same boats, and types of boats, that sailed in the popular sportboat division at last year's Rolex Big Boat Series. Comprised mainly of boats that don't fit the ponderous, under-50-ft IRC typeform — and are therefore hard to sail to their ratings against purpose-built IRC boats — the 40s will likely include boats ranging from the Farr 36s and SC 37s to Farr 40s and J/125s.

Davant also said that the club is encouraging the participation of the ULDB 70s at the RBBS — at one time the event's headliners, but largely absent in the last decade, despite the class's West coast resurgence. While there are multiple reasons for the absence, some, such as past owners' insistence on only sailing three days of the event, and the event's adoption of IRC have played a significant

instead, the winners of the sailing portion, Sally Madsen and Adam Rothschild, who won the Vanguard 15 class on Saturday, took home the swag. Madsen also was this year's winner of "The Suit" perpetual, er . . . trophy — a skintight, yellow ski suit the winner must wear publicly for a defined period of time. Madsen, hands-down a huge improvement over last year's winner Matt Gregory, paraded around Le Chamois at Squaw Valley in the garment. Tahoe local Rick Raduziner narrowly squeezed

SNIPE — 1) Packy Davis/Shawn Grassman, 16 points; 2) Vince Casalaina/n/a, 16; 3) Doug Howson/Eric Mickelson, 53. (7 boats)

I-14 — 1) Rand Arnold, 9 points; 2) Avram Dorfman, 13; 3) Graham Skinner, 17. (4 boats)

LASER — 1) Simon Bell, 8 points; 2) Roger Herbst, 12; 3) Hendrik Bruhns, 12. (7 boats)

WETA — 1) Robert Hyde, 4 points; 2) David Anderson, 11; 3) Gordon Lyon, 11. (7 boats)

29er — 1) Jessica Bernhard/Matt Van Rensselaer, 5 points; 2) Annie Schmidt/John Gray, 10; 3) Joao Villas-Boas/Nicolas Delfino, 11. (4 boats)

THISTLE — 1) Ron Smith/Steve Smith/Jillian Moritz, 6 points; 2) Michael, Mardi and Alison Gillum, 8; 3) David Keran/Janette Zeman/Craig Lee, 13. (8 boats)

WABBIT — 1) Tim Russell, 6 points; 2) Kim Deisenberg/John Groen/Terry White, 6; 3) Erik Men-

zel/Easter Bunny/Velveten Rabbit, 14. (6 boats)

PROTRERO OPEN CLASS — 1) Steve Lowry/Tony Castruccio, O'Day Daysailer, 7 points; 2) George Wilson, Sunfish, 18; 3) Steve Cameron, Wing Dinghy, 22. (6 boats)

SOUTHAMPTON OPEN CLASS — 1) Gil Woolley, Contender, 7 points; 2) Michael Molina/Ron Snetsinger/Karen Baumgartner, Lightning, 20.5. (9 boats)

MULTIHULL — 1) Philip Meredith/Bill Tieman, Hobie Wild Cat F-18, 10; 2) Peter Schmalzer, Nacra F20 Carbon, 12; 3) Frank Ternullo/Brian Hern, Hobie F-18, 14. (10 boats)

SUNDAY PURSUIT RACE SHORT COURSE — 1) Simon Bell, Laser; 2) Vince Casalaina, n/a, Snipe; 3) Robert Cronin, Sunfish. (7 boats)

SUNDAY PURSUIT RACE LONG COURSE —

1) Peter schmalzer, Nacra F20 Carbon; 2) Mark Zimmer/Kim Cooper, Hobie 20; 3) Jason Smith/Paul Thurman, Nacra 20; 4) Tim & Jane Parsons, Hobie Miracle 20; 5) Michael Butler/Jose Castello, Nacra F18; 6) Jason Deal, Nacra 6.0; 7) Michael Spitz, Nacra 6.0; 8) Rolf Jaeger/Frank Bartek, Hobie 20; 9) Del Olsen, International Canoe; 10) Marco & Alexander Valetti, Nacra 5.8. (38 boats)

Complete results at: www.richmondyc.org

SFYC RESIN REGATTA (4r, 1t)

ETCHELLS — 1) **Magic**, Hank Easom, 11 points; 2) **JR**, Bill Melbostad/Bryan Moore; 3) **Hyper**, Tom Oller, 17. (10 boats)

MELGES 24 — 1) **Smokin'**, Kevin Clark, 12 points; 2) **American Lady**, Kristian Notto, 22; 3) **Team 540**, Daniel Wilhelm, 35. (7 boats)

Complete results at: www.sfyrc.org

THE RACING

role. As the boats have been modified over the years, US Sailing's ORR has come to be seen as a viable system for handicapping them. Many of the boats have had their draft and keels changed, going to bulbs of various sizes depending on owners' varying requirements. (IRC does not measure stability, which means that these changes could produce significant rating disparities between boats that are largely similar)

"We've told the owners that as long as they commit to four days of racing, we'll run their races under the system of their choice," Davant said.

Another change for the RBBS this year is the attendance of the cult-favorite Farr 30 class, which should help boost its nascent resurgence as it transitions to an owner-run model after about 15 years of "professional" management. Under the direction of class president Deneen Demourkas, with help from Davant and rigger/pro sailor/Farr 30 owner Scott Easom, the class will be visiting the Bay for



ERIK SIMONSON/WWW.H2OSHOTS.COM

The Open 5.70s and the Encinal YC got together for this rapidly-growing class's first stand-alone regatta last month. Results are at www.encinal.org

both its North Americans — during the Aldo Alessio Regatta — and its Worlds during the RBBS. Fifteen boats

are expected to show up for those two events, with measurement taking place at Brickyard Cove.

Add these into the mix of the ever-strong participation of the Bay's one design classes like the J/105, Express 37, and J/120 fleets, and the '11 Rolex Big Boat Series is looking pretty strong indeed.

Race Notes

Movin' on up — North Sails consolidated its Bay Area operations into one single location last month. The sales team of Seadon Wijzen and Pete McCormick joined the Sail Care team of Janet and James Quinby — previously in San Rafael — at their new, 1000-sq.-ft.-larger location at 2730 Bridgeway, Sausalito. The phone numbers will remain the same.

Wijzen said the move was motivated in large part by the need to get ahead of the curve for AC 34 and the megayacht business it's expected to bring to the Bay in 2013.



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WORLD

With reports this month on **Local and Far-Flung Sailing Options for Individual Travelers**, and **Miscellaneous Charter Notes**.

Why Sit Home and Sulk When You Could be Having a Boatload of Fun?

Have you ever felt like you really needed to get away — say, on a sailing vacation — but you just couldn't find anyone to join you. These days, with many wage-earners feeling sorely over-extended, and thus hard-pressed to lock in a vacation window, it seems to be getting tougher and tougher to find a boatload of friends who are able to commit to a trip date several months away. And as we often remind you, if you don't book your bareboat well in advance, you may miss the chance to reserve your favorite boat type (especially if it's a catamaran). But before you quash your travel dreams altogether and descend into a debilitating case of the stay-at-home blues, let us give you a few uplifting opportunities to consider.

If you've always traveled with an entourage of close friends and/or family members, you may not be aware that there are all sorts of options for 'booking by the berth' rather than committing to a whole boat, then getting stuck trying to find folks to share the expenses. Let's start with the Greater Bay Area's sailing

Did this group of J-World students and their instructor have any fun sailing south with the '06 Baja Ha-Ha rally? Oh yeah!



schools. As mentioned last month in our overview of local charter fleets, many local schools — or clubs — offer either coastal sailing trips or bareboat flotilla charters in exotic locations overseas. And all of them are booked by the berth. So, rather than having to make dozens of phone calls to potential boatmates in order to fill a boat on your own — all the while agonizing over how big a boat to reserve — all you have to do is sign up for a scheduled club cruise and start packing.

If the idea of sharing your precious vacation with a bunch of strangers makes you nervous, remember that such trips are, to an extent, self-limiting. That is, folks who join such cruises are generally gregarious, easy-going, eager for adventure, and open to making new like-minded friends. Since recruitment for such trips typically starts at least six months before the travel date, most clubs host pre-departure get-togethers so everyone can get acquainted in advance. And if you're a stickler for privacy, you can usually pay an extra fee (called a single supplement in the travel industry) in order to have a cabin all to yourself.

In addition to being able to get away at a time that works for *you*, such trips relieve you of having to take full responsibility for an expensive charter yacht and all its systems, because a group leader is normally provided who fills the role of captain. And flotilla trips organized by Bay Area clubs almost always fill the captain position with one of the school's instructors. So, not only will you be in safe hands, but you'll likely improve your sailing skills by receiving school-sanctioned instruction in hands-on, real-world situations. Some club flotillas even offer ASA or U.S. Sailing accreditations. As you navigate from bay to bay or island to island, trim sails in varying condition, and anchor for the night, you'll have the security of knowing that a pro is close by to share his expertise, if needed.

Needless to say, such trips are ideal for those sailors who are experienced, but just a wee bit reluctant to take full



DAVID KORY

responsibility for a half-million-dollar yacht on their own. With an instructor nearby to coach you if needed, you'll probably come away from the adventure with the enhanced sense of self-assurance needed to step confidently into the role of captain on your next trip.

Over the years, Bay Area clubs have hosted bareboat flotilla trips all over the world, as well as offering a variety of offshore and inshore cruises closer to home. Let's take a look at what's on the docket for the coming months. (In most, but not all, cases you do not have to be a club member to sign up.)

Club Nautique is taking a break from overseas trips this year, but they're offering a diverse menu of close-to-home cruises: In late May they'll put on a club flotilla to Santa Cruz, Monterey, Stillwater Cove and back. At the same time they'll also host an inside-the-Bay circuit to Redwood City, Tiburon, Benicia and back. In August, a fleet of the club's boats will cruise up the Petaluma River, then in late October club boats will head out the Gate, down to Half Moon Bay for an overnight, then back home again. (See www.clubnautique.net or call 800-343-SAIL for further info.)

OF CHARTERING



Ah yes, anchoring in a lagoon so clear you can study the schools of fish circling below you. That's what we call a break from the norm.

J-World doesn't do bareboat flotillas in foreign waters, but they do offer something that's unique within the local sailing community: opportunities to sail out of their Mexican 'campus' at Nuevo Vallarta's splendid Paradise Village Resort. In addition, they plan to enter at least one boat in this year's Baja Ha-Ha rally in late October. In years past, their student crews have been some of the most spirited members of the 600-person fleet. (See www.sailing-jworld.com or call 800-910-1101 for details.)

Modern Sailing School & Club has a long history of doing both offshore sailing trips and bareboat flotillas in foreign sailing venues. They're currently taking reservations for two 10-day trips in the Leeward Islands of the Eastern Caribbean: St. Martin to Antigua beginning in late November, and the return leg in mid-December. (See www.modernsailing.com or call 800-995-1668.)

OCSC has long offered a wide range of both on-the-water and overland adventure trips as added value to their club members. (You do have to be a

member to sign up.)

In September, OCSCers will be off to the Cyclades group of Greek Isles. Then next February they'll explore the British Virgin Islands. And if those aren't exotic enough for you, consider joining them for a (land) trip through Tanzania in mid-February or through Morocco in mid-March. (See www.ocscsailing.com or call 800-223-2984.)

Tradewinds Sailing School & Club is another organization that's bullish on overseas trips. In June they'll host a flotilla in the south of France, and in November they'll be off to the Leeward Islands of Tahiti. (See www.Tradewinds-Sailing.com or call (510) 232-7999.

Spinnaker Sailing of Redwood City also has a history of offering a wide variety of foreign cruises. In September they too will be off to Tahiti, while a BVI flotilla is slated for December. Next April a contingent of the club's South Bay sailors will head to St. Martin. (See www.spinnakersailing.com or call 650-363-1390.)

Flotilla charters are hugely popular in the Med and Aegean, and are offered during the summer months by large outfits such as The Moorings, Sun-sail and Kiriacoulis, as well as smaller firms like Albatross Yacht Charters.

If you book a berth or cabin aboard one, your boatmates are likely to be Europeans rather than Americans. But to our way of thinking that

adds to the attraction. Hanging out with European sailors for a week or more, you can't help but glean some insights into other prime sailing venues on 'the continent'. (See www.moorings.com, www.sunsail.com, www.kiriacoulis.com and www.albatrosscharters.com.)

Another noteworthy category on the menu of sailing trips for individuals (and couples) are offshore instructional voyages that are specifically meant to prepare participants for long-range blue-water sailing.

Operating as Mahina Expeditions, John Neal and Amanda Swan-Neal have made long careers out of exploring the globe with student-sailors aboard their Hallberg-Rassy 46 *Mahina Tiare III*. Many alums of their programs have gone on to cruise very successfully on their own boats.

This month they begin an eight-leg New Zealand to New Zealand circuit that will take them to Tahiti, the Cook Islands, Samoa, Fiji, Vanuatu, New Caledonia and Australia. *Mahina Tiare III's* 2012 schedule is similar. (See www.mahina.com.)

This spring, summer and early fall, two-time circumnavigator Nancy Erley will run instructional programs for women only in the San Juan Islands aboard her 38-ft Colin Archer-style sloop *Tethys*. A highly respected teacher, she founded Tethys Offshore Sailing for Women to fill what she felt was a much-needed niche in the realm of sailing instruction. (See [**Join a bareboat flotilla this summer in the Aegean, and you'll get to visit ancient harbors like this one that are rich in maritime lore.**](http://www.tethysoff-</p></div><div data-bbox=)



WORLD

shore.com.)

Another long-established source of offshore instruction that can be booked by the berth is Orange Coast College's School of Sailing and Seamanship. In addition of all sorts of top-notch near-shore instructional sailing programs, this school — which is probably the largest such institution on the West Coast — has been offering offshore sail training aboard its S&S 65 flagship, *Alaska Eagle* for decades. Although rumors are circulating that she may soon be put up for sale, there's still time to sail aboard this legendary former Whitbread Round the World winner during three summer legs: LA to Hawaii in July, as part of the TransPac; Honolulu to San Francisco in late July; or SF to her Newport Beach homeport in mid-August. (See www.ocsailing.com or call 949-645-9412 for info and availability.)



HAIJO OLIJ

One way to combine exhilarating sailing with Antarctic exploring is to grab a berth aboard the 183-ft barque 'Europa'.

In addition to all these options, there are a number of globe-trotting tall ships which offer adult sail training adventures that are completely unique to the experience of most recreational sailors.

Check out the 145-ft (LOA) brigant-

tine *Soren Larsen* (www.sorenlarsen.co.nz), which does South Pacific circuits originating at its Auckland, NZ, base; the 179-ft three-masted barque *Picton Castle*, which is currently on her fifth circumnavigation; and the 183-ft barque *Europa* (www.barkeuropa.com), which specializes in Antarctic voyages and transatlantic tall ship races, but also does shorter legs around Europe and elsewhere. Although you won't have your own private cabin with 'en suite'

head and shower, we can pretty much guarantee that time spent aboard any of these ships would provide a life-altering adventure that would definitely recharge your batteries and restore your zest for life.

So you see, with all these possibilities there's really no reason for you to sit at home in a funk. We suggest you

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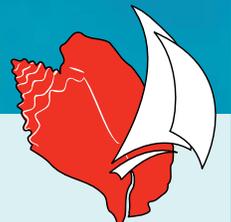


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Charter Notes

As regular readers know, it's become an annual *Latitude 38* tradition to publish a complete **list of charter boats that operate in the Greater Bay Area** in every April edition — timed to coincide with *Strictly Sail Pacific*. Because we try to make the list as comprehensive as possible, we consider this project to be a great service to our readers. The only problem is we almost always leave out a boat or two that we were unaware of — a fact that makes 'comprehensive' our least favorite word in the English language.

Sadly, this year we did it again and, we're embarrassed to say that we actually featured one of them (*Freda B*) in these pages last September. As Homer Simpson would say, "Duh-oooh!" In any case here's the scope on this year's batch of 'forgotten charter boats'.



FREDa B

Having arrived at the beginning of last summer, 'Freda B' is the newest large-capacity charter boat on the Bay.

The **78-ft gaff schooner Freda B** was built of steel in '92 in Florida, and was bought last year by Paul Dines and Marina O'Neil to be the flagship of their company, S.F. Bay Adventures. She is Coast Guard certified to carry up to 46

passengers, making her one of the largest capacity crewed charter boats on the Bay. Berthed at Sausalito, she's available for all types of charters, including individually ticketed sunset and full moon sails, youth sail training, corporate team-building and more. For info or reservations, contact (415) 331-0444 or see www.sfbayadventures.com.

If you're in the market for a smaller, six-passenger charter boat, consider the well-maintained **Sabre 30 Excalibur**. Because owner Jonathan Ganz, is an experienced sailing instructor, certified by both U.S. Sailing and ASA, as well as being a licensed captain, he offers personalized instruction in addition all types of charters, including team-building events and nighttime sailing lessons. *Excalibur* is berthed at Brickyard Cove at Pt. Richmond. Contact (866) 766-4904 or (650) 619-6896 or see www.sailnow.com.

Last month we listed one popular boat that charters on Lake Tahoe, but it turns out there are others. According to the owners of the **55-ft catamaran Woodwind II** she has the unique distinc-



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WORLD OF CHARTERING

tion of being the largest sailing charter boat on the lake. But rather than boast about that, her owners like to say she's **"the world's highest catamaran."** Coast Guard certified to carry up to 50 passengers, she carries 1,500 square feet of sail and is capable of blasting across the lake at 20 knots.

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Elsewhere in the 'world of chartering' fleets all over the Northern Hemisphere, as well as those in the tropical South Pacific, are just beginning **their peak charter seasons**. If you haven't yet



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locked in your plans for a summer sailing getaway, fret not. There's still plenty of time to lock in a boat for a splendid summer cruise. And the venue options are many.

Picture yourself blasting across a **Tahitian lagoon** accompanied by a boatload of friends with Hinano beers in hand, while fresh-caught ahi awaits

in the fridge. Our summer months also coincide with the prime sailing season in **Tonga**. It's truly unspoiled anchorages and gin-clear waters will amaze you, and you might even catch sight of some humpback whales, as they migrate there by the hundreds at this time of year. Also, don't forget that the annual **Regatta Vava'u** is slated for **September 7-13**, which promises a full week of fun, both ashore and on the water. Bareboat-ers and world cruisers mingle, race and party together while celebrating age-old Tongan traditions.

Closer to home, we're told there are still good boats available for charter in both the **Gulf and San Juan Islands**, as well as berths aboard the **'Windjammers' of Southeast Maine**.

Meanwhile, down in the sunny isles of the **Eastern Caribbean**, summertime may officially be hurricane season, but many sailors feels it's the best time to sail there, as the anchorages are much less crowded than during the peak winter months. So many charter options, so little time.

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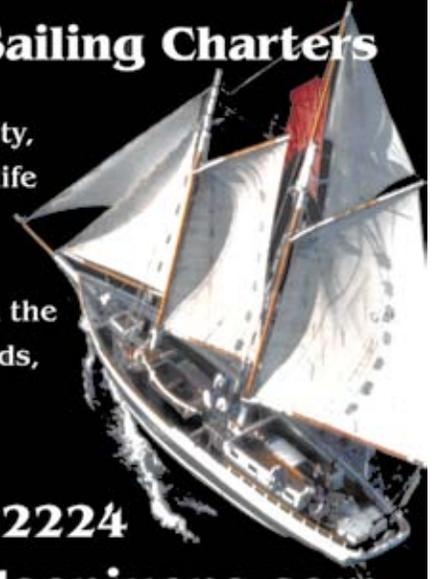
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CHANGES

With reports this month from **Scarlett O'Hara** in Malaysia and Thailand; from **Blue Banana** in Barcelona; from **Seabird** on getting hailed on in northern Baja; from **Coco Kai** in Vanuatu, the Solomons and PNG; from **Lazy Daze** in Lanai; from **Windrose** in George Town in the Bahamas; from **'ti Profligate** in the French West Indies; and **Cruise Notes**.

Scarlett O'Hara — Serendipity 43 John and Renee Prentice Malaysia and Thailand (San Diego)

Langkawi Island was our last stop in Malaysia before heading north into Thailand. The good news is that provisioning in Kuah Town, Langkawi, was excellent, although it required that we visit many small shops. Although Malaysia is a Muslim country, the selling of duty-free booze is a big business on Langkawi. Fortunately, Langkawi is home to many long time cruisers, who have compiled a definitive list of shops and services of interest to cruisers.

We left Langkawi on a Tuesday and motorsailed 44 miles north up the Malacca Strait — which separates Peninsular Malaysia from the huge Indonesian island of Sumatra — to Thailand's Koh Kata at an anchorage in the Butang Island group. The white sand beach was lined with palms and other vegetation, making it very inviting. We were so excited to see clear water again, that we jumped into the 85° stuff almost as soon as the anchor was set. It was beautiful, and we had Jimmy Buffett on the iPod, so what more could you ask for?

Two days later, we headed out to another anchorage 45 miles north. But half an hour into the trip — BANG! — a turnbuckle on one of the shrouds suddenly

John and Renee found that the north side of Phi Phi Don island was much more tranquil than the tourist haven on the south side.

failed. John did a good job stabilizing the mast, and we continued on to Koh Rok Nok, another nice Thai anchorage. The water was a little green, but still nice for swimming. We explored the beach and found the famous 'penis shrine' that friends Paul and Susan Mitchell, they of the 25-year circumnavigation with the schooner *White Cloud* and the sloop *Elenoa*, had told us about many years before. It's a major attraction in this part of the world for those with fertility issues.

Phuket, Thailand, is supposed to be a yachting center, so we're hoping to get several boat issues taken care of there. At the top of the list is the now suspect standing rigging for the mast, which we hope to have checked out and repaired by the famous Rolly Tasker outfit. We also want to get our new roller furling system installed. In addition, one of our PUR watermakers — the "good one", in fact — has died, leaving us with no spare. That's scary. It's things such as this that have us wondering whether *Scarlett* is ready for the long and often very windy, rough crossing of the Indian Ocean.

We've been in Thailand for a while now, and we love it! We are currently anchored off Monkey Beach on the north side of Phi Phi Don Island, about 24 miles east of Phuket. The south side is *very* crowded, with tour, dive and assorted speed boats churning the water like a washing machine. But the north side is calm, with only a few tourists.

Phi Phi Don is a tourist haven, with lots of junky tourist stuff, dive tour shops, ATMs, and restaurants. But it has a cool vibe and has been a nice stop — especially since we got the only mooring, and it's free. We paid some park fees at the last island, but have no idea what it covered and don't care.

So far it seems that boat workers in Thailand aren't necessarily very qualified. For example, having drowned our 15-hp Mercury outboard in Indonesia's Kumi River, we gave it to a local 'certified' Mercury agent for repair. After two attempts at this common repair, he gave up, with our 15 horses acting as though they only have the energy of three. We also tried to have two alternators rebuilt, and got them back in pieces. Thailand isn't Mexico. In fact, John



has decided that if something is beyond his repair abilities, it's beyond the skills of most yachtie workers in Southeast Asia.

But even when boat problems arise, we're still enjoying this crazy life of ours! And having now spent a couple of weeks in this country, our verdict is that Thailand rocks! Unfortunately, our Thai visas are only good for 30 days, so we'll soon have to do a 'border run' to get our visas renewed. Luckily for *Scarlett*, nobody cares how long she stays.

— renee 04/15/11

Blue Banana — Gulfstar 50 Bill and Sam Fleetwood 14 Years Into A Circumnavigation (Monterey)

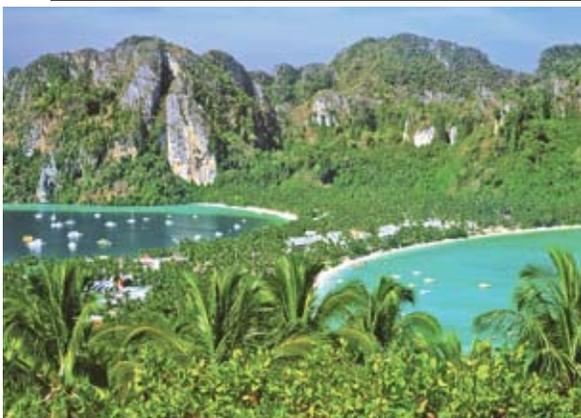
When couples go cruising, things rarely go to plan. Bill and Sam Fleetwood, for example, originally intended to do a seven- to 10-year circumnavigation. "We've been out 14 years now," laughs

JOHN HOLMES



The 'penis shrine'.

THAI TOURISM





LATITUDE / RICHARD; SCARLETT O'HARA; BLUE BANANA

Spread; Bill and Sam Fleetwood, who met through the *Classy Classifieds*, are now 14 years into their "seven to 10-year circumnavigation". Inset right; The couple's reliable Gulfstar 50 'Blue Banana' in a colorful anchorage. Inset left; John and Renee Prentice of 'Scarlett O'Hara.

Bill, "and we've only made it as far as Spain."

Of course, that the two got together as a couple wasn't planned either. "I took out a *Classy Classified* ad in *Latitude* advertising for a family to sail with," remembers Sam. "And Bill responded. I guess I should have specified no single men, because he didn't even have a boat at the time while I had three — a Shields, a Mercury and a Laser."

But the two quickly became a couple. In fact, they bought a Catalina 36, also through the *Classy Classifieds*, and shipped her up to the Pacific Northwest for three months of cruising. They christened the boat *Whirlwind* in honor of the speed at which their romance developed, and naturally got married.

Upon their return to California, the couple sold *Whirlwind* and purchased

their Gulfstar 50 *Blue Banana*. The couple did Ha-Ha #4, which was back in '98, and in the spring of '99 crossed to the Marquesas and South Pacific.

"The Gulfstar has been a perfect boat for us," says Bill. "She's always been a perfect lady, and never done anything to harm us. And she's easy enough for an old guy like me and a young woman like Sam to handle."

"We like the ketch rig," adds Sam, "because if the wind comes up, we just drop the main and go with a headsail or staysail and mizzen."

"When we crossed the Pacific," Bill recalls, "there was a period of about a week during which time we didn't fly the main at all. It was always either a spinnaker or genoa and the mizzen."

Like a lot of new cruisers,

the Fleetwoods honed their cruising skills as they went along. "We installed a SSB radio in San Diego right before the start of the Ha-Ha, just like a lot of people do," says Bill. "About half an hour before the first roll call, I said to myself, I'd better figure

out how to use this thing. But the Poobah said our signal was loud and clear."

"We subsequently started a couple of cruiser SSB nets in the South Pacific and Australia," says Sam, "some of which are still active. We're still using the same Icom 710, although we did have to get some corrosion picked out of it when we got to Athens."

Everybody asks cruisers which are the best places they've ever been, so we asked the Fleetwoods about the worst. It took them a long time to think of any, but finally Bill mentioned the Sudan and Eritrea. "The poverty was so terrible in those countries that it was unpleasant."

"On the other hand," says Sam, "the diving in the Red Sea was fantastic. Even though we had to motor into the wind for the last 500 miles, it was still worth it."

Getting to the Red Sea, of course, required that they transit the Arabian Sea's 'Pirate Alley'. "We passed through there in '07," says Bill, "but I can tell you that we wouldn't do it now."

"It was dangerous enough back then," says Sam, "but it's gotten much worse. We don't know what you're supposed to do now, put your boat on a ship from the Maldives to Turkey for \$30,000?"

Curiously, the couple carried a 12 gauge shotgun. "We're not 'gun people,'" says Bill, "but we smuggled it onto *Blue Banana* when we were in Malaysia so **Pirates now make it very dangerous for cruisers trying to get to the Red Sea, but for those who make it, the sea life is spectacular.**



YUSEF THIN

CHANGES

we'd have a weapon when we passed through Pirate Alley. Once we left the Red Sea, we didn't want it anymore, as we were certain we wouldn't be allowed to bring the gun into Israel. So we threw the it and all the ammo overboard."

Sure enough, as soon as they got to Israel, a security agent came aboard and asked if they had any guns.

"The best place we've been so far has been French Polynesia," volunteers Sam. "It's so beautiful and exotic, and the people are so beautiful and friendly. French Polynesia has a magic we haven't found anywhere else in the world."

"Where else could you see a guy driving a D-6 Caterpillar while wearing flip-flops, a flower behind his ear, but no hard-hat?" laughs Bill.

"Of course," adds Sam, "Thailand is great, too. The islands there are fantastic, and the water is warm and clear."

"We were anchored just off Phuket when the horrible tsunami of '04 hit the Indian Ocean," recalls Bill. "We looked in our rear view mirror, and all we could see were disaster and mayhem. Last winter we were in Tunisia, where the revolutions of the Arab world started. And before that, we'd been in Yemen, the site of current turmoil. Our friends call the disasters that befall as the countries we've been to the 'Blue Banana Effect'. But we haven't been to Libya, so nobody can blame that on us."

"Blue Banana is currently in Barcelona, which — except for the pickpockets — is wonderful!" exclaims Sam.

"Pickpocketing is the national pastime

The historic Barcelona waterfront, where the burgee of the local singlehander's yacht club features a hand 'flipping the bird'.

of Spain," agrees Bill. "It's right behind soccer in popularity."

"Nonetheless," continues Sam, "everybody stays out all night and has lots of fun. In Spain, you have a big lunch of two or three hours, then you have a few tapas in the evening, then you socialize the rest of the night."

The couple — the lucky stiff — plan to spend almost the entire summer in Spain's wonderful Balearic Islands. "This winter we'll be sailing across the Atlantic," says Sam, "so we're planning to see the Wanderer in the Caribbean."

We just hope their plans don't change again.

— latitude/rs 04/15/11

Seabird — Swan 51 Lou Freeman What the Hail! On a Bash? (San Diego)

I was enjoying a nice weather window for the last leg of my fourth singlehanded Baja Bash in early April. Both the GRIBs and weather guru Don Anderson were in accord that there should be light winds for the last 80 or so miles from Cabo Colnett to San Diego. But then the sky off Colnett began to look really ugly.

Since I had a cell phone connection, I called my son and daughter-in-law in San Diego, and asked them to email me all the weather info that they could get — and ASAP! I told them that despite my being a veteran of many ocean miles, the look of the sky was making me very nervous. So I didn't care if they were getting ready to go to bed, I needed them to get me the latest weather information.

Before long, squalls began to appear on the radar. When your radar 'sees' weather, you know you're in for something. Soon the wind speed increased slightly, and there was some rain accompanied by unwelcome flashes of lightning.

About 9:30 p.m., my daughter-in-law Jean emailed me a weather warning.

According to the weather service, a "cold upper level low will continue to bring scattered showers and isolated thunderstorms capable of producing gusty winds, small hail, brief heavy rains, and potential for water spouts over the coastal waters." I passed the report on to *Going South* and *Marionette*, two boats travelling north in company with me. We then settled into a late-night



and early-morning period of squalls and shifting breezes.

I went on deck to drive at about 3:30 a.m. because the shifting winds necessitated constant tacking and course adjustments. Fifteen minutes later, it got colder — and hail started pouring down! I was under the bimini, so it took a moment to figure out that it was indeed 'hard rain'!

I eventually looked down to see that I was standing in three inches of icy slush! And I wasn't wearing any socks with my boat shoes. It was all over in less than 30 minutes, but because it was so unpleasant, it seemed to last much longer.

It seems to me that the weather had no respect for the borders between countries. What's the deal with hail off the coast of Mexico?

But as we passed Todos Santos about dawn, the skies were clearing up and life seemed to be much better. When I arrived back home in San Diego the following

LATITUDE/RICHARD



Moorea and French Polynesia have been the favorites so far.

LATITUDE/RICHARD



IN LATITUDES



ALL PHOTOS COURTESY SEABIRD

Spread; What the hail?! Inset left; The nasty stuff could even be seen on the radar. Inset right; Lou, after the sun came out.

morning, it was bright and clear.

— lou 04/15/11

**Coco Kai — 65-ft Schooner
The CocoNuts
Vanuatu, the Solomons and PNG
(Long Beach)**

Greetings Wontaks! We are now in Madang, Papua New Guinea, "one of the prettiest towns in the Pacific". It's nice to be back in a town, enjoying finding things such as ice cream and whole wheat bread, after being completely off the grid for most of the past six months. Our last update left off in June of '10, with Jen and Coco off to the States, and Greg and Ducky boat-sitting in Port Vila, Vanuatu.

The gals got back to Vila just in time for the celebration of Jen's 'Big-O' birthday, which happened to be the same

Saturday as the annual charity horse races, the social event of the year! The ex-pat community, and lots of locals, turned out in their finest attire to sip Moet champagne, place a few bets, and compete in the best-dressed contests. Coco got tapped to enter the young lady's competition, but alas, didn't have enough feathers and baubles to compete with the outlandish attire of the locals. The racing wasn't up to Kentucky Derby standards, with fewer jockeys than horses finishing most races, and Mother Hubbard dresses for those entering the lady's race.

We left Vila a short time later to spend several months working our way up through the amazing western isles of Vanuatu. We spent three months moving northwest through the 'savage' Solo-

mons, then continued on to the eastern islands of PNG, and are now working our way down the west coast of the 'mainland', with our goal being to reach Australia by the end of April.

These travels have taken us to some of the most remote and primitive places on earth. The people in these areas are darker Melanesians than the 'butterscotch' Polynesians we encountered in the Eastern Pacific. Outside a few larger cities, the locals live in small, family-based villages — as they have for



Greg and Jen, as seen in the early days of their cruise.

thousands of years. Magic still abounds, and competes with the Christianity that was introduced by missionaries.

The islands of Vanuatu, the Solomons, and Papua New Guinea are so mountainous and rugged that hundreds of different languages have evolved over the centuries. Pidgin is the common tongue, and we have picked some of it up along the way. 'Wontaks' — or 'one talks' — are the small group that speak your local language, and as a result are your responsibility. This has the advantage of creating an amazing social safety net. The downside, however, is there is no private property. If you bought an extra bag of rice, any of your wontaks can — and will — help themselves. The ex-pats who marry local ladies soon find that the rest of woman's extended family — man, woman and child — move right in with them. It makes the "horrible mother-in-

Greg and Jen, now that they've been out a few years and have 'gone native' in some remote parts of the world. Just kidding!



VANUATU TOURISM

CHANGES

law" stories of the States seem tame by comparison.

We had to laugh when a local kid asked us if our friends on another boat were our wontaks. Considering how we cruisers all look out for one another, we suppose it's true. But it's been an amazing nine months full of insights and adventures.



Local transportation, Vanuatu style.

Vanuatu is made up of two parallel chains of islands. We had worked our way down the eastern group to Port Vila last spring, and after returning from the States last June, began working our way up the western chain — meaning Epi, Malekula, and Espiritu Santo. We stopped at many amazing anchorages, where we met friendly locals, traded for fresh fruits and vegetables, visited 'magic sites', and snorkeled all the remote reefs. One magic site had a tall rock holding the spirit of a powerful chief. It gives off a ray of light that is only visible in the developed film.

In the sheltered Lamén Bay of Epi, Coco and Jen had the honor and the privilege of snorkeling with the resident dugong, which is the endangered cousin of the manatee. This gentle giant was just snuffling his way along the bottom, eating weeds with his weird and wonderful vacuum cleaner of a snout.

At Malekula, we met Kristine, a lovely Norwegian 'Margaret Mead' who had been living with a local family for a year. As their culture dictates, she was adopted as an official member of their

Coco and Jen had the privilege of snorkeling with a dugong, a weird-looking relative of the manatee, at Lamén Bay, Epi.



COCO KAI

family. We enjoyed dining with her family for our first taste of *laplap*, which is the, well, interesting national dish. It consists of a doughy paste made from local root vegetables, and is mashed into a flat circle a few feet in diameter. It's then stuffed with fish or pork — the later sometimes with the hairy skin still attached. After being wrapped in large leaves, it is buried and baked on hot coals for a few hours.

Every village seems to have a slightly different version, and competition is fierce on whose is the best. We were schooled in the etiquette of eating the finished product. Rich coconut milk is squeezed into an indentation made in the middle of the baked *laplap*, which is then cut into big chunks. You pick your chunk, then break off small pieces to dip into the warmed milk. No finger or double-dipping please!

Some of the best *laplap* we tasted was at a village fund-raiser to help a local lad meet the 3,000 vatu price for his beloved on another island. Marriage is an expensive proposition here, too, and sometimes it's only after many years of cohabitation and arrival of children that the marriage is finally official.

Our last stop in Vanuatu was Luganville on Espiritu Santo, which was a large U.S. bomber base during World War II. We dove the famous — and amazingly intact — wreck of the *USS President Coolidge*, the holds and decks of which are still littered with Jeeps, landing craft, machine guns, helmets, dishes — and even a crusty typewriter.

Another Santos highlight was the Millennium Cave Tour. The *Lonely Planet Guide* made it sound like just a nice stroll through the rainforest. But it ended up being a grueling five-hour, mud-infested hike, involving slipping and sliding up and down ravines, clinging to rough branch "ladders" to avoid plunging to certain death down steep cliffs, and sloshing in thigh-deep water for a mile through a bat guano infested cave. It finally came to an end with a boulder scramble through river rapids to the start of the 'hidden valley', an incredibly beautiful river gorge. We had a relaxing float on our "Dora the Explorer" or inflatable dinosaur doughnut rings (Greg put up a serious battle to avoid getting stuck with a "girly" ring) down this most beautiful, peaceful bit of



heaven, only to have our float end too soon with a hike up the "steep bit" — the scaling of a water fall — before the final 90-minute hike back to the van. Coco, of course, had a fabulous time scampering ahead with a couple of "20-something" backpackers while Jen brought up the rear, and Greg amused himself by recording all the embarrassing moments on film! Oh, to be 11 again!

In late August we left Vanuatu to head north to the Solomon Islands. More on that next month.

—jen 03/15/11

**Lazy Daze — Ericson 41
Rick Daniels
Cruising Lanai
(San Diego)**

I've been having a great time here in Hawaii since arriving after my 24-day crossing from San Diego back in July of last year. Manele Bay, a very small and sheltered harbor on Lanai with just 22 slips, is one of my favorite places. Most

IN LATITUDES

ALL PHOTOS LATITUDE/RICHARD



Yachts in Puerto Rico? You bet. With nearly 1,000 boats, Fajardo's Puerto del Rey Marina is the largest in the Carib. It's the tropics, so bottoms — and tops — have to be cleaned of vegetation regularly, strap-downs are necessary during hurricane season, and chickens are part of the scene.

of the slips are rented out, but there are a few available for short term use. It's also possible to Med moor to the seawall. The harbor has power and water on the docks and in restrooms, but no hot water. The latter doesn't matter, because water comes out of the tap about at 78 degrees.

It's when swimming off the beach at Manele Bay that you'll most likely have an encounter with the very friendly spinner dolphins. Whale season just ended here in the islands, and for the previous three months there were literally hundreds of whales and calves, breaching and blowing everywhere.

One of the great things about the 15-by-15-mile island is that it's virtually deserted, with just over 3,000 residents. The island used to be a Dole pineapple plantation, but is now privately owned. For the most part it's just open fields,

forests and jungle. And you might not expect it, but there are lots of deer, too.

The only town is Lanai City, which is so small and quiet that it doesn't even have a stoplight. The town originally provided housing for the plantation workers. It's laid out around large and open Dole Park, which has some of the most beautiful fir trees I have ever seen. They are hundreds of feet tall and straight as an arrow. The town surrounds the park, and is just two streets deep. That's it.

There are also two luxury hotels managed by the Four Seasons group, and two world class golf courses.

The hiking on Lanai is awesome. There's also a ferry that runs between Lanai and Maui four times

a day. There are no buses on the island, but the hotel shuttles go everywhere. Of greater interest to sailors, there are anchorages all around the island.

Before I got to Hawaii, I'd heard lots of talk that sailing here wasn't much fun. But I've found it to be awesome. Sure, there are fewer full service harbors, and slips are hard to come by, but that's slowly changing. Harbors are being repaired and rebuilt, and most of the damage from the recent tsunami has also been fixed.

Most of the harbors on the west side of the Hawaiian Islands were damaged by the March 11 tsunami.

Fortunately, most of the boatowners took their boats out to sea to wait it out. It was the boats that weren't taken out to sea, for one reason or another, that were damaged.

In addition, docks were ripped from their pylons, electrical service was flooded and shorted out, dock boxes were washed away, and parking lots were flooded. The seawall in Lahaina kept the water out of the downtown area, but the harbor and 'sport boat row' flooded.

My *Lazy Daze* was on a mooring, and I was delivering a Cal 43 from San Diego to Maui when the tsunami hit. Luckily, I had some good friends watching over my boat. They took her out to 2,000-ft-deep water with all the other boats from Lahaina. They waited out there for two days until the harbor was reopened.

My view of Hawaii is that these islands are every bit of all the good things I'd heard about them — and more! And it's

You can get anywhere you want in the world from Lanai. You just can't get to most places very quickly or economically.



Shipwreck Beach. The origin of the name is a mystery.



LARRY THE LANAI GUY

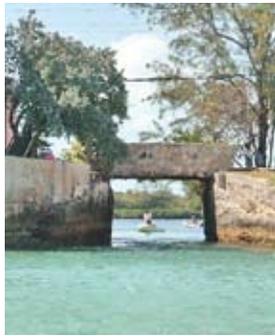
CHANGES

always warm.

— rick 04/19/11

Windrose — Tatoosh 42 Steve and June Jones George Town Cruising Regatta (Sausalito)

Steve and I have been anchored here at Stocking Island, off Great Exuma in the Bahamas, for more than a month.



This is the bridge that must be passed under to get to Lake Victoria.

We stayed so that we could participate in the George Town Cruising Regatta, along with the crews of 300 other boats. It's been a lot of fun. The weather has been good, too, with sunny and breezy days only interrupted by two rainy afternoons. Steve quickly became brown as a nut,

and I even got a very light tan. We've both become accustomed to walking barefoot.

Every morning Steve would get up early to listen to the weather forecast by Chris Parker from Florida. (When Parker later showed up at the regatta, we attended five of his seminars, learning lots about radio and satphone equipment, as well as software and forecasting. We also attended seminars on other subjects dear to cruisers, such as fishing, battery charging, cooking aboard, and so forth.)

After the weather, we'd listen to the George Town cruisers' radio net. As is the case with most nets, local businesses, regatta organizers, and cruisers would call in with information, and cruisers would call in with reports of things they wanted to buy or sell. Those who needed mechanical, electrical or other assistance could usually find help from

George Town, Exumas, Bahamas, from the air. This is what it looks like — shy about 250 boats — during the cruisers' regatta.



someone in the community who either had or knew what they needed. The net was a great way to keep up with what was going on around the harbor.

We'd follow the net with breakfast, then try to complete a few boat chores, such as cleaning, organizing, varnishing, sewing — and Steve's endless equipment repairs. Usually we'd also have to run the engine to cool down our refrigeration.

Every third day or so, we'd take our dinghy to town, which was a mile to the southwest on Great Exuma Island. We'd stop at a small beach inside the Government Dock to drop off our garbage, and then head for a bridge with a narrow stone tunnel that led into enclosed Lake Victoria. It's on the shore of this lake that Exuma Market maintains a dinghy dock. The market provides free water for cruisers, so there were usually several dinghies lined up next to the hose waiting to fill their jerry jugs. Typically there are about 30 dinghies tied up to the dock, so you can't help but make cruising friends.

Exuma Market has a good selection of foods, but the prices are sometimes double or higher than Florida prices. For instance, zucchini was \$4/lb and a small box of mushrooms was \$5. Fortunately, rum was a bargain! A couple of local farmers sold fresh tomatoes, cabbage, papayas, onions, and so forth. There is a laundromat about a block from the dinghy dock, and it's also an easy walk to the liquor store, gas station, small hardware store, a couple of banks, a few restaurants, a post office, the propane place, the WiFi spot, and a few shops. It's a small town, centered around the government buildings and the dock where ferries and small shallow draft island freighters dock.

We always enjoyed our trips to town, but the dinghy ride back across the harbor — and into the wind — got pretty salty. Because of this, the groceries and backpack had to be put into plastic bags, we had to put on rain gear, and I often removed my shorts to keep them from getting wet. We'd then motor across the harbor as quickly as our little dinghy and 4-hp motor could manage. Once back at the boat, we'd jump into the shower at the back of the boat and rinse all the salt off.

As you might imagine, both planned and informal parties sprang to life almost every evening during the regatta. There were quite a few good musicians in the group, plus we enjoyed



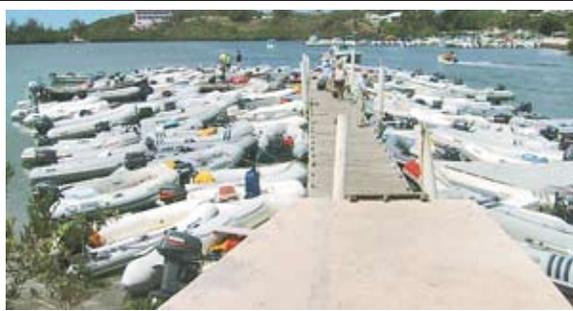
Rockin' Ron's collection of dance music at several dances. These dances were usually held at the Chat 'n Chill bar and restaurant on the beach just ashore of our anchorage. The place serves up delicious burgers, conch burgers, and rum & tonics.

The beach curves around behind the restaurant and frames three small hurricane holes. From the center of these, there is a short path to the windward side of Stocking Island, which has a long, sandy beach that's a good place to look for shells. Sometimes we hiked to the summit of the island — all of about 70 feet — to the monument that overlooks the harbor.

Adjacent to the Chat 'n Chill are a couple of volleyball courts, a bunch of picnic tables under the trees, and a bulletin board. This was ground zero for the Cruising Regatta. Sometimes we also went to the nearby St. Francis Resort for events and seminars.

During the regatta, we participated in the Coconut Challenge, which consisted

IN LATITUDES



BAHAMAS TOURISM



Spread; A big store in 'downtown' George Town. Upper right; "Did somebody say free water!" Upper left; Typical Bahamian scenery.

of teams of four collecting coconuts and paddling inflatables with swim fins. We also did the around-the-harbor race, and the around-the-island race with *Windrose*, taking third in our division! Nor did we miss the small boat races, Trivial Pursuit night, an 'all sand trap' beach golf tournament, and the arts & crafts events.

Steve was a star at the dinghy races. He spent a couple of days rigging our 8-ft dinghy with old El Toro parts and a sail-board mast, and I awoke the day of the races to the sound of him hacksawing away at the mast. Despite having never sailed our dinghy before, he took third in that race. He also got second in the dinghy and kayak paddling races. So we now have several red and yellow regatta award flags flying with our Richmond YC burgee below our port spreader.

Saturday night was the regatta's grand finale — a variety show and picnic

staged at the park in town. This event was a benefit for the Family Island Regatta, the native Bahamian sloop races in April. The Cruising Regatta also presented hefty donations to other local causes. Cruisers sang, played music, danced, and put on skits and a short play during the variety show. Steve and I sat on cushions on the ground in the front row, snuggling together against the cold night wind, and really enjoyed the show.

But the best part of the regatta was the opportunity to become fairly good friends with a lot of cruisers, and getting to spend time with them ashore and on their boats. Steve and I really enjoyed the community aspect of the gathering.

This week we've been waiting out a stiff easterly wind, but hope to leave soon for St. Thomas in the U.S. Virgins. Meanwhile, we've been working on the boat. This weekend there is a local music and cultural fair at the park, so we will get to hear some good 'rake and scrape',

which is what they call Bahamian music in these parts.

—june 03/20/11

'ti Profligate — Leopard 45 The Wanderer and de Mallorca Au Revoir To Spray And Wet Butts (St. Barth, French West Indies)

"Get off your ass!" It's not just an admonition to do something with your life, but it's also — if you're careful — a good way to enjoy cruising more. We — lucky us — get to spend a couple of months each winter at the *Latitude* office in St. Barth aboard the publisher's Leopard 45 cat *'ti Profligate*, which spends the rest of the year working her butt off in a yacht management program in the British Virgins. For years now, the biggest — and about only — pisser of the whole season in St. Barth has been getting wet each morning when going ashore in the dinghy.

Our routine is as follows: wake up, jump into the warm blue ocean, wash up on the back deck, rinse with fresh water, get dressed, then hop into the dinghy for the ride ashore to put in eight hours of hard work in the chaotic internet cafe. Because the wind always blows in the Caribbean, and it's always upwind from the cat to the harbor and the dinghy dock, it would usually take all of about 30 seconds of our being in the dinghy before our freshly-washed upper body got at least a light coating of salt spray. And/or a wavelet would come over the inflatable tube, soaking our asses for the rest of the day. While the water was always plenty warm, we nonetheless found it an extremely exasperating way to start the day.

Thank God the solution — which is ***If you stand up while dinghying into town, you'll keep your butt dry, making for a more pleasant day at the computer.***



Twist a big stick and your butt won't get wet.



JOHANNA

CHANGES

certainly not a new one — was simple and cheap. We bought a three-foot section of PVC tubing and two hose clamps. We made four three-inch cuts in one end of the tube to make it flexible enough to fit over the outboard's tiller, then



Want to wear a thong? Better stand in the dink, lest you get butt rash.

used the two hose clamps to secure the tube in place around the tiller. Total cost? About \$5. Total amount of labor? About 15 minutes. Degree of difficulty? Even a publisher can do it.

Thanks to the tiller extension, we could then stand up in the center of the dinghy, firmly holding onto the painter to help maintain our balance. Bending one's knees upon the dinghy's contact with any wakes was critical. The net result was that we no longer got our ass wet, and we rarely got any spray on our freshly-washed body. And if we did get spray, it was only on our lower legs, which for some reason didn't seem to bother us. If you don't believe small things can make a huge difference in the quality of your cruising life, you've never tried this.

But — and this is as big as a butt on a Kentucky Fried Chicken-eating 500-pounder — standing up while riding in a dinghy may be dangerous. For example, it's probably easier to fall overboard if you're standing up — particularly if you hit a confluence of boat wakes — at which point your dinghy might do a 360 and come back and run you over. To prevent this, we always lean back, holding onto the painter with our

Sitting while driving a dinghy is so 'old school'. On the other hand, it's also much safer than driving while standing up.



LATITUDE/RICHARD

right hand, and keeping our left hand on the throttle extension. At least as important, we keep our knees bent, as they are the shock-absorbers. Probably doubling the risk is the fact that de Mallorca also stands in front of us, holding onto the same painter. But what the hell, life is full of risks. And on a scale of risky things done on boats in the Caribbean, this doesn't even register at the bottom of the scale.

Because of the possible danger — hey, people fall off their dinghies when sitting down, too — we don't recommend that anyone else make this modification or use this technique. We're just reporting what's worked great for us.

— latitude/rs 03/15/11

Cruise Notes:

If somebody had asked us a month ago what the **safest cruising destination** was in the world, we'd have said it was St. Barth in the French West Indies. But as if to prove there is no place that is immune to senseless violence, particularly the senseless kind fueled by drugs, there was a murder on the nearly always carefree island of 10,000 on April 3. Not only was it an atypical crime for the island, which hadn't seen a murder in 12 years, it was atypical of most murders in that a younger white woman violently murdering an elderly black woman. Specifically, a 32-year old white French woman from Guadeloupe stabbed the helpless 57-year old Haitian housekeeper Maricèle Vincent over 30 times. Further, it took place on the main road not 200 yards from where we were taking an evening stroll on the quay.

According to Sonja, a French-Canadian friend who had gotten a ride into town with a French guy, they came across a white woman stabbing an elderly black woman in the middle of the road. When the driver jumped out to confront the reportedly drug-crazed assailant, the bloodied Haitian woman stumbled into the passenger seat with Sonja. Confused

by the situation and fearing for her own life, Sonja hopped over into the driver's seat, then ran off down the road to the quay, where she bumped into us. By the time we got to the scene, the authorities had arrived. But in the meantime, the young French woman had somehow managed to fend off the driver, and repeatedly stabbed the Haitian woman, resulting in the



poor housekeeper bleeding to death on the street.

Maricèle's three sons, all of whom live on nearby St. Martin, denounced what they described as the incompetence of the St. Barth authorities. After all, the assailant was well known to police and mental health authorities, and had become increasingly aggressive to others, doing things such as making racist insults, pulling a knife, and throwing stones at people and pets. The island's vice president of social welfare said the *gendarmes* couldn't have done anything because nobody had filed an official complaint — an assertion disputed by several people who said they had done just that. Further, when there's a law enforcement emergency on normally peaceful St. Barth, the 911 call goes to the island of Guadeloupe, which is 150 miles away. If someone there decides action needs to be taken, they call the island of St. Martin, which is 15 miles from St. Barth, and where someone makes the final decision whether or not to call someone on St. Barth. As a result of the inefficient system, it apparently

IN LATITUDES



PHOTOS COURTESY AQAFELLE

Inset upper left; The site of Maricèle Vincent's murder and memorial, not more than 200 yards from the quay. Spread; Upon further review, and the evaluation of about 100 kids, inflatable SUPs are an entertaining addition to any cruising sailboat in the tropics. Inset lower left; More SUP fun.

took a very long time — perhaps more than two hours — for *gendarmes* on St. Barth to respond to reports of a crazy woman threatening people with a knife. When they finally did respond, it was too late. Even then, the assailant managed to stab a *gendarme* on the wrist before trying to swim away. It was a murder most foul, and hundreds of people, black and white, turned out for a memorial service at the murder scene.

Despite the appalling murder of an innocent woman, if anyone asked us what the safest cruising destination in the world is, we'd still say St. Barth. We view the incident as being as random as getting struck by lightning.

A tip of the *Latitude* hat to John and Janet Colby of the Portland-based Hylas 42 *Iris*. After both had been back in Portland and undergone cancer surgeries, it was unclear if they'd be able to sail again. But not only did they sail again, they did something few cruisers do — they sailed east to west along the entire length of

Australia's Great Southern Bight. More in next month's *Changes*.

What are **the differences between cruising in Mexico and in the Eastern Caribbean?** The sailing conditions comprise one of the biggest ones. The wind never really stops blowing in the Caribbean, with 20 knots the average in December and January, and 10 to 18 knots the rest of the year. Naturally, you get big seas with a big breeze. The wind tends to be much lighter and less consistent in Mexico, and there are frequent periods of calm. The Caribbean water is also much more blue than off the Pacific Coast of Mexico, and the water stays warmer throughout the winter. On the other hand, Mexico is much less expensive, the people of Mexico are about 100 times more friendly, and there is infinitely more sea and bird life. In addition, it almost never rains in Mexico in

the winter, while in the Caribbean you get squalls every couple of days. You might think that winter squalls are a bad thing, but they are actually a very good thing. Just ask anybody in Mexico if they wouldn't want their boat to get a complete freshwater washdown every couple of days.

What kind of vessel do you need to make an open water passage or sail across an ocean? That's a common question. The answer is that it depends on which ocean and which way you're headed. If you're going to sail the Baja Bash, for instance, you're going to need a real boat, preferably one that sails to weather pretty well. But if you're going to sail 2,800 miles west across the Atlantic from the Canaries to the Eastern Caribbean,



The 'An-Tiki'.

which is almost always all downwind, just about anything that will stay afloat will do the job. This was proven in March by Anthony Smith, John Russell, David Hildred, and Andrew Bainbridge of the sailing raft **An-Tiki**. The 40-ft raft was built of four 40-ft long PVC pipes and 14 cross-pipes, and the power was supplied by a single 400 sq. ft. sail on a 40-ft mast. Crude as the raft sounds and is, the old men — ringleader Smith is 85 — made it across in 66 days, averaging about four knots. "What else do you do when you get on in years?" explained Smith, who funded much of the project with money he got in a settlement after being hit by a van. "There was nothing to be scared of," said the 61-year-old Russell, "we're old men." Sixty-one is old?

"There was a little excitement on the afternoon of March 25 at the very popular but normally quiet anchorage

When the sloop 'Fire Fox' slipped her anchor and drifted aground, four cruisers in their dinghies immediately came to the rescue.



CAMELOT

CHANGES

of La Cruz on Banderas Bay," report Tom and Lori Jeremiason of the San Francisco-based Catalina 470 **Camelot**. "Word went out on the cruisers' net that a vessel, **Fire Fox** from Boulder, Colorado, had slipped her anchor, floated east, and made a soft grounding on nearby Punta Pelicanos. At least four cruisers responded in their dinghies as soon as the announcement was made. Others, including Philo, went around La Cruz in search of the distressed boat's owner. Within 10 minutes of the report, the vessel had been pulled off the sand and moved into Marina Riviera Nayarit. Her anchor and rode were missing, leading to the conclusion the anchor line had failed in the afternoon winds. Just another sunny day in paradise!"

"I'm now based in Cartagena, Colombia," reports John Haste, who many years ago sailed out of San Diego aboard his Perry 52 cat **Little Wing**. "Our original intention was, after selling our house in Panama, to buy a house with a dock in Fort Lauderdale. But with no bottom in sight in the real estate market, we decided to buy a Toyota Land-Cruiser



LATITUDE / NICK

John Haste's 'maybe for sale' catamaran 'Little Wing' beating her way up the Anguilla Channel during the '05 Heineken Regatta.

and explore South America. But cruising plans change as swiftly on land as they do at sea, particularly when the chance fell into our lap to buy a gated estate with a 5,000 sq ft house, pool,

and a spectacular 180-degree view of Cartagena and the ocean. And for the price of a one-bedroom condo in a not-particularly-good-neighborhood of San Diego! To maintain my passion for sailing, we decided to join the local races they have here every Saturday. Unfortunately, there aren't many people with big boat sailing experience, particularly on big cats in the trades, around to crew. Actually, it wasn't a problem until we had to jibe in from sea to cross the narrow channel at the seawall off Boca Grande, a place where the wind both increases significantly and comes forward. In any event, we found ourselves crossing the sea wall at 20 knots, flying a hull so high that the weather rudder came out of the water! It's the closest I've come to a sailing disaster, and has me thinking that perhaps I should go back to racing light 30-footers. It's been a very difficult decision, but I'm now willing to consider offers on *Little Wing*, which has hit speeds — with photo evidence — of over 29 knots. If anybody is interested, they can email me at littlewingjohn@hotmail.com.

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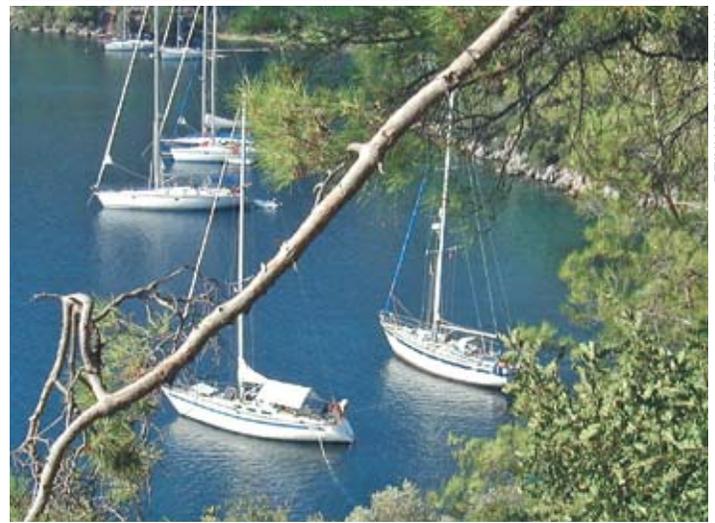
com."

Kristina Westphal of La Jolla has had a rather exciting life. Born in Germany, she and her family moved to La Jolla when she was four, and she grew up in that pleasant town. Twenty years ago, she traveled to Ho Chi Minh City to be a volunteer English teacher to the Vietnamese. While there, she met and fell in love with Andre von Bijsterveld, a Dutchman who was building a brewery for Heineken in Vietnam. This most international of couples now have two children, Amanda, 6, who was born in Amsterdam, and Isabel, 4, who was born in Cambodia while her dad was doing construction on a skyscraper. Anyway, the family of four has taken a year off to cruise their Beneteau 473 **Uno** in the rarely-visited Andaman Islands about 400 miles off the west coast of Thailand and Myanmar. We'll have a more detailed report on their adventures in the next issue.

That Kristina turned out the way she did almost certainly has something to do with her father Reinhard, who

retired as a shipbroker at the ripe young age of 35, and who has been pursuing various hobbies ever since. For example, he's one of the few adult males in La Jolla who attended a year's worth of auto mechanic classes at a community college just for the fun of it. Reinhard loves sailing, too, which is why he did the '99 Ha-Ha with his Panda 40 **Taka Ko**.

"After doing the Ha-Ha," Reinhard told us during a telephone interview, "I singlehanded *Taka Ho* to the Galapagos and Tahiti, but my South Pacific cruising plans had to be cut short because my mother-in-law passed away in Germany. I eventually sailed back via Hawaii to San Francisco, where there was a buyer for our boat waiting on the dock. I had to sell



A great deal on a Hallberg-Rassy in Turkey resulted in Reinhard and his wife going cruising again for three summers.

her because my wife said my sailing days were over since we had grandkids. But I later learned about a Hallberg-Rassy 42 for sale in Turkey for just \$100,000 — in part because at the time the euro and dollar were trading at parity. It was such an amazing deal that when I flew to Turkey and saw the boat, I had to buy

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CHANGES

her. I got around my wife's objections by telling her I wasn't buying the boat for fun, but rather as an investment. Indeed, I would sell the boat three years later in Florida for \$180,000.

"Of all the places in the Med, my wife and I had the most fun in Turkey. Greece was more beautiful and is more interesting, but the Turks were so much nicer and more polite than the Greeks. It's sort of like the difference between the Vietnamese and the much warmer Cambodians. I didn't think the Med was that expensive, and certainly not as expensive as northern Europe. Slips were about 30% less than in the States — of course, this was back when the dollar bought so much more than it does today. Nonetheless, I'd still recommend cruising the Med. Having singlehanded on almost all my other ocean crossings, I took three crew for the passage across to Florida, as the Atlantic has more ship traffic than the Pacific. I took three friends who had never sailed before as crew, because that way they wouldn't argue with me."

The April 20th *Chronicle* / *SFGate.com* had an article by Christine Delsol that actually provided some balance and in-



LATITUDE/RICHARD

Reinhard and his wife found Greece — this is Santorini — to be more beautiful and interesting than Turkey, but the people less friendly.

sight into the **personal safety situation in Mexico**. "No, we're not recommending a holiday in beautiful downtown Ciudad Juárez, Chihuahua, or a romantic getaway in Tecalitlán, Jalisco," Delsol wrote.

"Even I admit that when I had to fly into Acapulco and drive across the city on my last trip to Mexico, I was just as happy not to be lingering there. But it's still true that drug gangs are not targeting tourists any more than they ever were. And even if the barrage of headlines makes it sound as if the entire country were in flames, the violence that feeds Mexico's death toll takes place primarily in just nine of 31 states — mainly along the U.S. border where the smuggling takes place, and in places where marijuana and heroin are produced. The concept hasn't changed: Stay away from the trouble spots and exhibit some common sense, and you're more likely to perish in a tequila-fueled jet ski mishap than at a homicidal drug trafficker's hands."

Delsol reports that outside of the nine violent states, the murder rate in Mexico ranges from 1.1 to 29 per 100,000, with Mexico City's drug related murder rate at just 2.2. For comparison, the murder rate in Washington, D.C. is 24 per 100,000. In Oakland, where at least four people were murdered during the week of the Strictly Sail Boat Show, the mur-

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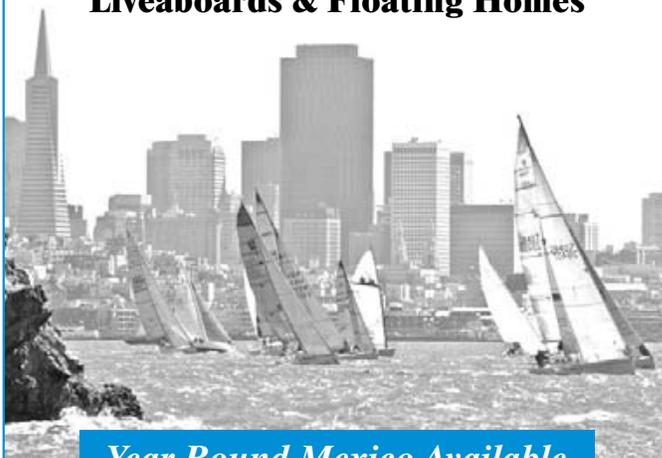


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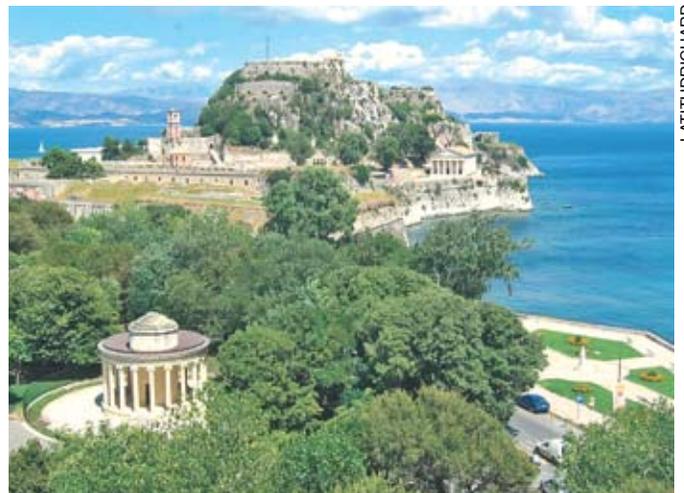
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der rate has been about 24 per 100,000 in recent years. In Richmond, which is home to the popular Richmond YC and where we keep a boat, the murder rate has recently been as high as 41 per 100,000. It's something to think about the next time somebody says you'd have to be suicidal to go to coastal Mexico.

"We returned to southern Italy to wake up our Leopard 47 catamaran **Azure II** for our second summer of cruising the Med," report the Pimentel family of Alameda. "Other yachties are also trickling back to begin their seasons. Fortunately, we became friends with another family boat, **Tara** from Canada. They stumbled across our blog while searching for information on Stromboli. The kids connected and were kept busy for days while we grown-ups traded information on the places to see and avoid. After scrubbing the boat and putting the bimini back on, we headed to Crotone, at the foot of Italy, on our way to Greece. The wind was crazy though. We had wind from every direction, and with speeds up to 35 knots. With the wind blowing 25 knots on our beam, it

took six people over an hour to tie-off our bucking bronco. Then we sat out strong winds in the squeaky, creaky, turbulent port. It was blowing 30 knots from the south-east in the morning, but by afternoon was coming out of the northwest at over 35 knots! Fortunately, we've been able to commiserate with a lovely English couple on **Kajtulla**, which is also headed to Corfu. After waiting out more windy weather at Santa Maria di Leuca on the edge of the heel of Italy, we stopped at a tiny Greek island to break up the trip to Corfu. It must have been irrational exuberance that propelled Rodney and Leo to jump in the crystal clear water. Leo lasted about 20 seconds in the cold water, while brave Rodney stayed in to clean the bottom. Chilly water aside, we're all excited to be



After a chilly and breezy spring in southern Italy, the Pimentels were happy to get to the warmth and greenery of Corfu, Greece.

in Greece, as leaving Italy felt as though we were shedding our winter coats.

"Arriving in Corfu," the family continues, "we found it was just like the travel brochures. The mountainous island was green and lush, and the sun is shining! The marina was bustling with Brit workers getting hundreds of charter boats ready for the Easter holiday. The

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chandlery and stores were stocked up, people were friendly, and they work hard. Most people speak English, which is a real treat. We've been kicking ourselves for not coming here sooner, because the living is easy — except for a half-day spent doing all the paperwork, during which time Greek officials loved stamping the many pages of official documents."

Forget Palmyra, let's go to Palma de Mallorca! When we were in Mexico in February and spoke with the ever-charming Cita Litt, owner of the Newport Beach-based Rhodes 90 **Sea Diamond**, her plan was to sail in the Aloha Division of the TransPac this summer, then cruise the South Pacific. The next thing we knew, she had used her woman's prerogative to change her mind, and told Capt Rob Wallace that the new destination for her magnificently-restored 55-year-old A&R ketch was the Med. Cita wasn't kidding, for by March 24, *Sea Diamond* was already aboard a Dockwise ship and headed to Florida. And a short time later, she was on another Dockwise ship headed for Palma de Mallorca,

Spain. "*Sea Diamond* was offloaded in Palma on April 9," reports Capt Wallace, and we're now berthed at the Club de Mar. Our new Baxter & Cicero 140% genoa was delivered today, and with Cita expected in about a week, we're cleaning, cleaning, cleaning!"

Just between us, we think Cita and her fun-loving sidekick Sharon are going to have way more fun in the Med than they would have had they gone to the South Pacific.

Let's see, *Sea Diamond* is going to Europe, the Pimentel family is cruising in Europe for the second summer, and Andrew Vik of the San Francisco-based Islander 36 **Geja** will be going back for his fourth summer — albeit for half his normal stint. Is this a good time to cruise to Europe? Based on the currency exchange, which as of the middle of April had the dollar within a smidgin of an all time low against the euro, the answer would be no. On the other hand,

if one were going to cruise to Europe with the plan of eventually selling one's boat there — as is the case with the Pimentels — nothing could be better than a super weak dollar, as it would make dollar-based boats dirt cheap to Europeans. The same is true for Australia, which is why Aussies are coming to California to buy boats.

"It is with some sadness that we announce the sale of our Jeanneau 45 **Utopia**," report John and Cynthia of Hermosa Beach. "The sale of our boat — she sold within two weeks of our putting her on the market in St. Martin — ends my 35 years of sailing in the Caribbean and Mexico. Mattie the boat dog will miss her morning swims, but at 13 years of age, it's probably time she became a land dog. We just got the news that Mike Harker of **Wanderlust 3** had passed away. While we often sailed in close proximity, we never ended up in the same place at the same time. But we've followed his adventures with interest, as his Manhattan Beach base is right next to ours. It's sad he's gone, but at least he was doing what he loved."

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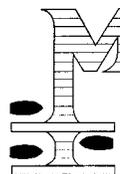
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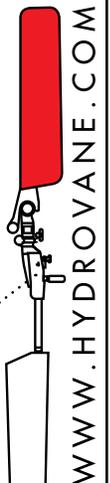


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10-FT WALKER BAYS, \$750 EACH. I have two of these great dinghies that have had very little use and are in great shape. Willing to sell for \$750 each. Sailkits are also available at a great price. (530) 637-1151.

10-FT CARIBE LITE RIB, 2003. Oakland, CA. \$850/offer. Hypalon, 3 air panels, fiberglass with Davis retractable and removable wheels and Sunbrella cover, good condition, covered for most of its life. (510) 333-8021 or (510) 922-9906 or jrbarbee@comcast.net.



24 FEET & UNDER



20-FT NESS SHETLAND SAILBOAT. 2006. Sebastopol. \$12,500/obo. Hand-built sailboat with 22' Magic Trail trailer. Balanced lug or gaff sail rig with motor well and 2.5hp 4-stroke Yamaha motor. Mahogany Lapstrake epoxy resin construction. 4-6 capacity. (707) 829-8405 or jstamp@sbcglobal.net.

23-FT RANGER, 1972. Monterey Harbor. \$Best offer. Well used, sailed and fished regularly. Must go. I've purchased new boat and need the slip. (831) 521-0661 or gr8boles@aol.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.

24-FT MELGES, ALAMEDA BOATYARD. \$20,000. Hull #14. Race ready. Full boat covers. Contact Frank. (512) 750-5735 or cabosportsfrank@yahoo.com.

24-FT ISLANDER BAHAMA, 1968. Pittsburg Marina. \$3,000/obo. Excellent Bay and Delta cruiser. 4hp outboard, 2 mains, 2 jibs, and a genny. Sleeps 4, galley and PortaPotti. Lots of gear. Recent bottom paint. Compass, VHF, fishfinder. (707) 964-1898 or knxtime@comcast.net.



16-FT HAVEN 12 1/2, 2005. Victoria, BC, Canada. \$16,000. Cold-molded Herreshoff/white classic. Like new condition, w/ trailer, sails, cover, etc. Delivery possible. Call for more info, photos. (250) 477-7998 or harrytorno@shaw.ca.

21-FT YNGLING, 1999. Alameda. \$7,800. DeWolf Boats, Inc. USA305 Triad single axle trailer w/gear storage. 2 racing jibs, 1 roller furling jib, 2 mains and 1 spinnaker. Lifting gear, performance running rigging, spin gear and hardware. Boat is complete and in VG condition. (510) 847-1681 or sailingbliss77@comcast.net.

15-FT MONTGOMERY, 1988. Livermore, CA. \$3,900. Stored indoors last 3 years. Includes Zieman trailer, 2 hp Honda, life jackets, library of sailing books, anchor, and misc items. Moving out of state. (925) 785-4446 or jsteffan@comcast.net.



15-FT GLOUCESTER DORY. Aeolian YC Alameda. \$2,500/obo. Built 1951, 2 pair Pt. Townsend oars, motor well. Gary. (415) 824-1480 or (415) 640-4523.

25 TO 28 FEET



27-FT VANCOUVER, 1980. Port Angeles, WA. \$10,000+. Much admired bluewater pocket cruiser opportunity! Unfortunately, unable to complete refit: changed circumstances necessitate "giveaway" at US\$10,000+. New barrier coat, rebuilt SABB diesel, etc. westwind5@live.com.



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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, Sani-Potti. Great lake/Delta/Bay boat. Many extras contact for list. (650) 703-6514 or sv_murmur@hotmail.com.

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. Contact 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.



28-FT ALERION EXPRESS, 2007. Sausalito. \$89,000. *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. (415) 608-6919 or mland2@ix.netcom.com.

27-FT CATALINA, 1972. Marina Plaza, Sausalito. \$5,000. Great condition, newer main and headsails, rigging, gel coat, decks, spinnaker, interior, boom, 9.9 long-shaft Evinrude, electric start/generator, well maintained and ready to sail! Great Bay boat, racing or family fun! (415) 999-5516 or tjfinnegan@pacbell.net.

MACGREGOR 26M, 2004. Rio Vista. \$23,000. Trailer, dinghy, safety gear and extensive optional equipment. Low hours 50hp E-TEC outboard; serviced 3/10. Excellent condition in and out. Delta boat, kept in dry covered storage during winter. 12/08 bottom paint. (707) 374-5627.



27-FT ERICSON, 1976. Alameda. \$7,000/obo. Wheel steering, self-furling jib, inboard engine is 18hp Kubota. Contact me for more information. (510) 205-1973 or mary_wilmot@hotmail.com.

28-FT ISLANDER, 1981. Oakland. \$14,000/obo. Newer Yanmar, 200 hours, paint 2010, 3-bladed prop, roller furling, 100%, 130%, spinnaker, Autohelm 3000, new head, dodger restitched, full boat cover and more. Bought a bigger boat. Seller motivated. Contact Ernie. (925) 305-4567 or estock@astound.net.



MACGREGOR 26C, 1990. Fresno, CA. \$7,500. MacGregor 26 Classic, center-board/ water ballast. Recent new main/cover, furling headsail, black Sunbrella, AM/FM/CD, cockpit cushions, new tiller, solar panel, alcohol stove, recovered galley cushions, 8hp Evinrude overhauled last year, refurbished trailer, new tires, mast step rig. Fresh water only, covered storage. Well maintained, excellent condition, ready to sail! (559) 273-9173 or (559) 222-4321 or gfrazzle@hotmail.com.

29 TO 31 FEET

30-FT MORGAN, 1970. Berkeley. \$7,300. 24hp Universal diesel, feathering propeller, tiller. Standing, most running rigging replaced 5 years ago. Lifelines 3 years, new bottom last August, 3 headsails, drifter, newer main. 6'2" headroom, dinette. (510) 331-7250 or (510) 366-5449 or mpainter@comcast.net.

30-FT MUMM, 1997. Newport Beach. \$50,000/obo. 1997 Carroll Marine Mumm 30 - USA 61. The deck and cockpit have been redone, hull is in great shape. Newer set of Norths. (949) 463-1328 or mark.rosene@yahoo.com.



29-FT CAL, 1972. Novato (Bel Marin Keys). \$10,000. Very good condition, great Bay/coastal cruiser/racer. New hull paint by pro. Atomic 4. Spinnaker and rigging, radial headsail (shown). 90, 110, 150 jibs. Autopilot, updated electronics, 12V refrigerator, whisker pole. (415) 883-5365 or lagoonlovers@sbcglobal.net.

30-FT CS-30, 1985. Vallejo Yacht Club. \$29,000. Top quality Canadian racer/cruiser. Well maintained, Pineapple sails, new jib, reliable V-P diesel, extremely roomy 6'2" headroom. See website for full details, working overseas - no time to sail! http://avocet.weebly.com. (530) 389-4308 or svavocet@gmail.com.



30-FT CATALINA, 1981. Berkeley. \$16,999. *Thanos* is in excellent condition, I'm the second owner. Repowered with 3-cyl Yanmar diesel in 1996. New sails in 2006. 2 anchors, new VHF, boomvang, traveler, running rigging and more. Lines led aft. Contact (707) 360-5078 or pbwsmith@yahoo.com.



30-FT ERICSON 30+, 1985. Alameda. \$29,500. Beautiful, clean classic. Owned/maintained by USCG licensed captain, ASA sailing instructor. All new: interior upholstery/cockpit cushions, holding tank/hoses, water heater, radar, much more. (209) 988-6107 or bill911s@yahoo.com.

30-FT NEWPORT II, 1979. San Francisco. \$17,000. Wheel steering, 16hp diesel, roller furling, main, 2 jibs, spinnaker all in VG condition. Autopilot, wind instruments, CNG SS stove, smart battery charger, inverter. Too much equipment to list. Email for list. SF Marina berth transferable. Contact (415) 564-5209 or bswanson1@sbcglobal.net.

30-FT F-2, 1982. Sausalito. \$35,000. New Yanmar diesel, 23hp, new rigging, new main, roller furling jib. (415) 441-1119.

29-FT RANGER, 1976. Ft. Mason/Gas House Cove, SF. \$4,000. Designed by Gary Mull. Fiberglass hull. Teak interior: 6' tall 'stand-up' cabin in very good condition. Mainsail/jib are in good condition. Atomic 4 gasoline engine. Needs work. Quotes/mechanics can be provided for details rehab of engine. Rigging should be replaced. Registration through 2011. Clean title. Slip not included with sale. Detailed Ranger 29' specs at website: http://sailboatdata.com/viewrecord.asp?class_id=1063. (415) 518-3404 or michaelpuckerman@yahoo.com.



30-FT LANCER, C&C DESIGN, 1980. Marina Bay, Pt. Richmond. \$27,000. Fractional sloop w/Yanmar QM15. Redecorated cabin w/ 6' headroom. Replaced: speed and depth, VHF, GPS, chart plotter, batteries and panel, main and jib, safety lines, shrouds, dodger, wheel pilot and roller furling. Contact (916) 487-5351 or barronsdesign@surewest.net.

30-FT BABA, 1980. Berkeley. \$45,000. Beautiful, legendary, bluewater cruiser. Volvo diesel, 70 hours. Teak decks, windlass, autopilot, propane stove, diesel heater. 2010, re-rigged, barrier coat, furler jib, batteries, Cetol. Bristol 6'6" teak interior. 10k below market needs some work. Contact (510) 258-4053 or jchristianlloyd@yahoo.com.

32 TO 35 FEET



34-FT CAL, 1968. Brisbane Marina. \$9,500/obo. Must sell for health reasons. This boat has been completely restored inside and out, new interior. Roller furling, wheel steering. Recently installed Atomic 4 engine. Boat sails and runs great. If interested, please call Karl for more details. (415) 203-2758.



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32-FT SABRE, 1985. Sausalito Yacht Harbor. \$44,900. Major refit 2009: new running rigging, jib (90%), propane stove, upholstery, VHF, GPS, stereo, all plumbing, rebuilt heat exchanger, batteries, drip-less shaft seal, dodger and more. Sweet sailer and comfortable at anchor. (415) 272-5056 or capt.harl@manukai.com.



34-FT SWING KEEL SLOOP, 1966. Santa Barbara. \$7,000/obo. Hull #1, documented, stoutly built, easy to sail, loaded with gear, Monitor wind vane, newer rigging, and outboard in a custom well. Needs cosmetic TLC. Must sell now. (805) 637-1408.

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 more at <http://i51.tinypic.com/ftn1ft.jpg>. (707) 829-9671 or sfsvrhea@yahoo.com.



34-FT BENETEAU OCEANIS 331 deep keel, 2001. Grand Marina Alameda. \$70,000. Excellent sail-away condition, Westerbeke 27 under 600 hrs, R/F main and genoa, 95% heavy air jib, Raytheon ST60 Tridata electronics, stereo, CD changer, microwave, VHF (2), GPS. Contact (510) 864-0563 or (510) 914-6201 or captaintom1965@gmail.com.

34-FT CORONADO, 1970. Antioch. \$16,500. Easy singlehander: roller-furling jib, Dutchman mainsail. Autohelm, Garmin chartplotter, 2 VHF's. Hauled and painted 2010. New head and dodger, low hours on rebuilt A-4. Propane stove and cabin heater. (510) 676-4444.

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. Tillerplot. Original Dacron sails. www.flickr.com/photos/windhorze/sets/72157626168401808/. (310) 592-5701.

34-FT CATALINA, 1987. Alameda. \$57,000. Set up for Mexico cruise. Lines led aft with upgraded deck hardware. Feathering prop and high aspect rudder. Electric windlass, solar panels, wind generator, Spectra watermaker and SSB with Factor II. Radar, GPS/fishfinder and Ram microphone at the helm. Autopilot interfaced with GPS. Expanded fuel capacity, battery banks and propane. 100 amp alternator and dedicated starting battery. Price includes fishing gear and spares. Easily singlehanded, great for a couple, room for four. (209) 295-2566 or (510) 760-2797 or russotto@volcano.net.

32-FT HUNTER VISION, 1990. Alameda. \$41,000. Well maintained, full battened main Pineapple sails on a hard track, canvas covers, roller furling 100% jib, all lines led aft, dodger, custom stainless bowsprit w/dual rollers, Bruce anchor w/200' chain, electric windlass, Tri-data sys, Raymarine SL70 CRC color plotter, radar, GPS, VHF, wind, speed, depth. LCD TV, radio/CD speakers in cabin and cockpit. (209) 824-0032 or (209) 629-6938 or mjbatacave@verizon.net.



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.



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. (510) 207-0111 or (510) 525-3572 or don@dondommer.com.



34-FT COLUMBIA 34 MKII, 1973. SF Bay. \$42,000/obo. Cash or trade. A long cruise history, equipped, roomy. Redundant systems, tools/spare parts. Yanmar diesel runs great. 7' headroom. Refrigeration. Pressure water. Propane stove. More. Great cruiser, great liveaboard. Tons of pictures and details at the website: <http://thepinkpanty.net>. (415) 692-1330 or boat4sale@sapphire.net.



34-FT COLUMBIA 34 MKII, 1973. SF Bay. \$42,000/obo. Cash or trade. A long cruise history, equipped, roomy. Redundant systems, tools/spare parts. Yanmar diesel runs great. 7' headroom. Refrigeration. Pressure water. Propane stove. More. Great cruiser, great liveaboard. Tons of pictures and details at the website: <http://thepinkpanty.net>. (415) 692-1330 or boat4sale@sapphire.net.



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32-FT RANGER, 1974. Alameda. \$18,000/obo. Atomic Four. Many sails. Internal halliards. Full race gear. (510) 521-2299 or holorrall@comcast.net.

32-FT MORGAN 323, 1983. Bocas del Toro, Panama. \$45,000. Cruise equipped Morgan 323, designed for and in the finest cruising area of the Caribbean. (011-507) 6111-6450 or vjohannesr@gmail.com.



32-FT GULF PILOTHOUSE, 1980. Brookings, OR. \$30,000. 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. (541) 247-6231 or mel.githens@att.net.



32-FT ERICSON, 1974. Santa Cruz. \$14,000. Baja Ha-Ha race in 2003. Fresh 2010 bottom coat. Yanmar 2GMF20F diesel motor, Rutland 913 wind generator. Tabernacled for North Harbor Santa Cruz. Helm rebuilt 2010. Custom bimini frame available. Contact (831) 345-5010 or wtmac2002@yahoo.com.



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. hobart_james@hotmail.com.



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35-FT GRAND BANKS (MAGELLAN). sailing yacht, 1964. \$7,000. Strip-planked mahogany with teak cabin sides, aft cabin. 80hp Ford Lehman diesel. New deck. SRYH covered berth-good liveboard. Bronze fastened, lead keel. 18,000 lbs. 6'4" headroom. (562) 899-0774 (eve).

36 TO 39 FEET

35-FT FANTASIA , 1979. Alameda, CA. \$69,000. Bruce Bingham design, MKII cutter rig: Hull #58, recent circumnavigation refit, fresh bottom, full cruising inventory, dual Garmin GPS/chart plotter sounder, radar, autopilot, solar, inverter, 30hp Yanmar, Espar heater, isolation transformer, hard dodger, davits, 45# CQR, 33# claw, 13# stern anchors, Montgomery sail dinghy and Zodiac tender, 4-cycle Honda o/b, two staterooms, workshop, teak/holly interior, many extras and full inventory upon request. (925) 917-1994 or lachamb91@gmail.com.



33-FT HANS CHRISTIAN, 1980. San Diego. \$89,500. Classic lines, Pullman berth, exceptional cruising boat and a great liveboard. Completely refitted and fully equipped with all new: engine, rigging, sails, electronics, electrical, batteries, solar, wind, A/P, watermaker, upholstery, canvas, spares. (520) 490-0147.



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.

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. dyh@mtsailing.com. (Skype) Jim Lekander.

CAL 39 MK II, 1980. Berkeley. \$57,000. Immaculate, 1724 hrs. on Perkins engine, new main 11/09, 100% jib '08, Reckman furler, 80% & 150% jibs, spare main, dodger, cockpit cushions, CNG stove, refrigeration, 3/09 surveys. (415) 254-0141 or jpbiondo87@yahoo.com.

37-FT PACIFIC SEACRAFT, 2003. Redwood City, CA. \$215,000. Back from Hawaii. Many upgrades from the base model. Radar, GPS, VHF, Class A transmit and receive AIS, watermaker, microwave, Furuno Weatherfax, 55hp Yanmar diesel, aluminum toe rail, Monitor windvane, Raymarine autopilot and wind instruments, electric windlass, hot and cold pressurized water, cutter rigged, Aquasignal LED tricolor, Switlik 6-person liferaft cabin roof mounted, solar panels, 3-blade Maxprop and much more. 6-foot plus headroom. World class blue water cruiser. More at www.tasvorite.com/ps37.htm.



35-FT YORKTOWN, 1972. Pete's Marina, Redwood City. \$29,900/obo. Cutter rigged sloop with self furling jib. Rebuilt Perkins 4108 diesel, 12v system recently upgraded to ABYC standards with new electrical panels and 4 batteries. 50-gallon water tank, 2 27-gallon stainless fuel tanks, 10-gallon holding tank. Dual 35 lb plow type anchors. Beautiful teak bowsprit and canvas dodger. Solid coastal cruiser. Ready to go. Owner may consider financing for qualified candidate. (650) 868-0001 or dbagnell@hotmail.com.

36-FT SABRE 362, 1998. Berkeley. \$130,000. Shallow draft keel. Blue hull painted 2010. Topsides painted 12/06. Standing rigging and autopilot replaced 2007. New mainsail 2008. Lightly used asymmetrical spinnaker. Partnership considered. Berthed at OCSC. (925) 766-2205 or danielfcondon@gmail.com.



36-FT CAPE DORY, 1984. Point Richmond, CA. \$95,000. Extremely well built on the East Coast. Lots of bronze and teak. Lead keel. Many new and upgraded parts including new sails. Selling only to buy another CD. (530) 518-5971 or (916) 355-3584 or john.nebilak@aerojet.com.

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36-FT PEARSON 365 KETCH, 1978. SoCal. \$Best Offer. Great 4-108, Garmin 24mi color radar plotter, etc. Valuable MARAD commercial endorsement, not just buying a boat, a business! Charter, dive, fishing, whale-watching... Great live-aboard, with possible SoCal liveboard slip. Photo of sistership. (805) 633-1246 or pearsonketch@yahoo.com.



CATALINA 36 MKII, 2002. Shoreline Marina, Long Beach. \$109,000. This beautiful yacht is fully equipped and extremely well cared for by the original owner. Complete with Raymarine 5000 autopilot, RL70C GPS chartplotter with 4kw radar, ST60 speed, wind, depth, data repeater with laptop interface. Heart inverter charger, Espar heating system, 12-CD stereo indoor and exterior speakers, LED-backlit HDTV with DVD, microwave, BBQ. Oyster white Ultraleather interior. Full specifications, equipment list and additional photos upon request. (949) 751-9723 or (714) 372-6772 or michael_weir@cox.net.



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: <http://beneteau367forsale.com>. (360) 452-1110 or (360) 460-1014 or bill@cpifiber.com. (54 West Misty Ln. Port Angeles, WA 98362).

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.

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 C&C, 1976. San Pedro, CA. \$46,000. Extended carbon fiber spinnaker pole and longer boom, creating better balanced performance. A competitive local cruiser/racer (99 PHRF), same owner last 25 years. Yanmar diesel, 950 hours. (310) 832-8532 or (310) 256-0549 or rwinurance@yahoo.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.



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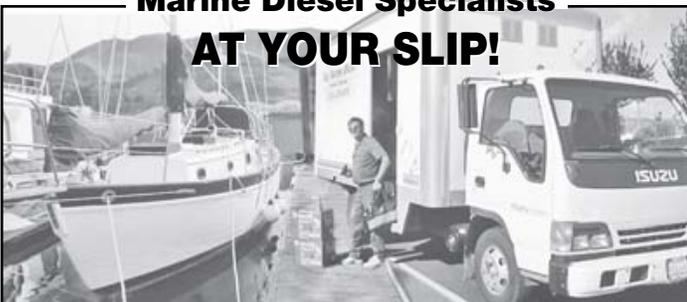
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38-FT C&C LANDFALL, 1983. Philippines. \$60,000. Well maintained and equipped fast cruiser. Many recent upgrades: Spectra watermaker, liferaft, Force 10 stove, genny, Zodiac, Raymarine ST60 group, more. See website: inventory, photos and 360 degree virtual tour. <http://IrishMelody.com>. (707) 540-3079 or (707) 529-3079.

36-FT 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. See www.flickr.com/photos/54536845@N08. (707) 364-0801 or rkhurt@comcast.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.



36-FT HUNTER, 2004. South Beach, San Francisco. \$110,000. Dark blue hull which I believe is the only one on the Bay. Furling jib and main, dodger, nice interior, well maintained. She is a real beauty. (408) 375-4120 or stan.wilkison@yahoo.com.

38-FT KROGEN CUTTER, 1983. Alabama. \$109,500. 3'-6" draft, 50hp diesel, excellent condition, teak interior, Corian galley, equipped for ocean cruising, SSB, radar, sailing dinghy, Aries wind vane, Bahamas ready! www.yachtworld.com/boats/1983/Kadey-Krogen-Krogen-Cutter-2130001/Demopolis/AL/United-States. (800) 247-1230 or (772) 215-4301.



38-FT CABO RICO, 1979. Sausalito. \$82,000. A wonderful bluewater cruising yacht, w/beautiful traditional lines, full keel (5' draft), 48hp Chrysler/Nissan diesel, cutter rig, deck and hull painted with Awlgrip 2009. Many extras. (707) 338-2999 or jcolorado@fireinnovations.com.



38-FT ALAJUELA, 1976. Sequim, WA. \$109,000. Well maintained and equipped 38' cutter. Built in 1976 by Alajuela Yacht Corp, Costa Mesa, CA. Many improvements including new engine 2005. For full details and photos, go to website: <http://alajuela38.blogspot.com>. (360) 683-8662 or svselah@yahoo.com.

40 TO 50 FEET



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.



40-FT PETERSON, 1979. Mexico. \$64,500. Alum. hull, Pathfinder, electric windlass, 66 Bruce, Profurl, fullbatten 3 reef main, 3 headsails, winches-2 3 speed, GPS, depth sounder, autopilot, 100 amp alternator, stove/oven, Lavac head, refrigerator-7.2 cubic ft. (435) 513-1556 or s.blues1@yahoo.com.

42-FT CASCADE, 1971. Alameda. \$39,000. Beautiful, good sailing boat. Mexico vet. Forward cabin sleeps up to five. Aft cabin sleeps two with separate head. Large, comfortable mid-cockpit, with hard dodger windshield. Jib, genny, cruising spinnaker. Radar, etc. Contact deanmillican@comcast.net.

44-FT CATALINA 440, 2006. Anacortes. \$265,000. All 440s are not created equal! Near new condition! Recently refitted! Fully set up for cruising and ready to go! With hard dodger! Great for kids, too! Home sweet boat! (360) 708-6096.

44-FT NORDIC, 1988. Seattle. \$199,900. Performance cruiser/racer designed by Robert Perry. Lots of recent upgrades including new bottom paint, new Garmin instruments. Complete details, photos and contact info are available at <http://yachtsoffered.com> - listing #1291488.



43-FT MORGAN CENTER COCKPIT. 1985. Moss Landing. \$89,000. Tall rig, center cockpit, Nelson Marek-designed heavyweight cruiser, perfect for the Baja Ha-Ha. Fully fitted dodger, strong Perkins 4108, recent haul out, new bottom paint, hull paint, top paint, refinished deck wood. New ports. New rigging, engine room reinsulated, plumbing replaced, new lifelines, new Raymarine electronics, Autohelm-autopilot, refrigeration, windlass. Two large berths, two large heads w/shower. Great liveaboard. More pictures at website. www.capitolareef.com. (831) 464-0234 or (831) 251-5226 or capitolareef@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. (503) 297-5749 or doug@teleport.com.



44-FT NORSEMAN 447, 1984. St. Croix, USVI. \$189,000. Center cockpit, new listing. Excellent condition, beautiful. Cruise ready, all the equipment to travel in extreme comfort and style, fast passage-maker, outstanding liveaboard, 110/220v. Full stall shower, hot water heater. See <http://djarrka.blogspot.com>. (340) 514-1607 or djarrka@yahoo.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. (415) 269-4901 or sail@voleauvent.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! Get more information at www.facebook.com/pages/Kelly-Peterson-46-sailboat/172704439424234. (805) 459-1909 or woodeney53@yahoo.com.



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.

41-FT MORGAN CLASSIC MODEL. 1991. San Carlos, Mexico. \$93,000. Cruiser, in primo condition, ready to go. Spacious interior - must see to appreciate. Recent survey. Use link for current photos, complete equipment list: <http://sailboatvagari.blogspot.com>. (520) 825-7551 or stanstreb@gmail.com.



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>.



MORGAN 462, 1981. Vallejo Marina. \$160,000/obo. Bulletproof center-cockpit cruising ketch, keel-stepped masts, integral ballast, skeg-hung rudder, external chainplates, two cabins/heads, many new systems, immaculate. <http://s766.photobucket.com/albums/xx309/tmesser/Morgan%20462%20Cruising%20Sailboat/?albumview=slideshow&tr>. (707) 334-3670 or baryb@aol.com.



CATALINA 42 MK I, 1991. Bellingham, WA. \$109,000. Beautiful 2 cabin cruiser. Pullman berth. All the normal amenities of a boat this size. Well maintained. New mainsail, new lifelines, new teak and holly flooring, Kiwi Prop. Great value to get the family and friends out on the water comfortably and safely. Contact (360) 303-2410 or (360) 303-4219 or rosinskichris@gmail.com.



43-FT ROBERTS 434, 1997. Tomales Bay. \$69,000. Fantastic safe cruising boat ready for new family to cross oceans or explore Baja. Corten steel, 300hr Yanmar, 640w solar, watermaker, davits, windlass, good sails, Raymarine autopilot, plotter, radar. More info at website <http://sites.google.com/site/svfunkadelic/home>. Email svfunkadelic@gmail.com.



40-FT O'DAY, 1986. Redwood City, CA. \$60,000. Great condition/great price. Very clean. New Yanmar and Webasto heater. Live aboard possibility for qualified owner. (650) 743-3422 or (650) 363-1390 or steve@spinnakersailing.com.



CATALINA 42 MARK II. two cabin, 1996. Redwood City, CA. \$125,000. Sails and rigging in excellent condition. New traveler, water heater, hatches and portlights. Live aboard possibility for qualified owner. (650) 743-3422 or (650) 363-1390 or steve@spinnakersailing.com.



50-FT FD-12, 1981. Sea of Cortez. Unsinkable fully equipped blue water cruiser, AK/Mex/SoPac vet. Superb galley in pilot-house. 2 staterooms fwd and master stateroom aft w/berths for 5-6. Will consider partial trade for smaller coastal cruiser. See website. www.svdaydreamer.com.

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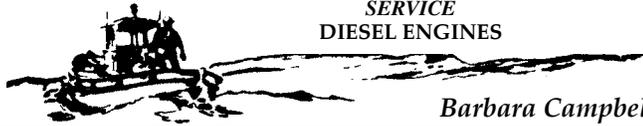
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51 FEET & OVER



54-FT CLASSIC OCEAN MOTORSAILER. 1996. Berkeley. \$45,000. Launched in 1996 but never finished, this gorgeous mahogany on oak motorsailer is now offered for sale at a very competitive price. 'Skip' Calkins himself drew this stretched 54' version of his 50' motorsailors. With three cabins, hundreds of gallons of diesel and fresh water tankage, massive dry stores capacity and a Ford Lehman 120hp diesel with only 210 hours from new, this boat is the perfect long haul cruiser. <http://glorybrestoration.blogspot.com/home>. (866) 330-8040 or glory.b@comcast.net.



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 onwards. We're planning on being in Turkey, but the location is negotiable. familyazure@gmail.com.

41-FT BROWN TRI, ISLETON, CA. \$10,000/obo, lien sale. Brown Tri 34, lien sale; \$3,500/obo. Williams Tri 38, lien sale; \$3,000/obo. All boats need work. (707) 489-2137 or klaus_brien@hotmail.com.

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40-FT CLASSIC BOAT. \$30,000. Well maintained. Transferred to veteran, extensive racing history. African mahogany over white oak, teak decks, bronze fastened. Incomplete restoration.



34-FT GEMINI 105M, 2000. Pt. Richmond. \$114,000. Hull #660. World's most popular catamaran, comfortable cruise equipped with 3 headsails, traveller, davits, and more. 14' beam fits standard berths. Send email for list of equipment. Will consider trade down. See more at <http://kirksstuff.com>. (510) 367-0500 or jadawallis@hotmail.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.

MULTIHULLS

32-FT PDQ, 1997. SFYC. \$125,000. Immaculate. Survey/refit 2009. NEW sails, batteries, dodger, rigging. 2 engines 100hrs. 135w solar panels. Raymarine electronics with plotter/radar. Great galley. Central heat/AC. Bose sound with flat TV. Replacement value 200k. Must see. (415) 497-1350.



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, then search listing #134528. www.theyachtmarket.com. (504) 201-3888 or amderne@yahoo.fr.



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42-FT CROSS TRIMARAN, 1983. South San Francisco. \$Best offer. 42-ft Cross trimaran needs paint and fiberglass on deck. Hulls are in sound condition. Has been painted in a gloss white. Surveyed by John Marples. (805) 453-4261 or (831) 588-1848.



52-FT MORRELLI & MELVIN, 2007. Alameda. \$999,000. The ultimate cruiser! Designed for fast short-handed ocean passages, equipped for extended live-aboard in remote areas. 52' x 25' x 25k lbs. Universal M-40B's with shafts, PSS, and 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.



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!!! See www.YoungerGirl.org. (503) 320-9859 or CapitanoMarco@yahoo.com.



CORSAIR F-27 TRIMARAN, 1990. Auburn, Ca. \$37,500. Farrer designed. Square top main, roller furling (jib and genoa) and spinnaker. 2006-Yamaha 4-stroke, marine head with 15gal holding. Tiller pilot, solar panels. Galvanized trailer with new brake system. Data Marine log & VHF. Contact (530) 320-3652 or david_d2@hotmail.com.

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39-FT C&L SEA RANGER EUROPA sedan, 1979. Sausalito. \$85,000. New batteries and bottom job in 11/2010. Email request for more info and photos of *Sara Bella*. She's a charming boat and great liveboard. (415) 331-8153 or sailapache@sbcglobal.net.



32-FT WINDSORCRAFT, 1992. Home-wood, CA. \$89,000/obo. Style of wood, ease of fiberglass. Perfect for entertaining. 32' x 11'6", easily accommodates 8-10 guests. Glass hull, beautiful mahogany decks/interior. 2x Volvo big blocks, 350 +/- hours. Genset, entertainment center, microwave, icemaker, refrigerator, electric grill, trash compactor, blender, Vacu-flush head, central vac. Trailer and full cover included. Contact (775) 848-5545 or em4bartz@aol.com.

39-FT RIVIERA PLATINUM, 1999. Napa River. \$269,000. This Riviera is clean with low hours. She is outfitted with Twin Turbo Cats. Generator, and inverter. New electronics, canvas, Strataglass, and engine cameras. Heat, AC, SeaTel and Sirius radio. Contact (415) 516-4842 or bobk@laboratorybydesign.com.

45-FT BAYLINER & SLIP, 1987. Pier 39. \$259,950. Think outside the box. 2 bedrm. 2 bath boat and slip at Pier 39 G Dock. Panoramic views of the Bay and City front row seat for America's Cup from Sky Lounge. Contact (925) 628-9700 or envinnov@comcast.net.



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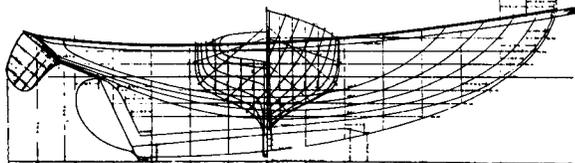
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TRAILER FOR ERICSON 23-FT. (3200 lbs) Woodland, CA. Best offer. Crew 512 Ventures, Boy Scouts of America, respectfully requests a trailer for a fixed keel Ericson 23-ft (3200 lbs). Please offer as a donation, nominal price, or Crew 512 will work to pay for the trailer. Thank you for your consideration. Doug Ross, Venture Assistant Advisor, Crew 512. Contact (530) 662-3424 or (530) 867-2137 or douglasross@sbcglobal.net.

MISCELLANEOUS

MARITIME DAY CELEBRATION. 300 Napa Street, Sausalito. Galilee Harbor 31st Anniversary, Saturday, August 6. Flea market, food, music, boat raffle. For info call Galilee Harbor at (415) 332-8554 or go to our website www.galileeharbor.org.

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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.bbysc.org. Social; 6:30 pm. Meeting; 7:30 pm. Guests welcome. More info at www.singlesailors.org. (312) 402-3663.

NON-PROFIT

BOATING SAFETY COURSE OFFERED. May 21 & 22 AM. Coast Guard Station, Sausalito, CA. \$22. "About Boating Safety", a course for the beginning boater. Covers pre-trip planning, basic navigation, legal requirements, boating emergencies, boat handling and more. Text included. <http://public.d11nuscgaux.info/PublicEd/americasboatingcourse.htm>. (415) 924-3739.

NATIONAL SAFE BOATING WEEK. "Day On The Bay" at USCG Station Golden Gate. USCG Station Golden Gate, Fort Baker, Sausalito and USCG Auxiliary Flotillas 12 and 14 of Marin, are teaming up with local safety organizations for a "Day on the Bay" Saturday, May 21st, 10:00 a.m. - 2:00 p.m., to educate the public about simple water safety practices and promote responsible recreational boating safety in celebration of National Safe Boating Week. Visitors may tour USCG's 47' surf boat, Auxiliary patrol boat, Air SF's helicopter static display, attend an "About Boating Safety" class (Sat.-Sun., 10-2, \$22 with text, 415-924-3739 to register), enjoy dinghy and kayak rigging demos, marine safety equipment exhibits, food, music and more. See <http://flotilla14.d11nr.info>. Contact (415) 897-2790 or (415) 328-3710 or gkminder@comcast.net.

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SEEKING SAILING INSTRUCTORS. Monterey Bay, Santa Cruz Yacht Harbor. Pacific Yachting and Sailing is seeking USCG licensed sailing instructors with excellent people skills and personalities to teach. ASA or US Sailing certification a plus. www.pacificsail.com. (831) 423-7245 or info@pacificsail.com.

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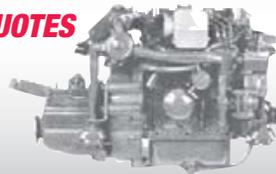
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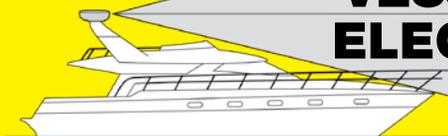
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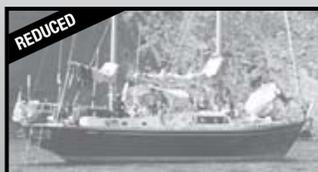
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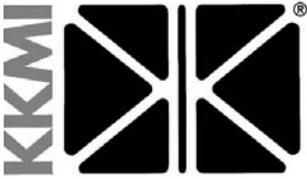
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BALTIC 42 DP (1984) Since 1973, Baltic Yachts of Finland have been building comfortable, safe, long distance cruisers with very good sailing and performance characteristics. Doug Peterson design, superbly maintained, hull #29. Asking **\$149,000**



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**



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**



NELSON MAREK CUSTOM
 A 92-ft aluminum world cruiser. Recently repowered. Immaculate throughout and in perfect condition. **\$1,500,000**



SWAN 391 (1984) A beautiful flag blue Ron Holland design which is very well equipped and has had teak decks, engine and standing rigging replaced, and new sails that have never been used. Many extras. Asking **\$154,000**



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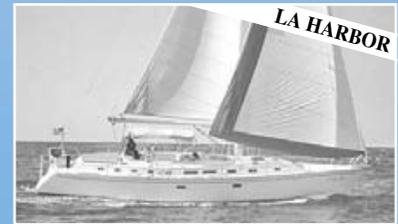
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53' HATTERAS, 1983 \$150K+ spent on improvements. Stabilized motoryacht in perfect shape, well equipped including Naiad stabilizers and modern electronics, shows Bristol. Interior refit, Awlgrip, canvas & isinglass replaced, dinghy davit, etc. **\$279,000**

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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. **\$249,000**

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41' SCEPTRE, 1993 Raised cabintop performance cruiser. Professionally maintained, only three owners, shows Bristol, one of the cleanest boats of this vintage, with many upgrades. *Kloosch* is the deep-draft version, well equipped, ready to cruise. **\$215,000**

See at: 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



48' ISLANDER SLOOP, 1985 *Pacem* has had two long-term owners since new and shows beautifully today; designed by Ted Brewer as a long distance passage maker, she's never been cruised. Teak interior shows as new, 6'8" headroom, new sails. **\$185,000**

See at: www.marottayachts.com



40' BENEteau FIRST 40.7, 2003 The First 40.7 combines the excitement of a sleek racer with all the comforts of a luxurious cruiser. This one is a well-equipped beauty that shows new inside and out. She's the deep version (preferable for the Bay). **\$139,500**

See at: www.marottayachts.com



41' TARTAN, 1975 This beautiful US-built performance-oriented classic is in fine shape, sails like a witch and is very competitively priced – all in all a compelling package. **\$59,000**

See at: www.marottayachts.com



30' BABA, 1982 This Robert Perry-designed classic was designed as a yacht that could maintain a crew for extended passages without sacrificing the qualities that make for a great single-hander or weekender. Lying transferable Sausalito slip. **\$59,000**

See at: www.marottayachts.com



34' ERICSON, 1991 Final iteration of this Bruce King classic, built by Pacific Seacraft. Rare deep-draft version (much more desirable for typical Bay conditions). Aft-cockpit classic with a solid hand-laid FRP hull. This is a Bristol example. **\$59,000**

See at: 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



34' SABRE, 1984 High end semi-custom sloop built in Maine entirely by hand. This boat is Bristol, she shows MUCH newer than her actual age and must be seen to be appreciated. Well equipped, too. **\$55,000**

See at: www.marottayachts.com



33' C&C, 1977 Striking dark blue-hulled racer/cruiser with 1988 diesel engine, roller furling main and jib, and wheel steering shows very nicely both inside and out. Fin keel, spade rudder, deck-stepped mast and club-footed jib. Motivated two-boat owner. **\$29,500**

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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**

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26' CHEOY LEE FRISCO FLYER, 1968 Built as a show boat for the Cheoy Lee distributor in Seattle, this is one of the nicest we've seen. One of the last built, fiberglass hull, raised cabin top. Repowered with Yanmar diesel, new main and rigging. **\$16,500**

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25' PACIFIC SEACRAFT, 1978 Charming double-ended pocket cruiser. These solidly built boats have crossed oceans; with her full keel she's right at home in typical Bay conditions. In fine shape in and out. Transferable Sausalito YH slip on boardwalk. **\$9,900**

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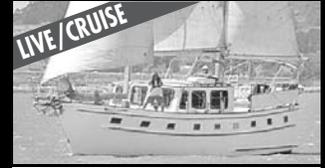
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36' STEEL HARTOG KETCH. Robust bluewater cruising doubled-ender, 1985. Low hours diesel, radar genset, air conditioning, watermaker, RIB and outboard, O/S liferaft, vane, wheel, pulpits, 2x course lifelines and MORE! GREAT BARGAIN on a go anywhere cruiser! Asking **\$34,950**



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