

Latitude 38

Latitude 38

VOLUME 419 May 2012

WE GO WHERE THE WIND BLOWS



MAY 2012

VOLUME 419

GRAND MARINA

The Star of the Bay



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In Hot Pursuit

Richmond Yacht Club's Big Daddy Regatta is a popular event every March. Sunday's race is a pursuit race, with the racers starting in reverse order, according to their handicap, and rounding Alcatraz Island and Angel Island, choosing to sail either clockwise or counterclockwise around the course.

This year's winner is *California Condor*, Buzz Blackett's Antrim designed Class 40, placing first out of 85 finishers, including several multihulls.

Condor boasts a full set of Pineapple Sails, including a square-top mainsail (the designer says that sometimes it is OK to be a blockhead) and the workhorse for this race, the "A-2" asymmetrical spinnaker.

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Cover: At the start of the Crewed Farallones Race, Frank Morrow's *Hawkeye* rides over a big swell, illustrating what conditions were like the day *Low Speed Chase* was lost.

Photo: Peter Lyons/www.peterlyonsphoto.com

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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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Latitude 38

"we go where the wind blows"

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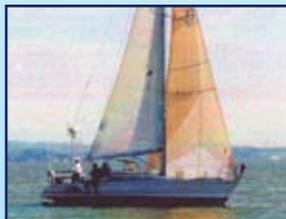
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CALENDAR

Non-Race

May 1-6 — 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-travelers for a chili cook-off, dinghy races and other water activities, the Candeleros Classic race, and lots of participant-created music. The goals are to have fun and raise lots of money for Mexican charities in Puerto Escondido and Loreto. Visit www.hiddenportyachtclub.com.

May 2-30 — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m. Enjoy lunch and a dynamic speaker each Wednesday for about \$25. All YCs' members welcome. More info under the 'Events' tab at www.stfyc.com.

May 5 — It's Cinco de Mayo and there's a full moon. Celebrate both with a Saturday evening sail.

May 5 — Chantey Sing aboard a historic vessel at Hyde St. Pier, 8 p.m.-12 a.m. Free. RSVP to peter_kasin@nps.gov.

May 5 — 15th annual Delta Loop Fest, the kick-off to Andrus Island's summer season. Info, www.deltaloop.com/loopfest.html.

May 6-27 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or www.baads.org.

May 6 & 20 — Cal Sailing Club's free introductory sail at Berkeley Marina, 1-4 p.m. Info, www.cal-sailing.org.

May 8 — Old Zeb: The Life & Legend of Zebulon Tilton told in story and song at SF Maritime National Historical Park, 6 p.m. \$5. Info, (415) 447-5000.

May 10 — Single sailors of all skill levels are invited to the Single Sailors Association monthly meeting at Ballena Bay YC, 6:30 p.m. Info, www.singlesailors.org or (510) 239-7245.

May 10, 12 — 'How the Tides Work for You' presentation by Kame Richards at Sausalito's Bay Model, 7 p.m. (5/10) & 1 p.m. (5/12). See for yourself how the waters move on the Bay. \$15 (cash). RSVP required, jmtantillo@comcast.net or (408) 263-7877.

May 11 — *Otter 501*, a film on sea otters, opens in San Francisco, Berkeley & Monterey. Info, www.otter501.com.

May 12 — Safety at Sea Seminar at California Maritime Academy in Vallejo. This day-long event fulfills the mandatory seminar requirement for Pacific Cup racers. \$100. Info, www.pacificcup.org.

May 12 — US Sailing Basic Race Management Seminar at Treasure Island YC, 8 a.m.-6 p.m. \$40/\$85. Email jzarwell@regattapro.com or rsbreed@earthlink.net for info.

May 12 — Knot Tying & Rope Handling Class at San Jose West Marine, 2-3 p.m. Free. RSVP to (408) 246-1147.

May 12 — Check out 'A Day in the Life: 1901', where you'll learn about maritime arts & crafts at SF maritime NHP. Vessel admission (under 16 free). RSVP at (415) 447-5000.

May 12 — About Boating Safely course by USCGA Flotilla 12-1 at Encinal YC, 9 a.m.-2 p.m. \$35. Info, (510) 601-6239 or nancy@windwave.com.

May 12 — Suddenly in Command safety course by USCGA at San Jose West Marine, 10 a.m.-2 p.m. \$20. RSVP to (408) 246-1147.

May 13 — Let Mom take the helm today.

May 17 — Bay currents 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 19 — Opening Day on South Bay! Boat parade, blessing of the fleet, live music & fun for the whole family. Info, www.southbayopeningday.org or www.sequoiayc.org.

May 19 — Small Craft Tour at SF Maritime National



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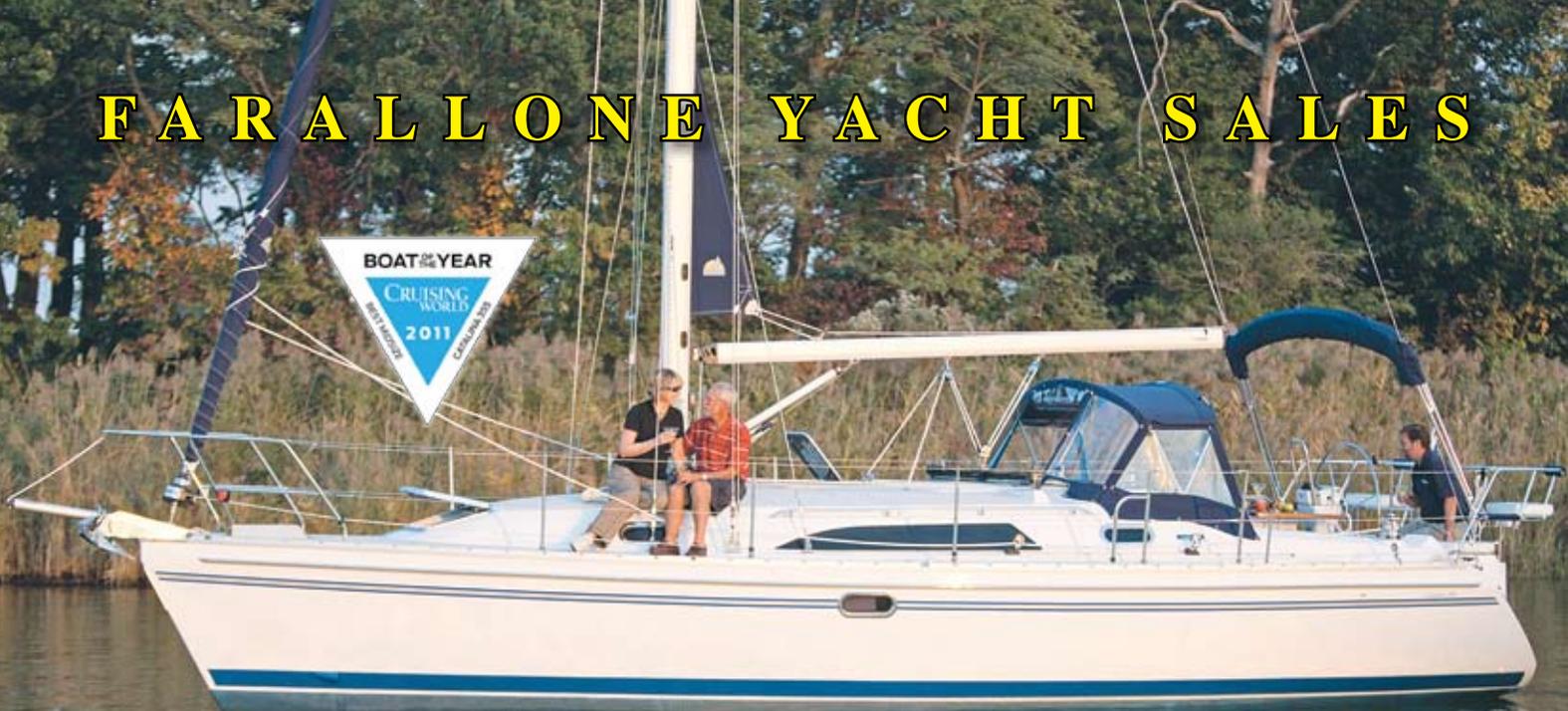
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- Catalina 380, 2000 **NEW LISTING!** 141,000

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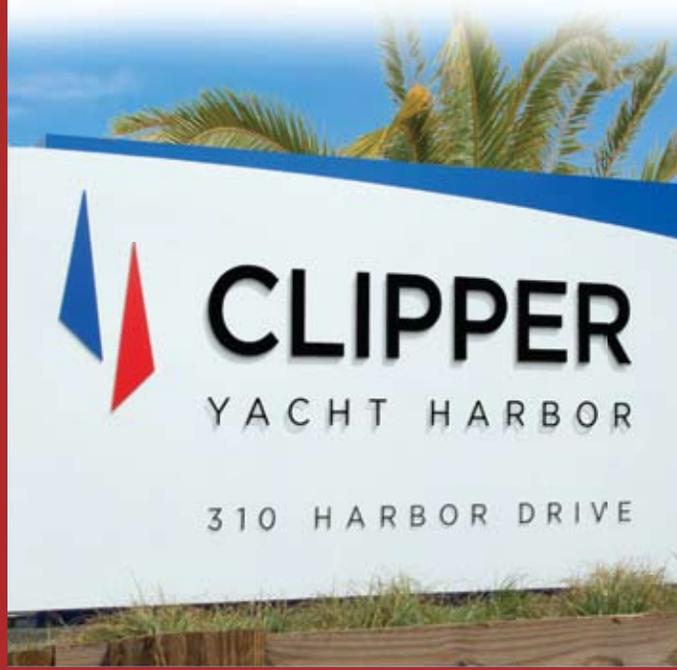
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CALENDAR

Historical Park's Hyde St. Pier, 10:30 a.m.-noon. Free. Info, mgardner@maritime.org.

May 19 — 'Music of the Sea for Kids' aboard *Balclutha* at Hyde St. Pier, 3 p.m. \$5 (under 16 free). Info, (415) 447-5000.

May 19 — Boaters Swap Meet at Marina Bay Yacht Harbor in Richmond, 8 a.m.-noon. Info, (510) 236-1013.

May 19 — Suddenly in Command course by USCGA Flotilla 12-1 at Oakland YC, 9 a.m.-1 p.m. \$35. Info, (510) 601-6239 or nancy@windwave.com.

May 19 — Safe Boating Day at Treasure Island SC, 11 a.m.-4 p.m. Free safety demos, games and sailboat rides. First 100 visitors get a PFD! Info, www.tisailing.org.

May 19 — Kick off National Safe Boating Week at a USCGA demo of inflatable PFDs at the Sausalito West Marine, 10 a.m. A limited variety of free replacement cartridges available! Info, gkminder@comcast.net.

May 19 — National Safe Boating Week starts at USCG Station Golden Gate at Fort Baker with USCG surf and auxiliary patrol boat tours, 10 a.m.-3 p.m. First 100 visitors get free lifejackets! Info, gkminder@comcast.net.

May 19 — 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 19 — Community Day at the Aquatic Center in Mountain View's Shoreline Park, 10 a.m.-2 p.m. Co-hosted with the Ho'oku'i outrigger canoe club, the day offers seminars and hands-on outrigger action. Info, shorelinelake.com/aquatic/aquatic.htm.

May 19-20 — Corinthian YC presents its annual Women's Sailing Seminar. A terrific low-stress way to learn how to sail. \$250. Info, www.cyc.org/WSS.

May 20 — Nautical Swap Meet at Elkhorn YC in Moss Landing, 7 a.m. Info, eyc@elkhornyc.com.

May 20 — Lighthouses of the Bay program at SF Maritime National Historical Park's Visitor Center. 3:15 p.m. Free. Info, (415) 447-5000.

May 22 — Boating Skills & Seamanship course by USCGA Flotilla 14 at Loch Lomond YC, 7:30-9:30 p.m. \$85 fee. Info, paula.j.russo@kp.org or www.flotilla14.d11nr.info.

May 24 — Singlehanded TransPac race seminar 'Return Trip/Shipping Options' at Oakland YC, 7 p.m. Free and open to the public. For more about the race or future seminars, go to www.singlehandedtranspac.com.

May 25-28 — 'Pirates in Petaluma' Memorial Day weekend event at Petaluma YC. Cocktail contest, poker walk, games, talent show and more! \$60 adults, \$25 kids under 13. Space limited, so RSVP early to gail@swifthomes.com.

May 26 — Maritime Crafts for Kids at SF Maritime National Historical Park's Hyde St. Pier, 3-4 p.m. \$5 (under 16 free). Info, john_cunnane@nps.gov or (415) 447-5000.

May 26 — Nautical Flea Market at Santa Cruz West Marine, 9 a.m.-3 p.m. Info, (831) 476-1800.

May 26-27 — Golden Gate Festival, a celebration of our famous Bridge's 75th birthday. Stretches from Pier 39 to the Bridge, including Hyde St. Pier. Free events, exhibits, music and more. <http://goldengatebridge75.org>.

May 27 — Watch the fireworks display celebrating the Golden Gate Bridge's birthday from the deck of the Sausalito-based 82-ft schooner *Seaward*, 8-11 p.m. The \$85 (\$35 for kids) fee goes to support Call of the Sea, a nonprofit youth sailing program. Info, www.ggtss.org.

May 26-28 — Organize a cruise-out with friends for the long Memorial Day weekend.

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36' Catalina, 1986 \$45,000



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CALENDAR

USCGA 12-1 at Oakland YC, 9 a.m.-1 p.m. \$50. Info, (510) 601-6239 or nancy@windwave.com.

June 2 — Laserpalooza with Laser champ and Rig Shop manager Ryan Nelson at Alameda West Marine, 11 a.m.-3 p.m. Bring your Laser to get free expert advice and help to rig it. RSVP to nburke@skysail.com.

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

June 3 — Minney's Marine Swap Meet, daylight to noon in Costa Mesa. Info, (949) 548-4192 or minneys@aol.com.

June 22-24 — 7th 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.

June 23 — 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 23-24 — Celebrate with sailors around the Northern Hemisphere during Summer Sailstice. Sign up for prizes and see who'll be sailing in your area at www.summersailstice.com.

Racing

May 4-6 — 40th annual San Diego Yachting Cup. Info, www.sdy.org/yachtingcup.

May 4-6 — Moore 24 PCCs. Santa Cruz YC, www.scyc.org.

May 5 — Doublehanded Long Distance #2. SSC, www.stocktonsc.org.

May 5 — YRA-WBRA #2. RYC, www.yra.org.

May 5 — Summer #2. SeqYC, www.sequoiayc.org.

May 5-6 — 18-ft Skiff Regatta. SFYC, www.sfy.org.

May 5-6 — Elvstrom Zellerbach. StFYC, www.stfy.com.

May 5-6 — Commodore's Cup. HMBYC, www.hmbyc.org.

May 5-6 — The 112th annual Great Vallejo Race, one of the biggest races on the Bay, and also serves as the YRA season opener. Info, (415) 771-9500 or www.yra.org.

May 5-6 — Moore 24 PCCs. SCYC, www.scyc.org.

May 6 — Spring Series #2 on Fremont's Lake Elizabeth. Info, www.fremontsailingclub.org.

May 12 — Mercury Series #3. EYC, www.encinal.org.

May 12 — Long Distance Race #2. SSC, www.stocktonsc.org.

May 12 — North Bay #1. VYC, www.vyc.org.

May 12 — Annual El Toro Flight of the Bulls at Foster City Boat Park. Info, www.eltoroyra.org.

May 12 — 35th Singlehanded Farallones Race, a local rite of passage. SSS, www.sfbaysss.org.

May 12 — Behrens Regatta. TYC, www.tyc.org.

May 12-13 — 14th annual Lake Yosemite Sailing Association Regatta. Info, www.lakeyosemitesailing.org.

May 13, 1995 — Kiwi *Black Magic* landed the final blow to the *Stars & Stripes* team sailing *Young America* when *Black Magic* swept the 29th America's Cup. It took 15 years for the Cup to find her way back home.

May 19 — YRA #1 Long Course. BYC, www.yra.org.

May 19 — YRA-WBRA #3 Knox. CYC, www.yra.org.

May 19 — 4th annual American Armed Forces Cup on the Bay. The five branches will compete on five different courses for bragging rights. Root for your favorite from Club Nautique's dock. Info, www.clubnautique.net/armedforcescup.

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55' Tayana, 1988, <i>Samadhi V</i>	\$249,000	40' Olson, <i>Elka</i>	SOLD	33' J/100, Hull #9, '05, <i>Brilliant</i>	SOLD
53' J/160, '01, <i>Mandalay</i>	\$579,000	38' Sabre 386, '08, <i>Kuai</i>	SOLD	33' Back Cove, '08.....	\$269,000
52' Santa Cruz, '99, <i>Renegade</i>	\$495,000	38' Sabre 38 Mkl, '84.....	SOLD	32' J/32, '02, <i>Tango</i>	SOLD
52' Santa Cruz, '98, <i>Hula</i>	SOLD	38' Pearson True North, '02, <i>Ricochet</i>	\$199,999	30' Mull custom, '74, <i>The Shadow</i>	\$40,000
52' TransPac with IRC mods, '03, <i>Braveheart</i> *.....	\$499,000	36' J/109, '03*.....	\$189,000	30' Olson 911S, '89, <i>Halcyon</i>	SOLD
50' Bakewell-White, '02, <i>Brisa</i>	\$615,000	36' J/36, '82.....	\$59,000	30' Olson 30, '79.....	SOLD
48' J/145, Hull #9, '03*.....	\$675,000	35' J/105, '02, Hull #581, <i>Business Time</i>	\$99,000	30' J/30, '79*.....	\$26,000
47' Valiant, '81, <i>Sunchase</i>	\$90,000	35' J/105, '02, Hull #520, <i>Sea Room</i>	SOLD	30' Peterson Half Ton*.....	\$19,900
44' J/44, '90, <i>Phantom</i>	\$239,000	35' J/105, '01, Hull #463, <i>Trickster</i>	SOLD	29' MJM 29z, '07*.....	\$269,000
44' Kernan, <i>Wasabi</i>	SOLD	35' J/105, '01, Hull #405, <i>Swoosh</i>	SOLD	28' Alerion Express, '02*.....	\$59,500
44' Wauquiez 43 Pilot Station*.....	\$299,000	35' J/105, '01, Hull #400, <i>Lulu</i>	\$105,000	28' Islander, '78*.....	\$16,900
43' J/130, '96*.....	\$184,000	35' J/105, '00, Hull #347, <i>Bald Eagle</i>	\$89,000	26' J/80, '01, <i>Whiplash</i>	SOLD
43' Custom C&C, '73.....	\$299,000	35' J/105, '99, <i>Life Is Good</i> *.....	\$73,900	26' J/80, '01*.....	\$32,900
41' J/124, '05.....	\$239,000	35' J/105, '01, <i>John B</i> *.....	\$94,500	26' J/80, '00*.....	\$29,000
40' Farr, '97, <i>Far Niente</i>	\$199,000	35' J/105, '92, Hull #44, <i>Orion</i>	SOLD	26' J/80, '04, <i>Heart Attack</i>	SOLD
40' Pacific Seacraft, '99, <i>DreamKeeper</i>	\$314,900	35' J/35C, '91*.....	\$89,000		
40' Alchera.....	\$189,000	34' J/34, '85, <i>The Zoo</i> *.....	\$29,900		
40' J/120, '00, <i>Dayenu</i>	SOLD	34' MJM 34z, '05*.....	\$299,000		

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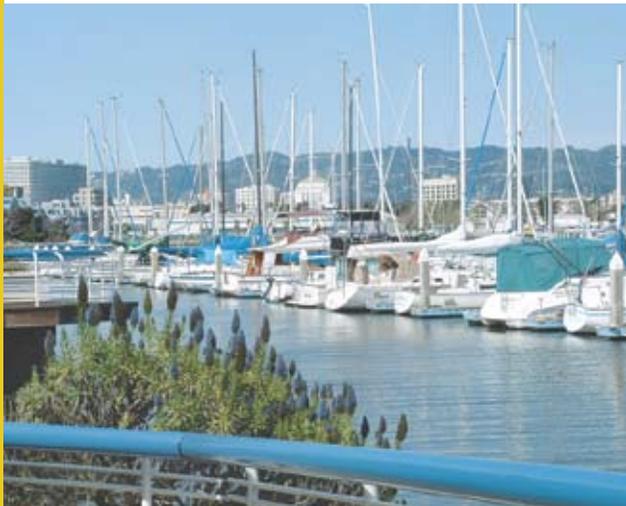
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CALENDAR

May 19 — North Bay Shootout #2/Brothers. BenYC, www.beniciayachtclub.com.

May 19 — Spring One Design #2. SCYC, www.scyc.org.

May 19-20 — BAYS Summer Series #1 for Optimis, Lasers, C420s & CFJs. PYSF, www.bayarea-youthsailing.com.

May 19-20 — Elite Keel (Etchell, Express 27, J/24, Knarr, IOD & Open 5.70). SFYC, (415) 789-5647 or www.sfyc.org.

May 19-20 — Stone Cup for PHRF, one designs & IRC. StFYC, www.stfyc.com or (415) 563-6363.

May 20 — Spring Series #6. SSC, www.stocktonsc.org.

May 20 — Baxter/Judson #2. PresYC, www.presidioyachtclub.org.

May 20 — Spring #5 & 6 One Design. MPYC, www.mpyc.org.

May 26 — Master Mariners Regatta, hosted by Encinal YC. A must for woody-philis. Info, www.mastermariners.org.

May 26 — Small Boat Spring. EYC, www.encinal.org.

May 25 — 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 25-27 — Flying Dutchman Nationals. Santa Cruz YC, www.scyc.org.



LATITUDE ARCHIVES

Classic yachts romp on the Bay in the annual Master Mariners Regatta on May 26.

May 26-27 — 48th annual Whiskeytown Memorial Day Regatta on Whiskeytown Lake in Redding. Info, www.whiskeytownsailing.org.

May 26-28 — 69th Swiftsure International Yacht Race, the big one for Northwest sailors. Four different race courses ranging from 18 to 138 miles. Info, www.swiftsure.org.

May 27 — Spring Series #7. SSC, www.stocktonsc.org.

June 1-3 — California Invitational Blind Sailing Regatta hosted by IYC. Info, www.iyc.org.

June 1-3 — 29th Classic Mariners' Regatta in Port Townsend, WA. Info, www.woodenboat.org.

June 2 — Delta Ditch Run, from Richmond to Stockton. RYC/SSC, www.richmondyc.org or www.stocktonsc.org.

June 2 — Melges 24 Silver Cup #2. SFYC, www.sfyc.org.

June 2 — Summer #3. SeqYC, www.sequoiaayc.org.

June 2-3 — Cal Race Week in Marina del Rey. Cal YC, www.calyachtclub.com.

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

June 3 — Ladies Day Race. MPYC, www.mpyc.org.

June 9 — X-Bay Regatta, the inaugural cross-Bay race that will start in Central Bay and finish at CYC. Next year it will finish at SBYC. CYC/SBYC, www.cyc.org or www.southbeachyc.org.

June 9 — Mercury Series #4. EYC, www.encinal.org.

June 9-10 — YRA-OYRA Drakes Bay. CYC, www.yra.org.

June 9-10 — Spring Invitational. SFYC, www.sfyc.org.

June 9-10 — BAYS Summer Series #2 for Optimis, Lasers, C420s & SFJs. RYC, www.bayarea-youthsailing.com.

June 9-10 — 31st annual Go for the Gold regatta on Scotts Flat Lake in Nevada City. All classes invited. Gold Country YC, www.gcyc.net.

June 9-10 — Ronstan Bay Challenge. StFYC, www.stfyc.com.

June 11-14 — Catalina 22 Nationals on Scotts Flat Lake in Nevada City. Info, www.gcyc.net.

June 13 — Coastal Cup Race, from the Bay to Catalina

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CALENDAR

Island, starts. EYC, (510) 823-5175 or www.encinal.org.

June 30 — Test your mettle in the Singlehanded Trans-Pac, a 2,120-mile slide from the Bay to Hawaii. SSS, www.singlehandedtranspac.com.

July 16 — If you'd like to share the adventure with friends, the Pacific Cup is for you. Info, www.pacificcup.org.

Summer Beer Can Regattas

BALLENA BAY YC — Friday Night Grillers: 5/4, 5/18, 6/1, 6/15, 6/29, 7/13, 7/27, 8/10, 8/24, 9/7. Matt Schuessler, (925) 785-2740 or race@bbyc.org.

BAY VIEW BOAT CLUB — Spring Monday Night Madness: 5/14, 5/28, 6/11, 6/18 (make-up). Arjan Bok, (415) 310-8592 or bayviewracing@sbcglobal.net.

BENICIA YC — Thursday nights through 5/24, 6/7-6/28, 7/12-8/23, 9/6-9/27. Grant, (510) 230-3649 or harlessgrant@sbcglobal.net.

BERKELEY YC — Every Friday night through 9/28. Paul Kamen, (510) 540-7968 or pk@uwell.com.

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

CORINTHIAN YC — Every Friday night through 9/7. Michael, racing@cyc.org.

COYOTE POINT YC — Every Wednesday night through 10/17. George Suppes, (650) 921-4712 or regatta@cpyc.com.

ENCINAL YC — Friday Night Spring Twilight Series: 5/11, 6/1, 6/15. Susan, rearcommandore@encinal.org.

FOLSOM LAKE YC — Every Wednesday night: 5/2-9/26. Info, www.flyc.org.

GOLDEN GATE YC — Friday nights: 5/4, 5/18, 6/1, 6/15, 6/29, 7/13, 7/27, 8/10, 8/24. Gary, (916) 363-4566 or gshalvo@pacbell.net

ISLAND YC — Spring Island Nights on Fridays: 5/4, 5/18, 6/8, 6/22. John, (510) 521-2980 or iycracing@yahoo.com.

LAKE TAHOE WINDJAMMERS YC — Every Wednesday night: 6/6-late September. Will Anderson, (678) 517-6578.

LAKE WASHINGTON SC — Every Thursday night: 5/3-9/27. Dan Clark, www.lwsailing.org.

LAKE YOSEMITE SA — Every Thursday night: 5/10-8/23. Tom Cooke, tcookeatty1@yahoo.com.

MONTEREY PENINSULA YC — Sunset Series, every Wednesday night through October 3. Garth Hobson, (831) 915-7020 or turbogarth@hotmail.com.

OAKLAND YC — Wednesday night Sweet 16 Series: 5/2-6/20 & 7/18-9/5. John, (510) 366-1476 or j_tuma@comcast.net.

RICHMOND YC — Wednesday nights: 5/2, 5/16, 5/23, 5/30, 6/6, 6/20, 6/27, 7/11, 7/18, 7/25, 8/1, 8/8, 8/15, 8/22, 8/29, 9/5, 9/19. Eric Arens, (510) 841-6022 or ericarens@comcast.net.

ST. FRANCIS YC — Wednesday Night Series: 5/2-6/27 & 8/1-8/29. Thursday Night Kiting Series: 5/10, 5/24, 6/7, 6/28, 7/12, 7/26, 8/2, 8/16, 8/30, 9/13. Friday Night Windsurfing Series: 5/11, 5/25, 6/8, 6/29, 7/13, 7/27, 8/3, 8/17, 8/31, 9/14. Robbie Dean, (415) 563-6363 or racemgr@stfyc.com.

SANTA CRUZ YC — Wet Wednesdays through 10/31. Corinthian sailing every Friday night: 5/4-8/24. Info, (831) 425-0690 at scyc@scyc.org.

SAUSALITO YC — Spring Sunset Series on Tuesday nights: 5/1, 5/15, 5/29, 6/12, 6/26. Dave Borton, (415) 302-7084 or race@sausalitoyachtclub.org.

SEQUOIA YC — Every Wednesday night through 10/10. John Graves, (408) 306-1408 or www.sequoiayc.org.

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(BYOB) every Wednesday night through October. South Bay Cup Windsurfing Series on Monday nights through July. Info, (650) 965-7474.

SOUTH BEACH YC — Friday Night Series: 5/4, 5/18, 6/1, 6/15, 6/22, 7/6, 7/20, 7/27, 8/3, 8/17, 8/24. Info, rearcommadore@southbeachyc.org.

STOCKTON SC — Every Wednesday night: 6/6-8/29. Patrick Felten, (209) 518-6371 or regatta11@stocktonsc.org.

TAHOE YC — Wednesday Night Beer Can Series: 5/30-6/27 & 7/11-8/29. Dan Hauserman, (530) 581-4700 or dan@ilovetahoe.com. Monday Night Laser Series: 5/28-8/27. Rick Raduziner, (530) 583-6070 or raduziner@sbcglobal.net.

TIBURON YC — Every Friday night: 5/18-8/31. Ian Matthew, race@tyc.org or (415) 883-6339.

TREASURE ISLAND SAILING CENTER — Vanguard 15 Tuesday Night Team Racing: 5/1, 5/8. Laser & Vanguard 15 racing every Thursday Night through 9/13, sponsored by Svendsen's. Vanguard 15 fleet: Al Sargent, (415) 742-1430, www.vanguard15.org. Laser fleet: Nick Burke, (415) 601 7483, www.d24.laserforum.org.

VALLEJO YC — Every Wednesday night through 9/26. Tom Ochs, fleetcaptainsail@vyc.org.

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
5/05Sat	0526/-1.2	1221/4.9	1715/1.6	2337/6.6
5/06Sun	0613/-1.6	1317/4.9	1803/1.9	
	HIGH	LOW	HIGH	LOW
5/12Sat	0502/4.8	1137/-0.1	1900/5.1	
	LOW	HIGH	LOW	HIGH
5/13Sun	0044/2.0	0618/4.4	1235/0.4	1949/5.2
5/19Sat	0532/-0.4	1233/4.3	1707/2.3	2314/5.7
5/20Sun	0605/-0.6	1315/4.3	1744/2.5	2345/5.7
	HIGH	LOW	HIGH	LOW
5/26Sat	0300/4.9	0946/-0.3	1721/4.6	2225/2.8
5/27Sun	0356/4.6	1034/0.0	1804/4.8	2336/2.4
5/28Mon	0503/4.3	1125/0.4	1846/5.1	

May Weekend Currents

date/day	slack	max	slack	max
5/05Sat	0042	0354/5.7E	0740	1041/4.7F
	1402	1626/3.5E	1938	2232/3.7F
5/06Sun	0123	0440/6.0E	0828	1130/4.8F
	1455	1715/3.3E	2023	2317/3.5F
5/12Sat	0138	0413/1.9F	0657	1001/3.5E
	1407	1721/3.1F	2030	2313/2.3E
5/13Sun	0254	0539/1.9F	0814	1111/3.0E
	1507	1823/3.0F	2121	
5/19Sat	0036	0346/4.4E	0744	1049/3.6F
	1357	1615/2.3E	1935	2220/2.7F
5/20Sun	0109	0420/4.6E	0820	1122/3.6F
	1438	1650/2.3E	2007	2253/2.6F
5/26Sat		0219/1.7F	0448	0828/3.8E
	1209	1518/2.9F	1854	2113/2.2E
5/27Sun	0035	0317/1.6F	0549	0921/3.5E
	1258	1610/2.9F	1941	2208/2.4E
5/28Mon	0152	0423/1.6F	0705	1018/3.2E
	1352	1704/2.9F	2028	2306/2.8E

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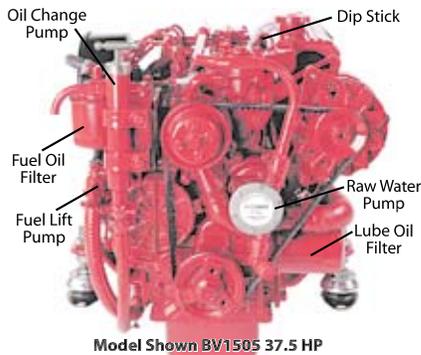


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LETTERS

WE GRIEVE

The Farallones Race tragedy is so heartbreaking! It's now midnight on the Sunday following, and I still can't seem to get my head around it. Like many, I'd hoped there would be a miracle and more survivors would be found. But it was not to be.

Having been around 'The Rockpile' dozens of times myself, I completely understand. It was just another day at the office for sailors who knew what they were doing. They were simply going for it.

I've already read much about the tragedy and listened to countless broadcast reports about it. But please tell all the armchair sailors who start making 'Why didn't they do this?' or 'Why didn't they do that?' comments to go oink themselves. Armchair sailors simply don't understand, and therefore shouldn't be part of the discussion. They should keep quiet and let those of us who do understand grieve. And we grieve no matter if we personally knew any of the victims or not.

David Demarest
Burbujas, Vanguard 15 #1004
San Anselmo

David — We agree that this is a time for grieving, and that anyone — including sailors — who wasn't out at the Farallones when the accident occurred shouldn't try to second guess what was and was not done. At some point there is going to be a Coast Guard investigation, at which point we'll learn about the details of the incident from the survivors and from evidence. Maybe then it will be possible to draw some conclusions.

We've received several letters making various recommendations based on the tragedy. Out of respect, we're going to hold those letters for next month.

WHAT WE SAW FROM ABOARD GREEN BUFFALO

We did not see the immediate sequence of events that led to *Low Speed Chase's* ending up in the surf at the Farallones, but we on the Cal 40 *Green Buffalo* believe we were the first to spot them in distress and to notify the Coast Guard.

The weather on Saturday started out light but became windy as predicted, with breezes persisting in the 25- to 30-knot range, and swells in what I'd estimate were the 7-foot

range. Naturally there were some gusts and waves that exceeded those norms. We endured the ride out to the Farallones, and watched a few boats turn back, presumably because of gear failure or just deciding not to continue.

Approaching and then rounding Southeast Farallon Island from the north at a distance of about a



RUNE STORESUND

The crew of 'Tiki Blue' came upon the scene shortly after 'Green Buffalo'.

quarter mile, we observed heavy surf on the islands, crashing high and putting on a display of the sea's power. Jim Quanci, our skipper, then noted what he described as a "sweeping wave," originating at about our distance, and continuing toward the south end of the island. He also noticed a white spar, deep in one of the coves, and called our attention to it.

It took a few moments for us to figure out that we were looking at a sailboat mast and not some part of the island's infrastructure. The mast didn't appear to be moving, and



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LETTERS

the main appeared to still be up. Given the size of the surf, it looked as though it would be all but impossible to escape from that location.

We didn't dare approach the stranded vessel any more closely for fear of ending up in the same situation. Jim asked me to call the Coast Guard and report the situation. The VHF contact was poor, but our distress call got through, and was promptly answered. We were unable to answer the Coast Guard's questions about what boat was on the rocks, and who and how many people were aboard. I then switched to the race channel and asked other passing boats to report their observations to the Coast Guard. *Whirlwind* replied that the boat appeared to be on the rocks and, though they could not make it out, had a three-word name. Other communications continued after we had no further information to contribute.

The Coast Guard had a helicopter on site in about 40 minutes, and we saw two other assets, one the cutter *Sockeye* and the other a 44-ft motor lifeboat, on their way to the islands.

Our condolences to the families of those who were lost in this terrible tragedy.

Michael Moradzadeh, Crew
Green Buffalo, Cal 40

↑↓ TO HONOR THOSE WHO LOST THEIR LIVES

I didn't know any of the sailors who died during the tragic accident at the Farallones, but I still feel a connection with them, and sadness for families and friends of those who died, as well as those who survived.

We are planning to sail around the Farallones with the Singlehanded Sailing Society fleet on May 12, not as part of the Singlehanded Farallones Race, but just for the heck of it. If we make it out there, we plan to honor those who lost their lives by dropping a rose in the water as a remembrance. If anyone wants to join us in doing the same, they are welcome.

Gary Ryan
'iliohale, Hanse 341
Sausalito

↑↓ MONEY CHANGES EVERYTHING

I'm not a racer and I didn't know any of the victims in the horrible *Low Speed Chase* tragedy that took place at the Farallon Islands. But I'm truly despondent about the loss of those lives, perhaps more so because most were avid amateurs rather than professionals.

But there is a trend in other areas of racing that I see and don't like. Just recently we had the Clipper 'pay big bucks to crew' Around the World fleet arrive in Oakland. One of the boats had been smashed by a gigantic wave hundreds of miles from San Francisco, seriously injuring four of the crew and ripping the binnacle and wheel right off their mounts. Is it not well-known foolishness to challenge the North Pacific from China so early in the year? Was this route at this time of year selected only so the owners of the event could land big sponsors?

Then there is the Volvo Race, the six boats of which seem to need ships to get themselves to the start of each new leg. If I'm not mistaken, the destinations for each of that event's legs were selected primarily on how much money they could generate.

Closer to home, consider the gigantic wing sail catamarans that will be used for the 34th America's Cup on San Francisco Bay. Apparently they were selected to provide the 'fans' with 'NASCAR-like' dramatic tension, where crashes or deaths can happen at any moment. Reading between the lines, I get the



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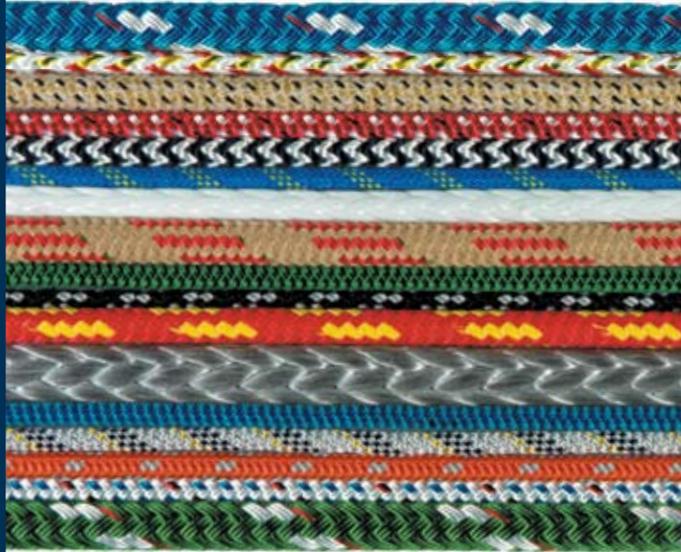


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LETTERS

impression that the crews — a brave lot to begin with — are scared poopless. And once again, the ultimate motivation seems to be money.

I love sailing, but not for either ultimate speed or edge-of-death thrills. I love sailing for the opportunity it gives me to commune with Nature in a gentle, harmonic and environmentally friendly way. As such, I'm frankly tired of all the publicity that the wild side of sailing gets. I'd like to see more articles such as the Wanderer's Zen sailing pieces that appeared in last year's *Latitude*. To me — and I suspect a lot of *Latitude* readers — that's what sailing is really about.

Once again, my sincere condolences to the grieving families and friends of those who lost their lives at the Farallones that terrible day.

Name Withheld By Request
North Bay

↑↓ THE EVOLUTION OF MY THOUGHTS ON PFDs

The tragic loss of some of the crew of *Low Speed Chase* prompts this letter. I never wore a PFD in the '70s and '80s. They weren't cool. They inhibited movement. And I was young and immune to misfortune.

In the '90s, with the advent of the inflatable 'suspenders' style PFDs, I could run around the foredeck relatively unencumbered and didn't feel that my 'fashion statement' would



John LyMBERG's 'Savage Beauty' was pummeled along the Marin Headlands in '09.

cause excessive embarrassment back at the club. I wore my inflatable PFD 80% of the time, and always when I was singlehanded or outside the Gate.

During the Second Half Opener in '09, we ran aground on the Marin headlands with the Flying Tiger 10 *Savage Beauty*. I had never before considered the possibility of being ejected from a boat onto the wave-swept rocks where an inflatable PFD would immediately be shredded and lose buoyancy.

Since that event, I've changed my strategy for survival. I *always* wear an inherently buoyant 'dinghy-style' PFD. The advantages are that there are no movable parts to fail, it provides added padding against stanchions and rocks, and it floats. When conditions warrant — such as the Crewed Farallones Race — I wear an inflatable PFD with harness/rings on the outside of my foul weather gear as a secondary means of flotation.

To give some context, I do foredeck about 100 days a year on a variety of boats. During the Crewed Farallones I was aboard the turbo'd Hobie 33 *Akyla*. During the Pt. Bonita race I was aboard the Flying Tiger 10 *Savage Beauty*. I also owned the Peterson 3/4 Tonner *Cirrus* from '89 to '09.

My heart goes out to the family and friends of the *Low Speed Chase* crew. It could have been any of us.

Jeff Bruton
San Francisco

Readers — Just so nobody gets the wrong idea, everybody on the *Low Speed Chase* crew was wearing a PFD.

↑↓ "WE GOT GREAT CREW AT THE CREW LIST PARTY"

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March 7 yielded us a great bunch of race crew recruits. Seven of the sailors in this photo are contacts we made at the Crew Party. Four of the individuals just moved to the Bay Area — and are learning that we sail with PFDs and foulies around here. So thanks to *Latitude* for hosting the great event.

The photo was taken after a good day of spinnaker practice, which was followed by an awesome potluck lunch behind



SYLVIA STEWART

'Iolani' found a boatload of new crew at our Spring Crew List Party.

Angel Island, featuring many homemade treats. After a brisk sail back to Sausalito, we hosted a little dock party and beer tasting of some microbrew created by one of our crew. The Chipotle Amber Ale was voted the favorite.

Barry Stompe & Sylvia Stewart
Iolani, Hughes 48
Sausalito

Readers — This year's Crew List Party was one of the biggest ever. If you missed out, no worries, you can still find skippers or crew by clicking the Crew List button on our homepage at www.latitude38.com.

↑↓ HOW I USED TO GET MY WEATHER INFO

Last month there was a letter asking for advice on the best way to get weather reports for sailing when there is no internet access. Although my 'old school' method was for Bay sailing rather than offshore sailing, and prior to the advent of internet, your readers might enjoy it nonetheless.

Back in the '80s and early '90s, when my Laser and I spent most of our time sailing at Crissy Field and Tomales Bay, I had a unique way of getting real time weather reports. In the case of Crissy Field, I would call the Sergeant's Office at the Golden Gate Bridge and ask how hard the wind was blowing. For Tomales Bay, I would call Tony's Seafood Restaurant and ask the waitress, or whoever answered the phone, to look out the window and tell me what the conditions were like.

It was a great way to get the weather — until someone in the Sergeant's Office eventually got tired of my calling. "Besides," they told me, "it always blows here."

Dennis Olson
Santa Rosa

↑↓ THE CUP AND THE FLEET

According to the news media, the America's Cup officials are proposing to combine the America's Cup World Series competition on San Francisco Bay with Fleet Week on October 4-7. Though there are doubtless many more reasons that this would be a horrible, terrible, very bad idea, I can think of at least three:

1) Combining the two events will overload the infrastructure, making traffic, access to food vendors, and possibly accommodations a nightmare that will degrade the experience of everyone who attends.



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2) San Francisco merchants will lose out on one weekend of mega business opportunities.

3) Conflicting overlaps of the real estate used by each event will cause many frustrations and delays.

I get the feeling that the America's Cup folks want to combine the events because they are worried that as a stand-alone event, the America's Cup won't draw the size of crowds the sponsors want to see. I think they underestimate the interest the sailing community and the public-at-large have in the America's Cup.

As much as I love Fleet Week, and look forward to the stimulus that the 34th America's Cup will bring to the local sailing community, if this proposal comes to pass, it almost makes me glad that I will be in Mexico during the resulting fiasco.

Bill Crowley
Clarsa, Venture 23
Napa

Bill — Fleet Week on the Bay has always struck us as being sufficiently chaotic in its own right, so at first whiff we have to agree that combining the America's Cup with it doesn't seem like the best idea. We also agree that it feels a bit as if the America's Cup is trying to hitch a ride on the more broadly popular Fleet Week.

↑↓ **DIFFERENT EVENTS, BUT SAME TIME AND PLACE**

If the people running the America's Cup were in charge of scheduling the San Francisco Giants and San Francisco 49ers games, they would probably schedule the last game of the World Series and the season opener for the 49ers for the same day at the same time. And both at AT&T Park! I'm looking forward to both Fleet Week and the 34th America's Cup on San Francisco Bay, but combining them would be like chalk and cheese.

Griff Taylor
Emeryville

Griff — As we stated in our previous response, our inclination is to be skeptical about this idea. But who knows, maybe they've got some nifty plan to make it all cool. We'll withhold judgment until some proposed details are available.

↑↓ **DON ANDERSON'S PASSING**

I'm sad to have to report the passing of Don Anderson, who was known to cruisers in Mexico and the Pacific for his many years of free weather forecasts on HF radio. Don's body was found on his Valiant 47 *Summer Passage* by fellow members of Oxnard's Pacific Corinthian YC who hadn't seen him in a week.

I was lucky to be a part of the original Amigo Net, which was created to assist boats taking the Clipper or Offshore Route home from Mexico in '01. Back then Don gave us the weather on the newly organized Amigo Net, which was run by a Canadian woman named Kathy aboard her boat *Morning*. It was then and there that Don discovered what seemed to be an innate need to provide weather forecasts for cruisers. Over time it became a much larger endeavour than he ever could have imagined, covering not only the sailing routes within Mexico, but also to the South Pacific and Hawaii as well as the Baja Bash back to the States.

Don broadcast from his office at the back of his house using a specially erected tower that utilized a galvanized fence as its ground. Don's neighbors fought to have his antenna removed — until the City of Oxnard honored him for helping children and young adults learn about HF radio.

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For what might be called the 'Decade of Don', many cruisers in Mexico didn't start their morning or plan their sailing agenda until they had heard Don's weather report. I, for one, appreciated hearing his side information on how weather systems formed and what one would expect if certain variables were to occur. Yet Don could be a bit intimidating, as he would ask and answer his own questions, as if his listeners should have known the answers from all the times he'd given them before.

Don and his precise forecasts will be missed by all.

Jim Barden

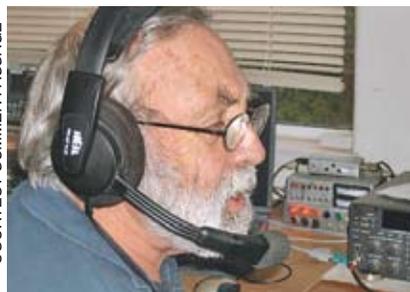
Ann Marie, Morgan Out Island 28
Santa Rosalia, Baja, Mexico

Readers — Don had a large audience, so we received many responses mourning his passing. He was so flamboyant with his forecasts that it's almost hard for us to believe reports that he was 90 years old. He sounded much younger on the radio.

↑↓ DON'S FORECASTS WILL BE MISSED

Don Anderson's morning weather forecasts and lectures on the Amigo Net were always interesting and informative, and with his passing, will be missed.

But I'm not sure most listeners realized what serious bluewater cruisers he and his wife Joan were. Upon our return from Mexico in '04, we had the opportunity to have dinner with Don and Joan on three occasions, and I am reminded of a story he told that I think illustrates the real spirit of the man. Late one afternoon while on a doublehand-



COURTESY SUMMER PASSAGE

Don 'The Weatherman' Anderson passed away aboard 'Summer Passage'.

ed passage, I believe from Easter Island to Ecuador, an uncontrolled gybe broke the boom on their Valiant 47 *Summer Passage*. After getting the sail down and everything secured, Joan was quite concerned. But pointing out there was really nothing further they could do to improve their situation that night, Don said there was no reason to delay cocktail hour any further.

Without Don's guidance, I suppose the Mexico cruising fleet will simply have to make use of a method of weather forecasting Don always encouraged. "Within 10 miles of land, the only reliable wind forecast comes from looking out a porthole."

Jimmie Zinn

Dry Martini, Morgan 38
Richmond

↑↓ A MIX OF MELVILLE, TWAIN AND ISAIAH

To those of us who relied on the weather forecasts of Don Anderson, he was something like a mix of Herman Melville, Mark Twain and Isaiah the biblical prophet. His forecasts sometimes had the flavor of hair-raising sea yarns, flecked with homespun humor and sometimes stiffened with moral jeremiads. Woe to those heedless mariners who neglected his predicted hazards, as they were headed "straight to Davy Jones' locker," Don would thunder. He'd giggle delightedly with the prospect of these fools, and we'd shiver in our skivvies at the thought of 60 knots of "Terror in the Tehuantepec," or of running onto the rocks at night at the reef offshore Punta Abreojos, which, he'd remind us with a bit of a righteous

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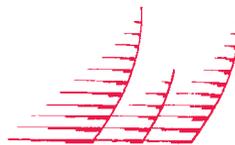
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LETTERS

cackle, means "Keep your eyes open" in Spanish!

We on *Wendaway* loved the way Don's beautiful mind was able to animate the complicated weather systems and physics into a visual narrative. Instead of throwing numbers at us — degrees, millibars, velocities and such — he'd interpret the mysteries of a living atmosphere interacting with the ocean and land, and we'd be rapt at our radios at the clarity of his vision.

Nearly every day he'd present his forecasts on the Amigo Net, the Southbound Net, the Baja California Net, and on weekends the Chubasco Net, too. He was always there, on time, and fully prepared to shepherd his wayward flock up and down the Pacific.

Don was thanked — profusely. I hope this knowledge will help his family and friends in their grief — and in the celebration of the life of Dr. Donald Anderson, friend of mariners everywhere.

Mark Schneider & Wendy Beattie
Wendaway, Norseman 447
Portland, OR

↑↓ "I'M VERY MUCH ALIVE"

I have discovered a website claiming Don Anderson's wife passed away a month ago.

I am very much alive, and I'm asking your help to correct this information and pass it along to the appropriate people involved.

Joan Anderson
Oxnard

Joan — Our sincerest condolences for your loss.

↑↓ BLINDED BY THE LIGHTS

In the April 18 *Lectronic*, the Wanderer asked if anybody else has been troubled by being unable to see cruise ship navigation lights because of all their other brighter lights. I sure have, in both the Northwest and Northeast Providence Channels of the Bahamas, where I have had as many as seven cruise ships around me at the same time! It was impossible to



DISNEY CRUISES

tell where some of them were headed. I remember one of the ships firing up strobes and flashing lights for a disco, making it really hard to see the navigation lights. I fortunately presumed correctly that the disco would have to be at the aft end of the ship, where there was less wind and the strobes would be less likely to blind those on the bridge.

My vessel's radar had tracking ability — but not for seven ships! I had a high pucker factor for awhile. This was pre-AIS, which made establishing VHF communications with the ship you were most concerned about hard to confirm.

I always wondered how these ships and their lights met Colregs!

Ray Catlette
Reno/Benicia

↑↓ A CLOSE CALL

I was in the middle of a two-hour business call on my



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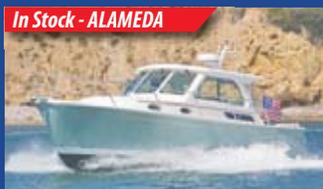
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LETTERS

Carver 36 motoryacht at Pier 39 in San Francisco the other day at about 5 p.m. when I went out on the flybridge to enjoy the beautiful view. Even though I had buds in both ears, I thought I could hear someone yelling. I took off one earpiece and looked around, but I couldn't see anyone or make out what they were yelling. Since there were a lot of people on the walkways, I didn't worry about it and went back to my call.

I kept hearing the yelling, so I took both earpieces off. But it was windy, so I couldn't tell where it was coming from. Then I noticed a large cruise ship backing out of a berth next to Pier 39. I assumed that the faint shouts must have something to do with the ship's departure.

After 15 minutes, I caught a glimpse out of the side of my eye of some water splashing about five slips from mine on the other side of the dock. Even though I only saw the splash for a second because of the effects of the tides and a 40-ft wooden boat moving around, I immediately sensed that it had something to do with someone calling for help.

"I see you, I'm on my way to help you!" I shouted as I bolted down off the flybridge to the dock. When I got to the scene I was shocked to see a man who appeared to be in his 70s clinging to a fender for his life. What made it difficult for the man is that the heavy tidal flow had him sandwiched between a very heavy wooden boat and the dock.

"Please help!" he pleaded, "I fell in and can't get out."

The docks at Pier 39 are fairly high out of the water, so it wasn't easy to get the man — who appeared to weigh about 200 pounds — out of the water. He was exhausted, so he wasn't really able to help. But I managed to get him on the dock and then secure his boat.

After a bit of recuperation, he explained that he'd been singlehanded his boat on the Bay. But when it came time to dock, he miscalculated when he tried to jump to the dock with a line, and fell in the water. He said the combination of the cold water and getting smashed between the boat and dock had confused him, or else he would have swum to a boat with a swim platform, got out of the water, and then tied up his boat himself. Given the height of the docks at Pier 39, the only way to get out of the water would be by the swim platform of another boat.

The man was not wearing a PFD, nor did he have a whistle. Both would have helped. He was lucky, because I don't think he would have lasted much longer.

Following the rescue, I got back on my business call for another hour. I'd had my phone on mute, and since the others had been talking the entire time of the rescue, they didn't even realize that I'd been gone. Pretty good multi-tasking.

Joe Harris

Spot, Carver 36
Pier 39, San Francisco

↑↓TEST YOUR BATTERIES BEFORE INSTALLING THEM

I recently learned a lesson about buying batteries that I thought should be shared with *Latitude* readers. I bought two 6-volt, 370-amp-hour batteries from West Marine last year and installed them. I was disappointed in their performance, as they seemed to drop from 14.2 volts to 12.5 volts within minutes of my taking them off the charger. But since they were so big, heavy and awkward to put in and take out, I put off taking them out of the boat and back to West Marine.

I finally got around to returning them a couple of weeks ago. West Marine offers a one-year warranty on batteries — one reason I highly recommend buying from them — and when you return one, they hook it up to a battery tester to measure its strength. One of mine was down to 10% life, and

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LETTERS

the other down to 50%. That immediately explained their lack of performance. West Marine had two more batteries on the shelf, and were happy to replace my bad ones.



KURT ROLL

This is when the lightbulb came on in my head, and why I am writing. I recommend testing the batteries — each of mine weighs 120 lbs — before hauling them back to the boat. When we tested the replacement batteries I'd just gotten off the shelf, we found they were both at about 50% — basically dead already. So they ordered two fresh ones. When they came in, we tested them and found they were at 100%. Finally.

'Darwind's batteries were a pain to remove when Tom dis-

The moral of the story is to have the store associates test the batteries for you before you take them away. You'll save yourself — and them — a lot of trouble!

Tom 'Mr. Pink' Watson
Darwind, Pearson Triton
Sausalito
www.thepinkboat.org

Readers — Just last month we needed to buy two 4D batteries at Budget Marine in St. Martin for 'ti Profligate. While they only weighed about 75 lbs each, the staff tested them before we took them away. We second Mr. Pink's suggestion.

↑↓ **LOOKING FOR THE ALDEN YAWL FOAM**

Before I was born, my father owned the yacht *Foam*. She had been built by John G. Alden in '37 for Horace Dodge. I'm not sure when my father bought her, but he owned her until '85. I'm writing on his behalf because he doesn't know what became of *Foam*, and would love to know. I'm writing *Latitude* because he mentioned that back when he sailed, *Latitude 38* was the "premiere yachting magazine." So if anyone can help, I assume it would be you.

I personally have looked through yacht registrations and come up blank. But I would love to find out where she is because I feel my father would rest easier knowing that such an important part of his past is being well cared for. If possible, I would also like to get him some photographs from the current owners.

My father says that I'd be surprised at how tight knit the world of classic yachts is, so I have high hopes.

Peter Haglund Jr.
Peterpanik.ph@gmail.com

Peter — You haven't given us much to work with. According to John G. Alden records, they designed Foam, a 62-ft aft-cockpit, full-keel yawl for Donald Dodge, brother of automobile legend Horace Dodge. She was built by Goudy & Stevens in '37, displaced 66,000 lbs, had a beam of 14 feet, and drew just under eight feet.

It would be very helpful if you knew where your father sold her and what kind of condition she was in at the time. The sad story is that most yachts built that many years ago have — unless they'd been maintained in excellent condition — gone by the wayside. But keep your fingers crossed, and we'll see if any readers can help.

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LETTERS

↑↓IT'S NOT BECAUSE HE'S A RELATIVE OR ANYTHING

I was thrilled that *Latitude* got to host the *Gold Coast Australia* entry in the Clipper Around the World Race, in part



BRUCE SUTHERLAND/ONEDITION

because skipper Richard Hewson is my nephew. Putting my family pride aside, I firmly believe that Richard's is a name in sailing to be watched. As he continues to succeed in the Clipper Race — and get good publicity in such great rags as *Latitude* as a result — one hopes he'll find greater sponsorship to become an even bigger presence in international sailing.

Latitude may have also heard about the crossing of the Atlantic by the sail-powered raft *An-Tiki*, which crossed last year from the Canary Islands to St. Martin in the Eastern Caribbean. Made of water and gas pipes sealed at both ends, the raft is the brainchild of 86-year-old Anthony Smith, famous in the United Kingdom for ballooning. Smith's goal is to

call attention to the fact that over a billion people don't have access to clean water.

Anyway, Dave, my husband and Richard Hewson's uncle, was the sailing master for the trip across the Atlantic. I call him the tortoise, because they averaged only two knots, and Richard the hare, because his boat had a much greater average speed. In any event, the raft has continued on toward the Bahamas.

If anyone wants to contribute to the fundraising, it's a good cause. You can find more at gasballoon.com/antiki.



COURTESY AN-TIKI

'An-Tiki' averaged only two knots on her trans-Atlantic crossing.

As for myself, I run the charter boat *Serendipity* in the British Virgins. Many years ago *Latitude* was nice enough to help me track down an errant Northern California charter broker who failed to pay me for clients he'd put on my boat. So for that alone I am very much a fan.

Trish Bailey
Serendipity, Beneteau 50
British Virgin Islands

↑↓LEAD KEEL SALVAGE RIGHTS

In the May 26 issue of *Lectronic*, you wrote about the 218-ft R/P and Dykstra ketch *Hetairos* hitting the rock bottom just off the Groupers, which served as the leeward mark for the first race of the St. Barth Bucket. She reportedly lost a large part of the lead from the bottom of her keel, a fact that knocked her out of the last two races of the Bucket.

Given the price of lead — it seems to be about \$1 a pound — some of us got to wondering about the possibility of salvaging that part of the keel and selling it. So a few of us, including the owner of a catamaran — which doesn't have



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LETTERS

any lead — mounted an expedition to the Groupers see if we could find the keel, and if so, determine how difficult it might be to salvage.



R.H.

Do maritime salvage laws apply to hunks of lead on the bottom?

We did find the missing part of the keel, and offer proof in the accompanying photo. Tubular in shape, it's about three feet across and about 10 feet long. We tried to lift it by hand, but didn't have any luck. (Just kidding.) We're guessing it must weigh about 20,000

lbs, which if delivered to a scrap yard might fetch \$20,000.

We've been unable to contact the owner of *Hetairos* as yet, so we're wondering whether lead from a keel on the bottom of the ocean is a case of 'finders keepers', or if the owner of the boat still owns the rights to it. Or perhaps has the ecological obligation to remove it.

R.H.
England

R.H. — *Salvage rights to part of a lead keel on the bottom of the ocean? We're going to have to leave that question to the admiralty lawyers in our readership.*

*But what we wouldn't give to be able to listen in on the conversation between the German owner of *Hetairos* and his insurance company! One of the interesting features of the Bucket is that all participants have to be equipped with GPS devices that record their courses, so presumably the owner is going to have to explain how prudent it was for him to come so close to the Groupers in what was a fun race — particularly after 81-year-old Caribbean legend Donald Street had just written how the surveys of the course waters were mostly based on soundings from more than 100 years ago and, if they existed at all, weren't very reliable.*

*There has also been speculation about where a boat as big as *Hetairos* can be taken for repairs. Ken Keefe of KKMI told us that he once did research for the potential owner of a large*



COURTESY HETAIROIS

'Hetairos' may not have all of her keel, but she has a unique pedigree.

*yacht, and discovered there were only eight places in the world where the yacht could be hauled. And there may be fewer for *Hetairos* because of her drop keel, which is apparently 36 feet tall.*

In other words, it would seem that you'd have to lift the 218-ft boat nearly 40 feet in the air to drop the keel out the bottom. Obviously Baltic Yachts in Finland, which built the spectacular green ketch, was able to put the keel in, so presumably they would have the capability to get it back out. But it's not clear what other yards, if any, would have that same capability.

*For the record, *Hetairos* was launched by Baltic Yachts in*

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LETTERS

July of last year, and is a curious combination of the old and new. A design collaboration of San Diego's Reichel/Pugh and Amsterdam's Dykstra & Partners, her plumb bow and sweeping transom are reminiscent of British pilot cutters of the late 1800s. Yet she was built of carbon, Corecell, and Nomex to make her light, strong and fast. She was previously known as 'Project Panamax' because her 205-ft tall mast is the tallest mast that — thanks to bridge limitations — can transit the Panama Canal. Including the captain's quarters, Hetairos — which means 'partner', 'mate' or 'comrade' in Greek — sleeps 10 guests and has a crew of 10.

A lot of people feel a sense of glee when an obviously very wealthy individual makes a mistake or experiences misfortune. We're not into that. We just hope the big ketch — which took honors in the Caribbean 600, during which she hit speeds of up to 23 knots — gets back in the game again as soon as possible.

Update: As we go to press, reliable sources tell us that Hetairos will be repaired at a yard in England, and that the insurance company will be picking up the entire tab. We can't help wondering what effect this gigantic claim will have on insurance premiums for us little guys.

↑↓ I'M WONDERING IF I COULD AFFORD ONE

I recently landed a good-paying job in the tech industry in San Francisco. As I already have a minimalist condo in the City and a nice bicycle, I'm wondering what I'd have to pay to buy one of the boats that participated in this year's St. Barth Bucket. At least as important, what would I be looking at in terms of monthly expenses?

Tom 'Techie' Tillotson
The City

Tom — There is a large range of prices in the Bucket boats, which varied in length from 90 to 214 feet. You might be able to pick up one of the older 100-footers for \$5 to \$10 million. If you want something mid-size, the 154-ft ketch Scheherazade, which was built by Hodgdon in Maine and did the Bucket a year ago, is being advertised for a seemingly reasonable \$20 million. Keep in mind, however, that she's now nine years old. In the larger sizes, the Kiwi second captain whom we gave a dinghy ride one night told us the 200-ft schooner he was on took four years to build and came in just shy of \$100 million. So as you can happily see, there's a Bucket boat for every budget. Assuming, of course, that you have the budget of someone in the top 1% of 1%-ers.

If you're interested in buying now, may we suggest the original Hetairos, a spectacular Bruce King 141-footer that was



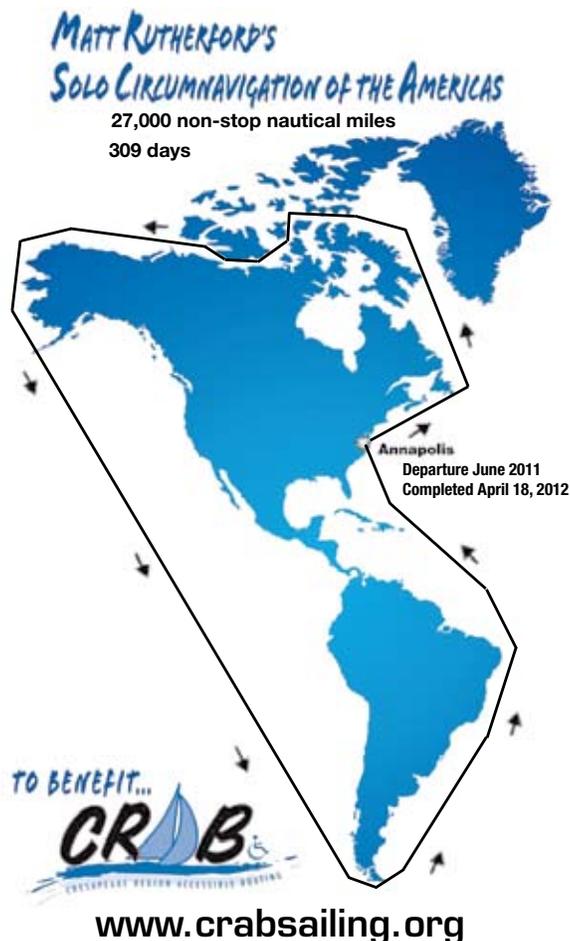
COURTESY HETAIROS

launched by Germany's Abeking & Rasmussen in '93? To our eye she's not only more beautiful than the new Hetairos, but was the last large yacht to have been built entirely of mahogany. Still owned by the original owner — whose newer boat is in need of some attention, as noted above — you might get a favorable response on a cash offer below her \$13 million asking price.

As for expenses, you need to figure on 10 to 15% of the boat's value

Matt, you are now in the record books – **CONGRATULATIONS!**

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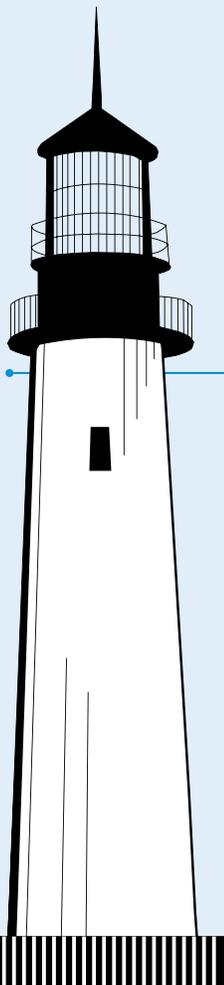
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LETTERS

a year. Assuming, of course, you don't hit bottom too hard or often.

↑↓ **IT'S COUNTERINTUITIVE, BUT BACKWARD WORKED**

In a recent *Lectronic*, the Wanderer reported that on sloppy nights it didn't work very well to string the Olson 30 *La Gamelle* about 100 feet behind his catamaran *'ti Profligate*. The problem is that the rocking motion propelled the light Olson forward and into the back of the catamaran.

We used to have a similar problem with our Catalina 30 banging into large mooring balls she was lying to. Since wind and waves try to propel monohulls forward, and no mooring angle or mooring line length solved the problem, we decided to try mooring our boat stern-to to the mooring ball. The boat then tried to sail downwind away from the ball — problem solved!

A side benefit was that lying transom-forward meant the wind was blowing onto the boat from astern, making it much easier to get cooling breezes down the main companionway on hot, sultry evenings.

Dave Hironimus
No Mas, Catalina 30
Hidden Harbor

Dave — Great suggestion. We'll give it a try.

↑↓ **DID LA GAMELLE MAKE IT TO ST. BARTH?**

In the last issue a lot of people speculated on how much



LATITUDE / RICHARD

fuel the Olson 30 *La Gamelle's* outboard would need to get by the lees of Martinique, Dominica and Guadeloupe while on the way to St. Barth. Did *La Gamelle* make it? If so, how much fuel was used?

Dennis Dotson
Fresno

'La Gamelle's outboard, which was rarely used, 'automatically' kicked out of the water when sailing at over seven knots.

Dennis — La Gamelle did make it to St. Barth. It was a

terrific adventure that we recount in excruciating detail later in this issue. She burned only about two gallons of gas, meaning she arrived in St. Barth with eight gallons left over.

↑↓ **iPADS AND APPLE STOCK**

My kids gave me an iPad for my last birthday, and it sure has been a game-changer in my life. I even told my 88-year-old dad about your quip that if your iPad had a vagina you might think about getting married again. Funny!

You mentioned that you read *Business Daily*. I've been reading it a lot over the years, and the best move I ever made was six years ago when I bought Apple (AAPL) after reading about it. And I've been adding more to it over the years. How about you?

P.S. I own *Gladys Knuckles*, Myron Spaulding's old sloop.

Jim Kennedy
Weekender (ex-*Gladys Knuckles*), S&S
Sausalito

Jim — Business Daily? We read the Financial Times, as the Weekend edition is as much about international culture as it is about finance.

We owned a bit of Apple, but certainly not enough for a company that's gone up over 80% in the last year. So when it

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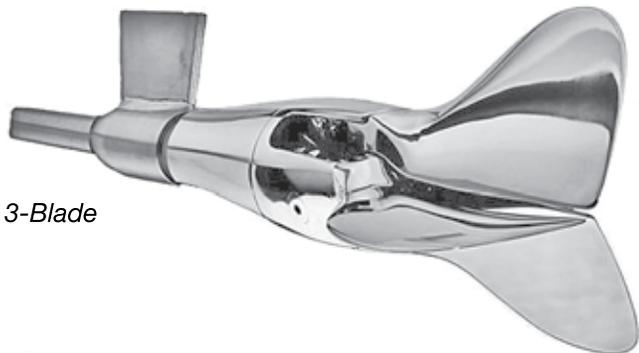
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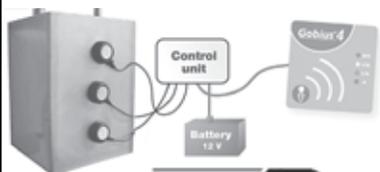


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hit \$600 and some analysts said it could easily go to \$1,000, we naturally doubled our bet. It's tumbled about 10% since then. Not wanting to lose any more of our own money, we've decided to go into portfolio management as a part-time job. So if anybody is interested, all we take is the standard 2% off the top and 20% of all profits. (Whoever came up with that 'can't lose' formula is a bloody genius!)

While it's true that we've lost our Apple ass short term, we can take solace from the fact that we love our iPad for navigation. In fact, 'ti Profligate, the Leopard 45 catamaran we have in a yacht management program in the British Virgins, may become the first bareboat to be equipped with an iPad rather than a chartplotter.

↑↓ iPADS AND NAV SOFTWARE

I just read your March issue letter response regarding the Navionics navigation program for iPads. Lately I've been toying with the idea of purchasing an iPad to back up my Garmin chartplotter, and also to use for reading.

Then I read an article in *Practical Sailor* about the latest and greatest in nav programs, and I searched cruiser forums for 'real world' experience with these programs. I've come away confused about the licensing fees for the Navionics program. It appears to me that their charts require an annual Navionics licensing fee because you're not purchasing them outright. In addition, you're limited to how many devices you can download them to.

The explanations given in a cruiser forum obtained from a Navionics rep didn't clear things up either. I would be interested in your real-world experience with this company, along with an explanation of how the licensing really works.

P.S. *Latitude* has an excellent way of providing this kind of information in a way that even the most dense person — i.e. me — can understand.

Lani Schroeder
Balance, Endeavour 43
Seattle

Lani — We've been a bit confused, too. Up until early April, we were huge fans of Navionics navigation apps, as we had used them almost exclusively for our navigation on Profligate in Mexico and California, and on 'ti Profligate and La Gamelle in the Caribbean. The apps were so fast and easy and always worked great, even when there was no internet, so why wouldn't we love them? (Doña de Mallorca, however, continues to prefer the more complicated and sophisticated Nobeltec on her computer.)

But as of early April, we ratcheted down to being mere big fans of Navionics. What happened? When we got to the British Virgins to start the season on 'ti Profligate, we fired up the Navionics app on our iPad to make sure it was working fine. Well, it wasn't working. The charts were there, but the red arrow that indicates our boat position and heading wouldn't show up. We tried over and over, but it wouldn't appear.

A few minutes before that, the guy sharing the picnic table with us at BVI Yacht Charters decided he wanted to download the Navionics Caribbean app, based on the rave review we'd just given him. But much to our surprise, there was no Navionics Caribbean app available in the App Store as we had on our iPad, just a combined Caribbean & South American app — and at nearly double what we paid for just the Caribbean app. What the heck? He bought the new 'double' app anyway, and it worked great.

Left somewhat up a tree because 'ti doesn't have a chartplotter, we grudgingly forked over \$49 more to Navionics for



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The above information is deemed reliable but has not been investigated or verified by the listing broker and is not guaranteed.

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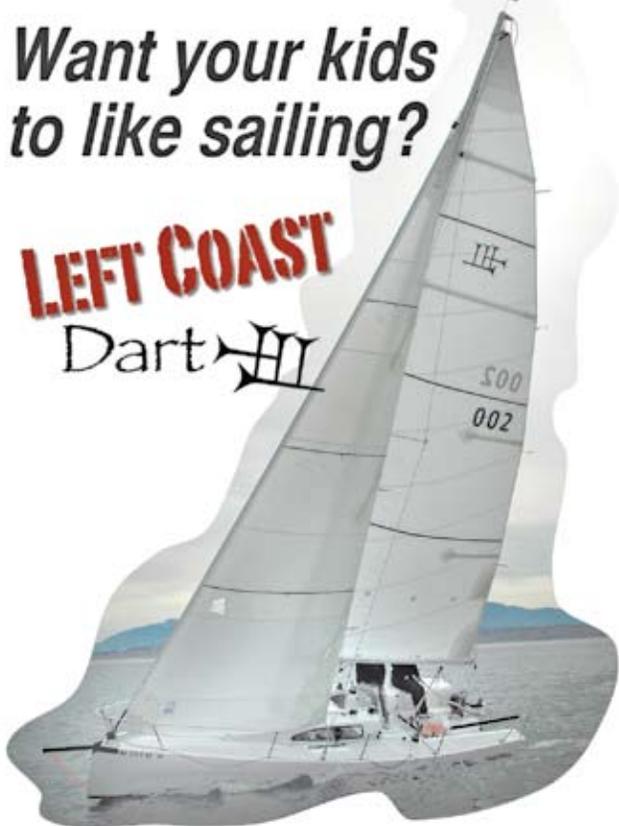
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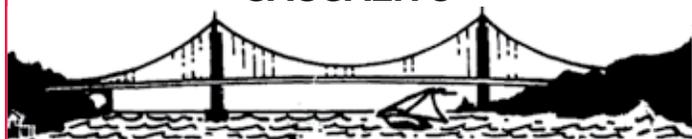
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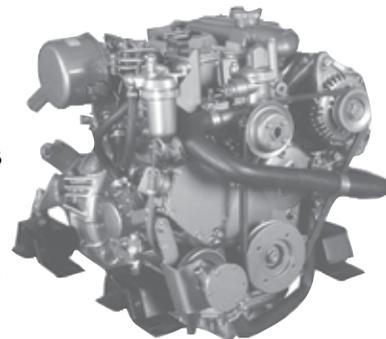
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the Caribbean & South America combo app, the latter half of it something we really didn't want cluttering up our iPad. The new app has, however, worked flawlessly.

We nonetheless wrote Navionics to grouse about the following: 1) Our Caribbean app had suddenly stopped working without any warning, something that was potentially very dangerous; 2) Since the Caribbean app no longer worked, it appeared that we were leasing rather than buying the app information, but hadn't been told that; and 3) We now couldn't buy the Caribbean without having to include South America, which we didn't want, and at almost double the price.

The following is the Navionics' response: "The Marine Caribbean & Central America HD app has been discontinued due to the release of the new Navionics Mobile single apps (example, Caribbean & South America HD). Please be advised that the original apps are no longer being supported, and will no longer receive updates. The new Navionics Mobile single app is not an update to the previous regional apps, but an entirely new app product. This app will feature a much larger coverage area, updated chart data, as well as many new features that were not possible to include with the build of the original apps. If you would like to continue to get the most updated information and features, Navionics recommends upgrading to the new single app. The single app will require an additional purchase.

"Please be aware that Navionics does not suspend the use of the mobile apps, even if they are discontinued. These apps should still load and operate on your device. However, the original regional apps may not be compatible with the current iOS versions. Since these apps are no longer supported and no longer being updated, these app titles have not been optimized for use with the current iOS versions. We have not tested these apps, and cannot guarantee their functionality with the current iOS versions." This was signed by the Navionics Mobile Team.

Based on our other software experience, it's a fact of life that software — including apps — eventually becomes incompatible with newer operating systems. So we can accept that. But there are things we can't accept. First, the business about bundling two entirely different areas, then charging nearly double the price. We think that's baloney. Second, if the app we paid for no longer works, even with the original operating system, we think that's baloney, too.

But here's where it gets weird. After repeatedly trying to get our original Navionics Caribbean app to show the red arrow indicating our boat's position and direction, we gave up and grudgingly bought the new Caribbean & South America app. But a month later, while we were attempting to confirm that the old Caribbean app didn't work, it started working perfectly again. Can we get a refund on the Caribbean & South American app that we never wanted? Probably not. But at least it would seem to put to rest the theory that we're only leasing the app.

As for sharing the app between your iPad and your iPhone, you can do this with many apps, but not the Navionics apps. For one last bit of weirdness, the iPhone app for Caribbean & South America costs \$14,99, while the iPad version costs \$49.99.

Enough backstory; here are our real-world recommendations: First, buy an iPad no matter what. Even without a vagina, it will become an essential part of your life, and for far more reasons than just reading books and navigation. If you have wi-fi and an iPad, you have all the knowledge of the world at your fingertips. That's important to us. Second, buy the Navionics navigation program for the area you need. Even though Navionics might force you to buy a bundled package, each bundle contains thousands of dollars' worth of charts and

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LETTERS

a great navigation program, and is thus worth it.

That said, Navionics has stomped all over our inclinations of customer loyalty. We hope someone gives them some competition to keep them honest.

↑↓ NATURAL BORN SAILOR

I've been sailing out of South Beach Harbor with my granddaughter Isabella since she was two. A precocious child, she



DENNIS NEAL VAUGHN

The adorable Isabella shows all the signs of becoming a

has always wanted to drive the boat. Previously I've sat behind her with my hand on the tiller. But on a beautiful day last November, she took the helm of a Santana 22 by herself for the first time. I asked her to steer for the highest point on Angel Island, and she held the course straight and true! In a lifetime of sailing, I have never seen a comparable expression of pride and joy, and I will always be grateful to Dennis Neal Vaughn for capturing it with his camera. It just goes to show there is nothing better than sailing with family and friends.

Mark Wheelles, Head Instructor
Spinnaker Sailing
San Francisco

Mark — It's a very nice photo. But please, please, please, don't tell us that you have dreams that she'll be the first 10-year-old to sail around the world singlehanded.

↑↓ SINK FIRST, ASK QUESTIONS LATER?

I think it's possible — although barely — that some



PO2 BRANDON THOMAS

'Ryou-Un Maru' averaged one knot across the Pacific before meeting her fate off Sitka, Alaska.

people may have been able to climb aboard the Japanese ship that was a victim of the tsunami but has been drifting west, and have survived as she made her way across the Pacific. So I hope the Coast Guard, which plans to sink her, will inspect the vessel before sending her to the bottom. The same would apply to all sizable pieces

of tsunami debris expected to be showing up on our shores.

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

Paul — We suspect that the Coast Guard used good judgment before using the Ryou-Un Maru as target practice on April 5. The derelict ship — which was moored off Hokkaido waiting to be scrapped when the tsunami carried her away a little over a year ago — caught fire and sank in 6,000 feet of water about 180 miles southwest of Sitka, Alaska.

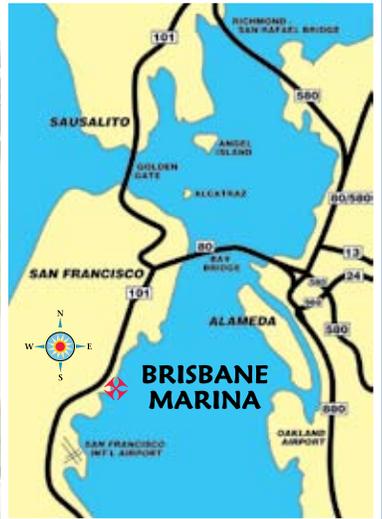
↑↓ SOME SOCIAL SUGGESTIONS

As this is my first time writing to *Latitude*, I want to offer my sincere thanks to you and your team for providing such thoughtful and entertaining stories about sailing. I really

PHOTO: DAVE TOWLE



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LETTERS

enjoy them, and often marvel at such lucid and well-styled prose — something that is truly rare these days.

Last year I met with Managing Editor Andy Turpin, and discussed my desire to participate in the '11 Baja Ha-Ha. Alas, family health issues put a damper on such plans. So I'm hoping for this year or, at the latest, next year.

That brings me to your proposed SoCal Ha-Ha. My family and I will absolutely participate in such an event, and look forward to details being finalized. You have put some good thought into an itinerary that spans a fair distance and has a variety of stops. But since you asked for comments, here are a few:

Beginning a SoCal Ha-Ha in Santa Barbara and routing each leg to be a reach/run is a terrific idea. However, after such a grand start to Santa Cruz Island, spending only one night at such a magnificent place just doesn't seem quite enough. The next 50-mile leg to Paradise Cove would be a bit of a letdown, at least based on my experience. The last several times I was at Paradise Cove, beach landings in a motorized dinghy were impossible, and everyone in a kayak or inflatable was dumped multiple times. Furthermore, it was roly, there were lots of lights on shore, and it's not an anchorage where one would plan on going ashore.

So I suggest the following itinerary, one that spends more time at Santa Cruz Island and skips Paradise Cove entirely:

Sunday — Meet up in Santa Barbara as you suggest.

Monday — 30 miles to Santa Cruz Island. But head toward the west end of the island in order to visit Painted Cave that afternoon. I think it would be a shame to come so close to the largest sea cave in the world and not organize a visit. Anchor overnight near there at Diablo, Fry's, Pelican or Prisoner's, depending on weather.

Tuesday — 15 miles to Smugglers/Yellow Banks, and hike the east end of the island on Tuesday.

Wednesday — 60 miles to Catalina is a true downwind sail, and because there are no islands to interfere, it can be a fast sail, arriving at Emerald Bay to spend the night. True, the fleet would pass fairly close to Santa Barbara Island, a State Park and sea lion rookery, but as there is only room for a couple of boats to anchor safely, it wouldn't be an ideal stop for a flotilla. And moorings at Emerald Bay would allow shore cocktails and a gathering at Corsair YC facilities. Those who wanted could skip Emerald Bay and go directly to Two Harbors.

Thursday — Spend Thursday morning enjoying Emerald Bay, one of the most special places at Catalina. It has a great public beach, access to trails, and some of the best snorkeling around. Then leave about noon for 2.5-mile-distant Two Harbors. There would be afternoon hiking and so forth, plus dinner ashore or dinghy round-ups on boats.

Friday — This could be a Two Harbors Day, with a big BBQ, and everyone being able to enjoy the patio bar and the very active dancing there on Friday nights.

Saturday — 25 miles northwest to King Harbor, which starts as a beam reach and often turns into a broad reach. (For what it's worth, King Harbor to Two Harbors requires tacking into the wind for the first five miles until the Vicente Buoy is rounded.) Saturday night could be an awards dinner at the King Harbor YC. If boats anchor behind the Redondo Breakwater and Med-tie at the club docks, there should be room for everyone. And it should all be at no cost if you work with the yacht club and the Harbor Master's office.

Sunday — Breakfast at the King Harbor YC. After that, folks could enjoy the marina or kayaking, and then get ready to depart for their homeports. Water, fuel, and pump-outs are

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LETTERS

all available. We belong to the King Harbor YC and would be happy to help organize things there.

There are pros and cons to both itineraries, but one item in particular caught my attention. Mooring in Catalina can be a real trick now that they have an online reservation system where you can make reservations 90 days in advance for Sunday through Thursday. For Friday and Saturday, you can only request a reservation beginning at 12:01 a.m. on the Friday you want a mooring. Thus it would be pretty easy to guarantee a mooring Wednesday and Thursday. Plus, if you arrive midweek and pay for three days, and the last day is a "weekend," you have a very good chance of securing a mooring for that Friday. But note that we have been turned away on a Friday evening in September, and it is very deep and difficult to anchor any more than a few boats. Not being with the powerboat and camping crowds on Saturday evening is usually desired by the cruisers. Lastly, having KHYC as a last stop would allow people some 'mainland time' before returning to their home ports.

As there are many ways to do this, I would like to hear your thoughts. But whatever the itinerary, we're in!

Jim Anderson
Thalassa, Beneteau 49
King Harbor YC

Jim — Thanks for the very kind words and offers of assistance. Since we expect there will be a group of 30 to 50 boats, we don't think it would be appropriate to include Painted Cave as part of the itinerary. There would be too many people at one time.

Having done the Santa Barbara to King Harbor Race many times, we're very familiar with the sail from Santa Cruz / Anacapa to Pt. Dume and essentially Paradise Cove. Most boats sail above the rhumb line to get the strongest winds near Pt. Mugu, then gybe down the shore to Dume. It's a blast, and oftentimes features the best sailing of the race. As for going ashore at Paradise Cove, we didn't think anybody would even consider doing that. To our thinking, the essence of a Ha-Ha is getting away from civilization and enjoying life aboard for a precious few days.

The weekend we're thinking about is also the Beer Festival Weekend at Two Harbors. Given their busy calendar, there simply isn't any way to avoid such event conflicts. SoCal Ha-Ha participants who don't want to run the risk of being refused a mooring on the face of Catalina and/or not wanting to anchor out can always go to Cat Harbor. Yeah, it's a little longer to the back side, but there will certainly be a lot of open space, even though it's also the Summer Splash Weekend for multihulls. Indeed, Mike Lenahan and his group have no objection to perhaps combining festivities.

We've always had a great time at the King Harbor YC, and have stayed there many times with Profligate. But once again, our goal is to get away from civilization, so if we had to be at King Harbor, we'd rather do it on a less busy Thursday night than a busy weekend. Besides, we assume that the yacht club has plenty going on that weekend already. True, it can be hard to lay Two Harbors from King Harbor. But as the wind rarely comes up until the early afternoon, we could have everyone motor out to just west of Pt. Vicente and start from there at 1 p.m.

That's our current thinking. The last link in the chain is getting the blessing from the folks at the Harbor Patrol office in King Harbor. If that doesn't happen, we'll just have to adjust the itinerary, as everyone else seems enthusiastic. We will have a final announcement by the middle of May, so keep an eye out on 'Lectronic Latitude.

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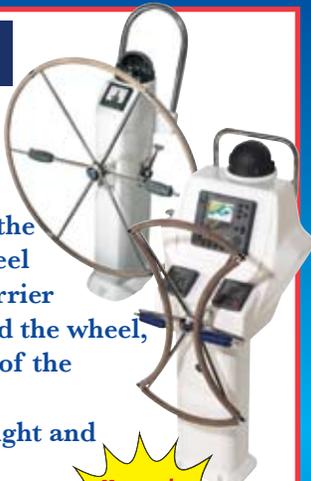
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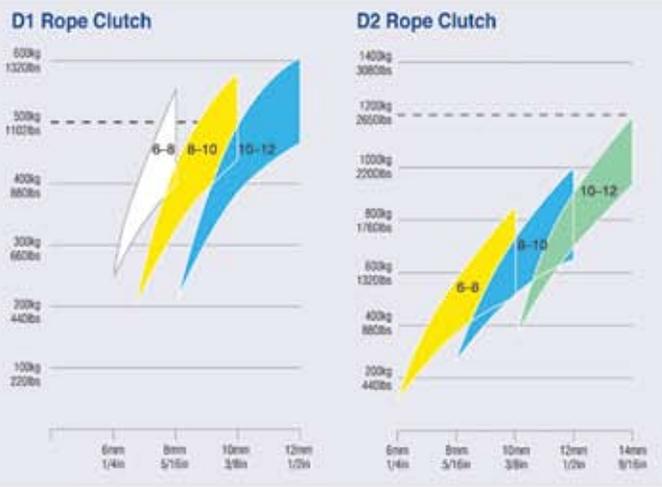


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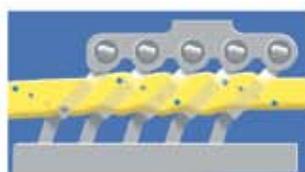
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LETTERS

↑↓ EIGHT BELLS FOR JACK WOIDA

My husband Jack Woida, a longtime broker at Passage Yachts, passed away on April 11. He was born and raised in Milwaukee, Wisconsin. While in college, he enlisted in the Navy, which did him double duty: it trained him to fly and paid for his education. While in the Navy he was stationed in Alaska; Barbers Point, Hawaii; and Pensacola, Florida. After leaving the Navy, he joined United Airlines. He ended his career with United as a 727 captain, based in San Francisco.



THOMASINA WOIDA

Jack Woida was known as one of the nicest guys in the industry.

Jack was an adventurer of sorts who loved sailing, skiing, biking and golf. He was gifted in most of the sports he played. However, his love of sailing took over his waking hours for many years, when he raced *Mai Sai*, his Santana 22. He won many races, and even the YRA Santana One Design Championship for a couple of years.

After his flying career ended, Jack first went to work for John Beery Yachts, but he found his home dock at Passage Yachts. From 1983 until April 11, 2012, Jack worked with Ben and Debbie at Passage Yachts, selling, sailing and at times just shooting the breeze. He enjoyed himself.

He was a kind and honest man. He will be missed by many, but most of all by his wife.

Thomasina Woida
San Francisco

Thomasina — We didn't know Jack personally, but we've heard from many that he was a really terrific guy. We're sorry for your loss.

↑↓ SEAMANSHIP BY VIRTUE OF ECONOMICS

I don't believe that the problem with the Volvo Race boats is with the design or build of the boats. What we're seeing is an artifact of pressure to finish first, whether that pressure is self-inflicted or put upon the crews by sponsors. I also suspect that if the skippers/crews were not paid professionals, and actually *owned* the boats they're jockeying around the planet, you'd see somewhat different/more conservative decision-making. In other words, it would be 'seamanship by virtue of economics' as opposed to the 'drive it like you stole it' mentality we're witnessing.

We all know that any boat and/or ship can be broken if you drive it hard enough in bad enough conditions. So the Volvo has become a race of attrition, largely because these are very fast boats being pushed to their limits — and apparently beyond — by their crews. It's merely a case of playing launch pad chicken, as the boat that wins is going to be the one that: 1) Blinks first and saves the boat, risking finishing last by sailing more conservatively; or 2) Blinks last and finishes first by keeping the throttle down, and risking finishing last if they break the boat. The downside is exactly the same; the method by which you get there is completely different.

As for being under-provisioned, if the bastards would sail faster, they'd be hungry for a shorter period of time.

Nick Salvador
Finn, USA 1109
Richmond

Nick — We're confident your last remark is facetious. Speaking of the crews, Hong Kong's Frank Pong, a serial buyer of large boats, complained to Scuttlebutt on their behalf:

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LETTERS

would appreciate the way the Volvo Open 70 crews' getting completely soaked and buffeted causes the crew to succumb to fatigue much more so than the rough seas and strong winds. Rather than passively building a pilothouse, it would be better to shape the boats to be less susceptible to getting so wet. And we're not talking about the occasional waves splashing the people sitting on the windward rail, but two to three cubic meters of water burying the whole length of the boat. It may appear to be good, exciting stuff on videos, but it is wrong. As a spectator, I feel it is irresponsible of people behind the scenes and ashore to allow this to happen. Boats meant to be raced hard in rough seas and cold weather should be made to protect the crew from this kind of constant torture."

For those curious about the "torture" Pong is referring to, visit youtu.be/UrKQgJykdO4.

↑↓ MONEY WARS DON'T MAKE FOR GREAT RACING

The problems this year's Volvo Race boats are having call to mind the old sailing adage that "to finish first, you have to first finish." Similarly, you can't have a race around the world if none of the boats make it around.

In the early years, when what's now known as the Volvo was the Whitbread Round the World Race, they regularly had large



YANN FIOU/GROUPAMA

fleets of nearly 20 or more boats. This time around there are only six, only five of which are at all competitive. To my mind, that just doesn't cut it. After all, it's barely enough to get one-design status from the Yacht

Would pride of ownership curb the breakages seen in extreme racing such as the Volvo Ocean Race?

Racing Association of San Francisco Bay!

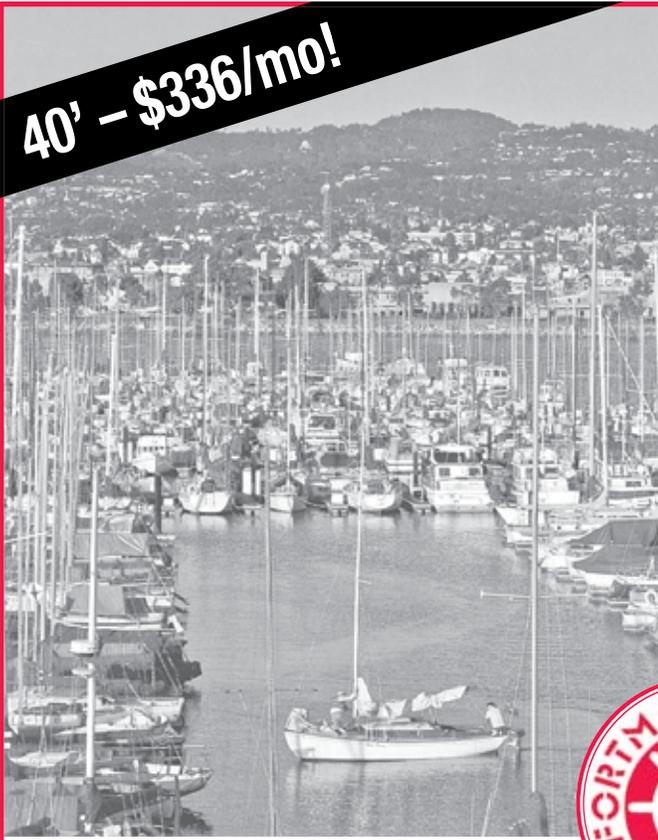
If this great race is ever going to get more boats on the line, and is going to have a future, the boats need to be stronger and the costs of competing need to be reduced.

Dan Knox
 Luna Sea, Islander 36
 San Francisco

Dan — Looking at yacht racing over a period of nearly 40 years, we have trouble thinking of a single instance in which turning events into money wars has increased the participation or popularity. For example, back in '73 there were 57 boats from 19 nations competing in the Admiral's Cup in England, then arguably the pinnacle of competitive racing. Sure, some of the 'national teams' might have been a little bogus, but the event had a real international flavor. With so few boats from so few countries now — sort of like the limited number of the teams in the Ladies Lingerie Football League — it seems to us that the potential built-in audience for the Volvo has been dramatically reduced.

Similarly, we always thought that even in the modern heyday, the America's Cup never did itself any favors by being a design competition. Had the event been competed for in one-design boats with real limits on sails and budgets, the boats might have been a hundredth of a knot slower, but there might well have been teams from twice as many nations competing, building a larger audience base. As we all know, it got so bad

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LETTERS

that there were only two boats a couple of years back, and it isn't that much better now.

As for making the Volvo boats stronger and more durable, one solution would be to require that all boats be required to get to the next starting line on their own bottoms.

↑↓ A LESS TRAGIC ACCIDENT IN THE FARALLONES RACE

My crew for the Crewed Farallones Race — Jared Brockway, Rich Holden and Paul Martson — are saddened by the terrible loss of the sailors on *Low Speed Chase*. Our condolences to their families and friends.

We had a bit of trouble, too, but nowhere near as serious, and would like to share the experience with others. We were racing aboard my Corsair 37 *Transit of Venus* about eight miles outside the Gate when the carbon fiber mast failed catastrophically. According to the Lightship Buoy, which was a few miles in front of us, it was blowing 22 knots with 13-ft seas. We'd just put a reef in the main and were doing 10 to 11 knots to windward on starboard tack. It looked as though we might be able to lay Southeast Farallon on that tack, so were settling in for a nice sunny sail on the ocean. All of a sudden we heard the unmistakable crack of a carbon fiber mast failing.

The initial break was about four feet up the mast. After it landed on the port netting, it broke again about four feet farther up. I immediately checked to see that nobody was injured, and used my cockpit handheld VHF on 16 to call the Coast Guard to inform them about our situation. It seemed like only five minutes later that there were two Coast Guard 47-ft motor lifeboats roaring up to us. They know all about the Farallones Race, and were out there watching for problems.

With the rig hanging out to port on the starboard shroud and backstay, my crew and I assessed the situation. Cut the rig away? There were far too many high-tech lines to do it quickly. So Rich and Jared scrambled for lines to pull the rig up onto the port aka, while Paul and I got the engine running. Alas, we sucked our spinnaker into the prop, as it had fallen through the port netting when the mast landed on it. Paul cut it away and we got the Honda started.

As Jared was communicating with the Coast Guard, and Rich was finding more clever ways to secure the rig, we got underway back toward the Gate. Motoring slowly against an ebb, we continued to secure things. After 2.5 hours, we were back in what seemed like more-lovely-than-ever San Francisco Bay. It was fun to see all 10 of the 72-ft Clipper boats tack out under the Golden Gate bound for Panama. The mess they saw on our boat couldn't have been a good omen.

When we got to the dock in Oakland, Guy Stevens, my expert rigger, showed up to help us sort things out. I was happy enough to have made it safely back to port, but the entire crew must have had some additional adrenaline coursing through our veins, so Guy directed us in sorting out the mess. After several hours we were able to get the sails off, and the boom and mast onto the dock. I cannot thank all of them enough for their diligent, safe work.

Lessons learned? Unfortunately, we don't know why the mast failed, but we were sailing conservatively with a reef in and not in the process of a maneuver. It was good to have a handheld VHF near the cockpit because the masthead antenna for the main VHF went into the water. Having plenty of extra line around helped secure things. I keep a knife at the maststep, but that went into the drink during the dismasting. The cockpit knife and a good tool kit made up for its loss. Larger bolt cutters, even if we have only one stainless rigging line (forestay) to cut, would be nice.

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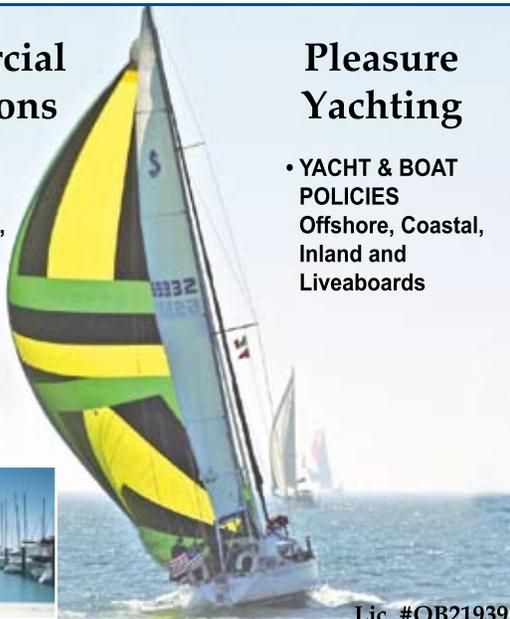
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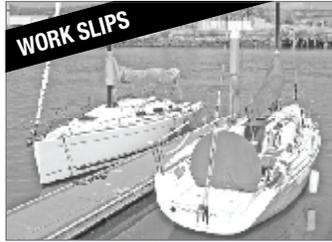
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LETTERS

The Coast Guard has seen it all, and seemed to always ask the right questions while standing by. They offered to tow us several times, but they left the decision to our crew. Then they were called away to *Low Speed Chase*.

Next up for *Transit of Venus*? The insurance settlement, a new rig and sails, some minor fiberglass repairs, and getting back sailing as soon as possible.

Rick WaltonsSmith
Transit of Venus, Corsair 37
Saratoga

↑↓ TAKING RESPONSIBILITY AS A DELIVERY SKIPPER

Since I was doing a mainland-to-Hawaii yacht delivery at the time, I did not get to read your February issue in a timely fashion, including the business about the fateful delivery of the catamaran *Cat Shot* in '06 and the subsequent court ruling on responsibility. In my opinion — and I am a delivery skipper — the skipper of the *Cat Shot* was 100% responsible for the vessel he was commanding, as well as for the crew. The skipper should be responsible in every case.

Many a time I have told a boat owner or a delivery company that they will just have to wait until I have a proper weather window to move the boat. Most are just fine with that, and actually make financial accommodations for myself and my crew when storms keep us in port. Adam Jenkins was the owner of the Yachtlogic delivery company. He was a fine example of the delivery company owner backing us delivery skippers. When we delivery skippers told him, "No, it's not a good time to roll," he backed us up. This is the kind of company that should have succeeded.

In my opinion, it's the yacht delivery pencil pushers sitting in their warm cubicles, far from the wind and waves, who push delivery skippers and crews to move when it's not safe. I only had to deal with such a company once. They wanted me to keep a 90-ft trawler moving out of Newport, Oregon, north into gale force winds and 20-ft plus headers. With a week's worth of the same kind of weather in line, and with a final destination of Anacortes, Washington. I studied the weather for hours trying to find a way to do it. Then I looked at the boat, and even more importantly at the crew. My decision was to pay the crew, fly them home, and sit on the boat alone through the storm. When things calmed down, I finished the delivery with a local crew and the boat in fine shape. Yes, she was late getting to Anacortes, but she was in fine shape and everyone was alive. Needless to say, I've never gotten more work from that company.

My bottom line is simple. If I take the job as skipper, I take the responsibility.

Rory Kremer
Samantha, Santana 30
Los Angeles

Rory — We can't see it any other way. The problem with more than one person being responsible is that then nobody is really responsible.

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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the bay greets clipper fleet

The Clipper Round the World Race fleet stopped in San Francisco Bay last month on their way around the world, and their timing couldn't have been more perfect. Arriving just days before the start of the Strictly Sail Pacific boat show, the fleet finished a grueling 6,000-mile passage when they passed under the Golden Gate Bridge. (Read more about the epic 27-day trip from Qingdao, China starting on page 82.) Leading the charge, and winning the leg, was overall race leader *Gold Coast Australia*, which pulled into the docks at Oakland's Jack London Square on the evening of March 30.

Prior to the fleet's arrival, a welcoming committee of sorts organized official marine industry greeters for each boat, one of which was *Latitude 38*. The pairings were randomly selected and *Latitude* was matched with *Gold Coast Australia*, so we conspired with The Fat Lady Restaurant and Linden Street Brew-

ery to make sure the crew had some grub and suds while they waited on the boat to be cleared by Customs. More than 100 people turned out to welcome the boat, including Oakland Mayor Jean Quan, past and future crewmembers, families and well-wishers who'd been following the blow-by-blow of the harrowing leg.

The rest of the fleet trickled in over the next few days, with the battered *Geraldton Western Australia* limping in on April 3. As you'll read later in the issue, *Geraldton* had a run-in with a rogue wave 600 miles off the coast, ending with four injured crewmembers, two of whom had to be taken off the boat by the Coast Guard for medical treatment. But within a week or so, the Clipper folks had *Geraldton* repaired and ready to start the next leg to New York via the Panama Canal on April 14.

After offering two days of boat tours to Strictly Sail Pacific attendees, the racers were bid 'bon voyage' that sunny Saturday by hundreds of dockside show-goers and a veritable flotilla on the Bay. The start off Golden Gate YC at 2 p.m. saw the 10-boat fleet bound out the Gate in spritely conditions that bore them to warmer climes, well-deserved after the punishment they'd endured on the previous leg.

We'll post updates on the race to *Lectronic Latitude*, or you can keep up with all the daily goings-on at www.clipperroundtheworld.com.

— ladonna

don't procrastinate, join the ha-ha

It's human nature to procrastinate. We all do it. Even when it comes to things we really *want* to do, like going cruising south of the border.

Poll a hundred Baja Ha-Ha vets, and we bet at least half of them will tell you that one of the best things about doing this annual San Diego-to-Cabo San Lucas rally was that its concrete starting date forced them to quit procrastinating and finally get 'out there'.

This year's event could do just that for you, too. Dates for Baja Ha-Ha XIX are October 28 - November 10, and online registration will begin May 1 at www.baja-haha.com. For the uninitiated we should explain that this 750-mile cruise features two rest stops along the route, at Bahia Tortugas and Bahia Santa Maria, and includes various parties and other fun-filled shoreside activities. (You'll find a complete schedule on the website.) The Rally Committee has always

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a record for

We were intrigued by the ad for Gold Coast Yachts that appeared in the April issue of *All At Sea Magazine*. It's not the fact that co-founders Richard Difede and Roger Hatfield's St. Croix, U.S. Virgin Islands-based company is about to build its 100th boat — most of them large charter cats — in the last 25 years, although that's very impressive. But rather that one of the boats, the canary yellow-hulled 65-ft *Wadadli*, has done over 2,000 circumnavigations of the island of Antigua in just last 13 years. That would mean a 43-mile circumnavigation about every 2.5 days, no matter if it's high season or low season.

ON EDITION / ABNER KINGMAN



Hundreds of people watched the 10-boat Clipper fleet cast off their docklines at Jack London Square on April 14.



The Clipper Round the World Fleet were greeted by spicy conditions outside the Gate when they headed for the warm waters of Panama.

circumnavigations?

Let's see, 2,000 times 43 miles equals 86,000 miles of sailing, packed with who knows how many dozens of charter guests, sober and otherwise. The mind reels at the abuse the cat has endured.

But Difede says that's nothing. A couple of their motor multihulls, the Gold Coast 60 WP *Edge* and the Gold Coast 83 *Fastcat II*, have both done over 250,000 miles. But perhaps most impressive is *Terero II*, a Gold Coast 42 sailing trimaran that has done 10,000 snorkel trips from Charlotte Amalie in the U.S. Virgins to nearby Buck Island and back. And she's still going strong. That's durability.

— richard

ha-ha — cont'd

strived to make the entire event G-rated, meaning kids of all ages are welcome.

Entry is open to any boat of 27 feet or larger that was designed for, and has been maintained for, offshore cruising. The entry fee is \$375 per boat — a bargain compared to other U.S. and international rallies. (But if your boat length or your age is 35 or less, you'll pay only \$325.)

It's important to note that while cruising in the company of dozens of other boats obviously adds a measure of security, the Ha-Ha is not a hand-holding event, meaning that skippers should not enter unless they would feel comfortable making the trip on their own.

That said, why would you want to travel alone when you could sail in the company of hundreds of fun-loving adventurers? It's no exaggeration to say that it would be almost impossible to do the Ha-Ha and not make a boatload of new friends. If you need to find additional

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ONEDITION / ABNER KINGMAN

SIGHTINGS

ha-ha — cont'd

watch-standers before entering, or would like to find a ride, check out the cruising section of *Latitude 38's* online Crew List, and be aware that you can scrutinize potential crew and/or captains face-to-face at our annual Mexico-Only Crew List shindig, to be held September 5 this year at Berkeley YC (6 to 9 p.m.).

For thousands of sailors who've Ha-Ha'ed in previous years, the event has served as the initial stepping stone on their much-anticipated path into the cruising lifestyle — and many of them are still out there living the salty life they formerly only dreamed of. Could this be your year to cut the docklines and break away? (For a detailed look at the fundamental issues involved in cruising Mexico, download our free First Timer's Guide to Mexico from the Ha-Ha site.)

—andy

do these shorts make

Who cares, because when you buy clothes for sailing, they should be more about function than looks. Although we don't suppose the two should have to be mutually exclusive. Do you know how often we at *Latitude* write about sailing clothes? Right, about every 20 years. But we've been so happy with some tropical sailing kit that we're compelled to recommend it.

Number one in our book is a pair of Columbia brand Omni Dry Titanium



LATITUDE / RICHARD

my ass look fat?

shorts that our daughter picked out for us at the West Marine store in Marina del Rey just before we headed to the Caribbean. They have six pockets, stretch for comfort, and fit fine even though they're two sizes smaller than we normally wear. But most important, they are made out of 100% nylon Omni Dry fabric, whatever the heck that is. All we know is that the material has excellent wicking properties to move moisture — be it saltwater from

continued in middle column of next sightings page



Fatty and Carolyn Goodlander splurged on iPads and, in St. Barth, pricey cups of joe.

what about the first-ever social ha-ha?

It's 95% on! The plan is to start with a picnic on the waterfront at Santa Barbara on September 9, a Sunday, which will give people most of the weekend to get to Santa Barbara from points south. It will end with a departure sail from Two Harbors, Catalina, on September 16. Based on our experience — and we've sailed these waters a lot — most of the sailing should be off-the-wind. You know, as it should be.

We're still fine-tuning the middle of the itinerary, but participants need to assume that while there will be 'lay days', and the legs will likely be no more than 25 miles each, there will be a considerable amount of sailing. (Although as in the Ha-Ha, motoring will be allowed.)

Participants should also assume that, like the Baja Ha-Ha, the SoCal Ha-Ha is mostly going to be an anchor-out adventure rather than a harbor-hopping adventure. For instance, berths in Santa Barbara are likely to be on a first-come-first-served basis, and it's likely that more than a few boats will have to anchor out. If that is a problem, the SoCal Ha-Ha is not for you, as the idea is pretty much to extricate ourselves from urbanity for a week.

The one hoped-for exception might be Thursday night for a mainland stop we're trying to finalize. It'd be nice for friends of participants to join them easily for the last two days, which will be a sail out to Two Harbors, two festive nights with slide shows of the SoCal Ha-Ha and Baja Ha-Ha and other fun, and a sail back to the mainland. A mini-SoCal Ha-Ha, as it were.

Like the Baja Ha-Ha, the SoCal Ha-Ha will be open to boats over 27 feet in length that were designed, built, and have been maintained for offshore sailing. There may be dispensations for sailors and boats that have demonstrated a history of considerable offshore experience. At least two of the crew — and there must be at least two crew — must have overnight navigation experience.

Not only is the SoCal Ha-Ha going to be a Baja Ha-Ha-like event, it's going to be put on by the Baja Ha-Ha team, with *Profligate* being the mothership. It's even going to have the same motto: No whining! The entry fee will be \$200, but there will be the normal swag. And if the SoCal Ha-Ha shapes up to be anything like the Baja Ha-Ha, there will be more than enough discounts on berths coming and going, and other things, to offset the entire entry fee.

We've received emails from many sailors who say they are absolutely 'in', but you never know. Originally, we said we'd hold the event only if there were a minimum of 30 entries, but we've changed our minds. It's such a great course and has the potential to be so much fun that we're going to do it even if no one else wants to.

At the other end of the spectrum, if there is more interest than we expect, we're going to limit the event to 50 entries. To give everyone an equal entry opportunity to become part of SoCal Ha-Ha history, we're not going to accept entries until June 1 when *Lectronic Latitude* posts. And if we get more than 50 entries by June 15, we're going to pick participants based on the lottery system used for *Latitude's* always oversubscribed-in-the-first-few-hours Delta Doo Dah rally. If you want to be kept apprised of the details, and to be reminded of the day to enter, email richard@latitude38.com, with 'SoCal Ha-Ha' in the subject line.

— richard

two things we never thought we'd see

First, Fatty Goodlander, the author of countless sailing articles and eight humorous books on sailing, and his long-suffering wife Carolyn, in a place as ritzy as the Bar de l'Oubli in St. Barth. You could search the world and have difficulty finding a more upscale and expensive bar/cafe. What's so weird about it is that Fatty is known as much for being a world-class cheapskate as he is for being an author. Indeed, when we bumped into him earlier at the Le Select Bar, he was comparing notes with David Wegman of the Virgin Islands-based 32-ft

continued on outside column of next sightings page

goodlanders — cont'd

Cowhorn schooner *Afrigan Queen*, Fatty's only competition for the title of Intergalactic King of the Cheapskates.

About to start a third circumnavigation with his hurricane-salvaged Hughes 38 *Wild Card*, Fatty says \$15,000 is all he and Carolyn — or anyone else — need to circumnavigate. "Although you might want another \$5,000 if you want to keep your boat from falling apart." If you have \$24,000, he says you can circumnavigate like a prince — although Fatty admits it depends on what route you take. "I tell my trophy wife that we can either cruise the Chagos for one year or we can spend a week in St. Barth."

The second thing we thought we'd never see is Fatty and Carolyn both embracing technology — and expensive technology at that — in the form of iPads. "The nice thing about having iPads is that we don't have to speak to each other anymore," explains Fatty, "we just send each other emails." And yes, they use their iPads, with Navionics apps, for their navigation.

It's quite an improvement on the navigation gear they had for their first circumnavigation. "I'd bought a compass that was smaller than a golf ball," says Fatty, "although it did come complete with a little rubber suction thing so you could stick it on a dashboard. I wanted something better for the second time around, so I returned to Wal-Mart and asked if they didn't have something better. They did, and that's when I bought the golf-ball size compass for \$6."

And now navigating with iPads — it makes us wonder what the world is coming to. Fortunately, Fatty tells us in a mini interview that will appear in next month's *Latitude*. He also tells cruisers and cruisers-to-be about the fabulous money there is to be made — almost as much per hour as a fry cook at McDonald's — in writing about sailing.

— richard

vallejo yc scores london letter

Vallejo YC members have long known that one of America's most famous writers, Jack London, was a fellow member — a photograph



Matthew Ceryes proudly shows off his extraordinary find: a letter from Jack London.

of London playing cards with Judge John Browne at the club hangs in the bar — but that was the only piece of evidence in the club's possession to prove the claim. Until last month, that is, when Club Manager Matthew Ceryes spotted an eBay auction for a YVC membership application letter from the scribe to Browne.

The letter, written on November 25, 1910, was offered for \$1,850, and Ceryes wasted no time in taking a collection from members to secure its purchase. "We're proud to have this legacy item," he said. "To me, this is

the Holy Grail for the club." Ceryes says the original will be kept safe in storage while a copy will be on display in the club.

London was a member of the club, and berthed his 30-ft yawl *Roamer* there, until his death in 1916. And now there's proof.

— ladonna

the truth of the matter

With multiple long-distance races under his belt — Bermuda 1-2, Ida Lewis Distance Race, Marblehead-Halifax Ocean Race, and several other notable East Coast races — Diablo's Alex Mehran, Jr. has little to prove . . . except to himself. Which is exactly why the 30-year-old entered this summer's Singlehanded TransPac, a biennial 2,120-mile

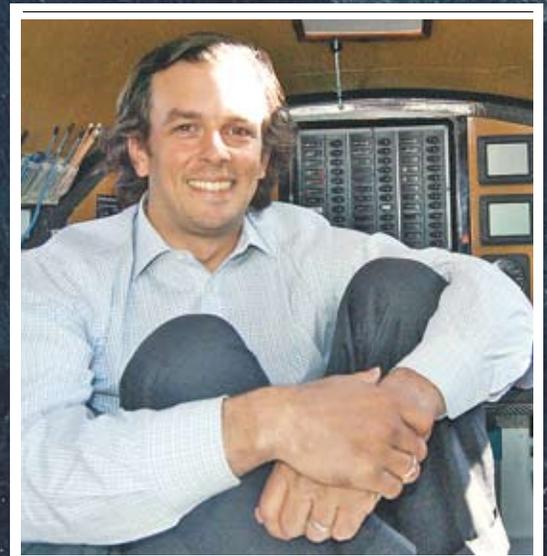
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shorts

the sea, fresh water from tropical squalls, or sweat from your body — away from your skin. That eliminates chafe, boat butt and annoying wet ass when flirting with a lady at the bar or sitting down to host a victory dinner.

The only complaint we have is that the bottom of the fly starts so high that it's hard to get your equipment out when visiting the urinal. You darn near have to get undressed, which is both inconvenient and, depending on what head you're at, potentially dangerous.

It would also be nice if Columbia made Omni Dry underwear. Because if you're



Alex Mehran may just break down the barn door aboard the Open 50 'Truth' in the Singlehanded TransPac.

MANNY LORENZANA

— cont'd

wearing 'rotten cotton' briefs beneath your Titanium shorts, and the briefs get wet, it doesn't make any difference if your shorts are Omni Dry, because your damp briefs will cling to your ass and give you the familiar chafe, boat butt and chill. We suppose that the easiest and least expensive solution is to go 'commando' but sometimes a guy just wants a little support.

We're not on the Columbia payroll, and weren't given any kit by them, but we also want to put in a good word for their PFG Tamiami model short sleeve shirts. We

continued in middle column of next sightings page

truth — cont'd

solo race to Hanalei Bay, Kauai.

"I don't love being by myself," Alex notes, "but I try to see if I can accomplish these types of things. That's my motivation for doing the race." We suspect his lifelong passion for sailing might have a little something to do with it as well.

Having grown up in St. Francis YC's junior sailing program, Alex says he continued sailing through high school and college, competing in a number of Junior Olympics and national championships. "I sailed a ton in college and got a little burned out so I stopped for a while," he recalls. But it wasn't long before he got the itch again and partnered up with a friend to buy the Class 40 *Cutlass*, with which they won the aforementioned races.

Fed up with working in Manhattan, Alex took a year to campaign *Cutlass*, with some cruising in Bermuda with his lady love Maggie

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SPREAD: SHARON GREEN / WWW.ULTIMATESAILING.COM; INSET: LATITUDE / LADONNA

SIGHTINGS

***truth* — cont'd**

thrown in for good measure. But soon it was time to return home, so he moved back to the Bay Area, married Maggie, and settled into his family's real estate development and management business.

Then last March, Alex got wind that Philippe Kahn was donating his Open 50 *Pegasus* to Cal Maritime, and that it would be available for charter. "My friend Merf Owen designed it, as well as my last boat, and Philippe had had it fully refitted at Goetz Boat Yard in Bristol, Rhode Island," says Alex. "I knew it was well-prepared and figured it would be a waste of an opportunity to not do it."

By July, Alex and his crewmember Jesse Naimark-Rouse were on their way to Honolulu in the TransPac Race aboard the newly renamed *Truth*. Fate undoubtedly played a role in their winning the Gary Jobson

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shorts

had a number of the old Columbia tropical shirts with the vents in the back, and they were decent, but they were heavier and didn't have the superior wicking properties of the Tamiami PFG shirts. (Columbia makes similar shirts of cotton, so be careful what you buy.)

The only problem is with the long sleeve version, as the material is so light and pliant that the sleeves won't stay rolled up — even if you button the button on the sleeve. It's annoying when the sleeves fall down, which they do



Matt and Pam. Nice guys — er, couples — really do finish first . . . over and over and over again.



— cont'd

constantly, so we highly recommend the short-sleeve version.

We realize that lots of other companies probably make similar products that might be as good as or better than Columbia's; we just don't know about them because we're not that into clothes. But if you have any sailing togs you think are great, we and our readers would love to hear about them.

That's our sailing clothing review until about 2032, so we hope you enjoyed it.

— richard



'Dorade' is not only a head-turner, she's also a winner.

truth — cont'd

Perpetual Trophy for doublehanders when the other doublehanded entries dropped out — “Of course we won it,” he laughs, “we were the only ones to finish!” — but there's no discounting the fact that anything can happen on a long ocean race, and a win is a win.

Since *Truth's* return to San Francisco Bay, Alex and project manager Zan Drejes have been working out the boat's very few bugs — adding a sat phone and removing the air conditioning, for example — and sailing, sailing, sailing. In fact, if you flip over to *The Racing Sheet*, you'll find reports on *Truth's* fantastic — if not quite record-breaking — performances in the Doublehanded Lightship and Doublehanded Farallones races.

Speaking of records, it's not gone unnoticed by Alex that the Singlehanded TransPac's monohull elapsed time record is a little on the soft side. Set by the Bay's Stan Honey way back in '94 aboard his Cal 40 *Illusion*, the 11d,10h,52m,21s record is quite ripe for the picking. “Depending on the conditions, I expect to reach Hanalei in 9-10 days,” says Alex, quickly adding, “but just getting across the finish line is the big thing.”

For most Singlehanded TransPac racers, sailing into Hanalei Bay is the coda of a dream, but for Alex, it's just the beginning. “When you do shorthanded races, you have a bucket list,” he says. “This race, the Route du Rhum (a singlehanded TransAtlantic race), the Sydney-Hobart Race, and more importantly, the Melbourne-Osaka Doublehanded Race.” So within days of *Truth's* finish at Kauai, a delivery crew will set off for Auckland to prepare for the latter two races.

Alex isn't sure what will happen after the 5,500-mile Osaka race a year from now but suspects *Truth* will be too much boat to handle for his newest crewmember: Alexander Mehran III, born in November. “We're thinking we might get a powerboat so we can run up to Tomales Bay or the Delta to go swimming,” Alex says. “I tell my wife I'll never do a singlehanded race twice. But if I *did* do this race again, it'd have to be on something a little less stressful, maybe a Cal 40”

See you in '14, Alex!

— ladonna

three for three for dorade

Make it three in a row for Matt and Pam Brooks' St. Francis YC-based 52-ft yawl *Dorade* in the Caribbean! As reported last month, the delightful couple have undertaken one of the most romantic and ambitious international sailing campaigns that we can recall. Having meticulously

restored the 80-year-old *Dorade* — the skinny boat that 'made' Sparkman & Stephens and ushered in modern yacht design — they are now in the process of retracing the yacht's historic victories, which over the next few years will have them visiting Newport, Bermuda, Honolulu and England.

Matt, who holds climbing and aviation records, and whose last boat was a 25-ft Northstar Quarter Tonner, decided to start out *Dorade* with some warm-up races in

the Caribbean, events that didn't exist 80 years ago. In early March, he and his *Dorade* team took class honors in the competitive Heineken Regatta in St. Martin, which was a heavy air event. In April, Matt and *Dorade* took class honors in the unusually light airs of Les Voiles de St. Barth. We wouldn't read too much into that victory because the only



No matter the angle or point of sail, 'Dorade' looked good and appeared to be sailed very smoothly.

continued on outside column of next sightings page

dorade — cont'd

competition in the Classic Division was Carlo Falcone's Antigua-based 79-ft beauty *Mariella*, a sweetheart of a yacht, but one not comfortable in light breezes. However, based on our firsthand observation, *Dorade* was sailed as beautifully as she's been restored, and that's saying something.

As we go to press, *Dorade* just competed in the biggest classic event in the Caribbean, and one of the biggest in the world, the four-race Antigua Classic Regatta. The competition was stiff, but *Dorade* proved her mettle by once again snagging class honors. Next on her schedule is this summer's Newport to Bermuda Race, followed by next summer's TransPac, and the TransAtlantic and Fastnet Races in '15. Brilliant!

Also participating in the Antigua Classic was *Lone Fox*, the Robert Clark 65 based out of St. Barth that is owned by long-time Bolinas resident Ira Epstein. His having gone Bartian for quite a few years now, the pressure was on Ira, as last year he bounced back from a winter of seemingly endless problems to take overall honors in the Classic. In the end, *Lone Fox* took second in class.

The Classic entry list also featured *Stormvogel* — which placed just behind *Lone Fox* — the legendary Van de Stadt 74 ketch from South Africa that way back in '65 staged one of the epic TransPac battles for line honors with the even more legendary Herreshoff 72 ketch *Ticonderoga*. *Stormvogel* became the prototype for the Ocean 71, to say nothing of starring with Nicole Kidman in the murder-afloat flick *Dead Calm*. Regatta registration indicated that *Stormvogel's* owner or skipper is John Cummings of San Francisco. We're going to have to look into that.

— richard

lifesavers or potential killers?

The *Latitude* crew found themselves with a couple of old liferafts recently so we popped over to Sal's Inflatables in Alameda to see if they were worth recertifying. Owner Sal Sanchez did his best to let us down gently: "That Bombard (in the white case) will be garbage, I guarantee it. The other probably won't be any better. Look at it, it's wrapped like a burrito!" Sure enough, within three minutes of inflating the Bombard, Sal and his crew had pulled it apart at the seams — easily! The yellow Toyo raft fared better, but Sal still condemned it because the adhesive was fried, the zippers corroded and the canopy torn. "To get it up to code would cost more than buying a new one," said Sal.

The lesson Sal would like readers — especially anyone considering buying a used raft off Craigslist or, even worse, borrowing one from a friend — to take away is that an old, out-of-date liferaft is rarely worth what you pay for it . . . even if it's free. Say you have an old raft and your buddy's doing the Pacific Cup this summer. "Hey, friend,

get my raft recertified and you can use it for the trip," you generously offer. Your friend takes it to Sal, who then puts it through a strenuous series of tests, essentially imitating the beating it might take if ever used in the real world. What would your reaction be if your friend brought back the black mess in the photos to the right and handed you a bill for \$100, the cost of the test? "I've seen so many friendships ruined over a liferaft," Sal lamented.

Sal suggests that if you find a good deal on a used liferaft, to make the sale contingent on the raft's passing the test, and to have the seller at the shop so there are no surprises. If a raft tests well, the certification process will likely cost a minimum of \$1,200. "All the goodies — flares,

continued on outside column of next sightings page

america's

The 24th running of the America's Schooner Cup race in San Diego on March 31, hosted by Silver Gate YC, brought out a fleet of 12 of these beautiful yachts, several from ports as far away as Los Angeles. Starting inside the bay at buoy 19, the fleet sailed past the length of Shelter Island to the open ocean, rounded San Diego's entrance buoy, and returned to finish where they had started.

The schooners ranged in size from



The necks of inflation cylinders can corrode if wet.

schooner cup

Jerry Newton's 50-year-old 30-ft *Maid of Kent* to the 63-ft *Curllew*, a John Alden design built in 1926 and owned by Bob Harrison of Dana Point. Dennis Conner's 40-ft gaff-rigger *Fame* was the oldest schooner at 102 years, and Brian Eichenlaub's recently built 42-ft *Witchcraft* was the youngest. *Fame* took this year's Bristol Boat Award but had tough competition from *Curllew* and Tim O'Brian's 50-ft *La Volpe*.

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liferafts — cont'd

water, food — will have to be replaced as well," Sal noted. By contrast, a decent quality new raft would set you back about \$3,000.

"Nobody wants to prepare for a disaster," Sal continued, "but you really need to purchase the right equipment and keep it maintained. Can you imagine what would have happened if you'd tried to use that Bombard raft in an emergency?"

It gives us chills just thinking about it.

If you're preparing for one of this summer's Hawaii races, Sal also rents certified rafts for \$500 per month (www.salsinflatables.com). That could be the perfect solution to saving not only money and lives, but also your friendships!

— ladonna



A tale of two liferafts — Clockwise from bottom, it only took Sal (left) and his crew about 10 minutes to turn our raft into a donut; the seams were so bad you could poke a hole in them with your finger; (center) the PVC raft had a number of leaks, as evidenced by the bubbling soapy water; the top tube just pulled right off; the Toyo's zippers were unusable; the Toyo stayed inflated but was still condemned, while the Bombard was just a mess; the burrito; the white PVC case allowed UV to break down the raft hidden inside. Scary!



ALL PHOTOS LATITUDE / LADONNA

SIGHTINGS

solo & nonstop around the americas

At 10:48 a.m. EDT on April 18, Annapolis' Matt Rutherford crossed his outbound track, closing the loop on his record-setting nonstop solo circumnavigation of North and South America. The 31-year-old sailor set off from his hometown on June 13 aboard his Albin Vega 27 *St. Brendan* on a route that took him over the top through the Northwest Passage, down around Cape Horn and back to Annapolis — 27,077 miles in total — in just under 310 days. (Rutherford didn't set foot on solid ground until three days later at a party held in his honor.)

Throughout his journey, Rutherford suffered through terrible weather — including a knockdown in his final approach — innumerable gear breakages and serious bodily injury to reach his goal. His perseverance was, in part, to help a cause close to his heart: Ches-

continued on outside column of next sightings page

schooners

On the race course *Curlew* has long been a rival of Paul Plotts' 61-ft *Dauntless*, also designed by John Alden and built in 1930, and this was their first meeting in several years. The race was divided into two classes, six boats in each, all eligible to win the coveted Schooner Cup, which is awarded to the overall winner on corrected time.

The wind was light and fluky at the start but, as the boats headed out of the bay, it filled in nicely, giving the schooners a chance to stretch their legs. It



Chris, Holiday and their kids, Mia (9) and Larsen (5), aboard 'Ka'iulani' shortly before their departure last month.



JIM RIMMER

— cont'd

was a perfect schooner day: the 12-mile course gave them a nice reach out past Point Loma to the entrance buoy and a close reach back in.

On the last leg, the real race started as the lead boats began closing in, giving them a chance to outmaneuver each other. First across the finish line was Byron Chamberlain's beautiful 51-ft *Rose of Sharon*, followed very quickly by the rest of the fleet.

The Class A trophy and the Schooner continued in middle column of next sightings page



'Ka'iulani' will return to the Bay next year for the America's Cup.

americas — cont'd

peake Region Accessible Boating, an organization that gives sailing opportunities to mentally and physically challenged people. "I knew this trip would be hard for any captain on any sailboat," he said. "Although my boat was small and my budget meager, it was my unwavering determination and previous sailing experience that got me through. We are all capable of incredible things; all you have to do is believe in yourself."

What's next for the intrepid singlehander? No doubt a nice, hot shower was at the top of his list, but since then he's been fielding interviews from all corners of the mainstream media. After the hullabaloo settles down, we suspect Rutherford will start planning his next grand adventure — a return to the Arctic to shoot a documentary.

Check out his site at www.solotheamericas.org.

— ladonna



MARK DUEHMIG

Matt Rutherford is the first person to solo circumnavigate North and South America nonstop.

bon voyage, ka'iulani

It was clear, sunny and calm on April 7 when the Sausalito-based 86-ft gaff schooner *Ka'iulani* cast off her dock lines and headed for Tahiti. After more than a decade plying the Bay as a charter schooner, educational vessel, and more recently as a private yacht, *Ka'iulani* finally headed out for a year-long excursion to the South Pacific.

Ka'iulani is no stranger to bluewater — her original owner had her designed by Bill Crealock and built in 1984 to go around the world. During her voyage, the owner fell ill and passed away in South America.

Ka'iulani returned to California and soon after landed in San Francisco Bay. Her new owner was sailing entrepreneur Rob Michaan, who hoped to make her a successful charter boat. A marathon effort to certify the schooner as a passenger yacht was followed by years of struggle to make ends meet. Eventually Michaan sold the boat in '06 to Chris and Holiday Johnson of Sausalito.

The Johnsons were by no means novice sailors — they sailed their Sausalito-based Swan 46 *Bluefin* to South Pacific in '01, and cruised for three years while they filmed a documentary about sharks called *Stewards of the Reef*.

The Johnsons had hoped their three-year cruise on *Bluefin* would satisfy their appetite for cruising and allow them to get it out of their system, before returning to settle down and raise a family. But their cruise did the opposite; it whetted their appetite for more. So they returned to Sausalito, sold *Bluefin* and began looking for a boat that would not only accommodate their many friends and associates, but also the family they planned to have. A friend told them about *Ka'iulani* and it met their needs.

Fast forward to '12 and, after years of refitting nearly every inch of *Ka'iulani* — from rig to engine, deck to galley, as well as raising two children while doing it — Chris and Holiday finally decided they were ready for, well, a holiday. So they threw a 'standing room only' going away party at the Sausalito YC, complete with a South Seas motif, Tahitian buffet and Polynesian dancing, with Holiday herself — a former professional dancer — taking part. It was a way for the Johnsons to say thank you to all the local vendors, shipwrights, mechanics, riggers, sailmakers, and others who made their trip possible.

After goodbyes and good wishes, *Ka'iulani* departed with a crew of

continued on outside column of next sightings page

SIGHTINGS

ka'iulani — cont'd

seven local sailors led by Capt. Jim Linderman. Next stops are Hawaii, the Marquesas and Tahiti. The Johnsons plan to return next year for the America's Cup and make *Ka'iulani* available to local nonprofit sailing programs.

The Johnsons believe that no matter how big or small a boat you can afford, or for how long you can cruise, you should go when you can; don't wait. "It's all about fulfilling the dream," says Chris.

We couldn't agree with him more. Bon voyage, *Ka'iulani*.

— john skoriak

sailors rescue capsized kayaker

While the weather conditions the day before were as close to perfection as one could have hoped, Sunday, April 22 was a little brisker, with more typical summer-like winds. Those 25-knot+ winds are why Capt. Doug Workmaster, skipper for Captain Kirk's San Francisco Sailing's Sausalito-based Santa Cruz 50 *Bay Wolf*, was in the right place at the right time to save a young man's life.

Workmaster, out on a four-hour charter on Sunday, had already made quick work of a run up the eastern side of the Tiburon peninsula to Red Rock, and back to the lee of Angel Island, when he realized there were still two more hours to go in the charter. "I decided to make the same run for a couple of reasons," he explains. "First, Central Bay was pretty foggy and cold, and also because I wanted to check our new sail plan."

As Workmaster and first mate Brian Coggan got *Bay Wolf* moving past Bluff Point at the eastern entrance to Raccoon Strait, they saw a partially swamped yellow kayak with no one aboard. Initially suspecting the kayak had simply been blown off a beach, Workmaster realized someone was most likely in the water when he

spotted a paddle floating about 20 feet away from the boat.

"The water was just starting to ebb, and there was about a two-foot wind chop," recalls Workmaster. "As we passed the kayak, we heard a very weak call for help." After spotting a young man in the water, he set to work getting the boat into a position to pull the man aboard. Once to windward of the swimmer, Coggan snagged the man with a boat hook, and with the help of Workmaster, pulled him aboard.

"Adam was dressed in only boardshorts, a lightweight PFD and glasses," Workmaster says. "He told us through chattering teeth that he and his friend Alex had paddled from Paradise Cay to Angel Island, and were returning when they got separated. He capsized and decided to start swimming for shore."

Workmaster estimates that Adam, 23, was about 400 yards from shore when *Bay Wolf* picked him up. "He left his kayak and paddle to swim for shore, but I don't think he would have made it. He thought he was in the water for about 30 minutes, but Dr. Art, the man who'd chartered *Bay Wolf*, and I think it probably wasn't any more than 10-15 minutes. Considering his level of hypothermia, he probably only had another 5-10 minutes left."

Adam was taken below, re-dressed in warm clothes, and wrapped in blankets while Workmaster and Coggan communicated with the Coast Guard about their suspicions that Adam's friend might also be in the water. *Bay Wolf*, the San Rafael fireboat, and Jim Lewitt's Sausalito-based Catalina 32 *Tahiti* all commenced searching for the

continued on outside column of next sightings page

schooners

Cup went to *Rose of Sharon*, beating *Fame* by a mere eight seconds on corrected time. Class B honors went to last year's Cup winner, Jack Giubliato's 38-ft *Mischief*.

The annual regatta has, over the years, become a fun-filled two-day affair. This year, Saturday's race was followed by a lively awards party, complete with a scrumptious barbecue buffet, prize raffles, a silent auction, and dancing to the rockin' sounds of the band Good Mojo.



Schooners at play — Spread, 'Rose of Sharon' sailed away with the Schooner Cup; I to r, 'Mischief' toyed with the competition; 'Fame' dodged the paparazzi; and 'Dauntless' showed her determination.

— cont'd

On Sunday's sparkling afternoon, folks were treated to a concert of tropical rock music on the yacht club's waterfront patio, where everyone enjoyed the spectacle.

Though the America's Schooner Cup is first and foremost a yacht race, it's also run to benefit a good cause, as all proceeds from the weekend benefit the Navy-Marine Corps Relief Society. Find out how you can help this worthy charity by visiting www.nmcrs.org.

— paul mitchell

rescue — cont'd

friend, which was thankfully unnecessary. "For the next 20 minutes, we had an increasingly tense time as we searched in vain," recalls Workmaster. "Then the best phone call came in — Alex and his kayak were safely ashore. Sweet!"

In the meantime, Adam had improved significantly, and Dr. Art believed he could easily make the trip back to Sausalito, rather than try to dock *Bay Wolf*, which draws eight feet, at Sam's on a falling tide. "Once we got back to Sausalito, we put him into the care of his parents," Workmaster says. "I'm thankful for the support and teamwork of Brian, and that we happened to have a medical doctor onboard."

We bet Adam and his folks are even more thankful. Great job, *Bay Wolf* crew!

— ladonna



ALL PHOTOS CYNTHIA SINCLAIR

FARALLONES NIGHTMARE —

On Saturday, April 14, the Bay Area suffered the worst sailboat tragedy in recent memory when five crew from the Sydney 38 Low Speed Chase perished during the 56-mile Full Crew Farallones Race, an annual springtime ritual for more than a century, run by the San Francisco YC. In the days afterward, Bryan Chong, one of the incident's three survivors, wrote an insightful and introspective account of the nightmaresh calamity, much of which appears below. (The unabridged version ran in *Electronic Latitude* April 24.)

It is bitterly ironic that after running out of wind prior to their start, and having to temporarily anchor to hold their position, the LSC's crew was out of the trophy hunt from the beginning, and was essentially running the course for the fun of it. On board were owner James 'Jay' Bradford, Alan Cahill, Nick Vos, his girlfriend Alexis Busch, Jordan Fromm, Marc Kasanin, Elmer Morrissey and Bryan Chong.

The Uphill Slog

Non-sailors often ask what it's like to sail in the ocean, and what's the appeal. I usually compare it to backcountry skiing or mountain biking. The reward is in the descent. You work through the uphill portion in exchange for the downwind ride when your boat flattens, apparent wind drops to a light breeze and, on the

snaps at Alan for being Alan. All in all, it's turning out to be a beautiful day on the ocean with conditions as expected. The wind and swells are big but consistent in speed and direction. Nick, Alan, Jordan, Jay and I all take turns on the wheel, maintaining between 7.5 and 8.5 knots of upwind boat speed.

The mood on the boat is relaxed. We chat about which of our three kites will be safest for the ride home. We've accepted our place in the back of the pack now, so there is no need to risk equipment or safety. Our mindset is definitely not aggressive. We peel to our smallest jib just outside the bridge and there's no need to reef the main since we aren't being overpowered.

We set up earlier in the day for a port rounding or "taking it from the top" as I'd heard it referenced amongst sailing buddies. I've done a number of

day-long ocean races to Monterey, Half Moon Bay and buoys like the Lightbucket. This is my first race to the Farallones — a race that I've wanted to do for years. My anticipation heightens as our boat approaches the islands.

Around the Island

The Farallon Islands have a rugged, haunting beauty about them, but there's no time for sightseeing as we approach. The waves and wind have steadily built and we start seeing scattered whitecaps. As the conditions intensify, I'm on the main and Alan — by far the best driver with the most ocean experience — is on the wheel.

We soon approach the first rocky point on the northeast corner of the island. The swells are much larger and the wind has been building. We saw another boat pass a few minutes earlier on an outside

line. Behind us, one boat is outside us and another appears to be on our same line.

There's a YouTube video titled "Crewed Farallones April 14, 2012" showing the Santa Cruz 50, *Deception*, and several other boats rounding the island. They would have rounded about an hour before us in similar, if not slightly lighter,

"As the wave approaches it begins to face up, its front flattening as it crests."

conditions. The video shows the difference in swell sizes before, during and after rounding the island. Michael Moradzadeh, who thankfully radioed in the initial distress call, notes that the video doesn't do justice to the intensity of the day. I agree, but it does provide a good baseline for those who didn't make the race. As I watch the video, *Deception's* route feels eerily similar to our own. In fact, when we passed the first point I think we were just slightly outside of their line.

The South Farallones consist of two primary islands, which together form a crescent with its arms toward the north. Between the two northern points we begin to crack off the sails into a close reach as we head toward the next point. The boat in the "Crewed Farallones"



The colossal first wave shreaded brand new sails, snapped the mast like a twig, and pitched six crew into the violent shore break.

right day, your boat skips along as it planes and surfs down the front side of swells.

As we sail under the Golden Gate Bridge, (marine photographer) Peter Lyons clicks a picture from the shore. We tack a few times and set up a starboard lay-line that we will stay on for the rest of the day as we head out to the Farallon Islands. The skies are clear and we're seeing 20-23 knots. It's always been hard for me to gauge swell height from the water. Each swell has its own personality. To me it seems the seas are 10 to 12 feet with larger sets around 15 feet.

The upwind leg is uneventful and we fill the quiet moments with our usual banter. We tease Elmer about his difficulty emptying his bladder. Jordan



LOW SPEED CHASE'S TRAGIC END

video had about the same amount of sail trim but it appears they turned after we did. Our route takes us inside the line of *Deception* and closer to the island.

Fellow sailors can relate to trimming sails during intense racing or weather conditions. We assimilate data in a series of snapshots taken from within the boat and across the race course. I suspect that's the reason sailors show up to race protest rooms with five different accounts of an incident that happened at a speed no faster than a run.

I've been asked by investigators, friends and family just how close we were to the rocky coastline. Truthfully, this is one of the most difficult questions to answer; my focus was almost purely on the distance to the beginning of the break zone. Staying away from the rocks was a secondary concern to staying away from the breakers — an ocean feature that has scared me since long before this weekend. Swells are fine. Breakers aren't.

As we approach the second point I estimate we're inside of 10 boat lengths — which is 128 yards on a Sydney 38 — from the beginning of the break zone. Our distance looks safe and no one on the boat comments. I catch a glance of clear swells off the port side of the boat between the break zone and us. We keep sailing. The boat is heeled toward the is-

After a frustrating start, 'Low Speed Chase' heads west along the Marin Headlands. Pictured (left to right) are Marc, Elmer, Alexis, Jordon, Jay, and Bryan (trimming the main).



JAN ROLETTO / NOAA

land. Alan is driving, I'm trimming main, and everyone else is on the rail.

Then, we come across the largest swell we've seen all day. It begins to crest but we pass over it before it breaks. Thirty seconds later, we will not have such luck.

The Wave

I see another wave approaching in the distance. It's coming from the same direction as the other swells but it's massive. I've seen large waves before, but this is unlike anything I've ever seen outside of big-wave surf videos.

As the wave approaches it begins to face up, its front flattening as it crests. By the time our boat meets it, there's no escape route. Alan steers the boat

Looking east, Maintop Island lies in the foreground, adjacent to SE Farallon. The circle marks the spot where 'LSC' crashed ashore.

into the wave and the bow of *Low Speed Chase* ascends the breaking wave, which seconds sooner would have been a giant swell and seconds later would have already broken. Instead, we're heading into a crashing wall of water with 9-10 knots of boat speed and it breaks directly on us. I lock my right arm to the bottom lifeline and brace for the impact. The last thing I see is the boat tipping toward vertical with a band of water still above it. A single thought races through my head: "This is going to be bad."

After the Impact

I was underwater until the boat righted itself. Confused and disoriented I looked around while water cleared off the deck. Nick and I were the only ones still on the boat. The sails were shredded, the mast snapped and every flotation device had been ripped off. We immediately began to try pulling our crewmembers back into the boat, but a second wave hit us from behind. This one ripped me off the boat and into the break zone. Nick barely managed to stay aboard as the boat was tossed by the breakers onto the rocks.

I couldn't tell if I was in the water for a minute or an hour, but according to Nick it was about 15 minutes. People have asked me if I swam for shore. The best way to describe the water in the break zone is a washing machine filled with boulders. You don't really swim. The water took me where it wanted to take me, and when I was finally able to climb from the surf onto low rocks I heard Nick shouting from the distance for me to get to higher ground. Together we located Jay farther down the shoreline. He was



PETER LYONS / LYONS IMAGING

FARALLONES NIGHTMARE —

out of the surf but trapped on a rock surrounded by cliffs. From what we could see, nobody else had been able to climb to safety.

As for what happened in that first wave, my head was down and I initially thought we might have pitchpoled. Nick, who broke his leg while it was wrapped around a stanchion and had a better

Reflections

The sailing community might want to know what we could have done differently that day. It all really centers on a broader commitment to safety — preparation that happens before you get on the boat to race. When sailors “talk

minutes in the water were the absolute scariest in my life. The boat was the place to be — inside or out.

Until the accident, I believed that to tether or not was a personal choice. But now, my thinking extends beyond the safety of an individual to that of the team



Lost crew: Alan Cahill



Jordan Fromm



Alexis Busch



Marc Kasanin



Elmer Morrissey

view, tells me the boat surfed backward with the wave for a stretch, then rotated 90 degrees counter-clockwise before the wave finally barrel-rolled it. This seems logical and explains how we ended up pointed back the same direction we started.

The US Coast Guard and Air National Guard performed the rescue operation with a level of professionalism that reinforces their sterling reputation for assistance during these types of emergencies. We're incredibly fortunate to have these resources available in our country. If we had been in another ocean off another coast then Jay, Nick and I might not have been rescued.

Correcting the News

There have been various inaccuracies in the news about what happened that Saturday. I believe they stem mostly from misinterpreted information. For example, many sources reported that we attempted to turn the boat around to help other crewmembers after the first wave hit. This is not accurate. I believe our statement immediately upon being rescued that, “we turned around [while on the boat] to get people out of the water” somehow became “we turned the boat around to get people out of the water”.

Additionally, some assumed Jay, the boat's owner, was driving. While one person can be the owner, captain, skipper and driver, this is often not the case. Jay loves sailing but uses professionals like Alan to coordinate his sailing program. This had always been the case with *Low Speed Chase* and it was no different on this day.

sailing” it's usually about winds, currents, tactics, rules or the events of the day — not about safety. I almost never hear conversations about the benefits of different life jacket models, pros and cons of tethers or about practicing man-overboard drills before a race.

That day we had all the mandatory safety equipment, including two installed jacklines. Everyone was wearing life jackets and there were eight tethers on the boat — mine around my neck. Unfortunately, none of us were clipped in when the wave hit. I can't speak for other ocean sailors, but I'd reached a level of comfort where I'd only tether at night, when using the head off the back of the boat, or when the conditions were really wild. It's simply a bad habit that

“Those 15 minutes in the water were the absolute scariest in my life.”

formed due to a false sense of security in the ocean. “Besides,” I'd say to myself, “I can just clip in when something bad is about to happen...”

It's obvious to me now that I should have been clipped into the boat at every possible opportunity. Nevertheless, arguments for mobility and racing effectiveness over safety are not lost on me. Some safety measures can indeed limit maneuvers, but if you're going to spend an hour driving, trimming or hiking in the same spot, why not clip in? Additionally, there are legitimate concerns about being crushed by the boat. Those 15

as a whole. Here's the logic: If I'd been tethered when the first wave hit, I would have needed to unclip to help the others who were overboard, then I'd have been hit by the second wave and still ended up in the water. Crews need to talk as a team about tethering strategies. One person overboard puts the entire crew at risk, as others might need to unclip to quickly maneuver the boat back to their location.

I truly consider myself lucky to have a second chance at life with my wife and 8-week-old son. Looking back, there were a number of factors that might have helped me survive in those waters. After years on the foredeck, I wear shin guards, ankle pads, neoprene kneepads, full-finger gloves, Dubarry boots, full foul weather gear and no cotton fabrics. I also wear my auto-inflate personal flotation device (PFD) for ocean races. Additionally, the well-used gym membership my wife got me early last year was invaluable. Luck was truly on my side, but I also think that maybe I left the door open for it.

There are other lessons that can and should be learned from the incident. My auto-inflate suspenders inflated as designed. However, my manual override cord was tucked away and unreachable — a practice amongst sailors who are worried about an accidental opening. A PFD with a crotch strap would have been far better. It would have held the device down and freed up my hands to climb out of the water or swim. My built-in PFD harness was also too loose and I was concerned about it slipping off. A rash guard would have been a worthwhile layer for warmth. All flotation devices attached to

LOW SPEED CHASE'S TRAGIC END

the back of the boat were ripped off by the first large wave. And it's important to consider the advantages and disadvantages of each PFD and make sure it matches the conditions. Safety lessons shouldn't have to be learned the hard way.

Hopefully this incident will spur a wider discussion on sailboat safety. However, the biggest lesson I learned that day wasn't about any piece of equipment. It was about taking personal responsibility for my own safety. Our EPIRB, a water-activated GPS tracking device, fortunately went off as intended, but who double-checked the batteries that morning? It wasn't me and I didn't ask who did.

It's my wish that no crew or community will ever go through what we've endured from this tragic accident. The memorial flotilla (April 21) for my lost crewmates was by far the most touching memorial I've ever seen. I watched from the SFYC host boat as over a hundred sailboats and powerboats, many filled

to capacity, came together on the water in a display of something beautiful and heartwarming in the midst of a week filled with terrible pain and sorrow.

At (another) service (that same) week-

"It's my wish that no crew or community will ever go through what we've endured from this tragic accident."

end, I heard a quote from a 1962 speech by John F. Kennedy to America's Cup competitors that, in my mind, captures the essence of our fascination with the sea:

"I really don't know why it is that all of us are so committed to the sea, except I think it is because in addition to the fact that the sea changes and the light changes, and ships change, it is because we all came from the sea. And it is an interesting biological fact that all of us have

in our veins the exact same percentage of salt in our blood that exists in the ocean, and, therefore, we have salt in our blood, in our sweat, in our tears. We are tied to the ocean. And when we go back to the sea, whether it is to sail or to watch it we are going back from whence we came."

Alan, Marc, Jordan, Alexis and Elmer. Keep your rig tuned, your kite full and your foulies dry. We'll one day finish our race together.

— bryan chong

Editor's note: In addition to rescuing Chong, Vos and Bradford, U.S. Coast Guard and Air National Guard assets mounted a massive search for survivors that involved three cutters, a 47-ft motor lifeboat, at least three helicopters and at least one C-130 aircraft. The 30-hour search was not called off until long after the "window of survivability" had closed. We salute their selfless efforts.

In the aftermath of this heart-numbing tragedy, we can honor the memories of the five lost sailors by embracing the lessons learned by those who survived it.

— latitude/andy



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CLIPPER ROUND THE WORLD RACE —

“We were racing along in 40- to 60-knot gusts,” said skipper Juan Coetzer. “The sea was alive with rage. We were making good speed, sailing with the third reef in the main, surfing at 15 to 20 knots. Then at our watch change, just before the sun came up, a monstrous



COURTESY LISA PERKIN

“Yee-haw! We’re having some fun now!” *New York’s* crew rides the rail on the blustery approach to the Golden Gate.

foaming swell broke over our stern. Mark Burkes was on the helm at the time. The water had so much force in it that it pushed Mark into the helm, snapping the pedestal clean off. We had no steering and crew were falling all over the boat.”

On March 31 the Ed Dubois-designed Clipper 68 *Geraldton Western Australia* was roughly 400 nm west of San Francisco, tracking south to avoid the worst of a nasty North Pacific storm. *Geraldton* was one of ten identical 68-ft cutters racing in the Qingdao, China, to San

Dousing and stowing the main aboard ‘Geraldton Western Australia’ is a group project. During the storm its third reef blew out.



CLIPPER ROUND THE WORLD YACHT RACE

Francisco Bay leg of the Clipper Round the World Race — a rhumbline distance of nearly 6,000 miles.

“We heard an almighty roar,” said Burkes. “Next thing I knew I was underwater — it felt like 40 minutes, but was probably 20 to 40 seconds. We were all clipped in — we double-clipped. Everyone was thrown around at the end of their lines, but no one was lost overboard. It’s drummed into us — you do not unclip in those conditions.”

“Quickly we got the emergency steering in place,” said Coetzer. “Then the third reef blew, so the storm jib went up and we pulled down the remains of our mainsail, tidied up the boat and treated the wounded.”

Burkes suffered from lower back whiplash, but was soon taken off the casualty list. More seriously hurt were fellow Brits Jane Hitchens, 50, and Nik Brbora, 29, who’d been preparing to go off watch when the wave hit. It was later determined that Hitchens, a doctor, had broken ribs, a cracked vertebra, and a ruptured spleen, and that Brbora, a software engineer, had a pelvic sprain. In addition, a fourth crewman, Australian Max Wilson, suffered minor injuries.

An Air National Guard parajumper team was dispatched aboard a Coast Guard HC-130 to render assistance, but upon arrival at the scene conditions were too severe to deploy parachutes. They did, however, drop medical supplies, and the Cutter *Bertholf* was diverted to pick up the injured crew members.

Billed as the world’s longest yacht race, the Clipper Race’s 40,000-mile route, starting and finishing at Southampton, UK, takes 11 months to complete. Skippers are hired by Clipper Ventures to sail the yachts, but the crews are made up of amateur sailors who pay to sail. (Roughly \$63,000 for the whole trip, or \$12,000 - \$14,000 per leg, including extensive pre-departure training.) The Race is the brainchild of Clipper Ventures chairman Sir Robin Knox-Johnston, the first person to sail around the world alone nonstop.

On March 30, *Gold Coast Australia* was the first of the fleet to sail beneath the Golden Gate Bridge and on to the leg’s finish line off the



Golden Gate Yacht Club. Although she was leading the next boat, *Singapore*, by 100 nm, *Gold Coast’s* skipper Richard Hewson had the crew hoist the spinnaker. “Finish as though we have another boat alongside us,” he said.

The fleet’s home base during their stay on the Bay was at Oakland’s Jack London Square. In advance of their arrival, each boat was adopted by a local marine organization, so that no matter what hour of the day or night they arrived — rain or shine — each crew received a jubilant welcome from well-wishers ashore. *Geraldton* was the last to arrive, April 3, but its battered crew probably received the most heartfelt welcome of all. A week later, the fleet was a key attraction at the annual Strictly Sail Pacific boat show, and they received a boisterous send-off April 14 when they departed the docks for the starting line of Leg Seven, to New York, via the Panama Canal.

Lisa Perkin of San Francisco sailed aboard *New York*, which finished the brutal North Pacific leg in third place. (Each boat bears the name of a city or region which sponsors it to promote

FAIR-WEATHER SAILORS NEED NOT APPLY



CLIPPER ROUND THE WORLD YACHT RACE

As 'Derry-Londonderry' crew members emerge from below decks they must clip in — an unbreakable rule in such conditions.

tourism.) Although not a full 'Round-the-Worlder', as roughly half the crews are, Perkin chose to sail in three legs of the race: Rio de Janeiro, Brazil, to Cape Town, South Africa (Leg 2), Gold Coast, Australia, to Qingdao via Batam, Indonesia, and Singapore (Leg 5), and the North Pacific crossing (Leg 6).

The adventurous and athletic 42-year-old wine sales consultant got interested when her friend Shana Bagley raced in the previous edition. "I went aboard the boats at the Golden Gate Yacht Club and talked to the crews, who said, 'How can you not want to do something like this?' I asked myself, 'Why put it off?' I signed up and then thought, 'What did I do?'"

Like all of the crew, Perkin started with the mandatory six weeks of training in the UK. Then in September came her "warm-up" leg, as she called it. "Rio was the first major stopover for the boats. One of our crew, Fabio Peixoto, was from Rio, and that helped with the personal touch. It was a very relaxed feeling there. I met Sir Robin and chatted with him for an hour and a half. I picked his brain about the leg.

"At the (pre-departure) briefing, we were told it would take 14 days to get to Cape Town, and that it would be downwind. We did fly spinnakers, but not as much as they thought we would because of the back-to-back squalls we hit early on. We were in the thick of things in the middle of the course, but we sailed conservatively — points are deducted for damage. We have a budget of £500 (\$800) for sail repair, and we have 11 sails onboard. We had no damage on that leg. We didn't see the other boats until the last two days. Then it was a close finish — four boats within one hour."

Perkin didn't do the Southern Ocean leg, but she thinks it was probably tougher than the Pacific crossing. "It was much colder, with squalls, heavy wind, damage and a lot of injuries." At one point, *New York* broached and the helmsman was thrown into the steering pedestal's stainless handrail, breaking it. "We use two spinnaker poles to jibe, and both of them broke in the Southern Ocean."

Race Director Joff Bailey

said that the first and last legs, and the Southern Ocean leg sell out most quickly. "Everyone wants to do the Southern Ocean."

Perkin rejoined the race for Leg 5 in mid-December in warm, sunny Gold Coast, on Australia's east coast. The

"Everyone wants to do the Southern Ocean."

leg started the day before Christmas. "We went through areas the race hadn't been to before because an added stop in Tauranga, New Zealand, changed the route. This leg has the most variety." It departs during the Southern Hemisphere's summer, sails to the tropics, crosses the equator, makes a pit stop at Nongsa Point Marina on Batam Island before a major stop at Singapore, and finishes at Qingdao — where it was 10°F and snowing.

After the fleet departed China on March 4, a virus swept through the crews. "People were dropping like flies," said Perkin, "getting sick and getting hurt." Although each bunk is rigged with a lee cloth, falling out of bunks was a frequent cause of injury, and bruised or broken ribs were common. "We're more scared when we're down below, because we don't know what's going on.

"Leg 6 was completely overcast," she explained. "We broke stuff. We had lots of chafe in the lines. Things got wet and

'Singapore's decks were often awash with white water during Clipper '11-'12's Leg 6 from China to San Francisco Bay.'



CLIPPER ROUND THE WORLD YACHT RACE

CLIPPER ROUND THE WORLD RACE

stayed wet. And we were hit by a lot of rogue waves, mostly on the beam or bow.” Other boats faced similar challenges. As reported in April’s Racing Sheet, both *Edinburgh Inspiring Capital* and *De Lage Landen* had to divert toward Japan to medevac injured crew, and *Singapore* might have lost a crewman overboard had he not been tethered in. The steering cable aboard *Derry-Londonderry* broke in gale conditions, but its crew was somehow able to replace it.

Two weeks into the crossing, Perkin was on the midnight watch, heading toward the helm: “A big wave hit me and slammed me into the side of the companionway (the hatch was closed). It was just a muscle injury, no cracked ribs. I took my turn at the helm, but it really hurt.

“The finish at the Golden Gate Bridge was a huge high point and one of the motivations for doing this leg. We were



COURTESY LISA PERKIN

A moment that made the harsh North Pacific crossing worthwhile: Lisa Perkin drives 'New York' under the Golden Gate Bridge.

ahead of *Derry-Londonderry* for three to four days. We had to continuously keep our speed up, constantly trimming. Twelve hours before San Francisco, we raised the staysail — but it had a rip in a seam, so we took it down and repaired it on deck, with waves breaking over us. It took 45 minutes and we hoisted it again. At the next six-hour check-in we learned that we’d only given up six miles

to *Derry*.

“On the last day, I saw the Farallon Islands and the boats in the Doublehanded Farallones race. I could see the bridge from about six miles out. It was a great finish, and we received a wonderful greeting at the docks.” Perkin is an alumna of Club Nautique, which provided *New York*’s welcoming committee.

“We had a lot of apprehension, but it was a relatively safe crossing. We saw 50-ft waves. The wind built from 30 to 40 to 50 knots. I’m glad I did it.”

Do you have what it takes to crew on a Clipper Race? If so, be aware that the ‘13-’14 edition — to be sailed in brand new 70-footers — is filling up fast. “We want people who are interesting but not crazy,” said recruiter David Cusworth. “Sometimes it’s a fine line.” (For info, see www.clipperroundtheworld.com.)

— *latitude/chris*

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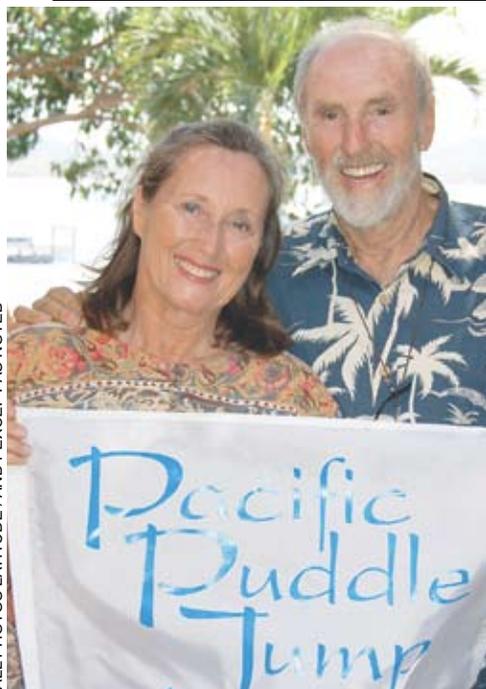


For complete details, locations and instructions log on to www.boatresponsibly.com.

RUNNIN' DOWN A DREAM —

"If you want to meet Puddle Jumpers, you really ought to come to Panama!" advised former San Diego sailors Frank Nitte and Shirley Duffield, who now call that tiny Central American country home.

Why? Because on any given day during late winter and early spring, anchorages on the west side of the Panama Canal are brimming over with world cruisers who'll soon head west toward



If they're ever going to make it to Tahiti, Don and Judi of 'Passion' figure it's now or never.

the storied isles of French Polynesia — a passage we like to call the Pacific Puddle Jump.

We took Frank and Shirley's advice, and for the past three years we've been co-hosting Puddle Jump Send-off Parties with their club, the historic Balboa YC. This year's shindig (March 10) drew sailors from more than a half-dozen nations. And, as you'll learn in the following mini-profiles, many of them are already extremely well-traveled.

Unlike the groups of westbound cruisers who stage for departure in Mexico, most of these folks had never met before, as they'd been cruising the Caribbean independently and had transited The Ditch in groups of two or three. Also, it seems that most of them planned to make a slight south-westerly diversion to the Galapagos Islands en route — the archipelago lies on the equator, roughly 600 miles off the Ecuadorian coast. From there, the rhumbline distance to French Polynesia

is nearly the same (about 3,000 miles) as it is from Puerto Vallarta, where the largest contingents of Mexico cruisers typically jump off from. Interestingly, this year — perhaps as a diabolical scheme to screw up our PPJ coverage — an uncommonly large group is also staging for departure from La Paz, gateway to the Sea of Cortez. You'll meet a few of those cruisers here also.

As in years past, we hope to catch up with many members of this year's PPJ fleet — there are currently 222 registered at www.pacificpuddlejump.com — at the annual Tahiti-Moorea Sailing Rendezvous, June 22-24. We'll report on that event, in addition to publishing a recap of this year's crossing, in upcoming editions.

In the meantime, let us introduce you to this international assortment of wide-eyed westbound cruisers:

**Passion — Dufour 39
Don Klein & Judi Mauck
Honolulu, HI**

"On our first date 12 years ago, Don took me sailing," recalls Judy. "I fell in love with it and said, 'This is for me!'" Their cruising dreams began to build from that point on, and when she lost her job a few years ago she reportedly said, "Let's go for it!"

"I'm 72 years old now," says Don. "So I figure it's now or never. As long as I can pull up the anchor a couple times a week and go up the mast I'm gonna keep doing it."

Their general plan is to gravitate to less-developed destinations like Tonga and Papua New Guinea. "The attraction of this kind of life is the lure of freedom; to be able to go anywhere you want to go. . . For me it's the maximum experience of total freedom."

Needless to say, their itinerary is open-ended.

**Felicity J — Dufour 385
Gary & Merry Houghton
Geelong, Australia**

It's not uncommon to meet Aussies in Panama these days. The Land Down Under barely felt the recession, so the Australian dollar is very strong against most other currencies, making this an ideal time for Aussies to buy boats overseas.

Mary and her husband picked up this 38-footer in England for a good price, sailed her across the Atlantic, then did a bit of Caribbean cruising before an unfortunate misstep cramped



their style: Gary tripped on a mooring line and broke his leg while stepping ashore. So now Merry and a four-man crew will deliver the boat to its new home while Gary sits at home convalescing.

**Gypsea Heart — Leopard 47 cat
Rankin Tippins & Sandy Hollis,
Luckenbach, TX**

"I've been wanting to sail the South Pacific ever since I read *Kon Tiki* as a kid," explains Rankin with a broad Texas grin.

He and Sandy have been sailing the Caribbean for 10 years, and seem totally suited to the cruising lifestyle. But as Sandy told Rankin, "If we're ever going to do the South Pacific, we'd better do it

After 10 playful years in the Carib, Sandy and Rankin of 'Gypsea Heart' are heading west.



ALL PHOTOS LATITUDE / ANDY EXCEPT AS NOTED

PACIFIC PUDDLE JUMP PROFILES, PT II



Other than the sailors who arrive at this time each year, there's almost no tourism to Marquesan islands such as Fatu Hiva.

now." He made the crossing once before and has been yearning to spend more time in the Marquesas ever since. After a season of tropical island-hopping, they'll cruise New Zealand.

Panta Rhei — Apogee 50

Larry & Karen Nelson, Seattle, WA

"People ask us, 'When are you coming home?' And we say we're never leaving home; we're taking it with us."

Karen tells us this trip is the culmination of a very long dream. She and Larry, like many within the Panama fleet, will check out the Galapagos on their way west.

According to Larry, this unusual boat name comes from ancient Greece and means "nothing stays the same" — a truism we probably all can agree on.

Pogeyan — Leopard 47 cat

**Rixzene Ayers & Steve Gould
Hobe Sound, FL**

When asked what had inspired them to sail west to Tahiti, Steve replied, "I'm trying to determine if the world is flat or round." (Yeah, he'd had a couple of free beers.) But Rixzene gave us a straight answer: "I've been to French Polynesia once and can't wait to get back there."

A few days earlier, while at Shelter Bay on the Caribbean side of the Canal, a couple came over to *Pogeyan* to pet the ship's dog. The two couples got to talking, became instant friends, and

now they're all heading west together. Needless to say, the Canal Zone is a great place to catch a ride either east or west.

Island Fling — Island Spirit 40 cat Des & Carole Elliott, Wellington, NZL

Des and Carole began their current stint of cruising in South Africa, where



The 'Island Fling' crew started their cruise with the Cape to Rio Race.

Island Fling was built. But rather than making a leisurely cruise up the South Atlantic, they took the fast track by entering the '09 Cape to Rio race. Later, after exploring the Brazilian coast and parts of the Eastern Caribbean, they found themselves in Panama, literally surrounded by other South African cats — all headed west. In fact, they transited the Canal with two *Island Spirit* sisterships, with which they hope to rendezvous in the Galapagos, then make

the crossing as a three-boat flotilla. They'll eventually make Wellington, NZ, their new homeport.

Equinox II — Leopard 40 cat Ray Costello & Lea Rossis Melbourne, AUS

Equinox II is another member of this year's herd of 'cats' heading west. Ray and Lea bought her used in the Caribbean a year and a half ago and are slowly moving her back to their home waters on the south coast of 'Oz'.

"This was definitely his idea," confides Lea, "but it's going well. Turns out it was a pretty good idea after all!" They admit *Equinox II* is a pretty big and complicated boat for operators who only started sailing 10 years ago. "It's a learning process," explains Ray, "and we're learning all the time."

Good To Go — F-P 40 cat Barrie & Pru Almond, Brisbane, AUS

We got a little confused talking to this worldly couple. They're from Australia (perhaps by way of England), but haven't lived there for 20 years. In fact, the last place they lived before buying this boat in the Caribbean two years ago was Bahrain.

"I'm looking forward to the passage for the adventure of it," says Pru. "I've never made a crossing like this, though, and I'm a little anxious. So I hope we can catch up with our buddy boats." If we've got the story straight, they transited the Canal with a nearly identical sistership.

Bamboleiro — Ranger 33 Carl Johnson & Cristina Revilla San Francisco

Named after a Gypsy Kings' ballad about second chances, *Bamboleiro* has undergone a metamorphosis while in the care of Carl and Cristina. When they bought her at a lien sale four years ago she was in terrible shape, but af-

Ranger 33s aren't the roomiest boats, but what the heck, Cristina and Carl are young.



RUNNIN' DOWN A DREAM —

ter countless hours of hard work she's back in top shape.

"The original plan was to sail to Mexico," explains Cristina. "Then after cruising there for a while we thought, 'What next?' So we sailed on to Panama. And now we've decided to turn right." As they're both in their early 30s, this couple is one of the youngest to have made the jump in recent years.

Fittingly, their plans are vague, but one idea is to voyage all the way to Spain, where Cristina grew up, buy a bigger boat and cruise the Med. Ah youth!

Charlotte — Custom steel 45

Stefan & Sue Marks, Grimsby, GBR

According to Stefan, cruising the South Pacific is Sue's idea: "The whole thing sounds lovely!" she says with a mischievous smile. Stefan explains that they left England about three years ago,



Why would Stefan and Sue of 'Charlotte' want to go home? There's still too much to see.

with the initial intention of spending just one year cruising. "But there was so much to see, so we spent another year, and now here we are going west." It's a story we hear often, of course.

Although they lived in Northampton, far from the sea, they got into sailing dinghies nearly four decades ago, then finally moved up to big boat sailing in the early '90s. Their boat has logged 50,000 miles, mostly by previous owners, but this will be her first trip to the Pacific.

Millennium — Custom 60

John Clayton & Sukanya Kamhang Sydney, AUS

Just about everyone we met in Panama had a lot of sea miles under their belts, but the *Millennium* crew were standouts. Aussie John met his Thai wife Sukanya while cruising in her country five years ago, and they soon took off to explore the world. "So far I like the Chagos Archipelago best," she

says.

As Panama is located almost directly opposite Thailand on the globe, they've got a lot of exploring left to do before returning to Sukanya's island. In the meantime, John says, "It will be interesting to see what French Polynesia has to offer."

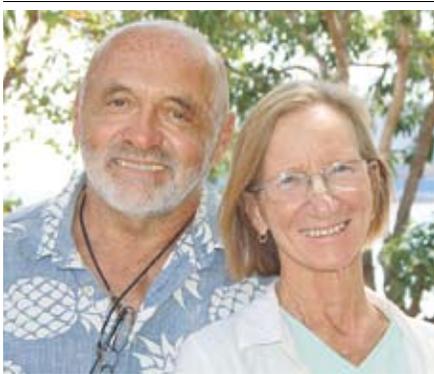
Contina — 85-ft Inace trawler Wilhelm & Dorit Hepfer Road Harbour, BVI

There's probably no one in the Panama fleet more excited about getting duty-free fuel in the Marquesas than Wilhelm and Dorit, as their 85-ft motoryacht will surely be thirsty by the time they make landfall.

Both are natives of Germany who lived in Canada for decades before setting out 12 years ago. Since then, they've logged thousands of sea miles, including a crossing to Europe and back. Still, they are extremely excited to now be heading to the legendary South Seas. "For us, this is the culmination of a lifetime of boating," says Wilhelm, who got his wife hooked on water sports when he taught her to sail at age 18.

Kokomo — Quasar 50 cat Peter Schmieder & Donna Patrick Meerbusch, DEU

A native of Düsseldorf, Germany, Peter started dreaming about exploring the Pacific under sail when he was 18. In fact, he started building a boat to do it in, but he eventually locked those dreams away — until he met Donna in



Similar cruising dreams brought Peter and Donna of 'Kokomo' together.

Florida. She'd done lots of cruising previously and was rarin' to go again. One place that's always been on her must-see list is Bora Bora, and now she'll finally get her chance. After that, who knows? Perhaps all the way 'round.



Catharpin Blue — Island Packet 420 Sam & Marilyn Fowler, Deltaville, VA

Marilyn can still remember it as though it were yesterday: "Back in 2002 he says to me, 'I know what I'm going to do when I retire; buy a boat and go cruising.'"

"Really?" she said, "And have you ever sailed a boat before." He had, but it was only a Snipe. No matter, the cruising bug had bitten hard, so they tested the idea by taking a Windjammer cruise, and loved it. The next step was sailing lessons and before long they bit the bullet and bought this sweet 42-footer, aboard which they've done three Caribbean circuits and a trip to Maine.

Marilyn credits an old college roommate, Lynne Thompson, as the inspiration to do the Pacific. Back in the late '90s she and husband Barry wrote saying, "Don't call us, we're sailing off to the South Pacific." And the Chula Vista-based couple is going again this year aboard their Wauquiez 38 *Sunrise*.

Vinga — Lagoon 42 cat Graham Ramsey, Exeter, GBR

When we caught up with Graham he seemed a bit preoccupied. But no wonder, he was planning to set sail the next day and only two of his five crew were on site. If they all showed up, *Vinga* might have had the most internationally diverse crew in the fleet: two Brits, an Argentine, a New Zealander, and an American.

Saol Eile — Amel Super Maramu 53 Paraic O'Maoilriada & Myra Reid Kinsale, Ireland

This boat name is a tough one for most sailors to pronounce, but then most sailors don't speak Gaelic. It's an old Irish expression that means "another life," which seems fitting for this couple who've traded the high latitudes

PACIFIC PUDDLE JUMP PROFILES, PT II



La Paz is such a friendly town that all these sailors chose it as their pre-departure base.

of northern Europe for the tropics.

Crewing on the passage will be Willie Kirkpatrick, who's also Irish, and Florian Kastner, a German-born "wannabe Irishman."

**Xanadu — Fountaine-Pajot 39 cat
The Hartsuiker family
London, GBR**

South Africans Mark and Sonja have been waiting a very long time to see the



Mark and Sonja's South Pacific cruising dreams started long before Oscar was born.

South Pacific. "We nearly got it together 20 years ago," Mark explains, but plans didn't work out, "We've been dreaming about living this life ever since."

The boat's third crew is 12-year-old Oscar, who stands day watches when he's not working on his studies. Their plans? "We're just heading with the wind," says Mark, who is also a British citizen. "We're not in much of a hurry to get back home to South Africa. So we'll see where we end up."

**Theofania — Custom 39
The Ivanov-Konshina family
Saint-Petersburg, RUS**

At first glance it seemed remarkable

that we had Russian cruisers at our fiesta two years in a row. Turned out, though, it was the same family: Max, his wife Natalia and their two lovely daughters, Xenia and Polina, plus Natalia's mom, Nadezda.

Max swears they really did try to make the trip in 2011, but major engine problems caused them to linger in Panama another year — their fifth. "This time for sure!" he says with conviction.

Since setting sail into the chilly Baltic Sea a decade ago in a home-built boat, the family has had lots of adventures. And they're eager for some new ones in this custom cruiser that they picked up in Colombia. One destination high on their must-see list is Suwarrow in the Cook Islands. The New Zealand-administered isle was discovered by a Russian in 1814, and last fall a Russian politician claims to have bought it — and has proclaimed himself Prime Minister!

**Reine Marguerite — Globe Flotteur 34
The Eisenring family, Basel, CHE**

Who would have thought that one of the biggest fans of *Latitude* we'd meet at the party would be a cruising kid from Switzerland? But according to young Loic, he savors every copy he can get his hands on. Now 14, he's been cruising with his parents, Bernard and Margrit, since he was four.

"We don't have another home," explains Bernard, "so our plans are open. Where we end up depends on where we can find a good school for Loic." He's currently being home-schooled aboard.

**Sea of Time — Voyage 440 cat
Maarten Jansen & Yvonne Engelhart
Katwoude, NLD**

They bought their luxurious cat new in South Africa nine years ago, and have spent most of the time since exploring the islands of the Eastern Caribbean. Yvonne says that, although she's had fun, she's had just about enough of the cruising life — although we got the impression that Maarten would be happy to keep cruising indefinitely. "She has the final vote," he explains, "so we'll probably sell the cat in Australia." Although that will mark the end of an era for them, a whole 6,000 miles of adventuring still lies before them.

As we mentioned, never before have so many boats jumped off from La Paz, so we don't normally throw send-off parties there. But we got to know some of the La Paz jumpers (profiled below) via email.

**Buena Vista — Peterson 46
Don & Debbie Robertson, Ventura, CA**

Debbie and Don seem to be following the old adage, "If at first you don't succeed. . ." They set sail for the islands



With last year's frustrations behind them Don, Debbie and 'Buena Vista' are rarin' to go.

last year, but had to turn back three days out due to engine problems. The upside to that misadventure was that they've now made a whole new batch of cruising friends who'll be crossing this year. "We had a fantastic year in the Sea," they tell us.

Unlike most other Jumpers, Don and Debbie plan to follow the path less traveled after cruising Polynesia. They'll head north to the Marshall Islands to avoid the cyclone season, rather than south to New Zealand.



Carol and Livia of 'Estrellita' are eager to meet fun-loving SoPac cruisers.

**Estrellita — Wauquiez 35
Livia Gilstrap & Carol Dupuis
Victoria, BC**

"If we were writing a 'personals' ad for our Pacific Puddle Jump," writes

RUNNIN' DOWN A DREAM

Livia, "it would read: Under-40 vessel with under-40 crew seeking activity partners who enjoy playing hard, sailing hard, and living large. Must have interest in crossing Pacific and own their own vessel. Icemaker a big plus."

Sounds like a fun-loving crew to us. Come to think of it, if you like to make new friends wherever you go, cruising with an icemaker would be a brilliant idea. Livia and Carol plan to spend multiple seasons exploring the South Pacific, before heading farther west.

Ladybug II — Coast 34 Chris Bennett & Rani Kaur Victoria, BC

Chris and Rani upgraded to this 34-footer in '09 with the specific intention of sailing her to the South Pacific that spring. But, as is typical, those plans were only 'etched in sand'. "We fell in love with the islands and bays of the Sea of Cortez, and spent three more



Holly, 3, and her sister Leah, 6, of 'Wondertime' are among this year's youngest Jumpers.

seasons cruising in Mexican waters." They've crossed it more than a dozen times!

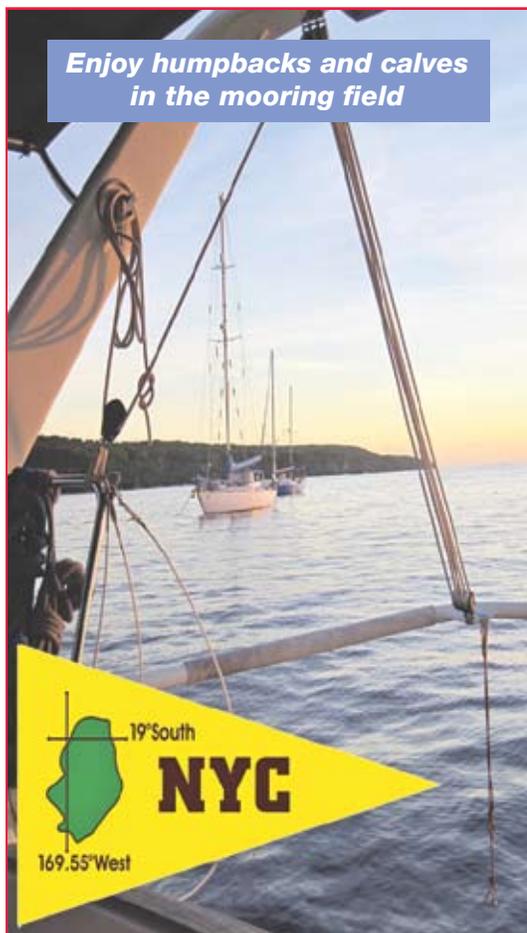
This year, though, they're determined to reach French Polynesia, which will be Rani's first big ocean crossing. Chris, however, is well accustomed to spending many days on the open ocean. A few years ago, he soloed their Cal 29 from Mexico all the way to Victoria.

**Wondertime — Benford 38
The Johnson family, Seattle, WA**
Two of the youngest Puddle Jumpers this year are aboard *Wondertime*: Holly, 3, and her sister Leah, 6. Their parents, Michael and Sara apparently figured it was time for a change of pace. "Our plan is to make it to New Zealand," they write, "where we will hopefully stay and work for a few years before heading out again." They add, "Sailing to the South Pacific next season is one of the best opportunities for adventure and growth we can imagine."

That's an excellent thought to end on. Although, as you can see by the fleet list at www.pacificpuddlejumper.com, there are dozens more crews whom we've neither met in person, nor been able to profile.

Bold adventures such as jumping the puddle tend to yield plenty of salty tales, and we intend to share some with you in the coming months.

— **latitude/andy**



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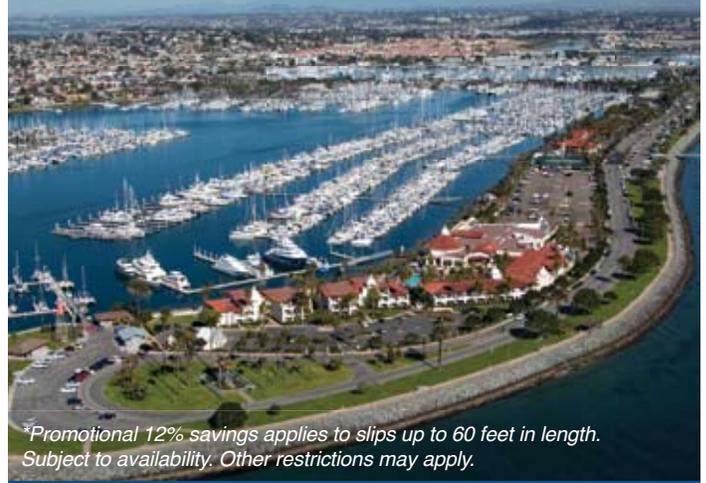
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BEER CAN

Let's face it, work is a four letter word, and sailing is one of the best cures for work and life-related stresses, especially when combined with friends, floating and a frosty beverage.

With descriptions such as Twilight, Wet, Griller, Woodies, Sweet Sixteen, Madness, or simply Sunset, it's clear that Beer Can races are meant to be an excuse to get off our duffs and into some of that good old messing about on sailboats.

The Bay Area is known for its diversity, and that trait extends to its variety of microclimates. Different sailing venues offer different conditions. From salt water to fresh water, ocean swell to inland lake, the foggy chill of The Slot to warm breezes on the Alameda Estuary, sailors can choose just about whatever weather they like.

If there is an active sailing club nearby, you can bet that at least one night of the week throughout the summer they'll be shooting off start guns sometime around 6 p.m. for everything from dinghies to large keelboats, not to mention windsurfers or kiteboards.

That's not to say the participants aren't competitive but, in general, Beer Can races are great social events designed to create opportunities to pass through nature with other like-minded folks.

While you may need to bring your own boat (otherwise known as BYOB) for some series if you want to get out on the water, for most Beer Cans the only thing you have to do to almost guarantee a ride is to show up with some sort of libation and be unafraid — willing, even — to get wet. Heck, I once saw a hopeful crewmember show up dockside dressed in a suit with roll-on luggage in tow! Whoever said sailors were judgmental curmudgeons never met the team of a certain Marin-based J/35, as a season later that crewmember is still sailing on



SPREAD: FRED FAGO; INSET: LATITUDE/SUITER

the same boat — but we suspect she's no longer allowed to bring the roll-on.

Beer Can racing can be found up and down the West Coast, and the 2012 Northern California Sailing Calendar — both the print and online versions — lists races at clubs on Monterey Bay and Lakes Tahoe and Fresno, not to mention local classics at the St. Francis, Oakland, Richmond and Corinthian YCs, to name a few. You can find the full schedule on

page 16 of this issue, so take a look and take the plunge into some of the most fun you can have on the water.

While Wednesday is the traditional day for Beer Cans as a way to break up the week, anyone who wants to get their feet wet (so to speak) can find a Beer Can race any day of the week.

The Bay View Boat Club holds races

LATITUDE 38'S TEN COMMANDMENTS OF BEER CAN RACING

1) Thou shalt not take anything other than safety too seriously. If you can only remember one commandment, this is the one. Relax, have fun, and keep it light. Late to the start? So what. Over early? Big deal. No instructions? Improvise. Too windy? Quit. Not enough wind? Break out the beer. The point is to have fun, but stay safe. Like the ad says, "Safe boating is no accident."

2) Thou shalt honor the racing rules if thou knowest them. The US Sailing 2009-2012 Racing Rules, unless specifically stated elsewhere in the Sailing Instructions, is the current rules bible. Few sailors we know have actually studied it cover to cover: it's about as interesting as reading tax code or the phone book. For Beer Can racing, just remember some of the biggies (port-tack boats shall avoid starboard ones; windward boats shall avoid leeward ones; and outside boats shall give room at the mark). Stay out of the way of bigger boats, pay your insurance premiums and keep a low profile unless you're sure you know what you're doing. Like most things, it boils down to common sense.

3) Thou shalt not run out of beer. Beer (a.k.a., brewskis, chill pills, thought cylinders) is the beverage that lends its name to 'Beer Can' racing; obviously, you don't want to run out of the frothy nectar. Of course, you can drink whatever you want out there, but there's a reason these things aren't called milk bottle races, Coca-Cola can races, hot chocolate races or something else. Just why beer is so closely associated with this kind of racing escapes us at the moment, but it's a tradition we're happy to go along with.

4) Thou shalt not covet thy competitor's boat, sails, equipment, crew or PHRF rating. No excuses or whining; if you're lucky enough to have a sailboat, just go use it! You don't need the latest in zircon-encrusted widgetry or unobtainium sailcloth to have a great time out on the water with your friends. Even if your boat's a heaving pig, make modest goals and work toward improving on them from week to week. Or don't - it's only Beer Can racing.

5) Thou shalt not amp out. No screaming, swearing, or overly aggressive tactics. Save that stuff for the office or, if you must, for Saturday's 'real'



Beer Cans are a great way to introduce others, especially kids, to the joys of sailing.

The 'Osituki' crew wear smiles as big as the grin on their spinnaker during Encinal YC's Spring Twilight Series on the Estuary last month.

just south of the Giants ballpark on Mondays, while Tuesdays might find sailors in either Benicia or Sausalito. Head to Tahoe and Yosemite on Thursdays, or hit up some board or kite surfing off Crissy Field — the perfect spot to bask in the strong evening breezes that pump through the Golden Gate — on Thurs-

days and Fridays.

Hump night races in Santa Cruz are a blast to sail in, from the line-up at the hoist, to the rabbit start on Monterey Bay, to the finish at the harbor entrance and finally back onto the trailer. The whole affair is a wonderful piece of choreography that ends with no score, no trophies, plenty of ocean surf and good times at the club with a supportive crowd willing share stories meant to create a stronger sailing community.

At the opposite end of the spectrum are the Wednesday Night Woodies along the Cityfront, where a competitive 20-boat fleet of Knarrs definitely keeps score. You'd better get a good start and protect the inside overlap if you want to do well in this group. It's all in good fun as smiles flash and beer flows but the emphasis within this crowd is clearly on winning.

You don't want to win too often at Sequoia YC, which employs a rule that adjusts the PHRF rating of a boat if it becomes overly successful. Win too many races and you get docked three seconds a mile for the season by the race committee. The most amazing thing about this rule is that everybody at the club loves it, even those who take a hit. To these sailors, winning gets boring after awhile — talk about the true Beer Can spirit!

If you're a skipper looking to get into Beer Can racing, the most important thing to remember is to relax, be safe and have fun with friends, old and new. You can bring along as many people as the Coast Guard allows, but make it a number you're comfortable with. And you absolutely don't have to set your biggest — and certainly not your new-

est — sails.

Beer Cans are a great time to practice sailing techniques, such as spinnaker handling, but there's no need to take unnecessary risks with your boat or crew. In fact, it's important for the tactician to call for an early spinny take-down and for the driver to keep the boat on her feet as 'alcohol abuse' — i.e., spilled beer — is frowned upon by the sailing gods.

Of course it's a great idea to have your best crew along, but it's an even better idea to invite wives or girlfriends (not at the same time), husbands and boyfriends (*definitely* not at the same time), work mates, neighbors and junior sailors, too.

That being said, there's no rule that friends or family have to sail on your boat. Sometimes it's nice to simply watch someone else make a mess of things while you view from a safe distance

Beer Cans also offer a great opportunity to practice with your varsity team and, depending on the circumstances, to warm up for weekend events. But remember that even pro teams in the majors warm up in a relaxed and calm manner, not jacked up and ready for battle. Think batting practice at AT&T Park before a Giants game — does anyone keep score?

For example, last year I sailed with a skipper, all personable and nice at the dock, who turned into an amped-out jackass on the water. From the moment our docklines slipped, commands laced with expletives accosted us fast and furious. Coil! Jib! Main! Weight! Halyards! Fairleads! Backstay! Still in the harbor, our berth quite close, there was no observation of the cormorants or seals. Forget pleasant conversation. This was no fun, no fun at all.

I didn't dare ask for a beer.

We claimed next to last place at the fin-

race. If you lose it in a Friday nighter, you're going to run out of crew - not to mention friends - in a big hurry. Downing a quick chill pill on the way to the starting line has been medically proven to have a calming influence on the nerves.

6) Thou shalt not protest thy neighbor. This is extremely tacky at this level of competition and should be avoided at all costs. Perhaps it's justifiable if one's boat is damaged and blame needs to be established, but on the whole, tossing a red flag is the height of bad taste in something as relatively inconsequential as a Beer Canner. Besides proving that you're unclear on the concept of Beer Can racing, it screws up everybody's evening, including yours. Don't do it - it's bad karma.

7) Thou shalt not mess up thy boat. Everybody knows some hardcore weekend warrior who ripped his sails up in a Friday night race and had to sit out the championship race on Saturday. The point is that it's not worth risking your boat and gear in such casual competition: like the song says, you got to know when to hold 'em, and know when to fold 'em. Avoid other boats at all costs, not to mention buoys and other hard objects. If you have the luxury of two sets of sails, use the old ones.

8) Thou shalt always go to the yacht club afterwards. Part of the gestalt of Beer Can races is bellying up to the yacht club bar after the race. Etiquette demands that you congratulate the winners, as well as buy a round of drinks for your crew. Besides, the bar is a logical place to see old friends and make new ones. However, when meeting new sailors, avoid the gung-ho, overly serious types who rehash the evening in such gory detail that the post mortem (yawn) takes longer than the race. As much as we enjoy a quick romp around the cans, there's more to life.

9) Thou shalt bring thy spouse, kids, friends and whoever else wants to go. Twilight races are great forums for introducing new folks to sailing, such as your neighbors, out-of-town visitors, co-workers or maybe even the family dog. Always bring your significant other along, too — coed crews are happy crews. And don't just make the newcomers watch — give them a job on the boat. Get everyone involved.

10) Thou shalt not worry; thou shalt be happy. Leave the cell phone in the car, bring the ghetto blaster. Lighten up, it's not the Big Boat Series. Have fun, and we'll see you out there!

BEER CAN PRIMER

ish and that's only because on our last beat to the finish, with our best sails up, we managed to outpoint a boat that sported super-old rags and a carefree attitude. As we sailed to weather and gassed them, I couldn't help but feel envy as they smiled and waved, everyone with a cold beer in hand. Our skipper, Jimmy John Barker-Coutts or whatever his name was, sneered as we passed.

Back at the dock, once sails were rolled and lines coiled, I made a polite but hasty exit, forever busy in the future. And so it has gone since the inception of Beer Can racing — treat your crew poorly and they'll jump ship for a friendlier, often more competitive, ride.

It should be common practice for every skipper to keep everyone safe and happy, and to treat crew and competitors alike with civility and kindness. Society seems fraught with ill will and it's enough to spoil your day, if you let it.



Beer Cans are supposed to be fun, so don't let the racing get in the way of enjoying nature.

But in the words of Benicia sailor Rodger Rudd, "I have only one feeling out here and you're not going to hurt it; I'm out here to have fun."

The 'Ten Commandments of Beer Can Racing', written years ago by Rob Moore, speak to the basis of Beer Can morality. Everyone sails to get away from the soul-grinding minutiae of everyday life so

don't whine about ratings or another sailor's mad sailing skills. Nothing is so important to get overly excited about out on the water except the wind, the waves, and a huge adult hall pass to move about using little more than the energy nature provides.

Now that the days are getting longer and temperatures are rising,

remember that there's nothing quite so nice after an evening of sailing around the buoys as sitting in the cockpit sharing food and frosty beverages with friends . . . unless it's rafting with the boats you just sailed against . . . or affably congregating by the hoist . . . or hanging out by the BBQ or bar . . . or just sharing a table in the clubhouse — because life is what this is all about. Lives we share, lives that have passed, and lives that have yet to cross into ours.

— dave wilhite

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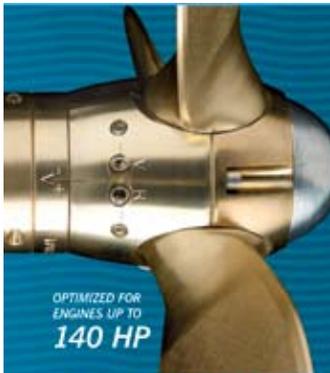
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AN UN-ZEN DELIVERY

A year ago the *La Gamelle* Syndicate of St. Barth bought an Olson 30 with a bunch of sails in Richmond for less than \$5,000. After the Wanderer Zen-sailed her around the Bay without her outboard last summer, she was trucked to Port Everglades, Florida this winter, then put aboard a Dockwise ship bound for Martinique, the closest port to



Punctual Nadine.

St. Barth where she could be taken. The following is a recap of a most adventurous week the Wanderer and Doña de Mallorca spent delivering her the last 250 miles to St. Barth. Hull #66 of the 245 Olson 30s that were built, *La Gamelle* is slated to leisurely live out her life as a working-sails daysailer at the small French island, enjoying the steady breezes and warm blue waters in the proximity of toppers girls sipping rosé as they frolic knee-deep in gentle surf. We should all be so lucky.

Day 1 — Doña de Mallorca and the Wanderer flew from St. Barth to Guadeloupe to Martinique. There, we were quickly disabused of any notion that prices might be lower in Martinique than in *tres chere* St. Barth, as the tab for the half-hour taxi ride to the huge Le Marin yacht center at the south of the island was \$120. Checking our English-French dictionary, we discovered there are no French words for 'inexpensive', 'bargain' or even 'reasonably-priced'.

Our accommodations for the night were a prison-like 'hotel' oddly located in the middle of a large marine services complex. Because it was Sunday evening, nobody was around — not even in the hotel. After checking in with the

Little 'La Gamelle' was like a nautical needle in a haystack of large powerboats, most of them headed for the Med.



cleaning lady, who promptly departed the premises for good, we never saw another person, employee or guest. Creepily, the hallway lights only worked when tripped by motion sensors. And leaving the hotel required unlocking the small, opaque door that was the main entrance. It was like overnighing on the set of a cheap horror flick.

Yet the most unfortunate thing about the hotel was its location. Despite being in the middle of what is no doubt a bustling marine complex during the week, it was a couple of miles' walk through the tropical night — with computers in our backpacks — to the nearest marina and open restaurant. Miles made toward St. Barth — 0.

Day 2 — We met Nadine, the Dockwise agent, and the owners and/or captains of most of the other boats on the Dockwise ship at a marina dock at 7 a.m. A few others, as well as the boat to get to the ship, were much less punctual. As we finally approached the 685-ft *Yacht Express*, which was anchored out and in the process of sinking to allow her nautical cargo of boats to float off, we could see that she looked sharp, having just come out of the yard.

La Gamelle was by far the smallest boat on the ship. In fact, once we managed to locate her, she looked as though she could have been a ship's model in a salon of one of the larger powerboats. It was early March, so the season was coming to an end in the Caribbean, meaning only a few boats were going to be offloaded. The rest — as well as 16 new ones — were bound for a *la dolce vita* summer in the Med.

By the time we got aboard, signed the papers, and received our documents and keys, the *Yacht Express* was sunk enough so the boats could be floated off. A big and cheerful Ukrainian in an orange jumpsuit happily helped us install the outboard on the back of *La Gamelle*, which would have been back-breaking job solo. We later learned he's the captain.

Before we knew it, it was our turn to depart the ship. Leaving was easy because there was so much open space on the way out, surely enough for an Olson 30 one-design regatta. Fortunately, the sometimes fickle Honda 5-hp outboard started right away, because *La*

Gamelle was nowhere near ready to sail to the mile-distant marina, let alone be taken offshore.

We snagged a berth at the end of a long marina dock next to the fueling station, where the Olson quickly got as much attention as 20-year-old girls in bikinis. This was mostly because the couple of thousand other boats in Le Marin were large, condominium-like cruising or charter boats with all the amenities. *La Gamelle* was like a Ferrari at a gathering of Winnebagos.

It was hard to believe there could be so much to do to get such a small and simple boat ready for sea. First we had to straighten out the complicated backstay setup — which the yard in Florida had installed to look like a macrame project — and tune the rig. Then we had to bend on the never-used-before full-battened main and the jib, and look into outfitting the boat with the basics — such as a real anchor and real ground tackle, a bucket for a toilet, etc.

There are something like four chan-



IN THE CARIBBEAN

dleries in Le Marin, and for whatever reason they carry very little overlapping inventory. This is true even when it comes to the most basic of things, buckets. This meant that if we had a shopping list of eight items, we probably had to visit at least three of the four chandleries. The inventory they did have was un-West Marine-like in that they are short on clothes and shoes, but have everything from a full line of replacement diesel engines right there on the floor, to windlass and winch replacement motors, to esoteric parts only very active cruisers would want or need. They're also unlike West Marine in the sense that most — but not all — of the items were very dear. Such as \$140 for the least expensive cheeseball 12-volt battery.

Between long walks to the chandleries — which, being French, were closed at odd hours in the middle of the day so the employees could go home to smoke, eat,

Ride 'em, girl! Motoring 'La Gamelle' over the wide open space of the aft of 'Yacht Express', de Mallorca was ready for the Caribbean.

have sex, and then smoke some more — and working on the boat, we were getting tuckered. For one thing, the tippy Olson 30 is a little cramped for someone who is 6'4", 220 pounds, and wears size 13 sandals. We were constantly tripping, stumbling, falling — or hanging on for dear life to prevent one of the three. And it was sweltering. We went through 1.5-liter bottles of water right and left, and at the end of the day hadn't a drop to show for it at the urinals.

We did, however, take pleasure in the fact that we didn't have a boat with



Odd-looking, purpose-built 'Yacht Express' took good care of our business.

a dark blue hull and teak decks. The marina was riddled with them, which despite being nearly new, had prematurely aged terribly because of the ravages of the tropical environment. We were also tickled by the attention our little boat kept getting from other sailors and passers-by. Not wanting to disappoint their high expectations, we assured them that we not only planned to circumnavigate via the Southern Capes, but were going to do it blindfolded. Miles made to St. Barth — 0.

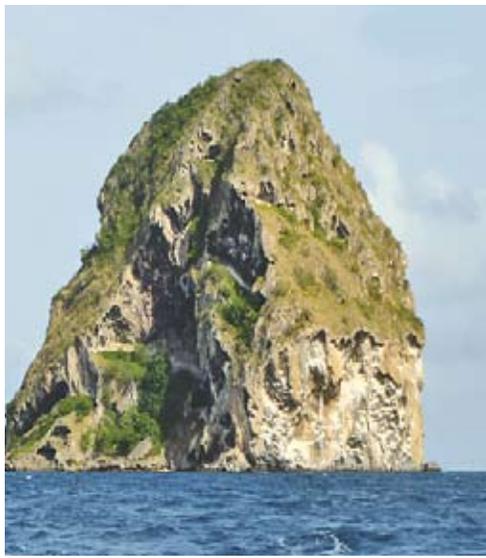
Day 3 — We foolishly anticipated that we could get *La Gamelle* ready for sea in a couple of hours, but it took a day and a half. And even so, a few of the niceties — such as installing navigation lights — were relegated to the 'still to do' list. Yet every muscle in our body ached from the strenuous work in the cramped environment. And because of prodigious sweating, every muscle seemed to cramp up. As for the ligaments and tendons, all had been stretched beyond their rated limits. Nonetheless, shortly after noon on Day 3, the Wanderer and Doña de Mallorca set sail — in a refreshing tropical sprinkle — for St. Barth.

It was blowing about 18 as we left the marina, which led to our first disturbing discovery. The better main, which we had set for the first time, turned out to be a racing main, and therefore had no reef points. This meant *La Gamelle* was like a Ferrari with the throttle stuck on the floor. But we were too bushed to switch back to the old main.

Our second surprise was the shouldn't-have-been-so-surprising realization that sailing a 3,500-lb Olson 30 on the ocean



AN UN-ZEN DELIVERY



Oddest sight of the first day's sail? Diamond Rock, which was commissioned as a ship for the Royal Navy during the Napoleonic Wars.

is very different than doing it aboard a 63-ft, 48,000-lb catamaran. Now we sat only about two feet above the surface of the sea, a far cry from seven feet above the water on *Profligate*. And rather than having a tennis court-size area on which to leisurely stroll around, we basically sat in one spot in the cockpit and didn't move again until we were done sailing for the day. Oddly enough, the Olson's coffin-like quarter berths were comfortable in a mummy-like fashion. Although it did require 10 minutes of yoga-like contortions to get into or out of one.

On the other hand, the quick and nimble Olson was an absolute delight to sail. We enjoyed shocking the crews of much larger boats by effortlessly overtaking them with just working sails. And every time we made a pass through an anchorage, we would giddily slalom through the anchored boats, taking their bows or transoms with just inches to spare. Knowledgeable sailors smiled in approval, while folks on charterboats looked on in horror.

We had assured our kids that we'd be really careful in this, our promised last "really stupid sailing stunt". Stupid in the sense that we had no depthsounder, radar, autopilot, or masthead light to illuminate the Windex. Stupid in the sense that our navigation lights were still in the bag from the chandlery, that our dinghy/liferaft was an inflatable surfboard still in a bag, that our sole navigation device was an iPad, and that our 'EPIRB' was a Spot Messenger. So when we reached the 8-mile-wide bay outside Fort de France with about 90 minutes to go before dark, we were obligated to pick one of the many nearby anchorages and call it quits for the day. Alas, we had the old ants in our

pants, and it was blowing 17 knots on the beam. So we pressed on, the promise to our kids having blown away in the breeze.

Two hours later, as complete darkness descended on the Eastern Caribbean, we tied a spinnaker sheet to a little anchor and dropped it under sail, careful to stay clear of the locals who were purse-seining with two little boats. There were no other sailboats around, and if you can imagine one-naked-lightbulb-ghetto-like houses — but with beautiful views overlooking the bay — that would be the waterfront village of Case-Pilote. Doña fashioned some kind of dinner out of a can, and dressed it up with some bits of lettuce and tomato. *Bon appetit!* We dined hunched over, the only way you can dine in an Olson 30. Wiped out, we struggled into our quarter berth. Miles made toward St. Barth — 28.

Day 4 — We awoke at 3:30 a.m. because we were on a mission, and because it meant that if we motored hard starting right then, we could make it to the north end of Martinique — and the beginning of the often-wicked Martinique-Dominica Channel — by first light. From her coffin bunk, de Mallorca informed us that it was a fine idea — as long as we didn't make any noise and she didn't have to get up.

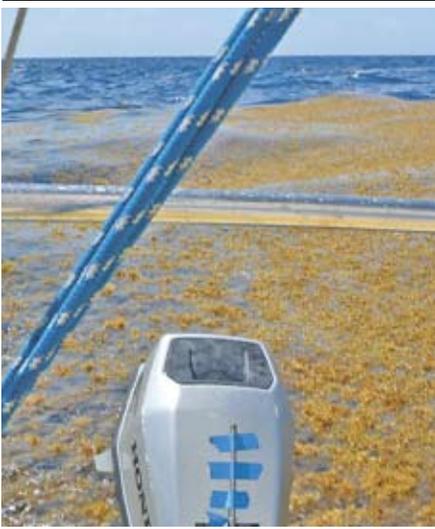
Just before dawn we passed St. Pierre, the 'Paris of the Caribbean' until that fateful day in 1902 when Mt. Pelée erupted, killing all 30,000 of the city's residents — except for one guy in jail. In the predawn light, Mt. Pelée and St. Pierre were green and gloomy-looking. We're told you hear a lot of music in the streets of St. Pierre, but unlike everywhere else in the Caribbean, nobody dances.

The beginning of the 25-mile wide Martinique-Dominica Channel didn't seem bad at all, but it was just luring us in. A couple of miles into it, we had 18 to 22 knots on the beam, with eight- to 10-foot seas, also on the beam. Negotiating the conditions meant we constantly had to sheet in and ease out the vastly overpowered main with our right hand, while vigor-

ously working the tiller with our left hand to find the smoothest path through the seas. In a matter of hours our forearms made Popeye's look like matchsticks. By the time we were a third of the way across the channel, we were getting the full shower treatment every couple of minutes. But as we were in the blistering sunshine of the tropics, and the ocean temp was 80 degrees, we welcomed every drenching.

Nonetheless, it was in this channel that we experienced our strongest pangs of adventurer's remorse, wondering what the hell we were doing in the big seas in such a small and lightly outfitted boat. After all, the best course we could semi-comfortably make was still taking us about five miles to leeward of Dominica — and the known world. And thanks to an unseasonable amount of north in the wind, we were having to beam reach rather than broad reach and surf, the latter being the conditions that Olson was designed for and thrives in. Our main concern was that if anything went wrong with the 30-year-old mast or who-knows-how-old rigging, we'd be screwed. True, we had a powerful — ha, ha, ha — handheld VHF and the Spot Messenger for emergencies, so if we lost the mast we probably wouldn't have to





Thanks to Sargasso weed, the Caribbean Sea often threatened to become a yellow solid.

drift all the way to Panama. But we'd be in for many hours of discomfort, and no doubt considerable expense.

As it was, we passed only one vessel in the channel, a heavy 70-ft schooner flying just two tiny staysails. The skipper watched us fiendishly working the main and tiller of *Gamelle* for about a minute before giving us a dismissive glance that shouted, "You're out of your bloody mind!"

Despite the unfavorable wind direction, we did make it across the channel

safely, and pretty darn quickly, too. In the lighter winds that came aft as they swept around the southern tip of Dominica, we were able to reach up into lighter wind and flatter water. Thanks to the tall peaks of the island, before long there was not only no wind, there was no swell either. For the next frustrating few hours, we battled localized westerlies and/or the sometimes recalcitrant outboard. As they say, the only thing worse than too much wind is no wind at all.

At 4 p.m., having not yet moved once from our steering position on the starboard side of the cockpit, and having not peed a drop after drinking liters of water, it was decision time again. Do we do the sensible thing and tuck into Prince Rupert Bay at the north end of Dominica for the night, or do we press on across the 17-mile wide Guadeloupe Passage to the lovely Îles de Saintes? The smart thing would have been to stay in Dominica — if it weren't for the fact we'd either have to run the risk of getting caught not checking in with officials, or spend god-only-knows-how-long actually checking in. Our not having the luxury of time, the smart thing actually turned out to be

Feel as though it's time you get back to Nature? A small boat on a big ocean is one of the most effective places to start.

continuing on and hoping we'd get the anchor down before dark.

Although we took the closest thing to a knock-down of the whole trip early in this crossing, the wind backed off to about 17 knots on the beam, then 14 knots. So while it was still sloppy, the conditions weren't bad. Well, except for the blistering afternoon sun that seemed to be roasting our skin.

Exhausted after 18 hours of constant sheeting and steering, we had visions of sailing within a few feet of the beach at lovely Terre-de-Haut, dropping the hook, and swimming ashore for a well-deserved handful of cocktails and dinner. The only problem was that the Saintes had become dramatically more popular since we'd been there last. Almost all the waters near shore were littered with mooring balls, and they were all occupied. In desperation, we dropped the hook under sail about a mile from the town center in a nonetheless still crowded anchorage near the distinctive peak of Pain de Sucre. We did this as the sun set, with every person in the anchorage staring with some degree of incredulity at the two lunatics on the tiny boat.

As exhausted as we were, we had enough energy to be distressed that *La Gamelle* had come to rest only about 20 feet upwind of a charter cat. Not only was this bad form, we had no idea how deep the water was, and were dubious about our small anchor holding through the night in such gusty conditions. Beat up or not, the right thing to do was to get out the honking big anchor we'd just bought, plus the honking big chain, and deploy them farther to weather to pull *La*



The latest in horizontal 'liferafts'.



AN UN-ZEN DELIVERY

Gamelle well clear of the cat.

So it was at about midnight, after a sumptuous cold dinner enjoyed stooped over in the luxurious salon of *La Gamelle*, we dragged out the inflatable surfboard, pumped it up, loaded on the anchor and chain, and started paddling. Once again, we cannot say enough about the ameliorating effects of bathtub temperature water. Once the new anchor was set, we not only felt good about ourselves, we slept the sleep of the dead. Miles made toward St. Barth — 78.



The Bois de Joli Resort is as restrained as it is lovely.

Day 5 — God didn't rest until the seventh day when creating the world, but we don't think He worked as hard as we had, so we declared Day Five to be our day of rest. It was also a well-deserved reward for de Mallorca, who despite the considerable discomforts and challenges, and despite rarely coming outside of the Olson's tiny cabin, had rarely said a

discouraging word. And when she did, it was wisely directed at the captain rather than *La Gamelle* or the adventure itself. But when dawn broke and she noticed an interesting looking hotel a 200-ft

paddle away, she was off like a wahoo. Half an hour later she returned with welcome news.

"This lovely place is called the Bois de Joli, and the management is very nice. Since we've got dinner reservations, we're welcome to use the pool and other facilities, and take their bus into town. Furthermore, the coffee is delicious and they have free high speed internet."

Like most places in the French West Indies, the Bois de Joli is no cookie-cutter American-style monster resort for the masses, but rather a small and charming French place that blended in with the island. For two sailors coming off four hard days on a 30-footer, it was like a dream come true. The first jump in the freshwater pool was orgasmic, and hot coffee and high speed internet were like gifts from heaven.

As usual, de Mallorca made friends



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with everyone in the vicinity. Indeed, a caretaker who had worked at the hotel for 35 years whispered that there was a entire building on the side of the hill that wasn't in use. "It's full of brand new mattresses," he told her, "and no one will know if you sleep there tonight instead of on your little boat."

In that it's clean, charming and sparsely-populated, has many great restaurants and is in danger of being loved to death, the Saintes are like St. Barth was 30 years ago. But it's different in that all visitors are Catalina-style day-trippers from nearby Guadeloupe rather than overnighters. If you visit the Saintes, you have no choice but to see it by motor scooter. But it's very much worth it, particularly after most of the daytrippers have left.

What a fine day we had at the Saintes! Imagine, cold drinks and warm food for lunch. And for dinner, too! And being able to sit upright for both meals. During the extended cocktail hour we enjoyed poolside at Bois de Joli, we gazed out through a flower-lined archway to see



Surfing in the lee of steamy and smelly Montserrat.

little *La Gamelle* silhouetted against the setting sun, gently tugging at her anchor. It was a lovely sight that we'll remember for the rest of our lives.

But as had been the case with Cin-

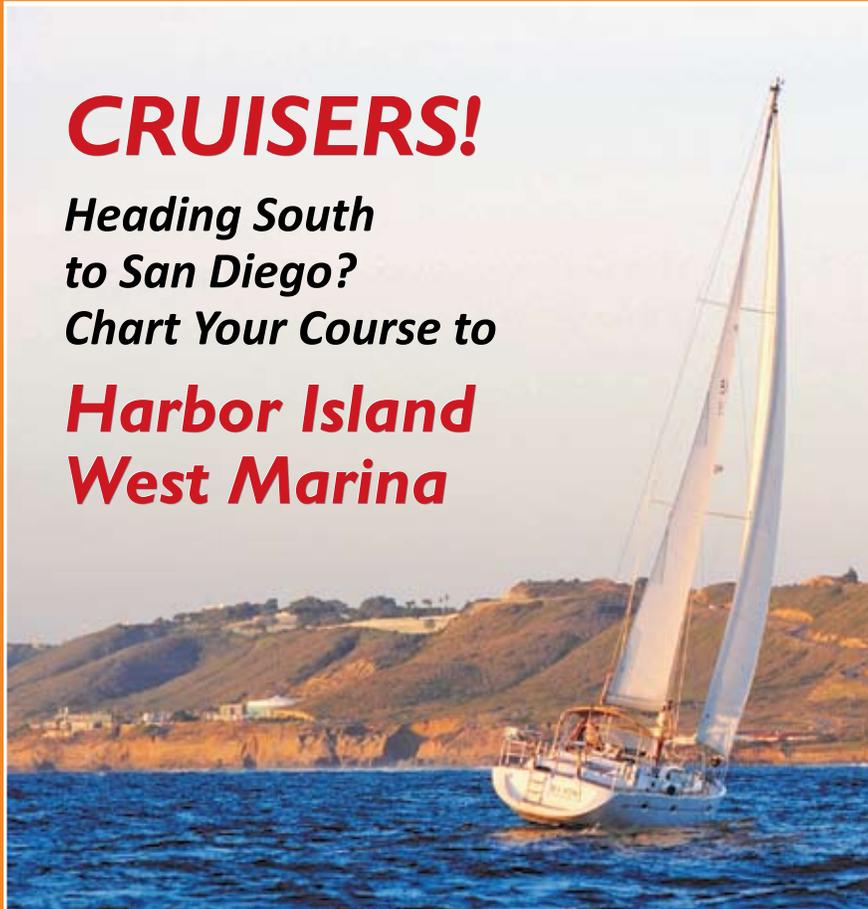
derella, things changed long about midnight. For with dinner over — how are you supposed to deal with little quail bones anyway? — it was time to strip down on the beach, put the inflatable surfboard/dinghy in the water, and make the first of three trips into the blackness and out to *La Gamelle*. With de Mallorca sitting Buddha-style up front — and holding the computers on the first trip, the ice on the second trip, and the groceries on the third trip — we lay farther back and paddled. With our arms cramping up near the end of the last trip out, we asked ourselves, "Is this really the kind of thing a 63-year-old ought to be doing?" After rinsing ourselves off with a couple of bottles of water in the cockpit, and yoga-posing our way into our quarter berth coffin, we decided that, Hell yes, this is exactly what we should be doing! Miles made to St. Barth — 0.

Day 6 — We got up early because this was going to be a huge day. Hopefully the wind had shifted out of

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the northeast to the east — if not the southeast — which would enable us to do some surfing on the remaining 140 miles. In fact, if things went perfectly, we might attempt the entire last 140 miles non-stop.

Underway at dawn after just six hours' sleep, we had a pleasant broad reach to the lee of Guadeloupe. We took the opportunity of the first lee to slather some fast-curing 5200 on the bottom of our \$22 LED two-mile bow navigation light, then squished it down just forward of the pulpit. Then de Mallorca crawled inside to the bow to attach the wires from the battery. Brilliant, as we now had an also brilliant navigation light, one that we would need that night.

The problem with Guadeloupe is that it has the mother of all lees — racing fleets try to stay at least 10 miles away — and we repeatedly found ourselves going 0 knots. We got the Honda going a couple of times, found wind, lost it, and battled to get the outboard going again.

It was at the northwest end of Guadeloupe that our frustrations peaked. The

water and sky were as blue as blue could be, and it was wonderfully warm. But not only was there no wind, the sea was a sloppy mess. Having been going full blast on about five hours sleep a night for the better part of a week, it wasn't that much fun. We finally broke out of the lee, and once again the wind had way too much north in it for surfing. With the apparent wind directly on the beam, and with beam seas, it was a like being back in our beloved Martinique-Guadeloupe Channel all over again.

Unable to easily sail over the top of Montserrat — which despite being tiny is where the Stones, Clapton, McCartney, Duran Duran, the Police, Dire Straits, Lou Reed, James Taylor and many others have recorded some of their best stuff — we fell off to leeward of the island. That finally allowed us to get in some good surfing. But being to leeward of the island also got us and the boat covered with volcanic grit, and filled our lungs with putrid gases. All the islanders had

been forcibly removed from Montserrat after the major volcanic eruption in '95. Despite the fact that much of the island remains uninhabitable, thousands have insisted on returning.

Given the fact that there were still so many unknowns about *La Gamelle*, and that we didn't have a lot of basic equipment, we weren't all that eager to do a lot of surfing after dark. But we had no choice, for as luck would have it, the wind had finally gone far enough aft that we could surf at will. As a result, we were scooting down waves at up to 11 knots, powered by just the full main and the #4. This was fun and all, but it seemed a little borderline for being exhausted in the dark in the middle of nowhere. We nervously kept looking into the night sky behind us for hints of a squall. Thirty knots, even for just 10 minutes, would have really complicated our lives.

Our black-of-night approach to Nevis at relatively high speed without a depth-sounder or radar reminded us just how helpful those two instruments can be. Blessedly, the wind went light in the lee

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IN THE CARIBBEAN

of Nevis, and we ghosted along to a spot off the Four Seasons Hotel where we seemed to remember it wasn't too deep to anchor. It was a soulful and pleasant end to a long day of sailing. After another scrumptious cold dinner, we yoga-ed back into our coffin berth knowing we only had 42 miles to go. Miles made toward St. Barth — 100.

Day 7 — It would have been cool to have great surfing conditions for the last 42 miles to St. Barth, but we got skunked. The wind went light, but the sloppy seas remained. While we limped along, roasting dodger-less and bimini-less in the tropical sun, we were reminded how pleasant it can be to have shade and a reliable engine, too.

We sailed all the way to St. Barth in light air, and arrived well before dark to a surprisingly warm reception from friends. Half said they were shocked that we'd made the trip so quickly, while the other half said they thought we'd been gone so long they'd considered calling the

Coast Guard. But everyone was jacked by the sleek little Olson. The dirty little secret among captains of big yachts is that what most of them would really love to have is a simple hot-rod daysailer such as an Olson 30. Miles made to St. Barth — the final 42.

The 250-mile Martinique to St. Barth sail had been a hard trip, but was nonetheless immensely satisfying. All the difficulties were weather- and time constraint-related. Had we the luxury of being able to wait for the days of 10-15 knots of wind from the south of east, and the associated smaller seas, it would have been a dream trip. Like every sailor who has ever had to sail to a schedule, we paid for it.

Our terrific little 250-mile adventure with *La Gamelle* has also given us a much greater appreciation for all those sailors who have raced Olson 30s, usually singlehanded, the more than 2,000

miles to Hawaii. Respect! As for Hank Grandin and his son Michael, who not only sailed their Olson 30 *Tinsley Light* across the Atlantic in '81, but who did a 360 with her during a storm, even more respect!

Accepting the Olson 30's size limitations, and knowing every boat can be improved in many little ways, we have nothing but great feelings about the syndicate's quick and nimble \$5,000 boat. Not only was she fun to sail, but she always felt buoyant and safe in the worst of admittedly not very bad conditions.

Doña de Mallorca is even more enthusiastic about the boat. "I could sail around the world on an Olson 30," she told a number of friends. We're not sure she'd sing the same tune after sailing one upwind in a strong breeze for a few hours. We know that's something we have absolutely no interest in doing. And why would we? Right now gallant little *La Gamelle* is exactly where she belongs, in the warm blue waters of the Caribbean, providing daysailing pleasure *par excellence*. Thanks, George!

— **latitude**/richard



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MAX EBB

"Why is it so dark in here?" I asked as I walked into the yacht club dining room and went for the light switches.

"No, leave them off!" insisted a voice from the darkened room, along with several other voices with words to the same effect. "It's less than a minute to the start!"

Then I saw the huge projection screen on one wall and the digital projector on a table. The scene was the pre-start for a fleet of AC 45 catamarans at the current European venue of the "America's Cup World Series." They must have hooked up the projector to the net, and were watching last night's race.

As my eyes adjusted to the dark, I noticed that the room was completely rearranged to hold a theater full of sailors, all of them transfixed by the spectacle of the big wing-sail catamarans in 25 knots of wind and three-foot waves.

"Who are the refs?" I asked. This, I have been told, is the only smart thing to say when you walk into a room full of people watching a sporting event already in progress.

I guess it works better for football, because I was summarily shushed without anyone getting the joke. So I stumbled to an empty seat in the dark room and joined the sailing spectators.

Right away I was disappointed. The start was impossible to follow. Every time they showed us an overall aerial view, one that would let us follow a boat through its starting tactics, they quickly

"Remember, we're supposed to be just like NASCAR fans," added a more cynical spectator. "We're not supposed to understand anything as complicated as racing rules and tactics. I need more beer. And how come the club isn't serving corn dogs today?"

"I resemble that remark!" shot back one of our club members, a known automotive tinkerer and probably the only person I know who actually is a NASCAR fan. "Some of us gearheads make a serious study of the tech behind car racing."

Fortunately, the view on the big screen did cut back to the aerial shot for the last 10 seconds before the start, and we watched the fleet reach across the line on a ridiculously short first leg before the video mix cut back to on-board close-ups of professional sailors in helmets grinding winches and pulling daggerboards up and down.

A cold beer did sound like the right beverage for the occasion, so I made a quick dash to the bar. When I returned, the lead boats had just started the windward leg, and it wasn't pretty. Speeds were only in the 10- to 12-knot range, nothing to write home about for these cats. But the waves were stopping them dead on every tack, and the slamming was practically shaking the on-board cameras off their mounts, from the way



new tack with the tillers reversed.

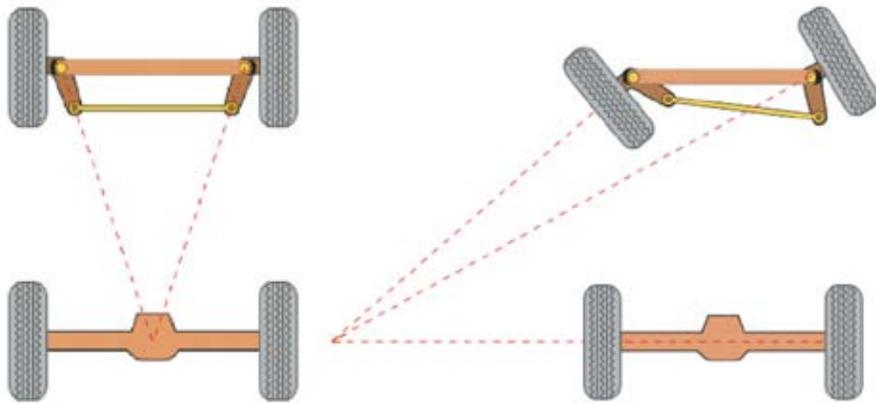
"Heck, I used to do that in my Hobie 14," said one of the sailors in the room.

"The old three-point tack," said another club member who had raced catamarans for many years before moving up to an offshore trimaran. "Standard practice for newbies on rental beach cats, but you'd think these guys would be a little better at it. Especially considering that they just earned themselves a penalty by backing over the course boundary."

"They probably never practiced in waves this big," I suggested.

"But even in smooth water," said the multihull sailor, "a lot of the boat has to move sideways through the water during a tack. With a boat that wide, some of the foils are forced to move large angles of attack during a turn."

"Not if they use Ackerman steering geometry," said the NASCAR guy. "The rudders are just like the front wheels, and the centerboards are just like the rear wheels. The wheel or rudder on the inside of the turn has to rotate through more of an angle than the wheel or rudder on the outside, and the right steering linkage lets that happen."



Ack! Left, the rule of thumb for approximating Ackerman steering geometry in practice: Aim the steering arms (tillers) at the center of the rear axle (between the two centerboards). Right, the perpendiculars to all four wheels intersect in the same spot, so none of the wheels slip. Steering with twin rudders is similar, if the front wheels are the rudders and the rear wheels are the centerboards.

cut away to an on-board camera or a water-level view.

"How can we tell what's going on if they don't hold a scene for more than a few seconds?" complained one of the sailors.

the pictures jiggled every time the bows came down into a wave.

We watched one aerial view of a boat tacking right at the course boundary, stopping dead in irons, slipping backward and finally bearing away on the

STEERING COMMITTEE



ACEA 2012 / GILLES MARTIN-RAGET

If AC organizers think sailing fans will watch just for the NASCAR-like crashes, they have another think coming. Or do they?

"I've noticed that on most cats the tillers are angled in toward centerline," I said.

"That's the reason," explained the gearhead. "In fact, if the steering arms on the front wheels aim right at the center of the rear axle, then the steering geometry is perfectly aligned so that all four wheels roll straight without any side slip during a turn. That is what's called the Ackerman steering geometry."

"But that's, like, just an approximation of Ackerman. This stuff about the steering arms pointing to the rear axle is just a rule of thumb."

Lee Helm's voice surprised me. I had no idea she was one of the sailing sports fans watching the race in the darkened dining room.

"No, it's the exact Ackerman geometry," insisted the gearhead. "I've built race car suspensions, and this is always how it's done. That is, unless you want to deliberately deviate from Ackerman. Tires distort under side load so the geometry changes a little. And there are

even some race cars that want to keep the front wheels parallel at all angles to make it easier to recover from a four-wheel drift."

"No, it can't be exact," insisted Lee. "I mean, think what happens when the inside wheel angle gets very large and the tie bar starts pulling the outside wheel back the other way."

"Well, maybe it has a limited range over which the geometry works exactly," allowed the car expert. "But it's not an approximation."

"It is an approximation. And I totally already proved it by simple limit analysis. If a function is continuous and also incorrect in the limit . . ."

"No, it isn't an approximation," he interrupted.

"Is."

"Isn't."

"Is-is-is-is-is."

"Will you kids

knock it off and watch the race?" scolded the voice of an older woman who I recognized as the yacht club commodore.

They lowered their voices, but kept up

the debate in whispers. Finally, after a few more requests to be quiet, they left the room to find a computer they could use to put the issue to rest.

I watched the fleet round the windward mark and sail most of the next leg, but was a little surprised to see speeds of only around 20 knots. I really thought these beasts would be faster in a good blow. The presentation was good, and the commentators were better than I expected, but my curiosity about what must be going on in the club office, with Lee and the car racer, got the better of me and I went off to see what they had determined.

"Here's the geometry of the two centerboards and two rudders," Lee explained as she pointed to a diagram on the office computer screen. "For all four foils to move straight through the water during a turn — neglecting for a moment the small angles of attack needed to generate lift — the lines at right angles to all the foils have to intersect at the same point at the center of the turn, like this."

"Makes sense," I said. "Same as for a car, with front wheels steering and rear wheels fixed."

"Exactly," agreed the car racer. "And to get that, the steering arms or tillers have to point to the center of the line between the centerboards." He brought up another diagram on the screen. "See, even Wikipedia agrees that this is the Ackerman steering geometry, with the steering arms pointing at the axle. Nothing about any approximation."

"No way," said Lee as she pushed the car expert out of the office chair and took over the keyboard. "Let's get analytical. For a given angle of the inside rudder, we can, like, calculate the exact angle of the outside rudder, and see if the Ackerman condition is satisfied. We need the wheelbase or the longitudinal distance from rudder to centerboard, and the track width or beam between centerlines of the hulls, as inputs. Also the tiller length and offset angle."

"No, you don't need the offset angle — that's already determined by the wheelbase and track width, if we follow Ackerman."

"Right, good catch," conceded Lee. "But to see how variations in geometry change the error, we should have a wheelbase correction factor as an input, to allow the tillers

***"Don't leave now!
I bet we see a
high-speed crash!"***

MAX EBB

to aim at a point forward or aft of the midpoint between the centerboards."

"Okay, but we won't be able to cal-

You know the angle of the inside tiller — wheel angle plus offset angle. You know the tie bar length because you know the tiller length and offset angle. And you know the track width. So you have a triangle with two known sides and the included known angle. Side-angle-side. Use law of cosines to get the third side."

To my amazement, Lee did not have the law of cosines memorized, but a few seconds on the web brought it up.

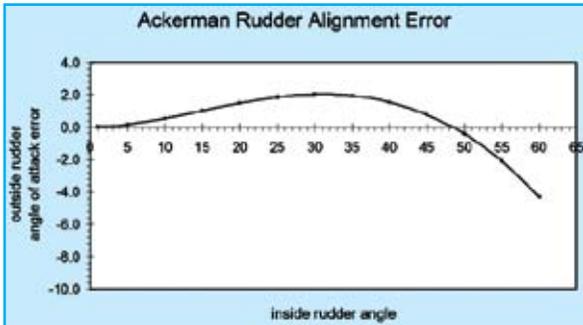
"Now we have that diagonal length, from the tiller-to-tie bar connection point of the inside wheel to the rudder stock of the outside wheel. To get the outside rudder angle, we solve the other triangle. That one has three known sides, and you can solve for any of the angles using the law of sines."

No one seemed to care that we were interchanging the jargon for car wheels

with the terms for boat rudders, and Lee was typing formulas into a spreadsheet almost as fast as she could explain the math.

"Now that we have a function to get outside rudder angle, given inside rudder angle, it's, like, simple trig to see where the perpendiculars from the two rudders cross the perpendicular line extended

If aimed at a centerline point near the bow, the outside rudder always oversteers.

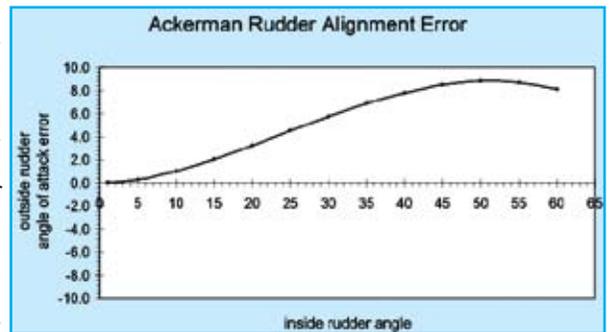


With tillers aimed between the centerboards, the outside rudder oversteers, then understeers.

culate this directly," said the car racer. "Even the professionals say you have to work out the geometry graphically, by drawing an accurate diagram."

Lee thought about this for a second, then contradicted him again.

"It's just law of cosines and law of sines," she stated flatly. "Maybe the professionals never finished trig. First assume an angle for the inside wheel.



from the centerboards. If all three perps don't intersect at the same point, Ackerman is not satisfied. I'll express the error

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in terms of excess angle of attack on the outside rudder.

"There won't be any," insisted the gearhead.

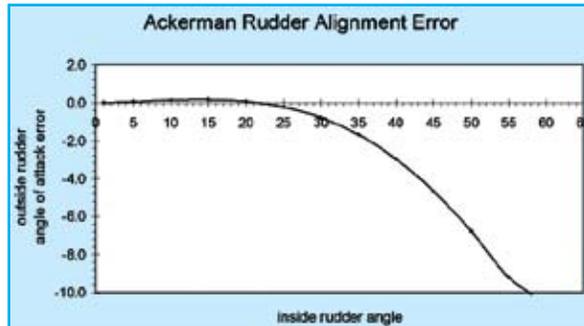
We made up some numbers that seemed about right for an AC 45: 20 feet from rudders to centerboard, 20-ft beam, and the tie bar three feet forward from the rudder stock. A few minutes later, Lee had a graph of the "Ackerman error" on the screen. Sure enough, there was error. The outside rudders oversteered by a couple of degrees, then crossed the zero-error line at about 50 degree deflection of the inside rudder, and understeered after that.

"I want to check that spreadsheet," said the car racer. "I can't believe Ackerman was wrong."

"Ackerman was just the patent agent," said Lee as she gave up the seat so he could go over the formulas for himself. "The real inventor was Georg Lankensperger, who came up with the idea in 1817. But there's an Erasmus Darwin with a prior claim from 1758."

"The real inventors never get the credit," I sighed.

"Let's go back to the dining room," suggested Lee. "There's something I think we can check via the onboard video."



Aiming the rudders at a point 14 feet forward of the rudders offers the least error.

What Lee wanted to see was an AC 45 tiller, as seen from the camera mounted right at the bow, in front of the furling drum and right on centerline. That view might show us the offset angle of the tillers. The view was fairly clear: When the boat was going straight, the tillers

appeared to aim right at the bow, on average, and not at the spot between the two centerboards.

Meanwhile the boats were still making heavy weather of the conditions, although one had worked out a substantial lead. We decided to check back in on the office computer to see if our grease monkey friend was ready to admit defeat. Also to change the tiller offset angle to agree with what we observed on camera and see what that did to the Ackerman error, although Lee was pretty sure that it would make the outside rudder oversteer through the entire range of rudder angles.

"Don't leave now!" advised one of the spectators. "This is as windy as it's ever been for an AC 45 race. I'll bet we see a high-speed capsized!"

He was right, and we were not disappointed.

Maybe sailors aren't that different from NASCAR fans after all.

— max ebb



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THE RACING

All of April's racing achievements were overshadowed by the tragic loss of five sailors aboard *Low Speed Chase*. We're dedicating this month's Racing Sheet to them: Marc Kasanin, Alexis Busch, Jordan Fromm, Elmer Morrissey, and Alan Cahill.

SSS Corinthian Race

The Singlehanded Sailing Society's Corinthian Race on April 7 delivered a beautiful day of sunshine and light breeze to the 116 boats that participated. The annual race sent sailors on a scenic, and at times very slow, 18-mile Bay tour that started in Tiburon and sent racers to Little Harding Rock, Blossom Rock, Blackaller, Southampton and Little Harding again before finishing in front of Corinthian YC in Tiburon.

In the Singlehanded division, top singlehander Greg Nelsen sailed his *Azzura 310 Outsider* to a resounding class win by a margin of 36 minutes. After a solid start in extremely light breeze and a ripping flood tide, *Outsider* stayed far inshore in Belvedere Cove for flood relief and then made an early break for Little Harding. Hoisting the spinnaker before Little Harding, the 31-ft Alameda-built boat gained the overall lead by Alcatraz, despite competing against more than 80 doublehanded entries and starting in the fifth start.

Rounding Blossom Rock with several of the top boats, *Outsider* close-reached to Blackaller and then sailed upwind to Southampton. Again rounding Southampton with the top doublehanders, Nelsen picked a clean lane through

critical to stay in clean air, keep the gas pedal down and avoid getting into trouble with any of the doublehanders."

Stanly Martin on his Moore 24 *Sunshine* led "the rest of the doublehanders" to claim second in the Singlehanded division with a slew of ULDBs nipping at his heels on corrected time. With the way the breeze filled and died repeatedly throughout the day, much of the fleet consolidated at various parts of the course, creating compressed traffic approaching the line and extremely close finishing times.

In the 81-boat-strong Doublehanded division, it was a handful of sportboats and a pair of trimarans that battled for the lead all day long. In the end, Daniel Alvarez's JS 9000 *JetStream* prevailed as the overall winner, owing much to a spectacular transition while entering Raccoon Strait in a filling westerly breeze. John Lymberg's *Flying Tiger 10-meter Wild 1* raced hard with *JetStream* all afternoon but couldn't quite hang on until the finish.

"We had the lead for much of the race," Lymberg said, "but *JetStream* passed us before Southampton and then pulled away entering Raccoon Strait. We went a bit right, trying to stay in clean air and *JetStream* stayed left. They sailed

fast, caught the shift and sailed away. It was a challenging day on the water, and we fought hard for a good result. The key was good doublehanded team work and solid work from my crew Larry Crume."

The SSS season continues on May 12 with the Singlehanded Farallones Race.

— ronnie simpson

SSS CORINTHIAN RACE (4/7)

SINGLEHANDED OVERALL — 1) **Outsider**, *Azzura 310*, Greg Nelsen; 2) **Sunshine**, Moore 24, Stanly Martin; 3) **Archimedes**, *Express 27*, Joe Balderrama; 4) **Emerald**, *Yankee 30*, Peter Jones; 5) **US 101**, Moore 24, Ronnie Simpson; 6) **Whirlwind**, *Wyliecat 30*, Dan Benjamin; 7) **Yellow Jack**, *Santa Cruz 27*, Mike Farrell; 8) **Crazy Rhythm**, *Santa Cruz 27*, John Simpson; 9) **War-**



whoop, *Contessa 33*, Chuck Hooper; 10) **Eyrie**, *Hawkfarm 28*, Synthia Petroka. (35 boats)

SH SPORTBOAT — 1) **Outsider**; 2) **Sunshine**; 3) **Archimedes**. (9 boats)

SH PHRF ≤108 — 1) **Gavilan**, *Wylie 39*, Brian Lewis. (2 boats)

SH PHRF 111-150 — 1) **Whirlwind**; 2) **Warwhoop**; 3) **Moonshadow**, *Wylie 31*, David Morris. (7 boats)

SH PHRF ≥153 — 1) **Emerald**; 2) **Eyrie**. (9 boats)

SH PHRF NON-SPINNAKER — 1) **Hatikvah**, *Cal 29*, Scott Cyphers; 2) **Dreamkeeper**, *Hawkfarm*, Larry Vito/Jerry Dodril. (7 boats)

DOUBLEHANDED OVERALL — 1) **JetStream**, JS 9000, Dan Alvarez/Andrew Hura; 2) **Roshambo**, *Corsair 31r*, Darren Doud/Chris Lewis; 3) **Dragonson**, *Olson 30*, Sam Mcfadden/Mike Brennan; 4) **Wild 1**, *Flying Tiger 10*, John Lymberg/Larry Crume; 5) **Banditos**, *Moore 24*, John Kernot/Alexis Ford; 6) **Humdinger**, *Walter Greene 35*, Lawrence Olsen/Kurt Helmgren; 7) **El Raton**, *Express 27*, Ray Lotto/Steve Carroll; 8) **Donkey Jack**, *J/105*, Stephen Kleha/Amanda Kleha; 9) **Jarlen**, *J/35*, Jeff Dunnivant/Alicia Yballa; 10) **JR**, *Moore 24*, Richard Korman/Chris Davison. (81 boats)

DH MULTIHULL — 1) **Roshambo**; 2) **Humdinger**; 3) **Papillon**, *F-27*, Andrew Scott/Bruce Tomlinson. (6 boats)

DH EXPRESS 27 — 1) **El Raton**; 2) **Great White**, *JP Sirey/Rachel Fogel*; 3) **Take Five**, *Donald Carroll/Mike Bruzzone*. (10 boats)

DH SPORTBOAT — 1) **JetStream**; 2) **Dragonson**; 3) **Wild 1**. (13 boats)

DH PHRF ≤108 — 1) **Donkey Jack**; 2) **Akula**, *J/105*, Douglas Bailey/Colin Breakstone; 3) **Jam**



Dan Alvarez and Andrew Hura, left, took top honors for the doublehanded fleet on 'JetStream' while Greg Nelsen, right, topped the singlehanders aboard 'Outsider'.

Raccoon Strait before rounding Little Harding and sailing to the finish line off CYC.

"I made up a lot of time by setting the spinnaker for the quick run back into Tiburon," Nelsen noted. "I've sailed this race a lot of times and I think that experience really helps out on a challenging Bay course like this. *Outsider* is fast in sub-10-knot breeze and uber-fast in sub-5-knot conditions, compared to other boats. In a light air race like this, it was



PETER LYONS / WWW.LYONSIMAGING.COM

Challenging but manageable conditions greeted the fleet of the Crewed Farallones Race.

Session, J/105, Adam Spiegel/John Moffly. (13 boats)

DH PHRF 111-150 — 1) **Arcadia**, Modernized Santana 27, Gordie Nash/Ruth Suzuki; 2) **Sea Spirit**, Catalina 34, Laurence Baskin/Miriam Baskin; 3) **Stink Eye**, Laser 28, Jonathan Gutoff/Bill Gutoff. (15 boats)

DH PHRF ≥153 — 1) **Coyote**, Cal 20, David Gardner/Lori Dennis; 2) **Sea Witch**, Yankee 30, Robert Boynton/Ansel Boynton; 3) **Sirena**, Ericson 32-2, Greg Rohde/Michael Rohde. (10 boats)

DH PHRF NON-SPINNAKER — 1) **Jarlen**; 2) **Meritime**, C&C 30 Mk I, Gery Proctor/Wayne Vanloon; 3) **Iolani**, Hughes 48, Barry Stompe/Sylvia Stompe. (14 boats)

Complete results at: www.sfbaysss.org

OYRA Full Crew Farallones Race

In contrast to the tragedy aboard *Low Speed Chase* (see *Farallones Tragedy* earlier in this issue), the 106th running of the OYRA Full Crew Farallones Race on April 14 started out as so many others had with 52 boats milling around the pre-start area, trying to get any movement other than that caused by the strong ebb. With less than three knots of breeze at 9:30 a.m., it was tough to do.

While the first division was able to start on time thanks to the help of current, the three remaining divisions had to wait another 15 minutes to allow the first fleet to drift out of the way. Once

back in sequence, the three remaining starts were rolled due to a slight increase in pressure.

A number of boats were carried over the line well before their starts and had to anchor until the breeze filled in enough to allow them to sail against the ebb and clear themselves. This was no minor task, and took most of them an hour or more to accomplish it.

Once in the wind and out the Gate, most boats experienced mixed sailing conditions with wind waves and ground swell coming from different directions and a breeze ranging between 19 and 25 knots. While the conditions were called "challenging" by many racers, they also noted that they weren't unusually dangerous. To see just what racers dealt with that day, check out the footage shot from William Helvestine's Santa Cruz 50 *Deception* at youtu.be/1Mxxr6iNmXg.

Rick Walton-Smith's Corsair 37 *Transit of Venus* suffered a broken stick fairly early in the day, with Jeffrey McCord's Nelson Marek 36 *Quiver* retiring as well after breaking several stanchions. Nathalie Criou and Nathan Bossett's Express 27 *Elise* dropped out due to a crew suffering from hypothermia caused by inadequate clothing. The crew was taken to the

Coast Guard station in Horseshoe Bay and treated by paramedics.

The breeze held steady throughout the day and on into the evening with Daniel Willey's Nauticat 43.5 *Galaxsea* crossing the line at 11:38 p.m., letting the RC retire from the race deck before midnight.

— jeff zarwell

OYRA FULL FARALLONES RACE (4/14)

PHRO 1 — 1) **Double Trouble**, J/125, Andy Costello; 2) **Twisted**, Farr 40, Mike DeVries; 3) **Hana Ho**, Santa Cruz 50, Mark Dowdy. (13 boats)

PHRO 2 — 1) **Whirlwind**, Wyliecat 30, Dan Benjamin; 2) **Hawkeye**, IMX38, Frank Morrow; 3) **Rufless**, 11:Metre, Rufus Sjoberg. (14 boats)

PHRO 3 — 1) **Redhead**, Cal 40, Walter Smith; 2) **Made Easy**, Beneteau 42, James Peterson; 3) **Green Buffalo**, Cal 40, Jim Quanci. (15 boats)

SHS — 1) **Racer X**, J/105, Rich Pipkin; 2) **Culebra**, Olson 34, Paul Nielsen; 3) **Relentless**, Jeanneau SunFast 3200, Doug DuBois. (6 boats)

Complete results at: www.yra.org

IYC Doublehanded Lightship Race

You know those times in life when you have something important to do, but the weather just doesn't cooperate? It's frustrating and not much fun. That would pretty much sum up Island YC's Doublehanded Lightship Race that took place on March 24. With very light offshore breeze, a relentless downpour of rain and a sloppy, leftover sea state, it was incredibly difficult or impossible to finish before the deadline. In the end, just 5 out of 31 starters were able to complete the course before the 7 p.m. deadline, with all of those boats rating 81 or lower.

In the under-100 PHRF class, it was Alex Mehran's Open 50 *Truth* blazing around the course in less than five hours that claimed line honors, while Buzz Blackett's custom Class 40 *California Condor* finished just nine minutes back to correct out and claim the class and overall victory. After the race, Mehran

Alex Mehran and Zan Drejes ripped up the Doublehanded Lightship course on Mehran's 'Truth'.



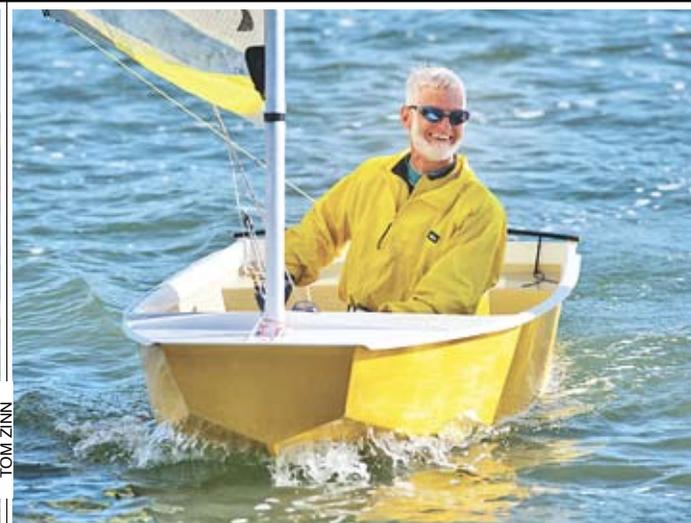
LATITUDE / LADONNA

THE RACING

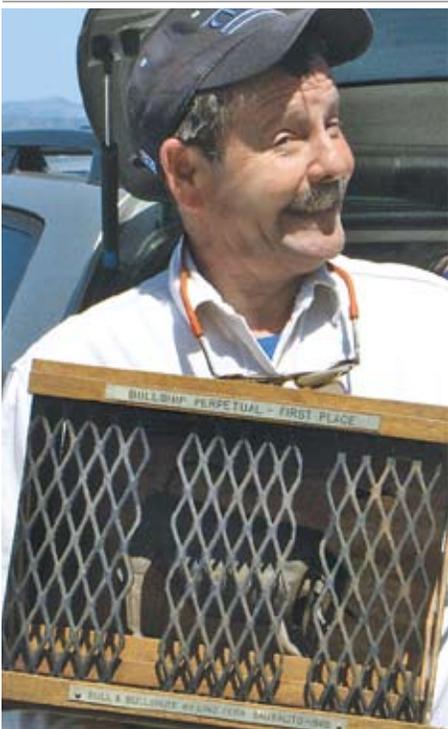
VAUGHN SEIFERS



TOM ZINN



JOHN DUKAT



TOM ZINN



Toro! Toro! The 59th Annual Bullship Race on April 14 brought out 23 El Toros to race across the Bay from Sausalito YC to St. Francis YC. A big ebb, light winds, an inbound freighter and outbound Crewed Farallones fleet all conspired to make it a difficult year. Just three boats finished — 1) Chris Straub (above left); 2) John Amen; 3) Jim Savatone — while the rest had to be wrangled by 'cowships' (chase boats) after drifting out of bounds.

humbly reflected, “We sailed high and fast with full main and A3, trying to work down in every puff. *Condor* carried a masthead kite and was sailing very fast. They were smart to not get greedy and sail hot onto the South Bar as we did. We soon realized that we should have been on the A2 and not the A3, but a sail change would have been too costly with just 3.5 miles to the mark.” For *California Condor*, the race was the continuation of a busy spring schedule that has been nothing short of incredible, seeing overall and class wins in nearly every race they have entered.

The Express 27 and PHRF 100+ classes saw a total of 19 starters and 0 finishers. Just one boat in those two classes completed the course, and that was the Express 27 *Wetsu*. With owner

Phil Krasner and crew Steve McCarthy of Hogin Sails aboard, *Wetsu* was unaware of the 7 p.m. finish deadline and stayed out until nearly 10 p.m. to complete the course. With *Wetsu* unaccounted for as the finish deadline passed, a search was conducted to find the boat, with a commercial vessel eventually establishing radio contact. Tracking the Express 27 on radar and hourly radio checks, the race committee and other competitors breathed a collective sigh of relief once the two dedicated sailors crossed back under the Golden Gate and headed home, with all boats safe and accounted for.

Island Yacht Club’s next races are their Island Nights Beer Can series, taking place in the Estuary on select Friday nights.

— ronnie simpson

IYC DOUBLEHANDED LIGHTSHIP RACE (3/24)

PHRF <100 — 1) **California Condor**, Antrim Class 40, Buzz Blackett; 2) **Rufless**, 11:Metre, Rufus Sjoberg; 3) **Truth**, Open 50, Alex Mehran Jr; 4) **JetStream**, JS 9000, Dan Alvarez; 5) **Akyla**, Hobie 33, Zhenya Kirushkin-Stepanoff. (12 boats; 31 total starters in 3 divisions)

Full results at www.iyc.org

SYC Women Skippers Regatta

A small but earnest group of women skippers signed up for the Sausalito YC Auxiliary’s annual regatta, this year moved up from October to April 14.

The seven-boat fleet ranged from a Sabre 402 to a Cal 20, with three Santana 22s and a Wyliecat 30 in between.

“After a 30-minute delay while the wind picked up enough to offset the 3.4-



DAVE WILHITE



DOC MILES



DOC MILES



LATITUDE / CHRIS

You go, girls! Above right, SYC's Women Skippers Regatta brought boats full of lady sailors, such as Helena Ghez, Catherine Boucher, and Cathy Stierhoff aboard the latter's Santana 22 'Tackful'; Jennifer McKenna and Suzanne Lee enjoyed a day of racing Jennifer's Santana 22 'Zingaro'; Leah Pepe and Pat Broderick on the Wyliecat 30 'Nancy' cross paths with the Sabre 402 'Escapade'; Sally Clapper got some bling for the Cal 20 'JustEm'.

knot ebb, Race 1 was underway," said Race Chair Dave Borton. The breeze was just enough to get everyone around a 2.3-mile double-sausage course in about an hour. A big ebb made it easy to overstand the layline for the windward mark, and Sally Clapper on the Cal 20 *JustEm* went to school on the Tunas, gaining a place to finish third and correct out to second.

"Around 1 p.m., the sea breeze started to kick in," said Borton. The RC chose a single-sausage course to leave time for a 'Bay cruise' in the third race. "The race was completed in just 25 minutes."

Two of the competitive Santana 22 crews were over the line early for the start of Race 3 — a windy close reach through big swell over to Blackaller — but all three

rounded the windward mark together and drag-raced downwind and down-surf back to the Pt. Knox buoy. Meanwhile, *JustEm* continued to climb in the fleet, correcting out to first place in the second and third races.

— latitude / chris

SYC WOMEN SKIPPERS REGATTA (3r. 0t)

SPINNAKER — 1) *Nancy*, Wyliecat 30, Leah Pepe, 3 points. (1 boat)

NON-SPINNAKER — 1) *JustEm*, Cal 20, Sally Clapper, 4 points; 2) *Tackful*, Santana 22, Cathy Stierhoff, 7; 3) *Inshallah*, Santana 22, Shirley Bates, 9. (6 boats)

WOMEN SKIPPERS TROPHY, SYC MEMBER — Shirley Bates; WOMEN SKIPPERS TROPHY, ANY CLUB, SPINNAKER — Leah Pepe; NON-SPINNAKER — Sally Clapper; ALL-WOMEN TEAM — Cathy Stierhoff

Full results at www.sausalito yachtclub.org

BAMA Doublehanded Farallones Race — The Not-So-Crazy Eights

"It's a rite of passage," said Stan Glaros about the Bay Area Multihull Association's annual Doublehanded Farallones Race, held on March 31. He'd know as he's probably done the race as many times as anyone, this year aboard his 1D35 *Zsa Zsa*. "Once we got out the Gate, it was actually quite nice out there as the sun came out and we laid the Southeast Farallon in a southerly," he said, referring to that morning's pre-start 50-knot gusts. Combined with the 20-ft swells predicted to arrive later in the afternoon, the forecast seemed to dare the 58 entered boats to make a go of it.

Those who took the dare were rewarded with sunny skies and milder conditions than anticipated. "On the way

THE RACING

back, the wind shifted a bit to the west, which allowed us a spinnaker reach home to the Bay," said Glaros

At the end of the day, just eight well-sailed boats reminded us that a solid craft combined with good seamanship is no accident and that sometimes the weather brochure isn't exactly correct.

"As we sailed out of Sausalito, a 50-knot gust in Hurricane Gulch knocked us down," said overall race winner Ronnie Simpson, who sailed a near-perfect race aboard his Moore 24 *US 101*. "The wind knocked the tops off the waves into these long white streaks. It looked like the Vendée Globe! A bunch of people turned back right then and there, but I wanted to see what was outside before throwing in the towel."

Minutes later, 14 boats started off Golden Gate YC under heavily reefed mains and #4 jibs. Almost immediately boats began to drop like flies, the last of which was the F-27 *Papillon* sailed by Andrew Scott and Gordie Nash. "We had a tough time making way in the confused swells, and were concerned about the forecast," Scott said. "Discretion seemed



ERIK SIMONSON / WWW.H2OSHOTS.COM

'Truth' finished the Doublehanded Farallones in spectacular fashion.

the better part of valor."

Alex Mehran and Zan Drejes missed the monohull course record by minutes aboard Mehran's Open 50 *Truth* but took line honors in a spectacular display. "Once Zan and I got the reefs shaken out and the #2 genoa set, we ripped off

bursts to 20 knots all the way back to GGYC," said Mehran.

To understand just how good the conditions were, all anyone has to do is watch Mehran's and Simpson's videos posted online (vimeo.com/39602964 and youtu.be/OIHnwg730Cs respectively). But though the finishers all report having a great day on the Gulf of the Farallones, they also were aware of the inherent risks. "The dangers of the race were always on our minds," Simpson noted.

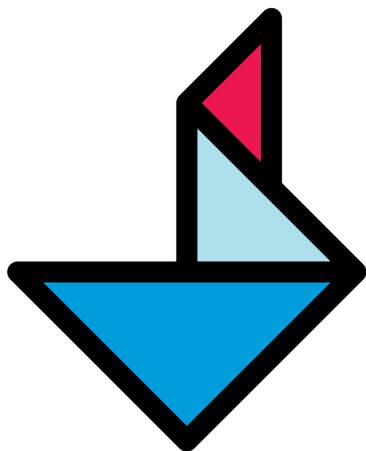
Of sailing with Ruben Gabriel — fellow Singlehanded TransPac vet and rival in this summer's edition of the race on his own Moore 24, *Rush Moore* — Simpson said, "Ruben was awesome out there and I think he has a real shot of beating me to Hawaii in July. That was one awesome training run!"

— *dave wilhite*

BAMA DOUBLEHANDED FARALLONES (3/31)

MULTIHULL — 1) **Anduril**, Cross 40, Donald Sandstrom/Geoffrey Love. (2 boats)

ULDB <90 — 1) **Rufless**, 11:Metre, Rufus Sjoberg/Dylan Benjamin; 2) **Truth**, Open 50, Alex



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Mehran Jr/Zan Drejes; 3) **Zsa Zsa**, 1D35, Stan Glaros/Mario Yovkov. (3 boats)

ULDB MOORE 24 & ≥90 — 1) **US 101**, Moore 24, Ronnie Simpson/Ruben Gabriel. (1 boat)

MONOHULL <70 — 1) **Sea Stig**, Santa Cruz 40, Shawn Price/Mark Pretorius. (1 boat)

MONOHULL ≥90-139 — 1) **Plus Sixteen**, Olson 911, Paul Disario/George Sirogiannis. (2 boats)

MONOHULL ≥140 — 1) **French Kiss**, Beneteau Oceanis 350, Harmon Shragge/Don Bauer. (1 boat)

Full results at www.sfbama.org

SFYC Resin Regatta

San Francisco YC efficiently fired off five races over April 21-22 for this year's edition of the Resin Regatta. Racing on the North Berkeley Circle course featured one-design starts for Etchells, Melges 24s, Express 27s and Moore 24s. "It was the best-run regatta we've sailed yet this year," enthused Moore 24 winner John Kernot of *Banditos*. "The race committee was on course early, set up and ready to go well before the first gun."

Saturday's races started in moderate breeze that built as the day wore

on, and the early races were determined by who could get in phase with wind shifts the most quickly. By the time the third race rolled around, rigs had been tuned for breeze-on and genoas were pretty much stuffed below, replaced by #3s. "We tried the #1 in the third race because we thought we would need the power in the short chop," said Steve Carroll, crew on Ray Lotto's Express 27 *El Raton*, "but that wasn't a good idea." The conditions had a somewhat cleansing effect in the Etchells fleet as mechanical failures forced three DNFs in that fleet alone.

Sunday's races continued the freshening trend and, with the pressure, a heavily favored left side of the course. Anyone that didn't get close to or hit the port tack layline was instantly shuffled back in order.

The Etchells and Melges 24 fleets showed a resurgence with eight and



LATITUDE / LADONNA

Ronnie Simpson and Ruben Gabriel were all smiles on their return from the DH Farallones.

seven boats respectively on the line, a great improvement over recent years that had seen a heavy drop in numbers. However, the rust showed in the form of reliability and, by the last race, only seven remained between the two fleets.

The Moore 24 fleet was the more durable of the bunch, as every boat completed the five-race series, while the Expresses registered only one dropout Sunday.

Former SFYC Commodore Bill Melbostadt took the Etchells trophy aboard *JR*, while Dan Hauserman on his Melges 24 *Personal Puff*, Ray Lotto of *El Raton*,

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THE RACING

and John Kernot prevailed in their respective fleets.

— dave wilhite

SFYC RESIN REGATTA (4/21-22)

MELGES 24 — 1) **Personal Puff**, Dan Hauserman; 2) **Nothing Ventured**, Duane Yoslov; 3) **Wilco**, Doug Wilhelm. (7 boats)

MOORE 24 — 1) **Banditos**, John Kernot; 2) **Eclipse**, Bill Erkelens; 3) **Topper II**, Conrad Holbrook. (7 boats)

ETCHELLS — 1) **JR**, Bill Melbostad; 2) **USA 1404**, Jim Cunningham; 3) **Lost in the Fog**, John Gilmour. (8 boats)

EXPRESS 27— 1) **El Raton**, Ray Lotto; 2) **Wile E Coyote**, Dan Pruzan; 3) **Peaches**, John Rivlin. (11 boats)

Full results at www.sfyc.org

BVI Spring Regatta

The 41st annual BVI Spring Regatta and Sailing Festival concluded on April Fool's Day, but the 30-odd Bay Area sailors there felt anything but foolish. Despite an early lack of wind and unseasonable showers, the Spring Break event heated up to deliver "warm water, hot racing."

The biggest surprise, literally, was



ERIK SIMONSON / WWW.H2OSHOTS.COM

Fast and furious racing at the Resin Regatta.

Peter Aschenbrenner's sexy new 63-ft ORMA-style trimaran *Paradox*, crewed in the multihull division by America's Cup winning sailor Cam Lewis and a crack French team including Olivier Vigoureux from Loick Peyron Racing. No contest: bullets every race, sweeping the two

full-day races, the Bitter End Cup and the Nanny Cay Cup, as well as the BVI Regatta.

The Redwood City-based Aschenbrenner sailed smaller boats on the Bay for many years before commissioning this Nigel Irens design. Marin sailing writer Michelle Slade said after a race aboard, "What a ride! It's really like nothing else." You may see Aschenbrenner aboard the one-of-a-kind tri on the Bay next year watching the America's Cup.

Marin pro sailors Eric Arndt (of *Samba Pa Ti* fame) and Dee Smith (America's Cup, Volvo Ocean Race, *Morning Glory*) did well promoting the new Farr 400 class aboard Mick and Marlene Shlens' *Blade*, a worthy successor to their Farr 40 *Blade Runner*. They took a division first in the Nanny Cay Cup, and third in the Bitter End Cup and BVI Regatta.

Remember how Barry Lewis of Atherton took the J/120 fleet first in last year's Rolex Big Boat Series with his *Chance?* He rewarded his San Francisco crew with the best kind of roundup, assembling them with Mill Valley adventurer Ashley

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Perrin, who flew from South Georgia Island to serve as boat captain. They chartered the Class 40 sled *Forty Degrees* (third place winner in the Transat Jacques Vabres 2011). A committee boat crunch on Saturday brought their official racing to a premature end, but they made the most of their stay — including a Bitter End match-up in Hobie Waves — and the amazing Perrin repaired the glass in hours.

You may remember another big J/120 name, Rick Wesslund and his *El Ocaso*. Wesslund moved to Miami about five years back, but he's going strong, and took first in Class 3 with an impressive six guns in nine races.

Jim and Denny Hoelter of Piedmont looked and sailed great on their Alerion Express 33 *Nymph*, taking fourth in Class 9 with Richmond YC staff commodore Torben Bentsen and his wife Judy aboard.

Justin Barton of Sausalito also took fourth in Bareboat 1 with the lucky Beneteau 473 *Justice* that he has frequently sailed to first. His local

knowledge is supplied by Presley King, the area's colorful Scots-descended "whaaaaa-cha dooin' maaan, I'm speekin' th'Queen's English" sailing king. Twenty-four bareboats on a start line is much of a muchness. Drama reigned during the starts, and *Justice* prevailed unscathed — though tripped up in race two by *Sailing World* writer Stuart Streuli's bareboat *Friendship II*, which stalled on the line.

The gender balance was, well, pretty balanced. There were four all-female boats, and most boats had female crew, many sporting Ranifly bikinis presented in a much-appreciated show by BVI woman designer Rani.

Bay sailor Dan Pingaro, who now heads Sailors for the Sea, was there to



PAUL OLIVA

The genders were very well balanced.

award a coveted Clean Regattas Gold certification. The islands got behind the concept big time, and transformed 15,000 of last year's Heineken and other bottles into stunning awards. Race director Judy Petz told sailors, "The bottle in your hand may be next year's award." We'll drink to that!

Surf on over to www.bvispringregatta.org for full results.

— paul oliva

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THE RACING

Race Notes

US Sailing Team AlphaGraphics won silver and gold at **Trofeo Princesa Sofia**, held in Palma de Mallorca, Spain, March 31-April 7. Going into the Finn medal race, Zach Railey, sailing under the St. Francis YC burgee, was in silver medal position. Railey described "very difficult conditions with 18-22 knots and really big waves. We were right up against the beach. At the start, 50% of the fleet was over the line and nobody went back." With the pin end favored, five boats were OCS. "I made the decision not to push the line, which would have put me in jeopardy to lose the podium and second place."

Anna Tunnicliffe's Team Maclaren with Molly Vandemoer (of Redwood City) and Debbie Capozzi beat Claire Leroy of France in the final match to win the gold medal in women's match racing. "Molly and Debbie did a fabulous job getting the boat going fast and pointing us in the right direction," said Tunnicliffe. All four U.S. women's match racing teams went on to Hyères, France, for Semaine Olympique Française April 22-27.

Balboa YC's **Corona del Mar to Cabo**



RYAN POLLI

Mark Eldrich's Santana 20 'Fusion' won the 2012 Camellia Cup on Folsom Lake.

San Lucas International Yacht Race, an 800-mile sled ride, started on March 30-31. Entries had a choice of signing up for ORR and/or PHRF divisions. John MacLaurin's Davidson 70 *Pendragon 6* (Division A), James McDowell's SC70 *Grand Illusion* (B), and Ross Pearlman's Sun Odyssey 52 *Between the Sheets* (D) won

in both handicap classes. *Pendragon* also had the fastest elapsed time of 3d, 10h.

PUMA Ocean Racing powered by BERG won the punishing Southern Ocean leg of the **Volvo Ocean Race** — they were the only one of the six VOR 70s that did not sustain major damage. An exciting duel with *Groupama 4* ended when that boat dismasted. All but *Sanya* and *Abu Dhabi* managed to effect repairs and make it around Cape Horn to Itajaí, Brazil. *Sanya* will rejoin the fleet in Miami. *Telefónica*, the overall race leader, was ahead in the Itajaí in-port race when they rounded the wrong mark, giving up the win to *Groupama*. *Camper* won the Pro-Am race, and held the lead for three days in the current leg to Miami. However, as we went to press, *Puma* deposed them. "The first boat into the trades has a pretty major advantage," said *Puma* navigator Tom Addis. See www.volvoceanrace.com.

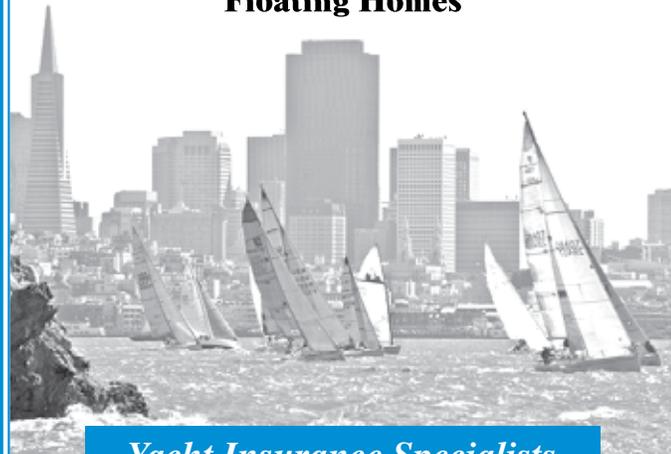
Richmond YC, happy with its annual Big Daddy formula, hosted the smaller scale **Big Dinghy Regatta** on April 14-15. On Saturday, ten classes raced on



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Michele Logan on her Byte, Mike Gillum on his Thistle, Phillip Meredith on his Hobie 18, Jay Gardner on his Sea Spray Cat, Chris Rutz on an International 14 and the Wylie Wabbit of Strum Deeds all registered straight bullets. The closest tussle may have been in the Snipe class, where Packy Davis finished with a 1,2,1,1 record but barely won race 3, overlapping with Michael Mack.

On Sunday, the multihulls cleaned house in a pursuit race around Red Rock and Southampton. Phillip Meredith's Hobie Wildcat finished almost a minute ahead of a sistership sailed by Charles Froeb.

Banshee sailor Craig Perez won the race around Brooks Island for smaller boats. It was close, however, as he just managed to pip the aforementioned Michele Logan's Byte by a mere nine seconds! See www.richmondyc.org.

Racing in Berkeley YC's 40th **Rollo**

Wheeler Regatta on April 21-22 seemed like racing in two completely different seasons. Saturday was warm, with clear skies, very light air in the morning and perfect winds of about 15 knots by midday. The race committee fit in three races for all divisions. Bob Harford's Express 37 *Stewball* won the Wheeler Cup.

The City of Berkeley, with shorter courses, is designed for slower-rated boats. "We finish their third race at the yacht club," explained BYC's Bobbi Tosse. "This means that the smaller, so-called slower boats are first to the oysters and shrimp and margaritas and beer." The City of Berkeley trophy went to Mark Simpson's Olson 25 *Shadowfax*.

The Nimitz trophy for multihulls is only in its second year. This year five entries reached around specially designed courses. First overall went to Ross Stein's F-24 *Origami*.

"Racing on Sunday was like racing in a completely different season," said Bobbi. "We saw a steady 25-30 knots, socked-in fog and very lumpy conditions." The pursuit race course went from the start at

FOC on the Circle to Harding Rock, Blossom Rock, down to a temporary turning mark, and back to FOC to finish, for a total of 10.1 miles. "With the kind of slop that prevailed, it was definitely a big boat day," said Bobbi. "*Bodacious+* clawed through almost all the boats by Harding and was leading until just after the jibe at Blossom. Then, in the not-dead-downwind leg to the temporary buoy in 25+ breeze and lumpy water, the J/125 *Double Trouble* flew by and finished first of the monohulls." The Corsair 31 *Emma* was the first multihull.

Twenty-nine boats competed in the 46th Annual Folsom Lake Yacht Club **Camellia Cup Regatta** April 14-15 on Folsom Lake. Mark Erdrich, who sailed his Santana 20 *Fusion* with crew Austin Quilty and Dave Kerner, was crowned the 2012 Camellia Cup Regatta Champion. FLYC followed up on April 28 with the Trans-Folsom Regatta. To see how that turned out, visit www.flyc.org.

Be sure to check 'Electronic Latitude' at www.latitude38.com each week for more racing news.

— latitude / chris



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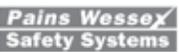
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WORLD

With reports this month on **Summer Charter Options in Southern California**, the imminent arrival of a **Matched Fleet of Performance Bareboats**, and miscellaneous **Charter Notes**.

The Close-to-Home Alternative to Tropical Chartering

It's curiously ironic that although California is world-renowned as a top-tier vacation destination, many who live here year-round spend small fortunes to vacation elsewhere, especially during the summer months. Perhaps that's because we simply take the attractions of our fair state for granted — you know, the 'grass is greener' syndrome.

It's probably safe to say that when most sailors think about a sailing vacation they conjure up images of gliding over turquoise waters in some sunny tropical paradise. But if your budget won't allow such extravagance this summer, we'd like to suggest what we think is a brilliant alternative: yacht vacationing in Southern California waters.

From Santa Barbara to San Diego the coast is peppered with reliable, long-established charter outfits, most of which offer classes as well as bareboat rentals for daysails or extended excursions of a week or longer. Needless to say there are plenty of daysail opportunities aboard crewed charter yachts also, especially in places like San Diego and Newport Beach.

Someday you might cruise south in your own boat on an open-ended itinerary. But in the meantime why not do some reconnoitering aboard a charter boat? The experiences you'll have during a typical week-long cruise will pay off big-time when you finally do get out cruising. And because charter trips ev-

If walls could talk, the vintage Catalina Casino could certainly tell some tales about high times during its heyday in the Roaring '20s.

erywhere include a pre-departure chart briefing with a staff expert, you'll get inside info on everything from where the best anchorages are to where you'll find the hottest nightlife — local knowledge that a typical visiting cruiser might not have access to.

As we've written before, in our view bareboat chartering is an ideal preparation for cruising, as it encompasses many of the same responsibilities and challenges (minus the maintenance headaches): provisioning, trip planning, navigation, sail trimming, watch-standing, anchoring, and, of course, endeavoring to reach a deep level of relaxation.

The Channel Islands, all of which lie less than a day's sail from the coast, comprise the most idyllic cruising grounds between Puget Sound and the tip of Baja California. One or more of them can be accessed easily from the charter bases at Santa Barbara, Oxnard (Channel Islands Harbor), Marina del Rey, Long Beach, Newport Beach, Dana Point, or even San Diego.

As you may know, the two most popular isles in the chain are Santa Cruz and Catalina, both of which have much to recommend them, despite having distinctly different personalities.

Roughly 22 miles long and six miles wide at its broadest point, Santa Cruz is a favorite among sailors who want to get away from the hustle and bustle of modern living, while savoring unspoiled natural surroundings. It's only a few hours' sail from Santa Barbara, Channel Islands Harbor, or Ventura, but while relaxing on the hook there you'll feel as though you're light years away from



LATITUDE / ANDY

freeways, strip malls, and shoulder-to-shoulder condo complexes. There are at least a dozen good (free) anchorages, some large enough for many boats, and some so small and intimate that only one or two vessels can tuck in while anchored bow and stern.

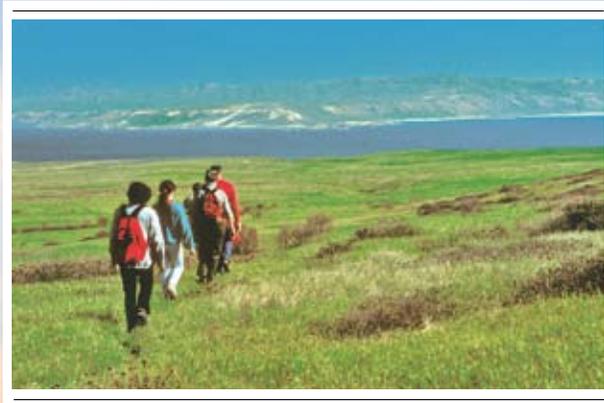
Scientists tell us that the isolation of the eight Channel Islands over thousands of years led to their having species of both plants and animals that exist nowhere else on Earth. Marine life in the underwater realm of Santa Cruz and her sister isles is prolific, which makes them prime destinations for both snorkelers and scuba divers. And while you may need a wetsuit to be comfortable in the 65° water there, it's worth noting that's 15° warmer than San Francisco Bay or North Coast waters.

Another popular pastime at Santa Cruz is exploring one or more of the many sea caves that are scattered all along the north coast. Eroded by wave action and erosion over thousands of years, they are features of physical geography that you've probably never seen elsewhere. The most famous, called The Painted Cave, is literally big enough to



LATITUDE / ANDY

OF CHARTERING



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Spread: After a full day's sail down from Santa Cruz Island, this crew is rewarded by a brilliant pink sunset as their sloop approaches Catalina. **Inset:** Hikers cross a San Miguel plateau.

and sea lions) who call Point Bennett their home. Biologists claim the nature preserve there has one of the largest concentrations of wildlife in the world. If you want to make the five-mile trek, you'll need to be accompanied by a ranger, though. (Phone 805-658-5730 in advance or hail them on VHF 16.)

The opposite extreme within this island chain is Catalina, which lies only about 25 miles from several L.A. County charter bases. (A full-day, 65-mile trip from Santa Cruz Island.) The dominant species here is definitely the human — specifically, humans who are eager to swim, play beach sports, work on their tans, people-watch, and party.

On Catalina's protected west side there are many bays with mooring balls available on a first-come-first-served basis, and shore boats will run you in and out until the evening hours. (The island also has plenty of free anchorages elsewhere.)

The two most popular Catalina destinations, Two Harbors and Avalon, have distinctly different characters. Located on the west

side of a narrow isthmus (technically Isthmus Cove), the village of Two Harbors is the more laid-back of the two, yet it still sees plenty of action — sunbathers line the pebble-strewn beaches, snorkelers explore nearby reefs and headlands, volleyballers test their prowess, and the shoreside bar and restaurant sometimes has live music.

There are mooring options on the east

A sailors' town if ever there was one, San Diego offers many attractions for vacationing charterers — not the least of which is summer sun.

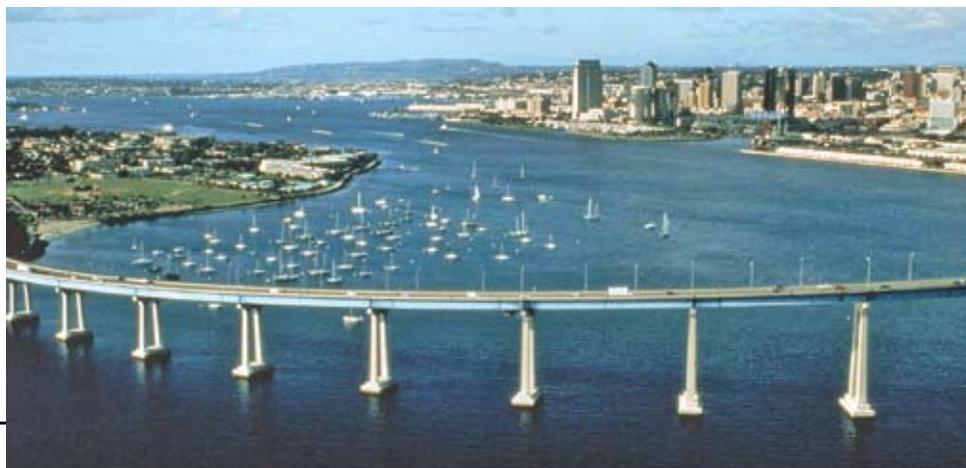
motor a 40-ft sloop into. Many others can be explored via boogie boards, paddleboards, dinghies or some other form of flotation — but only at times when the surge is minimal. Strong surge can be dangerous, if not deadly, and even when seas are flat, wearing some sort of protective headgear is wise. That said, doing a bit of sea-level spelunking will definitely be a highlight of your cruise.

For thousands of years Santa Cruz was inhabited by Native Americans, followed in modern times by ranchers. But today only caretakers reside there, as it's divided between the National Park Service (the eastern 24%) and the Nature Conservancy (the western 76%). Although hiking ashore is restricted in certain areas, there are many established trails for hikes of .5 to 18 miles. (Landing permits are required for the Nature Conservancy portion, and can be arranged in advance.)

Farther west, beyond the wind protection of the mainland's coastal contours, lie Santa Rosa and San Miguel. Few bareboaters or cruisers go to either, but that might be just the reason these islands will be attractive to you. From Santa Ro-

sa's principal anchorage at Bechers Bay, you can access both relatively flat trails to white-sand beaches, and the rugged path up Black Mountain (8 miles). Free hiking maps are downloadable from the NPS's Channel Islands website.

Even farther west, and thus more exposed to wind and weather, lies San Miguel Island, where you'll anchor in the protection of Cuyler Harbor. For nature lovers, the big attraction here is having a look at the amazing populations of pinnipeds (fin-footed creatures such as walrus



SAN DIEGO TOURISM

WORLD

side of the isthmus too, at Cat Harbor. Despite the island's popularity with boaters, there is no real industry other than tourism, so surrounding waters are usually exceptionally clear, which pleases both snorkelers and scuba divers (local operators can rent you tanks).

Of all the anchorages of the Channel Islands, Avalon is the anomaly. On any given day in summertime, its waterfront esplanade will be teeming with sun-bronzed teenagers wearing skimpy bikinis or board shorts, all seemingly trolling for holiday romance.

Older visitors can entertain themselves in the many shops, restaurants, and sports bars, or by checking out the famous Catalina Casino, built in the 1920s, which now houses a theater, concert hall and museum.

Even if the goal of your cruise is to get away from annoying hordes of humanity, a one- or two-day stop at Avalon can add a nice balance to the more secluded anchorages of the other islands in the chain — especially if you have kids, young adults, or rabid shoppers in your group.



"Any room in the mooring field?" At Two Harbors there usually is, and shore boats will shuttle you to and fro until after dark.

Apart from the islands, the other attraction of Southern California charter-cruising is harbor hopping along the coast — perhaps in combination with an island excursion. Between Santa Barbara and San Diego, there are all sorts of possibilities for either anchoring or rent-

ing a transient berth at Ventura, Channel Islands Harbor, Marina del Rey, King Harbor (Redondo Beach), Long Beach, Newport Beach, Dana Point, Oceanside, Mission Bay and a few others.

All give access to shoreside facilities, shopping, dining and nightlife — and, of course, allow you to enjoy SoCal's world-famous sunny weather.

Within the San Diego area alone you could easily spend a week or more exploring different areas of San Diego and Mission Bays, while enjoying the region's beaches and making shore excursions to any of its worthwhile attractions. Balboa Park is home to 15 museums, a Shakespeare theater and the renowned San Diego Zoo. Sea World is always popular. Board riders will want to take in the California Surf Museum, golfers can flail their way over an astonishing 1,800 greens, and downtown, in the city's historic Gaslamp Quarter, there are 30 bars and nightclubs, all within stumbling distance of each other.

With so many enticements to enjoy in Southern Cal, who needs the tropics?

— andy

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OF CHARTERING

New Kids on the Block: Sunsail Comes to the Bay

Although some San Francisco sailing schools and charter operators may not be thrilled with this news, we think the arrival to the Bay of eight identical Sunsail First 40 sloops is ultimately great news for our local sailing community. Why? Primarily because Sunsail is one of the three largest charter operators in the world, with an enormous European client base and high standards of quality. The company will undoubtedly bring many sailors to the Bay who might not come otherwise, and those clients, we assume, will spread the word to their boating buddies back home about the awesome sailing conditions found in the Bay, Delta and near-shore waters. The economic trickle-down could be substantial.

These racer-cruisers are a customized version of the Beneteau First, featuring a three-cabin, one-head interior design and outstanding performance characteristics. In '09 sisterships took both 1st and 2nd in their division in the Sydney to Hobart Race, and the design has been

praised by the yachting press.

Set up with racing in mind, they come with large wheels, asymmetrical spinnakers rigged on sprit poles, and running rigging laid out for quick maneuvers. Oh, and heating systems too, for frosty Bay Area overnights.

In addition to pursuing competition in local races — where they may qualify for one design starts — the company expects the fleet to be used for everything from ASA sailing lessons to corporate team building to extended charters within the Bay and Delta region. The fleet, which is slated to arrive by ship this month or next, will be based at Sausalito Yacht Harbor. (See www.sunsail.com for more info.)



SUNSAIL

Designed and set up for peak performance, the new eight-boat fleet of Sunsail 40s will soon be a familiar sight on the Bay.

We're told a Sunsail base in Vancouver will be opening soon also, and The Moorings — Sunsail's sister company, under the corporate umbrella of the Tui Travel Group — will open a charter base in Annapolis, Maryland within the year.

— andy



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WORLD OF CHARTERING

Charter Notes

We did our best to convince you to give Southern California chartering a try, but if that's not in the cards for you this summer, here's another getaway idea that's even closer to home: How about chartering a nice, comfy bareboat from one of the **Bay's sailing clubs** and take a leisurely **cruise up the Delta**? You may not realize it, but nearly every bareboat rental outfit in the region has some clean, late-model boats that are fully outfitted for **overnight charters**.

If you're like most Bay Area residents, you crave hot, sunny weather — because we don't see much of it in communities that ring the Central Bay. Well we've got news for you, less than a day's sail up the Sacramento or San Joaquin River will put you in prime sun-tanning country.

If you've never gunkholed through the Delta's meandering inlets and sloughs,



LATITUDE/LAPONNA

If you can't get away to the tropics or SoCal this summer, why not charter a comfy cruiser and head up the Delta for some quality time.

you're in for a surprise, as around every bend the pastoral scenery changes, and new potential anchorages present themselves. Although the water is often cloudy, it's fresh, not salty, and plenty warm for swimming.

Waterside towns and 'resorts', as well as grocery stores, gift shops and fuel docks are sprinkled throughout the

region, giving you the option to shop and socialize, or savor the seclusion of some **isolated anchorage**, skirted by eel grass, where you can recharge your internal batteries and forget about your troubles.

You don't have to travel far to feel like you're a million miles from the rat race. But if you're feeling ambitious, you can sail (or motorsail) all the way to Sacramento and back.

On your way back to the Central Bay, you might make a stop at **Antioch**, **Pittsburgh**, or **Benicia**. Or, hang a right at the **Napa River** and do an overnight in Vallejo, or perhaps continue on upriver to the Napa Valley Marina — right in the heart of the wine country — where they usually have transient slips.

Sound good? Trust us, a charter trip up the Delta and/or Bay rivers will yield lasting memories for the whole family.

— andy

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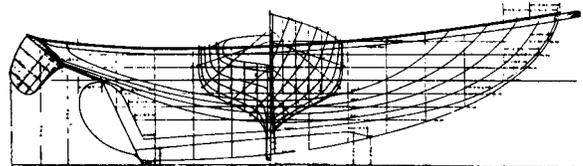
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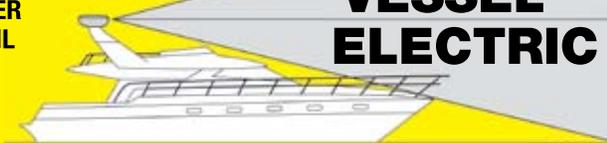
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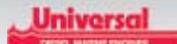
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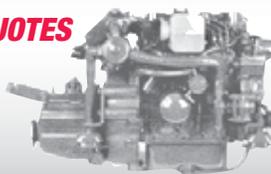


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CHANGES

With reports this month on the 20th **Banderas Bay Regatta**; from **Spin-drift** on getting plugged into the St. Barth sailing scene; from **Palau** on the apparent loss of **Frank Ohlinger** in an aviation accident; from **Latitude**, on being overwhelmed by all the big sailing events in the **Caribbean**; from **Knee Deep** on crossing the bar at El Salvador; from **Curare** on following their dog to southern Chile; and **Cruise Notes**.

The 20th Banderas Bay Regatta Paradise Marina, Nuevo Vallarta

Why is the Banderas Bay Regatta so much fun, and what makes it different from other sailing regattas?



Keith Levy

"Because the Banderas Bay has all the challenges and excitement of a big-time regatta," answers Keith Levy of the Catalina 470 *C'est La Vie*, "but is nonetheless primarily a cruisers' regatta. Plus, it takes place in one of the finest sailing venues in the world."

The BBR is a regatta that truly honors the cruiser. Not only is there no entry fee, but it's not at all about million-dollar yachts and paid crew. Rather it's about strapping down the bimini, removing the extra anchors, tying up the dinghy, and emptying the water tanks. The last things you do are take off the BBQ, bust out the spinnaker, and prepare to have you and your friends push your floating home to her limits.

As ones who flew down to race on someone else's boat, there are advantages for us fly-in crewmembers from California, too. Not only are the air and water warm in Banderas Bay in March, but the sailing conditions are excellent. Did I mention there are low-cost direct

Five of the 35 entries, some of them reefed, revel in the ideal sailing conditions enjoyed at this year's 20th Annual Banderas Bay Regatta.

flights from the States and Tijuana?

Greg Retkowski, my husband, cruised into Banderas Bay for the first time in '01 on his Morgan Out-Island *Scirocco*. He says he feels as though his "favorite place to sail is now all grown up." He's referring to the fact that Banderas Bay now regularly hosts world-class events for sailboats of all sizes and types. And how the facilities around the bay have changed! When at La Cruz back in '01, Greg used to have to carefully motor his dinghy through rebar and fish guts, drag his inflatable onto the beach, and tie it to a tree. Ten years later, La Cruz has a world-class marina with hundreds of boats, and another 50 or so anchored just outside. The nice thing is that while Banderas Bay may be all grown up, it's not spoiled.

This year's BBR drew 35 boats, which were divided into seven divisions. The yachts in this year's fleet ranged from sleds such as Nashville residents and frequent BBR competitors Ken and Cheryl Sears' J/160 *Blue*, to full-on cruising boats such as Robin Kirkcaldie's 50-year-old Rhodes Bounty II *Red Witch II*.

As for the sailing conditions, the owners of the multimillion-dollar boats that competed in this year's St. Barth Bucket and Les Voiles de St. Barth would have died for them. Participants raced in a steady 14-18 knots of warm breeze — and the famous flat waters of Banderas Bay.

Good-natured gamesmanship is part of the fun of the Banderas Bay Regatta. For example, Bill Lilly, a troublemaking crewmember aboard Patsy Verhoeven's Gulfstar 50 *Talion*, offered to pick up a \$1,000 bar tab for the crew of a competing boat the night before the final race. The catch was the crew had to down the \$1,000 worth of booze that night.

Division A honors went to *Blue*. Division B, which was for J/80s, was claimed by #5, with



Tom Kase, Greg Neeley, and Tom Petric from Ontario, Canada. Division C was won by *Our Shangri-La*, George Ulrich's Catana 431, a cat known for slow starts and fast finishes. Division D was a virtual three-way tie for first, won by the Jeanneau 43DS *Cupcake*. (There was no Division E.) Division F was taken by *Befana*, Randy Hough's Vallarta-based Catalina 30. Division G went to Joel Gerber's Crystal Bay, Minnesota-based Hunter Legend 40 *Love*. Division H was claimed by Conor and Lanea Riley's Redwood City-based Islander 36 *Moondance*. The Rileys attributed their success to frequently moving the beer in the bilge to balance the boat properly.

You certainly don't need to win your division to have fun in the BBR, however. Charlie Simon, who raced aboard Dorr Anderson's *Bright Star*, which sailed to a respectable 4th place finish in Division A, said, "I've cruised thousands of miles from Alaska to Annapolis, and the Ban-



IN LATITUDES



ALL PHOTOS COURTESY JAY AILWORTH



Clockwise, from bottom: The Gorbun 60 'Bajavento', on a smoking reach. The big cat 'Humu-Humu' hunts down the smaller Catana 431 'Our Shangri-La'. The class-winning J/160 'Blue' on a tight reach. 'Bajavento' again, raising a big bow wave. 'Talion' in back, 'Younger Girl' in the foreground.

deras Bay Regatta was about as much fun as I've had on a boat!" Charlie's wife Cathy, who couldn't race due to a knee injury, enjoyed the four-days of social events that surrounded the regatta. "It was great, as the friendly, festive atmosphere continued on all week."

Friends with boats playing with friends on other boats — that's the Banderas Bay Regatta for you. The event is turns 21 next year, so you know you won't want to miss it.

— cherie sogsti & richard williams

Spindrift — Irwin 37 Ross Devlin An American In St. Barth (Santa Barbara)

What's it take for a youngish California guy to get plugged into the sailing scene in St. Barth? We put the question

to Ross Devlin, who spent his formative years racing motorcycles at the highest AMA levels and worked for Toyota F1 Racing Development in Newport Beach. Then, tiring of the corporate world, he started his own construction company in Santa Barbara's wine country. A hard-working, hands-on kind of guy, Devlin left California in disgust after being a victim of identity theft, a legal system that seems to exist primarily to enrich lawyers, and a general loathing for a culture he feels is being dominated by greed.

The 35-year-old arrived in St. Barth a year ago on a beat-up Newick 42 trimaran that his reserved dad had bought in

Scotland. She's an unusual tri because while her hulls are typically ultralight, her builder, having previously owned a 100-year-old boat, gave her heavy teak decks and even more inexplicably, a heavy wood mast and boom. After a seemingly never-ending chain of expensive mishaps and problems along the Atlantic coast of Europe, where Ross had to wear every bit of clothing he owned to stay warm, the two had a grueling 26-day crossing from Agadir, Morocco to the Columbie anchorage in St. Barth. Mind you, this was on a tri that regularly hits 18 knots in a good breeze.



Columbie, warmer than Europe's Atlantic coast.

Ross has a love/hate relationship with the chic little island of St. Barth. "It's a gorgeous place, has fabulous sailing, and the women are beautiful. But if you arrive here with just five euros to your name, it can be a little rough. When I got here, it was a special treat to be able to afford a single cold beer. And food."

Although Ross is a guy with a wealth of skills from engines to carpentry to welding, and has a strong work ethic, life isn't easy for Americans looking to make their way on the French island. For one thing, it's illegal to work unless an employer files papers on your behalf, and that's a complicated and time-consuming process. And naturally there is jealousy among the local population, who are also looking for work on the expensive island.

"The only way I was able to survive *Ross Devlin may be smiling now, but there were some hard times when the American first arrived on the French island.*



LATITUDE/RICHARD

CHANGES

was to have what every sailor must have plenty of — patience," says Ross. "You can't come here and be a loud and obnoxious American. You have to lay low, eat humble pie, and wait your turn."



"Be careful what you wish for," cautions Ross.

That said, he says Californians seem to have it a little better in St. Barth than most other Americans. "I'm not sure why, but I suspect it's because the West Coast surfing culture is appreciated, and because of the mystique of Hollywood. Apparently there is a show on French television called *Santa Barbara*, and as a result, the French are particularly taken with all people and things that have to do with *Santa Barbara*.

Devlin also notes that the Californians and the few Aussies on the island seem to get along with each other and the locals better than sailors from the Northeast. "There are a lot of really great guys from the Northeast," he says, "but some of them are more uptight and less easy-going."

When Ross got to the island, he moved aboard *Spindrift*, the 39-year-old Irwin 37 that his father had sailed to the Caribbean in the '90s. An 'old school' sailor, Ross's dad shuns publicity as much as he does use of an engine. He once cruised *Spindrift* for three years in the Caribbean without the benefit of an engine. "It's kind of ironic because my dad and I are totally into engines," says Ross, "but just not when sailing. In fact, *Spindrift* still **It's Sunday afternoon in Columbie, and there's a big group of rock 'n rolling young folks on 'Spindrift'. Ross even knew some of them.**

has most of the diesel that she had in her tanks five years ago."

When Ross arrived at St. Barth, he lived the simple life out of economic necessity. Now he does it more because of his outlook on life. For example, his dinghy outboard died from lack of use because he prefers to row his Walker dinghy ashore each day. And instead of paying \$20 every couple of weeks to fill up his water tanks, he collects rain water. Electricity? It all comes from solar panels.

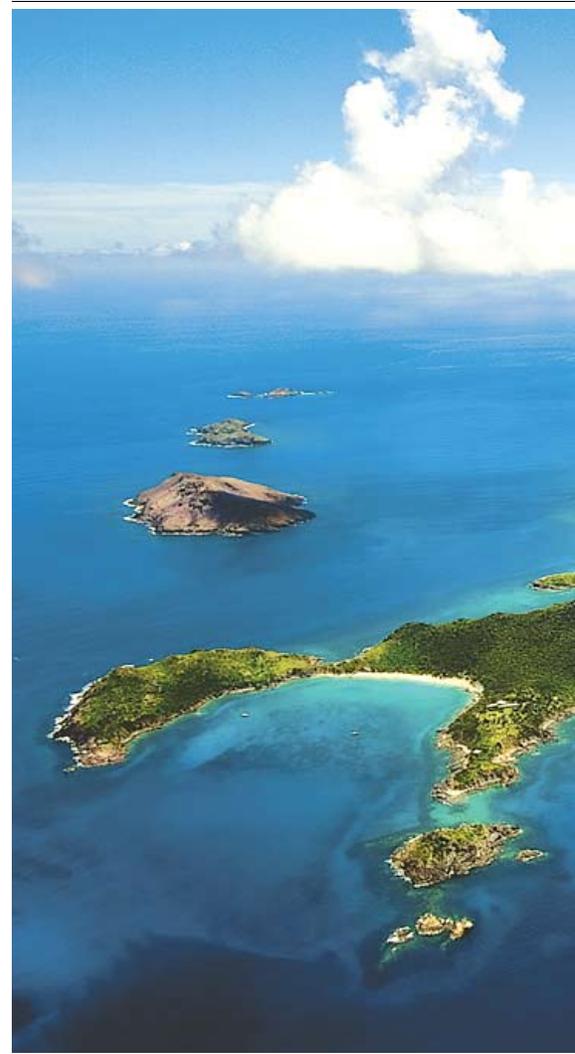
Ross got his initial sailing and work opportunity about a month after arriving in St. Barth. "I was hanging out on the docks before the start of the West Indies Regatta for Carriacou Sloops and Island Schooners, and thought if I could get on one of the boats, I might get something to eat. So I told one of the skippers that I wanted to race with them. I wasn't much of a racer at the time, but before long I was trimming the main, an important position on a work boat."

With a foot in the door, Ross got a bunch of jobs — mostly paid for in meals and travel expenses — after the regatta helping deliver the various boats — some of which had no engines — to places such as Antigua, Anguilla and St. Martin.

With Ross having put in hard miles and demonstrated that he wasn't a slacker, Tom Reardon, skipper of the legendary Herreshoff 72 *Ticonderoga*, asked him to be part of his delivery crew up to Newport. Despite knowing there wouldn't be much pay, Ross jumped at the opportunity, because having *Ticonderoga* on your resume, along with the recommendation of Tom Reardon, is the ticket to the inner circles of Newport/St. Barth sailing. "When you wear a *Ticonderoga* t-shirt," laughs Ross, "you get instant credibility."

(For those wanting to get into inner the St. Barth/Newport inner circles, Devlin recommends Newport as a better place to start than St. Barth. "There are more opportunities, there is a common language, and it's less expensive.")

Back in St. Barth for the quiet summer after the delivery north, Ross was left to try to scratch out a living doing odd jobs. But the off-season was to have its good moments, too. One afternoon, one of the world's elite super models — we've can't reveal her name, but she's been on the cover of



every major fashion magazine — paddled out to *Spindrift*, which was on the hook at Shell Beach. Ross was more than a little intimidated. After all, the gal was a rich and famous model, while his boat was both 39 years old and a little rough, and he only had five *euros* to his name. But the supermodel didn't seem to mind.

"I see from your hailing port that you're from Southern California," she said, striking up a conversation. "I'm from Malibu." One thing led to another, and she ended up buying dinner. And for the next three nights, she brought other models and friends out to *Spindrift*, bringing all the food and drink. "It was such a random thing," laughs Ross of the memory.

As he's good-looking and fit, we quizzed Ross on the all-important subject of relations between poor American sailors and eligible French ladies.

"First off, I'm from Santa Barbara, which has a few good-looking women," he replied, "but nothing like St. Barth. Yet I have a love/hate relationship with



LATITUDE/RICHARD

IN LATITUDES



SPREAD: ST. BARTH TOURISM. SUNSET. LATITUDE/RICHARD

Ross loves St. Barth — spread and inset. But he feels the same way about Mexico, which is about as opposite as a place as could be.

the women here. I love the way they walk like cats, but they tend to be so picky that they drive you crazy. I had a French girlfriend, but after four months I just couldn't take it anymore."

Ross says that it's also important to realize that many women come to St. Barth in the hope of landing a billionaire, so sailors of modest means such as himself need to limit their efforts to gals who come to St. Barth to sail and surf.

Although Ross finds that French women can often be difficult, he is also sympathetic to their situation. "They all tell me their boyfriends cheat on them." Indeed, one woman told us of a lengthy relationship she had with a Frenchman that was as exciting as she thought it was solid. But when she called his office one day, his secretary, with whom she was friends, matter-of-factly told her that he was on the phone with his wife. When she angrily confronted the man

in person, he tried to mollify her with champagne, and argued that she should "accept the fact that our bodies love each other" and not worry about the wife.

Ross says that Californians have one big advantage when it comes to French women. "They absolutely love it when a guy with a California accent tries to speak French. You may get it all wrong, but something about your accent melts them."

Despite the love/hate with St. Barth and with French girls, Ross has never considered relocating to any other Caribbean island. "I went Down Island with my dad once, and couldn't wait to get back. The food wasn't any good down there, the women weren't as pretty, and the islands weren't as safe."

Having been in St. Barth for a year, Ross is now totally plugged in. He not only has lots of local friends, but he's getting rides on great boats. For example, he did the Voiles on Carlo Falcone's 79-ft classic *Mariella*. And this summer

he will be flown to the Med several times to assist at the bow on a 170-footer with a friend from St. Barth/Newport. And later in the summer he's slated for a series of expenses-paid regattas in Rhode Island and Maine.

While Ross plans to return to St. Barth in the fall, and hopes to get status to work legally, he and his dad have long term plans. "We're trying to sell both our boats and buy an Open 60 — not to race, but for fast cruising through the South Pacific."

Ross advises potential hard-core sailors to make sure they take enough time off their boats. "If you don't, you'll burn yourself out on sailing. I go back to California from time to time, where my dad and I have a rural place where we keep all our race cars and Harleys and racing bikes. We're hoping to get a similarly remote place in the Pyrenees of southwestern France, another great place to ride bikes."

What does he miss about California? "The surfing, skiing and motorcycle riding. But that's about it. The thing I don't miss about Californians — and Americans in general — is that they have tunnel vision, and think our way of doing things is the only way. Americans need to get out more."

— latitude/04/20/12

Frank Ohlinger Ex-Cadence, Apache 40 Cat Lost In Aviation Accident (Monterey)

The U.S. Coast Guard search for former **Frank Ohlinger, formerly of Monterey, as seen in happier times. He died participating in a volunteer "police action" with his Cessna 182.**



Cruise on an Open 60? Hang on tight!



COURTESY CADEENCE

CHANGES

mer Monterey resident Frank Ohlinger, as well as Palau police officers Willy Towai and Earl Decherong, was suspended on April 9. This was a week after Ohlinger, a veteran South Pacific cruiser and periodic contributor to *Latitude*, attempted to land his Cessna 182 on the sea at night.



Memories of the Pacific lured Ohlinger back to Palau.

Originally from Monterey, Ohlinger first wrote *Latitude* in '02 to report that it had been seven years since his wife Rose and their young daughter Constance had returned from an 18-month South Pacific cruise aboard their Apache 40 catamaran *Cadence*.

"We're now firmly bedded down in suburban America," he wrote, "but the memories keep calling me back. I hoard them like gold, and I dig daily for the tangible bit of color that keeps me going."

In that decade-old letter, Ohlinger proudly described how his daughter had done research to determine the validity of the theory that the wind is stronger during full moons. Based on evidence she collected from around the world, she — and Frank — concluded that it was scientific fact. Displaying a characteristic sense of humor, Frank called it the 'Werewolf Effect'.

Ohlinger also sent a report from Subic Bay in the Philippines in March of '07 about doing a refit on *Cadence* at an unusual boatyard. In April of '10, he wrote about the curious Filipino Christmas traditions in Cebu. In December of '11 and January of '12, he wrote about

The turn of events that eventually led to Ohlinger's plane crashing started with Chinese fishermen going after this, a giant clam.

making a delivery to Cairns with the cat's new Australian owner.

As an author, Ohlinger always had an interesting take on things, and his reports delighted us with their insight and understated humor. Although we never met him, we wrote to tell him that we felt a bond through his writing style.

The chain of events that would lead to the loss of Ohlinger's life, as well as those of two police officers, began when six Chinese fishermen were observed diving for giant clams in Palau's Ngeruangel Atoll Marine Reserve. When Palau Fish & Wildlife officers went to the conservation area to apprehend the Chinese fishermen, the Chinese tried to escape. The police fired at the boat's engines in an attempt to disable the vessel that was trying to ram them, but one bullet ricocheted off the engine, mortally wounding a Chinese fisherman.

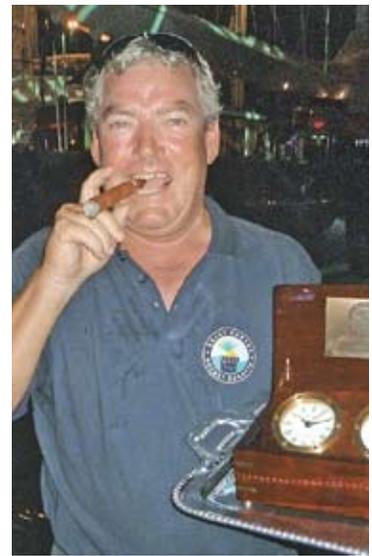
Ohlinger and his Cessna 182 were sent to assist in the police mission by finding and identifying the mothership. After being spotted by Ohlinger, the mothership made a run for it, but was overtaken by *Remeliik*, Palau's patrol boat. Realizing they couldn't outrun the patrol boat, the desperate Chinese set fire to the mothership and then took off in the smaller support boats. Palau officers were unable to put the fire out before the ship sank.

On April 1, two of Palau's Criminal Investigation Officers joined Ohlinger on a second police mission. Their job was to document the fact that the mothership had been scuttled, and where.

Ohlinger and the officers took off at 3 p.m., but returned immediately because the plane's GPS malfunctioned. The Cessna took off again at 3:25 p.m., and was slated to return at 5 p.m. However, the plane missed the scheduled rendezvous point 175 miles northwest of Palau.

While both the Palau Aerodrome Flight Information Base Service and officers with VHF radios were able to make periodic contact with Ohlinger and his passengers, there was no consistently clear communication.

Ohlinger issued a Mayday shortly after 8 p.m., three hours overdue. He said they were lost, didn't know their speed or heading, and were down to their last drops of fuel. All Palau emergency vehicles were sent to the highest point of



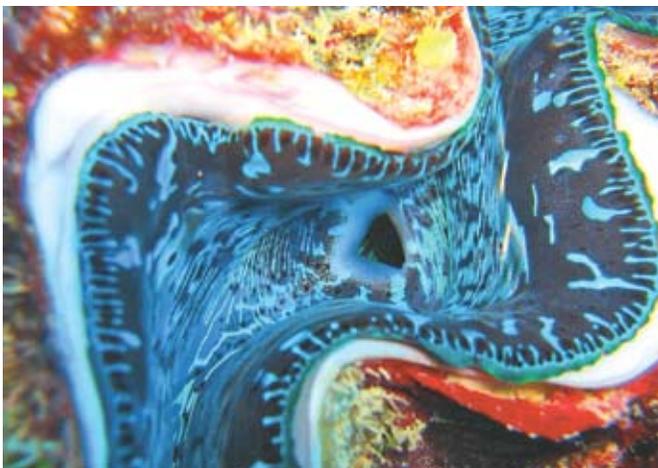
Koror and instructed to flash their lights. Apparently Ohlinger was too far away to see them. Immediate search assistance was provided by the U.S. Coast Guard, local resources, and even Microsoft cofounder Paul Allen's 410-ft yacht *Octopus*. After a week of searching in near-ideal conditions, no traces of Ohlinger or the officers had been found.

— *latitude* 04/05/12

Overwhelmed In The Caribbean *Latitude* 38

We planned to run a review of the winter's great Caribbean sailing events in this issue of *Latitude* — minus the Antigua Classic Regatta and Antigua Sailing Week, because they haven't happened yet. But we're not, for two reasons.

First, the weather conditions for the two main events we covered, the St. Barth Bucket and Les Voiles de St. Barth, were, if we may be candid, less than stellar. Not only did it blow much harder at this year's Banderas Bay Regatta in

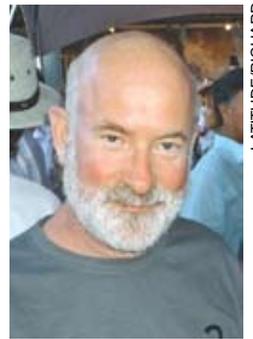


IN LATITUDES



LATITUDE/RICHARD

St. Francis YC took class honors, while Rick Wesslund of Tiburon and his crew on the J/120 *El Ocaso* not only took class honors, but were declared to have had "The Most Worthy Performance Overall". In addition, *Paradox*, Peter Aschenbrenner's cruising version of a 60-ft racing trimaran, which apparently has some connection with Redwood City, took class honors, too.



LATITUDE/RICHARD

The 'Heinie' is a monster event, and the whole island goes nuts with parties and other festivities in support of it. The sailing is great, and thanks to the big fleets, the competition is stiff. We give this one a 9+ for those wanting to race their own boats or a charter boat.

Peter and his trimaran 'Paradox' had a super successful season.



Bucket action, clockwise from bottom. At the start of the first race, four sailboats were out to watch 'Hyperion' and 'Bliss' go at it. All were from Northern California! Robin Winn, an old friend of Doña de Mallorca's from Mallorca, was the skipper of the winning 'This Is Us'. The 181-ft 'Adela'.

BVI Spring Regatta, early April — Wesslund and his *El Ocaso* crew kicked butt again, winning six of nine races. *Paradox* had three bullets in three races. And Justin Barton of the Corinthian YC in Tiburon took honors in the 18-boat Bareboat A division with an Oceanis 473. A little farther off the pace in another division was Steve Schmidt's *Hotel California*, a well-travelled cruising version of a Santa Cruz 70 that has been in the Caribbean forever. (Read about all the action in this month's *The Racing Sheet*.) While not as big or competitive as the Heineken, the BVI Spring Regatta is a super-fun event that features some great boats, less crowded charterboat fleets, and flatter waters. We give it a 9.

St. Barth Bucket — If you want to see spectacular and gigantic yachts — 100 to

Bay Area rigger Scott Easom uses his hands to show the diameter of the genoa sheets on 180-ft 'Twizzle's'. The loads were 35 tons!

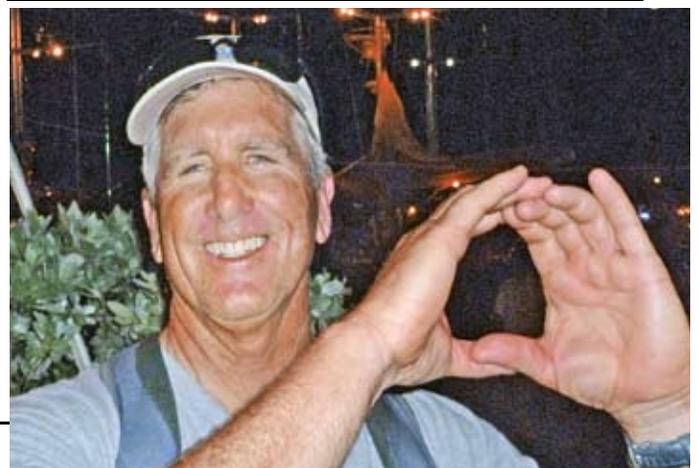
normally more placid Mexico, but the sun didn't come out very often during the Caribbean regattas. Not much wind and not much sun resulted in middling photos compared to previous years.

Second, we don't have about 100 pages of editorial space we need to give the events the coverage they deserve. The result is that we're going to briefly review all the major events in the Caribbean, with an eye toward how worthy they are of your attendance next year. The biggie events, in order, were:

Superyacht Challenge Antigua, late January — Having lost the event's primary sponsor, the potential participants asked themselves what the big deal was about putting on a few races, and if they really needed another fancy awards party. The answers were that it wasn't a big deal and they didn't need another big party. While it's true that only 11

superyachts showed up, they were good ones, and the wind blew like stink. The event turned out to be a smashing success. The other good news out of Antigua is that English and Falmouth Harbors seem to be more fun and safer than in years past. While Antigua isn't a bad place to bareboat charter, it's not the best either, and it often howls in January. We give it a 5.

32nd Heineken Regatta, St. Martin, early March — It blew hard for this huge event that's even more popular with charterboats than privately-owned yachts. Given the strong winds, it's not surprising that San Francisco-based boats did well. Matt and Pam Brooks' 80-year-old S&S 52 *Dorada* from the



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200-ft plus — there is nothing that comes close to the Bucket. It's so spectacular that *Yachting World*, the most prestigious English language sailing magazine, runs photos and basic information on each yacht in one of their issues. And as the six great charter guests with us

on 'ti *Profligate* will tell you, you just have to see these boats in action to believe them. Naturally, these huge boats need hundreds upon hundreds of crew, so if you look the part, there is a decent chance you can get on a boat. That said, this is the one sailing orgy where we think it's actually

more fun to be a spectator than a participant. If you enjoy really big boats, really big parties, and a really festive scene on a great island, this is it. We give it an 11 for spectating.

Les Voiles de St. Barth — early April. Following closely on the heels of the Bucket, this event still has some big boats, but is designed for more serious racing and less formal partying. This year's fleet was a bit of a mish-mash, and the conditions on the course were lighter than anyone wanted. Nonetheless, both *Dorade* and *Paradox* walked away with class honors again. Canadian Ashley Wolfe, who keeps her TP52 *Mayhem* in San Francisco, and who — assisted by her dad and her brother — drives her own boat, took class honors, with Ken Keefe and the guys on the TP52 *Vesper* second, and former J/29 Bay racer Peter

Former J/29 Bay sailor Peter Cunningham, right, with Jeff Madrigali, had as much fun getting 3rd at the Voiles as winning in St. Thomas.

Cunningham's *Powerplay*, now of the Cayman Islands, coming in third. A few weeks before, Cunningham had taken honors in the much bigger TP52 competition at the St. Thomas Rolex Regatta.

Nobody does race associated partying and festivities like the Voiles. We're not talking about falling face-down drunk parties, but everybody-dancing-on-the-tables-of-waterfront-restaurants-and-champagne-showers partying. It's also a great place to catch up with old friends, such as former Northern California sailing stars Dee Smith and Jeff Madrigali, now of Annapolis and Whidbey Island, respectively. If you're a decent sailor looking to race, we'd give the Voiles a 7 in that you can probably get a ride. If you're a fun-loving gal looking to meet a sailor boy, or just love to have sailing fun, we'd give it a 10.

Want to go sailing crazy? Charter a boat from St. Martin for three weeks and be part of both the Bucket and the Voiles. Oo-la-la!

We can't report on this year's **Antigua Classic Regatta**, but frequent participants say it's by far the best classic regatta in the Caribbean, and give it a 10. *Lone Fox*, the Robert Clark 65 owned by Ira Fox of Bolinas and St. Barth, was back this year to defend winning the overall title last year, while Matt and Pam Brooks were looking to take it from him with *Dorade*.

Our having done six **Antigua Sailing Weeks** with our Ocean 71 *Big O* back in the days when it attracted as many as 230 entries, the event still holds a special place in our heart. It faltered badly in the last bunch of years, but seems to be making a bit of a comeback. Friends currently give it a 5, and we wish it the best of futures.

Overall, a season in the Caribbean is something every sailor needs to experience, no matter if you participate in the races with your own boat, crew on someone else's boat — or even if you avoid all the races and parties. The Caribbean simply has great sailing conditions, particularly from mid-February on. Just ask Greg and Debbie Dorland of the Lake Tahoe-based Catana 52 *Escapade*, who will be back for their third season next winter. Or their guests for the



Bucket, Traci and Jaime of the Tiburon Peninsula. Or Jim and Debbie Gregory of the of the Pt. Richmond-based Schumacher 50 *Morpheus*, who will be coming back for their second winter season.

— latitude

Knee Deep — Catalina 38 Ben Doolittle Family Crossing The Bar (Sacramento)

When my husband Ben and I, along with our two young sons, Mickey and J.P., decided to go cruising on our 30-year-old Catalina 38, we were met with the standard reaction most cruisers experience. Disbelief, shock and awe were at the top of the list. My favorite was an encounter in the produce aisle of the supermarket in our hometown of Sacramento. A friend who had heard the news cornered me near the tomatoes and repeatedly shrieked: "THAT'S JUST CRAZY!!!"

"Yeah, but it's gonna be awesome!" was my intellectual rebuttal.

When I was younger I was crazy

LATITUDE/RICHARD



Yes, Tammy could get on a Bucket boat.

LATITUDE/RICHARD



IN LATITUDES



PHOTOS BY EL SALVADOR RALLY/BILL YEARGAN



Two views of the Catalina 38 'Knee Deep' surfing over the bar at Bahia del Sol, El Salvador. She would briefly hit 13.65 knots.

enough to partake in some questionable activities. A favorite was climbing out of a Cessna and hurling myself off the wing. As I fell 10,000 feet, I alternated between full-throated laughter and screaming, "This is awesome!" I only regret not paying another \$50 to get the video.

I've also shot automatic weapons in Vegas, flown an airplane in Petaluma, rappelled down the side of an apartment building in Chico, partied at Mardi Gras in New Orleans, eaten from a chicken carcass at Munich's Oktoberfest, and hung upside down by boot-straps in Mexico while doing tequila shots. (Before you cut me out of the will, dad, I want you to understand that all these things were the fault of my older brothers.)

Having recently crossed the bar that leads from the Pacific Ocean to the Bahia del Sol Marina in El Salvador aboard *Knee Deep*, I have a new experience that tops my previous adrenaline-inducing

activities — and makes me realize how much I miss them. Sure, having two kids has made me more cautious. And middle-age had convinced me that mortality is real and that I will die someday. Nonetheless, as character Andy Dufresne said in *Shawshank Redemption*, one of my favorite movies, "It all comes down to a simple choice. Either get busy living, or get busy dying."

The decision to go cruising forced me to step out of my comfort zone. Yet little did I know that after seven months of cruising we would be surfing seven-foot waves to cross the bar to get to the estuary that is the home to the Bahia del Sol. When we decided to join the 50+ other sailboats in this year's El Salvador Rally, we were well aware that the entrance to the lagoon would be "challenging", at least in my mind, al-

though it would be "no problem" in my husband's mind.

We arrived outside the Bahia del Sol bar at 3 a.m. and anchored in 40 feet of water. Ben promptly fell asleep in the cockpit, while I stayed up to watch for other boats. We decided that I would drive our five-ton boat across the bar — because there was a prize for women who did it! While I got more nervous as the 8 a.m. crossing time approached, I was relaxed enough to dress for the occasion: a cute, striped sundress and a Hawaiian visor.

When the sun came up, we cleared the cockpit of any loose items, tucked things away down below, put on our PFDs, and harnessed in. J.P., our 8-year-old cowardly — or wisely — decided to go below with a book. Mickey, our oldest son, volunteered to be our official photographer, so he snuggled in against the companionway. I took the wheel with Ben standing near me.

Rogelio, who has been piloting boats into the estuary for years, along with Bill, the leader of the El Salvador Rally, soon appeared on a Jet Ski to guide us in. Ben informed me that Rogelio had his dream job. Bill told us to approach a set of waves, then stop. I was not comforted by the fact we were headed for *big* waves. As we got close, I did what any sane, brave, adrenaline-junkie mother of two would do. I bailed! The clicking sound came

When it came time to ride the big waves across the bar, everyone had bailed but 'Dad'. Ben loved surfing the Catalina 38.



"Follow us!" says the bar pilot at Bahia del Sol, El Salvador.



COURTESY KNEE DEEP

CHANGES

from my undoing my harness and getting away from the helm. This was followed by 10-year-old Mickey stating, "I'm sooooo out of here!" He left his photographer's post at the companionway faster than I've ever seen him move before — except for the time he spotted a crocodile while body-surfing at Tenacatita. Dutifully, Ben the Dad took over at the helm, a huge smile plastered on his face. All was as it should be.

"This isn't so bad," I said quietly as the first wave passed beneath us. The next wave was different. As I fearfully watched it develop, I was convinced it would crash over our transom and flood the cabin with water. Amazingly, the wave picked us up and broke perfectly, allowing us to surf it, hitting a top speed of 13.65 knots! Keep in mind our average speed is 5 knots, with our max hull speed being about 7. After surfing a third wave, we were across the bar and out of trouble. Well, we were after Bill guided us back toward the center of the channel.

"Welcome to El Salvador!" Bill said as he pulled alongside, and while Ben and I were yelling and dancing about in our cockpit. "I think they're having fun," said Rogelio the pilot. He was right.

— molly 04/20/12

Curare — Bowman 36 Geoff and Linda Goodall Valdivia to Puerto Montt, Chile (Vancouver, B.C.)

We have just arrived at Puerto Montt, Chile, about 1,200 miles north of Cape Horn, from Valdivia, Chile, where we'd spent much of last year. Why have we headed south toward the bottom of South America as opposed to across the Pacific? It's simple — we do everything for our dog. Since she can't easily go to the South Pacific because of the various laws and regulations, we've decided to go

Geoff and Linda have taken 'the path less-traveled', not for philosophical or spiritual reasons, but for their dog.

to those places where she'll be welcome. It's actually not a bother, because if so many countries didn't prohibit dogs, we'd never be able to decide where to go next. We'll be here in the Puerto Montt area for the next few months before heading south to experience the wilds of the Patagonia canals.

On our way down here, we enjoyed two amazing months cruising the many islands to the east of Isla Chiloé in the Golfo Corcovado and the Golfo Ancud. Puerto Montt is at the north end of the gulfs, which are a combined 50 miles long and 20 miles wide. Check out the area on Google Earth and you'll understand what makes them so great.

The cruising here has been very easy and comfortable, as the anchorages have been easy daysails apart. There has been good provisioning at the few small villages along the way, too. As it is now fall in the southern hemisphere, we have picked lots of berries and apples for baking pies and crumbles onboard.

The weather has been excellent for people like us from British Columbia. It's been sunny, but with the highs only between 50 and 68 degrees. We've had mostly southerly breezes, so our crossings of Golfo Corcovado and Golfo Ancud have consisted of pleasant beam- to broad reaches. In fact, we've enjoyed the sailing so much that we made a couple of extra trips across the gulfs.

There is wonderful bird life down here, including the Magellanic penguin, and dolphins are everywhere. What we've rarely seen are boats in the anchorages. The scenery has been gorgeous. We spent a few days at some isolated hot springs carved into the rock at the water's edge inside a steep-walled fjord. Beautiful!

— geoff and linda 04/14/12

Cruise Notes:

Now that 31-year-old Matt Rutherford has completed his epic 27,000-mile, 309-day solo circumnavigation of the Americas aboard his humble 36-year-old Vega 27 **St. Brendan**, we at *Latitude* have just one question: How did he manage to cram nearly a year's worth of food aboard such a little boat? Either he's a great packer or a great fisherman, or he carried a lot of freeze-dried food and had a reliable watermaker. The Albin Vega, as indicated by her Cal 20-like PHRF rating of 240, is no



rocketship, but she's a solid little boat. John Neal — who has since done more than a quarter of a million ocean miles of offshore sailing instruction, started his offshore life on the Vega 27 **Mahina Tiare**. As we recall, he experienced some of the worst weather ever on his first passage, from the Pacific Northwest to San Francisco. Don Keenan, a resident of Santa Cruz many years ago, did one of the early Singlehanded TransPacs with the Vega 27 **Lani Kai**. He and a lady crew — was it Eileen Sundet? — boldly doublehanded her back to California — and got rolled for their troubles. Having learned from experience, Keenan raced the Olson 30 **Hanalei Express** in the next Singlehanded TransPac, and had her shipped home from Hawaii. In any event, hats off to Matt Rutherford to his major accomplishment with his humble boat.

"My wife Manjula and I just got back from five months aboard our Farrier 41 catamaran **Endless Summer** in the Far



IN LATITUDES



ALL PHOTOS COURTESY CURARE



Spread; 'Curare' anchored off the hot springs. Inset left; A classic Chiloe church. Inset right; Cerro Corcovade as seen from Quellon.

East," reports Steve May of Gualala. "We spent three months in Palau, which is known for spectacular diving and has giant clams that weigh up to 500 pounds. Then we sailed south to Raja Ampat at the northeastern part of Indonesia, which is famed for having the greatest marine diversity in the world. The Maluku — originally known as the Spice Islands — were our next stop. None of these places were much like California, so we continued on to Darwin where we parked *Endless Summer* so we could return to work.

Just for kicks, a Farrier 41 rates 46 under PHRF — or more than three minutes a mile faster than a Vega 27.

When we asked whether others have as much trouble seeing the navigation lights on cruise ships as we sometimes do — the responses will appear in the June issue — we got an email from Fred

Roswold and Judy Jensen in Brazil. This is what they've been up to:

"My wife Judy Jensen has been my equal partner in our Serendipity 43 **Wings**, and in life, for 24 years. We've lived aboard for all that time, first in Seattle, and since '96 in ports and harbors around the Pacific, Asia, and Africa. Judy was a sailor when I met her, and I'm descended from a Norwegian sea captain grandfather. The two of us have cruised over 38,000 miles, crossing oceans, visiting countries, occasionally racing, and living aboard in a variety of places. After 24 years, our approach to cruising is changing, as we no longer have the bodies or temperament to easily face all the challenges of cruising. So we now take crew when we cross oceans, and we are more open to other new paths which may come before us. We only hope to take them together. We are currently in Brazil. P.S. Although we've not been very good at keeping up, *Latitude* is still

the best sailing magazine anywhere."

What a nice thing to say! If you want to see cruising through the eyes of folks who have been at it for nearly a quarter of a century, visit wingssail.blogspot.com.

Jim and Ann Cate of the Sayer 46 **Insatiable II** are a Bay Area couple who have been out cruising almost as long as Fred and Judy. And they are still at it. "We're lying at Eden, Twofold Bay, NSW, Australia. We're northbound, having spent another great summer in Tasmania. In fact, it's one of our all-time favorite cruising grounds. If it didn't get so bloody cold there in the winter, we'd never leave!"

"If things went as scheduled, my Casamance 45/47 catamaran **Viva!** and I transited the Panama Canal on April 21, concluding eight years in the Caribbean and Atlantic," writes Bob Willmann, long ago of Golden, Colorado. He's a vet of the '00 Ha-Ha with his Islander 37, also named **Viva!**, which was eventually lost to a Caribbean hurricane. "While on this side of the Canal, I visited the East Coast of the United States from Florida to Pennsylvania, and just about every island in the Caribbean — except Haiti, which was too poor, and Grand Cayman, which was too rich. I've had lots of wonderful experiences in the 30 countries, and a few — hurricanes, explosions, and dismastings — that I'll be happy to leave behind. But now it's time to return to the lighter winds, flatter seas and better fishing on the leeward side of Central America. I'll probably stay in Costa Rica until the winds change around Thanksgiving, and then slowly make my way back to the Sea of Cortez. It's about 3,000 nautical miles in all, and there are lots of old friends and beautiful and interesting places to visit on the way, so it will probably take me a year or so. I hope the Pacific Coast hasn't changed too much in the 12 years since I left San Diego. I met way too many interesting

When seen from NASA's point of view, it becomes obvious that the Panama Canal is as much lake as it is canal.



NASA

CHANGES

people in the Atlantic/Caribbean to remember. The worst thing about cruising is that you're always saying goodbye to people and places you love."

It's a hoot when you see cruising folks again after years, but in an entirely different part of the world. We had that experience in St. Barth in March, when we cruised through the Columbie anchorage and saw David and Helen Peoples on their Portland-based Catalina 42 **Jammin'**. We hadn't seen them since the '07 Ha-Ha. Judging by the way they wildly embraced each other for a drive by photo, they're still having a grand time. Alas, we never had the opportunity to sit down and catch up. Maybe when we cross paths in another five years in some other part of the world.

The folks at World Cruising Ltd have announced that the 27th **Atlantic Rally for Cruisers**, set to start from the Canary Islands on November 25, has all 230 slots spoken for already. In fact, the ARC was sold out in early February, less than two months after the previous one finished in St. Lucia. The entries range in size from 28 to 80 feet, and come from



LATITUDE/RICHARD

"Get a room, will you?!" Just kidding, David and Helen, as love and affection are always appreciated in the Caribbean.

33 countries. The 23 catamarans will make up the second largest cat contingent ever, following last year's record of 29. Didn't get an entry slot? There is a waiting list.

You know what else is doing well? **Tourism to Mexico.** Yep, it's up 8% over the previous year. What's more, big international companies continue to invest heavily in Mexico. In just the last year, Mazda, Honda, and Nissan have all announced plans to build new factories in Mexico, and Ford has announced it's going to invest an additional \$1.3 billion in their facility. At least as important, Audi just announced that it will build its luxury SUVs in Mexico for the global market. On July 1, the citizens of Mexico will cast ballots for a president to serve a new six-year term. We're not holding our breath, but can you imagine how Mexico could blossom if a new president were somehow able to get a handle on the narco-violence?

Forecasters are saying there is a chance that this will be an **El Niño** year in the Pacific, which would be nice since the water temperatures have been unusually cool for the last several years. Warmer temperatures in the Pacific are one factor associated with fewer hurricanes in the **Atlantic/Caribbean.**



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which is one reason why scientists are predicting only 10 named storms there, half of last year's total. Four storms are predicted to reach hurricane force, but only two of them major hurricanes. Remember about eight years ago when everybody on the Gulf and East Coast was going to sell their waterfront homes because of the tremendous increase in hurricane activity? Well, we're now in the longest stretch in recorded history when a major hurricane *hasn't* hit the States.

"I've just had some good times at Santiago Bay - Manzanillo," reports Stefan Ries of the Banderas Bay-based Triton 29 **Mintaka**. "I rented a SUP before the weekend swell and explored the lagoon. I even took some kids on the SUP and we surfed little waves tandem style. The waves never got that big — chest to shoulder high — but they were clean and it wasn't crowded. I later met a nice family from Colorado, and they invited me to lunch at their beach house. Then I shared the anchorage with the folks on **Barefoot**, who left for the Galapagos yesterday, and Dave on **Camano**, who

will be singlehanded to Hawaii soon. As for myself, I'm going to head to Bahia Maruata, Michoacan."

"We're at Tenacatita Bay for a few days of surfing, and have two questions," writes Gabriela Verdon of the Queensland-based Catalina 42 **Larrikin**.

"First, it's April, so why is the water still so cold? We've even had morning fog. And second, why is the water so murky? Mates at Isla Muertos on the Caribbean side of Mexico say the water is crystal clear there. But we're still having a ball. And having just read Edward Vernon's *Maritime History of Baja*, we can't wait to get up into the Sea."

And what's this? John Foy of the La Cruz-based Catalina 42 **Destiny** reports it was so foggy that at 10:30 p.m. on April 21, he couldn't see any of the six boats



The water of the summer waves of Mexico may not be crystal clear, but there are rarely crowds.

anchored out at Punta Mita. "This is a first," he writes.

The explanations we've heard for the murky water on the Pacific side of Mexico have all had to do with the rich volcanic soil and frequent rain. But it rains like crazy on volcanic islands such as Dominica and Grenada in the Caribbean, and the water is still clearer than clear. As for the cool waters, it seems to us there are more water temperature fluctuations off the Pacific Coast of Mexico than in the

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Eastern Caribbean and Bahamas. El Niño and La Niña are no doubt part of it, but we really don't know why the water is so cold. But you might want to enjoy the cooler waters while you can, because the water temps will hit the 90 degree mark in the Sea of Cortez this summer.

What was described as the "first serious attack on a yachtie in Colon, Panama, this year" took place on the night of March 28. Frank Peeters' African Fastcat 35 **African Seawing** was boarded at Club Nautico by "three brown-skinned males about 30 years of age". Peeters was onboard alone because his two crew had left to be line-handlers for a yacht doing a transit. Although Peeters was tied up and his wallet, the contents of his safe, and other valuables were taken, he wasn't beaten. He was eventually able to get free and call police. His dinghy was found abandoned a short distance away on the beach near the cruise ship terminal.

Cruisers in Panama warn that hold-ups and snatch & run thefts from tourists remain an all-too-common occurrence in Colon. They advise that the Club Nautico anchorage is not patrolled, and



COURTESY CIRQUE

Louis Kruk had this 'security hatch' built in Puerto Vallarta to foil thieves such as those who were able to get inside 'African Seawing'.

boats are easy to reach from shore. While Anchorage F may not be as convenient, it's recommended as being much safer.

Before heading south to Panama after a number of years in Mexico. Louis Kruk

and Laura Willerton of the San Leandro-based Beneteau First 42 **Cirque** decided they wanted protection from thieves such as those who attacked **African Seawing**. So while still in Puerto Vallarta, they had Salvador 'Chava' Covarrubias create a 'security hatch' out of stainless steel. "The idea was a hatch that would allow for good ventilation, yet could be secured from the inside or out, and was strong enough to keep bad guys out," writes Louis. "And would still fit under a bunk cushion. The hatch was created by first fabricating the perimeter of 1/2" solid bar stainless to match the outline of the original acrylic hatch. Then a piece of stainless sheet was cut to fit inside the rod frame, and had ventilation holes cut in it. The hatch turned out lighter than *Cirque's* original half-inch-thick solid acrylic hatch. The cost was about \$350." Salvador Covarrubias Sandoval can be reached at Taller de Torno y Soldadura Neptuno, Fco. J. Echeverria No. 141, Col. Guadalupe Victoria, in Puerto Vallarta; or by phone at 01 (322) 2213414 (322) 2212930; or via email at acerosinoxidables_neptuno@hotmail.com.

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If you're ever in the Caribbean, or want to feel like you're in the Caribbean, we suggest that you either pick up a copy of the **Caribbean Compass** or check out the online version. Based out of little Bequia, Sally Erdle and her crew have just put out issue 200. While it's impossible to cover the entire Caribbean — or even just the Eastern Caribbean — in detail, we think the *Compass* does a good job. And they often get interesting letters from readers. For example, German cruiser Angelika Gruener of the vessel **Angelos** wrote in to complain that she had to fill out — by hand — 23 pages of paperwork to check out of Chaguaramas, Trinidad!

What did we find interesting in issue 199? First, the report that the BVIs have declared Gun Creek in Gorda Sound a Port of Entry. It's about time. And, they say they'll have the ESeaClear clearing process in effect. On the next page, the *Compass* reported that the vessel **Pampero**, which looked to be a modern 47-footer, was knocked down by a large wave on the southeast coast

of Grenada on the morning of February 27, and that all four crew were washed overboard. Fortunately, they all managed to swim ashore. Four days later the boat was found off the Los Testigos Islands by the Venezuelan Coast Guard, her engine still running. It all sounds just a little bit curious to us. The day after the *Pampero* crew was washed overboard, Dick and Ann Oliver's *Tayana 37 Chinook Wind* was wrecked on a reef at Las Aves de Barlovento, Venezuela. Unable to launch their dinghy or liferaft, the couple, who had spent the last two years cruising around the world, managed to swim to a Venezuelan Coast Guard vessel. Stuff happens in the Caribbean. Because there are lots of boats, lots of stuff happens.

"I just spent some wonderful days in the Galapagos with the most tame sea



Unlike the skittish iguanas, the seal pups of the Galapagos were tame and friendly enough to lick Rachel's toes.

life I've ever encountered," writes young Rachel Edwards of California, who is helping deliver the Beneteau 50 **Irene** to New Zealand. "Seal pups would lick my toes, turtles would let me pet them, but the iguanas were a little more skittish. We sailed *Irene* through Kicker Island, a most amazing 300-ft tall island that looks as though it was sliced in half. Check it out on Goggle Earth. We leave tomorrow on a 20-day-plus passage to

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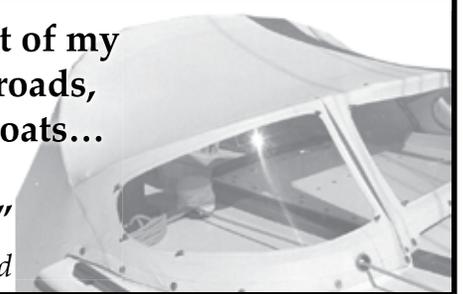


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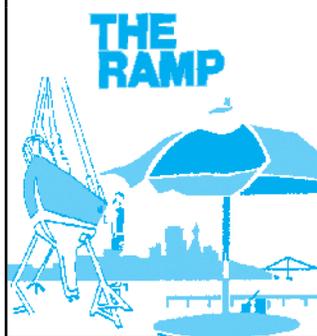
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the Marquesas."

"Superstitious people say that Friday the 13th is an unlucky day," writes Diana Frizzell of the Alameda and now Mexico-based Catalina 470 **Di's Dream**. "Well, Friday the 13th in March of this year sure was an unlucky day for the fish in our path while we made the crossing from the mainland to La Paz. The fishing was absolutely fabulous! 'Wally the Wahoo' was the catch of the day. We didn't have a scale to weigh him, but he was just under six feet long. In addition, we landed a pair of 25-lb yellowfin. The last catch of the day was a huge dorado. These fish would have tasted great, but we were in catch & release mode, as our freezer was already packed full of fish for the spring season up in the Sea.

"We had quite a storm here at Bahia del Sol last night," report Bill Yeargan and Jean Strain, organizers of the 'El Salvador Cruisers', "one similar to the surprise storm that hit La Cruz three years ago. There was intense rain, wind and waves that lasted for about 30 minutes. One boat clocked 60-knot winds.

The three anchored boats all dragged. The Doolittle family managed to bring their Catalina 38 **Knee Deep** to the marina after the wind subsided. Nobody was aboard **Panache** when she dragged, but her anchor luckily snagged one of the dock anchors. **Tolerance** wasn't as lucky, as one of the piers stove in a one-foot by two-foot hole only inches above the waterline. The rest of the starboard side of the hull sustained serious damage, and she may be a total loss. Two boats broke off of Santos' moorings. The crew of **Sundancer** was aboard and managed to anchor quickly. The **Talaria** crew was also aboard, but unfortunately she dragged and appeared to hit **Hotspur**, causing a fair amount of mostly cosmetic damage. **Talaria** bent four stanchions and their dinghy davit, and broke a 130-watt solar panel. She is in the marina licking her wounds. Five boats on Colette's moorings dragged their moorings about 200 yards, and

a couple of boats collided. The dock at Colette's blew away in the wind, and the moorings are being relocated. We had waves as high as our hips at the Bahia del Sol docks, and waves washed many flotation barrels from under the docks. But thanks to boatowners and the entire hotel staff, the damage was limited. Except for the damage to the boats, life is pretty much back to normal.

"Thanks to the efforts of Nick Humphries of the West Marine store in Henderson, Nevada, John McGinnis of West Marine International Retail Operations, and Neslihan Karayel, Manager of the West Marine stores in Marmaris — yes! — Turkey, we successfully received a substantial order from West Marine at Netsel Marina in Marmaris," reports Chay McWilliam of the Kelly-Peterson 46 **Esprit**. "We thank all these West Marine folks for all their efforts." Having been cruising on and off since starting with the '03 Ha-Ha, Chay, along with wife Catherine and son Jamie, are now immersing themselves in the historical wonders of Turkey.

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27-FT NEWPORT, 1976. Stockton SC. \$7,500. Strong clean A4 motor, new sails, self tacking jib. Newer canvas, cushions, group 27 batteries, running rigging and thru hulls. Depth finder, VHF, tiller pilot, whisker pole. PSS shaft system. Head with holding tank. <http://picasaweb.google.com/109619305831457912024/Newport27Sailboat?authkey=Gv1sRgCN-PssjY3u-z-AE>. Call (209) 608-1618.



25-FT CATALINA, 1980. Sausalito. \$6,000/obo. Main, roller furling jib (both in good condition), Honda 9.9 long shaft, autopilot, 2 anchors, and more. V-berth, head, dining table, galley, quarter berth fits tall person (6'6"). Breaks my heart to sell her after 15 years. THINK AMERICA'S CUP. Ideal for singlehanding, couple, small family, or sharing with a partner for very low cost to sail the world's greatest place! Sausalito berth at Clipper Yacht Harbor available. See pictures at: <http://flic.kr/ps/2bK5mU>. Contact (650) 324-9653 or rick.wolff@me.com.

26-FT MACGREGOR 26X, 2000. Redwood City, CA. \$17,500. Trailer w/spare, 50hp Evinrude 4-stroke, 2 gas tanks, low hours, top condition, main, jib, UPS reacher on roller, bimini, depth, stove, icebox, Santi Potti. Great lake/Delta/Bay boat. Many extras contact for list. (650) 703-6514 or sv_murmur@hotmail.com.



J/27, 1986. Berkeley. \$17,500. Very nice 1986 J/27 for sale. New bottom, new shrouds, 90% new running rigging, new forward hatch, new sail cover, new fenders, new dock lines, new stereo, new battery charger, new teak toe rails, completely up to survey, strong outboard, serviceable sails, rigged for racing but is a happy day sailer, clean and ready to go without any work, over \$26,000 invested, paid up slip in Berkeley for a month. About the prettiest little J out there. (510) 295-5066.

27-FT PACIFIC SEACRAFT ORION. 1984. Orcas Island, Washington. \$45,000/obo. Classic, strong, long distance cruiser. See *Mate's World's Best Sailboats*. New roller furling, toilet and Webasto heater. Radar, GPS plotter, beautiful teak cabin, bronze portholes. Ready to go anywhere. Contact bernshanks@hotmail.com or (360) 376-5740.



25-FT VANCOUVER SLOOP, 1985. Brookings, Oregon. \$17,900 or make offer. Double-ender strong long distance cruiser, Yanmar diesel 10, roller furling, macerating head, CQR anchor, teak cabin, self mast raiser, trailer, solar, stainless steel portholes and cowlings, much more. 600-mile delivery included. (541) 469-9379 or sandsations@nwtec.com.

25-FT MERIT, 1984. Brickyard Cove \$7,500. Nice dry/lake sailed Merit 25. Set up for single handing. Good Pineapples, furler, standing rigging. Older 150 and spinny. Low hours Honda 5. Tahoe Fun. Call Chuck. (530) 637-4403 or cvweidmer@gmail.com.



29 TO 31 FEET

29-FT ERICSON, 1972. Paradise Cay. \$9,950. Very Clean, Universal diesel, Espar heater, Dutchman reefing main, RF jib and genoa. Hauled 6/11, 2 coats trinidad. Could use non-skid on deck, otherwise quite sound. Tiller, autopilot. Great slip, classic boat. (415) 258-9289 or fairfaxvolunteers@earthlink.net.

30-FT FARALLON 29, 1976. Santa Cruz (lower harbor). \$20,000/obo. Full keel with cut-away forefoot. Built to a high standard in Oakland, Ca. Fully insulated custom teak interior. Twin bow rollers with mechanical windlass. New LPU hull and deck, fresh bottom paint. New windows, new AC waterheater, new plumbing and engine panel. Volvo MD5A diesel. New head with integral holding tank and pump out. New lead-acid batteries. Tiller pilot, Monitor windvane. Tabernacled for the Santa Cruz North Harbor. See more at <http://amitzohar.com/farallon.html>. Contact forest.roberts@gmail.com or (831) 431-3577.

30-FT J/30, 1979. Pt. Richmond. \$15,000. USCG Certificate of Documentation/Coastwise Endorsement. Opportunity for someone wanting to start a charter business. Third owner and have used it very lightly over the last 15 years. <http://img829.imageshack.us/slideshow/player.php?id=img829/690/1334782874se4.smil>. Call (415) 513-0095.

30-FT HUNTER, 1981. Point Richmond, private dock. \$12,000. AS IS/obo. Sale for health reasons. Needs bottom work. New batteries, strong Yanmar engine, all lines to cockpit, furler jib, wheel steering pedestal, autopilot, electric head, bimini, three jibs. For photographs: dpaia@comcast.net.

30-FT PEARSON, 1973. Delta. \$8,900. Fresh water berth. New bottom paint, anti-slip, zincs, 3-blade propeller, vented cabin heater, re-powered with twin diesel Volvo (100 hours), optional roller furling. Ready for Mexico, Caribbean or South Pacific. Contact (916) 217-6908 or chardonnaymoon@att.net.



30-FT CATALINA, 1983. Coyote Point Marina, San Mateo. \$16,900. Clean interior and exterior, well maintained. A4 engine. Set up for racing. Predictable handling, large cockpit and cabin. Catalina is well known for producing maximum value with time proven construction. Will email photos. Contact (925) 708-5727 or kevin@baybuilders.net.

30-FT TARTAN, 1972. Brickyard Cove Marina. \$14,500, price reduced. True plastic classic S&S design in very good condition. Bottom job, two coats Trinidad, 8/11. Upgrades: dodger, North main, jib, Harken furler, SS stem fitting, BBQ, depth, wind meter, Fortress anchor. Strong A4, electric fuel pump, ignition, SS muffler, new water pump, 55A alternator, alcohol cooktop, cockpit cushions, foam toppers. Sym and asym spin, dinghy, extra main and jib, VHF, stereo. Great teak. Send for photo package. Contact (510) 544-9611 or friedman33@comcast.net.

30-FT PEARSON 303, 1983. Sausalito. \$26,500. Great running Yanmar 13GMF. Very roomy, comfortable and safe, compare to Catalina 30. Two owners. Much new over past 5 years: standing/running rigging, mainsail, sail cover, mast paint, upholstery, radar/chart plotter, autopilot, VHF, stereo and speakers, batteries, guest charger, roller furling, Rocna anchor, lifelines, head, holding tank, cabin heat, fuel tank, exhaust elbow and more. Super clean and turnkey. Ready to explore the Bay, Delta and West Coast. More at <http://ryancheff.com/Pearson303>. (510) 224-4413 or ryancheff@gmail.com.

29-FT PEARSON TRITON, 1963. Sausalito. \$7,900. #393 is a great family boat for day sailing on the Bay and beer can races. Newish Doyle main and jib. Harken furler/traveler. (415) 823-0300.

30-FT OLSON, 1980. Long Beach. \$15,000. Hull #79. Singlehanded Transpac and Pacific Cup vet. Double spreader rig with a full good quality Ullman sail inventory. Includes a tandem axle trailer. For a complete inventory please contact Jeff Landers at (714) 615-5195 or jeff.landlers@att.net.



30-FT BRISTOL CHANNEL CUTTER. 1997. \$125,000/obo. 30-ft Lyle Hess Bristol Channel Cutter, *Tigress*, 1997, sistership to the Pardeys' famous *Taliesin*. Extraordinary craftsmanship. Mahogany on oak. Teak cabin and decks. Hull so fair many think it's fiberglass. Amazing teak and birdseye maple interior. 27hp Yanmar. Well equipped: roller-furling, storm trysail, spinnaker, sea anchor, radar, chartplotter, autopilot, windvane, refrigeration, VHF, 110V electrical, inverter, Force10 heater, Force10 stove/oven, windlass, 9-ft Fatty Knees dinghy with sailing kit, much more. Pristine like-new condition. See website: www.tigress-bcc.com. (650) 868-0348.

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30-FT HUNTER, 2001. Hidden Harbor. \$43,000. Beautiful boat. Professionally maintained and ready to go. Yanmar diesel. Roller furling. All lines led aft. Comfortable cabin. VHF. CD stereo. Propane galley. Fun to sail. Email for pictures: calvertvet@exwire.com. Call (530) 389-8387 or (530) 346-2266.



30-FT CUSTOM SCHUMACHER, 1981. Seattle, WA. \$30,000. Total professional restoration, and upgrades. 8 coats Awlgrip, and much more. Ready to race, weekend cruising, or day sailing. One of 5 built by Dennis Choate. Sister to *Shameless*. Contact for complete specs and pictures. Serious inquiries only. (206) 201-3701 or ISS87@Comcast.net.

30-FT NEWPORT, 1976. East Bay. \$18,000 or reasonable offers. Much loved, underused Newport 30/1976 with "new" reconditioned 3-cylinder diesel. Reasonable offers considered. Sleeps 6+, used as liveaboard but race ready. Well kept. Bruce 10Kg, Danforth, Xantrex battery charger. Email sailfuntr@gmail.com.



30-FT ALLMAND SAIL 31, 1982. Alameda. \$9,018. Diesel engine has only 179 hours. Contact (916) 267-7941 or alamedafrances@gmail.com.



30-FT CATALINA, 1980. Richmond Marina Bay. \$17,500/obo. Beautiful boat custom interior. New mast, boom rigging (all by Ballenger), sails (UK), Harken roller furler (all new in 2005). Autohelm, excellent A4. Hauled and painted April 2011.



28-FT S-2, 1982. Sausalito Clipper Yacht Harbor. \$22,500. Third owner. Hood Vec-tran sails. Yanmar diesel. Two anchors. Cockpit cushions. Well maintained. Solid sound boat. Strong Bay sailer. (707) 280-7498 or lounibos@sonic.net.

30-FT CATALINA, 1985. Tiburon. \$29,000. Diesel, wheel. Excellent condition. Many upgrades. Engine is perfectly maintained by professional mechanic. Sails like new. Dutchman system on main. Self-tailing winches. Newer lifelines and line clutches. New dodger frame, not on boat. Full boat cover. (415) 435-9469.



30-FT CAPE DORY - 1979, 1980. Marina Bay. \$36,500. Excellent condition. 20hp Beta Marine engine with 45 hrs, cutter rig with roller furling Yankee, dinghy davits, tiller steering. Radar/GPS chart plotter. For details & photos contact: (925) 984-7033 or lgerhardy@hughes.net.

32 TO 35 FEET

34-FT PETERSON, 1978. Alameda. \$24,500. New main, new club jib, spinnaker. 85, 105, 145, all lines led aft, red Yanmar diesel, Autohelm, interior new condition, GPS, dodger, windvane, microwave, TV, DVD, stereo. (510) 927-7322.



35-FT PEARSON ALBERG, 1963. Sausalito. \$21,000. Well maintained and upgraded, cruise ready with refrigeration, chartplotter, radar, autopilot, wind instruments, sails (good main and back-up, 90, 110, 130 genoa, spinnaker), new electric windlass, diesel, Lewmar ST winches and more. Email sashay63@gmail.com.

32-FT FUJI KETCH, \$34,900/FIRM. See Oyster Cove Marina ad *Infra* for pic and internet. Safe, seaworthy, solid diesel, California coastal cruiser, dodger, dinghy, OB motor. Many extras, charts, fiberglass hull, USCG documented. A beauty, sleeps 4+. Call (510) 262-9076.



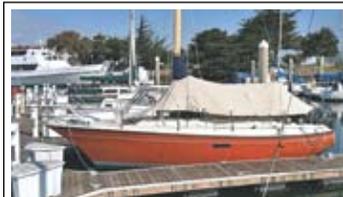
35-FT CHEOY LEE ALDEN 32, 1971. Pelican Harbor, Sausalito, CA. \$25,000. Pilothouse ketch. Long range coastal cruiser. Heated cabin. Heavy Lloyds A-1 glass hull. Lovely husky lines. Solid boat priced to sell. Perfect for San Francisco Bay and anchorages and outer coast. Needs some interior repair. Pelican Harbor slip 67, Sausalito. See details and video at website, click on sailboats, then *Euxine*. <http://boatvideosales.com>. (415) 465-1656.



34-FT CUSTOM FRERS. Cold-molded cedar/carbon/epoxy, 1999. Sausalito. \$75,000. Not a "Tupperware" boat, but high-quality cold-molded construction of cedar/carbon fiber/epoxy. Pedigree design, fast, strong, reliable, ready for the Bay or the South Pacific. More at www.kabrum.com. (415) 717-5589 or Peter@DocumentaSurveys.com.

32-FT ERICSON, 1971. Bruno's Yacht Harbor, Isleton. \$17,000. Not a project boat, ready to go. Classic 70s boat. Interior and exterior very well maintained. Great Bay and Delta boat. Yanmar 2GF diesel 700 hours service. New batteries, charger, mid-hatch and companion canvas. Restored deck, refinished teak, recent bottom paint. Suite of sails, lines led back, self-tailing winches, LectraSan sanitation, documented. Boat is currently at Bruno's Island, Isleton. Detailed equipment list available. (510) 207-0111 or (510) 525-3572 or don@dondommer.com.

33-FT RANGER, ALAMEDA. \$12,500. Universal diesel, Spectra H2O maker, large sail inventory, mostly Pineapple, 406 EPRIB, Force 10 propane stove and heater, windlass, wheel. This Mexico vet is ready to go again. www.latitude38.com/features/bomRanger33.htm. Email for photos: sailorkh@sbcglobal.net, or call (510) 507-0200.



DUFOUR 34, 1974. Berkeley Marina F 204. \$32,000. French ocean racing/cruising sloop. Sailed from France to West Coast when new. Original non-skid decks and orange gelcoat hull. New standing and running rigging as part of restoration. 25hp Volvo diesel. Excellent materials with little wear. 14 bottle holders cast into the cabin and galley. Large lifting eye cast into the keel. A hook from a freighter can pass through a hatch in the deck and lift the boat onto a cradle for world wide delivery. Super strong hull. From beer-can races to ocean sailing, this boat is safe and responsive. Come take a look at the orange sink in the head, only the French could pull it off. Peter. (510) 910-2886 or splinterconstruction@yahoo.com.

32-FT WESTSAIL. Pillar Point Harbor, Half Moon Bay. \$38,000/obo. Hull #417. Teak/mahogany interior: center table/fwd locker layout. 3 headsails, 1 staysail, 1 drifter. Perkins 4-108. Needs new mainsail and boom. Contact (650) 303-3901 or pgclausen@gmail.com.

ERICSON 35 MK II, 1977. Richmond YC. \$49,000. Bruce King design. Loved and well maintained. Equipped for cruising. Sleeps 5. The years have caught up to us, must sell! Detailed info and photos on website: www.ericson351977.blogspot.com. Contact (925) 935-4413 or sqsailors@hotmail.com.



CATALINA 34 MKII, 2003. Santa Cruz. \$95,900. Ready to cruise the California coast and beyond. Autopilot, GPS chart plotter, radar, windlass, dodger, roller furling jib, in-mast furling main, asymmetrical spinnaker, heated cabin, Universal 35M diesel. www.2003catalina34.com. Contact (831) 419-0573 or (831) 251-9125 or catalinamike@gmail.com.

35-FT FANTASIA, 1979. Alameda, CA. \$62,900. Bruce Bingham design, MKII cutter rig: Hull #58, recent circumnavigation refit, fresh bottom, full cruising inventory, 30hp Yanmar, hard dodger, two state-rooms, work shop, teak/holly interior. For full details go to <http://Yachtsoffered.com> website, listing #1291695. Contact (925) 917-1994 or lachamb91@gmail.com.

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36 TO 39 FEET



37-FT CREALOCK, 1979. Sausalito. \$79,000. Bill Crealock's ultimate 2-person cruising boat, made famous by Pacific Seacraft, and sailed up and down the West Coast by *Latitude 38* Editor LaDonna Bubak and her husband Rob Tryon. *Silent Sun* is ready to step aboard and go cruising with lots of great gear and upgrades. Check out the website for all the specs: <http://southboundssolar.com/crealock>, then call Rob or LaDonna at (503) 490-3305.

36-FT PEARSON, 1979. Moss Landing. \$56,000. 1979 Pearson 365 sloop. Includes Pearson 37 taller double spreader mast with new standing and running rigging, completely new LPU bottom paint on hull and deck, new interior, refurbished teak, new electric water heater, propane stove and oven, Perkins 108 diesel/low hrs, roller furling, good electronics. Exceptionally clean and good to go. (831) 316-8282 or (831) 383-1650.

ISLANDER I-36, 1974. Berkeley. \$27,500. Exterior brightwork - April 2012, bottom paint, cutlass bearing - May 2011. New full cockpit enclosure and bronze tint windows, 2 upgraded headsails, 2 Harken #46, 2-speed self-tailing winches. Farymann R30 diesel engine, radar, GPS. (503) 481-9769 or cahniway@aol.com.



36-FT SABRE 362, 1998. Berkeley. \$129,500. Shallow draft keel great for going up the Delta. Blue hull painted 2010. Standing rigging and autopilot replaced 2007. Mainsail 2008. Lightly used asymmetrical spinnaker. Partnership considered. Currently in OCSC fleet. (925) 766-2205 or danielcfcondon@gmail.com.

36-FT ISLANDER FREEPORT. Model B, 1978. Morro Bay. \$53,500. Roller furling, Bruce, 2 Fortress, windlass, radar, 2 VHF, remote mike, chart plotter, Autohelm, depth, wind gauge, refrigerator, CNG stove/oven, 1000 watt inverter, dual bank charger, fireplace, Perkins 4-108. Contact bobjenkizziar@sbcglobal.net or (559) 707-7344.



37-FT JEANNEAU SUN ODYSSEY. 2001. Ventura, CA. \$94,900. Loaded performance cruiser with Fisher-Panda generator, air conditioning, Yanmar, dodger, bimini, spinnaker, furling, chart-plotter, ST6000+ Autohelm, full instruments, refrigeration, stove, oven, electric windlass, huge aft berth/cabin, separate shower, more. Contact (805) 241-4184 or Rich.n.james@gmail.com.

39-FT FREYA IN STEEL, 1974. Oxnard, CA. \$25,000/obo. Freya Halvorsen 39 steel sloop. Insulated, rebuilt 85hp Ford diesel. Autopilot, radar, GPS, fridge, shower, hot water. Hood roller furling, hydraulic windlass, sounder, dodger, refurbished aluminum mast/boom. Project boat. Contact (805) 200-6089 or traim69@hotmail.com.



36-FT ISLANDER, 1973. L.A. Harbor. \$18,000. Fast and beautiful. Yanmar diesel with 780 hours, propane stove/oven, h/c pressurized water, wheel, Autohelm, lead keel, upgraded mast step, windlass, Harken roller furling, cockpit cushions. (760) 812-0375 or billinch@hotmail.com.

38-FT ERICSON, 1984. Oakland. \$60,000. Cruiser/racer by renowned designer Bruce King. Very clean, well maintained. Owned over 20+ yrs. Teak interior, roller furling, autopilot, diesel engine, 4'11" fin keel, many extras, email me for full details: hsu94583@yahoo.com or call (925) 735-0831.

36-FT ISLANDER, 1974. Alameda. \$27,000. Diesel, roller furling, Autohelm, propane stove/oven, hot/cold pressurized water. Solid boat, motivated seller. Call (714) 710-9008.

37-FT ENDEAVOUR A-PLAN, 1979. \$36,500/obo. Strong, safe cruiser, roomy liveaboard, Caribbean/Mexico vet. Extensive re-fit 2008, fully cruise equipped. Kyocera 125 solar panels, air marine wind generator, Avon 10'2" RIB, Yamaha 15, full cockpit enclosure, many extras. (831) 600-7232 or nettiemont@hotmail.com.



38-FT HALSEY HERRESHOFF. Cat ketch, 1983. San Rafael. \$44,900/obo. Price reduced. Fast, beautiful, easily handled liveaboard cruiser. Unstayed carbon-fiber masts. Diesel. Impressive wood interior. Two sleeping cabins. Two heads one w/composting toilet. Brand new sails and Awlgrip. Extremely well equipped. Canister liferaft. (707) 254-0220.

37-FT CREALOCK, 1979. Monterey. \$50,000. Excellent hull. Custom interior. 3 watertight bulkheads, Ballenger mast, Norseman fittings, new 3gm30f Yanmar, 70 gallons diesel. Imron LPU hull, deck and mast. Excellent Monterey slip. <http://picasaweb.google.com/102123433907360189909/February15201202?authuser=0&authkey=Gv1sRgCJea34-Hsdz7cQ&feat=directlink>. Contact dcd987@gmail.com or (831) 234-4892.

37-FT GULFSTAR, 1978. Berkeley Marina. \$15,000. Great boat to sail, roomy, comfortable, stable. Extensive rehab in 2002, new standing and running rigging, thru hull fittings, roller furling, head, holding tank and more. 50hp Perkins. Needs bottom job. Contact Jim. (619) 244-2144 or jimrhumphrey@gmail.com.

40 TO 50 FEET



43-FT NAUTOR SWAN, 1986. Sausalito, CA, 94965, US. \$175,000. *Infinity*, Ron Holland "Grand Touring" design. Centerline queen berth, "The Ideal Two Couple Cruiser". Volvo w/890 hrs, Max Prop, cruising inventory, liferaft, MOM module, heart inverter, new cushions. Serious only (no brokers). (415) 720-7016 or wolffjames76@yahoo.com.

46-FT KELLY PETERSON, 1982. Morro Bay. \$174,000. 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! www.facebook.com/pages/Kelly-Peterson-46-sailboat/172704439424234. Contact woodeney53@yahoo.com or (805) 459-1909.

42-FT PEARSON 424 KETCH, 1981. Alameda. \$89,500. Well maintained. Great liveaboard, performance cruiser. www.yachtworld.com/boats/1981/Pearson-424-2408898/Alameda%2C-San-Francisco-Bay/CA/United-States. Contact dave@bayislandyachts.com or (510) 507-0005.



40-FT NEWPORTER, 1957. Berkeley. \$57,000/obo. Pacific cruiser and great liveaboard! Isuzu C-240 i/b diesel engine and heater (Dickinson), cozy, classic full keel motorsailer, ample sails, equipment, supplies and storage. Cushioned cockpit and bright, warm pilothouse. Contact (415) 971-0361 or (508) 776-2440 or chris@newmariner.net.

40-FT C&C AFT CABIN, 1983. Marin. \$69,500. Rare aft cabin 40 model. All standing rigging, instruments, roller furler, hydraulic backstay, and many other improvements less than four years old. Absolutely the most boat for the money you can buy. (415) 516-1299.

47-FT OLYMPIC ADVENTURE, 1975. Portland, Or. \$89,000. Brewer-designed, strong, spacious world cruiser. Some upgrading needed, but all major systems in good condition. No teak decks. Set up well for cruising. Partial trade to smaller sailboat considered. Email jctario@comcast.net.



46-FT SLOOP WOOD HULL. F.S.Ford design, 1961. Marina Mazatlan, Mazatlan, Mexico. \$61,000. Cold molded 3-layer red cedar over classic wooden hull. South Pacific veteran. SS rigging, aluminum mast, boom, spinnaker pole. Contact for photos. www.yachtworld.com/boats/1961/F.-S.-Ford-Customwood-Cold-Molded-2440465/Mazatlan/Mexico. Contact (530) 656-2157 or kd6pgz@aol.com.

48-FT C&C LANDFALL, 1981. Emeryville, CA. \$169,000. Cutter-rigged cruiser in excellent condition. Many recent upgrades. 2 cabins, 2 heads, inside and outside steering, full E-Series electronics, generator, in-boom furling main, electric furling jib; 11' RIB w/15hp outboard, much more. (510) 610-2044 or sailortim@gmail.com.

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42-FT TEAK GARDEN PORPOISE. Ketch, 1967. North West Coast. \$60,000. Strong, beautiful, classic construction, Hong Kong 1967. Hull deck in teak on Ipe. Silicon-bronzed fasteners. Good condition, no rot. Full equipped for single-hand, back from Hawaii, sold complete. <http://svdiogenes.com>. Contact (360) 758-4299 or patrickguyot@hotmail.fr.



46-FT MORGAN 462, 1981. Vallejo Marina. \$137,000/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>. Contact (707) 334-3670 or baryb@aol.com.

50-FT HOLLMAN, 1989. Marina Bay YH. \$169,500. Fast cruising cutter with all sails furled from cockpit for easy solo or couple. All ST winches, large galley with reefer and freezer, full width and master stateroom, guest stateroom, 2 heads, nav station, autopilot, SSB, VHF, inv/chgr, (2) charting GPS, (2) radar, wind gen, 280 wtr, 100 diesel, (2) 20# propane. Yanmar with 3-blade MaxProp, 300' 3/8 chain on electric windlass with washdown. (520) 906-4351 or franke2u@aol.com.



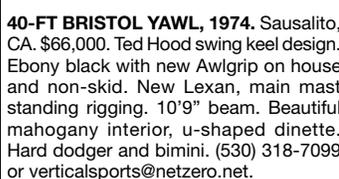
45-FT ISLAND PACKET, 2007. Marina Village Yacht Harbor. \$399,000. Professionally maintained. Original owner. 45'9" LOA, cutter rigged. 75hp Yanmar, Furuno NavNet 3D multifunction display at helm and Nav. Sirius weather. Simrad autopilot at helm with handheld remote. Icom M604 VHF radio at Nav. Icom at helm with hailer. KVM TracVision Satellite TV. XM stereo. CD/DVD player. Salon and forward berth have LG flat screens. Radar arch, dinghy lift. Outboard engine hoist. Delta on 400' of 3/8 chain rode, Muir Cheeta Electric Windlass controls at helm and bow, Lewmar electric winches. Many more features and options. She is comfortable, she is beautiful. Sail the Bay, sail the world. Located Marina Village, Alameda. For more information/photos email us at happysmithiiifamily@hotmail.com or (602) 509-3728.



40-FT COLUMBIA, 1965. Tiburon, CA. \$25,000. Beautiful looking *Libra* has a 10'8" beam and only draws 4'6" which is great for SF Bay. 6'3" of headroom below, sleeps seven. The 25hp Universal (m4-30) diesel 4-cylinder installed in '93 has 414hrs and is extremely reliable. Electric bilge pump, marine head, cockpit cushions, full cover, all sails, 2 spinnakers mainsail cover. Please see the website: http://web.me.com/jonnymoseley/Site_23/Libra.html. Contact (415) 948-9801 or jonnymoseley@mac.com.



41-FT NEWPORT, 1984. Bruno's Island Marina. \$49,000. Price reduced. Mexico vet, radar, GPS, autopilot, 40hp Universal diesel, solid rod rigging, 38 gal. fuel, 60 gal. water, sleeps 6, 8-ft dinghy with 9.9hp Nissan. (707) 688-0814 or (707) 290-9535 or raaddink@yahoo.com. 1200 Brannan Island Rd.



40-FT BRISTOL YAWL, 1974. Sausalito, CA. \$66,000. Ted Hood swing keel design. Ebony black with new Awlgrip on house and non-skid. New Lexan, main mast standing rigging. 10'9" beam. Beautiful mahogany interior, u-shaped dinette. Hard dodger and bimini. (530) 318-7099 or verticalsports@netzero.net.



45-FT GARDEN YAWL. One off, double end, 3 years in restoration, 98% completed, cold-molded over original strip planked, new electric motor. \$60K as is, or ? to finish. Contact (916) 847-9064 or stevebarber046@mac.com.



57-FT J.D.ROSSBOURGH. Gaff rig schooner, 1980. Emeryville. \$42,000/obo. Motivated seller. Awesome pirate style sailboat/liveaboard; sleeps 8, Detroit 53-3, 7 sails, thick teak/brass/bronze appointments, spacious aft state, full galley/large shower, 2 heads, Paloma water heater, washing machine, potbelly stove, new bottom, holds 500fuel/500water. (510) 383-0175 or (510) 265-4357 or stylesurfing@gmail.com.

51 FEET & OVER



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CLASSIC BOATS



40.5-FT NORDEREY, 1952. Moss Landing Harbor, dock A71. \$20,000/obo. Built in St. Monans, Scotland. All wood. Hull in excellent shape. Needs work. One owner for 35+ years. Perkins 4-108 engine. Full sail inventory plus, Aries self steering. Looking for a good steward. Contact Tim: norderrey1@yahoo.com. (209) 570-9951.



51-FT ALEUTIAN, 1977. Ventura, CA. \$129,000. Center cockpit pilothouse ketch, featuring an aft cockpit with transom door and teak swimstep. Stan Huntingford design, eleven built. Three staterooms, wet bar. Stand up engine room/shop. Will consider partial trade. (707) 815-5111 or jghague@yahoo.com.



45-FT SPARKMAN & STEPHENS, 1960. Ballena Isle Marina. \$40,000. S&S design #708. Argentina-built of local hardwood, copper riveted. 45' LOA; 31' LWL; 10' 8" beam; 6'4" draft. Recent decks and rigging. Aluminum spars. Tiller steering. Autohelm. Master Mariners and Jessica Cup competitor. New full boat covers. New spinnaker. New LPU topsides. 35hp BMW diesel; runs, needs work. <http://picasaweb.google.com/109279823363611668825/Valiant45SparkmanStephensSloop>. (510) 846-4178 or jmcnish@earthlink.net.



52-FT IRWIN, 1984. Puerto Vallarta, Mexico. \$245,000. Gorgeous Irwin 52 ketch. Love the boat and would rather have a 50% partner than sell outright. Tons of upgrades. See website for all the info. www.freya52.com. Contact (530) 342-1665 or freya52@live.com.

73-FT CHESAPEAKE BUG EYE KETCH. Pillar Point Harbor. \$50,000/obo. Beautiful classic. All clear fir. 73' LOA, 50' LOD. Call or see her web page for more info. www.sunstarsail.com. (530) 467-3173 or sunstarsail@yahoo.com.

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30-FT BIRD BOAT, 1929. Belvedere \$25,000. Classic SF Bay Bird Boat for sale. Excellent condition. New sails. Brightwork Bristol. New standing and running rigging. New hull paint. Oldest active racing class on the Bay. Class champion many times. (415) 435-0175.

MULTIHULLS



27-FT STILETTO CATAMARAN, 1982. Seattle, WA. \$19,000/obo. Fast, fun, racer, cruiser and great daysailer. High tech main, jibs, screechers and spinnakers; B&G instruments; includes galley and head. Nearly new 9.8hp Tohatsu has both electric and manual start. (206) 937-7454 or markolsoe@comcast.net.

37-FT PROUT SNOWGOOSE, 1982. Sausalito. \$48,000. Strong offshore cruising cutter. Low hour diesel, sleeps 5. Large hard top with solar panels, etc. (Over 100 Prout 37's have safely circumnavigated in all conditions. None have ever capsized.) (415) 331-3612.



38-FT CROSS, 1996. Loreto, Mexico. \$32,500/obo. Recent refit that included complete interior and exterior paint, epoxy barrier coat, anti fouling and new custom tramps. Extensive cruising inventory, asymmetrical in sock, 130 genoa on Furlex roller, storm jib, full batten main with 2 reefs, Universal M25XPB diesel with 620 hours new in 2004, 3-blade Maxi feathering prop, 5 Unisol solar panels, charge controller, inverter, generator, Katadyn 80E watermaker, Furuno radar, Autohelm, 787 GPS, MC35 radio, Adler Barbour 12CF refrig/freezer, Apex 10.5 RIB w 8hp Tohatsu, 3 anchors w/chain and rode, electric anchor windlass, sea anchor, extensive cruising inventory of spare parts and tools too numerous to list. Won't find a more complete boat ready to go for less. (619) 421-2235 or bajaair@cox.net.



44-FT CATANA 44S, 1993. Alameda. \$285,000. Fast, comfortable catamaran just finished 7-year circumnavigation. Well equipped, maintained, offshore ready. 3 cabins, 3 heads, 5 solar panels, wind generator, Volvo 40hp engines, watermaker, etc. www.mysticrhythmsadventure.com. Email richard.mysticrhythms@gmail.com.

34-FT GEMINI 105MC, 2005. Redwood City, California. \$149,500. Great family or race boat. Perfect for San Francisco Bay, coast, Mexico, and beyond. Fast; easy to sail without heeling. Spacious deck and interior. Elegant and comfortable. See website details. <http://loonasea.gibbons.web.stanford.edu>. Contact (650) 380-3343 or brian.j.gibbons@gmail.com.



38-FT LAGOON 380, 2001. La Paz, Mexico. \$239,000. Excellent cruising catamaran ready to go! Includes watermaker, solar power, SSB radio, complete electronics, Zodiac, and much more. Meticulously cared for, low engine hours, never chartered, 2nd owner. View website at: <http://lagoon380forsale.blogspot.com>. Email lagoon380forsale@gmail.com.



40-FT CUSTOM CATAMARAN, 1973. Port Townsend, WA. \$50,000. Totally rebuilt 2007-2010. NEW: cockpit, bulkheads, underwing, aft decks, engine, tanks, hatches, batteries, wiring, plumbing, davit arch. Twin helms, propane and wood heat, galley up, twin heads, cutter rig. More photos and info at website. www.sailboatlistings.com/view/24967. Contact wholebird@gmail.com or (360) 643-1593.



28-FT TRADEWINDS TRIMARAN, 1968. Pillar Point Harbor. \$5,000. Spartan in and out, but quick and reliable sailboat. Comes with new 4hp outboard. Call Karl Manfred (925) 354-7851 or (925) 354-9601 or karlmanfredkuepper@yahoo.com.



23-FT MULTI-23, 2008. Los Angeles. \$25,000. Gray Multi-23 for sale. Fast fun boat that is perfect for the Bay. New 2hp Honda outboard still in the box. Please call for details. (650) 814-7217.

POWER & HOUSEBOATS



37-FT HERSHINE, 1979. Emeryville. \$74,500. Your front-row seat to America's Cup! Cruise the Bay, dawdle on the Delta, cruise to Mexico, or live aboard this roomy, tri-cabin classic trawler with gobs of interior upgrades and exterior canvas plus nifty electronics such as Garmin 4208 chart plotter, RM AP w/remote. Easy-on-the-wallet single 120 hp Lehman diesel. A stern thruster makes even cross-wind docking easy. Transferable slip with first month free rent. Email for full specs and photos: jhbuetto@surewest.net.

41-FT ROUGHWATER, 1982. San Diego. \$75,000. All fiberglass pilothouse trawler, beautiful wood interior. 250-watt solar panels, portable generator, 250 gallons diesel, 150 gallons water, 8-knot cruise at 3 gph. 8-ft inflatable dinghy. Traditional sturdy Ed Monk-designed cruiser. Email jdtarle@hotmail.com.



47-FT C&L SEA RANGER. Pilothouse trawler, 1980. San Diego, Harbor Island. \$94,500. Fiberglass; twin Ford Lehmans just refit, new appliances, paint, fresh survey and bottom with thru-hulls. All specs and pictures view site. NICE boat! www.searanger47.com. Contact (480) 948-7053 or kstrecker50@gmail.com.

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CATALINA 42 PARTNERSHIP. For sale. San Carlos, Mexico. Catalina 42 partnership available for fun and adventure in Mexico's Sea of Cortez and Pacific Coast. Cruise-ready in immaculate condition with extensive gear to make your cruising comfortable and safe. Email sailingduo@hotmail.com.



52-FT IRWIN, 1984. Puerto Vallarta, Mexico. \$245,000. Gorgeous Irwin 52 Ketch. Love the boat and would rather have a 50% partner than sell outright. Tons of upgrades. See website for all the info. www.freya52.com. Contact (530) 342-1665 or freya52@live.com.



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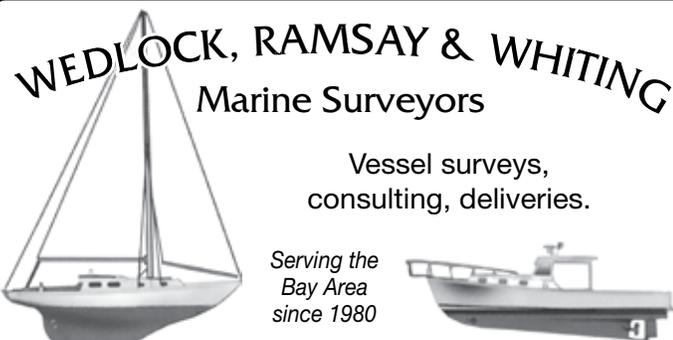
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1984 CATALINA 30. Marina Village, Alameda. \$5,000. Original owner seeks 2 responsible partners for 1/3 partnership each. Main/jib, mast/rigging all less than 5 years old. Harken roller furling jib, Universal Atomic 3-cylinder diesel. Estimated \$25k value. (415) 420-1487 or aztec26@verizon.net.

SEEK PARTNERS: OPEN 30 SAILBOAT. Sausalito. \$8k minimum. Ultrafast racer, safe daysailer. Santa Cruz Yachts-built. Offshore rated. Water ballast. Extensive racing/safety gear. Liferaft. Yanmar diesel. Huge cockpit, great daysailer. Recent survey, \$200k replacement value. Schedule open. Pac Cup ok. Email bay2375@yahoo.com.

SAILBOAT PARTNERSHIP AVAILABLE. Marshall, CA. \$4,000. 26-ft Laguna 1984, trailerable w/trailer and mooring on Tomales Bay. Fixed keel, 3 1/2' draft, roller jib, double reefing on main, inboard diesel runs great, propane, Porta-Potti, sleeps 4. Equal usage. No tow vehicle, I use rental pickups. I hope to split the season between Tomales and SF Bays. Perhaps vacations elsewhere. Contact Albert, albertba@earthlink.net or (707) 861-3350.



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TRAILER FOR SMALL SAILBOAT. 17-20 feet in length, in good condition, shallow draft with tongue extension. Also 4-6hp, 4-stroke long shaft engine. Have cash will travel. For sale new, 15hp Nissan 4-stroke OB short shaft; \$2,600. Leave message for Rob. (707) 459-5015.

RANGER 23 NEWER MODEL. Good condition. With engine and trailer. Contact rampagethegalaxy@yahoo.com or (541) 269-9181.

ANCHOR CHAIN WANTED. Need 200 feet (+ or -) of good used 5/16" galvanized chain. My old chain is stamped HT4 and 11 links measure exactly 12 inches. Call Gary. (209) 606-3094.

WILL TRADE FURNISHED HOME in Arizona for best boat offered. Casa Grande. Best offer. Eleven-year-old three bedroom, two bath, double-car garage, heat pump, double glazed windows, back and side yards fenced in. RV pad in back yard with concrete drive from street. No HOA fees, washer and dryer. Assume FHA mortgage of \$53,000. \$422/mo (includes principal, interest, taxes and hazard insurance. Call for pictures and further info. (619) 600-1550 or email japt100@yahoo.com.

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MISC PARTS. Pt. Richmond. Forespar pole 12-20ft; \$500. Isomat boom 15'7"; \$350. JRC radar 1000 Mk II \$450. Harken furler unit 2 & 1.5; \$300 ea. Mainsail cover blk; \$140. Prop 3-blade #17RH10; \$250. Autohelm ST50 wind complete; \$350. Autohelm ST50 compass 2 ea.; \$200 ea. Furuno radar 1835; \$150. Jib and staysail for Tayana 37; best offer. (510) 599-1702 or amorekai@aol.com.



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74-FT MAST. Designed for catamaran Best offer. (415) 269-5165.

MISCELLANEOUS

MARITIME DAY. 300 Napa Street, Sausalito. Galilee Harbor 32nd Anniversary, Saturday, August 4. Flea market, food, music, boat raffle. For info call Galilee Harbor, (415) 332-8554 or go to our website: www.galileeharbor.org.

HENRI LLOYD FOUL WEATHER SUITS. Antelope, CA. \$500. (1) small jacket/bib overalls, red, excellent condition. And, (1) large jacket/bib overall, red, bib strap has some damage, otherwise good condition. \$500 each. Free standard shipping to U.S. address. Contact (916) 289-4640 or svamalthea@hotmail.com.

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NAUTICAL FLEA MARKET. Sunday, May 20. Elkhorn Yacht Club's World Famous Nautical Flea Market. 2370 Highway 1, Moss Landing. Booths are \$25 for 50% or more Nautical Gear, \$30 for all others. Come early. Breakfast Sandwiches-BBQ-Beer-FUN. www.elkhornyc.com. Contact (831) 724-3875 or eyc@elkhornyc.com.

SINGLE SKIPPERS AND CREW of all abilities are invited to join the Single Sailors Association. Membership includes daysailing, social events. Meetings held 2nd Thursday, Ballena Bay Yacht Club. Social 6:30pm; Meeting 7:30pm. Guests welcome. www.singlesailors.org. (510) 239-SAIL or (510) 239-7245.



NON-PROFIT

ABOUT BOATING SAFETY. 2-day class at CG Station. GG US Coast Guard Sta. Golden Gate, Sausalito. \$25 per person (includes course materials). Become a safer boater in this 8-hour course offered over Saturday, May 19th and Sunday, May 20th. Taught by Coast Guard Auxiliary members with years of boating and instructional expertise. Topics include planning, vessel safety, legal requirements, intro to navigation, and emergency preparedness. (415) 332-5548 or joannundunaway@e-msil.com.

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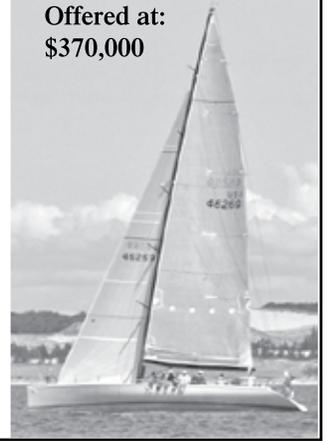
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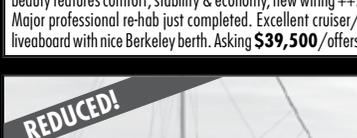
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