

Latitude 38

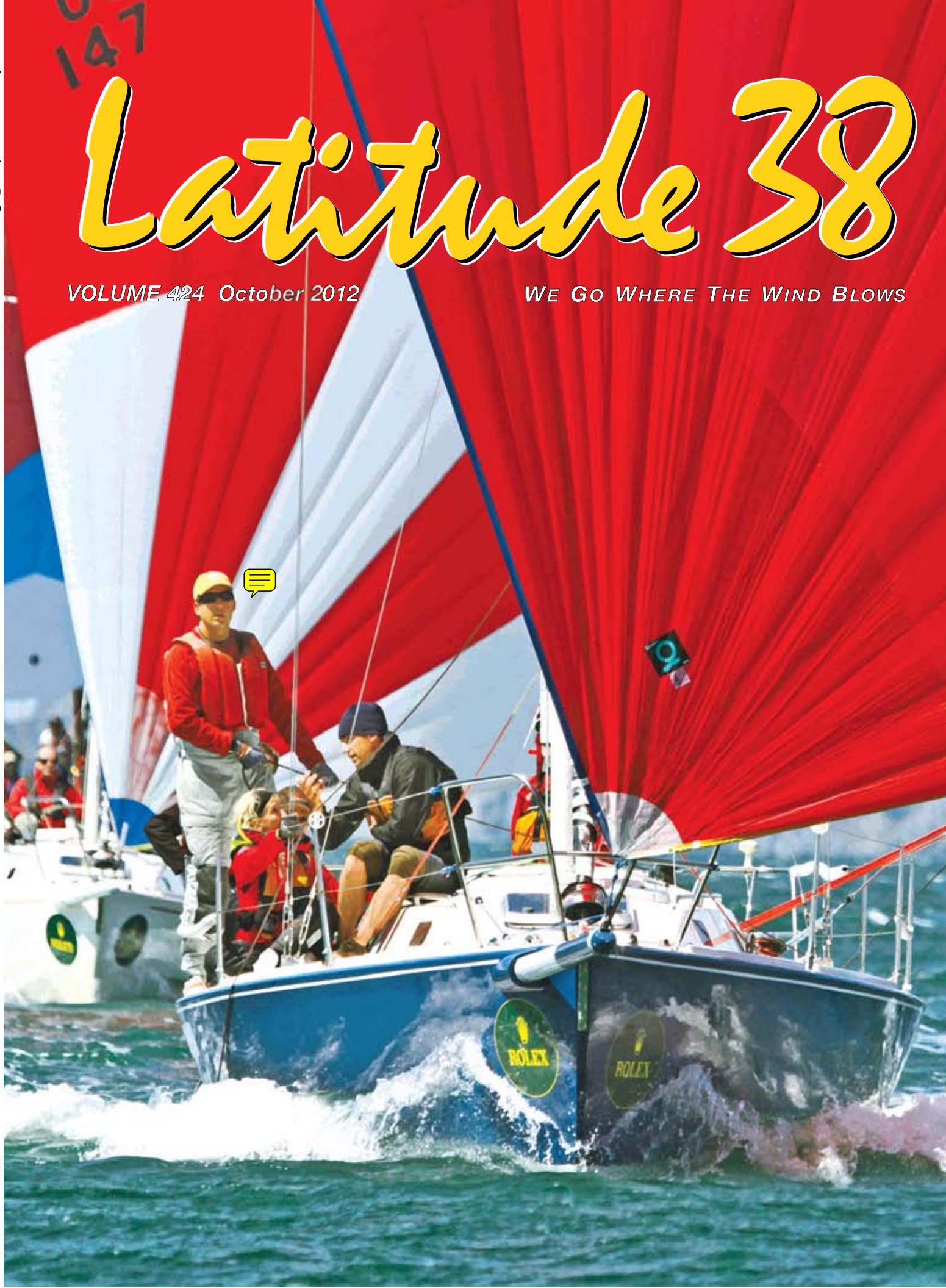
# Latitude 38

VOLUME 424 October 2012

WE GO WHERE THE WIND BLOWS

OCTOBER 2012

VOLUME 424





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*Photo by Ray Corral*

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# Who Wrote That Ad?

PHOTO ERIK SIMONSON/WWW.PRESSURE-DROP.US



*Green Buffalo\**

We love it when the customer writes our ads. So here are a few lines from Jim Quanci, whose Cal 40 *Green Buffalo* is the overall winner of this year's Singlehanded TransPac Race from here to Hanalei Bay on the island of Kauai, Hawaii:

"Love my carbon main...first one lasted seven years - including our winning numerous ocean races...crewed and shorthanded... and through three Pacific Cup races to Kaneohe, Hawaii...so I went out and bought another one!" All the way "out" to Alameda, California.

"Love my Pineapple chutes...flew a 3/4 ounce [specifically designed for broad reaching as opposed to a general purpose sail] for seven straight days and nights in the Singlehanded TransPac without taking it down... through thick and thin...including quite a few squalls."

"My Pineapple jib top [high clewed reaching genoa] was my 'secret weapon' in the race... I had it up tight and beam reaching for two straight days...the two days I did the most miles in the race...and it was the workhorse on the delivery home."

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Cover: The J/105s *Wianno* and *JuJu* battled it out during September's Rolex Big Boat Series.

Photo: Ellen Hoke / [www.ellenhoke.com](http://www.ellenhoke.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](mailto:editorial@latitude38.com), or mail to Latitude 38 editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address or see [www.latitude38.com/writers.html](http://www.latitude38.com/writers.html).



## SUPER VALUES!



Beneteau 411, 1999 \$148,500



Cyclades 51, 2006 \$260,000



Alerion 28, 2002 Reduced! \$74,500



J/32, 1997 Reduced! \$79,000

### SAIL

51'	Beneteau Cyclades	2006	\$260,000
50'	Gulfstar	1977	139,500
46'	Beneteau Oceanis 461	1998	174,000
45'	Island Packet	1998	219,000
42'	Beneteau First 42	1985	85,500
41'	Tartan 4100	2004	345,000
41'	Beneteau 411	1999	148,500
41'	Dehler DS	1998	159,000
40'	Beneteau	2009	199,000
40'	Beneteau	2008	175,000
40'	Beneteau 40.7	2001	165,000
39'	Beneteau 393	2003	134,500
38'	Island Packet 380	1999	229,000
38'	Island Packet 380	1999	227,000
38'	Beneteau Moorings	1991	49,500
38'	Ericson 38-200	1988	68,000
37'	Island Packet 370 cutter	2004	269,900
37'	Pacific Seacraft yawl	1984	119,000
36'	Hunter sloop	2004	94,500
36'	Beneteau 361	2000	94,950
36'	Catalina	1989	49,900
36'	Pearson 36-II	1985	57,900
35'	C&C MkIII	1983	42,900
34'	C&B Marine Tiffany Jayne	1982	29,000
33'	Beneteau 331	2004	89,300
33'	Hunter 33.5 sloop	1992	39,500
32'	Beneteau 323	2007	93,500
32'	Beneteau 323	2007	89,500
32'	J/32	1997	79,000
32'	Westail	1976	64,400
31'	Island Packet	1988	59,500
28'	Alerion Express	2002	74,500
28'	Catalina MkII	2002	49,900
24'	Corsair Sprint 750	2008	55,000

### POWER

61'	Mikelson SFPH	2002	990,000
53'	Navigator CPMY	1998	249,000
31'	Tung Hwa sedan trawler	1981	35,000

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## BENETEAU OCEANIS 41



## BENETEAU OCEANIS 37



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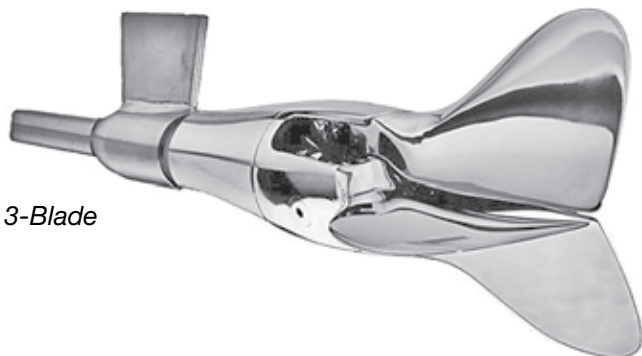
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*"we go where the wind blows"*

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- 2000 32' J/32 - Rhapsody \$109K
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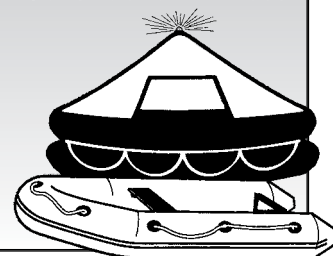
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46' Beneteau 45f5, 1993  
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40' Hinckley Bermuda  
MkII CB, 1968  
\$119,000



40' Swan, 1996  
\$219,000



40' Farr, 1992  
50-ft S.F. Berth



39' Cal MkII, 1979  
\$49,000



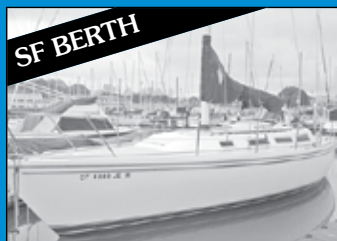
37' Tayana Cutter, 1977  
\$59,000



37' Pacific Seacraft, 1980  
\$109,000



40' Caliber 40 LRC, 1998  
\$189,500



36' Catalina, 1986  
\$45,000



32' Contessa, 1990  
\$45,000



30' Cape Dory Cutter, 1982  
\$39,500



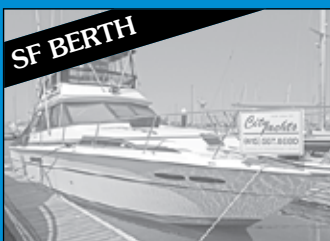
30' Albin Ballad, 1978  
\$25,000



33' Nauticat, 1987  
\$79,995



41' Storebro SRC 400, 1990  
\$169,000  
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39' Sea Ray 390, 1985  
\$195,000



34' Legacy, 2003  
\$270,000

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## CALENDAR

### Non-Race

**Oct. 3-31** — 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](http://www.stfyc.com).

**Oct. 4** — Community Day at Sausalito West Marine. 5% of the day's profits go to Sailors for the Sea. Prizes, education and hot dogs! Info, (415) 332-0202.

**Oct. 4-8** — Hey, sailor, it's Fleet Week, featuring the Blue Angels. Details can be found at [www.fleetweek.us](http://www.fleetweek.us).

**Oct. 4-8** — 43rd Annual United States Sailboat Show, aka the Annapolis Boat Show. Info, [www.usboat.com](http://www.usboat.com).

**Oct. 5** — Fundraiser for Sausalito Community Boating Center (Cass Gidley Marina) at Studio 333 on Caledonia St, 6:30 p.m. Silent auction, raffle, appetizers & desserts. \$25 advance/\$40 door. Info, [www.cassgidley.org](http://www.cassgidley.org).

**Oct. 6** — Chula Vista Marina Swap Meet, 7 a.m.-noon. Info, [boatslips@cvmarina.com](mailto:boatslips@cvmarina.com).

**Oct. 6** — 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](http://shorelinelake.com/aquatic/aquatic.htm).

**Oct. 6** — Redwood City PortFest, a free showcase of the waterfront. Live music, kids' activities, food and beer garden. Free shuttle from Caltrain station. Info, [www.rwcportfest.org](http://www.rwcportfest.org).

**Oct. 6 & 7** — Watch the Blue Angels Show from the deck of *Hawaiian Chieftain*, \$75. Info, [www.historicalseaport.org](http://www.historicalseaport.org).

**Oct. 7** — Cal Sailing Club's free introductory sail at Berkeley Marina, 1-4 p.m. Info, [www.cal-sailing.org](http://www.cal-sailing.org).

**Oct. 7-28** — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or [www.baads.org](http://www.baads.org).

**Oct. 8** — Celebrate Columbus' famous sail today.

**Oct. 11** — Are you a single boatowner and need crew? The Single Sailors Association has crew to help sail your boat. Monthly meeting at Ballena Bay YC in Alameda, 6:30 p.m. Info, [www.singlesailors.org](http://www.singlesailors.org) or (510) 239-7245.

**Oct. 12, 1492** — Rodrigo de Triana shouted "¡Tierra! ¡Tierra!" when he spotted land at 2 a.m. from the deck of *La Pinta*.

**Oct. 12** — Cruising Baja & Bash seminar and BBQ for Ha-Ha'ers, with Ullman Sails and Pacific Offshore Riggers in San Diego, 5 p.m. Free. Info, [www.ullmansailsandiego.com](http://www.ullmansailsandiego.com).

**Oct. 12-14** — Baja Bound Cruiser Rendezvous at Oceanside YC. \$95. Info, (760) 722-5751 or [info@oceansideyc.com](mailto:info@oceansideyc.com).

**Oct. 17** — 'Sail Design in 3D' presentation by Pineapple Sails' Kame Richards at Corinthian YC, 6:30 p.m. Free. RSVP at [www.cyc.org](http://www.cyc.org) or call (415) 435-4771.

**Oct. 18** — SailMail Training by Jim & Sue Corenman and Shea Weston at Pt. Loma Assembly Hall, 8:30 a.m.-4 p.m. \$50/person or \$75/couple. RSVP, [sysop@sailmail.com](mailto:sysop@sailmail.com).

**Oct. 19** — 'Using Your Marine SSB' by Gordon West & Shea Weston at Downwind Marine in San Diego, 5:30-9:30 p.m. \$25/person or \$30/couple. RSVP, [sheaw@offshoreoutfitters.com](mailto:sheaw@offshoreoutfitters.com).

**Oct. 20** — Baja Ha-Ha Welcome to San Diego Party at Downwind Marine, 12-4 p.m. Info, [www.baja-haha.com](http://www.baja-haha.com).

**Oct. 20** — SF Maritime's Sea Music Concert Series continues aboard *Balclutha* at Hyde St. Pier, 8-10 p.m. Next up: Shanghaied on the Willamette. \$14 per concert. Info, [www.maritime.org](http://www.maritime.org) or (415) 561-6662.

**Oct. 20** — Power & Sailboat Winterization Basics seminar at San Jose West Marine, 1-2:30 p.m. Free. RSVP to (408) 246-1147.

**Oct. 20 & 27** — Sail aboard San Francisco Maritime National Historic Park's scow schooner *Alma*. Learn the Bay's history on this 3-hour voyage, leaving Hyde St. Pier at 1 p.m. \$40 adults, \$20 kids 6-15. Info, [www.nps.gov/safr](http://www.nps.gov/safr).



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2010 RANGER 29 Claret Red hull Carpe Diem \$189,900

## Preowned Catalina Yachts at Our Docks

Catalina 470, 2005	.....	<b>NEW LISTING!</b>	\$327,000
Catalina 470, 1999	.....	<b>MOTIVATED SELLER!</b>	180,000
Catalina Morgan 440, 2006	.....	<b>NEW LISTING!</b>	259,900
Catalina 42 MkII, 2004	.....		195,000
Catalina 42, 1989	.....	<b>MOTIVATED SELLER!</b>	89,000
Catalina 400, 2004	.....	<b>REDUCED!</b>	183,000
Catalina 400, 2001	.....	<b>REDUCED!</b>	168,000
Catalina 380, 2000	.....		141,000
Catalina Morgan 38, 1994	.....	<b>REDUCED!</b>	108,000
Catalina 36 MkII, 2001	.....		98,500
Catalina 36, 1999	.....	<b>REDUCED!</b>	82,500
Catalina 36, 1995	.....		75,000
Catalina 36, 1983	.....	<b>REDUCED!</b>	51,900
Catalina 350, 2005	.....		129,900
Catalina 350, 2003	.....	<b>NEW LISTING!</b>	116,500

Catalina 34, 2003	.....	<b>NEW LISTING!</b>	95,000
Catalina 34, 1987	.....	<b>REDUCED!</b>	49,000
Catalina 34, 1989	.....		47,500
Catalina 34, 1987	.....	<b>NEW LISTING!</b>	48,500
Catalina 320, 2000	.....		78,000
Catalina 310, 2000	.....		59,000
Catalina 30, 1995	.....	<b>REDUCED!</b>	45,000
Catalina 30, 1984	.....	<b>REDUCED!</b>	22,000

## Preowned Sailing Yachts at Our Docks

Gulfstar 50 owners' model, 1978	.....		125,000
Beneteau 473, 2006	.....		288,500
Norseman 447, 1984	.....		199,000
Tartan 4100, 2004	.....		345,000
C&C 41, 1984	.....	<b>SOLD!</b>	
C&C 38, 1979	.....	<b>REDUCED!</b>	41,000
Hunter 37, 1987	.....		49,000
Hunter 356, 2003	.....	<b>REDUCED!</b>	84,995
Islander 36, 1979	.....		30,000

Santa Cruz 33, 1978	.....	<b>NEW LISTING!</b>	35,000
Hunter 31, 2007	.....	<b>REDUCED!</b>	75,000

## New Ranger Tugs (base price)

Ranger 31 Tug, 2013	.....	<b>JUST ARRIVED!</b>	279,937
Ranger 31 Tug, 2012	.....	<b>NEW MODEL!</b>	279,937
Ranger 29 Tug, 2013	.....	<b>JUST ARRIVED!</b>	220,937
Ranger 27 Tug, 2012	.....	<b>NEW MODEL YEAR!</b>	159,937
Ranger 21EC Tug, 2011	.....	<b>LOADED!</b>	49,937

## New Cutwater Boats in Stock (base price)

Cutwater 26, 2012	.....	<b>SOLD!</b>	
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## Preowned Ranger Tugs at Our Docks

Ranger 29 Tug, 2010	.....	<b>NEW LISTING!</b>	189,900
Ranger 25SC Tug, 2011	.....	<b>SOLD!</b>	
Ranger 25SC Tug, 2010	.....	<b>INCLUDES TRAILER!</b>	129,500
Ranger 25 Tug, 2009	.....	<b>SOLD!</b>	
Ranger 25 Tug, 2008	.....	<b>NEW LISTING!</b>	120,000
Ranger 21EC Tug, 2009	.....	<b>NEW LISTING!</b>	47,500

## Preowned Power Yachts

Chey Lee 66 Ocean Trawler, 1987	.....	<b>REDUCED!</b>	549,500
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[teri@sailcal.com](mailto:teri@sailcal.com)  
[rod@sailcal.com](mailto:rod@sailcal.com)

## CALENDAR

**Oct. 22** — Downwind Marine's Evening Cruisers' Seminar Series kicks off with 'Cruising Mainland Mexico' by Dick Markie, 6-8 p.m., \$3. More seminars at same time and location. **10/23:** Charts Past, Present & Future (Capt. Ann Kinner); **10/24:** Mexican Liability & Int'l Health Insurance (DeAnne Amancio); **10/25:** Outboard Motor Care (Tom Teevin); **10/26:** Preparing for Heavy Weather Sailing (Bruce Brown); **10/30:** Life at Sea, Keep Cruising a Joy (Capt. Dale Parshall). More TBA. Info, [www.downwindmarine.com](http://www.downwindmarine.com).

**Oct. 24** — Come wish Bay Area sailing legend Jim Jessie a happy 80th birthday at Oakland YC, 5:30 p.m. till whenever. Everyone welcome! Email [bayswimmers@yahoo.com](mailto:bayswimmers@yahoo.com) for more info (put 'Jim Jessie' in subject line).

**Oct. 25** — 'Save the Whales Again' presentation by award-winning marine life filmmaker and whale researcher Jeff Pantukhoff at Sausalito's Bay Model, 7 p.m. \$5 donation. Info, [www.spn.usace.army.mil/bmvc](http://www.spn.usace.army.mil/bmvc).

**Oct. 28** — Baja Ha-Ha Halloween Costume Party & BBQ in San Diego West Marine parking lot. May the best pirate win!

**Oct. 29-Nov. 8** — Baja Ha-Ha XIX Cruisers Rally, from San Diego to Cabo San Lucas. Info, [www.baja-haha.com](http://www.baja-haha.com).

**Oct. 29** — Sail under the full moon on a Monday night.

**Oct. 31** — Dress as your favorite sailor for Halloween.

**Nov. 4** — Daylight Saving Time ends.

**Nov. 10-11** — ISAF Sea Survival course at San Francisco YC. Fee \$240. Fulfills Pacific Cup requirements. Repeats **11/17-18**. Email [amperrin@racingyachtmanagement.com](mailto:amperrin@racingyachtmanagement.com) for more info.

**Nov. 14** — 'Going Cruising? Know Before You Go' presentation by cruising consultant Neal Doten at Corinthian YC, 6:30 p.m. Free. RSVP at [www.cyc.org](http://www.cyc.org) or call (415) 435-4771.

### Racing

**Oct. 2-7** — America's Cup World Series Season Two continues on San Francisco Bay! See [www.americascup.com](http://www.americascup.com) for details on schedules and viewing opportunities.

**Oct. 5-7** — Melges 20 Nationals. CYC, [www.cyc.org](http://www.cyc.org).

**Oct. 6, 1914** — The birthday of Thor Heyerdahl, who became famous for sailing the raft *Kon-Tiki* across the Pacific from South America to the Tuamotus.

**Oct. 6** — Islander 36 Nationals hosted by GGYC. Info, [www.islander36.org/11race.html](http://www.islander36.org/11race.html).

**Oct. 6** — Jack & Jill Regatta. CPYC, [www.cpyc.com](http://www.cpyc.com).

**Oct. 6** — Around the Brothers Race. RYC, [www.ryc.org](http://www.ryc.org).

**Oct. 6** — Oktoberfest. OYC, [www.oaklandyachtclub.net](http://www.oaklandyachtclub.net).

**Oct. 6** — Doublehanded Race. TYC, [www.tyc.org](http://www.tyc.org).

**Oct. 6** — Champions Race. VYC, [www.vyc.org](http://www.vyc.org).

**Oct. 6 & 20** — Fall # 3 & 4. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**Oct. 6-7** — SSS Vallejo 1-2, a mellow way to end the short-handed season. Info, [www.sfbaysss.org](http://www.sfbaysss.org).

**Oct. 6-7** — Vice Commodore's Cup. HMBYC, [www.hmbyc.org](http://www.hmbyc.org).

**Oct. 6-7** — Sausalito Cup, a J/105 match race. SYC, [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).

**Oct. 6-7** — J/24 & Olson 25 Natls. BYC, [www.berkeleyyc.org](http://www.berkeleyyc.org).

**Oct. 6-7** — Hobie Regatta. MPYC, [www.mpyc.org](http://www.mpyc.org).

**Oct. 7** — Berkeley Chowder Series begins and continues every Sunday through March, except on Berkeley Midwinter weekends. BYC, [www.berkeleyyc.org](http://www.berkeleyyc.org).

**Oct. 7** — Singlehanded Race. TYC, [www.tyc.org](http://www.tyc.org).

**Oct. 7** — El Toro Stampede. RYC, [www.eltoroyra.org](http://www.eltoroyra.org).

**Oct. 7, 13, 21** — Fall #3, 4, 5. FLYC, [www.flyc.org](http://www.flyc.org).

**Oct. 10, 1846** — The first ocean race for yachts, 25 miles out to sea and back, was sponsored by the New York YC. The schooner *Coquette* narrowly defeated the sloop *Maria*.

**Oct. 11-12** — Kilroy Realty ProAm. StFYC, [www.stfyc.com](http://www.stfyc.com).



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**J/111, 2011, Invisible Hand**  
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**C&C Landfall 48, 1981, Footloose**  
Total refit, ready to go anywhere in the world!  
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**Silverton 351 Sedan Cruiser, 1999, This Is It**  
Ready to go play?  
Asking **\$99,995**



**True North 38, 2002, Ricochet**  
This SUV of the sea is ready for fun on the water.  
**\$184,900**



**Pacific Seacraft 40, 1999, DreamKeeper**  
Well equipped. Cruise anywhere.  
Asking **\$314,900**



**J/160, 2001, Mandalay**  
Cruise in ultimate luxury.  
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**J/120, 2002, Alchera**  
Don't miss this incredible deal! This  
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**J/105s**  
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**Aerodyne 38, 2003, Kira**  
Must see, totally tricked out for  
cruising. Asking **\$189,000**

55' Tayana CC, '88, <i>Samadhi V</i> .....	\$249,000
53' J/160, '01, <i>Mandalay</i> .....	\$579,000
52' Santa Cruz 52, '99, <i>Renegade</i> .....	\$495,000
52' TransPac w/IRC mods, '03, <i>Braveheart*</i> .....	\$395,000
50' Bakewell-White, '02, <i>Brisa</i> .....	\$615,000
48' J/145, Hull #9, '03*.....	\$675,000
48' C&C Landfall 48, '81, <i>Footloose</i> .....	New Listing! \$159,995
48' 1D48, '96, <i>Chaya</i> .....	\$60,000
47' Valiant, '81, <i>Sunchase</i> .....	SOLD
45' Jeanneau Sun Odyssey, '08*.....	\$319,000
44' J/44, '90, <i>Phantom</i> .....	\$239,000
44' Wauquiez 43 Pilot Station*.....	\$299,000
43' J/130, '96*.....	\$184,000
42' Beneteau 423, '07*.....	\$204,500
41' J/124, '06.....	SOLD
40' J/120, '02, <i>Alchera</i> .....	Reduced \$169,000
40' J/120, '98, <i>Jolly Mon</i> .....	\$165,000

40' J/120, '94*.....	\$149,000
40' Farr, '97, <i>Far Niente</i> .....	\$170,000
40' Pacific Seacraft, '99, <i>DreamKeeper</i> .....	\$314,900
39' Silverton 351 Sedan Cruiser, '99.....	New Listing! \$99,995
39' Carroll Marine CM 1200, '95*.....	\$55,000
38' True North 38, 2002, <i>Ricochet</i> .....	Reduced \$184,900
38' Aerodyne 38, '03, <i>Kira</i> .....	\$189,000
38' Alerion, '07*.....	\$269,000
36' J/109, '03*.....	\$189,000
36' J/36, <i>Dawn's Early Light</i> .....	Reduced \$43,700
35' J/105, '92, <i>Vim</i> .....	Reduced \$75,000
35' J/105, '02, Hull #581, <i>Business Time</i> .....	Reduced \$84,900
35' J/105, '01, Hull #400, <i>Lulu</i> .....	\$105,000
35' J/105, '00, Hull #355, <i>Whisper</i> .....	\$89,000
35' J/105, '00, Hull #347, <i>Bald Eagle</i> .....	SOLD
35' J/105, '99, <i>Life Is Good*</i> .....	\$68,900
35' J/35C, '91*.....	\$89,000

34' J/34, '85, <i>The Zoo*</i> .....	\$29,900
34' MJM 34z, '05*.....	\$259,000
33' Synergy 1000, '99.....	\$59,000
33' Back Cove, '08.....	SOLD
32' Catalina 320, '95*.....	\$52,000
30' Columbia 30, '06, <i>Escudero</i> .....	Reduced \$89,800
30' Mull custom, '74, <i>The Shadow</i> .....	\$40,000
30' J/30, '79*.....	\$26,000
30' Peterson Half Ton*.....	\$14,900
30' Scout 30, '80, <i>Zelda</i> .....	Reduced \$54,500
29' MJM 29z, '07*.....	\$269,000
28' J/28, '87*.....	\$32,000
28' Alerion Express, '02*.....	\$59,500
28' Islander, '78*.....	\$16,900
26' J/80, '06, <i>J Hawk</i> .....	\$48,500
26' J/80, '01, <i>Nimbus</i> .....	SOLD
26' J/80, '00*.....	\$29,000

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you've missed the boat!*

## CALENDAR

**Oct. 13** — Joan Storer Regatta. TYC's women skippers' race. TYC, [www.tyc.org](http://www.tyc.org).

**Oct. 13** — Jessica Cup, fleet racing for big woodies. StFYC, [www.stfyc.com](http://www.stfyc.com).

**Oct. 13** — Twin Island #3. SYC, [www.sausalito yachtclub.org](http://www.sausalito yachtclub.org).

**Oct. 13-14** — Fall Classic, a Knarr, Bird, Folkboat & IOD invitational. SFYC, [www.sfyf.org](http://www.sfyf.org).

**Oct. 13-14** — Joe Logan (Merics), Calvin Paige (Stars) and Albert T. Simpson (sportboat) Regattas. StFYC, [www.stfyc.com](http://www.stfyc.com).

**Oct. 14** — Pink Boat Regatta to benefit the Breast Cancer Research Foundation. The pinkest crews get prizes! CYC, [www.thepinkboat.org](http://www.thepinkboat.org).

**Oct. 14 & 21** — Tomales Bay Fall Series at Marconi Cove. SRSC, [www.santarosasailingclub.org](http://www.santarosasailingclub.org).

**Oct. 16** — Stanford and Cal sailing teams duke it out on the water in the Big Sail. StFYC, [www.stfyc.com](http://www.stfyc.com).

**Oct. 20** — YRA Yankee Cup & YRA-ODCA Champion of Champions. IYC, [www.yra.org](http://www.yra.org).

**Oct. 20** — BYC's Oktoberfest Cup, featuring two new buoy races for multis, plus an around-Alcatraz race. Info, [www.berkeleyyc.org](http://www.berkeleyyc.org).

**Oct. 20** — Corkscrew Slough Regatta. SeqYC, [www.sequoia yc.org](http://www.sequoia yc.org).

**Oct. 20** — South Bay Championship. SeqYC, [www.sequoia yc.org](http://www.sequoia yc.org).

**Oct. 20** — Ruth Gordon Schnapp Regatta, a fundraiser for Breast Cancer Fund. Requires a woman to be at the helm. GGYC, [www.ggyc.com](http://www.ggyc.com).

**Oct. 20** — Fall One Design #3. SCYC, [www.scyc.org](http://www.scyc.org).

**Oct. 20** — BAADS Herb Meyer Regatta. SBYC, [www.southbeachyachtclub.org](http://www.southbeachyachtclub.org).

**Oct. 20-21** — Leukemia Cup Regatta, PHRF and one-design racing to benefit the Leukemia & Lymphoma Society. Hosted by SFYC, featuring keynote speakers Ted Turner and Gary Jobson. Info, [www.leukemicup.org/SF](http://www.leukemicup.org/SF).

**Oct. 20-21** — Fall Dinghy & Olympic Classes. StFYC, [www.stfyc.com](http://www.stfyc.com).

**Oct. 21** — Lady Skippers Race. PresYC, [www.presidio yachtclub.org](http://www.presidio yachtclub.org).

**Oct. 21** — BAMA's Multihull Slalom Season Closer, hosted by BYC. Info, [www.sfbama.org](http://www.sfbama.org).

**Oct. 27-28** — Great Pumpkin Regatta, a Halloween tradition. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**Oct. 27-28** — Club Boat Series #15 & 16. StFYC, [www.stfyc.com](http://www.stfyc.com).

**Oct. 27-Nov. 3** — 26th Annual Dry Creek Vineyard Pro-Am Regatta on Virgin Gorda, hosted by Bitter End YC. Info, [www.beyc.com](http://www.beyc.com).

**Oct. 28** — Round the Island Race. SFYC, [www.sfyf.org](http://www.sfyf.org).

**Oct. 28** — Fall SCORE #3. SCYC, [www.scyc.org](http://www.scyc.org).

**Nov. 3** — Midwinter #1 (Manuel Fagundes Seaweed Soup Regatta). GGYC, [www.ggyc.org](http://www.ggyc.org).

**Nov. 3** — Summer's Last Gasp. HMBYC, [www.hmbyc.org](http://www.hmbyc.org).

**Nov. 3** — Club Boat Series #17 & 18. StFYC, [www.stfyc.com](http://www.stfyc.com).

**Nov. 3** — Red Rock Race. TYC, [www.tyc.org](http://www.tyc.org).

**Nov. 3** — Redwood Cup #1. SeqYC, [www.sequoia yc.org](http://www.sequoia yc.org).

**Nov. 3** — Fall #5. SSC, [www.stocktonsc.org](http://www.stocktonsc.org).

**Nov. 3** — Tiny Robbins Midwinter #1. VYC, [www.vyc.org](http://www.vyc.org).

**Nov. 3-4** — NorCal FJ Regatta. SCYC, [www.scyc.org](http://www.scyc.org).

**Nov. 3-4** — Perry Cup/Kelp Cup. MPYC, [www.mpyc.org](http://www.mpyc.org).

**Nov. 4** — Jack & Jill + 1, the woman-skippered triple-



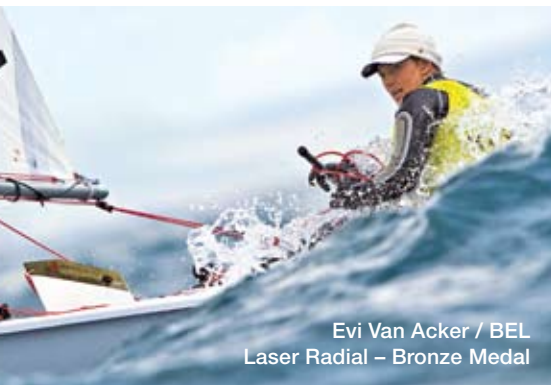


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## CALENDAR

handed race on the Estuary. IYC, [www.iyc.org](http://www.iyc.org).

**Nov. 4** — Midwinter #1. SYC, [www.sausalitoyachtclub.org](http://www.sausalitoyachtclub.org).

**Nov. 10-11** — Midwinter #1 & 2. BYC, [www.berkeleyyyc.org](http://www.berkeleyyyc.org).

**Nov. 11** — Midwinter #1. IYC, [www.iyc.org](http://www.iyc.org).

**Nov. 11** — Turkey Shoot. LWSA, [www.lwsailing.org](http://www.lwsailing.org).

**Nov. 13** — YRA Year End Awards Party at Berkeley YC, 7 p.m. Info, (415) 771-9500 or [www.yra.org](http://www.yra.org).

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

**MONTEREY PENINSULA YC** — Sunset Series, every Wednesday night through 10/3. Garth Hobson, (831) 915-7020 or [turbogarh@hotmail.com](mailto:turbogarh@hotmail.com).

**SANTA CRUZ YC** — Wet Wednesdays through 10/31. Info, (831) 425-0690 at [scyc@scyc.org](mailto:scyc@scyc.org).

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

**SHORELINE LAKE AQUATIC CENTER** — Laser racing (BYOB) every Wednesday night through October. Info, (650) 965-7474.

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

### October Weekend Tides

date/day	time/ht. HIGH	time/ht. LOW	time/ht. HIGH	time/ht. LOW
10/06Sat	0529/4.1	1000/3.2	1550/5.1	2251/0.8
10/07Sun	0638/4.2	1116/3.3	1649/4.9	2354/0.8
	LOW	HIGH	LOW	HIGH
10/13Sat	0357/0.9	1035/5.8	1635/0.5	2303/5.3
10/14Sun	0437/1.1	1108/6.2	1718/-0.1	2357/5.4
	HIGH	LOW	HIGH	LOW
10/20Sat	0455/4.8	0939/2.8	1545/5.9	2234/-0.4
10/21Sun	0604/4.9	1102/2.8	1654/5.5	2341/-0.1
	LOW	HIGH	LOW	HIGH
10/27Sat	0404/1.4	1037/5.9	1657/0.2	2333/4.9
10/28Sun	0442/1.7	1106/6.0	1733/0.0	

### October Weekend Currents

date/day	slack	max	slack	max
10/06Sat	0026	0321/2.5F	0654	0858/1.7E
	1212	1505/1.6F	1746	2114/3.4E
10/07Sun	0123	0419/2.3F	0752	0953/1.5E
	1319	1603/1.4F	1845	2210/3.2E
10/13Sat	0002	0247/3.6E	0622	0916/3.4F
	1220	1512/4.2E	1853	2148/3.6F
10/14Sun	0056	0335/3.7E	0703	0956/3.5F
	1255	1556/4.8E	1937	2235/4.0F
10/20Sat		0300/3.8F	0631	0841/2.3E
	1159	1446/2.4F	1734	2055/4.6E
10/21Sun	0059	0406/3.5F	0732	0944/2.1E
	1314	1555/2.2F	1843	2157/4.1E
10/27Sat	0018	0304/2.9E	0629	0926/3.1F
	1215	1521/4.0E	1907	2211/3.5F
10/28Sun	0109	0345/2.8E	0709	1001/2.9F
	1250	1555/4.2E	1948	2251/3.5F



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## LETTERS

### ↑↓ "SARAH WAS THE BEST"

As soon as I saw the August 27 *'Lectronic* photo of the woman flaking the overhanging mizzen on Peter Harrison's Farr 115 *Sojana*, I immediately thought back to my days when I worked



LATITUDE / RICHARD

**We asked readers what they thought was a good job title for the gal on the boom.**

on the tall ship *Californian*. We had to do something similar, as someone would have to climb out to the end of the 50-ft boom, which hung over the transom, to flake the mainsail. We had a female deckhand named Sarah who was the best at it. You asked about a name for that job. Sarah liked to call it "ridin' cowboy" because you literally had to straddle the boom between your legs, and hold on to the leach of the sail for balance, as though you were riding a bucking bronco.

Mike Loesch  
Jacksonville, FL

### ↑↓ LAZY IS AS LAZY DOES

I see lazy jacks. Stands to reason she must be a 'Lazy Susan'.

Alan Mathison  
Effie, Morgan 43  
Santa Cruz

Alan — That's pretty funny, but only because we know you meant it with affection.

### ↑↓ AND FROM THE LAND OF THE LONG WHITE CLOUD

Miz Flakey Puff 2012.

Dean Wallis  
Auckland, New Zealand

Dean — The woman is flaking a sail on what's probably an 80-ft mast while sitting high above the water well behind the transom of the boat, and you want to call her 'Miz Flakey Puff'?

### ↑↓ IS THAT BECCA 'COWBOYING' ON SOJANA?

On the Windjammers here in Maine, we call it 'cowboying' the sail. I guess it's because you're riding the boom. By the way, is that Becca West, a former deckhand on *Roseaway*? If so, Sarah and Jay say 'hi'.

Sarah Burnham & Jay Swett  
Sea Angel, Kelly-Peterson 44  
Rockland, ME

Sarah and Jay — Sorry, but we're not sure who the woman is; we just knew she was doing a good job. But based on your letter and others, we guess the proper job title — or action — is 'cowboying' or 'cowgirling'. Both of which are better than the most common suggestions we received, which were: *Mizz Flaker*, *Mizzen Maid*, *Mizzen Mensch*, *Mizzen Miss*, *Mizzen Missy*, *Mizzen Ms*, *Mizzen Mistress* and *Boom Mistress*.

### ↑↓ LATITUDE'S EMBEDDED SEXISM

As one man to another, I'm disappointed in your continued practice of objectifying women, in particular, noticing their appearance first and foremost. Most recently, I refer to the August 27 *'Lectronic* *Latitude*:



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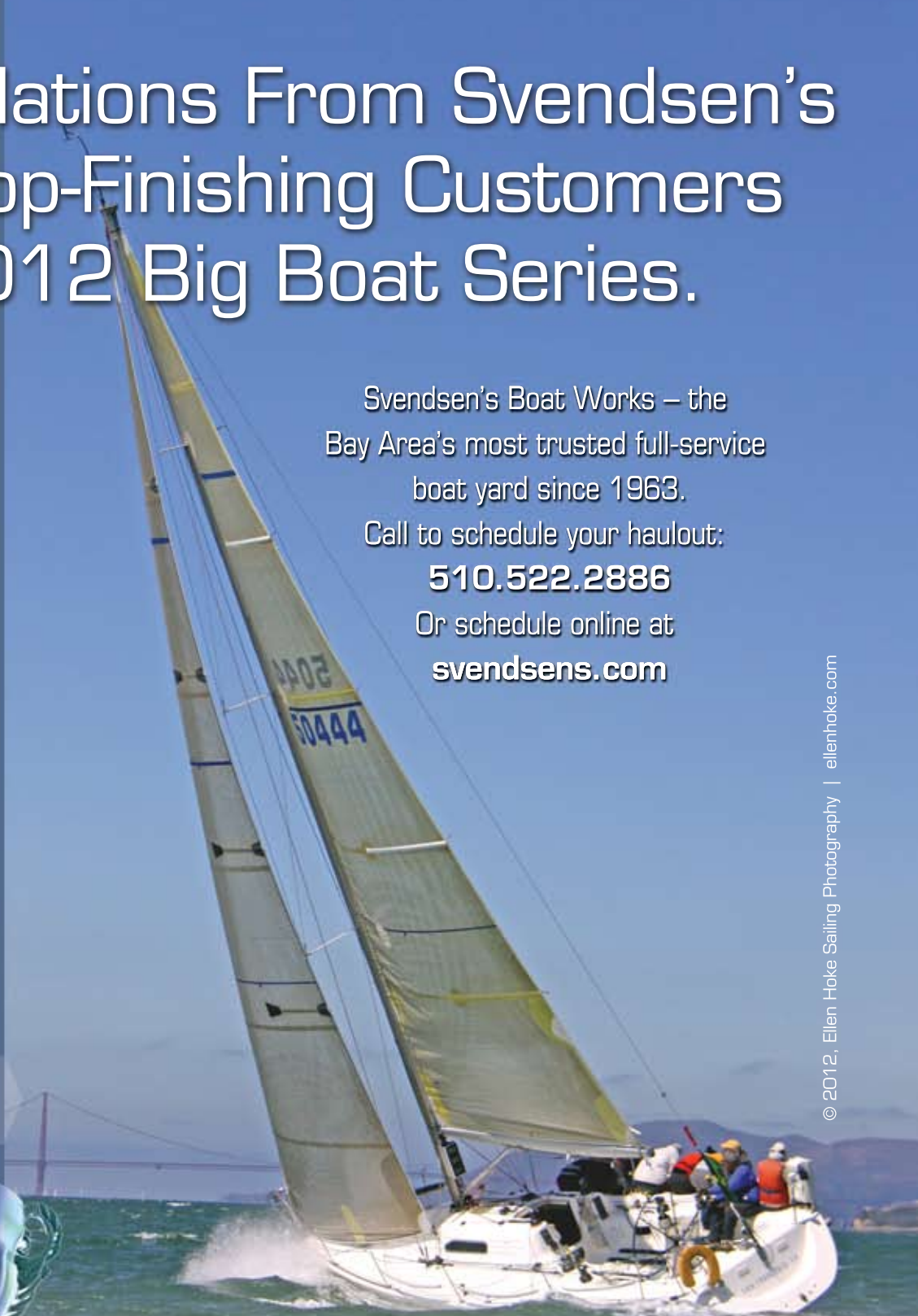


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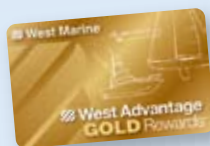


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## LETTERS

"Except for cooks and stewardesses, the overwhelming number of crew on large sailing yachts are male. But there are exceptions. In fact, at any big boat center — St. Martin, Antigua, Newport — there are always a couple of boats with a gal, invariably young and attractive, who is one of the deckhands. And we're not talking about token princess deckhands. These gals are smart, strong, and gutsy, and wear their minor wounds as sources of pride. They like to think of themselves as being one of the guys, but they aren't. They look and smell too good, and are usually more responsible and mature for their age.

"We got to thinking about this the other day when we were looking through our photos of last year's Voiles de St. Barth, and came across this photo of an attractive gal singlehandedly flaking the massive mizzen aboard Sir Peter Harrison's much-traveled Farr 115 Sojana. Note that she's about 15 feet in the air and well aft of the boat's transom. We suppose there are a lot of guys who find voluptuous young actresses in gowns and heels on red carpets or Playmates naked near a pool to be particularly attractive. Not us. Tan, fit and knowledgeable — we think that's a very attractive look in a young woman. So here's looking at all you gals!

"By the way, flaking a mizzen on a 115-footer is such a big job that we think it deserves its own job title. Any suggestions?"

I'm going to assume that I am older than you, and know that back in the '50s such behavior was common. Our society has gone through much to try to level the playing field, and your language reflects a little of that change. But your frequent focus on the women you include in the online version of *Latitude* being primarily on their appearance, followed with some acknowledgment of their competency, is disappointing. You might note that — to the best of my recollection in reading your material a couple of times per week over the last couple of years — you have never commented on the physical attractiveness of the male sailors you have written about.

Sexism — although I would be willing to bet you would strongly deny you are sexist in any way — runs deep within us. I believe it is in all men raised in our society. It's just how we 'act' in our public personas that either consciously or unconsciously reflects that embedded sexism, or otherwise we'd choose to be our better selves and not act it out.

A.S.D., A Concerned Reader  
Ann Arbor

A.S.D. — We do the best we can. For example, the day after we got your letter, we flew to L.A. on Southwest Airlines. As we were about to deplane, a little old lady glanced up toward her big carry-on bag in the overhead bin, then looked at us with a smile and said, "I'm an immigrant from the Philippines." It was clear that she wanted our help in getting her bag down.

"We'd love to help you with your bag," we responded, "but as we wouldn't make the same offer to a strapping young lad, it would mean that we were guilty of discrimination based on our embedded sexism — to say nothing of our embedded ageism and sizeism. But welcome to America anyway!" Then we walked off the plane, leaving her to deal with her problem as best she could.

Okay, we didn't do that. We did the politically incorrect thing by helping her, hoping that not too many people would notice.

You lose your bet! As we've written many times before, we are sexist. And like everyone else, we're also ageist, sizeist, racist, and all the other -ists. Most people think discrimination is necessarily wrong. It can be, but not necessarily, as it's also what keeps us healthy and alive. But that's a discussion for





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## LETTERS

another magazine.

We don't want to criticize the accuracy of your recollections, but Latitude has indeed commented on the physical attractiveness of male sailors. The handsome and studly Shannon Falcone of Antigua and the Oracle America's Cup Team is only the most recent. (By the way, he's not just handsome and studly, he's a good sailor, too.)

You'll probably also be surprised to learn that only one Latitude editor has ever had pin-ups of the opposite sex around



Only one 'Latitude' editor enjoys lascivious photos in her work area.

their computer. And frankly, she's proud of her appreciation of certain male physical characteristics. We guess this means she's sexist, but we still like her.

As one man to another, we suggest you get out of the uptight progressive orthodoxy of Ann Arbor from time to time, and maybe do a little work on what appears to be your stunted sense of humor.

### ↑↑ WOMEN MAKE GREAT SAILORS

Thank you for acknowledging women in sailing who don't have to get half-naked to prove their worth and attract attention.

Carol Putnam  
Walnut Creek

Carol — You're welcome. And thank you for getting the point of our running the photo. While it varies for each individual, we've found that women generally make fine sailors. As you've read in the pages of Latitude, it's been proven by females as young as 14-year-old circumnavigator Laura Dekker, and as senior as Jeanne Socrates, now preparing for her third singlehanded circumnavigation. We won't even mention fabulous French singlehanders, Dawn Riley's America's Cup effort, the Singlehanded TransPac'ers, or all the female-skipped cruising boats.

Personally, we try to sail with as many women as possible. For example, we had four females and just two males aboard Profligate for the recent Ta-Ta. True, it was a little heavy on the estrogen, but the boat sure was clean.

### ↑↑ NO ONE ORDERED THE DOHENYS AROUND

I enjoyed the September report on the current status of Kamali'i, the 75-ft centerboard ketch that had been commissioned by Larry Doheny in 1958, and the report on how she had been hijacked from the Ala Wai following the '71 TransPac.

It reminds me of a fun story from my checkered past with Larry Doheny. Since there were problems with Customs and paperwork on the Mexican end prior to the start of the '70 race to Mazatlan, the Mazatlan Customs inspector was invited to the kick-off dinner as a guest of host Los Angeles YC. As luck would have it, he was picked up on a DUI after the party and hauled off to jail. Fortunately, the Los Angeles YC was able to get him released and sent back to Mexico.

Upon the fleet's arrival in Mazatlan, the formerly jailed Customs inspector decided he would show us *gringos* how justice worked in Mexico. None of the race boats were able to clear Customs without paying off various officials. Furthermore,



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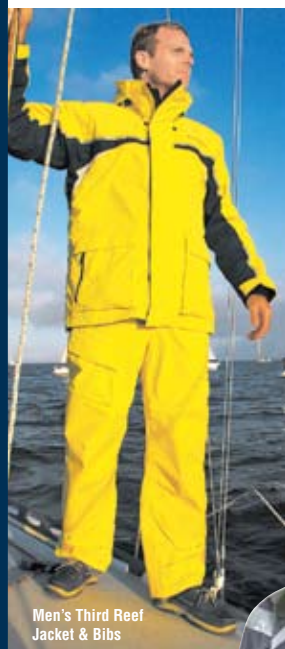
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## LETTERS

no boats were able to retrieve their cruising and delivery gear, which had been sent down earlier and stored in a Customs warehouse.

In response, Larry Doheny called a meeting aboard *Kamali'i* of all skippers who had gear being held in the Customs warehouse. Larry explained that he had rented a flatbed truck, and that we would stage a raid on the warehouse the following day, a Mexican holiday, around the noon siesta. He advised all the skippers to have their boats ready to leave the docks as soon as they had loaded their gear aboard.

With more than a little trepidation, we did break down the large wooden door of the Customs warehouse, got our gear, and rushed out of Dodge. A bunch of us met up along the way back up to California, and over a few cold ones had a great time reliving the escapade.

No one told the Dohenys what they could and couldn't do. Things were just done differently in those days.

Steve Taft  
Rascal  
Santa Barbara

*Readers — We didn't start sailing to and in Mexico until '77, which is quite a while after the incident that you describe. But we can assure readers that Mexico was a much more foreign country then than it is now.*

### ↑↓ "YOUR RIGHT OF WAY WAS WRONG"

I think you made a mistake when you wrote that *l'Hydroptère DCNS* had right of way over *Monarch* in the video you posted on the September 7 *'Lectronic*. According to the Rules of the Road (COLREGS Rule #13), any vessel overtaking another needs to keep clear of the overtaken vessel, even when sail-

boats are overtaking powerboats.

John Farnsworth  
Bashful,  
Hunter 46LE  
Sausalito



DAREN HELDSTAB

**The Publisher blames the exciting footage on our site for making a mistake. Oops!**

enough attention to the relative courses of the two vessels, and thereby didn't fully appreciate the fact that *l'Hydroptère* was the overtaking — and therefore burdened — vessel.

For those who haven't seen the video, check out at [www.latitude38.com](http://www.latitude38.com).

### ↑↓ YOUNG, DUMB AND FULL OF WHAT?

I got a kick out of the Wanderer's confessing to his dawn misadventure at Driscoll's Boat Yard, as reported in the September 12 *'Lectronic*. I'm talking about the one in which he whipped aboard *Profligate's* last dockline, which accidentally hit the gearshift and threw the starboard engine into reverse, with nobody left aboard the big cat. I love the fact that the Wanderer was man enough to write about it, and how he was barely able to 'high jump' onto the back steps of the cat, which enabled him to scramble up and throw the engines into forward just before *Profligate* nearly slammed into several other boats.

Having bought my first boat as a total neophyte, and fully engaged in that phase of my young man's life in which I was



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## LETTERS

'young, dumb and full of cum', you can bet I ran into everything on the Bay. But even if you keep sailing regularly, it's not as if mishaps ever stop. They may happen less frequently over time, but they still happen.

For example, we were at an end tie in El Salvador where the current runs in and out at four to six knots, but with the ebb always being a little stronger. As we were faced out of the harbor, our boat's stern and the rudder were getting a workout. So I waited for near-slack water, and thought I could just release the bow line and let the flooding current carry the bow out, around, and back to the dock. As that happened, I figured I could easily walk the stern up the dock and tie the stern where the bow had been, at which time the bow would settle back up river against the dock where the stern had been. It seemed like such a simple and intelligent plan.

The problem was, the second I released the bow, it *flew* away from the dock, and spun downriver before I had a chance to shift the back end of the boat. *Stray Cat*, a Gemini catamaran, was side-tied directly behind our boat. Our bow swung out and pinned itself firmly against their outboard hull. My wife Molly and Guy from *Stray Cat* tried to fend off. My wife was pushing so hard it she sounded as though she were in labor again!

Fortunately, about five guys from around the dock saw what was going on and helped me drag the stern upstream, allowing the bow to finally settle in where I'd planned for it to land. Guy and Carol, *Stray Cat's* owners, were incredibly gracious in the face of my screw-up and happy to overlook a little scratched gelcoat.

I can't wait to see what adventure awaits me next!

Ben Doolittle  
*Knee Deep*, Catalina 38  
Sacramento

### ↑↓SHOCKING, ABSOLUTELY SHOCKING!

I'm not sure if this is something I should confess to, but here goes. Not long ago, my beloved and I enjoyed a nice sail around Angel Island on our Newport 33, then returned to our slip. While going through the motions of getting the boat centered in her slip, washing her down, and so forth, I accidentally dropped the shorepower cord. Since I was tired and thinking more about the meaning of life, I wasn't really paying attention to the fact that I had been holding the cord over the water when it slipped from my hands. Thankfully I grabbed it before the whole thing fell in, but not before the plug with the three female receptacles splashed into the water. Crap.

No way I was going to plug that puppy into the boat anytime soon. I tried to shake as much water out as I could, noting 'the look' I got for my error. Then I set the plug down on the dock and went about my other chores.

A short time later I picked up the plug again, thinking any water inside the holes had to have evaporated. But just to make sure, I looked into the holes for any traces of water. One hole still had a tiny drop inside. Easy peasy to get rid of that, I thought to myself. So I puckered my lips, brought the plug close to my mouth, and blew.

A spark of electricity from the live shorepower plug flew through the air and landed square on my upper lip! I jumped from the jolt, and dropped the plug again. Fortunately, this time I dropped it into the cockpit. But the thud was enough to catch the attention of my darling, who looked at the plug, looked at me, and said, "You didn't!" Then he burst out laughing.

Nancy Bockelman  
*Malolo*, Newport 33  
Sausalito





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## LETTERS

*Readers — We didn't have room to publish all the 'biggest blunder' letters we received, so we'll have more next month.*

### WE STAND CORRECTED

In a September editorial response, you wrote, "You seem to think the wave trough between two waves is lower than the normal level of the ocean . . . we're not experts but it's our understanding that this would be scientifically impossible."

Clearly *Latitude* are not experts, for what you think is scientifically impossible is exactly what the reality is. The impossible thing would be if all the wave — from the trough to the crest — were always *above* 'normal' sea level. In fact, in the absence of storm surge, which is a general raising of the sea level due to wind piling up the water, there is just as much water above normal sea level as below when a wave passes. For example, if you are sailing and a 20-ft wave passes your boat, the water level, as compared to the bottom of the ocean floor, will increase 10 feet in the crest, then decrease 10 feet in the trough.

Michael Leneman

Professor of Oceanography and Multihull Sailor

*Michael — We guess we stand corrected. We spent hours searching the internet trying to get the correct answer to that question, but came up dry. So we tried to extrapolate what we had observed when surfing to what happens in deeper water. Apparently it doesn't translate. Nonetheless, we're going to try to confirm your explanation with our depthsounder the next time we get into big waves and shallow water.*

### TIME FLIES FOR A SAILOR

You know, you start out sailing as a kid, graduate to the big boats, circumnavigate the world a couple of times, and the next thing you know . . . you're 80! It happens to the best of us, and this October Jim Jessie, one of the Bay Area's most prolific and respected sailors, will celebrate his turn.

Jim hasn't changed much over the years. He's fiercely competitive and outspoken, and still sports his signature pipe. Honestly, not much has changed. He still races and places with his equally 'experienced' crew in the Oakland YC beer can series, and recently led Oakland YC members in an anchor-out adventure to the Delta. We won't mention that his boat got stuck in the mud!

If anyone knows Jim or has raced or cruised with him, we encourage you to swing by the Oakland YC on Wednesday, October 24 to help him celebrate his 80th. The no-host bar will open at 5:30 p.m., and Happy Hour food will be provided potluck-style by members of the Oakland YC. Festivities will continue until Jim's out of stories or we run out of stories about him! Or, maybe it'll just be bar time, whichever comes first!

Chris Bailey  
Oakland YC

*Chris — Jim Jessie is indeed a great Northern California sailor, one whose accomplishments have been underappreciated. In addition to his being a respected surveyor for many years, Jim and his late wife Diana Green Jessie not only did a couple of circumnavigations with their wooden Lapworth 54 Nalu IV, but also did the Great Bight of Australia, a nasty*

CHRIS BAILEY



**Anyone who knows Jim Jessie is invited to his 80th birthday party at Oakland YC on October 24.**





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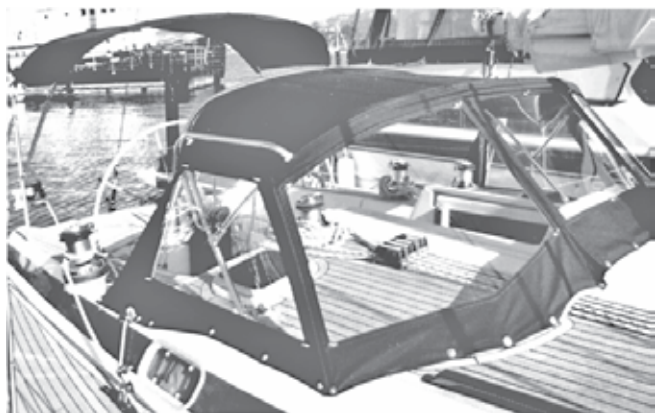
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## LETTERS

*stretch of water, won the first Darwin-to-Ambon Rally, and did some crazy race from Mexico to Japan or some other unlikely place in the Far East — and in the terrible weather of a North Pacific winter. They often took the path less traveled, which included, as we recall, down the Mississippi River.*

*We have fond personal memories of Jim — and his smelly old pipe — too. In '81, we were sailing with our five-month-old daughter aboard the then-ultra-sexy Farr 52 Zamazaan off Waikiki, when we turned around to see Diana lay her head down on Jim's lap. "Hmmm," we thought to ourselves, "it looks like those two are hooking up." They did, and were an outstanding sailing team for decades until her recent passing. After getting reports and photos from Jim and Diana during their first circumnavigation — this in an era when photos meant film and prints, and reports came via international snail mail — we bumped into them at Falmouth Harbor, Antigua, and had a great get-together. Lastly, in the summer of '11 while Zen sailing our Olson 30 La Gamelle on the Oakland Estuary, we sailed past an Oakland YC beer can fleet. "The guy at the helm of that Cal 29 sure looks like Jim Jessie," we thought to ourselves. "Can it be?" It sure was.*

*We won't be able to attend Jim's birthday celebration because the Ha-Ha starts just a couple of days later, but here's to you, Jim, for 80 great years, and belatedly to the gutsy and talented Diana, too.*

### ↑↓ **BLAME THE COMPANY, NOT THE CAPTAIN**

I'm coming to this late, but after Rory Kremer's May issue letter — "If I take the helm, I take the responsibility" — about whether the captain of a delivery boat or the delivery company that hired him was responsible for the captain and his crew being killed when their cat flipped in bad weather, I must respond.

While we all agree that the captain is in charge of the vessel once it's shoved off until it returns to the dock, there's another issue here that *Latitude* and Captain Kremer are missing. Reliance Yacht Management was rightfully found liable for the accident because it illegitimately pressured Captain John Anstess into sailing where and when he did not want to go.

It is a false equivalency to claim that everyone is equally responsible for everything, and so all that Captain Anstess had to do was say "no" and refuse to sail north of San Diego until summer. While you or I may have refused, Reliance has all the power here. If they were to fire Captain Anstess for not continuing to Seattle, he might have suffered severe financial harm. Most people need their jobs in order to pay rent/mortgage bills and eat. A company that controls the purse strings has far more responsibility in this situation than a worker who might lose his home by refusing to follow orders.

Companies that behave like Reliance should be punished severely, to the point of being put out of business and imprisoning their controlling officers. They are responsible for deaths of sailors if they pressure captains to sail into weather that the captains deem unsafe. The fact that certain captains did not say "no" when they should have does not make these companies any less responsible.

Jeff Hoffman  
San Francisco

*Jeff — We couldn't disagree with you more completely if you tried to tell us circles were made up of four straight lines or that the ocean was dry.*

*First off, you're factually wrong when you claim that a captain is not responsible until the boat has "shoved off" from the dock. Among other things, the captain is legally responsible to*





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## LETTERS

make sure that the boat in his/her charge is seaworthy and clean, has the proper safety equipment and has things properly stowed, and he/she is properly managing the crew. Who do you think should be responsible for all that stuff, somebody in an office 10,000 miles away?

By law, the captain is also responsible for the safe navigation of the vessel. In the case of the highly experienced Capt. Anstess of Cat Shot, that means it was up to him to decide whether it was safe to ignore the advice of experienced sailors and head out when very strong winds and huge seas were forecast for that winter day off the coast of Northern California. Conditions in which it was well known that cats had previously flipped and crewmembers had been killed. Conditions that resulted in Capt. Anstess' command flipping and everyone aboard being killed.

And please, spare the "the captain had a mortgage to pay" rubbish. In the first place, it wasn't true. In the second place, if a professional mariner can't properly prioritize the value of the lives in his/her charge with making a house payment, do you really believe s/he has any business being in a position of responsibility over the lives of others? People not capable of basic prioritizing need to find positions of lesser responsibilities.

It comes as no surprise to us that a lot of people like you think being a Coast Guard-licensed captain to carry paying passengers is a position of little or no responsibility. This is a result of the questionable skill level of many of the people the Coast Guard licenses to carry paying passengers. The dreadful truth is that the Coasties have licensed hundreds upon hundreds — if not thousands upon thousands — of people who are good at taking written tests but who are absolutely clueless when it comes to the actual operation — let alone safe operation — of a sailboat.

When we first wrote about the Cat Shot tragedy, we said that we couldn't think of anything — except a gun held to the heads of our children — that could force us take a boat out in conditions we didn't think were safe. Since you disagree, what would it take to "force" you to risk your life and that of others for a little something extra? A \$5,000 bonus? A \$500 bonus? We think it's an insult to principled captains the world over to suggest they would violate their professional judgment about safety for anything.

If assuming full responsibility for a vessel and her crew is too much for a so-called captain, s/he needs to get a job with the government or be a politician, the kind of work where nobody is ever held responsible for even the most idiotic and monumental screw-ups.

Make no mistake, we are deeply saddened by the loss of Capt. Anstess' life in the Cat Shot tragedy. Nonetheless, it is our firm opinion that there is no escaping that it was the captain's poor judgment, and his poor judgment alone, that was responsible for his death and that of his two crew.

### ↑↓ LIKE IT OUGHT TO BE

I'm presently 800 miles north of Oahu aboard the Nordhavn 76 *Eliana* on a delivery to Seattle. The weather has been great so far, and should continue.

I just wanted to say that I grabbed a copy of the August *Latitude* at the Ko Olina Marina on Oahu before we left. What a great editorial response to the 'Denial on the Bay' letter about the *Low Speed Chase* tragedy and who was responsible! *Latitude* not only says it like it is, you say it like it ought to be.

Rob Wallace  
*Eliana*, Nordhavn 76  
North Pacific Ocean



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## LETTERS

*Readers — Our editorial reply was to a letter by P.K. Edwards, M.D., a very experienced racer from the Ventura YC who had written to say that he felt that Crewed Farallones Race, sponsored by the San Francisco YC, was among other things, "an accident waiting to happen." With all due respect to Mr. Edwards and his considerable sailing experience, we couldn't have disagreed with him more strongly.*

*Rob Wallace, the author of the above letter, is a lifelong sailor and professional captain on yachts up to 150 feet. He agrees with our sentiment that Mr. Edwards was particularly wrong when he wrote, "While the ultimate responsibility for the decision to go out in bad weather or to take an acknowledged dangerous course belongs to the skipper, yacht club race officials need to rethink their level of responsibility relative to safety."*

*To our mind, and that of Rob Wallace, there are no degrees of responsibility in operating a vessel any more than there are degrees of pregnancy. Either you're pregnant or you're not; and either you're responsible for starting and continuing a race or you're not. So to our thinking, if a skipper signs a liability release that says it's his responsibility alone to start and/or continue a race, and s/he does start and continue a race and something goes wrong, s/he should look in the mirror to find the responsible party, not point fingers at unpaid volunteers in some race shack many miles away.*

*The problem is that when people aren't responsible for their behavior, they feel free to make all kinds of foolish decisions without fearing the consequences, and it encourages people to become reckless and do stupid things. We feel sorry for folks who were raised — by parents and the government — to believe that they aren't responsible for the consequences of their foolish decisions and who, as a result, end up with terribly warped expectations about life. If we were dictator, students from the first grade on would be relentlessly taught that, while you can try to deflect responsibility for the consequences of your poor decisions, when you do, the real losers are you and your loved ones.*

*P.K. Edwards, M.D. — whose sailing credentials we respect, but with whose opinion we respectfully disagree — took exception to our editorial response. We'll be publishing a new letter from him in the November issue, when we'll have more room in Letters to revisit this important issue.*

### ⚡ **DECKHAND AND TRAVELING EXPERIENCE**

*I was wondering if you could give me some advice. I'll be graduating in Environmental Science in December, but more than anything I want to sail, hopefully starting in December or January.*

*I've spent the summer doing an internship with the Smithsonian, and a retired scientist in my lab has taken me sailing many times. I have learned as much as I can about sailing, and have never done something I enjoyed as much. I love travel and adventure, so I want nothing more than to find work or volunteer as a deckhand on a sailboat. I would prefer to do this from Southern California.*

*Is this a fairly reasonable thing to try to do? I'm in great shape, love to work hard, and enjoy learning new things. How can I make this dream a reality?*

Jared Stapp  
Southern California

*Jared — Assuming that you have a decent personality, a variation of your dream can certainly be made a reality. We say variation, because forget starting from Southern California in late December or early January. Almost all boats leaving from*



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## LETTERS

there for Mexico, Central America and the South Pacific will have already taken off.

If you want to do Central America or the South Pacific — with possible connections to New Zealand, Australia and Southeast Asia — we suggest you fly to Puerto Vallarta in January. There are two reasons. First, it's from there that most people start the Pacific Puddle Jump to French Polynesia, and it's also where a lot of people begin the El Salvador Rally or individual cruising in the direction of Central America. Second, it's inexpensive to stay in places such as La Cruz, where there is a tremendous amount of social interaction among all the cruisers at the Marina Riviera Nayarit, as well as those based out of Paradise Marina, Nuevo Vallarta Marina, and Marina Vallarta.

There are, however, a couple of potential downsides to this scenario. First, it's highly unlikely you'll be able to find a paying position. Indeed, most folks would expect you to chip in for at least your share of the food. A second potential downside is that most of these boats would be in the mid-40-ft range, and you'd probably be sailing with a couple, very likely a couple in their 60s. If you do get on a boat, it's probable that you'll boat hop across the Pacific, meaning switching boats in Tahiti and maybe Tonga and/or and Fiji, too. That doesn't mean there is anything wrong with you or folks on the boats, just that people on smallish boats tend to need space or a change of personalities from time to time.

Your other — and we think better — option is to head for the Caribbean, specifically Roadtown in the British Virgins, St. Martin, or Antigua. Roadtown is the bareboat capital of the universe, with lots of crewed charterboats and private yachts, too, so there are lots of jobs. Naturally there is quite a bit of competition for these jobs, but you're going to prove that you're a better candidate than most of the others, right?

St. Martin is the base for much larger — 80- to 200-ft — crewed and private sailing yachts, the likes of which you'll rarely see in Mexico. They offer great gateway and gap year positions, which are much sought after by a younger and more socially active crowd than found in Mexico. Your problem will be that the season will already be in full swing by mid-December, so most of the positions will have been filled, and you'll also be way behind in the all-important networking game. The same will pretty much be true in Antigua, the other big boat and crewed yacht center.

If you want to get a gig sailing in the Caribbean, step one is to show up. Forget applying for jobs from the other side of the world, as captains and owners want to look you in the



**You might not nab a ride on 'Dorade' but walking the docks in the Caribbean will certainly increase your chances.**

eye. Once you get to the Caribbean, there are two major ways to get your foot in the door. The first is that you show up at every local beer can race, weekend race, and regional and major regatta, ready to sail and work harder than anyone. Being willing to do the grunt work is much more important than being an expert sailor. Second, and perhaps even more important, is to make yourself available to help deliver boats, even if you have to do it for just food and experience, and even if the deliveries are all upwind against the trades. Sailors bond on the water, be it during races or while making passages, so you want to do as much of both as possible. Trust us, if you work harder and happier than



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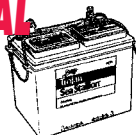


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## LETTERS

most of the others, captains and owners will take notice, and you'll be on your way. In many cases it takes just one or two big regattas on decent boats and you're a 'made guy'. By the way, always get a shirt or hat from every delivery and regatta. These are your calling cards and ice breakers.

Another great way to work your way into the mix is to offer people a hand, for free, anytime you see somebody needing it. If you help tie up a guy's boat or help him carry some junk up the dock in the afternoon, there's a chance he'll buy you a drink in the bar that evening and introduce you around. Hear a guy saying he needs help to move his boat a few miles to a boatyard? Volunteer. Getting sailing jobs is all about networking and being johnny on the spot, so while you don't want to be obnoxious, you can't be a wallflower either.

Drinking is pervasive in the tropics, so it's normal to have a drink or two most nights with new friends. And you can even have a blowout every now and then at the end of a regatta or tough delivery. But you don't want to get a reputation as a guy with an alcohol issue.

In March, April and May, the big yachts leave the Caribbean for Florida, the Northeast, and Europe, or the Canal and the South Pacific. Long before then you should have worked your way into the mix, and if you can't snag at least a long-distance delivery position at that time — which is when most crews are in a state of major transition — you've been doing something really wrong. Within a year from December, you should have at least sailed across the Pacific to New Zealand and Australia, or sailed from the Caribbean to the Med — and back. It's not always going to be easy or convenient, but if you're truly into sailing and adventure, it's all there waiting for you. Good luck.

### ↑↓ TOO DARK A NIGHT ON SAN FRANCISCO BAY

My wife Lisa and I went sailing on the Bay on the evening of September 8, leaving Treasure Island's Clipper Cove at about sunset going around the north end of the island and toward Yerba Buena. The lights of San Francisco and the Golden Gate Bridge were beautiful. As we entered the Oakland Estuary, I casually mentioned to Lisa that I was keeping a close lookout in case there were any small boats running without lights. We both laughed.

A few minutes later I saw a dark shadow against the lights of Alameda, and sure enough, some idiot on a 20-ft sailboat was waving a flashlight at me as he scooted by with no other lights showing. A few minutes later the ferry *Peralta* roared by — and those guys move! — just where the idiot and his boat had been.

I don't know if the moral is to keep a good lookout, to use lights at night, or that God protects idiots, but all three work for me.

Scotty Correa-Mickel  
Paradise, Catalina 34  
Santa Cruz, but cruising San Francisco Bay

### ↑↓ SHINE ON BRIGHT THROUGH THE NIGHT

I want to warn cruisers who put solar-powered LED lights on their rails that these lights are not bright enough to act as anchor lights. If you rely on them, you may experience a nasty bump in the middle of the night from another boat.

I do most of my cruising in the Sea of Cortez and along the Pacific Coast of Mexico, where the use of these lights seems to be spreading. Based on my experience, most of them are quite dim by 2 a.m., and can only be seen if you're within 150 feet.

The 1980 U.S. Inland Navigational Rules and Canadian collision regulations govern the color, range of visibility, place-



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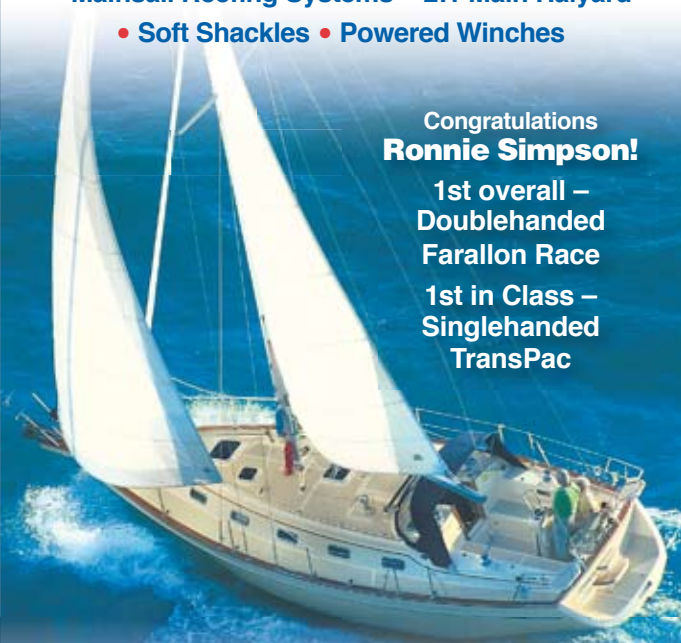
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## LETTERS

ment and use of lights and shapes. But since there are no such rules in Mexico — or if there are, they aren't enforced — many cruisers have a *laissez-faire* attitude toward this very important anchoring safety feature.

In my five years of cruising in Mexico, I have come across all sorts of anchor light schemes, from no lights at all to lights of almost every color. It seems to me that if the *intent* of the law is for boats to be seen, then it behooves us cruisers to at least try to get it right.

An anchor light at the top of the mast is good — if it is bright enough. But it doesn't solve the problem of small boats and *pangas* zooming around the anchorage at night, whose operators are looking forward, not up. So I think an anchor light at deck level is preferable.



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**Solar-powered LED lights, such as Sol Lights, illuminate the cockpit beautifully but they're not designed to replace proper anchor lights.**

And please don't think that you don't need such lights if you're the only one in the anchorage when you turn in for the night. Many of us cruisers who know the anchorages feel safe coming in after dark using GPS and radar. It can be done safely. But if the other boat(s) don't have a good anchor light, the situation becomes a lot more hazardous.

Michael Nagy  
Sunshine Lady, Camper Nicholson 33  
Mazatlan, Mexico

Michael — Excellent advice. On Profligate we use a brilliant LED masthead anchor light, which is twice as bright as the old incandescent anchor light we used to have. We also turn on at least two bright red high-output cold-cathode fluorescent lights in the main salon, light that, despite the fixture's name, gives out the most people-pleasing white and red light we've ever seen. Given the low cost and low power consumption of LED lights, there is no excuse for cruising boats not to be illuminated like UFOs in Hollywood movies.

As for entering familiar anchorages at night in Mexico, we do it all the time, too.

### ↑↓ HOW DO AC PENALTIES WORK?

How about an explanation of how penalties work in the new America's Cup? I understand that boats no longer do circles for penalties, and I know about the lights on the boats. But once a boat receives a penalty, what happens next? I have been unable to find anything that explains this.

Lew  
Planet Earth

Lew — The way penalties were absolved in the World Series was perhaps the least-understood aspect of the event. As we understand it, when the judges ruled there had been



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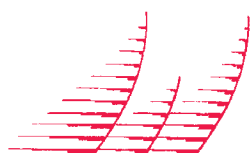


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## LETTERS

*an infraction, a light would go on aboard the cat in question, and the cat would have to slow down until the computers determined the penalty had been taken, at which time another light would come on. As we understand it, the more quickly a skipper absolved his boat of the penalty, the shorter it was. It seemed like a cool system to us, although it's not practical for any other sailing events.*

### ↑↓WELL DONE, TERRY!

Many stars in big name sports are measured only by what shows up on the scoreboard. But you don't fully respect exceptional character and heart until you actually encounter it.

As someone who grew up boating — and who is now the father of boys 6 and 8 — I followed the America's Cup for decades. When the America's Cup World Series finally came to the Bay Area, my boys and I drove down to Vallejo, caught the ferry to San Francisco, and walked the busy streets to the Marina Green. From there we watched the amazing AC45 cats clawing at their moorings. My boys were flying high with excitement.

And as a working stiff who supports my family and sailing lifestyle, I can see the America's Cup as big business. The viewing bleachers were sold out, the clerks couldn't ring up the logowear sales fast enough, and every rock and nook on the shoreline was covered with bodies hoping to get a good look at the action.

But before the racing started, my boys and I rested on a park bench on the Marina Green. Before long, a stout figure lumbered up behind us on his way to his Artemis catamaran. Wearing lots of sunscreen, wrapped in battle colors, and wearing a helmet, he was obviously intensely focused on the upcoming race.

I hadn't looked back to see who it was, but my 8-year-old yelled out, "Hey, Terry!"

It was Terry Hutchinson, skipper of Artemis. He changed course, stopped, and with equal excitement replied, "How are you?!" Then he gave my young sailor a high five and a

great smile. He then continued on toward his cat.

My boy beamed for hours, and talked about how one day he, like Terry Hutchinson, would be skippering an America's Cup boat.

My hat's off to the visionaries who planned, approved, and made the America's Cup World Series happen — but especially to Terry Hutchinson, who had enough heart and character to share his passion with an

impressionable 8-year-old Sunfish sailor.

Wayne Dorchester  
Shibumi, Gemini 34  
Sacramento



ACEA / GILES MARTIN-RAGET

*The interaction with the sailors was one of the highlights of the SF AC World Series.*

series happen — but especially to Terry Hutchinson, who had enough heart and character to share his passion with an impressionable 8-year-old Sunfish sailor.

*Wayne — As we mentioned last month in our review of the World Series, we thought the organizers did a terrific job. And one thing they did well particularly well was to make the participants accessible to their fans, by having them pass through the crowd when going to and from their boats, and getting them up on stage right after the racing. That kind of personal*



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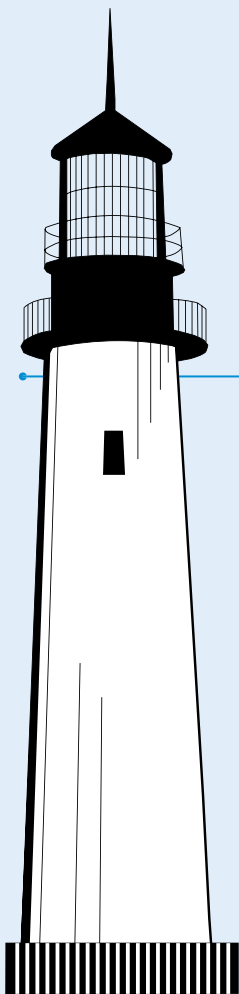
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## LETTERS

outreach is so important to young sailors such as your sons, sailing in general, and the success of the America's Cup.

### ↑↓ **HIGH FIVING NATHAN OUTERIDGE ON THE WATER**

My dad Sig bought a Baltic 48 last year, and we've been racing *Ellie Mae* ever since.

Naturally, we took the boat out for the America's Cup



COURTESY ELLIE MAE

**Getting a high five from AC skipper Nathan Outeridge while sailing . . . priceless!**

World Series — what a spectacular event! Check out this photo taken between fleet races one and two on Saturday August 25. Team Korea came out into the spectator fleet, and I got a high five — while at the helm of *Ellie Mae* — from most of the crew, including skipper Nathan Outeridge! Yes, they were that close. With that, Team Korea won a new fan! I will never wash that sailing glove again.

You might remember that our family did a charter with the *Wanderer* in the British Virgins many years ago.

David Anderman  
*Ellie Mae*, Baltic 48  
San Francisco Bay

David — *The America's Cup skippers' and crews' interacting with fans and spectators was a great part of the World Series. Much of it was by design, but we like to think it was also personal on the part of the sailors. No matter, it was a big success.*

As for the Big O charter that you and your parents and sisters did with us in the British Virgins, it was long ago, but we remember it as if it were yesterday. We could spend hours reliving that one over a few beers.

You no doubt remember that your dad really wanted some photos of your lovely sisters up on the bow while our big ketch was hauling ass under sail. We were a bit of a cowboy back then, so we got the boat on a steaming reach, told everybody not to touch anything, and jumped overboard just as we had you cut the little Boston Whaler tender loose. After climbing in the Whaler and starting up the engine, we gave chase, which allowed you to lower yourself into the Whaler from Big O's starboard quarter. Together we charged out in front of Big O and got the photos Sig had hoped for. Somehow we managed to get back aboard Big O. It was probably the stupidest thing we've ever done in all our many years of sailing. But all's well that ends well. Alas, we recall that the photos didn't come out very good because some guy in a stateside camera store had sold Sig exactly the wrong color filter for the job. We just hope you folks had as much fun as we did.

### ↑↓ **THE BAY'S GOT THE BLUES FOR THE AMERICA'S CUP**

I think Northern California sailor and technology visionary Stan Honey deserves the Sailor of the Year award for developing the electronic technology that was required to make watching the recent America's Cup World Series understandable and therefore so much fun. His magic allowed everyone from sailing novices to experts to, for the first time, be able to tell who was actually ahead in each of the races, as well as how far the others were behind, how fast each boat was going, how close to the boundaries they were, and so forth.



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## LETTERS

Fantastic! Compare it to the last America's Cup in Valencia, where it was all but impossible to tell by watching who was ahead, Ellison's trimaran or Bertarelli's catamaran.

I don't know about everyone else, but I attended each of the World Series races in person during the day. It was really exciting to be so close to the boats, the action, and the sailors. But when the racing was over, I'd go home at night and



Stan Honey and his team earned an Emmy for their innovative LiveLine technology.

watch the races all over again on my computer, complete with the electronic aids created by Honey that made it all so understandable. They were two different but wonderful ways to enjoy the racing.

I think another major award should be bestowed upon the guy at NBC, who for their Sunday live coverage, managed to make the dull green and murky waters of San Francisco Bay look as if they were the clear, blue, inviting waters of the Caribbean. How the hell did he do that? Sure it was fake, but it really made San Francisco Bay look like an even greater sailing paradise than it already is.

Greg Olson  
Saratoga

Greg — We couldn't agree with you more, as we thought watching the World Series with the naked eye from shore and watching the aerial coverage with enhanced information on the computer or television were both excellent experiences. The sad thing was that the original plan called for a giant Jumbotron to be floating on a barge on the Bay so everyone watching from ashore could see both the action with their own eyes and the aerial views with all of Stan Honey's magical information overlaid on it. If we're not mistaken, swimming club members were instrumental in preventing this based on "environmental concerns," ones similar to that of birds being scared by the boats. It's these and similar kinds of questionable actions over the years that have us thinking environmental groups aren't necessarily to be trusted any more than used car salesmen or Wall St. bankers.

For environmentalists we totally believe in, see this month's Sightings feature on the Coastal Clean-Up along Seven-Mile Slough headed up by the folks from Andreas Cove YC and Owl Harbor.

#### ↑↑YEAH, BECAUSE THE AC45S SPORT A LOT OF TEAK

Will you please take your crowds and funny boats to San Diego? A guy has to wait a month from a major Bay Area marine supply store for a spool of 1/2-inch rope? And they're out of varnish, too? WTF? Go home!

Bill Kelly  
Surface Time, Four Winns  
Rio Vista

Bill — So if we understand you correctly, you believe that there was some kind of cause-and-effect relationship between the America's Cup World Series in late August and a major marine store being out of 1/2-inch line for a month? And being out of varnish, too? Seems like a stretch to us.





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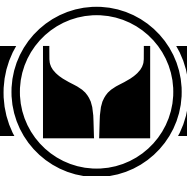
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## LETTERS

### ↑↓ A DROP IN THE BUCKET

The attached photo of a bird with America's Cup catamarans in the background, taken by Gilles Martin-Raget, would seem to indicate that our local birds were pretty much unruffled by the America's



ACEA / GILLES MARTIN-RAGET

**This bird was decidedly unruffled by the AC45 action on the Bay.**

cup World Series last month, no matter what the environmentalists thought. I've found most birds to be quite curious. So instead of spending \$150,000 to do a study to see if America's Cup boats scare birds, maybe the S.F. Board of Supervisors should have spent the money confirming that sailboat racing is a fun and stimulating activity to be around.

Derek S. Beck  
Planet Earth

Derek — Apparently you're not aware that the City of San Francisco is absolutely rolling in excess cash. You can tell because, while it is only the 14th largest city in the United States, it has the highest-paid police chief, the highest-paid fire chief, and the second-highest-paid Muni workers. Heck, one Muni mechanic just knocked down \$302,000 in one year. Imagine what his pension is going to be. Given this fiscal backdrop, what's \$150,000 spent to study birds, and \$75,000 to pay the lawyers who brought the suit?

### ↑↓ MORE POOR JUDGMENT

The answer to the September 10 'Lectronic Quiz — which A List actor defied a judge by sailing off to the South Pacific with his children? — is, of course, Sterling Hayden. I know, because I was living aboard my boat *Calypso* in Sausalito at the time, very close to Hayden's schooner *Wanderer* (ex-Gracie S).



BOB PETERSEN

**'Wanderer' on the Bay.**

Hayden had the vessel all fitted out with stores, crew and his kids on board, ready to sail for Tahiti. The judge in Hayden's custody battle with his wife finally told him that he could not take the kids out of the state. So Hayden told the judge that he would just sail down to Southern California with the kids. Instead, he took off for Tahiti under cover of darkness. I know, because I woke up one morning to find that the 98-ft schooner was gone.

When Hayden didn't show up in Santa Barbara after a few days, the alarm went out. But he was well offshore by that time, and wasn't heard from again until they arrived in Tahiti. I don't recall how long the kids were there with him, but eventually they flew home. This was in either late '58 or early '59. Time flies doesn't it?

I don't recall if Hayden incurred any legal sanctions because of his actions, but he did eventually return to Hollywood to star in *Dr. Strangelove* or *How To Stop Worrying and Love the Bomb*. He eventually spent the rest of his life in the Bay Area.





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## LETTERS

The accompany photo is one I took of Gracie S off Yellow Bluff before she became Wanderer.

Bob Petersen  
Long Beach, WA

Bob — If memory serves us, Hayden was the epitome of indecision as he sailed south from San Francisco toward Santa



SF CHRONICLE

**Sterling Hayden suffered no serious repercussions from defying a judge's orders.**

Barbara, deeply conflicted as to whether to stay in the States or flee to Tahiti with children Christian, Dana, Gretchen and Matthew. Compared to what would happen today, he got off scott-free. To the best of our knowledge, the worst Hayden suffered was at the hands of Marin County Superior Court Judge Harold Haley, who forced him to repay Republic Pictures the \$50,000 they had loaned him so he could make the trip to the South Pacific.

Unlike many leading men in Hollywood, Hayden, a 6'5" high-school dropout, was a genuine adventurer. He enjoyed long stints as a fisherman in the Grand Banks, running a trading schooner in the Caribbean in the late '30s, and making other long sailing passages. He also engaged in numerous daring exploits during World War II, including some behind enemy lines. Hayden's most famous Hollywood role was that of General Jack D. Ripper in the hilarious Dr. Strangelove, but he also starred in movies such as Johnny Guitar and The Asphalt Jungle, and played a cop in The Godfather.

In the early '60s, Hayden rented one of the pilothouses of the retired ferryboat Berkeley, docked in Sausalito, where he resided while writing Wanderer, his autobiography. He also kept a house in the Northeast and lived on a houseboat in Paris. He died of prostate cancer in Sausalito in '86 at age 70.

The moral of the Maffei misadventure (see Sightings) is that custody issues are taken much more seriously in '12 than they were in '59, and that today you are subject to a much harsher grade of justice.

### ⇓ LACK OF TASTE IN SAILBOATS

Latitude's comments about the Unleashed theft/child abduction case make it less difficult to empathize with Mr. Maffei and his lapse of judgment. Passions can indeed run high when kids become the rope in a parental tug-of-war, and it's possible to imagine losing one's mind when dealing with the myriad hot emotions, but you can't let it happen.

As a former litigator and occasional judge, I can also wholeheartedly concur with Latitude's analysis, which is that the family courts aren't likely to be terribly impressed with the kidnapping action.

What you failed to note, though, is the extent to which Mr. Maffei's choice of vessel — a Hunter 41 — painfully demonstrated Maffei's abject lack of taste in sailboats. The man is clearly unfit to raise young sailors.

Burke Stancill  
Piers Island, BC

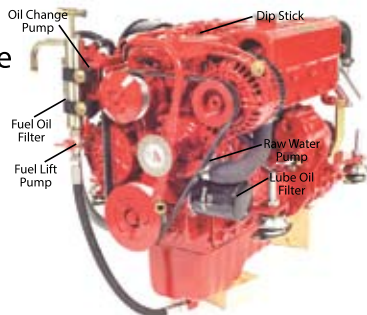
Burke — We appreciate your attempt at humor, but we think it's a bit of a low blow on several levels. First, while Maffei is



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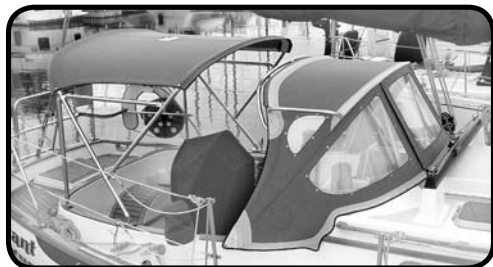
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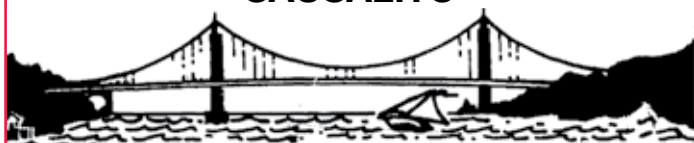
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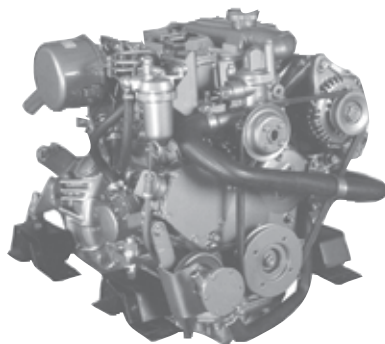


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## LETTERS

certainly guilty of terribly foolish and self-destructive behavior, we don't know him well enough to write him off completely. Second, we don't think your evaluation of Hunter boats holds water. We're not experts in Hunters, and while we heard complaints years ago that some models didn't seem to be as rugged as other brands, we know a lot of Hunter owners who have been very pleased with their boats. Take former San Francisco Bay resident Tim Schaff, who for the last five years or so has been doing crewed charters in the British Virgins with his Leopard 45 Jetstream, and who for years was the dockmaster at Cabo Isle Marina in Cabo San Lucas. Tim still owns his vintage Hunter 33 in Mexico, and thinks she's an absolutely terrific boat. Then there is the late circumnavigator Mike Harker of Manhattan Beach, who owned three Hunters. He was so pleased with his Hunter 34 in a Ha-Ha that he bought a new Hunter 466 and singlehanded her from Florida to and around the Med, then sailed her back across the Atlantic with crew, to French Polynesia and California. Until the rudder snapped in French Polynesia, he told us the only problem he ever had was a lightbulb burning out. Mike lastly circumnavigated with a Hunter 49, which he said was a terrific and nearly trouble-free boat.

### ↑↓ KUDOS TO THE COASTIES

I was part of the delivery crew that brought the Hunter 41 *Unleashed* back to Alameda from Monterey after the child abduction and boat theft drama. I want to say 'thank you' to the people at Coast Guard Station Monterey for their help with the recovery, as well as their help getting *Unleashed* ready to bring back to Alameda. The boat was nursing a bad hangover when we first got there, as it looked as if a food fight had broken out at a wedding reception. There was uncooked rice all over the cabin sole, and dried spaghetti on the cabinets and ground into the upholstery. The Coasties were kind enough to lend us their Shop Vac, as the rice could have created problems if had fallen into the bilge and gotten wet. The Coast Guard also stood by while we cleared the raw water system, which was clogged and needed priming.



MARIANNE ARMAND

**Gary Scheier, Colin Williams and Dwayne Sullivan delivered 'Unleashed' back to her slip after last month's misadventure.**

Thanks guys and gals of the U.S. Coast Guard. *Semper paratus!*

Gary Scheier  
Serenisea2, Hunter 376  
San Rafael

Gary — The only thing more foolish than trying to escape with a sailboat is trying to escape on a sailboat while simultaneously having to care for two very young kids that you love. Talk about a load of work! No wonder Christopher Maffei quickly developed second thoughts.

It was good they got the rice out of *Unleashed's* bilge. Back in '70, the Taiwanese cargo ship *Sian Yung* inexplicably struck the bank of the Panama Canal near the Gaillard Cut, and sank with a cargo of 8,000 tons of rice. It took only a couple of days for the rice to ferment in the tropical heat, creating a hell of a stink. Fortunately, the suction pumps used to keep silt from





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## LETTERS

collecting on the bottom of the Canal were adaptable to pump the rice out of the ship's hold or, experts believe, the rice might have expanded until the ship's hull was forced open.

### ↑↓ "BEST \$7 BUCKS I'VE SPENT"

Thanks for hosting the Crew List Party at Berkeley YC last month. I went looking for a crew position to Mexico, and also for crew for daysails aboard my Venture of Newport 23 *Clarsa* out of Glen Cove Marina. I not only made one contact for the former and three for the latter, but also hooked up with a boatowner in Sausalito seeking crew for daysails aboard his boat. All that, and a new black *Latitude 38* T-shirt to boot, made it the best \$7 I've spent in many a moon!

Bill Crowley  
Napa

### ↑↓ THE HA-HA IS ABOUT HAVING FUN, NOT RULES

We on *Daybreak* are in a dilemma about whether we should sign up for this year's Baja Ha-Ha. Our family wants to socialize and thinks the Ha-Ha would be a lot of fun. Yet the captain wants to take time on the way down Baja to windsurf and surf. So our question is whether we can sign up for the rally, but take off early or stay longer at places such as Punta San Carlos for windsurfing, then catch up with the fleet in Turtle Bay. In other words, can we casually do the Ha-Ha to meet our surfing needs?

Frank Dubuc  
*Daybreak*, Perry 43 motorsailer  
Squamish, BC

Frank — Of course you can. The purpose of the Ha-Ha is not to try to make folks adhere to a strict schedule and an arbitrary set of rules, but to offer a framework for them to have fun with their boats while cruising south. As a result, we frequently have boats leave a little early or late from San Diego, as well as Ensenada or one of the two official stops. We've also had boats stop at Isla Guadalupe, the Benitos, and Cedros on the way to Turtle Bay, as well as some of the surf spots. Basically, we want participants to do whatever they feel like doing, as long as it's safe and responsible. All we ask is that everyone be scrupulous about letting the mothership know what they are doing so we don't send the Coast Guard out looking for them.

We're pretty sure that your kid(s) would have more fun on the Ha-Ha than sailing down solo, as they would no doubt enjoy socializing with others their age. And like all kids, they'd probably like to engage in a little anti-authoritarian behavior, which in the case of the Ha-Ha usually involves 'water-ballooning' the Grand Poobah. But no matter if you decide to join the Ha-Ha — we're confident that you and your family will have a great adventure cruising down the coast of Baja.

### ↑↓ OUR READERS ARE AWESOME

My husband Robert and I crew on his brother's Sausalito-based *Kalimera* about 18 times a year. Robert doesn't miss an issue of *Latitude*, which he reads from cover to cover.

I have four things to say about the September issue:

1) Your editorial reply to a letter about cruiser safety in Mexico really got our attention. You said you can't recall the last time a cruiser had been attacked on their boat in Mexico. Did you overlook the unfortunate incident in which a man was beaten to death off the west coast of Mexico, which you reported on in '11? Perhaps that doesn't qualify as 'piracy'.

2) You used the United Nations as your source for the number of homicides per thousand in a whole bunch of countries in the Americas to compare the relative safety. Do you rely on

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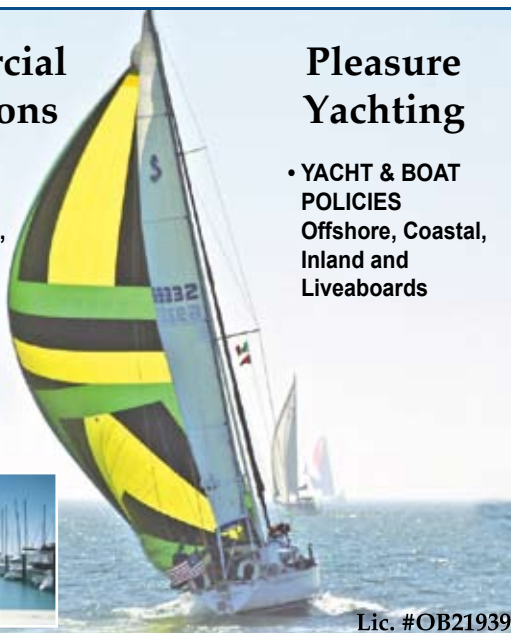
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## LETTERS

the U.N. for accurate statistics? Given the calibre of research they are known for, I wouldn't.

3) Your readers are awesome.

4) Have you considered the service you would be doing for Americans were you to publish a newspaper? Those in the Bay Area and beyond are piddly by comparison. How refreshing to read someone's opinion that is blunt, honest and apolitical!

Helen Jefferson & Robert Todd  
Alameda

Helen and Robert — To answer your issues one by one: 1) None of us can recall a cruiser's being beaten to death off the west coast of Mexico last year. It would have made enormous news. We assume you're thinking of something that happened in another country.

2) We used the United Nations' numbers because they were all that were readily available, not because we necessarily believe the figures of any agency. Here's why: a few years back we were talking with a cop in Manhattan, and he told us that the brass were put under tremendous pressure to reduce crime rates. "It was easy," he confessed. "We just classified every crime as being one level below what we would have done previously, and didn't even write up the lowest level crimes. The crime rate plummeted, we all got our raises, and everybody was happy." While the United Nations' numbers might not be exact, we think they give a decent overall idea of relative crime rates in the various countries.

3) It would have been helpful if you'd explained what it is about our readers that you think is "awesome." We think it's because of the great Letters and Changes they send to us.

4) Publish a newspaper? Thanks for the encouragement, but we're pretty happy in our relatively quiet corner of life.

"Apolitical" you say? Are you being facetious? We're apolitical in the sense that we despise the Democrats and Republicans with nearly equal ardor, believing that each is the poodle of the various special interest masters that own them, and believing that each one is ignoring the crushing local, state and federal government debt because either they are too stupid to understand it or know they won't be around or be held accountable when the day of reckoning arrives. The collective habit of 'kicking the can down the road' merely insures that when the shit hits the fan, it's going to be exponentially more horrible, particularly for those at the lower end of the economic spectrum. Idiots.

### UPDATE ON CRYSTAL BLUE PERSUASION

I was wondering about Randy Turpin. I watched his



CAP'N TED

'Crystal Blue Persuasion' wound up on the beach at Santa Cruz in March after she broke free from her mooring.

I'm wondering if Randy and the boat are all right.

Brad Owen  
Coos Bay



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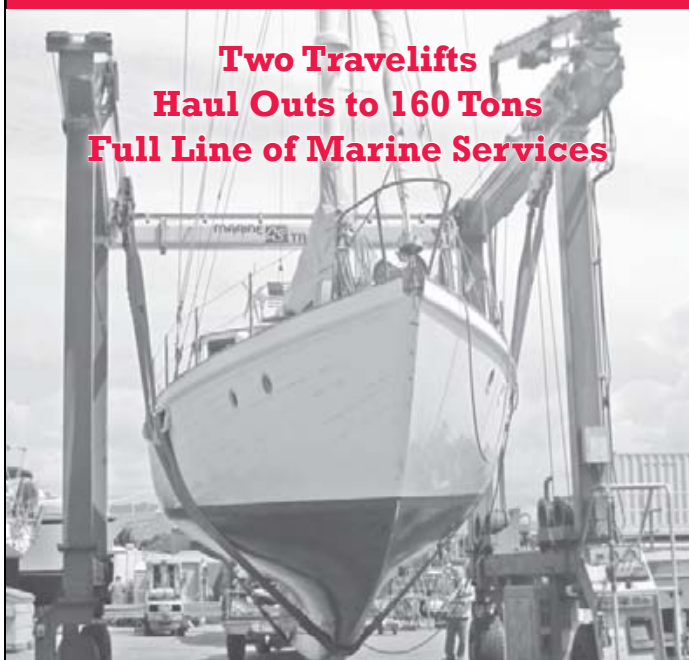
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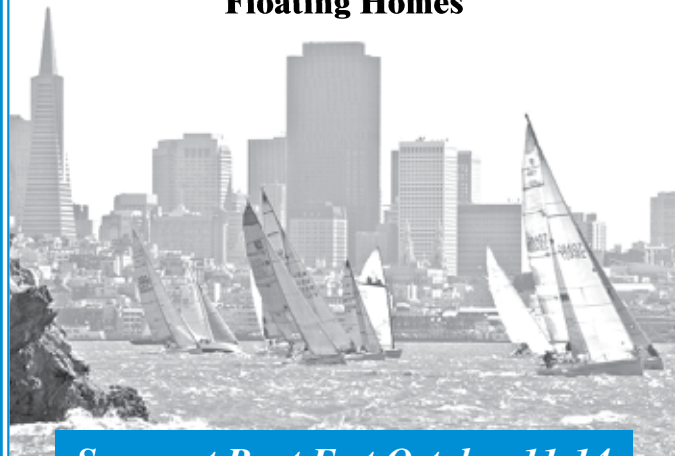




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## LETTERS

*Brad — We think you're referring to Gary Burgin. He reports that Crystal Blue Persuasion suffered some hull damage as a result of going on the beach earlier this year, and that she needs "a haulout and a place to call home." Apparently the port engine is out of action, but Gary has the parts, if not the time, to repair it.*

### ↑↓ YOU'LL FEEL BETTER WHEN YOU GET THE BILL

This year's southbound sailors might be interested in



**Medications are inexpensive and readily available at Mexican 'farmacias'.**

our recent experience with Mexican medical care. While in the US a month ago, my wife was treated for a bladder infection. But it didn't go away, and yesterday she was experiencing pain in both her kidneys. So we went down the street in Punta Mita — about 12 miles northwest

of Puerto Vallarta — to see Dr. Olga Larios, one of the local doctors in the village.

Since it was not only Saturday, but also Mexico's Independence Day, we were pleasantly surprised to find out we had no problem seeing Dr. Larios. Furthermore, when she called the lab to see if they were working, they were, so there would be no delay in getting the results. So Dr. Larios took samples to the lab herself, and got the results a short time later. She then had my wife return to her office, where she clearly explained what was going on. Dr. Larios prescribed one shot and two oral antibiotic medications, all of which were available from her on-site pharmacy.

The cost for the one-day consultation, lab work, and three medications? An unbelievably low \$52. And all this on a major Mexican holiday. For what it's worth, Dr. Larios' husband is a doctor, too.

This hasn't been our only positive experience with medical care in Mexico. I've received cardiac care — the treatment of which was confirmed by my stateside cardiologist — at a similarly low cost. And my wife has had other excellent care.

Though we're long-time residents of Alameda, my wife and I have been living in a condo on Banderas Bay and sailing our Catalina 42 out of a nearby marina for four years now. We absolutely love Mexico!

Name Withheld by Request  
Punta Mita, Mexico

*Readers — As is the case everywhere in the world, some doctors are better than others. But wherever cruisers gather, you can usually get great recommendations for the best doctors.*

### ↑↓ NAVIGATING WITH A DVD SEXTANT

Last night at a school function for parents, I told a story about a boat that got struck by lightning and lost all her electronics. As a result, the gal had to build a sextant from a pipe and a DVD, and did all the navigation math by hand in order to navigate the boat back to Hawaii. I thought it happened in one of the TransPacs, and that the boat's name was *Wild Child* or *Wild Orchid*. It happened within the last five years.

One of the teachers wanted to tell the story in class, and asked me to get more information on it. But I was unable to



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## LETTERS

find it on your website. Do you recall it?

Jeff Rollert  
Sailor and Avid Reader  
Planet Earth

*Jeff — It doesn't ring any bells with us. In fact, it doesn't sound very likely. First of all, there isn't a lot of lightning in TransPacs or around Hawaii. Second, almost all boats have two or three GPS units, including one or more handheld units, so it's hard to believe there's an offshore boat that doesn't have at least one functioning one at all times. Could your memory be playing tricks on you?*

### ↑↓ BIKES OPEN UP A WORLD OF POSSIBILITIES

I saw the story about the Wanderer riding his bike around San Diego, and his note soliciting comments from others who have bikes on boats. My wife and I have a Vagabond 47 that is currently based out of La Paz, and which we cruise part-time. We are avid cyclists and agree whole-heartedly that bikes open up a world of possibilities when you pull into a new port.



DAHON

#### *The Silvestris enjoy their Dahon Speed P8.*

The tires can't handle the usual rough roads around the waterfront or the varieties of terrain you might encounter while cruising, at least outside the United States. They tend to be a little more finicky maintenance-wise as well.

Full-size mountain bikes and hybrids are great for getting around town and hauling groceries. But with a full-size bike comes full-size storage problems. We tried a folding Montague bike, a Navigator hybrid. It rode very well and would work for powerboats and bigger sailboats. But we found it a chore to wrestle the bike up and down the companionway. Finding a place to store it while underway was hard, too.

My wife currently rides a Dahon Speed P8, and we are very pleased with it. Santa might bring one for me this year as well. The bike is comfortable and handles well. The 8 speeds help when the roads go vertical. The fat tires handle almost anything, and the smaller wheels and frame make it a breeze to store.

For those cruisers with a bigger bike budget, Bike Friday is one of the premier quality folding bike makers. For cruisers, their mountain and touring bikes would be a delightful way to get around.

Bill Silvestri  
Jade Dragon, Vagabond 47  
Ventura

*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.*





# BOATER GUIDE TO SAN FRANCISCO BAY

PREPARED BY





## THE 34TH AMERICA'S CUP

The City and County of San Francisco and Port of San Francisco are proud to host the best sailors in the fastest boats when the America's Cup, the oldest trophy in international sport, returns to the United States for the first time in 18 years. The 34th America's Cup will be the first time this event is visible from shore and we're counting on boaters such as you to help make it a sustainable and responsible event. Following are some tips to help you enjoy the America's Cup World Series, August 21-26 and October 4-7, 2012, and the Louis Vuitton Cup Challenger Series, Red Bull Youth America's Cup, and America's Cup Match Finals July 4 - September 22, 2013 on San Francisco Bay.

## BOATER SERVICES

The attached San Francisco Bay Area Clean Boating Map lists locations of marinas, yacht clubs, and pollution prevention services including: used oil collection, sewage and bilge pumpouts, oil absorbent distribution and collection, marine battery collection, as well as marinas designated as clean marinas, mobile boat-to-boat services, eel grass locations, marine protected areas and helpful information about clean and safe boating practices.

Go to:  
[http://www.coastal.ca.gov/ccbn/SF\\_Bay\\_Clean\\_Boating\\_Map.pdf](http://www.coastal.ca.gov/ccbn/SF_Bay_Clean_Boating_Map.pdf)



## SAFE BOATING INFORMATION

All mariners should be aware of safe boating practices and California's boating laws prior to setting out to view the America's Cup races. Visit the following links for more information: Safe Boating/Boating Laws: [www.dbw.ca.gov](http://www.dbw.ca.gov); Race Course/Regulated Areas: [www.americascup.com](http://www.americascup.com); Weather: <http://www.wrh.noaa.gov/mtr/marine.php>. Boaters are also encouraged to subscribe to the U.S. Coast Guard's Notice to Mariners at <http://cgls.uscg.mil/mailman/listinfo/eleventh-cg-dlnm> and to listen via marine band radio (VHF-FM Channel 16) for other updates regarding the race.



## Operating Restrictions

Vessels of less than 20 meters in length (including sailing and non-motorized vessels) shall not impede the safe passage of a power-driven vessel following a traffic scheme, such as a ferry or commercial ship.

Unless expressly permitted by the Port's Maritime Manager or in the case of a marine disaster, vessels may not:

- Embark or disembark persons at ferry terminals,
- Moor at any wharf, dock or landing or occupy a stall, berth or mooring within the Port of San Francisco,
- Operate within 500 feet of the pierhead line, except for entering or leaving a berth or slip, or
- Operate personal watercraft within 1/4 mile from all Port of San Francisco waterfront facilities or National Park Service shorelines.

## Protected Areas

Boaters must avoid all eelgrass beds, wetlands, marine protected areas and environmental buffer zones along Crissy Field shore and around Alcatraz Island delineated on the attached map.

## Who to call

Emergency Contact Info: Use VHF-FM Channel 16 to contact U.S. Coast Guard for on-water emergencies or dial 911.

For non emergencies, contact the SF Police Department: (415) 553-0123 or U.S. Coast Guard (415) 399-3530.

Contacting Other Boaters: To contact another vessel use VHF-FM Channel 16. Once contact has been established, shift your conversation to an alternate frequency.



## ENVIRONMENTAL PROTECTION

San Francisco Bay is the West Coast's largest estuary and hosts a rich diversity of plant and aquatic life, including over 150 species of fish, insects, amphibians, reptiles, birds, mammals and plants that are considered threatened or endangered. About two-thirds of the state's salmon pass through the Bay as well as nearly half of all the birds migrating along the Pacific Flyway. In addition, the Bay supports extensive shipping, fishing, and other commercial and recreational maritime uses.

### Invasive Species Control

**Clean before you come & Clean before you go.**

Hull fouling degrades sailing performance, increases fuel consumption, and can damage your systems and equipment. Introduced by visiting boats, invasive species can spread throughout the Bay, where they foul structures, displace native plants and animals, threaten public health, and upset the local ecology. Please make sure invasive marine pests are not part of this event by doing the following:



- Ensure appropriate anti-fouling paint is still within the defined effective period as indicated by the manufacturer. Use multi season anti-fouling protective coatings suitable for San Francisco Bay.
- Clean your trailer and boat, including all underwater surfaces, intakes, and internal seawater systems prior to coming to SF Bay in a location out of the water as close to your departure date as possible, but no longer than one month before you leave. If your boat was not cleaned before coming to San Francisco Bay, DO NOT clean the boat while it is in the water. Instead, haul the boat out of the water to clean.
- When leaving, if the vessel has been docked/moored in the Bay for a month or more, clean your equipment prior to returning to your home marina.
- Do not transport live bait. Properly dispose of residual fishing bait in trash receptacles. Drain all live wells before departure.

### Marine Mammal & Seabird Protection

The Federal Marine Mammal Protection Act prohibits harassment of marine mammals, including feeding or attempting to feed a marine mammal in the wild or negligently or intentionally operating a vessel to pursue, torment, annoy or otherwise disturb or molest a marine mammal. To report a marine mammal incident, contact the National Marine Fisheries Service at (562) 980-4017. Similarly, the Federal Migratory Bird Treaty Act prohibits harassment of migratory birds, including pursuing, hunting, taking, capturing or killing migratory birds, nests, or eggs.

## CLEAN BOATING PRACTICES

You too can be part of the solution. Pledge to clean your vessel and take the following actions and get a special AC34 Clean Boater Flag at <http://www.americascup.com>:

- Implement Invasive Species Control Measures
- Prevent illegal dumping of any raw sewage or garbage overboard in the Bay, including plastics, solid, biological or hazardous wastes, fishing line, cans or bottles, cigarette butts, cleaning or maintenance products. Take advantage of shore-side facilities to properly dispose of your trash and recycle plastic, glass, metal, and paper. Use the attached San Francisco Bay Area Clean Boating Map to locate sewage pumpouts or mobile-pumpout services to properly dispose of raw sewage.
- Use cleaners that are water-based, biodegradable, phosphate-free and labeled as less toxic. Check out these less toxic cleaning alternatives for all types of uses: [www.coastal.ca.gov/ccbn/lesstoxic.html](http://www.coastal.ca.gov/ccbn/lesstoxic.html)
- Prevent pollutants from entering the Bay by practicing preventative engine maintenance, using oil absorbents and recycling used oil and filters. Dispose of used oil absorbents as hazardous waste at a marina or household hazardous waste collection center. For locations please check the attached San Francisco Clean Boating Map. A list of Certified Used Oil Collection Centers can be found at: <http://www.calrecycle.ca.gov>

Other helpful clean boating links include:

- A Boater's Guide to Keeping Pollutants Out of the Water: <http://www.coastal.ca.gov/ccbn/bindercard.pdf>
- Clean Boating Habits: <http://www.dbw.ca.gov/Pubs/CleanBoatingHabits/Default.aspx>.
- Environmental Boating Laws Brochure: <http://www.coastal.ca.gov/ccbn/EnvironmentalLawsBrochure.pdf>

## FOR MORE INFORMATION

More details on how to be a clean, responsible and informed boater can be found at:

[www.americascup.com](http://www.americascup.com) | [www.sfgov.org/americascup](http://www.sfgov.org/americascup)  
| [www.dbw.ca.gov](http://www.dbw.ca.gov)

Thank you for doing your part to make the 34th America's Cup in San Francisco a safe and clean international sporting event. We'll see you at the regatta!



# SIGHTINGS

## robin — the most winning bird

After stealing both starts from fellow Bird Boat *Polly* in the 102nd edition of the San Francisco Perpetual Challenge Cup — a friendly competition between San Francisco YC and Corinthian YC — on September 16, the lively red *Robin* strutted her stuff to win the first two races in the best-of-three challenge. While on the light side, 15 knots proved to be good enough for *Robin* and her crew of Liz Baylis, Jock MacLean and Ben Wells to put up an outstanding defense of the Cup for San Francisco YC and a memorable tribute for the 90th anniversary of the classic Bird Boat. Aboard *Polly* were owner Bill Stucky, Dan Thielman, Chris Watts and David Johnson. An enthusiastic spectator fleet of some 40 boats cheered the old Birds on a glorious late-summer afternoon.

The SF Perpetual, first raced on the Bay in 1895, is purported to be the second oldest match-racing trophy in sailing behind only the America's Cup. Following this year's match, Corinthian YC and SFYC, co-trustees of the Cup, are now at 28 and 25 wins respectively in this historical event.

*Robin* has sailed for the Perpetual Cup six times and won it five times, so she's now in the history books as the most winning boat for the Perpetual Cup. Proud owner Cissy Kirrane said, "It's unlikely that there will be anyone to duplicate that!"

Liz Baylis is the first woman skipper in the 102-year history of the Cup, so that's also in the history books. And for another piece of history trivia on these beautiful Birds, Kirrane also happens to be the only woman in 10 owners to have owned *Robin*.

Kirrane spotted the red beauty at the Corinthian Boat Show in 2006, and was surprised to find she was for sale. "I told my husband, Pat, about it," Kirrane recalls. "But he said, 'I'm too old for this boat.' I said, 'Oh, no we're not!'"

Pat, a consummate sailor and commodore of SFYC in 1965-66, was no stranger to the San Francisco Bay-designed and -built boats. He'd owned four Birds in his lifetime — including *Polly*, who was season champion many times under his helm.

So Cissy bought *Robin* as a surprise for Pat, who was hospitalized shortly after the boat came up for sale. "I figured she would be the joy of his life when he came out of the hospital. He didn't know he owned her until the day we had her christened. It was a joy for him, as it has been for the six years we've owned her." Sadly, Pat has since passed away.

*Robin* had been rebuilt — a 10-year ordeal — just prior to the Kirranes' purchase. She's always sported a red hull and was one of the first colored hulls when she was first built in 1929 at the Stone Boat Yard in Alameda.

Cissy attributes *Robin*'s success to her skilled crew — Gerry and Nancy Rumsy, and Kay and Barney Barnett. Gerry has sailed Birds for 50 years and Cissy recalls a comment from him that just said it all for Bird fans: "We'd just finished a race. Gerry, leaning back in the cockpit, looked at us all and said, 'Don't we have fun?' Barney replied, 'Gerry, it's a Bird, so obviously we're having fun.'"

— michelle slade

## seattle pink boat regatta

Last October, the first-ever Pink Boat Regatta was held at Corinthian YC, with 25 boats participating and over \$8,000 donated to the Breast Cancer Research Foundation. As the 2nd annual San Francisco Pink Boat Regatta — slated for October 14 — draws near, Seattle sailors are still recovering from the inaugural running of the event on Puget Sound.

continued on outside column of next sightings page

## ha-ha entrants haven't

Certain changes are predictable when autumn rolls around each year: Leaves change color, days get shorter, and both waterfowl and sun-seeking sailors head to sunnier southern climes.

The biggest migration of the latter, of course, is the annual Baja Ha-Ha rally fleet (October 28-November 10), which follows a 750-mile course from San Diego to Cabo San Lucas, making rest stops at Bahia Tortugas and Bahia Santa Maria.

Now in its 19th year, this year's rally

MICHELLE SLADE



**Cissy Kirrane's Bird Boat 'Robin' has won five out of the six SF Perpetuals she's raced.**

**Bird Boats celebrated their 90th birthday last month, and Cissy Kirrane celebrated another win in the SF Perpetual.**





## stopped believin'

theme is "Don't Stop Believin'," which acknowledges the multi-year efforts many ralliers put in to prepare for their southbound getaways. As you'll read in our fleet profiles (page 108), for some participants the Ha-Ha serves as the introduction to many months or years of cruising, while for others it's simply a brief yet therapeutic departure from their workday routines.

If you can't make the cruise this year,

continued in middle column of next sightings page

## pink — cont'd

On September 9, pink-clad sailors boarded pink-bedecked boats with decidedly pink attitudes for the Seattle version of the Pink Boat Regatta, hosted by the Sloop Tavern YC off Shilshole Bay Marina. Flashes of pink were everywhere — streamers, balloons, party favors, and the city's entire supply of pink duct tape covered the 45 entries.

Unlike other fundraising regattas, this one actually integrates the race and the fundraising. Sailors are encouraged to solicit donations as a way to increase their overall race points, and thus their chances to win. Add to that the coveted 'Pinkest Boat Award' and you have the recipe for a big pink boat parade in which all levels of racers and

continued on outside column of next sightings page



SPREAD: BILL STUCKEY; INSET: LATITUDE / JR



# SIGHTINGS

## pink — cont'd

cruisers alike can head out on the water for some crazy fun.

"The Regatta was really incredible and I loved everything about the day," said Jen Dynes, a local sailor and breast cancer survivor who sailed aboard her and husband David's Hallberg Rassy 352 *Sol Lucet*. "We're not racers so we weren't comfortable zipping around out there with so many other boats — especially because we had seven kids aboard — but it was so great to see other boats all decked out in pink!"

Overall points for the race went to Stuart Burnell's J/109 *Tantivy* (aptly renamed *Pink Tan-Titty* for the day) with just over 50 buoys (points). His impressive fundraising effort led to increased participation of other local sailors. Second place went to Tyler Lininger's Buchan 37 *Dreamscape*, which earned 40.75 buoys and the eternal gratitude of all racers by donating all of the beer — from Emerald City Brewing Company — for the event. Laura Wilbur's Dufour 34 *FrogPrints* took

continued on outside column of next sightings page

## ha-ha

you can follow the fun vicariously via our updates in *Lectronic Latitude*, and be sure to read the blow-by-blow recap in our December edition.

Is it too late to sign up? Officially yes, but unofficially, no — the Rally Committee is a bunch of softies who've been known to let late arrivals enter even on the morning of the start — October 28 this year, at 11 a.m., right outside San Diego Harbor. Go to [www.baja-haha.com](http://www.baja-haha.com) for details.

We should note that potential crew do sometimes find rides at the last minute also. After all, in any group of 500 or 600 people, there are bound to be a number of no-shows for one reason or another.



PHOTOS JAN ANDERSON COURTESY THE PINK BOAT



## — cont'd

So if you show up in San Diego with your seabag packed, a smile on your face and an upbeat attitude, who knows, you just might find yourself a berth. No guarantees, but it seems to happen every year for at least a few eager watchstanders.

If you'll be in or near San Diego on the 28th we'd also encourage you to come out and help send off the fleet. It's become an annual tradition for all fleet members to exit the harbor in a loosely-formed parade, passing by Shelter Island — where TV, radio and print journalists will be arrayed — at roughly 10 a.m. We'd love to see you there!

— andy



Pretty in pink — clockwise from below, 'Igniter' was one of two boats to dye their sails pink; the pink boat itself, 'Darwind', leads the charge for breast cancer research; the ladies pink it up; a "pink nightmare" aboard 'Nefarious'; we do, too, 'Gardylloo'!



## pink — cont'd

third with 37.6 buoys.

Choosing the recipient of the Pinkest Boat Award proved tough for race organizers. *Gardylloo* boasted a huge 'Brazinnaker' — a flag of sorts made from two corners of a pink spinnaker — but *Igniter* and *Double Trouble* both elaborately dyed their sails pink. And then, of course, there was the crew of *Defiant* who proudly wore 'Save Second Base' sashes. But it was the crew of Pat Denney's J/29 *Here & Now* who took home the prize after they applied pink duct tape to the entire length of the boat's black hull, and decked themselves out in pink togas and pink shirts which also sported the 'Save Second Base' slogan.

With live music from the talented country rock band Gertrude's Hearse, the best Seattle street food on site from Skillet Street Food's signature Airstream trailer, a dunk tank sponsored by Sterling Marine, and a (literally) endless supply of beer donated by the local Emerald City Brewing Company, several hundred very pink sailors and partygoers enjoyed one of the best regatta parties of the year. Or as Mikey Best of *Defiant* said the next morning, "Oh, my God. Fun times yesterday. You guys rock. My head hurts."

To top off an already fantastic event, The Pink Boat will be writing a check to the Breast Cancer Research Foundation for an impressive \$36,000 thanks to the participation and donations of some very fun-loving Seattle sailors.

So now it appears the gauntlet has been thrown. Are San Francisco sailors really going to let those guys and gals up north best them, not only in turnout but in donations, as well? There's still time to show them who has more spirit — just hop on over to [www.thepinkboat.org](http://www.thepinkboat.org) to register.

— ladonna (with ashley bell)



It looked like triple trouble on 'Double Trouble' for the inaugural Seattle Pink Boat Regatta last month.

## keeping the delta clean

Andreas Cove YC and Owl Harbor Marina joined efforts in their first Coastal Clean Up Day on September 15 along Seven Mile Slough and the San Joaquin River in the Delta. Around 20 club members



Just 20 people turned out to collect junk along Seven Mile Slough on Coastal Clean Up Day but they still managed to dispose of over 1,000 lbs of garbage.

continued on outside column of next sightings page

## delta — cont'd

and boaters from Owl Harbor participated in this effort.

Even though we didn't have a huge turn-out, we collected more than 1,000 lbs of waste, including tires, wheels, a toilet, auto parts, electronics, dock foam, large dimensional lumber, cooking utensils, clothing and the wreckage of a small sailboat. At the end of the event, Harbormaster Devery Stockon gave prizes for the most unusual finds. The winning finds were a shoe with a large piece of plastic attached to it, a padded bra, and the largest piece of garbage, the wrecked boat. All items were collected and placed in a dumpster for proper disposal or recycling, and a barbecue lunch followed at the ACYC clubhouse.

We hope other clubs will join us every year to keep our beaches and shorelines clean.

— larry stanton, acyc commodore

## kings of the beer can challenge

It doesn't happen every year, but from time to time, someone takes us up on our Beer Can Challenge. This year, skipper Chuck Hooper and crewmember Roger Ruud of the Benicia-based Contessa 33



**Chuck Hooper (left) and Roger Ruud are the new kings of the Beer Cans, having completed 'Latitude 38's Beer Can Challenge' the week of August 20-24 aboard Chuck's Contessa 33 'Warwhoop'.**

*Warwhoop* took up the challenge to sail in five different beer can races five evenings in a row — one for each weeknight.

*Warwhoop* first succeeded in June of 2010, for which they were featured in that August's issue. Now they've done it again.

On Monday, August 20, *Warwhoop* took third place at Bay View Boat Club. "Thank you Arjan Bok and club members," wrote Roger Ruud. "What a great club. Tuesday we were at Sausalito YC — DFL again. Thanks to Dave

Borton, club members and the staff that put out a great chow line at a beautiful club. Wednesday we were at Vallejo YC — second place at one of my favorite clubs to race! Thank you to Tom Ochs and club members." Thursday found them home at Benicia YC, with a possible third place. "No results were posted as the race is under protest by one of the boats in our class, which ran hard aground shortly after the start and was unable to finish. Thank you to Grant Harless, club members, and Jacquie Francisco, the greatest bartender." On Friday, they headed back down the Bay to Berkeley YC, where they scored a second by 10 seconds. "Thank you to John Douglas, club manager, Bobbi Tosse, club members, and Sal Alvarez, a great kitchen manager — fantastic dinner!"

Ruud, who took a week of vacation time, and Hooper, who's retired, were able to sail in all the races and move the boat each day. "Our great crew joined us where they could: John Cooney, the beautiful Carrie Maha, Joe Rivera, Scott Neiman, David Schiff, and Dan, an able hand taken off the dock in Berkeley."

Not content to rest on their laurels — *Latitude* T-shirts, actually — the once and current kings have a plan to expand on the concept. "Next year, we'd like to get a fleet of 10 to 15 boats to do five beer cans in a week and race from one club to the next," Ruud enthused. "What a fun vacation!"

— latitude / chris

## the crazy case

Sailboat thefts are a rare thing, at least on San Francisco Bay, so when Marianne Armand of Club Nautique asked if we could post in the September 5 edition of *'Lectronic Latitude* that one of their charter boats had been stolen the night before, we readily agreed. As we were the only news outlet reporting the theft, we have to believe it was one of our wonderful readers who called in a report that they'd spotted the boat near Vallejo that night. Unfortunately, by the time the authorities acted

**Summer is officially over but that just means warmer weather for Bay Area sailors. Why not plan a Halloween cruise with your friends this month?**





## of unleashed

on the report, the Hunter 41 *Unleashed* was long gone.

Then came the news the next morning that the prime suspect in the boat theft was also suspected of snatching his two toddlers from their mother's home. Suddenly, the story was all over the news, and the Coast Guard issued a marine bulletin. It was that broadcast that led to the September 7 arrest of Christopher Maffei, 43, for burglary, possession of stolen goods

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## there and back again

My husband James Carmer and I left San Francisco Bay on May 2 aboard our Tartan 37 *Hajime* bound for the Pacific Northwest. North may not be the direction most sailors head when they leave the Bay but the trip strengthened our sailing skills, refined our communication, and showed us some of the most spectacular scenery on the face of the planet. We have more faith in each other and in our boat than we could have achieved under any other circumstances. There was enough duress and enough joy to bring out the best in us, and we wouldn't have missed it for the world.

We left early in the season to take advantage of southerly winds, and harbor-hopped our way up the coast. We sailed into the Strait

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LATITUDE / JR



# SIGHTINGS

## there — cont'd

of Juan de Fuca on June 11 under clear skies and enjoyed exploring the Salish Sea all the way to the top of Vancouver Island. We've been told the cruising only gets better the farther north you go, but we only had so much time. We finally tore ourselves away from lovely Hot Springs Cove on the west side of Vancouver Island on August 20 and pulled into our slip at Ballena Isle Marina eight days later.

We saw our fair share of challenges during our summer adventure, such as getting beat up at Punta Gorda and Cape Mendocino after ignoring local advice to time our passage for between 2-4 a.m. I didn't like it, but *Hajime* shouldered through it all, and I learned a lot about what *not* to expect out of an autopilot in that four-hour watch. Or the crab pot we caught outside of Coos Bay, or the batten we lost, or . . .

But these were all things we overcame with proper attention to the volumes of books written on such subjects. Our biggest challenge was

continued on outside column of next sightings page

## unleashed

and two counts each of kidnapping, parental abduction and child endangerment.

According to a jailhouse interview he gave to *The Chronicle*, Maffei was upset that his ex-girlfriend had barred him from seeing his children, so he went to the home she shares with her parents while she was at the courthouse filing a restraining order, and took Brooklyn, 3, and Devin, 2. He claimed that the children were not safe in their mother's home, and that while he regrets stealing *Unleashed* — "I knew this was a boat someone cared about," he said — he doesn't regret taking the kids.

He also told the reporter that he hadn't



**What I Did This Summer — (clockwise from here) Cruisers often hold pot-lucks on the beach in the Pacific Northwest; don't scold, just get the water out of the diesel tank; sea stars are voracious crab bait feeders; the scenery in the Inside Passage really can't be beat; damn crab pots; idyllic but deep anchorages abound so be sure you have plenty of line for tying to shore.**





## — cont'd

planned on taking the boat initially, but within a few hours of the alleged kidnapping, he changed his mind. He said he stocked up on provisions — including diapers — and headed down to Ballena Isle Marina in Alameda. Armand confirmed that Maffei had previously looked at the boat, claiming he was a potential buyer.

Maffei said the three days he spent aboard *Unleashed* with Brooklyn and Devin were “idyllic.” At some point during the voyage, Maffei left the Bay and headed south. It was there that a fisherman, alerted by the marine broadcast, recognized

continued in middle column of next sightings page



## there — cont'd

getting past the personal issues. In our case, these boiled down to clear communications, trusting each other, and moving past blame games.

One part of the communications issue is that while I think in words, Jim thinks in pictures, occasionally to the point that he cannot find the words to describe what he is thinking. Particularly when he is sleep-deprived — a hazard of watchstanding with just two people aboard — he may *believe* he's told me what he wants me to do, but he's left out all the important nouns and verbs, such as “winch” and “mainsheet.”

Instead of getting frustrated, we followed the lead of military organizations the world over and started acknowledging the receipt of an order by calling it back to the person delivering the order. “Winch the mainsheet in when the mainsail luffs, aye aye!” If you can't repeat it, you can't do it. This simplified our sailing process immensely and prevented hazardous miscommunications. It's not the way most married couples converse, but it works for the sailing part of our marriage.

Trust in each other's skills was essential for this trip. A person can singlehand up and down the coast, but then why take a passenger? Each partner has to take on the responsibility of managing the boat during their watch. It's a great weight on the soul to be the skipper, to own the job of keeping the ship safe, but with that weight comes pride in the accomplishment, a glow of satisfaction that cannot be earned in any other way. And while it's important that both partners take responsibility, it's equally important to give the mind a rest from the demands of total responsibility. On *Hajime*, whoever has the watch is the captain at that moment, which lets the other partner sleep, read, or climb all over the deck taking photos in peace.

Not placing blame was the most difficult personal issue to overcome. It's a natural human reaction to point out the errors someone else makes. If one partner yells down the hatch that they have just put three gallons of water in the fuel tank, that partner knows they've made a mistake. If the other partner can bite their tongue on all the scathing remarks they might make, and focus instead on how to get water out of the fuel tank, it saves a great deal of time and emotional energy. Exercising this momentary restraint on the emotions — on more than one occasion — permitted us to sail on to further adventures without a burden of guilt and recrimination, greatly enhancing the enjoyment of our cruise.

As a destination, we found the Salish Sea to be a wonder of natural beauty and incomparable boating, with a welcoming community of fellow sailors who extended their knowledge and wisdom freely. As a journey there and back, it bred faith in our vessel, and trust in each other and in our hard-won sailing skills. Through our work on communication and overcoming our negative habit of blame, we were strengthened rather than diminished by adversity, and are eagerly looking forward to more adventures.

— jessica lockfeld



Jessica Lockfeld and James Carmer from 'Hajime'.

## 25 years — not so long ago

In 1984, Berkeley's Serge Testa set sail from Brisbane, Australia, and returned three years later in May 1987 having circumnavigated over 27,000 miles, and spending a total of 500 days at sea. This story may not seem unique other than the fact that Testa made the journey in a 12-ft (actually, 11' 10") boat he designed and built himself.

His boat, *Acrohc Australis* ('Acrohc' meaning 'thingamajig' in his mother's native Italian and 'Australis' for his adopted country), was the smallest ever to complete a circumnavigation — a new world record, which remains unbroken today. He jokes that his only regret was he

continued on outside column of next sightings page



## testa — cont'd

made the boat too small.

"Nobody is willing to have a go at the record now," he said. "It's spoiled for everybody else, and for myself, too, as I would've liked to have other people do it. I didn't want to kill it!"

Then-34-year old Testa — he's now 62 — wanted to sail around the world but had no money. It was '83 and he thought he'd like to set a record as well as have a great time seeing the sights. His requirements for his small boat: be indestructible in the worst weather and unsinkable if hit by a tanker, have room for one full-sized bunk and enough storage for a few months of supplies, be as watertight as possible, and sail as fast as possible — all in 12 feet.



**Serge Testa and his wife Robin, 25 years after his record-setting solo circumnavigation.**

He brushes aside any of the reasons most of us would consider *not* making the voyage in a 12-ft boat and says that his biggest challenge was making the commitment and sticking with it. "It would've been easy to quit," Testa said in a serious tone.

He openly admits that the voyage was poorly financed. "I didn't have a lot of money, which was one of the reasons I did it on a very small boat.

It had to be affordable. I had some savings and a small income from writing articles for magazines on my voyage."

Preparations were fairly nonexistent — he built the boat in three months and then simply left, figuring the rest out along the way. On the open ocean he says he found a serenity that was like nothing else and he quickly fell in love with the nothingness that is the middle of the ocean. "I loved being becalmed, when the sea breeze is quiet; it's really magical to be there in the middle of nowhere and you can just feel that you are really by yourself. You can see the sea and the sky being one and you're just alone, really alone. That's fantastic. Being in space would be the same thing but I can't get there!"

His worst experience struck when his boat caught fire as he was refueling his methylated-spirits stove at sea, two weeks out from Madagascar. He managed to get out of the burning cabin and jump overboard. "It was horrible but fortunately I didn't really have to repair very much — mainly the lining and the cushions. Everything vital was inside lockers, which were closed with a metal door." While the boat was okay Testa wasn't. Badly burned, and in shock and pain, he managed to hang a tarp under which he lay for three days before he was able to start cleaning up and navigating again.

In bad weather it wasn't so much the size of his boat that was the issue but getting caught in systems that were long-lasting, such as when he was just off Darwin, Australia, en route to Cocos Keeling and got caught in four small cyclones that lasted three to four weeks. "That part of the trip took eight weeks," Testa explained. "I didn't have good ventilation because I was so low to the water and it was extremely hot and wet. I was wet all the time for several weeks. That was the biggest problem — not the strong waves or wind."

Today Testa and his wife Robin, whom he met in San Francisco shortly after his voyage, spend most of their time in Redcliffe, Australia, just north of Brisbane, where he works as a marine surveyor. He's had several boats since *Acrohc* and they're currently putting together specs for a new boat — a sail-assisted powerboat about 60 feet long. He's not yet found a design that'll work for him but he's not concerned. "If we can't find a design like that, I'll just build without," Testa laughed, clearly stuck with the same spirit of 25 years past.

Testa's book about the *Acrohc* voyage, *500 Days*, is still available on Amazon in print and Kindle. For more info on his boat and voyage visit [www.acrohc.com](http://www.acrohc.com).

— michelle slade

## unleashed

the boat. After the fisherman refused to give Maffei diesel, he called the Coasties to report the sighting. It wasn't long before a C-130 had *Unleashed* in view off Pillar Point, and cutters were dispatched to her position.

Maffei claimed he knew he had been discovered when he spotted the C-130, so he headed toward Monterey. "I wanted to surrender," he said. Uneasy at the prospect of a nighttime rescue, the Coasties



**Time flies — Serge Testa was just 34 when he sailed the 12-ft 'Acrohc Australia' around the world, setting a new record.**





## — cont'd

closed in a little after 7 p.m., arresting Maffei without incident and returning the children to their mother.

Maffei is being held on a \$500,000 bond, and has twice postponed entering a plea. His ex has since been granted a temporary restraining order as well as full custody of the children with no visitation rights for Maffei. And *Unleashed* has been delivered back to her Alameda slip.

— *ladonna*

## a gem among woodies

Not every boat gets a beautiful new spinnaker for her birthday. Especially one emblazoned with a custom-designed logo. But *Yucca* is no ordinary boat, and this was no ordinary birthday. Hank Easom's cherished 8-meter turned 75 last month — her diamond anniversary. And judging by the immaculate condition he's kept her in, we wouldn't be surprised if she could still be seen blasting across the Bay decades from now.

Built in Newport Beach by Tom Dittmar, she was launched in 1937 — the same year that a famous red bridge completed its span across the entrance to San Francisco Bay. Gentleman yachtsman Bill Bar-

continued on outside column of next sightings page



PHOTOS COURTESY SERGE TESTA



# SIGHTINGS

## yucca — cont'd

tholomew commissioned her to race against other local 8-meters, at a cost of \$45,000 — a tremendous sum of money in those days. But then, *Yucca* has very impressive 'bones'. She's double-planked and bronze fastened, with cedar on the inside and Honduras mahogany on the outside, laid over oak frames. Her deadwood, keel and stern are teak. Needless to say, if you could even get a hold of such wood today, the price tag would have a couple more digits added to it. *Yucca* was one of two double-ended 8s in Southern Cal at the time, the other being *Angelita*, which won the 8-meter class at the 1932 Olympics.

The way Hank tells it, he went down to Newport in '64 to check out the new Cal 40 design, but decided that wasn't the boat for him. So his broker, Chuck Ullman, convinced him to take a look at a 27-year-old woody that was lying on a mooring in the harbor. Apparently it was love at first sight. Hank recalls that he knew when he first laid eyes

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## ac worlds

As sailing fans gear up for the return of the AC45s to San Francisco Bay for the next edition of the America's Cup World Series October 2-7, the City is bracing itself for one insanely busy weekend (Oct. 6-7). In addition to the World Series, the 49ers will be playing the Buffalo Bills at Candlestick Park; the Giants hope for playoff games both days; the Hardly Strictly Bluegrass Festival will likely attract its normal crowd of about 800,000 visitors; another 60,000 will turn out for the Castro Street Fair, while thousands more will hit up the Italian Heritage Parade in North Beach as well as the Burning



PHOTOS LESLIE RICHTER / WWW.ROCKSKIPPER.COM



## and fleet week

Man Decompression Street Fair. Oh, and did we mention that it's also Fleet Week, when nearly a million people make their way to the Cityfront to gawk at the ships and watch the Air Show? Add all of that up with the 150,000 people who attended August's World Series event — and, of course, the thousands of passengers from two cruise ships slated to be in town that weekend — and it's a recipe for gridlock.

If you're planning to stake out a spot on The Spit — the breakwater next to Golden Gate YC — for the World Series, we'd highly recommend leaving the car and taking a

*continued in middle column of next sightings page*



**Most 75-year-olds need a little nip and tuck, but 'Yucca' doesn't even need Botox.**

## yucca — cont'd

on her that *Yucca* was the girl for him.

Since then, she's been a fixture of the Northern California racing scene, having competed in a wide variety of both inshore and offshore races. An important footnote to her history is that former owner Don Barber modified her for ocean racing sometime in the late '50s, giving her a watertight cockpit and installing an engine. Adding the ability to fly a massive masthead kite was Hank's idea, although she still flies smaller chutes from the original 3/4 position when Bay winds pipe up.

Highlights of her racing career include winning the Doublehanded Farallones with crew Al Blair, the old San Francisco Cup for St. Francis YC (a longtime challenge between that club and San Francisco YC), the Delta Ditch Run, the Three Bridge Fiasco (her class), and others.

As sweet as those successes may have been, though, it's obvious to even a casual observer that over the years Hank has enjoyed the camaraderie of his crews — typically composed of top local racers — at least as much as the thrill of seeing *Yucca*'s name placed high on a leaderboard.

The next time you see this gracefully aging beauty charging across the Bay, give her a toot of your horn to salute her 75th. Like the symbol on her birthday chute, she's truly a rare gem.

— andy



**'Yucca' proudly flies her massive birthday chute.**

## the blue ribbon boys

Corinthian YC's Friday Night Races came to a close on August 31 with a non-counter race and series awards. One of the boats competing this season has absolutely blown everyone away with their level of dedication and perseverance in these races. The Catalina 27 *Blue Ribbon* is owned and crewed by four guys ranging in age from 27 to 36. About a year ago they pooled their money to buy this boat, and it has been a labor of love ever since.

Every Friday afternoon since April 27 they've rushed to San Francisco from their offices in Silicon Valley, quickly rigged the boat at Pier 39, and sprinted across the Bay to the Corinthian. They've never missed a start. Skipper Kevin Moore once even drove eight hours straight from San Diego to San Francisco just to make the race in time.

But there's another miraculous thing about the *Blue Ribbon* boys that others might find inspirational: They have finished last in every single Friday Night Race this season, but they keep showing up . . . again, and again, and again. In fact, *Blue Ribbon* has had perfect attendance for both the spring and summer series. That's 19 races in a

*continued on outside column of next sightings page*



**The 'Blue Ribbon' Boys: (l to r) Eric Blanchard, Eric Shobe, Kevin Moore and Eduardo Lorente.**

TORI HOGAN

# SIGHTINGS

## blue ribbon — cont'd

row without a single miss . . . and 19 races without beating a single boat — except those that dropped out before finishing.

Most people who lose on such a consistent basis would have given up long ago — they would have lost their drive to compete. But not these guys. They are so eager to learn and improve their racing skills that they keep coming back, every single week. Even on the many occasions when the race committee boat was hauling in the final buoy as *Blue Ribbon* was inching toward the finish line, they didn't give up.

Their perseverance is paying off. Their starts are now much better, they're getting a deeper understanding of the tides and currents, and their boat is little by little becoming more race ready, including the addition of a second-hand genoa, a new whisker pole and their very first boom vang. They were recognized and received a well-deserved special perseverance trophy at the awards ceremony.

Well done, guys!

— tori hogan

## changing lives outside the limelight

The oft-stated goal of the America's Cup 34 organizers to expand local youth sailing activities reminds us that there are already many long-established youth programs in the Bay Area that have been quietly getting youngsters out on the water with little fanfare.

One of these programs is the Blue Water Foundation, an all-volunteer, nonprofit corporation that has been introducing kids to the joys of sailing since 1992. Every Tuesday afternoon during the school

year, a group of 10 middle school kids arrives at the San Francisco marina and boards *Golden Bear*, a 46-ft Frers formerly known as *Bravura* when she won the '83 TransPac.

These excited youths don PFDs, heed the captain's safety briefing, and suddenly turn from giggling 11-year-olds to semi-serious sailors. Captain Marc Gounard and his cheerful crew of volunteers make the kids feel at home on the sea. When assigning duties such as raising the main, there is no shortage of hands in the air: "Pick me, pick me!"

Pairs of boys and girls take turns on the 'coffee grinder' while the rest of the youngsters sit on the rail, dangling little feet over the side with squeals of joy. One young girl learned a lesson of proper footwear, as her sparkly slip-ons were too loose, so she had to sit in the cockpit. She

didn't seem to mind as she was watching for wildlife. "Last time out we saw porpoises. I want to see them again!"

Blue Water offers several programs from introductory afternoon sails to ongoing training on a regular schedule where kids can develop skills and confidence. Their Gleaming Ocean Program aimed at high school students teaches more advanced skills on a continuing basis aboard the Hans Christian 43 *Benjamin Walters*, owned by the foundation's founder, Lee Stimmel.

Stimmel encourages sailors to volunteer for similar youth programs. "Sometimes when I lose heart about the priorities some people seem to have, I just think of Blue Water and realize that people really want to help those less fortunate," he said. "It becomes addictive. There's

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ac

ferry. You'll not only save yourself from an epic migraine, but you won't miss any AC45 action while you're trying to find an impossible parking space. Of course, if you break into a cold sweat at the thought of being in the City with all those crowds, live coverage will be viewable online during the week, and on NBC the final day.

Meanwhile Emirates Team New Zealand has been aggressively testing their AC72, which they acknowledge will allow them to foil while sailing downwind. Skip-

COURTESY BLUE WATER FOUNDATION



Kids from all over the Bay Area get plenty of opportunity to get salty on 'Golden Bear'.





## — cont'd

per Grant Dalton was quick to point out they — along with all the teams — were still in the testing phase and the final configuration could change.

Oracle Team USA took their 72 out sailing for the first time on August 31, but a daggerboard promptly broke. They made it back out onto the water by mid-September, but with only 30 days of training allowed till February 1, they need to fit in as many days as possible to work out the kinks.

— ladonna

## limelight — cont'd

nothing like seeing the face of a child suddenly discovering a wilderness — complete with wild animals, adventure and challenge — exists half a mile from the city blocks.”

The sight of school kids sailing is commonplace in the French West Indies and the coasts of France, where learning to sail is part of the curriculum. Though not as fortunate in that respect as their counterparts, Bay Area kids have plenty of opportunity to access sailing through Blue Water and other volunteer programs, some of which will be featured here over the next several months.

For more information visit [bluewaterfoundation.org](http://bluewaterfoundation.org) or call (415) 392-2018.

— lynn ringseis



**Holy foiling catamaran! Emirates Team New Zealand (spread) flying along the Hauraki Gulf on her foils last month. Oracle Team USA's testing was put on hold for a couple weeks after they broke**

# Emeryville Marina

Emeryville Marina's idyllic location in the heart of San Francisco Bay offers views of three bridges and two islands. Dock in Emeryville. Enjoy our amenities and walk to great local restaurants.



## 2 Marinas

### Transportation Hub

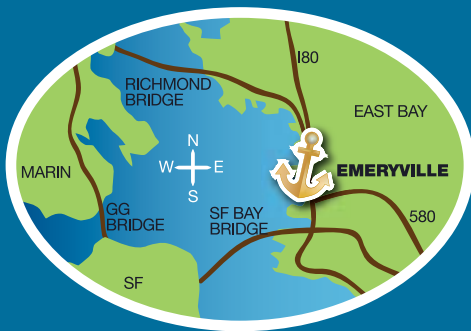
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- Free shuttle about town and to BART
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- Charter boats

### Arts, Science & Sports

- Water sports, fishing, Bay walk, bike trails
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and enjoy tax savings and a great investment!



Emery Cove Yacht Harbor

# 2012 ROLEX BIG BOAT SERIES —

**F**orget global warming. The earth shifted slightly on its axis this year. It's one thing to race multihulls in the America's Cup. . . but in the Rolex Big Boat Series?

The St. Francis Yacht Club's premier annual regatta has been held for 48

along with six perpetual trophies and six Rolex Oyster Perpetual Submariner watches awaited the winners.

Ultimately victorious: IRC A — TP52 *Vesper*, Jim Swartz (Park City, Utah); IRC

B — King 40 *Soozal*, Dan Woolery (Alamo); IRC C — J/125 *Double Trouble*, Peter Krueger (Reno); IRC D — IMX 38 *Hawkeye*, Frank Morrow (San Francisco); Express 37 — *Blade Runner*, Michael Shlens (Palos Verdes); J/105 — *Donkey Jack*, Shannon Ryan, Rolf Kaiser and Steve Kleha (San Francisco); J/120 — *Desdemona*, John Wimer (Half Moon Bay); Multihulls — ProSail 40

"thrilled spectators with their blazing speed and daring moves, especially at mark roundings where they sometimes mixed with monohulls holding a slower, steadier pace."

The level of talent was exciting, too.

*What got hearts thumping was the near-miss at Shadow's finish.*

Stoneberg brought together a star-studded crew aboard his silvery 25-year-old ProSail 40 catamaran *Shadow*, including Olympic medalists Randy Smyth, Keith Notary, and Chris Steinfeld; internationally ranked sailors Genny Tulloch and Katie Pettibone; and Mike Tosse of Svendsen's Marine.

**The image of 'now': Urs Rothacher drives 'BridgeRunner' from a hiking tramp, while his GoPro captures the action.**

years (save for its 2001 cancellation after the 9/11 attacks). Fleets come and go, but like all classics, there's a timelessness to this regatta. Big boats, big breeze, big names.

That tradition continued on September 6, but the average boatspeed ticked up considerably. The 2012 edition of the Rolex Big Boat Series kicked off with its first-ever multihull division of six boats blasting along in chilly 16-20 knot winds among a 66-strong total field of entries across eight divisions.

For four days the winds stayed mostly in the high teens, the sun shone, the cur-

**Smokin'! Tom Siebel's Sig 45 'Vamonos' blasts across the Bay. Early indications are that multis will compete again at next year's RBBS.**

*Shadow*, Peter Stoneberg (Tiburon).

## Multihull Madness

Going into Sunday there may have been no question about the winner in the performance multihull division, but there was drama through to the finish, and talent galore.

St. Francis YC Commodore Peter Stoneberg gets credit for driving the inclusion of multihulls. But before the race committee could even agree to the division, and long before the start gun, was the challenge of defining the division. What class constraints? What courses? Just catamarans, or trimarans too?

Bay Area Multihull Association Staff Commodore and YRA Secretary Bob Naber was all in to help guide the process. After all, BAMA has no small experience in the matter.

Leave it to a TP52 racer, though, to express the handicapping challenge. Hogan Beatie on the TP52 *Rio* commented, "It's like trying to rate a maxi, a Reichel/Pugh cruiser, a Farr 40 one design, and a TP52." Sausage-making, clearly.

In the end, the race committee created a performance multihull category focused on boats with a particular size and speed potential — no ponderous

cruising cats and no Hobies. They were given PHRF ratings, scored using time-on-time, and tris were allowed.

The regatta press office was certainly pumped, writing about how the multis



rent flooded, and temps in the low 60s had that special San Francisco chill.

It came down to the last day — Sunday's traditional "Bay tour" — for most of the divisions. A championship title,



ALL PHOTOS ROLEX / DANIEL FORSTER EXCEPT AS NOTED



# UNIQUELY DIVERSE

Tom Siebel, founder of the Emeryville software company formerly known as Siebel Systems, worked with America's Cup and grand prix multihull racer Cam Lewis to assemble a reunion of Tom Blackaller's 1988 ProSail crew, along with racing multihull design guru Gino Morrelli, aboard the Sig 45 *Vamonos*.

But *Shadow* was on a roll: four first-place and three second-place finishes over the regatta's seven races.

That also put Stoneberg six points ahead of the bright orange hulls of Urs Rothacher's SL33 *BridgeRunner*, and twelve points ahead of two boats tied for third, Siebel's *Vamonos* and Philippe Kahn's blue-hulled *Pegasus-MotionX*, a Lightspeed 32. Siebel's first place in race two was the tiebreaker to edge out Kahn for third.

*Shadow*'s sizable point lead going into the final race meant that Stoneberg only had to make it around the course to win. So it wasn't a big deal that *BridgeRunner*

**Biggest of the big:** The green and gray '*Vesper*' leads the charge to the starting line in IRC A. Left: Skipper Jim Swartz with Gavin Brady.



**Above:** SfFYC Commodore and '*Shadow*' owner Peter Stoneberg (on right) salutes RBBS elder statesman Sy Kleinman of '*Swiftsure II*'. **Right:** '*Shadow*' shows her winning form.



came in first for that last race.

No, what got hearts thumping was the near-miss at *Shadow*'s finish. Stoneberg was setting up for a Hollywood finish, sailing a little high so he could come in really hot and fast, seriously flying a hull. That's when Stoneberg spied a stand-up paddle boarder furiously stroking directly across their course.

"We had three choices," said Stoneberg. "Head up — *flip* — and kill the paddle boarder; run over the paddle boarder; or go below the guy and miss the finish."

After accepting option three, Stoneberg and crew coolly recovered from the wild detour and safely finished in 20 knots of breeze, eliciting admiration and applause from spectators on the race deck at St.





# 2012 ROLEX BIG BOAT SERIES —



**Trimmed for success:** Peter Kreuger and his crew worked hard to put 'Double Trouble' at the top of the IRC C rankings.

Francis YC.

But that's not the punch line. When Stoneberg looked over at the paddle boarder and got ready to read him the riot act as they flashed past, whom do you think Stoneberg recognized? Irony of ironies, none other than Jimmy Spithill.

Speaking of mixing it up at the marks, Jonny Goldsberry, who was crew on *BridgeRunner*, said wryly after they hooked the windward mark on Friday, "I see why they don't do 360s in the America's Cup."

For Siebel, the whole series couldn't have been better. "Get out there in 20-

**Grip with the toes!** Making rigging adjustments mid-race out on 'Vesper's bowsprit is a delicate operation.



plus knots, and these boats really light up," he said. "Elbows were flying at the start line. Everybody I saw was excited to have the multihulls."

He also said the handicapping worked well for the catamarans, although *BridgeRunner* had a clear advantage in lower wind. "These guys were ferocious. Well-equipped and well-staffed."

It never got old to see the multitis fly by the monos. At one point *Shadow* was screaming past a big TP52 with an army of more than two dozen crew hiking out. Stoneberg couldn't help shaking his head and getting a big laugh out of his six crew. "So many crew sandwiches, so little speed."

Cam Lewis summed up the feelings of the multihullers about racing in RBBS. "It's about time! We did this back in the Blackaller day!"

Yep, a quarter century ago.

## Biggest of them all — IRC A

In the biggest of the big boats — the six-boat IRC A division — Jim Swartz and his TP52 *Vesper* dominated from the start with an impossible-to-beat 1-1-2-1-1-1-1. *Vesper* took first in IRC A, snagged the title of IRC North American Champion for 2012, and won the St. Francis Perpetual Trophy for the second year running.

Swartz said afterwards, "This is one of the great challenges in the sailing world — the winds, currents, and beating them. It's all about teamwork, and we just have a fantastic team," he said, mentioning crew members Jamie Gale, Ken Keefe and Gavin Brady as among the greatest sailors in the world. "It really helps the program immensely when you have a group of people who know how to take care of each other."

Keefe added that the team also won the IRC East Coast Championship earlier this year. "After having a successful summer on the East Coast, and then to come here and do so well is just an incredible feat, and shows how strong our team is."

In what has become an annual tradition, the crowd warmly applauded Sy Kleinman when he took the stage to accept his third-place award for his Schumacher 54 *Swiftsure II*, helmed by Steve Taft. At 91 years old, Kleinman is believed to be the longest-running RBBS skipper. This was his 31st Big Boat Se-

ries. We hope we can keep at it as long and as successfully as you have, Sy!

## The Soozal Division — IRC B

We've nearly stopped tracking the copious wins of Daniel Woolery aboard his King 40 *Soozal*. But in RBBS, he had to

*"These guys were ferocious. Well-equipped and well-staffed."*

beat defending champion and archrival Brad Copper of Alamo and his Tripp 43 TNT.

Woolery and tactician Pete McCormick of North Sails kept up *Soozal's* winning form to best the five-boat IRC B fleet, finishing first to TNT's third in Sunday's race and taking the City of San Francisco Trophy with a 1-1-2-2-1-1-1. Woolery felt "elation today when we fin-



**With the help of Pete McCormick (left), Daniel Woolery's King 40 'Soozal' (spread shot) earned five bullets.**







**As if there were any doubt, it's clear by the wrestling mask worn by 'Swiftsure's' bowman, that they came to do battle.**

ished first. *TNT* got faster and made us work hard."

This was the third Rolex Big Boat Series for Woolery, who has recently come back from an obviously successful knee replacement surgery. "Since the very beginning, we've always managed to have a good record with more wins than losses. Others said that *Soozal* was the boat to

beat for this regatta, and it turns out it was the case, but we had to work hard to get there."

## The Fast 40s Experiment — IRC C

Peter Kreuger's J/125 *Double Trouble* won IRC C last year with Kreuger's boat partner Andy Costello skippering, and they were ready to defend the title here and take the Richard Rheem Perpetual Trophy. "We worked harder, started earlier, practiced a lot, and got new sails," said crew member Gilles Combrisson (Pt. Richmond). "When we get down to the leeward mark and the tactician (Jeff Madrigali) says 'Left turn / Mexican,' it's like ballet."

*Double Trouble* added a fifth victory in Race 7 and finished a full five points ahead of its closest competition, *Resolute*, another J/125 skippered by Tim Fuller of Murietta, CA.

"It was a great race" on Sunday, said Madrigali (now of Whidbey Island, WA),



**With Brad Copper at the helm, the Tripp 43 'TNT' kept 'Soozal' under pressure throughout the regatta.**

a 1996 Olympic medalist who grew up sailing here. "We had a light-air start, but the wind built really fast and the fleets were all intermingled, and boats were flying. It was fun. The week has been great, with really good weather, great race management and a wonderful group of people to sail against."

Dick Ferris brought his J/125 *August Ice* and ten crew from Lake Tahoe for his third RBBS. It was the J/125 contest that thrilled him. "It was great fun to race against the other two J/125s," said Ferris. "On Saturday we got the tuning down right, took a bullet in Race 5, and we were bound for a bullet in Race 6 when a foul-up at the leeward mark pushed us back down" to finish third.

The IRC C class, reserved for light-

***"We worked harder, started earlier, practiced a lot, and got new sails."***

displacement boats in the 40-ft range, is commonly referred to as "fast forties" and was dual-scored using IRC as well as the new High Performance Rule. The idea of HPR is to better handicap the new generation of high-performance offshore-capable yachts, such as the Farr 400, between 36 feet and 44 feet in length.

HPR certainly helped Bernard Girod's Santa Barbara-based Farr 400 *Rock & Roll*, taking it to a second-place corrected finish, versus fourth under IRC scoring. HPR also helped Steve Stroub's Santa Cruz 37 *Tiburón* splash over Alex Farrell's





# 2012 ROLEX BIG BOAT SERIES —



**Big fleet = big fun. Above and right: The hotly contested J/105 fleet put on a great show.**

1D35 Alpha Puppy.

*Double Trouble* was the winner in both systems. *Resolute* took third in HPR.

HPR promoters pointed out that the overall corrected time differences proved to be much closer in this new system. "This helps prove the new rule as being more favorable towards the latest-generation high-performance designs," said HPR rule developer Bill Lee.

## A Hawk After Honey – IRC D

Six boats were in combat in the IRC D division to take the Keefe-Kilborn Perpetual Trophy. And for the trophy, it was all on the line in the final race between Frank Morrow's *Hawkeye* and *Tupelo Honey*, sailed by Gerard Sheridan of San Francisco.

The two boats were just one point apart heading into Sunday, and eight points ahead of third place contender *Encore*, a Sydney 36 CR owned by Wayne Koide. And that meant... a little match race.

Morrow pinned Sheridan for two-and-a-half minutes at the start. "It was cat and mouse," related Morrow afterwards. "We were hard at it."

*Tupelo* is faster upwind, so the *Hawkeye* team knew they needed to hold back *Tupelo* and bank some time. Crew member Karen Clarkson took up the narrative. "During the first spinnaker run we pulled a quick jibe (called by tactician Sean Svendsen) and stood on *Tupelo*. I think they were surprised. For the long upwind leg we had to pull out all the tactical stops, and then prayed the whole way upwind watching *Tupelo* creep closer and closer."

*Hawkeye* held the lead, winning Race 7 and finishing one point ahead of *Tupelo Honey*, which claimed second overall.

## Express Redress — Express 37

Racing was extremely tight and fraught with protests in the Express 37 fleet battle for the Atlantic Perpetual Trophy.

In fact, eight of 13 protests heard

by the protest committee involved this fleet.

In the end, it was an upset: Michael Shlens' *Blade Runner* knocked out long-time rival and defending champion *Golden Moon*, co-owned and helmed by Kame Richards of Alameda.

*Golden Moon* had topped the scoreboard early in the regatta and stayed there, except for a brief stint when both teams were penalized for failing to observe a limiting mark in race two. (Redress was later granted on the argument that the mark was not in its proper place, and both teams returned to their former positions despite protests from *Bullet* and *Expeditious* to overturn the redress.)

Going into the final race, the top five boats in the division were within five points of one another. Each had taken at least one bullet and each had grabbed





# UNIQUELY DIVERSE

a fourth, fifth, or sixth. But Shlens had poured it on with bullets in races four and six, so Richards needed to finish first on Sunday to defend his record. It's precisely that tight competition that

*"We think of the J/105 as a dinghy, and try to sail it that way — not as a big boat."*

turns Richards on.

"Kame, you psyched at the chance for another Rolex watch?" we asked. Going into race seven he replied, "Buying a watch is less expensive than a new carbon jib. The reason to race here is to watch and learn and study and pay attention and learn to sail better than

before."

It was not to be. *Blade Runner*, *Bullet*, and *Expeditious* all made it by the *Moon* on Sunday, pushing Richards to 19 points overall against Shlens' 17 points.

As Shlens said later, "The Express 37 fleet is really exciting and the boats are all very equal. Even after 20 miles of sailing today, we all managed to stay overlapped at the finish. One minor error can be the difference of three or four boats. Several of the spinnaker reaches were very close and the final reach is where many positions changed within just a few miles. *Golden Moon* is very well sailed and Kame Richards is just an outstanding sailor, so we were trying to stay in front of him from start to finish."

## Largest Fleet — J/105

A total of 21 boats raced in the J/105 fleet, making it the largest in the regatta, vying for the Commodore's Cup. Big fleets mean opportunity for error and place changes, especially when the top three boats are three points apart heading into the final race.

*Donkey Jack* has been racing in the RBBS since 2005 and had won twice. The boat is held in a three-way partnership by skipper Rolf Kaiser and mainsail trimmer Steve Kleha, both of San Francisco, and Shannon Ryan of Oakland.

Ryan, who also sails a Vanguard 15, revealed their secret: "We think of the J/105 as a dinghy, and try to sail it that way — not as a big boat."

Going into the final day, Kaiser commented that there were still three or four boats that could actually win. *Godot*, was one of them, skippered by Philip Laby of Oakland. *Godot* took first and *Donkey Jack* fourth on Sunday, which landed them at



**Mick Shlens' battle-tested Express 37 'Blade Runner' came north to the Bay from SoCal, and returned home victorious.**

an identical 31 points. With two firsts in earlier races, *Donkey Jack* won on a tiebreaker.

The other boat in line to win was defending champion *Blackhawk*, skippered by Scooter Simmons of Belvedere. She was perfectly tied with *Donkey Jack* going into Sunday, but a tenth-place finish — *Blackhawk's* worst of the regatta — plunged her to third overall.

"The J/105 fleet is one of the most



competitive one design fleets on San Francisco Bay," said Kleha. "Our tactic going into today was to win the race. Right off the line we scooted off past *Blackhawk* to clinch that part of the battle. After that, our spinnaker trimmer told us to go underneath Alcatraz, which earned us two places ahead of *Mojo* and *JuJu*."



# 2012 ROLEX BIG BOAT SERIES

## Down to the Tiebreaker – J/120

In perhaps the most dramatic conclusion of the Rolex Big Boat Series, John Wimer's *Desdemona* redeemed itself after losing its lead Saturday to defending champion *Chance*, skippered by Barry Lewis of Atherton. With only one point between the boats going into the Bay tour, *Desdemona* had to finish ahead of

*Desdemona redeemed itself after losing its lead Saturday.*

*Chance*, which it did by posting a second to *Chance*'s fourth and edging the team out by one point overall.

"We knew that *Chance* was who we had to beat, but we also couldn't afford to just let the rest of the fleet go, so we just needed to get a decent start and sail smart," said Wimer, who has competed in the event for 22 years. "Our expecta-



ROLEX / DANIEL FORSTER

*Pretty as a water ballet: As the starting gun fires, the J/120 fleet demonstrates a textbook start off the Cityfront.*

tions are always to do well and to have a challenge; this fleet has all really good sailors and it always comes down to the last race in the regatta. That is what it came down to today."

There was a similar battle for third place, with one point separating Dick Swanson's *Grace Dances* and Stephen Madeira's *Mr. Magoo* going into the final race. With help of tactician Rich Bennalack — and "aggressive main and spinnaker trim" according to crew member David Gimpelevich — Swanson took the bullet on Sunday and held on to third.

## Next Year

The 2013 edition of the Rolex Big Boat Series will be pushed back to September 26-29, following the America's Cup finals. Asked if multihulls will be back for 2013, Stoneberg smiles and says, simply, "You bet!"

— paul oliva

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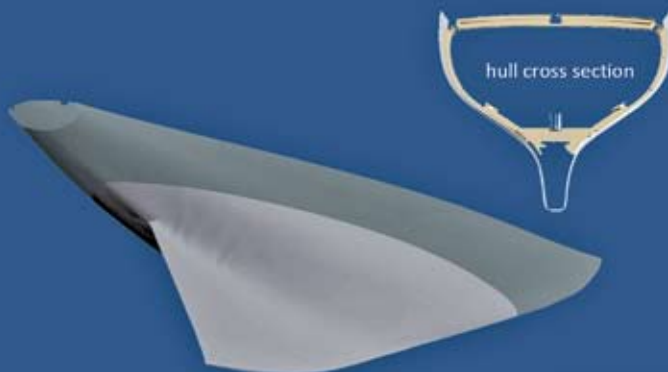
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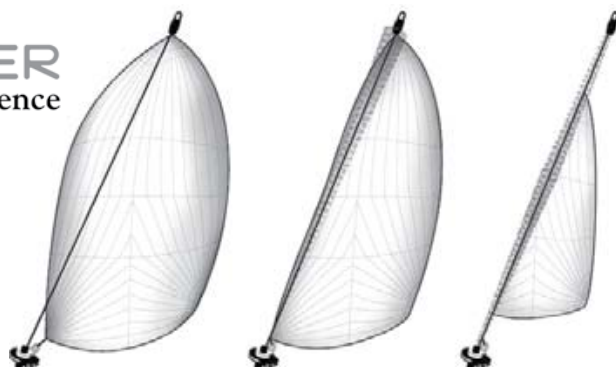
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# TA-TA ONE —

The way we see it, there are two ways to measure the success of a sailing event. The first is how good the sailing conditions were. The second is how engaged and connected the participants

became. Based on those criteria, we think last month's first ever SoCal Ta-Ta — aka Reggae Pon Da Ocean — was a smashing success. Given the number of participants who told us they were ready to sign up for a Ta-Ta Two, we're not the only ones.

**Commodore Liana reggaes pon da ocean.**

The week-long event saw the 33-boat fleet rally from Santa Barbara to Two Harbors, Catalina, with stops at Santa Cruz Island, Paradise Cove and Redondo Beach. None of the legs was more than 37 miles, so there was no overnight sailing.

The fleet was composed of 34 boats — six others didn't show up — ranging in size from Brandon and Devani Priest's Santa Barbara-based Coronado 25 *Sea Monkey* — which got special dispensation for being under the normal minimum length of 27 feet — up to Pat McCormick's Alamitos Bay-based Beneteau 440 *St. Somewhere*. There were six multihulls and one powerboat.

Most of the boats were production built 'racer-cruisers', such as the four Beneteaus, three Hunters, three Catalinas, and three Islanders. A number of boats were at least 30 years old, which says something good about the durability of early fiberglass boats. A few of them have been under the same ownership for decades, such as Keith Albrecht's beautifully restored Alamitos Bay-based Columbia 36 *Ojo Rojo*, which

**We're not sure how long the Albrechts have been together, but Keith and their Columbia 36 'Oso Rojo' have been an item for 27 years.**



he has owned for 27 years. Mike Pyzel has owned his Santa Barbara-based Cal 28+ *Caballo Blanco* since before he sailed her in the '78 Singlehanded TransPac.

While most of the fleet came from the Santa Barbara-to-Dana Point stretch of Southern California coast, at least three boats — Stephen Yingst and Christina Barasch's Sausalito-based Beneteau 31 *Green Flash*; Andy Smith's Coyote Pt.-based Union Polaris 36 *Tilligo*; and Al Fricke's Treasure Island-based Catalina 36 *Jubilee* — had to sail 275 miles to get to the Ta-Ta starting line at Santa Barbara, and had to travel at least 350 miles from Catalina to get back home. Kevin Belcastro's San Francisco-based Tanton 43 cat ketch *Toucan* also came down from San Francisco for the rally, but like a half dozen other Ta-Ta entries, is planning on doing the Baja Ha-Ha.

Chuck and Elaine VanderBoom of Lake Havasu City came the farthest, having trailed their F-31 *Boomerang* all the way from Arizona. Curiously, none of the three San Diego boats that had signed made the 150-mile trip to the Santa Barbara start.

As is to be expected of an event taking place during the work week, many of the 105 participants were retired. Nonetheless, it was a lively group of adventurers not interested in spending their golden years snoring on a couch to a blaring boob tube.

Two was the most common number of crew per boat, followed by three. But Jean Mondeau somehow managed to stuff six into his Madera-based Cal 2-27 *Carmela*, which he'd bought for \$500 and completely restored. Billy Lilly's Newport Beach-based Lagoon 470 catamaran *Moontide* had five crew, four of them women, and *Profligate* had six crew, four of them women. The estrogen on the cats was so thick that it was hard to see from one side of the salons to the other, and the intense discussions about personal relationships never ended.

Two entrants who really tickled our fancy were John and Janice Barker of the Long Beach-based DownEast 38 *Dulcinea*. They'd not only done the first Baja Ha-Ha 19 years before with the same boat, but they wore their new-looking '94 Ha-Ha T-shirts to the Ta-Ta skipper's meeting — and so did Randy and CJ Juengst. They'd done the inaugural Ha-Ha aboard their Norseman 40 *Royal Venture*, and



were doing the Ta-Ta aboard Al Fricke's *Jubilee*. Randy and CJ first met Al in Mexico in '94, shortly after the inaugural Ha-Ha, and they've remained friends since.

Southern California has a reputation for light-air sailing conditions, with frequent periods of too little wind for decent sailing. So it was something of a surprise that a majority of boats were able to sail the entirety of all four legs, which totalled 110 miles. While there were some periods of six to 10 knots of wind, nobody slatted, and overall the sailing conditions were excellent.

We'd done the 26-mile first leg from Santa Barbara to the west end of Santa Cruz Island about 15 times before, but never in such fine conditions. It was sunny from daybreak, and there was a steady 12-knot breeze for the 11 a.m. start. The Poobah cautioned the fleet that the wind would come aft once they got out into the channel, so it would actually



# REGGAE PON DA OCEAN



**Clockwise from spread of 'Orange' passing Pt. Dume. (Yes, the photo is flopped.) Northern Californians Kevin Belcastro of 'Toucan' and Robert Walker of 'Grace'. Question: Tell no lies, where do you want to reggae most? Answer: The ocean. Dreddy mates. Lani Cordero and Mike Pyzel of 'Caballo Blanco'. Jim Anderson's Beneteau 49 'Thalassa' just after the start. Jim and his crew, Derek Leistra, who plans to go cruising in his own boat.**

benefit them to stay low of the rhumb line. The suggestion that members of a reggae-themed fleet "not get too high" was, as you might expect, universally ignored.

After sending the fleet on its way, we futzed getting *Profligate's* main up, then set our biggest asymmetrical. Thanks to more northwest in the wind than normal, we were easily able to curve up to the east end of Santa Cruz, passing San Pedro Point in less than three hours, a few minutes after *Boomerang*. Having ignored our advice, some boats arrived at the island so high they had to gybe back out to get downwind. But even those arrived a short time later.

Smuggler's Cove is one of the few places in the Channel Islands that can accommodate a fleet of more than 30 boats, so that was the Ta-Ta destination.

There was plenty of room for everyone, it wasn't very roly, and there wasn't much of a south swell running — which made beach landings possible if not easy. With continued bright sunshine, lots of people sunbathed, paddled their kayaks, swam in the 68° water, and otherwise enjoyed themselves.

Thanks to the relatively small size of the fleet, *Profligate* was able to host one-third of the skippers and first mates at sundowner parties each night. This was a great way for folks to really get to know each other.

The second day was an overcast lay day. The Poobah proposed a hike from Scorpion Bay back to Smugglers, and offered to take everyone

over to Scorpion aboard *Profligate*. The catch was that all hikers had to be willing to swim out through the surf — it was relatively small — once they got back to Smuggler's. The hike was longer and more hilly than expected, but it was more quiet and serene than anywhere else in

**Charles and LeeAnne Clark hit the start of the first leg with 'Spray'. Their goal is to get a larger boat and take off cruising.**





# TA-TA ONE —



**Clockwise from above. The bubble machine and 'Dulcinea' at Smuggler's. Caren and Danna doing yoga at 10 knots. Heidi Gross, the young owner/skipper of 'Sea Esta'. The VanderBooms of 'Boomerang'. The dock and hikers at Scorpion. Hot and not-so-hot gybing angles off the east end of Anacapa Island. The fleet anchored and rafted up behind the Redondo Breakwater. Michelle Hansen of 'Kailani' gives her husband Cary a tongue lashing.**

Southern California. The only sign of civilization was an old farm house with rusty farm machinery strewn about.

Hovering in the inflatable off Smuggler's Beach, the Poobah was concerned that the weary hikers might balk at having to wade through the chilly surf in order to be picked up and taken back to their boats. He need not have worried, for these were hardy pioneer rally stock, and not a discouraging word was

**Judy, one of the estrogen crew aboard 'Moon-tide', enjoyed kayaking after the Santa Barbara to Santa Cruz Island leg.**



heard — even after some hikers had to be manhandled into the dinghy.

Day three dawned with drippy fog. About half the fleet set chutes in less than 10 knots of wind on the way to Paradise Cove, just past Pt. Dume. The wind was forecast for 10 to 15 knots, but stayed light until early in the afternoon, at which time it started blowing above the forecast. With winds gusting to the mid-20s from Zuma Beach on, many skippers reported hitting their all-time top boat speeds, including the VanderBooms, who racked up an 18.3. Although the wind was strong enough to finish off *Moon-tide's* tattered 16-year-old main, there was no other significant damage to the fleet.

Paradise Cove usually provides excellent protection from the wind, but it continued to gust to the mid-20s in the anchorage well past cocktail hour. The real heroes were the Ta-Ta volunteers

who got drenched shuttling skippers and first mates to the *Profligate* sundowner party. But no boats dragged, and as is the norm for Santa Monica Bay, the wind died promptly after sundown.

Day four dawned foggy and calm, so the Poobah led the fleet on a near-shore tour of Malibu homes. It really wasn't necessary, but celebrity after celebrity — Cher, Goldie, Dustin, Ali, Sting — all came out on their terraces to wave. The Poobah thought his arm was going to fall off from waving back. You'd think they'd never seen a sailboat before.

We mingled with the surfers at Malibu for a few minutes — two-to-three foot waves, kinda sloppy, crowded — before setting the chute. The wind never got over 10 knots crossing Santa Monica Bay, but it was a spinnaker reach, so it might as well have been blowing 16. It was a mellow sail under clearing skies.



# REGGAE PON DA OCEAN



**Clockwise from above. The busy anchorage at Smuggler's. The crowded 'Carmela'. Patsy Verhoeven, another woman skipper, on the throne of her Gulfstar 50 'Talion'. Leslie and Seth of 'Talion' at the King Harbor YC. Diane and Christine Eggleston of the Lagoon 400 'Scout'. He's the NorCal dealer. Katrina Liana, Commodore of the Punta Mita Yacht & Surf Club, takes the leap. A recovered Doña de Mallorca leads the Ta-Ta conga line.**

The trickiest part of the Ta-Ta was going to be the raft-up at anchor behind the huge Redondo breakwater. But it came off without a hitch. The fleet was graciously welcomed by the folks at the King Harbor YC, who set up a dinghy dock and allowed everyone to take showers, dump their garbage, and feast at a delicious spaghetti dinner. This despite the fact it was their last beer can race of the year — a big night at the club.

Then, in the middle of dinner, near-disaster struck. Dona de Mallorca, who had felt great all along, suddenly grabbed the table and announced that she was feeling extremely dizzy. The former ICU nurse was soon stretched out on the dining room floor in great distress.

Paramedics arrived quickly. De Mallorca passed one heart test and then a second more sophisticated heart test. But since her vertigo was severe, she had to be rushed to the hospital. A CAT scan ruled out a stroke and brain tumor, but since de Mallorca continued to barf

violently and have diarrhea into the wee hours, she was, for insurance reasons, transferred to another hospital for an MRI before getting the 'all clear' signal.

By the next morning her symptoms were gone. Because the vertigo hadn't been accompanied by tinnitus, doctors advised that it is unlikely to occur again. Subsequently, she's learned that vertigo is not an uncommon malady.

The Poobah and de Mallorca spent the day in a motel catching up on sleep, while Assistant Poobah Andy Turpin and others took over for the fourth and final leg of the Ta-Ta. From what we were told, it was yet another fabulous day of sailing, with 15 knots on the beam under bright sunshine. Even the first potluck turned out great — except for the Poobah's choice of movies. *The Harder They Come* is not as cheery a movie as he'd remembered. *Captain Ron* would have been a better choice.

The Poobah and de Mallorca

arrived at Two Harbors late the next afternoon, just before the final potluck and awards ceremony. De Mallorca got a rousing welcome from the crowd, almost all of whom had gotten to know her from the sundowner parties on *Profligate*.

In order to get everyone in the reggae spirit, the Poobah announced that when de Mallorca was on what she believed to be her deathbed, she had one last wish, which was that she could lead the entire Ta-Ta fleet in a conga line at the potluck. The Poobah might have made

**With no wind for the start of the third leg, the Ta-Ta fleet motored down to Malibu and hung with the surfers before setting chutes.**



# TA-TA ONE

this up, but in what he viewed as the biggest vote of support for the Ta-Ta, every person — minus one with gimpy knees — got up and conga'd in circles behind de Mallorca. And then they did it again about a half hour later. Perhaps you had to be there, but the group spirit brought a huge smile to the Poobah's face.

After giving a special award to every boat entered — they were all winners! — Ta-Ta One reggaed into the sailing history books. Our heartfelt thanks to everyone who participated, as you were fabulous. And thanks to all the many people who helped make it happen.



Will there be a Ta-Ta Two? We're going to take a few months to decide if, in addition to doing the magazine and running the Ha-Ha, it's too much. We suspect there will be a Two, but in some ways nothing is ever quite like the first time, is it?

— **latitude** / richard

## 2012 SoCal Ta-Ta Participants

<b>AHA</b> .....	Fountaine-Pajot Tobago 35..	Bruce & Marlene Beal.....	Dana Point
<b>Big Sweetie</b> .....	Hunter 450 Passage.....	Carolyn & Charles Moyer.....	Channel Islands
<b>Boomerang</b> .....	Corsair UC31.....	Chuck & Elaine VanderBoom.....	Lake Havasu City, AZ
<b>Caballo Blanco</b> .....	Cal 28+.....	Mike Pyzel.....	Santa Barbara
<b>Carmela</b> .....	Cal 2-27.....	Jean Mondeau.....	Madera
<b>Dariana Ruth</b> .....	Custom 46.....	Michael Alfred.....	Channel Is. Harbor
<b>Dulcinea</b> .....	Downeast Cutter 38.....	John & Janice Barker.....	Long Beach
<b>Escapade</b> .....	Ericson 38.....	Darrell Sausser.....	Los Alamitos
<b>Grace</b> .....	Traveller 32.....	Alameda.....	Robert Walker
<b>Green Flash</b> .....	Beneteau 323.....	Stephen Yingst & Christina Barasch.....	Sausalito
<b>Indulgence</b> .....	Beneteau First 435.....	Andrew Beath & Joseph Blackburn.....	Santa Barbara
<b>Jubilee</b> .....	Catalina 36 MkII.....	Al Fricke.....	Treasure Island
<b>Kailani</b> .....	Catalina 400 MkII.....	Cary & Michele Hansen.....	Nawiliwili, HI
<b>Mean Kitty</b> .....	Catalina 42.....	Bill Walters.....	Ventura
<b>Maira</b> .....	Beneteau 351.....	Scott Stephens.....	Ventura
<b>Moontide</b> .....	Lagoon 470.....	Bill Lilly.....	Newport Beach
<b>Ojo Rojo</b> .....	Columbia 36.....	Keith & Terry Albrecht.....	Alamitos Bay
<b>Orange</b> .....	Contour 34.....	Paul Martson.....	Ventura
<b>Oso Loco</b> .....	Kettenburg 32.....	Bear Turpin.....	Santa Barbara
<b>Quiddity</b> .....	Hunter 33.....	Steve & Bobby Young.....	Santa Barbara
<b>St. Somewhere</b> .....	Beneteau 440.....	Pat McCormick.....	Alamitos Bay
<b>Scout</b> .....	Lagoon 400.....	David & Christine Eggleston.....	Jackson, WY
<b>Sea Esta</b> .....	Pearson Vanguard 32.....	Heidy Gross.....	Marina del Rey
<b>Sea Monkey</b> .....	Coronado 27.....	Brandon & Devani Priest.....	Santa Barbara
<b>Shadow 2</b> .....	Islander 36.....	Greg & Kathy Kircher.....	Ventura
<b>Someday</b> .....	Hunter 34.....	Don McNeil.....	Channel Islands
<b>Spray</b> .....	Islander Freeport 36.....	Charles & LeeAnne Clark.....	Channel Islands
<b>Talion</b> .....	Gulfstar 50.....	Patsy Verhoeven.....	La Paz, BCS
<b>Tempest</b> .....	Jeanneau 46.5.....	Steve Moffett.....	Alamitos Bay
<b>Thalassa</b> .....	Beneteau 49.....	Jim Anderson.....	Redondo Beach
<b>Tilligo</b> .....	Union Polaris 36.....	Andy Smith.....	Coyote Point
<b>Toucan</b> .....	Tanton 43.....	Kevin Belcastro.....	San Francisco
<b>Triagan</b> .....	Corsair F-31.....	Hans Millenaar.....	Leucadia
<b>Wayward Wind</b> .....	Catalina 42.....	William & Kathryn Gaffaney.....	Marina del Rey



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# IDIOT'S GUIDE

*Editor's note: You may recall having seen this article before in the pages of our magazine. You are not hallucinating. We find this piece by Gordon West one of the most useful we've ever published, so we've decided to run it again. In fact, you'll probably spot it again next year and the year after that and the year after that. It's that good, and it deserves a place at every cruiser's nav station. Enjoy!*

Despite several advances in offshore voice communications such as satphones, marine single sideband (SSB) isn't going away anytime soon. That's

*For cruising in California and Mexico, you'll almost exclusively use just five of them: 4A, 4B, 4C, 8A and 8B.*

because SSB, unlike satphones, allows an unlimited number of people to listen to a transmission at the same time.

As such, SSB is the only way to go for the various regional cruising nets, such as the Baja, Sonrisa, Chubasco and Southbound. It means that when Tom Barnum, AA6TP, for example, transmits his latest weather forecast, anyone who wants to do so can listen at the same time. When someone has a question about the forecast, everyone can hear the question and Tom's response.

Marine SSB is also perfect for cruising events such as the Baja Ha-Ha, the Caribbean 1500 and the Atlantic Rally for Cruisers. "While the Ha-Ha doesn't require SSB radios," advises the Grand Poobah, "most boats do have them. They're good for safety — but fun, too. The folks with SSBs are able to participate actively in all the roll calls, weather and fishing reports, and other fleet news. Over a period of nearly two weeks, personalities develop over the radio, and an even greater sense of community is established."

In racing events such as the TransPac, Pacific Cup, and Singlehanded TransPac, SSB offers more than just straight communication. "Thanks to marine SSB, our 1700 hour reports and discussions maintain the racing camaraderie and fun," notes Jack McGuire, KG6CJN, communications chairman of the '08 Pacific Cup race.

Although not the subject of this article, the other significant benefit of SSBs is that, when used with a Pactor modem

and SailMail, they allow for the transmission and reception of brief emails while offshore.

## Licensing

You don't need to pass a Ham radio operator's test to use a marine SSB. All that's required is a valid Ship Station license and a lifetime Restricted Radiotelephone Operator's permit. No testing required! The Ship Station license is good for 10 years and is non-transferable. If you're good at dealing with online government forms, you can apply for a license at <http://wireless.fcc.gov>. If you're not so good at it, or don't want to take the time, my lovely wife Suzie will be happy to help for a fee: (714) 549-5000.

How does Ham (amateur radio) differ from SSB? If you're new to long distance marine radio, I suggest not even worrying about it. Although I run the Radio School and some of the income comes from teaching students how to use Ham radio and pass the test, I generally discourage new SSB operators from taking that step right away. Get the no-test license for SSB radio, become familiar with the procedures and protocols, and use it for a few months. If you find that you're one of the very few cruisers who talks on the radio so much that SSB

frequency, start transmitting, and really piss off the 'radio police', fear not. SSB radios that are capable of working Ham frequencies come 'locked' from the factory. Some can only be unlocked using software, while others can be unlocked by simply pressing three keys at the same time. In cases of genuine emergencies, Ham frequencies can be used by people who don't have a license.

## How Far On What Bands?

A marine SSB system operates on marine radio spectrum called shortwave, medium frequency and high frequency — 2 MHz-26 MHz. This radio spectrum is shared with hundreds of other radio users including shortwave broadcasts, Ham radio, FEMA, the American Red Cross and long-range aircraft.

Radio signals within the SSB shortwave spectrum refract off the ionosphere and come back to earth hundreds or thousands of miles away without the need for communication satellites and/or ground stations. Each marine SSB radio frequency band has a very predictable skywave bounce bull's-eye. If you choose a band that's too high, your signal will skip over the other station. If you choose a frequency that's too low, your



***In the realm of cruising, an SSB radio is a lifeline, an email gateway, and a hub of friendly conversation, like an old-fashioned party line.***

frequencies aren't adequate, then look into Ham radio. Or if you're going to the South Pacific, where there's lots more traffic on ship-to-ship channels, you might consider eventually moving up to Ham status. But generally speaking, it's really only for serious radio buffs.

By the way, there is nothing to prevent folks with SSB radios from listening on Ham frequencies, and indeed, there are some helpful Ham-only weather broadcasts. If you're worried that you might accidentally stumble onto a Ham-only

signal won't go far enough to reach.

The following is a good guide for choosing the band of frequencies that will target your first skywave bounce:

2 MHz	.....	200-400 miles
4 MHz	.....	400-600 miles
6 MHz	.....	600-1,200 miles
8 MHz	.....	800-1,600 miles
12 MHz	.....	1,200-2,400 miles
16 MHz	.....	1,600-3,200 miles
22 MHz	.....	2,200-4,000 miles-plus
26 MHz	.....	unpredictable during our solar cycle minimum

*Pop Quiz #1: You are in San Francisco*



and you want to talk with your buddy who's on his boat 1,200 miles away in Cabo San Lucas. Which band on marine SSB might you choose?

*Answer:* Because 4, 6, and 8 MHz would likely fall short on the first radio signal bounce, 12 MHz and 16 MHz would likely be your best choices.

**T**he thing that usually drives new SSB operators nuts — and I know that it still irritates the Ha-Ha's Grand Poobah — is that SSB radio frequency/channels are so different from VHF, FM, television, and almost every other kind of channel. On VHF, for example, channel 72 is channel 72. On television, channel 7 is channel 7. What could be more simple?

Certainly not SSB radio. Get this: while 4146 is always 4146 on SSB, it's also known as 4A, and sometimes the designator 4-1. In addition, depending on the individual radio, it's often channel 35 or channel 77, and could also be some other channel. That's right, depending on what radio you bought and when, and who might have customized the user channels, channel 35 and channel 77 may or may not be 4146 and vice versa. And, of course, it might also be channel 63 or 147 — or a bunch of other channels.

The best way to get to 4146 is to just tune to 4146. The problem is that you may have to do a lot of knob turning, which can be annoying. In order to eliminate unnecessary wrist injuries from knob turning, some manufacturers 'channelized' the more popular frequencies. That is, they assigned specific channels to specific frequencies. For example, the Icom SSB radios of several years ago assigned channel 35 to frequency 4146 (aka 4A and 4-1). Unfortunately, in later radios, they decided to assign channel 77 to 4146 (aka 4A and 4-1). In addition, some retailers created custom 'user channel' packages, which gave yet another channel designation to 4146.

How did it all come to this? SSB operators used to have to spin the frequency knob like crazy to find anyone because there are more than 1,000 SSB frequencies — only a very few of which will ultimately be of interest to you. (More on that later.) As a result, most modern marine SSB transceivers — a fancy name for a combined transmitter and receiver in one black box — have nearly 700 pre-stored duplex channels (specific frequencies designated as channels for easier access). After all, what's easier: dialing through 1,000+ frequencies or

700 channels?

Nonetheless, you could spin your SSB dial all day long and you'd probably still hear nothing — except for WLO, the excellent radiotelephone station located in Mobile, Alabama. If you want to pick up something, look for on-the-hour weather and traffic reports on the following International Telecommunications Union (ITU) three- and four-digit designators: 405, 417, 805, 824, 830, 1209, 1212, 1226, 1607, 1624, 1641, 1807, 2237 and 2503. If you punch in 1607 on the hour, you'll get traffic lists and weather broadcasts from powerful WLO. The U.S. Coast Guard also broadcasts voice weather reports on ITU channels 424, 601, 816, 1205, and 1625.

**B**ecause SSB radios are more complicated than VHF radios, you might initially have a little trouble punching in the three- and four-digit ITU channels and/or the actual frequencies. Icom America, Furuno, and SEA are

the last remaining SSB manufacturers, and of the three, Icom is the undisputed leader when it comes to equipping recreational vessels with marine SSB gear. To help North American sailors more easily call up relevant ship-to-ship, Coast Guard, weather facsimile, Ham and marine telephone stations, Icom has pre-programmed 160 "favorite channels" — channels 1 through 160 — into a memory circuit titled 'User Channels'.

If you have an Icom 802 and tune to channel 77, you'll find that you'll be on frequency 4146 (aka 4A). And if you tune to channel 135 on an 802, you'll find yourself on frequency 3968, which is home to the Sonrisa Net at 6:30 a.m. Pacific Time in the winter. It will even show 'Sonrisa Net' on your screen, even though the Sonrisa Net only uses that frequency a few hours each day.

Your radio will no doubt also have a toggle for 'channel/frequency'. As you move it, the display will switch back and forth from, say frequency 4146 to channel 77 — assuming, of course, that 77 has been assigned to 4146 on your particular radio.

## Latitude's Easy Guide to Mexico Nets Baja California & Mainland Mexico

### Daylight Saving Time Schedule (Summer)

Time				Latest ICOM Channel	Freq kHz Pri / Sec	Upper/ Lower Sideband	Net Name
UTC (GMT)	PDT W. Coast US	MDT Cabo, LAP	CDT PVR, ACA				
*** Marine SSB Nets ***							
00:55	17:55	18:55	19:55	105	8122	USB	Southbound Net
02:00	19:00	20:00	21:00	95	6516	USB	Bluewater Net
14:00	7:00	8:00	9:00	105	8122/8116	USB	Amigo Net
*** Listen-Only Ham Nets ***							
03:00	20:00	21:00	22:00	151	14300	USB	Pacific Seafarer Net
13:30	6:30	7:30	8:30	135	3968	LSB	Sonrisa Net
14:30	7:30	8:30	9:30	149	7192/7294	LSB	Chubasco Net*
15:00	8:00	9:00	10:00	141	7233.5	LSB	Baja Net
19:00	12:00	13:00	14:00	156	14340	USB	Mañana Net*

\* NOTE: Net warm-up and coordination sessions frequently begin prior to the published net opening time.

### Standard Time Schedule (Winter)

Time				Latest ICOM Channel	Freq kHz Pri / Sec	Upper/ Lower Sideband	Net Name
UTC (GMT)	PST W. Coast US	MST Cabo, LAP	CST PVR, ACA				
*** Marine SSB Nets ***							
00:55	16:55	17:55	18:55	105	8122	USB	Southbound Net
02:00	18:00	19:00	20:00	95	6516	USB	Bluewater Net
14:00	6:00	7:00	8:00	105	8122/8116	USB	Amigo Net
*** Listen-Only Ham Nets ***							
03:00	19:00	20:00	21:00	151	14300	USB	Pacific Seafarer Net
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15:30	7:30	8:30	9:30	149	7192/7294	LSB	Chubasco Net*
16:00	8:00	9:00	10:00	141	7233.5	LSB	Baja Net
19:00	11:00	12:00	13:00	156	14340	USB	Mañana Net*

\* NOTE: Net warm-up and coordination sessions frequently begin prior to the published net opening time.

Time adapted from Dockside Radio: [www.docksideradio.com](http://www.docksideradio.com)

# IDIOT'S GUIDE

Most Icom marine SSBs may be tuned from a memorized channel, to hear a weather report on a frequency that has recently moved. Press the 'CL' button — the channel knob now goes into frequency changing — and turn the knob in tiny steps. You may need to do a lot of knob twirling to get to some of the new weather nets. Be sure to push 'CL' again to get out of this mode.

Take this opportunity to run all the

## Calling For Help Over The SSB

There are six Coast Guard Global Maritime Distress and Safety System (GMDSS) channels/frequencies: 2182, the distress channel; 4125 (4S); 6215 (6S); 8291 (8S), 12,290 (12S); 16,420 (16S). The Coast Guard and other international rescue agencies monitor them 24 hours a day. U.S. Coast Guard monitors out of Hawaii, Guam, Alaska,

radio cycles back to receive. Still see the word 'TUNE'? This is good. However, if the word 'THRU' comes up, or 'HI SWR', you've got problems. It's probably time to bring in a NMEA-qualified marine SSB specialist to find out what's wrong between your radio and your tuner.

Assuming you do get 'TUNE', it's time to pick up the mic and try a short transmission. After doublechecking that the frequency is clear, key the mic, and speak directly into it saying "FOOOUUUUUR." The mic should be touching your lips when you do this. If the following things happen, it suggests that your transmission is good and powerful:

- 1) The LCD bar graph goes full scale.
- 2) Your cabin lights dim slightly.
- 3) The instrument indicator lamps glow.
- 4) The bilge alarm squeaks.
- 5) The house battery drops about half a volt.

It's perfectly normal for instrument panel lights to glow and bilge alarms to squeak when a powerful 100 watts are coming out of your SSB. But be sure to doublecheck that the LCD transmit indicator shoots across the screen when you say a very loud "FOOOUUUUUR."

A potentially more dangerous way to test the transmit power output is with a small fluorescent tube at night. Ask your first mate to hold the glass tube against the insulated backstay antenna or the big white whip. *Caution! Be sure they don't touch the backstay with their fingers or other parts of their body, as this could result in a nasty burn or worse.* Say the magic word ("FOOOUUUUUR") once

again, and the tube should instantly light up. The glass must actually be touching the radiating antenna or antenna lead-in single wire for this to happen.

If the cabin lights dim, the head flushes, numerous bilge alarms go off, and the fluorescent tube lights up, chances are excel-

lent that you're putting out 100 watts. But are they clear watts? Only a radio test with another SSB user can determine that, so ask someone else in the marina to dial in a common ship-to-ship channel, such as 6224, and run your radio check. This will be a good test for

*Radio signals within the SSB shortwave spectrum refract off the ionosphere and come back to earth hundreds to thousands of miles away without the need for communication satellites and/or ground stations.*

user channels on your radio, and make a list of what frequencies/stations they refer to. As mentioned, if you have a newer Icom 802, it's very likely, but not certain, that you have the same channel/frequency combinations as owners of other new Icom 802s. But if you have an older Icom model, or perhaps had a custom user channel package installed into your 802, I'd recommend that you have an authorized Icom dealer come down and give you the most recent user channel package. He'll just plug his computer into the front of your radio and download the new stuff. It shouldn't take more than 15 minutes, and will sync you with the majority of other SSB radios.

If you look at the sidebar, you'll see *Latitude 38's* favorite SSB channels that will help you better understand that each channel has a specific purpose. You'll notice there aren't 700 of them. That's because you can use only 33 primary channels. And for cruising in California and Mexico, you'll almost certainly use just five of them: 4A, 4B, 4C, 8A and 8B. That's not many, but you'll rarely have trouble finding an open channel. (There are an additional 49 secondary channel/frequencies on the 4 MHz and 8 MHz bands that you can use if they aren't being used at the time, but if you're just starting out, you don't need that additional confusion.)

The main thing to do is play with your user channels/frequency combinations so you become familiar with them. It won't take long. If you find that your channels are out of sync with most other folks' SSBs, you might want to change yours to match theirs. Depending on how technically proficient you are, you may or may not need assistance.

San Francisco, New Orleans, Miami and Norfolk.

Warning! Remember, different bands have different ranges. If you make an emergency call on 2182 when you're halfway between Mexico and the Marquesas, it's very unlikely anyone will hear you. If you check the earlier chart, you'll see that you'd actually want to transmit on 12,290 (12S) where the range would be 1,200 to 2,400 miles.

## Checking Your SSB Reception And Transmission

As a new user, even if you get some meaningful reception as you dial around the channels, you'll probably still wonder if your SSB is working as it should. One way to find out is by trying to pick up the time signals at 10 and 15 MHz and WWV, which provide a continuous signal for a ready reference. If you're still at the dock and plugged in, you may find that turning off the shorepower battery charger will make a huge difference in your reception. Ditto for refrigeration, fluorescent lights and inverters.

If you're not sure that you're transmitting, you can tell a lot by looking at the LCD display on the face of your radio. First, push the 'TUNE' button, at which point the radio should briefly transmit a low power signal to tune the automatic antenna coupler. Do this on any 6 MHz channel as long as there is no traffic on it. The word 'TUNE' should flash a couple times on the LCD screen, and then stay up on the screen when the

## Latitude 38's Favorite SSB Channels

When cruising Mexico, these are the only channels you'll really need for calling ship-to-ship or ship-to-California.

Channel Designator	Latest ICOM Downloadable Channel	Frequency kHz
4A.....	77.....	4146 kHz USB
4B.....	78.....	4149 kHz USB
8A.....	97.....	8294 kHz USB
8B.....	98.....	8297 kHz USB



a nice, clean signal.

If your test partner reports that your sound was garbled, and you've just added a new email modem to your rig, temporarily disconnect the wire going from the back of your SSB to the computer. If your voice is now clear, these additional wires are the problem. Your local marine electronics specialist carries snap-on filter chokes, which may resolve the garbled voice problem.

A good test for the range of your radio is with me! I'm happy to offer *Latitude* readers free, on-the-air radio checks on an appropriate SSB frequency that will agree with the approximate range between your station and mine here in the Newport Beach area. If your boat is in the Bay Area, we will likely use 8 MHz. If you are local, we'll go with 4 MHz, and if you're down in Cabo, we'll probably choose 12 MHz. Call me at (714) 549-5000 on weekdays and we'll find a nice quiet channel for our radio check.

If you have problems while in San Diego you might want to call in a marine electronics tech familiar with marine

## SSB in an Emergency

Marine SSB has been allocated hundreds of international channels, some of which are closely guarded by the U.S. Coast Guard and worldwide rescue agencies. They are prepared to act immediately on any received *mayday* or call for medical assistance. The Coast Guard maintains 24/7 distress radio guards on the following frequency bands:

2.182 MHz.....	0-400 miles
4.125 MHz.....	400-800 miles
6.215 MHz.....	600-1200 miles
8.291 MHz.....	800-1600 miles
12.290 MHz.....	1200-2400 miles
16.420 MHz.....	1600-3200 miles

SSB equipment. Try Shea Weston of Offshore Outfitters at (619) 225-5690 or (619) 980-6217 (cell).

I've got two final tips.

First, if you sent your Icom 802 to the factory to get the 'clipping' problem fixed, you'll note that there are two places to plug in the antenna. One is for the DSC antenna, the other for your SSB

antenna. Unfortunately, they are not clearly labeled, and a number of people have plugged their SSB antenna into the wrong port. As a result, transmit and receive ranges are minimal. You'll see an antenna tuner error if plugged into the wrong jack. Set it up temporarily and test it with time signals.

Second, to avoid violating FCC rules, Icom is very conservative regarding output power and how wide the signals are. I think they're too conservative. If you get that voice compression software unlocked, your radio transmissions will boom out with a commanding signal like Voice of America. The software upload is available only from authorized Icom dealers. They can come aboard and plug it into your radio, as well as the most recent 'user channel' update. It usually takes just 15 minutes.

— *gordon west*

### Baja Ha-Ha SSB seminars with Gordon West & Shea Weston

- Oct 18, Using SSB for Email, all day with Shea Weston and team, San Diego. Call (866) 289-0242 for time and location.
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# SANTA CRUZ BEER CANS —

RICK LINKMEYER



RICK LINKMEYER



**S**anta Cruz is a pretty tight-knit community, and the Wednesday night racing scene has the feeling of a family reunion. As with casual midweek 'beer can' races all over the planet, you can find top-tier professional racers mingling

with newbies carrying their telltale payment for a potential ride: a six-pack of cold ones. The heart of the Santa Cruz Wednesday nighters is the hoist, where about 100 people filter through and enjoy momentary conversation on their way



# A TIME-HONORED TRADITION



JEREMY LEONARD / SURFCITYRACING.ORG



*For most who participate in Santa Cruz Beer Can races, the goal is simply getting out in nature and having a few laughs rather than smokin' the fleet.*

*— spread photo Jeremy Leonard*



# SANTA CRUZ BEER CANS —

to ready a boat for racing. It's a time to catch up with old friends, meet new ones, and celebrate this incredible oceanic sanctuary where we all live.

Dennis Basano has been a fixture at the hoist, and in the Santa Cruz boat scene, for decades and can spin miles of yarns about the Santa Cruz ULDB evolution of the late '60s and '70s. Dennis recalls, "My dad was there with Bill

Lee, George Olson and all of the gang when they were starting all of this in the late '60s. Our boat was Santa Cruz 27 number three, *California Zephyr*." Dennis brings a BBQ down to the harbor every Wednesday and grills all sorts of

tasty treats for the crowd of sailors. On a Wednesday evening late last month I was greeted with an excited shout from Dennis, "Tonight it's deer for dinner!" He was smiling widely as he piled a grill full of venison sausages on the Q. It's a

***The pictures tell the story: Light air sailing outside Santa Cruz Yacht Harbor, where racers are signaled to start not by a gun firing or a horn blasting, but by a designated 'rabbit' boat charging across the line on port tack. Then everybody chases the rabbit. It's all great fun!***



RICK LINKMEYER



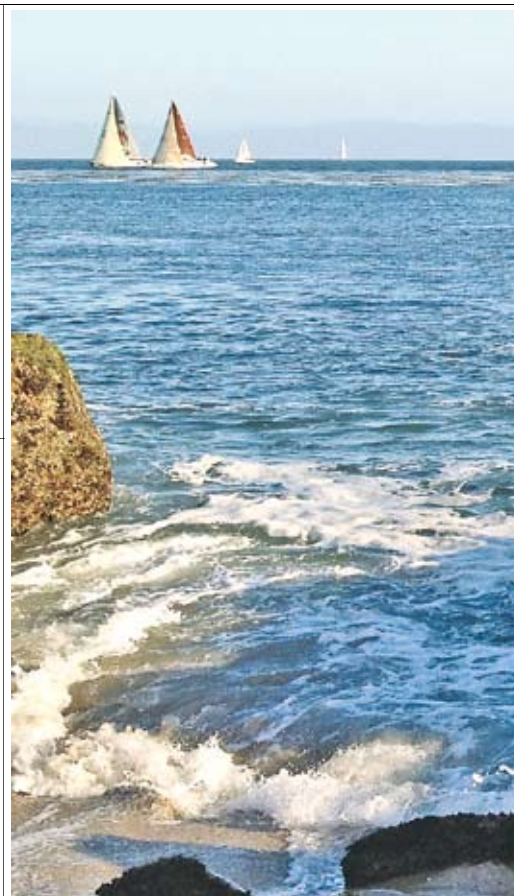
RICK LINKMEYER



RICK LINKMEYER



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# A TIME-HONORED TRADITION

random and always delicious potluck tailor-made for our quirky and lovable Santa Cruz sailing family.

Grilling at the Santa Cruz hoist is a longstanding tradition, Dennis explains, "Hap Laurilla, who had a hand in building most of the ultralights around here, started it, and it got bigger and bigger. When he passed away, I decided to take

over for him to keep the tradition alive. His real name was Dave, but everyone called him Hap, short for happy. His specialty was laminating small parts, and gel repair, and organizing the shop at Pacific Boats with Allen Wirtenen and George Olson. He worked at the Moore brothers, and up at Bill Lee's."

Dennis has done well in keeping the

tradition alive, which is greatly appreciated by countless sailors who rush straight to the harbor from work every Wednesday during summer to hop on a boat and go sailing. Dennis adds, "I bring down one package of sausage, and the rest of this food is brought down by everyone else. There's a ton of food here, more than I can cook sometimes." Fresh-grilled bell peppers and sausages





# SANTA CRUZ BEER CANS

beat sucking down a cardboard-flavored energy bar every time!

The dock space around the hoist is dominated by Santa Cruz-built boats, with the Moore 24s leading the pack, followed closely by the Santa Cruz 27s. One relic from the ULDB heyday regularly makes a go around the cans. George Olson's *Pacific High*, which was drawn up on the chart table of the famous *Merlin* while Olson was part of the delivery crew coming back from the 1977 Transpac, can often be seen plying the waters of Monterey Bay on Wednesday nights. *Pacific High* is the precursor to the Olson 30, and she's still going strong! Don Snyder, who was also on that delivery crew with George and offered up some input into the design of *Pacific High*, takes her out as often as he can.

As you might imagine, the general vibe of the Santa Cruz Wednesday night races embodies the mellow beach-town attitude. Dennis sums it up: "It's pretty relaxed and pretty casual. Nobody talks about winning. Not saying that there's not people out there who want to beat each other, but no one talks about it."

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***Santa Cruz sunsets are often stunning, but they're even more special when you're out on the water with friends.***

The more serious race boats use Wednesday nights to tune up their boats and crew, and to potentially find new crew if needed, but the Santa Cruz Wednesday night races are a little different from

those in most other places. Here there is no race committee, there's no organizing authority, and there's no protest committee. There's just a community of sailors that take Wednesday nights as an opportunity to share their common love — sailing!

— jeremy leonard

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# BAJA HA-HA PROFILES, PT II —

**A**s noted last month in our first installment of Baja Ha-Ha fleet profiles, the theme of this year's San Diego-to-Cabo San Lucas rally — Don't Stop Believin' — recognizes the years, and in some cases *decades*, of preparation that some rally entrants have undergone in order to finally realize their cruising dreams.

Yeah, it might have been easier to buy a plane ticket and book a couple of weeks in a comfy beachfront hotel. But as any veteran cruiser can tell you, that would completely miss the point.

You see, the cruising dream is as much about facing new personal challenges and striving to attain self-sufficiency as it is about discovering isolated, palm-fringed beaches and gliding over phosphorescent wavetops beneath a canopy of a zillion twinkling stars. It's about freedom from the constraints of mainstream society, and freedom to pursue the sorts of adventures that they'd previously only dreamed about. It's about bonding with Mother Nature as well as with your shipmates. And it's a chance to re-invent yourself into the person you've always wanted to be.

Sounds pretty good, eh? No wonder 140 boatloads of soon-to-be cruisers have signed up for this year's event (October 28 - November 10).

With that, we'll introduce you to another batch of Baja Ha-Ha Class of 2012 entrants, listed in the order in which they signed up. (*Look for a final installment next month.*)

## **Haulback** — Spencer 35

Jim & Janet Kellam, Vancouver, BC  
Occupations: log barge crane operator; accountant (both retired)

*Quote:* "What could possibly go wrong?"



**The 'Haulback' crew is completely optimistic!**

*Noteworthy:* This skipper has done some serious offshore sailing, such as: Capetown to Panama, Panama to Hawaii and Bali to Durban.

*Cruise Plans:* Open.

## **Valhalla** — Ericson 34

Don & Kathie Wight, San Francisco  
Occupations: water ops manager; domestic engineer (both ret)  
Crew: Hugh & Nicki Talman



**The 'Valhalla' crew are tired of waiting.**

*Quote:* "The time has come to realize our dream and being a part of the 2012 Ha-Ha is going to be a fantastic beginning!"

*Cruise Plans:* At least several months in Mexico.

## **Distraction** — Olson 911s

Don Laverty, San Diego  
Occupation: aerospace engineer  
Crew: Patrick Shuss

*Noteworthy:* *Distraction* only has an 11-gallon fuel tank and a 15-gallon water tank, so it will be "jerry can city" in the cockpit, lazarette and on deck.

*Cruise Plans:* A season of commuter cruising before trucking her home.

## **Rancho Relaxo** — Islander 30

Paul Ingram, Chula Vista  
Occupation: jazz band leader (ret)  
Crew: Josh Davidson

*Quote:* "Going south again for more drummin' & strummin'."

*Cruise Plans:* Bash back eventually.

## **Aventura** — Morgan 382

Greg Smith, Seattle, WA  
Occupation: CEO of "Me, Inc." (ret)  
Crew: Anne Whittington & Dale Geiger

*Quote:* "None of us know what the f\_ k we're doing — but we've got great electronics."

*Cruise Plans:* Mexico will be the boat's new home.

## **Desert Vision** — Hunter 44 DS

Mike & Iris Boone, Portland, OR  
Occupations: jail maintenance super; sales rep (both ret)  
Crew: Harry & Linda Plaganis



*Noteworthy:* Mike reconfigured the layout from three cabins to two, with an aft master cabin and an office.

*Cruise Plans:* Continuing to the Sea of Cortez and possibly beyond.

## **R & B III** — Catalina 36

Brad Older & Richard Weed  
Santa Cruz

Occupation: manager (Brad)

Crew: Brad's wife Sandy, son 'Lion' and Jay Jones

*Quote:* "Just because you can't control the bull, doesn't mean you can't ride him."

*Cruise Plans:* Bash home.

## **Coyote** — Hylas 42

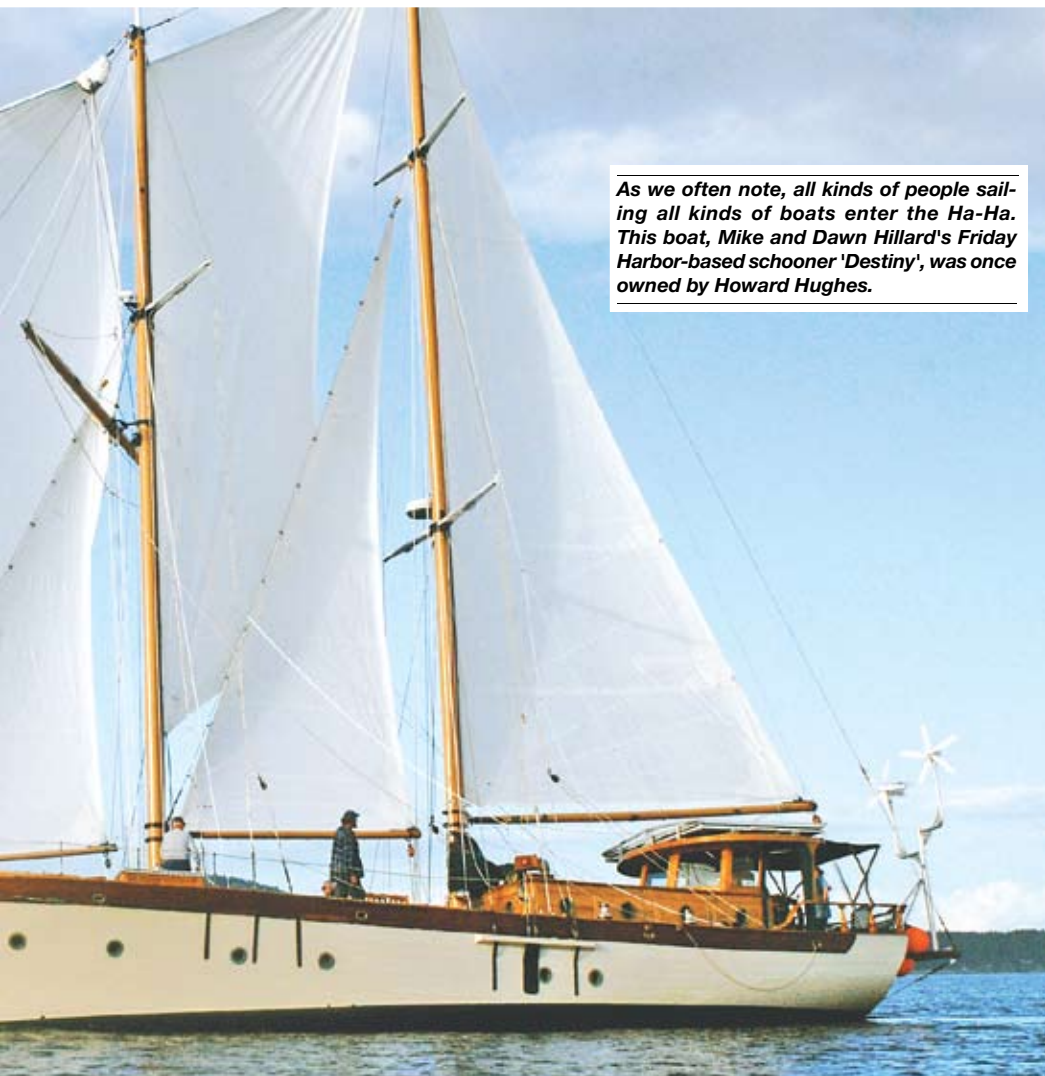
Jack Salyer, San Francisco  
Occupation: construction exec. (ret)  
Crew: Jim Jorgensen, Gary Souza, Doug Mountjoy

*Quote:* "We are gonna ha ha ha all the way down, enjoy the Mexican hospitality, and make some new sailing friends."

*Cruise Plans:* Circumnavigation, ending in Kemah, Texas.



# DON'T STOP BELIEVIN'



*As we often note, all kinds of people sailing all kinds of boats enter the Ha-Ha. This boat, Mike and Dawn Hillard's Friday Harbor-based schooner 'Destiny', was once owned by Howard Hughes.*

**Sea Gazer** — Islander 36

Tom Fernandez, San Diego

Occupation: U.S. Army (ret)

Crew: Pattie Bakhshi

Quote: "I'm an infantry soldier turned sailor, and now that I'm retired I want to get out and really use the boat."

Cruise Plans: Possibly to Hawaii or the South Pacific.

**Valkyrie** — Morgan 28

Patric Walton, San Francisco

Occupation: construction supervisor

Crew: Nancy Mathers

Noteworthy: Patric learned to sail from his dad in 1958, while at Guantanamo Bay, Cuba.

Cruise Plans: Through the Canal to the Caribbean.

**Wizard** — Choate 40

John & Susan Campbell  
San Francisco

Occupations: welder (ret); Realtor

Quote: "We're eager for an adventure, before it's too late."

Cruise Plans: South to Costa Rica, then?

**Fluenta** — Stevens 47

Max Shaw & Elizabeth Brown-Shaw  
Halifax, NS

Occupations: both RCAF officers (ret)

Crew: daughter Victoria, 9, and Johnathan, 7

Noteworthy: Max started sailing 12 years ago, but Elizabeth started as a child.

Cruise Plans: "What are plans?"

**Sea Note** — Endeavour 43

Ray & Chicgaila Wood  
Fort Mohave, AZ

Occupation: electrician; RN (ret)

Crew: brother Cliff

Quote: "This boat was sailed in the Baja Ha-Ha in 1996, and she wants to go again."

Cruise Plans: "Don't know where we are going, but we haven't got there yet."

**Story Seeker** — Beneteau M445

Patt Patterson & Marianna deCroes  
Sausalito

Occupations: USCG LCDR/health care project mgr (ret); professional storyteller

Noteworthy: "Our 'mission' on what will be a five-year voyage, is to gather stories of people that live near, and make their living on, the sea — personal stories, legends and fables."

Cruise Plans: Sea of Cortez, south to Panama, Carib, Med. . .



**Marianna and Patt want to hear your story.**

**Bangorang** — Fountaine Pajot 42

Colin & Wendy Gegg, Ventura

Occupations: biochemist; engineer (both ret)

Quote: They hope this event and the cruising life will keep them "forever young."

Cruise Plans: None.

**Gundamain** — Oyster 655

Mike & Adele Watts

Occupations: professional captain and crew

Crew: Terry Merkemeier & Lori Lerner

Noteworthy: Mike and Adele have each circumnavigated twice.

Cruise Plans: "None: home is where the boat is."

**Mike and Adele  
have each  
circumnavigated twice.**

**Iataia** — Beneteau First 45

Marcos & Sara Rodriguez, San Diego

Occupations: chemist; fashion designer

Crew: brother Alejandro & sister-in-law Patricia

Quote: "We're eager to have a great time and meet people with different approaches to life and sailing."

Cruise Plans: Sea of Cortez, then?

# BAJA HA-HA PROFILES, PT II —

## Reflections — Rafiki 37

Jeff Wass, Morro Bay

Occupation: attorney (ret)

Crew: son Jeffrey, fiancée Nelia Acuna

Quote: "If all goes well, we'll be newlyweds on the Ha-Ha. We're hoping to get married before we set sail."

Cruise Plans: Bash home, truck home, or leave the boat in Mexico.

## Little Wing — Islander 34

Keith Somers & Mary Perkins  
Point Richmond

Occupations: transport director; behavioral therapist (both ret)

Quote: "We're ready to meet some people, have some fun and maybe even learn a thing or two. Because as Mary says, 'Only dead fish go with the flow.'"

Noteworthy: They bought this boat as a fixer-upper for \$7,000.

Cruise Plans: Winter in Mexico, then bash home and perhaps north to B.C.

## Autumn Wind — Catalina 34

Brian Plautz & Elizabeth Kline  
Alameda

Occupations: project manager; QA manager

Quote: "We both quit good jobs, decided to get married after a 14-year courtship, and are taking a year off to have some adventures."

Cruise Plans: Sea of Cortez, then bash home.

*As Mary says,  
"Only dead fish  
go with the flow."*

## Unwinder — Catalina 36

Robert Watson, San Diego

Occupation: real estate broker (ret)

Crew: Jon Blake, Richard Moffat, Harry Shinn

Quote: "I'm excited about putting the same energy into sailing that I enjoyed with 30+ years in real estate. It has taken a long time to un-tie."

Cruise Plans: Bash back.

## Compadre — Columbia 45

Doug & Ginny Ward, Long Beach

Occupations: pool service tech; graphic designer (ret)

Crew: Haf Jonssen

Quote: "We're four years late (on our cruising plans), so get out of our way"

Cruise Plans: Sea of Cortez and possibly beyond.

## Rhapsody — Herreshoff Nereia 36

Alan & Laura Dwan, Los Angeles

Occupations: AV consultant; librarian

Noteworthy: the Herreshoff Nereia was designed and published in *Rudder Magazine* as a backyard project in the late 1940s. *Rhapsody* was built in 1981 with a fiberglass hull by a company in Miami.

Cruise Plans: South Pacific, then home.

## Granuaile — Tayana 52

Greg Richter & River Gaynor

Marina del Rey

Occupations: child psychologist (ret);

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# DON'T STOP BELIEVIN'

nurse practitioner

**Noteworthy:** "Our hailing port of Cruz Bay, USVI is not where we are from, but where we are going. Greg owes River a trip to Skinny Legs Bar in Cruz Bay — but he doesn't want the details as to why in print."

**Cruise Plans:** Open-ended.

**Pied-a-Mer III** — Seawind 1160 cat  
Eric & Pam Sellix, Clatskanie, OR  
**Occupations:** restaurant owners  
**Crew:** Scott & Barbara Hutchinson

**Quote:** "What a way to begin retirement!"

**Cruise Plans:** Continue cruising.

**Lion Heart** — Catalina 42  
George Lyons, Redondo Beach  
**Occupation:** attorney  
**Crew:** son Doug Lyons, Bob & Steve Page

**Noteworthy:** This crew is composed of "two old guys and their sons."

**Cruise Plans:** Leave the boat in Mexico for the winter and commuter cruise.



**'The Beguine' crew has done Alaska. Now they're ready for some Mexican sunshine.**

**The Beguine** — Valiant 40  
Paul & Celeste Carpenter  
Marysville, KS

**Occupations:** firefighter; tech writer (both ret)

**Quote:** "While sailing north to Alaska, we passed a lot of sailors heading the other way who scratched their baggy-wrinkles and advised that land should always be left to port when cruising the West Coast. Upon discovering that all

those shoreside potlucks described in the Alaskan, BC, and PNW cruising guides don't happen in February, we decided to heed their suggestions this time and see what all the hubbub is about."

**Cruise Plans:** Circumnavigation.

**Indiscretion** — Hunter 35.5  
Albert Klettke, Victoria, BC  
**Occupation:** aviation machinist supervisor

**Crew:** Dave Berke, Kelly Dorius  
**Noteworthy:** "My boat shares

its name with Howard Stern's yacht. I wanted to name her *Dos Equis* after my favorite beer and my two ex-wives, but Heineken wouldn't let me use the name."

**Cruise Plans:** Base in La Paz and cruise the Sea of Cortez.

**Pacific Hwy** — Davidson 44  
Bruce & Laura Masterson  
St. John, USVI  
**Occupations:** boat captain; charter boat cook

**Quote:** "Most of our sailing has been

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# BAJA HA-HA

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# BAJA HA-HA PROFILES, PT II —

in the Caribbean. After a chilly summer on the hook in California, we are hoping to thaw out during the Baja Ha-Ha. And become Left Coast cruisers."

*Cruise Plans:* Cruise Mexico, then do the Pacific Puddle Jump in March.



The name 'Pacific Hwy' hints at their plans.

**Jumble** — Mariner 31 ketch  
Andrew Martin & Anna Tang  
St. John, USVI

*Occupations:* engineer; software engineer

*Quote:* "We are doing this live!"

*Cruise Plans:* Baja bash home.

**Tillie** — Hans Christian 38  
Baz Foster & Kathy Crabtree  
Portland, OR

*Occupations:* fishing guide; dental assistant (ret)

*Quote:* "We're ready to join the fun."

*Cruise Plans:* Bash home.

**Eternal Bliss** — Vagabond 47  
Art & Jen Artis  
Channel Islands Harbor

*Occupations:* real estate; health care

*Crew:* daughter Vonne, 29, and son Shea, 24

*Noteworthy:* "Eternal Bliss has a smiley face transom and she's made our family blissful for 19 years."

*Cruise Plans:* On to Banderas Bay, then a Pacific circuit.

**Destiny** — 85-ft schooner  
Mike & Dawn Hillard  
Friday Harbor, WA

*Occupations:* construction; scuba instructor (both ret)

*Noteworthy:* *Destiny* was launched in 1934, and was once owned by Howard

Hughes. She has undergone a three-year restoration.

*Cruise Plans:* Continue south, then a five- to seven-year Pacific circuit.

**Calypseaux VII** — Beneteau 303  
Simon Macks & Brooke Jones  
Lake Macquarie, AUS

*Occupations:* soldier (ret); soldier and journalist

*Crew:* Stephen Manhood

*Noteworthy:* This crew is composed of "A couple of old Aussie fellas and one young girlie to keep us in check."

*Cruise Plans:* Leisurely cruise across the Pacific to Australia.

**Magic Carpet** — Catalina 36  
Dan & Linda O'Dell, San Diego

*Occupations:* CPA; attorney

*Crew:* Corinne Knutson

*Noteworthy:* When each of their three children graduated from high school they shared the wisdom of Mark Twain's famous quote: "Twenty years from now you will be more disappointed by the things that you didn't do than by the ones you



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# DON'T STOP BELIEVIN'



**Meet 'Magic Carpet's canine crew.**

did do. So throw off the bowlines. . . " Now that their youngest has graduated, they say, "It is time to take our own advice!"

*Cruise Plans:* Winter in La Paz.

**Alcyone** — Ericson 36.5

John & Cynthia McDaniel, Ventura

*Occupations:* contractor (ret); RN

*Crew:* Dave Haake

*Noteworthy:* They got inspired to cruise by a couple whose voyaging days were cut short due to the husband's terminal illness. "Her advice to us that day: 'There is never enough time, go now, don't wait.'"

*Cruise Plans:* Commuter cruise.

**Flying Carpet** — Polaris 43

Rich Pomeroy, Astoria, OR

*Occupation:* Piping superintendent

*Crew:* Dave Watson

*Quote:* "All men dream, but not equally. Those who dream by night in the dusty recesses of their minds wake in the day to find it was vanity; but the dreamers of the day are dangerous men, for they may act their dreams with open eyes to make it possible." — T.E. Lawrence (Lawrence of Arabia)

*Cruise Plans:* Galapagos, then across the Pacific.

**Oceania** — True North 34

Derek Shaw, Tofino, BC

*Occupation:* philosopher

*Crew:* Joel Gray

*Quote:* "We are open to anything, especially music, surf, conviviality, and adventure!"

*Cruise Plans:* Cruise the Sea of Cortez and Mexican mainland.

**Resilience** — Contest 44

Jim Taggart & Beth Mathews  
Juneau, AK

*Occupations:* marine ecologist, marine biologist (both ret)

*Crew:* son Glen, 14

*Noteworthy:* Jim and Beth lived on their sailboat in Alaska for seven years before Glen was born. "We sold our home in Alaska to take time with our son, and to explore a bit of the world together."

*Cruise Plans:* Temporarily base in the Sea of Cortez.

**Callisti** — Sceptre 43

Roland & Rebecca Thiel  
Vancouver, BC

*Occupations:* electrician; office assistant (both ret)

*Quote:* "We prefer solitude in our cruising, but look forward to the camaraderie we anticipate in this major step into our cruising future."

*Cruise Plans:* At least a season in Mexico.

**Oceana** — Westsail 32

Thom King, Emeryville, CA

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# BAJA HA-HA PROFILES, PT II

**Occupation:** construction superintendent

**Crew:** Lee Self

**Quote:** "Love people, love sailing, gonna love the Baja Ha-Ha."

**Cruise Plans:** Base boat in San Carlos or Mazatlan.

## **Second Sun** — Young Sun 43

Andy & Kate Bereson  
Seattle, WA

**Occupations:** engineer; mom

**Crew:** son Nathan, 1!

**Quote:** "Our one-year-old thinks the door at the top of the companionway steps is the most interesting part of the boat. He likes banging it into the cockpit coaming."

**Cruise Plans:** "Visit Costa Rica and Panama, and transit the Canal. We'll figure out what's next from there."

## **Swagman** — Amazon 44

John Cometti, Durango, CO

**Occupation:** audio consultant (ret)

**Crew:** Connie Barney

**Quote:** "It's time to go down south!"



**'Cygnus Montanus II' may not be a typical Ha-Ha boat, but we're thrilled to have her.**

**Cruise Plans:** Continue cruising.

## **Dream Catcher** — Island Packet 37

George & Goldie Gray, Olympia, WA

**Occupations:** GM of vehicle dealership; finance director (both ret)

**Quote:** "This is the window to our new way of life."

**Cruise Plans:** "No plans, except to sail as long and as far as we can."

**Cygnus Montanus II** — Swan 77  
Richard Jakaus & Paul Warneke  
Sigtuna, SWE

**Occupations:** both marine riggers

**Quote:** "We're looking forward to warm, downwind sailing."

**Cruise Plans:** South to Panama and transit to the Atlantic.

## **At Last** — Sabre 38

Delayne Brink & Vicki Brighton  
Bellingham, WA

**Occupations:** both teachers (he's retired)

**Crew:** sister Devonna Hawn

**Noteworthy:** This will be the first time Vicki has not worked since grade school.

**Cruise Plans:** Continue cruising.

**W**ow! Well we certainly hope Vicki makes up for lost time while on the Ha-Ha — and the same goes for the rest of the fleet. (Look for Part III of these fleet profiles next month.)

— **latitude/andy**



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## ARE YOU READY TO HA-HA?

One look at the Ha-Ha XIX entry roster at [www.baja-haha.com](http://www.baja-haha.com) tells you that boat types in this year's fleet are as varied as ever, and the crews who sail them will be as colorful as in years past.

In addition to many first-timers, there will undoubtedly be plenty of 'repeat offenders' who want to replay some of the fun and great sailing that they had the last time around. Some full-time Mexico cruisers even sail all the way back to San Diego each fall just to re-do the rally.

If you're new to the event, let us explain that the Ha-Ha is a 750-mile cruisers' rally from San Diego to Cabo San Lucas, with stops along the way at Turtle Bay and Bahia Santa Maria.

You'll find frequent updates on this year's event on 'Lectronic Latitude' at [www.latitude38.com](http://www.latitude38.com).

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## MEET THE FLEET

In this edition you'll find our second installment of fleet mini-profiles, and the final set next month. (And remember that every edition is available in our downloadable eBook archive at [www.latitude38.com](http://www.latitude38.com).)

As you'll read, the roster of entrants are a highly diverse group, some sailing million-dollar yachts, others on modest 'plastic classics'. If you'd like to ride along as crew — which we feel is the best preparation for doing the event on your own boat someday — there may still be time. Our free online Crew List at [www.latitude38.com](http://www.latitude38.com) is constantly updated.

## THE PACIFIC PUDDLE JUMP

For many cruisers, the next logical step after cruising Mexican waters for a season or more is to hang a right and head west into the Pacific.

We call that annual springtime migration the **Pacific Puddle Jump**, and we report on it heavily in the pages of *Latitude 38*. Making that 3,000-mile passage is one of the most thrilling accomplishments in the realm of sailing. Learn more about it at [www.pacificpuddlejumps.com](http://www.pacificpuddlejumps.com).



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## IMPORTANT DATES

- Oct. 1** — Extended deadline for all entries. (But even later may be okay.)
- Oct. 20** — Ha-Ha Welcome to San Diego Party, Downwind Marine, 12-4 pm. Ha-Ha entrants only.
- Oct. 27** — Pacific Puddle Jump seminar, West Marine, San Diego, 5 pm.
- Oct. 28, 9 am** — Final deadline for all crew and skipper waivers, West Marine, San Diego.
- Oct. 28, 11 am** — Skipper's meeting, West Marine, San Diego. Skippers only please.
- Oct. 28, 1 pm** — Ha-Ha Halloween Costume Party and Barbecue, West Marine, San Diego.
- Oct. 29, 11 am** — S.D. Harbor Parade and Start of Leg 1
- Nov. 3, 8 am** — Start of Leg 2
- Nov. 7, 7 am** — Start of Leg 3
- Nov. 9** — Cabo Beach Party
- Nov. 10** — Awards presentations hosted by the Cabo Marina.
- November 20, 4-7 p.m.** - La Paz Beach Party. Mexican folk dancing, live music, food & drinks, door prizes, more.

See the Ha-Ha website for a list of additional seminars and special events held by our event sponsors.

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**PLEASE NOTE:** Correspondence relating to the event can be emailed to [andy@baja-haha.com](mailto:andy@baja-haha.com). Please don't call Latitude 38 with questions. The Ha-Ha is a separate operation.



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# MAX EBB

I'm about the last person in the world who would spend upward of \$500 for a ticket to watch a sporting event. Especially a sailing event. No matter how much they hype it up, it's still a sailboat race and, for a spectator sport, the action is still pretty slow — like watching grass grow or paint dry. Sailing is something we do, not something we watch.

But one of our company's biggest clients had something to do with a major America's Cup sponsor, and my boss ended up with a handful of VIP tickets. Thanks to conflicting schedules and a lot of luck, one of the tickets eventually landed on my desk. For free!

This was not just a prime seat in the viewing stands, or a window table in the St. Francis YC dining room. This was a ride on a mark boat, an actual mark of the course. Grass would grow and paint would dry unobserved that day.

The boat itself was worthy of some interest: a 46-ft cat designed to give 12 passengers a 360° view. Even though it was a course mark, it didn't anchor — it didn't need to. Instead, it relies on computer-controlled, 360° rotatable thrusters to hold station, so all the crew has to do is key in the GPS coordinates, and that's where the boat stays, exactly. I lusted for one of these rigs for my club's race committee in a bad way.

The hospitality began with the valet parking and went up from there. The first course of lunch was an artisan cheese platter with names almost as pretentious as those of Napa Valley wines: Pt Reyes Homestead Blue, Bellwether Farms Carmody, Cypress Grove Bermuda Triangle and Fiscalini San Joaquin Gold.

And of course there was a complimentary wine bar. The champagne flowed freely, served up by a young woman who apparently was selected more for her physical specifications than her bartending skills. Was I ever wrong on that one.

"Welcome aboard, Max!"

She was no ordinary eye-candy-for-hire; it was Lee Helm working the bar. A naval architecture student at the University, she usually finds consulting work in computational fluid dynamics between semesters.

"Champagne?" she asked as she handed me a glass. "Moët et Chandon Dom Pérignon Rosé, 2000."

"Lee!" I stammered, still having trouble reconciling the image of the hottie before me with the grad student and sailor I normally only see in foulies or a wetsuit.



The new 46-ft VIP mark boats are a race committee's dream come true.

She'd been poured into a black party dress and touched up with makeup. I had no idea she even owned makeup. Even her height threw me off track, enhanced as it was by totally unseaworthy high heels. "Uh, Lee, did your college loans run out?" I managed to ask. "Since when do you moonlight as a bartender?"

"A gig's a gig, Max. I get to see the race close-up. And a totally awesome free lunch," she whispered.

"I would have thought you'd be helping debug the tracking software," I said, still grappling with the facts on the ground, "or at least working with the judges to call right-of-way fouls."

"Nah, they don't get to see the race like

*She was no ordinary eye-candy-for-hire . . .*

we do from the mark boat. The umps are all down in a dungeon with the telemetry — they don't see a thing."

I declined the Champagne but accepted a glass of America's Cup label Napa Valley Chablis, then introduced myself to some other guests who came over to the bar.

One was a software developer who I later determined was CEO of a successful start-up. There was an older couple, both surgeons. Also a stockbroker or commodities trader of some sort.

We made small talk as Lee served another tray of snacks, this course featuring Cuban yellowfin tuna ceviche, strawberry fufu in sesame cones, and Thai basil caprese with balsamic reduction.

More guests came aboard, including a couple of young men in football jerseys who appeared to be professional sports fans but didn't know much about sailing, as far as I could tell. All their conversations were about pro sports in one form or another. We chatted about how best to cover a sailboat race for a TV and internet audience, and I complained that the camera never seems to stay on one scene long enough to follow the tactics of a play, putting it in terms they could understand.

"It's like watching a football play with the camera always switching to a close-up of some player's face every two seconds," I complained. "Extra screens are cheap these days, and there's enough internet bandwidth to have one screen dedicated to an uninterrupted helicopter view, or even an animation, while the



# — CHILLIN' WITH THE 1%



watched the pre-race coverage as the last guests boarded and the boat pulled away from the dock.

Our skipper announced that we were to be the port side of the leeward gate. Not a bad position to draw, because the fleet would round us twice in each race. But we didn't have that great a view of the start, so our eyes bounced between the wings darting around the starting area and the much better view on the screen.

The wind was up, the ebb current chop was starting to build, and a couple of the more lubberly guests were already having trouble with their equilibrium when they tried to watch the TV screen and deal with the boat's motions, even though I thought the boat was riding extremely well in the Bay chop.

The start was exciting, but the first

mark rounding was more impressive than I ever could have imagined. The lead boat took the starboard side of the gate opposite us, but the next two rounded on our side, so close that we were wet from the spray shooting off the tips of the

retracted daggerboards, grazing the water underneath their airborne windward hulls. Then another boat took the starboard side of the gate, and the next boat was aimed to round on our side just as a puff and a wave seemed to push them much faster than the boats that had rounded ahead of them. Or maybe it was just more aggressive trim of the wing — hard to tell when you can't see anything luff. They nosed down, the bows submerged and the rudders on both hulls came clear out of the water. The boat practically came to a stop, pitching down precariously, and through it all I was close enough to make eye contact with the skipper as he helplessly worked a tiller that only moved rudder blades through air. Miraculously they did not go all the way over. The bows popped back up, the wing was trimmed in again, and they accelerated around our mark boat into the next upwind leg.

"That's what we call a handlebar stand," announced the mark boat captain.

"We almost saw them capsize!" shouted the stockbroker.

"Dynamic forces on the wing and the foils go up with V-squared," observed Lee, "but the boat, like, still relies on hydrostatics for pitch stability."

No one expected anything technical out of a bartender in a black party dress, so it was as if her comment had never been made.

"Wait till next year," said the surgeon, "The 72-footers will be going a lot faster and they won't recover from an incipient pitchpole nearly as easily. And their wings are significantly taller, even compared to the length of the boat."

"Boats get inherently more stable as they scale up," Lee reminded us. "Heeling moment goes up by the third power of scale factor — area times rig height — but, like, righting moment goes up by the fourth power because it's displacement times metacentric height."

"The big difference is that the 72s will be up on hydrofoils," suggested the skipper of our mark boat, still not realizing that Lee could probably out-geek everyone on board. "It will give them a lot more control."

"Not really," countered the software entrepreneur, who had apparently done some of his homework. "The AC72 class rules allow only one centerboard and one rudder for each hull. The centerboard can be a curved or angled wing that lifts the boat, but the rudder has to be a regular rudder that can only have one degree of freedom. So I don't see how they're going to control these things when they're foil-borne."

"Damn right," said Lee, reverting to the agree-with-everything sympathetic bartender style as she poured another round of Champagne for everyone except the football fans, who opted for private label beer.

"It's a stupid rule," continued the software guy. "If they would only let the designers use as many controllable foils as they want, then we'd see some real development of the technology and the boats would be faster and safer and more interesting. But how are they going to get control of pitch and roll with only one lifting foil and nothing but conventional rudders back aft?"

"They do have little foils on the rudder blade tips," added our skipper. "But, as you know, they can't be actively controlled, they just sit there at a fixed pre-set angle. I race a Moth, a little foiler dinghy. Even my Moth has a surface feeler and a linkage that adjusts the angle of attack for pitch and altitude control when the boat is up on foils."



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**America's Cup viewing doesn't get much better than when you're on a mark boat.**

other screens in the room do the close-ups and the onboard camera views. That way we'd have a reason to jump up and yell at the TV if the boat we're rooting for was doing it wrong."

"I scream at my TV all the time when I watch football," one of the sports fans confessed. "You're not a real fan if you don't. Especially when the refs make a bad call."

"Can't say I've ever done that," I said. "In fact I've never really cared much about any spectator sports. You know, the last baseball game I attended was to see the Brooklyn Dodgers in Ebbets Field."

They both shook their heads with a mixture of disbelief and pity.

Of course this mark boat was outfitted with a large TV screen, so we

# MAX EBB

The rest of the assemblage, not knowing any other arguments to make on the subject, expressed agreement: The foil limitations should go.

"Oh come on, guys," Lee broke in. "You've got two rudders total and you want to control two degrees of freedom: yaw and pitch. I mean, like, what's the problem? Were you all asleep in physics class when they did dimensional dynamics?"

"You can't control pitch with rudders that only steer," I argued. "You need something like an airplane elevator back there." But Lee was acting like Lee again, not playing the role of some bimbo bartender, and I had a feeling this would end badly for my line of reasoning.

"Two degrees of freedom, two movable control surfaces," Lee repeated.

We still didn't get it.

"Anyone remember the V-tail Bonanza?"

"Why, that's my airplane!" exclaimed the surgeon, and before anyone could

say anything else he had his wallet out, spewing a dozen fold-out pictures of his private plane and one or two of grandchildren.

Prompted by the pictures, I remem-

had two fins at 45 degree angles.

"You get pitch and yaw out of two control surfaces," Lee explained. "And you can do the same on a big catamaran. Just angle both rudder blades in at 45°.

When they turn together, they steer. When they toe-in or toe-out, they lift up or pull down. Simple."

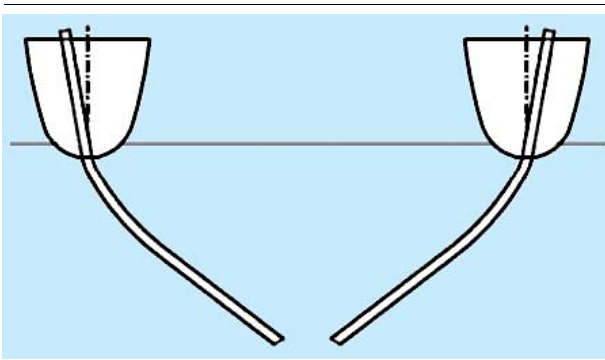
"Works fine on my airplane," observed the surgeon.

"But you lose efficiency because of the angle," noted the software guy. "Only 71% of the turning force for the same drag."

"That's if you want lift only or steering only," said Lee. "In practice there will be a combination of vertical and horizontal force required, and it's just as likely that the V configuration will be more efficient than separate vertical and horizontal yaw and pitch control foils. Just

like the V-tail airplane, which needs a combination of up-elevator and positive rudder during a turn."

"Don't the two rudders have to be locked together?" asked the boat driver.



**The V-tail Bonanza's rudder configuration. By actively controlling the tie bar length, two rudders can control both pitch and yaw with almost the same efficiency as separate rudders and elevators.**

bered those airplanes with that tail configuration. Instead of a conventional vertical stabilizer and elevator, this plane

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# — CHILLIN' WITH THE 1%

"It doesn't say that in the rules," Lee asserted.

"Let me check," said the software entrepreneur as he pulled a tablet computer out of his briefcase and zeroed in on an online copy of the AC72 class rules.

"She's right," he said after some searching. "I don't see anything about the rudders always working together. You could have a control on the tie bar length that would work as a pitch tiller. Or just have two people control the two rudders separately, if they were good at it. But wait, there's a problem . . ."

He read a short item from the rules: "Rudders shall rotate only, and that rotation shall be about a single axis which is within 10° of vertical."

Lee's face fell.

"So much for your V-tail theory," I said.

"No, it still works!" She said a few seconds later as her face brightened up



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## The original Beechcraft Bonanza V-tail.

again. "The axis of rotation has to be within 10° of vertical, but the blades can still be at any angle. The near-vertical axis totally increases the forces needed on the blades to make them turn, but the tie bar will mostly neutralize that."

"It also requires that no part of the rudder ever swings aft of one meter or forward of three meters from the plane of the transom," the software guy an-

nounced as he read more of the applicable rules. "So you only have two meters of longitudinal space to contain the rudder through its entire range."

Lee did a quick calculation in her head.

"No prob. We only need, like, small angles of attack. Okay, that range of motion limit might compromise the boat's ability to make sharp turns just a little, but these

things go too fast to turn sharp anyway."

"So how would this work in practice?" I asked. "How do you think the controls will be set up?"

"The rudder stocks would angle inward at the allowable 10° as they go down. Then the rudder blade might be at, for example, 45° angled inward, tips closer than the roots. Steer with tillers connected by a tie bar, same as the normal arrangement. All you need is a mechanism for quickly adjusting the

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"I thought I would  
sail about a little  
and see the watery  
part of the world"

— Herman  
Melville



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# MAX EBB

length of the tie bar in-flight, and there are tons of ways to do this. Shorter tie bar . . ."

Lee held her hands at right angles to each other and rotated her wrists to check.

"Shorten tie bar and the stern lifts up. Lengthen tie bar and the rudders pull the stern down. Voila, two degrees of freedom, two axes of control, yaw and pitch, just like the V-tail Bonanza."

"Wouldn't there be a change in heeling force every time you steered with a setup like that?" asked the stockbroker.

"For sure," confirmed Lee. "I mean, like, no one said this would be easy. We'll need a way to get hydrodynamic control of roll moment to resist heeling force and the yaw-roll coupling of the V-tail. Anyway I have to serve the main course, be back in a sec."

The main course was a choice of roast pork loin or seared swordfish with Portobello mushrooms stuffed with cau-

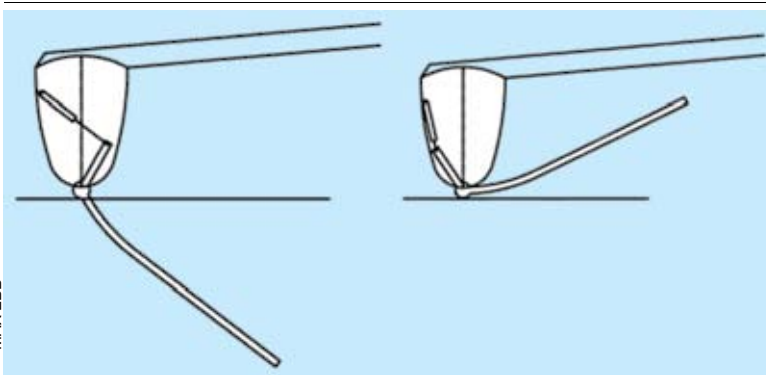
working on our meal. "The RC recently approved daggerboards that are hinged at the bottom of the hull instead of sliding up and down through a slot."

She paused for a reaction, but no one seemed to realize the significance.

"Okay, what happens if the hinge is not parallel to the longitudinal axis of the boat? Get it?"

"The swordfish is perfect," said the stockbroker.

Then Lee did the unthinkable: She took out a marking pen and drew a diagram of the new allowable daggerboard configuration on a fancy cloth napkin, a napkin that had the outline of the America's Cup em-



**Hinged daggerboards at the hull bottom are now legal for the AC72 class. If the hinge axis isn't parallel to the boat's longitudinal axis, then adjusting the foil position also changes the foil's angle of attack. With both foils down, this allows the foils to generate righting moment far beyond what can be achieved with weight and buoyancy.**

liflower, spinach and ricotta cheese.

"Here's how we get at the heeling forces," Lee proposed after we were all

broidered on one corner.

"Oh, I get it now," the software engineer finally responded. "Set the hinges cattywampus, and the angle of attack changes as the foils hinge up and

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## — CHILLIN' WITH THE 1%

down."

"Zactly!" Lee acknowledged. "We now have roll control. And, like, this will compensate for the roll-yaw coupling from the rudders, if the linkage is done right. But more importantly, we have hydrodynamic roll force to resist heeling. I mean, since they decided to use only the big wings in all wind speeds up to 30, with no small wing option, to get real speed we'll need more than just weight and buoyancy to keep these beasts powered up."

"Three-axis control," noted the surgeon. "You could fly it through the water with a stick and rudder."

"In theory, at least," said Lee. "It's a good example of how they thought they'd keep the boats simple by allowing just one daggerboard and one rudder per hull, but the result is going to be a very complicated work-around."

"I watched the YouTube of Oracle's 72 on its early trials," said the stockbroker. "What's that vestigial center hull for?"

"I figured it was a big instrument pod of some sort," said the skipper.

"It's where they keep the beer," suggested one of the football fans.

"Maybe it has something to do with stabilizing the boat when it's up on foils," added the software entrepreneur.

"It's, like, a flow fence," stated Lee. "The deck is permeable by air, so it's

*For a second, it looked as if we were about to witness a terrible crash.*

as if the wing ends a few feet above the water with no endplate. The ventral fin essentially extends the wing right down to within inches of the water surface, so no air spills around the bottom. Otherwise there would be strong root vortex that would suppress upwash into the wing and add induced drag."

The next race started right after lunch, and this time it was a very close one.

Again, we were thrilled by the close proximity to the action as the boats rounded our mark, as well as impressed by dessert: Watsonville strawberry shortcake, a marzipan candy fruit sampler, and North Berkeley crème brûlée with M&Ms.

Alternating between the view out the windows and the TV screen, we were on the edge of our seats watching the last beat, as the two leaders converged in a close port-starboard crossing situation. For a second, it looked as if we were about to witness a terrible crash, but the port-tack boat flew its hull high enough to go right over the leeward stern of the starboard tacker. The umpires still called a foul on the port-tacker, though.

"No!" I shouted at the TV screen. "What do you mean, port didn't keep clear? Starboard didn't alter course an inch, and port had complete control! Idiots!"

"Looks like we have a new sports fan," said the guys in the football jerseys.

— max ebb



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# THE RACING

The racing season on the Bay culminates with the Rolex Big Boat Series (see page 84), but there are other races during September . . . lots of them. We can only highlight a handful in these pages, such as the **NOOD, Open 5.70, Windjammers, Jazz Cup, Aussie 18s, Melges 24 NAs**, and two Singlehanded Sailing Society races, **Round the Rocks** and **Half Moon Bay**. But there's even more in **Race Notes**.

## Sperry Top-Sider NOOD Regatta

Sailing World was back in town September 22-23 for its annual Sperry Top-Sider NOOD Regatta. Unfortunately, the event, which normally draws 100-150 boats, saw only 50 entries due to a major scheduling snafu that kept it from making any of the fleets' calendars. Nevertheless, racers enjoyed great weather and really nice breeze for the entire late-September weekend.

There were two venues for the event: Corinthian YC hosted the Corsair 24 trimarans, J/120s, J/105s and a small PHRF fleet at Berkeley Circle, and Sausalito YC hosted the Vipers, Melges 20s and Lasers/Laser Radials at Knox. With steady winds in the high teens and flat water, both venues were able to complete four races on Saturday. On Sunday, the Berkeley Circle fleets got in three more races, while the Melges 20s and Lasers got in four. The Vipers decided that three was enough on Sunday.

One might suspect that the terrific party at CYC on Saturday night — complete with plenty of free beer and rum punch — would slow people down on Sunday, but that didn't appear to be the case.

Notable performers were Ross Stein's Corsair 24 *Origami*, which sailed nothing but bullets, and Scooter Simmons' J/105 *Blackhawk*, which not only took

Ken Johnson, 28. (6 boats)

J/105 — 1) **Blackhawk**, Scooter Simmons, 18 points; 2) **Godot**, Phillip Laby, 20T; 3) **Mojo**, Jeff Littfin, 20T. (8 boats)

J/120 — 1) **Mr. Magoo**, Stephen Madeira, 14 points; 2) **Chance**, Barry Lewis, 15; 3) **Desdemona**, John Wimer, 20. (5 boats)

LASER — 1) **David Anthes**, 12 points; 2) **Emilio Castelli**, 20. (2 boats)

LASER RADIAL — 1) **Lola Bushnell**, 9 points; 2) **Lindsey Baab**, 15; 3) **Lawson Willard**, 40. (4 boats)

MELGES 20 — 1) **Atlas**, Brian Hill, 18 points; 2) **Funner**, Sid Gorham, 21; 3) **Flygfisk**, Tom Kassberg, 31. (8 boats)

VIPER — 1) **FNG**, James Sears, 10 points; 2) **Boatshed.com**, Antony Chapman, 15; 3) **Born In The USA**, Drew Harper, 17. (5 boats)

PHRF — 1) **Miramar**, Frers 41, Jeff Brucia, 7 points; 2) **Jazzy**, 1D35, Bob Turnbull, 16; 3) **Alpha Pappy**, 1D35, Alex Farell, 19. (5 boats)

## Windjammers Race

"Even though we had to battle flood current out the Gate, there was plenty of breeze and things looked promising," said *Kokopelli*<sup>2</sup> tactician Scott Easom of the Windjammers Race to Santa Cruz August 31-September 1. "We really thought we'd have an easy time down to Santa Cruz." But as the fleet approached the Montara hole, the westerly flickered out and they were left to meander in the swell, fearful that this Windjammers could become yet another drifter.

"The only reason we do this race is to try to beat the record, so we are totally capable of doing it, but we need breeze all the way down. As soon as the wind died, we pretty much knew this wasn't going to be our year...again."

As the fleet bobbed north of Half Moon Bay, a mile seaward of the reef known as Mavericks, the brain trust aboard Doug Storkovich's Richmond-based Andrews 56 *Delicate Balance* decided to head into the beach. "Ron (Kell) was sure we'd find wind in there but we just ended up sitting for 45 minutes as the fleet sailed away," said crewman Evan Hacker. "Some years that tends to work."



As it was, Easom bet on a filling northwesterly and directed Lani Spund's Santa Cruz 52 *Kokopelli*<sup>2</sup> offshore. He was rewarded with first pressure, a leap on the rest of the fleet, and first place in division and overall.

Both Easom and Klitza confirmed that the sun broke through as they surfed past Davenport, the wind now at 27 true. And both reported classic Santa Cruz conditions: surfing big waves home in the afternoon breeze.

— dave wilhite

## STFYC/SCYC WINDJAMMERS RACE (8/31-9/1)

PHR01 — 1) **Kokopelli**<sup>2</sup>, SC 52, Lani Spund; 2) **Roller Coaster**, SC 50, Jack Gordon; 3) **Outsider**, Azzura 310, Greg Nelsen. (8 boats)

PHR02 — 1) **Symmetry**, J/109, Howard Turner; 2) **Spindrift V**, Express 37, Larry Wright; 3) **Racer X**, J/105, Richard Pipkin. (5 boats)

B Class — 1) **Made Easy**, Beneteau First 42, Jim Peterson; 2) **Javelin**, J/105, Charles Abraham; 3) **Pegasus**, J/35, Marc Sykes. (4 boats)

Full results at [www.windjammersrace.org](http://www.windjammersrace.org)

## Open 5.70 NAs

It's probably safe to say that every sailor who raced in the Open 5.70 North American Championships the weekend of September 21-23 had competed in dozens of regattas before. But this one

For more racing news, subscribe to 'Lectronic Latitude at [www.latitude38.com](http://www.latitude38.com). September's racing stories included: U.S. Qualifying Series • London Paralympics • Red Bra Regatta • Totally Dinghy • U.S. Women's Match Racing Championship • Artemis Racing Invitational • Formula 18 Worlds • Farr 40 Worlds • 12 Metre NAs • 505 NAs • Previews of the Vanguard 15 Championship, HMBYC Vice Commodore's Regatta, Van Isle 360 2013, and much more!

first in its division, but was also the first recipient of a new perpetual trophy. As if that weren't enough, Scooter and crew also qualified to be the Bay Area's entry at the NOOD Championship in BVIs next month. Not a bad bag of silver for *Blackhawk*.

The NOOD promises to be back next year with the event on the calendar so more fleets can come to play as usual.

— jeff zarwell

## SPERRY TOP-SIDER NOOD REGATTA (9/22-23)

CORSAIR 24 — 1) **Origami**, Ross Stein, 7 points; 2) **Gaijin**, Peter Adams, 19; 3) **Sunbow3**,





JEFF ZARWELL / REGATTAPRO

**San Francisco Bay offered up steady breeze and flat(ish) seas for the NOOD Regatta.**

will most likely stand out in their memories for years to come: The 20-boat fleet was not only treated to two fly-bys from the retiring space shuttle *Endeavour*, but it also shared the Central Bay with AC45s in practice mode during the week-end.

"What an amazing and humbling feeling to see these boats flying next to the Open 5.70s," wrote Northern California Fleet Captain Marc Finot. "There were some very close calls on a few crossings, but it was clear that the AC45s were in full control of their speed when crossing our fleet on port tack."

At the end of three spirited days of racing, Tom Baffico's *The Maker* took top honors, with the help of longtime crew Synthia Petroka and Nick Burke — just one point ahead of Southern California-based *Mor Shenanigans*, sailed by Tracey Kenney, Barret Sprout and Terence Galangher. Finot's *Frolic* placed third, with crew Stephen Woodward and Emma Yates. The three-day championship was hosted by Golden Gate YC, with assistance from St. Francis YC.

Conditions were challenging and changeable, especially for visiting com-

petitors unfamiliar with the Bay's peculiarities, but a pre-regatta seminar on Cityfront currents by super-sailor Scott Easom helped level the playing field. "Slack for low tide started at around noon on the first day and shifted by one hour every day afterward," said Finot. "With building wind as the day progressed, big wind holes and big shifts, this created very different conditions for every race and made it a great tactical challenge for the teams."

— latitude/andy

**OPEN 5.70 NORTH AMERICANS (9/21-23)**

OVERALL — 1) **The Maker**, Tom Baffico, 16 points; 2) **Mor Shenanigans**, Tracey Kenney, 17; 3) **Frolic**, Marc Finot, 25. (20 boats)

Full results at  
[www.open570usa.com](http://www.open570usa.com)

**Two Races from the SSS**

Due to the scheduling of the America's Cup World Series, the Golden Gate YC race deck wasn't available as usual for the start of the short-handed Half Moon Bay Race on August

25. Instead, the Singlehanded Sailing Society's creative commodore, Max Crittenden, put the race committee on the opposite shore at Sausalito's Cavallo Point. The SSS knows how to roll with the punches so the RC had no trouble making do with the barren clearing and an invisible startline pin (the SIs specified a GPS point as the pin end 400 yards off the point).

Ironically, the only sun along the course was in the distance — on normally-foggy Lindemar Beach in Pacifica. But the visibility was fine, unlike for August 4's Singlehanded Farallones Race, which was navigated by GPS. A 15- to 17-knot south-southwesterly stayed with the fleet almost to Pillar Point, where the wind clocked to the west and went light, providing the best passing opportunities of the race. By that time, the racers had only one more mile to go — it was almost not worth the effort of setting a spinnaker for such a short time.

A five-ft swell from the west predominated, with a southwesterly wind-driven chop messing up the water on top. The short, constant chop didn't agree with some mechanical helmsmen. "I only used my autopilot for about 15 minutes," said Pat Broderick, who was singlehanded his Wyliecat 30 *Nancy*. Having tacked only three times, he won his division.

Scott Cyphers won the singlehanded non-spinnaker division aboard his Cal 29 *Hatikuah* in his first solo ocean race, but he grew weary of sailing alone for 5.5 hours. "I'd just like to be able to tell someone else to go pull on that line," he said.

After crossing an imaginary line off *During their North American Championships late last month, the Open 5.70 fleet were treated not only to fly-bys from the space shuttle 'Endeavour', but also the practicing AC45s.*



ELLEN HOKE / WWW.ELLENHOKE.COM



# THE RACING



**Double the fun — (clockwise from above) 'Moonshadow' popped the chute in the Round the Rocks Race (RRR); 'Solar Wind' disappearing behind The Brothers; Mark Deppe soloed 'Alchera' to win a first place hat in the Half Moon Bay Race (HMB); 'Sea Spirit' didn't have to ghost along in the RRR; the new HMB Race startline deck; 'Whirlwind', 'Verve' and 'Tiger Beetle' at the HMB start; smile, Pat; RRR competitors crossed paths with RBBS racers, like this tri; 'Racer X' was all business for RRR; Synthia Petroka plays the gusts on 'Eyrie' in RRR; 'Catch 22' in the first leg of the RRR; Annie Bliss of 'Sir Leansalot' leans into it on the way to HMB.**

the G3 channel mark buoy south of Pillar Point and taking their own times, racers were required to turn in a finish sheet to Race Chair Jan Brewer at Half Moon Bay YC, where the sailors enjoyed the club's hospitality.

Just two weeks later, on September 8, SSS racers were back on the water with yet another innovation from their creative board. Instead of a Richmond to South Beach race this year, the SSS opted for a 'Round the Rocks' course starting and finishing off Berkeley. "We quit starting races in Potrero Reach off Richmond YC a couple of years ago," explained Crittenden. "We were getting so many entries that it was dangerous to have the whole fleet in there at once. SSS Race Information Officer Jackie Philpott worked her connections with

Berkeley YC, and Bob and Betty Gray volunteered to provide a committee boat on the Circle and put on a barbecue at the club afterward."

The new course proceeded from XOC on the Berkeley Circle around Alcatraz to Harding Rock, followed by a pleasant run to Red Rock and the Brothers, a beat back to Red Rock, and a close reach to the finish in building wind and chop off the Berkeley shoreline.

The afternoon ferocity of the Slot may have discouraged some sailors from enjoying BYC's hospitality. "We didn't get many racers to come into the club after the finish," said Crittenden, "so a little tweaking may be in order."

The SSS season wraps up with the Vallejo 1-2 on October 6-7.

— latitude/chris

## SSS HALF MOON BAY RACE (8/25)

SINGLEHANDED NON-SPINNAKER — 1) **Hatikvah**, Cal 29, Scott Cyphers; 2) **Westerly**, Westsail 39, Steve Wilson; 3) **Dura Mater**, Cal 2-27, Jackie Philpott. (3 boats)

SINGLEHANDED PHRF ≥153 — 1) **Even Keel**, Catalina 320, Mike Meloy. (1 boat)

SINGLEHANDED PHRF 111-150 — 1) **Nancy**, Wyliecat 30, Pat Broderick; 2) **Moonshadow**, Custom Wylie 31, David Morris; 3) **Bandicoot**, Wyliecat 30, Al Germain. (5 boats)

SINGLEHANDED PHRF ≤108 — 1) **Alchera**, Mod. J/120, Mark Deppe. (1 boat)

SINGLEHANDED SPORTBOAT — 1) **Outsider**, Azzura 310 Greg Nelsen; 2) **Wetsu**, Express 27, Phil Krasner; 3) **Yellow Jack**, Santa Cruz 27, Mike Farrell. (4 boats)

DOUBLEHANDED PHRF ≥153 — 1) **Sirena**, Ericson 32-2, Greg Rohde/Michael Rohde; 2) **Sea Witch**, Yankee 30, Robert Boynton/Ansel Boynton.





(2 boats)

DOUBLEHANDED PHRF 111-150 — 1) **Uno**, Wyliecat 30, Steve Wonner/Brendan Meyer; 2) **Wind Speed**, J/30, Tony Castruccio/Maureen Castruccio; 3) **Arcadia**, Mod. Santana 27, Gordie Nash/Ruth Suzuki. (9 boats)

DOUBLEHANDED PHRF ≤108 — 1) **Timber Wolf**, Farr 38, David Hodges/Scott Parker; 2) **Carmelita**, Catalina 42, Christian Lewis/Dan Lockwood. (7 boats)

DOUBLEHANDED SPORTBOAT — 1) **Max**, Ultimate 24, Bryan Wade/John Pytlak; 2) **Warpath**, Olson 30, Andrew Zimmerman/Alexia Marcous; 3) **Verve**, Express 27, Ron Snetsinger/Stanly Martin. (4 boats)

DOUBLEHANDED MULTIHULL — 1) **Roshambo**, Corsair 31R, Darren Doud/Chris Lewis; 2) **Ma's Rover**, Corsair F-31, Mark Eastham/Dave Leeck; 3) **Papillon**, F-27, Andrew Scott/Kur Wessels. (3 boats)

SH OVERALL — **Even Keel**, Catalina 320, Mike Meloy. (14 boats)

DH OVERALL — **Roshambo**, Corsair 31R Tri, Darren Doud/Chris Lewis. (25 boats)

#### SSS ROUND THE ROCKS RACE (9/8)

SINGLEHANDED NON-SPINNAKER — 1) **Meritime**, C&C 30 Mk I, Gary Proctor; 2) **Stormrider**, Aphrodite 101, Don McCrea; 3) **Hatikvah**, Cal 29, Scott Cyphers. (5 boats)

SINGLEHANDED SPINNAKER PHRF ≥153 — 1) **Emerald**, Yankee 30, Peter Jones; 2) **Eyrie**, Hawkfarm 28, Synthia Petroka; 3) **Catch 22**, Custom 20, Vincent Swerkes. (4 boats)

SINGLEHANDED SPINNAKER PHRF 111-150 — 1) **Uno**, Wyliecat 30, Steve Wonner; 2) **Bandicoot**, Wyliecat 30, Al Germain; 3) **Whirlwind**, Wyliecat 30, Dan Benjamin. (6 boats)

SINGLEHANDED SPORTBOAT — 1) **Outsider**, Azzura 310, Greg Nelsen; 2) **Starbuck**, Black Soo, Stephen Buckingham; 3) **Elise**, Express 27, Nathaniel Bossett. (5 boats)

DOUBLEHANDED SPINNAKER PHRF ≥153 — 1) **Faster Faster!**, Merit 25, David Ross/Javier Jerez; 2) **Sirena**, Ericson 32-2, Greg Rohde/Matt Stanton; 3) **Sea Witch**, Yankee 30, Robert Boynton/Ansel Boynton. (7 boats)

DOUBLEHANDED SPINNAKER PHRF 111-150 — 1) **Arcadia**, Mod. Santana 27, Gordie Nash/Ruth Suzuki; 2) **Paradigm**, J/32, Luther Izmirian/Ken Brown; 3) **Nancy**, Wyliecat 30, Pat Broderick/Gail Caffereta. (9 boats)

DOUBLEHANDED SPINNAKER PHRF ≤108 — 1) **Carmelita**, Catalina 42, Christian Lewis/Dan Lockwood; 2) **Gig**, Humboldt 30, Gil Sloan/Dirk Schryver; 3) **Paco**, J/124, Rich Craig/Jeramy Moncada. (5 boats)

DOUBLEHANDED SPORTBOAT — 1) **Jet-Stream**, JS9000, Daniel Alvarez/Andrew Hura; 2) **Max**, Ultimate 24, Bryan Wade/John Liebenberg; 3) **For Pete's Sake**, Ultimate 24, Peter Cook/Norbert Keisel. (9 boats)

DOUBLEHANDED MULTIHULL — 1) **Roshambo**, Corsair 31R, Darren Doud/Phil Macfarlane; 2) **Origami**, Corsair 24, Ross Stein/Evan Freedman; 3) **Ma's Rover**, Corsair F-31, Mark Eastham/Richard Wodehouse. (5 boats)

SH OVERALL — **Uno**, Wyliecat 30, Steve Wonner. (20 boats)

DH OVERALL — **Roshambo**, Corsair 31R, Darren Doud & Phil Macfarlane. (42 boats)

Full results at [www.sfbaysss.org](http://www.sfbaysss.org)

#### **Jazz Cup**

The best part of the Jazz Cup, an annual run from Treasure Island to Benicia YC, is the destination: a pretty little yacht club on the edge of a burrowed-out

# THE RACING

harbor in what was once the capital of California. It's been a long time since the Gold Rush days and about the only "gold" that rushes through the Benicia area these days is more the color of Texas tea, but through all that progress Benicia has managed to maintain, if not improve, its charm.

Speaking of charmed, Urs Rothacher's Alameda-based *BridgeRunner* found the consistent eight-knot westerly in this year's edition of the race, held September 1, to their liking, and the bright orange SL33 catamaran simply trounced the other 73 boats in the fleet.

Rothacher took the best position on the favored pin end of the start line, gassed both Ian Klitza's Santa Cruz-based *Rocket 88* and Jerome Ternynck's Richmond-based Extreme 40 *Smart-Recruiters*, and was never again challenged.

Peter Stoneberg started his Prosail 40 *Shadow* cat on the monohull-favored committee boat side of the line, spent the leg close hauled, unable to fly a hull, and was fourth around the course.

"We wanted the better reaching angle

JUNETTE KUSHNER



A 'SmartRecruiter' crew shimmied up the mast to retrieve a skied halyard during the Jazz Cup.

to the first turning mark, and although *Shadow* laid the mark, they were never able to reach off for speed," said *Smart-Recruiters*' helmsman Jonny Goldsberry. "Urs nailed the start and we couldn't reel him in. And if the main halyard shackle hadn't opened up right before the Car-

quinez Bridge, we'd have finished second so we are a bit disappointed with fifth overall."

Although the big cats dominated this year's event, Ben Landon's Thompson 650 *Flight Risk* managed to sneak into the top four by beating out a strong contingent of sportboats.

It should be noted that although they finished almost three hours after *BridgeRunner* on this 26-mile course, Richard vonEhrenkrook and crew on the Cal 20 *Can O'Whoopass* corrected out to seventh overall.

— dave wilhite

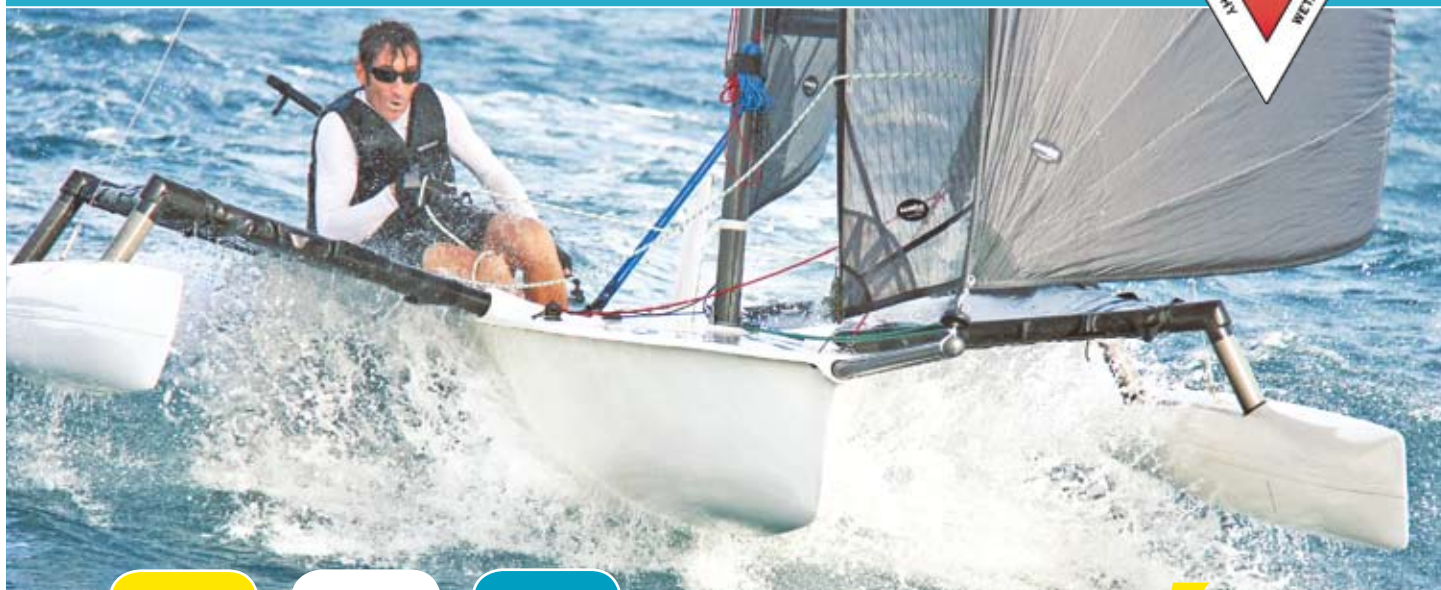
## SBYC/BENYC JAZZ CUP (9/1)

OVERALL — 1) *BridgeRunner*, SL33 cat, Urs Rothacher; 2) *Rocket 88*, Spruitt D-Class cat, Ian Klitza; 3) *Shadow*, Prosail 40 cat, Peter Stoneberg; 4) *Flight Risk*, T650, Ben Landon; 5) *Smart-Recruiters*, Extreme 40 cat, Jerome Ternynck; 6) *JetStream*, JS9000, Daniel Alvarez; 7) *Can O'Whoopass*, Cal 20, Richard vonEhrenkrook; 8) *8 Ball*, Farr 30, Scott Easom; 9) *Kuai*, Melges 20, Daniel Thielman; 10) *Yucca*, 8-Meter, Hank Easom. (74 boats)

Full results at [www.beniciayachtclub.com](http://www.beniciayachtclub.com)

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### Nespresso International 18 Regatta

The Kiwis dominated the Nespresso International 18 Skiff Regatta, hosted by St. Francis YC August 27-September 1. They trounced the rest of the fleet so handily over the course of the five-day event that they didn't even need to race the final two (of 10) races. But they did, and coming in second in that race to six-time winner Howie Hamlin and crew didn't worry them much. "It was the crew, really," skipper Alex Vallings said of his winning teammates, Josh McCormack and Chris 'Kitty' Kitchen.

The week started out on Monday with delightful conditions — sunny skies and breeze in the mid-teens — but devolved on Tuesday when the wind piped up. *C-Tech* was the only boat left standing after a day "when all of the other 17 delicate little skiffs were flipping and flopping like pancakes in 25 knots of wind sweeping them all into a meanly opposing ebb tide," noted Press Officer Rich Roberts.

Conditions calmed over the rest of the week (Thursday was a lay day), with the final day of racing offering lumpy Bay

conditions.

We hope this very entertaining event continues to grow and attract world-class sailors.

— *latitude/ladonna*

### STFYC INT'L 18 SKIFF REGATTA (8/27-9/1; 10r, 2t)

OVERALL — 1) **C-Tech**, Alex Vallings/Chris Kitchen/Josh McCormack, NZL, 10 points; 2) **CST Composites**, Howie Hamlin/Matt Noble/Matt McKinlay, USA, 24; 3) **Yandoo**, John Winning/David Gibson/Andrew Hay, AUS, 28; 4) **Mounts Bay W.A.**, Grant Rollerson/Justin Healey/Marco Schurman, AUS, 29; 5) **Yamaha**, David McDiarmid/Andrew Archibald/Mark Overington, NZL, 44. (18 boats)

Full results at [www.stfyc.com](http://www.stfyc.com)

### Melges 24 North Americans

"I need an IV right about now," said *Rock N' Roll* crewman Charlie Smyth as he slowly de-rigged the Southern California-based rocket ship to ready it for the drive home after the Melges 24 North



RICH ROBERTS

*The International 18s ripped up the Bay at the end of August, much to the delight of onlookers.*

Americans on August 24-26, hosted by San Francisco YC.

The pain was felt across the entire top tier of professional teams that just didn't have anything for the appropriately named *Bandit* as Warwick Rooklyn's team won the regatta with one race to spare. "We came in here with a plan to win this regatta," said *Blu Moon*'s coach and former world champion Dave Ullman. "The team sailed really well last week and started out well in this event

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# THE RACING

but made several mistakes in the last three races and basically took themselves out of contention."

This fleet is unique in that they allow fully professional teams to compete alongside corinthian competitors, and although they all sail as one fleet, the amateur crews are also scored separately. Don Jesberg's *Viva* placed 8th overall but walked away with the top honor in the corinthian class.

The event was sailed on the Berkeley Circle using set marks in 14 to 18 knots of breeze that made for good conditions in which to compete. "It didn't nuke like many of us had hoped, but there was enough pressure to plane downwind, and the teams that could keep up on the step were the ones that fared the best," said North Sails rep Seadon Wijsen.

Indeed, this event is but a warm-up for next year's World Championship, which will be hosted by SFYC September 28-October 5, and the hope is that not only will the breeze deliver, but that it will attract more than the 20 teams that attended this year's late-August NAs.

— dave wilhite

FIONA BROWN PHOTOGRAPHY



*The 'Bandits' let it all hang out in a successful bid for the top spot in the Melges 24 NAs.*

#### MELGES 24 NAs (8/24-26)

OVERALL — 1) **Bandit**, Warwick Rooklyn, 13 points; 2) **Embarr**, Nathan Wilmot, 18; 3) **WTF**, Alan Field, 25. (20 boats)

CORINTHIAN — 1) **Viva**, Don Jesberg, 10 points; 2) **Melges 49**, Shawn Bennett, 18; 3) **Rosebud**, Scott Holmgren, 19. (9 boats)

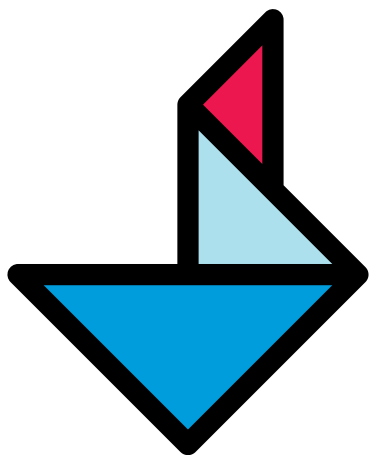
Full results at [www.melges24na.com](http://www.melges24na.com)

#### Race Notes

Act 5 of the **Extreme Sailing Series** went down to the final race, with five boats capable of winning – mathematically speaking anyway. Santa Cruz native Morgan Larson, skipper of *Oman Air*, snatched victory from Brit Leigh McMillan of *The Wave*, *Muscat*, the series leader. Act 5 was held August 31-September 2 in Cardiff, UK. Act 6, scheduled for Sicily, was cancelled; Act 7 is coming up in Nice, France, on October 18-21, in Extreme 40 catamarans. Video and info are available at [www.extremesailingseries.com](http://www.extremesailingseries.com).

The International Sailing Federation has released **The Racing Rules of Sailing 2013-2016** on the ISAF website, [www.sailing.org](http://www.sailing.org), as an iOS application, and even on paper. As expected, Dyneema lifelines will be fully legal, and can be used for hiking.

"The site of our annual Labor Day **Redwood Regatta**, Big Lagoon, threw its usual curve our way," wrote regatta winner Bruce Braley of host club Humboldt YC. Big Lagoon is located on the



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North Coast about forty miles north of Eureka. The natural lagoon is separated from the Pacific by a long sand spit. The family-friendly regatta features dinghy racing with camping and barbecuing.

"This year we experienced ultra light winds from the west," said Braley. "I think we had high pressure sitting on top of us, and the wind was from a very weak thermal that develops upon the lagoon and flows inland up a shallow valley."

Braley explained the resulting strategy: "Off the line the wind was from the left big time, but as you worked your way upwind you'd eventually get a northerly shift coming from the right for about the last quarter of the beat. The trick was to try to stay in the freshest air but not sail the great circle route by ending up on the port layline and having to eat a long port header to get across. You had to try to get across to the starboard layline in anticipation of a starboard lift to the mark." See [www.humboldtyachtclub.org](http://www.humboldtyachtclub.org).

For the first time, the **International Masters Regatta** will be held in San Di-

ego instead of San Francisco. Started by Don Trask in 1975 and usually hosted by StFYC, the regatta moves to SDYC on November 2-4. Sailing luminaries such as Malin Burnham, Hans Fogh, Ron Holland, Jon Andron, Buddy Melges, Trask, and Ted Turner will compete in J/105s.

Three West Coast candidates are vying for two seats on the **US Sailing Board of Directors**: Charlie Arms of Vallejo, director of sailing for Cal Maritime Academy; John Craig of San Rafael, PRO of the America's Cup and erstwhile StFYC Race Manager; and former Olympic and America's Cup sailor JJ Fetter of San Diego, who has been US Sailing Rolex Yachswoman of the Year four times. If you're a member, you have until October



CYNTHIA ROSS / ROSSPHOTOGRAPHIC

Bay Area sailor Genny Tulloch won the U.S. Women's Match Racing Championship for the third time in four years, despite a crew-overboard incident. StFYC hosted the regatta on September 12-16.

24 to cast your vote.

Speaking of US Sailing, the **Annual Meeting** is coming to San Francisco on October 31-November 3. Activities include an Advanced Race Management Seminar and a Presentation of Investigations: Farallones and Newport Ensenada Race. See [www.ussailing.org](http://www.ussailing.org).

— latitude / chris

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# WORLD

*We'll depart from our usual mix this month to bring you a special charter report on **Chartering in the Greek Isles** by a member of the Latitude family.*

## "What are you thinking?"

### Twelve on a Sailboat Tour of Greece

"What are you thinking?" he said. "Oh my God, I cannot imagine a vacation plan worse than being stuck on a boat with two other families from the Bay Area!"

These were the words of a friend during a phone conversation about a month prior to our departure for Greece.

I suffered a moment of doubt and thought to myself, "Good Lord, perhaps he has a point." I engaged in a private fantasy about a different kind of vacation. One that involved fewer logistics, less difficult travel, fewer safety challenges, fewer kids, more tennis, more carefree frolicking, and more adult pleasure. In five seconds my mind devoured all of the imaginable options in 'Plan B' and they were tasty!

"Snap out of it," I said to myself, and I did, loyal dog that I am! I directed my attention back to the conversation with the assured confidence that these were the right choices and that my friend's ideas, however meritorious, should be discarded.

My thoughts turned back to organizing the mesmerizing details that go with any trip abroad, but especially one that involves 12 people on a 'you-drive' sailboat in foreign waters.

I returned to pondering the significant commitment inherent in this type of plan. A simple bit of algebra works well here: Complexity (c) goes up as a square of the number of families (f). Example:  $c = 1(f) \wedge 2c = 1$ ,  $c = 2(f) \wedge 2c = 4$ ,  $c = 3(f)$

*During the summer months the main town on Poros Island is quaint, picturesque and bustling with international sailors.*



$\wedge 2c = 9$ .

This seems about right. I believe that successfully pulling off a trip like this is approximately nine times more difficult with three families than it is with one.

But regardless of the mathematical data, we pressed on. We pressed on because we'd said we would. We planned because we are planners and adventurers. We went for it because we had all talked about it and it was time to act.

Most importantly, though, we proceeded because we knew that the potential rewards were greater than the exponential function of complexity(c). But we're more akin to a sine wave in that upper right hand corner of the graph — potentially off the charts in the positive quadrant. Ahh. . . never mind.

*The adventure began when things went wrong* — We were a crew of 12 on a 53-ft monohull. Three families, six kids and six adults in the Saronic Gulf and the Peloponnese region of Greece. However, this circumstance was never part of the original plan. The 'plan', six months prior and right up to the morning that we were to leave our Athens hotel and begin our voyage, was to be on a Lagoon 44 catamaran, embarking from Lavrion, a harbor city southeast of Athens. Departing from that location sets you up for a straight shot into the Cyclades — the islands we had so carefully planned to sail.

Our broker, Demetrius from Hellenic Yacht charters in Lavrion, called that fateful morning to say that, regrettably, the vessel that he had brokered to us so many months ago had returned yesterday, damaged beyond a quick repair. As a matter of fact, numerous boats returned with significant damage due in no small part to the Meltemi winds of the previous week. (These are seasonal Beaufort 7 and 8 winds from the north). He seemed truly distraught (as were we) that he could not deliver as promised. It was clear that he



ALL PHOTOS MARSHALL BEHLING

was actively seeking a replacement boat that could accommodate our crew, but honestly, it did not look good for us.

I will spare you the blur of phone calls that Jeff and I made and how the 'new plan' came together. Suffice it to say that three hours later we found ourselves on a brand new 53-ft Jeanneau monohull from Athenian Yachts and a new sail plan that would take us through the Saronic Gulf and the Peloponnese. Special thanks to Kostas at The Moorings in Lavrion who put us in touch with Kostas and Apostolo at Athenian Yachts at the Kalamaki/Alimos Yacht Harbor.

However, at that point I had to trash my notes and our group pre-brief on all things Cyclades. Trash the 100 photocopied and highlighted pages from Rod Heikell's book, *The Greek Waters Pilot*. Delay our departure by one precious night because by the time we had paperwork complete, chart and boat briefed, provisioned and set, it was 1700 with 27 miles to navigate. Considering the head-spinning changes of the day, the howling Meltemi winds in the harbor and the need for a beer, we made a good decision. Stay put! We would go out and have a fabulous dinner at Vicennes, watch Euro Cup soccer (Spain vs. Italy), pretending that we know the game, spend the night



# OF CHARTERING



**Big trips like this one are a splurge, but the memories are priceless. Spread: The idyllic Poros Straits. Inset: Kids on the foredeck.**

aboard the boat in Alimos Yacht Harbor, and leave the following morning.

This we did and the next morning's windy departure felt like a small victory for turning sour into sweet, changing and adapting while finding serendipity when it knocks on your door. Serendipity where? In a monohull for starters. This is the way to go in the crowded Med. On at least two occasions, the slimmer beam of this boat allowed us access to a 'stern-to' berth where we would have had to anchor off in a catamaran and tender 12 people to shore in three shifts. It is so much more pleasant to back into your spot on the quay, drop the hydraulic gangway, and give egress to your crew of 12 in the heart of some quaint Greek harborside village.

Our new Jeanneau 53, *Alkyoni*, weighed in at about 16 tons and had a generous 4.77-meter beam. It was delightful to sail and comfortable for 12 people. It took on big wind and moderate seas without breaking a sweat. The roller-furling jib and main and electric winches worked flawlessly, to the point that we didn't ever hesitate putting up or taking down sail because it was so fast,

efficient and easy.

It was delightful to be on this boat with our friends and family, finally enjoying the Mediterranean. She had every creature comfort including a genset which allowed us to keep the bank of batteries charged while using the air conditioning in port. (To the extent, of course, that if we had close neighbors, we would use it judiciously and shut it off in the interest of noise abatement.)

Additionally, *Alkyoni* had two wheels and two navigation stations. This was a delight and a useful training tool for new helmsmen, as they could feel the wheel inputs of someone more qualified.

The 'crew lounge' and dining area forward of the cockpit was luxurious and provided generous space for people to pass to the companionway and cabin below without tangling limbs and feet. All of this was bimini-covered, providing ample shade for all.

My only criticism of the boat would be that it made us lazy as we quickly came to rely on

'all things electric.' So it was much to our dismay when we found that button-pushing failed to yield results at the most critical moments of one particular arrival at Poros. We discovered that the engine-driven generator seemed incapable of keeping batteries adequately charged when the heavy electrical loads of the bow thruster or anchor windlass put a drain on the system. Firing up the genset as a pre-docking procedure seemed to solve this issue and provide the necessary voltage.

**We launch** — We had peak gusts to 28 knots out of the north as we put Athens in our rearview mirror. We headed downwind, sailing south to the town of Methana and enjoyed 10 knots of speed over the bottom, with only a partially furled genoa flying. Directly off our starboard side were the island and the straits of Salamis, the site of one the greatest sea battles in the history of naval warfare. Athenian General Themistocles defeated the Persians here in 480 BC, despite being vastly outnumbered. This victorious battle was on the heels of the Greek defeat at Thermopylae the same year, and proved to be a decisive event in the Greco-Persian wars.

Methana is a pleasant enough seaside village. There are two harbors, one tightly packed with boats and wind-protected, and another open and uncrowded with a quay, but also exposed. This gave us some breathing room to practice maneuvers with the boat in windy landing conditions and get a respectable 'Med mooring' event under our belts.

Nine of us took a taxi ride up to the volcano, enjoying a hike and a delicious

**Three families on one boat? As cramped as that may sound, it all worked out fine. Especially since they were sailing in a sunny clime.**



# WORLD

dinner hosted by friends of Apostolo, while two adults stayed to tend to Elliot who was feeling poorly.

Continuing south the next morning, we passed through the scenic Poros Channel on our way to Hydra. I will simply quote The Moorings' tour guide here because it is quite accurate. "Hydra is a distinctively charming, must-do itinerary stop. Here donkeys and walking are the primary means of transportation — cars and even bicycles are not permitted." The numerous cliff-mounted cannon pointing north toward the channel bespeak human conflict and naval warfare.

Speaking of warfare, we wished that we were also equipped with cannons because it takes a gunboat to get a parking spot in Hydra harbor. Get there early and relax, or get there late, throw your anchor into the middle with all the others and back onto your neighbor's bow. Sounds sexy, but actually it was a bit annoying to politely 'queue up' outside the harbor entrance, wait for that one soon-to-be vacated spot, and watch as boat #5 on the list takes your spot. In the boat next to us, which was also politely



*The solitude of Mandraki Cove on Hydra Island was a sharp contrast to the busy harbors elsewhere. Note the stern lines.*

queued up, was my Kiwi friend Sam, a semi-pro rugby player and firefighter on loan to Dublin. I had befriended him on the flight from Dublin to Athens. Trust me, no one in their right mind would irri-

tate Sam if there was any chance of having to answer to him on shore. Physically intimidating is an understatement!

We got pissy, raised the Canadian flag, hollered obscenities and retreated to a quieter anchorage at Mandraki Cove which was just down the road. Sam and his crew followed.

Dinner that evening was dramatic if not magical. The place, the evening light, the people looking elegant. A photographer's dream come true.

The hike through town the next day up to the Profitis Ilias Monastery atop Mt. Eros was also memorable.

Poros — We had a bit of drama upon landing here, as our anchor line fouled with our neighbor's as we were backing into the quay in a typical afternoon crosswind coupled with windlass and bow-thruster failures. It was all hands on deck as we fended off. No harm, no foul.

Afterward, Michael from the Oasis Taverna politely ushered us over to "handicapped" (side-to) docking with the unspoken agreement that we would spend at least 300 euros at his restau-

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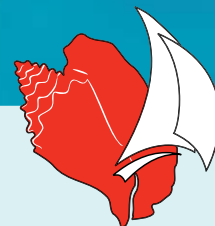
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# OF CHARTERING

rant! It was well worth the price as we had primo parking and mojitos to soothe our bruised egos.

Tom from Lancashire, England, the fellow with whom we had crossed anchors, was also part of the welcoming committee in front of the Oasis Taverna. He said, "Aye kin tall ye thas, I arriyved farty fyve manats agoo und aye dad nae batter!" Thanks Tom.

Poros is equal parts Newport Beach and Hydra. There you'll find a frenetic waterfront pace with the café, bar and nightclub scene. Sandy beaches and resorts stretch along the coastline. The city (polis) of Kalaureia contains the ruins of Poseidon's temple atop the hill. Poros is easily discovered via motorscooters, which were cheap to rent and fun for all.

*Epidauros by way of Epidavros* — We had no idea what treats of antiquity were in store for us near Epidavros, our next destination as we embarked from Poros. Our premier side-tie spot was filled by Michael even before we had the boat turned around.

White-hot heat replaced the winds

as we motored at 9-10 knots around the horn to Epidavros, stopping for a swim and an amateur diving contest in the warm azure waters.

We reminded ourselves that "green on the right returning" is the Mediterranean way, as we entered the well-marked channel and landed our craft stern-to like the skilled crew that we were becoming.

A mere three taxis brought us to Ygourio and the well-preserved theater of Epidauros. A UNESCO World Heritage site, Epidauros is justly famous. The remains include a gymnasium, baths, the Odeon, the Temples of Asclepius and Apollo, the Tholos, and a stadium. Asclepius was the healer god and the son of Apollo. This sanctuary was the most



MARSHALL BEHLING

*It just doesn't get much more picturesque than this. Hydra Port on Hydra Island seems to have changed little with the passage of time.*

important center of healing in antiquity. We brought Elliot here with hopes of a cure, as the lad was still feeling quite ill.

A snorkeling adventure to The Sunken City is also worthwhile. It takes approximately 50 minutes to get there, hiking along the shore south from Old Epidavros Yacht Harbor.

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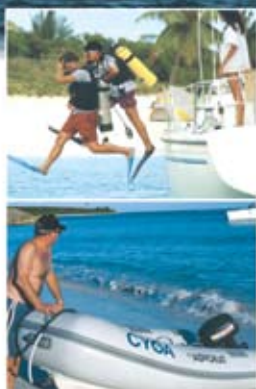


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# WORLD OF CHARTERING

*Freshening wind and return* — It seemed that we were just getting our sailing shoes on properly when it was time to head back to the base.

We enjoyed a fresh breeze on starboard tack as we beat to Aegina Island to anchor for the night. This put us only 17 miles away from our promised 0900 arrival time on the last day.

Aegina has its rare antiquities as well, including the Temple of Aphaea, but we were out of time.

*Awesome Crew!* — We ended our bareboat trip in Greece with awards night at Tou Psara, our favorite restaurant in Athens, located directly below the Acropolis. I had the honor of toasting and awarding each of the six kids in our crew for their contribution to our successful voyage. To Dillon, age 10, went the most intrepid new sailor award. He was always willing to learn new tasks and to help



MARSHALL BEHLING

*The intrepid crew strikes a pose at the ancient theater of Epidauros, a UNESCO World Heritage site.*

out. Dillon could be famously quoted with the line, "I'll do it!" To Casey, age 14 went the quick-witted award. Casey was always at the ready with a quip or some other politically incorrect humor. He's a very funny lad, although not very helpful as a sailor! To Natalie, age 14, went the simultaneous narrative award. Natalie capably managed all the sheets and lines including the roller-furling main and genoa — all this between sobs

as she read the last book in the *Hunger Games* trilogy. To Elliot, age 15, went the most stoic sailor award. He bravely fought a bacterial intestinal infection for most of the voyage. He came to sail the 'Med', instead was in bed and never ever complained! He would rise, rally and fall again gripped by G.I.

infection. To Shelby, age 15, went the all-around crewmember and resident anchor-diver award. Finally to Madeline, age 16, went the steady head and cool sailor award. She worked the anchor windlass and learned to 'sign' with the helmsman from 50 feet away. She also deftly fended off and untangled the anchor when it got fouled with another boat's at Poros.

All in all, it was a great trip, the memories of which will long endure. Actually, it wasn't such a bad idea after all.

— *patrick somers*

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# CHANGES

With reports this month from **Tortue** on the drought-ending rains in Baja; from **Dreamcatcher** on leaving Singapore and heading up the Malacca Strait of Malaysia; from **Kailani** in Tonga; from **Geja** in Croatia, Montenegro and Italy; from Scott Andersen on the new **Club Cruceros** clubhouse in La Paz; and **Cruise Notes**.

## **Tortue — S&S 44** **Mike Wilson and Melissa Harter** **The Blessings of Baja Rains** **(Mazatlan)**

*Tortue* lay quietly at anchor in Bahia Marquer on Isla Carmen — about 40% of the way up into the Sea of Cortez, not far from Puerto Escondido — as warm breezes wafted across the narrow isthmus that separated us from wide-open Bahia Salinas to the south. The breezes filled our wind scoop, which forced the hot, dry desert air through the inside of our boat. Besides the lap of wavelets upon our tender and the occasional sound of a hunting bird, the anchorage was silent to the world — and to the few of us who were lucky enough to be there.

Looking to the west across the azure waters of Loreto Bay, we could see where the whales, dolphins, sea turtles and manta rays play. The background to these waters are the Sierra Giganta mountains, some of which majestically reach 4,000 feet into the clear blue sky, and which are only a short distance from the shore of the Sea.

This part of Baja had had four years of drought. It had been so bad that ranchers had to cull mules in order for there to be enough water for the revered long-horn mountain sheep to survive. Even

*With the four-year drought over in Central Baja, many long-dormant plants sprang to life, bringing bright colors to the desert landscape.*

the hardly palms that line the shores of the Sea struggled to survive.

Finally, the blessed rains came, the result of a massive subtropical cell from the Mexican mainland that crossed the Sea to meet up with the hot desert air of the mountains. The result was thunder and lightning — and a two-day dousing of life-giving rain. When the clouds parted, we could see the multiple waterfalls that almost instantly had sprung to life. And the once-clear waters of the Sea temporarily took on the color of coffee, and swarmed with eddies of dead brush, cactus and other detritus.

But it wasn't until the downpours stopped that the true blessing of the rains was revealed. Hour by hour, day by day, the once-brown desert was transformed into a beautiful green garden. It looked as though a discerning gardener had toiled long and hard to manicure acre upon acre of previously unkempt desert wilderness. Soon we were witnesses to colorful flowers in an intricate tapestry against the background of the red-brown desert.

With water comes life to the Baja peninsula. Soon myriad varieties of insects made their presence known, as did birds that previously had been hidden. The downside was that the mosquitoes came to life also, which resulted in the town of Loreto's running out of bug spray.

Nonetheless, life is very good aboard boats here in the Sea, even during the often high heat of summer. We enjoy a abundant variety of natural foods from the local ranches, and fresh seafood from the Sea — not to mention the fine wines we had the foresight to bring along with us. With virtually no places to spend money, the cost of living is very low.

We've even had some celestial treats.

For five nights in a row, we got to witness the International Space Station passing 247 miles overhead. And on the last evening of August we got to enjoy a 'blue moon'.

It all adds up to our feeling part of Nature, and Nature's being a part of us. There is no war or violence in our little part of the world. And we've switched off our radio and internet to keep war and violence in other parts of the world from invading our tranquility.



Personally speaking, we believe it's important to realize who we are, where we are, and what it all means. The news media of the world will not, of course, bring you the love we send over our solar-powered Ham radio, as there is no profit in good news. But our advice is to never forget to stop to smell the desert cactus flowers.

— michael and melissa 08/24/12

## **Dreamcatcher — Cal 46** **Glenys Henry and Harry Mellegers** **Up Your Malacca!** **(Alameda)**

At lunchtime one day in the middle of January, we pulled away from the fuel dock at Singapore — our home for the rest of our lives — and motored through the mess. By 'mess' I mean the hundreds of ships, dozens of fuel tankers, and supporting oil infrastructure that litter the prosperous island-state's western

MIKE WILSON



CONNIE SUNLOVER





# IN LATITUDES



PHOTOS COURTESY DREAMCATCHER

**Spread; Glenys and Harry aboard 'Dreamcatcher'. Inset; The Singapore lion, which symbolizes courage, strength, excellence and resilience.**

anchorage. It was not a pretty ride, so we were happy to reach the southern end of the Malacca Strait, which separates the Pacific and Indian oceans and Peninsular Malaysia from northwestern Indonesia. Our destination was the 420-mile distant Rebek Island, one of the 104 islands that make up the Langkawi Archipelago, Malaysia's yachting center.

The forecast winds of 20 to 30 knots — the normal monsoon for this time of year — didn't materialize, so we ended up having to motor to our midway stop of Pulau Pangkor. The very small island was long a refuge for fishermen, merchants and pirates, and has a colorful history. In the 17th century, the Dutch built a fort here in an effort to control the Perak tin trade. One hundred years later, it was where the Brits and the

Perak throne signed the treaty that launched the British colonial domination of the Malay Peninsula. These days it's home to 25,000 people — and high-end resorts.

Much to our chagrin, we didn't have use of Jack, our autopilot, for the first 20 hours of our trip. Our Jack is named after Jack London, the scallywag sailor who became one of the world's first truly wealthy authors. The Oakland marina named in his honor was our home for two years before we took off on the Ha-Ha and across the Pacific. Anyway, we figured that Jack was just taking a union day off — London having been a big union sup-

porter. Then we discovered that we'd just pushed the wrong autopilot buttons.

You would think that having sailed our Cal 46 halfway around the world, we'd know her buttons and systems backward and forward. But since taking up residence in Singapore, we'd only been daysailing *Dreamcatcher*, and thus hadn't used many of her systems. We found that we had to reacquire ourselves with our boat for longer sails. We even had to start rereading some of the manuals!

The Strait of Malacca is one of the busiest shipping channels in the world, so there were all kinds of ships, fishing boats, and other types of vessels in our path. This is one of the places where mariners really could use eyes in the back of their heads. Henry and I alternated taking naps during the day and staying up all night. Although we've done a total of 10 trips up and down the Strait, we always find it stressful — despite being able to use the 'inshore waterway'. There is, however, one 20-mile stretch where the inshore waterway disappears as the main shipping channel butts up against the shallows. That forced us to motor in the company of some very large vessels for a few hours. Not fun!

We passed Port Klang, Malaysia's busiest port, at sunset, during which time we counted 30 ships waiting to cross our path. This was at the northern end of the shipping channel, after which the waterway opens up into a series of shallows for about 30 miles. Alas, the fishermen love the shallows, so this leg

***The Strait of Malacca is a freeway for ships, as well as the fishing ground for thousands of fishermen who don't take a shine to lights.***



**'Dreamcatcher's autopilot was named for him.'**





# CHANGES

was peppered with all kinds of vessel traffic too, particularly at night when the fishing is the best. Malaysian fishermen aren't very big on running lights, so we had to play dodge-'em with fishing boats and the many fish/crab traps laid out along the way.



**A few of the innumerable fishing boats that ply the Malacca Strait.**

We anchored at Pangkor Laut, a few miles off Pangkor, for a planned stop-over. It's a lovely spot that we first discovered during the Raja Muda Regatta a year before. This time there was only one other boat in the anchorage. The Aussie owner visited us, which proved to be fortunate, as he was able to give Henry a lift to the beach to get jerry jugs of fuel. Wrongly assuming that we could sail most of the way from Singapore to Langkawi, we hadn't topped off our tanks. We ended up having beers and dinner with the down-to-earth man, his wife — a policewoman — and their daughter. From Darwin, they are on an 18-month cruise. What an education the little girl is getting!

After a little boat work and some rest, we left the next afternoon for Rebak Island, part of the Langkawi Archipelago, where we would spend five days on the hard. Our efforts to sail to Rebak were foiled by very light winds on the nose and adverse current. After adequate frustration, we dropped the sails and fired up the engine. But night turned out to be no more fun than the day, as there was lots of rain, and even more stressful, plenty of

**Glenys, who along with Harry has decided to call Singapore home for the rest of her life, enjoys the heat aboard 'Dreamcatcher'.**



lightning striking near our boat. We ran on radar visuals all night, which was a huge help in dodging the many squalls headed our way. Fortunately, vessel traffic was light in the area.

When off the big city of Penang, we rang ahead to Rebak Marina to advise them of our impending arrival. The staff advised us not to arrive at sunset, so we dropped the hook at an anchorage at one of Langkawi's southern islands and mixed some cocktails. What a lovely spot! We had the anchorage — surrounded by hills covered with thick vegetation — all to ourselves. After dinner and several drinks, we both fell asleep in the cockpit. We later awoke to find ourselves surrounded by one-man fishing boats, each with bright lights, fishing for squid. It was like a scene out of a fairy tale.

An early morning start had us arriving at Rebak Marina early in the day. Sailors aren't natural fans of boatyards, but we were knocked out by Rebak Marina. After our arrival and free check-in with authorities, we were told our haulout would be at 9:30 the next morning. And it was. Not only were the staff cordial, they were punctual, too. *Dreamcatcher* doesn't handle well in reverse, so we developed a quick case of thruster envy when we were instructed to back into the lift area. Nevertheless, the skilled handlers threw the lines accurately, and we were in the lifting slings before we knew it. Then a diver was sent into the water to make sure our lifting straps were in the right place and didn't snag any of the appendages. In more than 40 years of owning boats, we'd never seen that.

Boatyard staffs take their cues from the yard manager, and when we met Noel, we understood why the yard ran so well. He quickly established a great rapport with us, and we were impressed with his obvious competence and experience. He is no-nonsense, so our boat was quickly pressure washed, after which the bottom was sanded and a first coat of paint applied.

Life aboard on the hard is not easy. There was no running water, so that meant no cooking or washing up, no showers, and worst of all, no toilets. The good news is that the folks at Rebak Marina, which is part of Rebak Resort, fully understand the needs of the cruising sailor. As such, we spent a lot of time at the Hard Dock Cafe — love the



name! — just 100 yards from our boat. The Hard Dock has good food, inexpensive wine, and high speed internet. But that's not all. It's just 200 yards to the four-star Taj Hotel, where we were welcome to use the pool and other facilities. Happy hour drinks were 50% off, and because we were yachties, we got another 20% off. There is a God!

It's hotter on the hard than when in the water, as the heat radiates off the ground. So we frequently had temperatures of over 100° in the cockpit. Yes, it's warm in this part of the world. We were happy to be rescued by the rascals we crewed for in last year's Raja Muda Regatta. They took us to their amazing Langkawi home for drinks, dinner and an overnight stay. We also saw our good friends from Singapore on their boat *Turmalin*. They picked us up at nearby Telaga Harbour and took us for a short cocktail cruise.

The next day *Dreamcatcher* was back in the water and Henry and I had big smiles on our faces. The people at Rebak



# IN LATITUDES



**Spread;** 'Dreamcatcher', a ketch-rigged Cal 46, tugs at her anchor somewhere in the Malacca Strait. **Inset upper right;** Rebak Marina and Boatyard is located in an unusually nice resort environment. **Insets left:** A happy Harry, the 'Ancient Mariner', 'Dreamcatcher' about to be splashed.

Marina had been so good to us and had done such a good job — and all in such a lovely setting. We couldn't resist enjoying a last swim, a last round of cocktails and a last million-dollar view from the resort.

Our next jobs were to refuel and then load up on Langkawi's great bargain — booze. Yes, it strikes us as odd that an Islamic country has great deals on booze, but all the cruise ships load up here.

We moved on to lovely Telaga Harbour, where the marina is surrounded by attractive buildings — including a colonial-looking customs house that features a clock in a tower that goes off every hour. It's surrounded by jungle hills where countless monkeys run wild.

Our plan was to buy provisions, booze and fuel. Alas, a combination of the Chinese New Year holiday and the Holy Muslim Day meant we had to put off our tasks for one day. Our planned

lunchtime departure for Phuket, Thailand's yachting center, was thwarted by: 1) A megayacht trying to take on a couple thousand liters of fuel, 2) The fuel pump's breaking down, and 3) The bank's rejecting my credit card. But we worked through it, at which time we set sail for less than 200-mile-distant Phuket. It was going to be interesting, because few bordering cultures are as different as those of solemn Islamic Malaysia and fun-loving Thailand.

— glenys 02/15/12

**Kailani — Deerfoot 63  
Harley, Jennifer & Sophia Earl  
Ha'apai Group, Tonga  
(Sausalito)**

After five weeks in and around the Vava'u area of Tonga, and getting settled into the cruising life for the first time since completing our circumnavigation in '06, we decided to move south into the Ha'apai group. Ha'apai is the central group of islands

that comprise the island kingdom of Tonga, and without a doubt Tonga's main attraction for us.

Unlike Vava'u, where each year almost 500 cruising boats — plus a couple of dozen charter boats — clog up the 30 numbered anchorages, Ha'apai plays host to fewer than 75 boats in a typical year. And these 75 boats are spread out among 62 islands scattered across 4,000 square miles of ocean. So you often can go for days without seeing another cruising boat, and finding an anchorage to yourself is usually a matter of just picking one out. Only 17 islands of the Ha'apai Group are inhabited, and only four of those have electricity. The residents tend to be more outgoing and friendly toward the *palangi*, which is us.

Many of the humpback whales of the Southern Ocean make Tonga their winter home. While the whales can be found everywhere in Tonga, they are most prevalent in Ha'apai. We've seen whales every day for two weeks, often within two boat lengths of *Kailani*. As we write this at anchor behind Ha'afeva Island, we are listening to the whales' eerie singing coming through the hull.

The other day, while on a lazy seven-knot inter-island passage under jib alone, we actually had to pinch up to avoid a pair of courting adults. They were barrel rolling, slashing the water with their fins, and showing their flukes. Jennifer, who has sea kayaked in Alaska, the Pacific Northwest and the Sea of

**Having sailed around the world, Harley and Jennifer, with little Sophia, think the Ha'apai Group is as close to paradise as they've found.**



**Whales prefer the solitude of Tonga.**

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TONGA TOURISM



KAILANI



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Cortez in search of close encounters with whales, was so enthralled that she forgot to take photos until it was too late. Sophia, at the wise age of almost five years, thinks that encounters with whales are just part of everyday life.

The waters in most places in Ha'apai are crystal clear, and the coral is healthy. Consequently, the snorkeling and diving are fabulous. Sophia never really learned to swim in her home waters of Northern California for the obvious reasons of cold and murky water. But the water here is so clear and warm that the hard part is not getting her in, but getting her out. She

hangs on our backs as we snorkel the reefs, and excitedly points out every bit of sea life — which she assumes that we can't see because otherwise we would be as excited as she is.

Sophia has also taken well to being schooled in formal topics on the boat. She's so enthusiastic with the routine that she often starts the day's lessons before her teachers — that would be us — are ready.

**Harley and Jennifer didn't want Sophia to have a typical Northern California childhood, and she's certainly not having one.**



**'Kailani', as seen from the masthead.**



The Ha'apai are much as we remember them from our time here seven years ago, although there have been some changes. The Tongan bureaucracy has evolved a bit, so boats must go through a rigorous checkout process just to move from Vava'u to Ha'apai, or to the capital of Nukualofa. And woe to the boat that gets caught not complying, as the fines are \$600. Cruisers need to then check in with customs on the island of Lifuka in Ha'apai, and then check out again before moving on within the kingdom. Since Lifuka is upwind of most places in the Ha'apai, it makes it inconvenient when you need to leave.

Mother Nature has wrought a few changes as well. Some of the barrier islands that make up our favorite anchorages have been rearranged by the cyclones and tropical storms that have come through since our last visit. But all in all, this is still as close to our idea of paradise as we have found.

— harley and jennifer 08/15/12

## **Geja — Islander 36 Andrew Vik and Friends Another Adriatic Summer Cruise (San Francisco)**

When the summer fog settles in along the Northern California coast, I can't think of a much better place to be than the Mediterranean, celebrating life with happy, vacationing, scantily-clad Europeans. Thanks to a 'boat for sale' ad in *'Lectronic Latitude* back in '07, I'm able to kick back there aboard my own sailboat, the '76 Islander 36 *Geja* that departed from the Bay back in the '90s.

This was my fifth straight summer aboard *Geja*, and it consisted of 37 days and 36 nights, with 27 different overnight stops, and two overnight sails. I covered nearly 700 miles, 60% of them under sail alone — the highest percentage in my five summers. It was also the hottest summer to date, with typical highs around 95°. While it wasn't horribly humid, it was definitely more humid than in inland California.

The best part of my little summer jaunts around the Med has been sharing them with the many friends and acquaintances who have joined me for one-week legs. I had 10 friends join me this summer, most of them veterans of previous trips on *Geja*. Over the five years, I've hosted 55 great people on my Islander 36, sharing experiences that none of us



will ever forget.

This summer I set sail from *Geja's* home base near Split, Croatia in mid-July, just as the summer tourist season was getting into full swing. I'm clearly not the type of person who is afraid of crowds, as July and August are prime time in the Med. These are also the months in which fickle European weather is most stable. Or so I thought.

I kicked off the summer with Marikken, a Norwegian crewmate. The first weather forecast to come over the Navtex receiver called for gusts the next day of up to 65 knots. For the record, Navtex is the most flawless way to get forecasts — always in English — while sailing the Med. An unlocked iPhone or iPad with a local data-enabled SIM card is the way to go if you would be sticking around in one country.

Given the forecast, it was a good thing that I'd become familiar with most of the 'hurricane holes' in the central Dalmatian coast. I decided on the immensely



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ALL PHOTOS COURTESY ANDREW VIK

**Yes, that naughty Andrew Vik cruised the Adriatic again this summer. Spread; Norwegian crew Marikken at Hvar. Insets top and bottom: Andrew once again spent hours tirelessly furthering international relations. Center inset: Andrew patriotically 'flew the flag' for most of his summer cruise.**

popular town of Hvar. The place has lost some of its local charm since my first visit by land in '02, as it's now overrun by English-speaking backpackers. But it's still as magnificent a harbor town as you'll find anywhere, and the 'after beach parties' at the Hula Hula Bar are excellent, as hundreds of young people, some still in their swimwear, drink, dance, and swim until well past sunset.

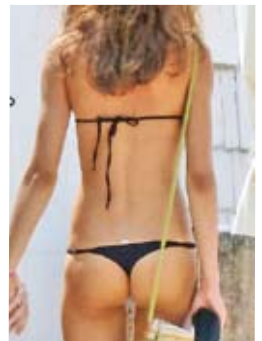
Most sailboats visiting Hvar line up like sardines in the mooring field on the harbor's west side, attaching to a forward buoy with a long stern line aft, as it's too shallow to back all the way to the quay. I felt very secure as the wind picked up during the night — and pick up it did!

Powerful gusts hit *Geja* broadside, inducing quite a bit of heel. During one such gust, I felt a strange tug, and soon discovered that the metal ring on shore had popped out of the cement! Worse yet,

the metal ring atop the forward mooring buoy had burst open, too, releasing our forward line. Luckily we had a back-up line attached to a neighboring buoy, though we still had to scramble to get some lines onto neighboring boats to keep us in place. When cruising the Med, you're bound to have such excitement now and then.

With high pressure settling back in, accelerating the typical northwest afternoon winds, we had fast off-the-wind sailing down the island-strewn Dalmatian coast. We ended the first week in the southern Croatian town of Dubrovnik, one of Europe's most impressive medieval walled towns. Since my last visit two years ago, it seems that control of the public quay had been transferred to a private con-

cessionaire, as I was quoted a minimum charge of 230 euros — about \$300 U.S. — a night to tie up to the noisy main quay. With all the megayachts around — many of them more than 200 feet in length — it's hard to blame the Croatians for being opportunistic. Nonetheless, I chose to moor at a nearby yacht club for 40 euros instead, still a bargain compared to the government-run ACI Marina's price of 85 euros. Taking a 45-footer there would have set an owner back 111 euros — or about \$140 at this summer's relatively favorable exchange rate.



**Clothing isn't a big thing in Croatia**

Dubrovnik is a fantastic place to hang out for a few days. The walled town is enormous and extremely well preserved. The walking tour atop the walls is a must-do. Dubrovnik also has an international airport, making it an ideal place to take on crew.

The second week brought additional crew aboard *Geja* for the trip south across the border into stunning Montenegro. There are formalities to contend with when crossing international borders, and most southbound pleasure yachts check out of Croatia at Cavtat. It took plenty of jostling to squeeze into the small customs zone on the quay, designated by a simple rope railing.

Knowing from experience that it would take up to an hour to check out, I told my crew to enjoy some coffee at a café while they waited. Part way through the three-step checkout process, I was summoned back to *Geja* to reposition

**When it comes to picturesque harbors of the world, not many can compete with Hvar. Unfortunately, that's what makes it expensive.**



ANDREW VIK



# CHANGES

her a bit. While I was onboard and adjusting *Geja's* lines, a guy from the port authority asked where my crew was. He was less than thrilled to learn that they were not on the boat.

"Your crew must remain on ship when at the customs dock!" he hollered at me.

"This is the rule everywhere in the world! Where did you get skipper's license?! You can be fined 150 euros per crew-member!" With that, he disconnected my lines. "Go float in the harbor for hour before you come back!"

As I floated 100

feet away, my confused crew returned to the quay. "Oh, the princess is done with her coffee!" the asshole official sneered at Marikken. Despite my crew's efforts, he would not reduce my one-hour 'sentence'. Marikken then took matters into her own hands. She swam out *Geja* and took over the helm, allowing me to paddle the dinghy back to shore to complete the paperwork and fetch the remaining crew.

While in line at the police office waiting for passport stamps, other sailors sympathized with me. A charter skipper mentioned that an incoming boat was once fined when one of the crew took a quick dip in the bay while waiting for a spot on the customs quay. Seriously, what country routinely fines its visiting sailors/tourists?

With all of the paperwork sorted out, we were happy to leave town immediately. Actually, once you get your exit stamp, you *must* depart immediately,

***Given her choice, Marikken decided she preferred sitting in a treehouse overlooking boats to being yelled at by nasty officials.***

which is another Croatian rule. And don't even think of stopping for a swim in that little bay 15 miles down the coast.

Because of this one official asshole, who no doubt is a poorly paid guy who gets off by bossing others around, we were fed up with Croatia. Government workers seem slow to shake off the bad habits of the region's Communist past, casting a poor light on an otherwise lovely country. Thus my love-hate relationship.

Some 20 miles south of Cavtat is the Montenegrin border and the entrance to a series of bays, including the spectacular Kotor Fjord, which goes 15 miles inland. With a full-boat crew of five onboard, we sailed into Montenegro, bypassing the commercial customs pier at Zelenika for the more yacht-friendly one at Kotor. In just 20 minutes, I had a cruising permit and stamped passports in hand. Both the harbormaster and police official were smiling and friendly. How nice to be in a country that seems to appreciate its visitors!

Stunning Kotor Fjord is surrounded by steep mountains, some of which are over 5,000 feet tall, Think Yosemite Valley partially submerged in the sea, or a Norwegian fjord with the heat turned up. No wonder it has UNESCO designation. The megayachts have certainly discovered the place, but as there is no charter base, there were relatively few private sailboats to battle with for mooring space. Mooring costs were a relative bargain, too, as we paid just 30 euros for a spot on the quay just outside of Kotor's town walls. This included water, power, and mooring lines.

Our week ended in the raucous and raunchy Montenegrin town of Budva, the country's biggest tourist destination. One would never guess that a Pippi Longstocking film was shot here in the '70s. Surprisingly, Budva is off the

map of most western tourists, and is instead frequented by Serbians, Russians, Ukrainians, and others of Orthodox affiliation. Yet there is eye candy everywhere, day and night, and the folks come to party. When the outdoor bars in the old town shut down, people head for the clubs, the newest being the awkwardly-named 5,000 person capacity Top Hill.



After three nights and new crew in Budva, it was time for a complete change of scenery and an overnight sail to Italy. As *Geja* remained in the marina, I began the checkout process with the police. Despite not being at the customs quay, and with the crew still wandering around town, I completed the exit paperwork with little fuss — a far cry from the previous week's exit from Croatia.

Winds were forecast to be 11-16 knots on the beam for the 24-hour crossing to Italy, which sounded great. But 10 hours into an initially fast and pleasant crossing, in the middle of the night, the seas picked up and little *Geja* started being tossed around like a toy boat in a bathtub. Sleeping and eating were difficult, and an increasing amount of water from some unknown source squirted up from the shallow bilge when we heeled too much. I dreaded sunrise, as I didn't really want to see the sea state. Feeling it was bad enough.

Daylight confirmed that the sea was a raging mess. The wind was only 20 to



**Outdoor dining.**





# IN LATITUDES



ALL PHOTOS COURTESY ANDREW VIK

the old clubhouse was literally picked up and set to the side to allow a grand new sailors' facility to be built on the original site.

Club Cruceros, located on the grounds of Marina de La Paz but open to everyone, is the hub of the sailing community in La Paz. The club boasts 570 members, each of whom has paid the minimum contribution of \$7/year for the privilege of relaxing around the cabin at any time, hailing friends on the VHF, borrowing books and videos, receiving mail, and joining the morning coffee hour. The club also runs the La Paz VHF net, maintains an extensive list of suppliers and services, and helps the local community in various ways.

"Everyone is a long way from their family down here, so we're like a second family," says Commodore Mike Rickman of the Prout 37 cat *Amazing Grace*. "When something happens, we rally around. When someone gets hurt, we jump." Clubmembers have already led three hands-on rescues this summer.

More than 60 members came to watch the lift-off of the old club as it was swung to the side to make room for the new clubhouse. But for a group of six members, the fun was just beginning, as they had volunteered to fit out the new clubhouse. The arrangement with Marina de La Paz was that the marina would build the main structure if the club took care of the interior. "It's a joint effort between the club and the marina," says club Treasurer Don Mitchell of the Litton 42 *Sara Anne*.

Although Marina de La Paz doesn't gain anything directly from accommodating the Club Cruceros, it has certainly won the respect of the cruiser community over the years, thanks to its open attitude to cruisers in general — including those who anchor out in the

***Out with the old and in with the new, as a new clubhouse is airlifted down to the Club Cruceros site at Marina de La Paz.***

**Scenes from cruising Montenegro. Clockwise from above: Stunning Kotor Fjord. A full crew aboard 'Geja'. Lovely Cervic Novi. Perast, one of Andrew's favorite towns in the Med. Our Lady of Rocks monastery near Perast. When the gals misbehaved, they were towed behind 'Gaja'.**

25 knots, but the seas had built over a distance of about 300 miles. I was completely disheartened to see that we still had 60 miles to go. But it wasn't all bad, as daybreak brought a pod of dolphins, and I got to watch them surf down waves. This was something that I didn't think I'd ever see in the Med. In addition, we were under sail, and able to point to our desired section of the Italian coast.

We were tired and hungry, and *Geja* was heavily reefed as we neared the Italian coast. I'd heard bad things about Bari, so we pointed toward a little port just north of it. But when we reached Santo Spirito, there was nobody around to guide us to a dock, and there were no apparent open spots. The pilot books had been — as they often are — annoying optimistic about finding a place to tie up. So down to Bari we rolled in the ongoing swell.

Once we were at Bari, an attentive

yacht club employee helped us to a nice side-tie, at which point we all collapsed onto the floating wooden docks. Cold beers in hand, of course. Two cops showed up soon thereafter, officially checking us into the European Union with little fuss and no cost. Bari turned out to be a great overnight stop, with the yacht club next to the busy historic old town.

It was great to be back in Italy! I'll tell you more about it next month.  
— andrew 08/15/12

## **Club Cruceros New Clubhouse Scott Andersen (La Paz, BCS)**

Celebrating its 25th birthday this year, the Club Cruceros of La Paz is receiving a well-earned face-lift — or perhaps I should say air-lift. I use the term 'air-lift' because



DON MITCHELL



# CHANGES

bay. Access to the club via the Marina de La Paz dinghy dock costs just 15 pesos (slightly more than \$1), and includes unlimited drinking water, which alone costs 23 pesos a jug in some other ports.

Club Cruceros was founded in '87 "from the back of a pickup truck, where cruisers were selling a bunch of spares for the benefit of the kids of La Paz". So it's fitting perhaps that the brains behind the new structure was Mac Shroyer, who has been here all along and runs the marina with his wife Mary and son Neil.

The new clubhouse is now open, well in advance of the arrival of this year's cruising fleet.

— scott 09/15/12

## Cruise Notes:

"Do we need **Mexican liability insurance** before we get to Cabo in case something happens to us on the way down?" ask John and Susan Campbell of the San Francisco-based Choate 40 **Wizard**, entry #46 in this year's Ha-Ha.

You almost certainly won't need it unless you somehow manage to kill some Mexican with your boat, as nobody is going to stop you if you don't have it. But if you eventually plan on going into any marina in Mexico, most are going to require proof of it. Since the standard Mexican liability insurance policy is readily available from marine insurance agencies in the States and in Mexico, as well as online, and there doesn't seem to be much difference in the cost for one day or six months, we see little reason not to get it before you cross the border. For what it's worth, in nearly 30 years of taking our boats to Mexico, we can't recall anybody's ever filing a claim with their Mexican liability insurance. It must be a lucrative business for somebody.

"We're on the west coast of Sumatra,

*After four years — and a bit of a shrinking cruising kitty — Kent and Jim have decided it's time to return to their home waters.*



where we've been traveling and surfing the Mentawai Islands for the last month," report Jim and Kent Milski of the Colorado-based Schionning 49 catamaran **Sea Level**. "Our son and his wife joined us in Penang, Maylasia, and have been traveling with us for the last six weeks. We are now in Padang, Indonesia, where they fly out and where Kent and I prepare for our next leg to South Africa via Rodrigues, Mauritius and Reunion. Our loose plan is to be in South Africa by Christmas, then head for the Panama Canal in January. We've really enjoyed our stay in Southeast Asia, but our cruising kitty is running low and we're looking forward to returning to our home waters. It's hard to believe that we started this cruise four years ago!"

While generally quite safe, offshore sailing nonetheless involves the risk of injury and death — even for the most careful and experienced sailors. This was tragically proven once again on September 1, when **Dr. Edmund 'Ned' Cabot**, 69, was washed overboard during a knockdown of his J/46 **Cielita** while sailing off the west coast of Newfoundland. While the helmsman managed to stay with *Cielita* when she righted, Cabot could not, nor could his crew reach him with lines they attempted to throw to him. The chain in the steering mechanism had broken during the knockdown, making it impossible for the crew to retrieve Cabot's body. It was recovered the following day by Canadian authorities.

A graduate of Harvard University, a surgeon for 25 years, an instructor at Harvard, and the scion of a Boston Brahmin family, Cabot had retired from medicine 10 years ago to dedicate himself to philanthropy and sailing. For the past seven years, he and friends had sailed *Cielita* from Nova Scotia to Greenland, Iceland, Scotland and the coast of Norway and back. Peter Ellis, a sailing

friend of 40 years, said Cabot loved Newfoundland and Labrador in particular, not just because of their beauty, but because the people were so friendly, tough and self-reliant. "I kind of think the area reminded him of earlier times, and a more simple and maybe more authentic way of life that has largely disappeared from most of the United States." Ellis added that Cabot was "the most careful and responsible sailor" he had ever met.



Change is good? Liz Clark of the Santa Barbara-based Cal 40 **Swell** is eight years older than when we first met her in '04, which is when she was preparing to make her extended voyage to Central America and French Polynesia — the latter being where her boat is now. After a long and delightful conversation with Liz in San Diego last month about everything from boat systems, to her being in her 30s, to her briefly living with her parents, to personal relationships, to what's next for her — we migrated on to the topic of natural foods and natural food meals, which are a central facet to her philosophy of life. That got us to thinking that we at *Latitude* should make a change to our 35-year old policy of banning poems and recipes from our pages. We're still going to ban poetry, of course, but next month we're going to feature some of Liz's favorite meals, all of which are going to be natural, healthy and delicious. But after that, we revert. No poems, no recipes.





LATITUDE/RICHARD

*Spread; Liz, with her Zen Sailing T-shirt. Inset; Liz eight years ago, when she had much more gumption than she did sailing experience.*

The **Atlantic Rally for Cruisers** (ARC), from the Canary Islands to 2,700-mile-distant St. Lucia in the Eastern Caribbean, was started 28 years ago by noted sailing author Jimmy Cornell, and continues to be a roaring success. Now owned by World Cruising Ltd., this year's ARC starts on November 25, and had the maximum 230 slots filled by February! Because the event is so popular, the World Cruising, Ltd folks decided to open up to entries for the '13 ARC, even though it's still 14 months away. Five days later they had received 60 entries.

Boats in this year's fleet range in size from the Hanse 325 **Quickie** to the 92-ft CNB **Bristolian**. Two of the entries, **Peregrine** and **Peter von Seestermuhe**, were built in '36, which is nearly 80 years ago. A surprising 18% of this year's ARC boats were launched within the last 24 months, and 26 of them — including six

Lagoon catamarans — were launched this year. Compare this with the fact that the average Ha-Ha entry is 17 years old. While the ARC is always dominated by boats from Europe, particularly Brit and German boats, there are 10 U.S. entries this year, most of them large and expensive yachts: They are: **Arabella**, Mike and Vicky Wallace's Oyster 575; **Easyrider**, Barry Bezner's Gianetti Star 64; **Carrick**, Allan Dobson's Rustler 42; **INNcredible Sea Lodge**, Brian Fitzpatrick's Lagoon 450 catamaran; **Kinship**, Tim Szabo's Saga 43; **Kiwi Spirit**, Stanley Paris' Paris 63; **Matilda**, Paul Herzog's Trintella 47; **Naos**, Charles Devanneaux's Lagoon 400; **Rivendelle**, Benjamin Jackson's Oyster 82; and **Sundowner of Tortola**, Lurelle Verplank's Oyster 82. We're sorry that the ARC doesn't give the hailing ports of the entries, so we don't know how many, if any, of the U.S. entries are from the West Coast.

"We'd like to put in a good word for the folks at **Ensenada Cruise Port Village Marina**," write Umberto and Karen Zampieri of the Sacramento-based Morgan Out-Island 41 ketch **Contez**. "We'd previously visited the marina and made arrangements for our visit, but were a bit concerned because we were going to be arriving on a Saturday night, and the marina offices weren't going to open again until Monday. Nonetheless, members of the marina staff were there to help us tie up when we arrived, and assisted us with everything we needed. We were delighted by the squeaky-clean shower facility and the restaurant recommendations. The service and security were all beyond our expectations. When Monday morning rolled around, Harbormaster Jonathan Cervantes Rodriquez drove us to immigration, customs, the port captain's Office, and the fishing license office — all of which are conveniently located in one building. Harbormaster Cervantes helped us fill out all of the required paperwork, and assisted in every way possible during the 90-minute process. He expected nothing in return."

"We feel lucky to have participated in the first ever **Solomon Islands' Annual Cultural Festival** — and yacht gathering — that was held July 16-17 at Roderick Bay Hideaway, Nggela Sule Island, in the Florida Group," report Philip DiNuovo and Leslie Linkkila of the Kingston, WA-based Mason 33 **Carina**. "Our crew was one of those from eight yachts — plus tourists from a nearby resort and some dignitaries — who for two days were enveloped in the rich culture of the Solomons. We've been cruising the Pacific for nine years, and this was the best festival that we've attended. It was organized and orchestrated by the Ruka clan at Roderick Bay, with some consul-  
*Philip and Leslie, nine-year veterans of cruising in the Pacific, thought the Solomon Islands Cultural Festival was outstanding.*



CARINA



# CHANGES

tation and sweat equity from the crews of **Jubilee**, **Tenacious** and **Love Song**. We visiting yachties felt truly welcomed by the wonderful clan and people of the surrounding area, and felt more deeply touched by them than other locals we've met over the years. Other participating cruising boats included **Tribute**, **Distant Shores**, **Kalalau**, **Stella**, **Love Song**, **Fifth Season** and **Vida Nova**. Currently there is no cell phone/digital coverage at Roderick Bay, but we're helping to change that, and hope that by next year both Wi-Fi and more moorings will be available.

When we crossed paths with Pete Caras of Port Angeles, WA at Smuggler's Cove on Santa Cruz Island last month, he was a little perplexed and pissed off. For most of the many years he lived in Sausalito, he had put his heart and soul into maintaining **Foxen**, his classic 40-ft Alden wood sloop. After moving to Ventura for a few years, he was approached by a man who said he wanted to buy the boat. *Foxen* hadn't been for sale, but Caras decided that it was an offer he couldn't refuse. Five years or so later, somebody called Pete to say they'd seen



LATITUDE/RICHARD

**Pete Caras at Santa Cruz Island. He's not very happy about what happened to his old boat 'Foxen', but he's philosophical about it.**

what was left of *Foxen*, cut up and being hauled away in the back of a trash truck. Even though Caras no longer owned the boat, it was a heartbreaker for him to see the object of so many years of his

hard work and affection headed for the dumpster. It's also a lesson to those who love wooden boats, but may not appreciate the commitment required to keep one alive and well.

**How To Cruise When You're Young And Broke, 101:** "My name is Zachary Shane Orion Lough. I am a photographer and naturalist who enjoys discovering new places, eating new things, and watching lots of movies. I always have a camera, and always use it. I guess you could call me 'Nature's paparazzo'. I have never broken a bone, and I never want to break a promise.

"I graduated from college in '08, and was a 20-something with no desire to plug myself into the rat race. I knew the economy wasn't ready for me to start a career, so I decided to get a job, invest in my passions for photography, and save up as much money as I could, with the intention of traveling, and spend as much time as I could in Nature, my muse.

"Brainstorm! Money is useless unless you have a good way to spend it. For me that was for travelling. My travel plans



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went through many stages: teaching English in Southeast Asia, backpacking through South America, and every other post-college cliché travel idea. But the idea of a sailing trip became the dominant and most lofty one.

"Karen, my girlfriend of the time, and I had founded our relationship during SEA Semester: a semester-aboard program we both participated in on a tall ship that sailed through the Caribbean. It just made sense to come full circle and take a sailing trip of our own.

"We found our boat, **The Mighty Guinn**, a Hunter 30, in June of '10. The boat was in Northern California — where boats sell for 25% less than elsewhere — and we were living in Seattle. Since we were already paying for a slip in Oakland, I moved down and aboard to save cash. Karen would visit from time to time. We planned to take off a year later, figuring we could save \$10,000 during that time, and I could hone my sailing skills.

"Our Hunter 30 was a great day-sailer, but she lacked the gear to qualify as a coastal cruiser. After six months, we started looking for a new boat that

would be completely turn-key for open ocean sailing. It would take four months and a loss of \$6,000 to sell our boat and buy our new boat, the Catalina 30 **Panache**.

"Then, just before the start of the Ha-Ha, Karen dumped me, leaving my plans in limbo. I scrambled to raise just enough money to find crew and take off on the Ha-Ha. At the end of the Ha-Ha, I was awarded the 'Spirit of the Ha-Ha' award for — I guess my gumption and irrepressibility.

"Some might laugh at the idea of a Catalina 30's being a cruising boat. Well, Tony Barra, the previous owner of **Panache**, had lived on her since '78, and spent seven years cruising her through Mexico, the South Pacific and Australia. As for me, I've sailed her down the coast of Central America and to the Galapagos, and am now in French Polynesia. Readers can follow my adventures, buy my photos — or simply donate to my cause — by going to [sailpanache.com](http://sailpanache.com)."



LATITUDE / ANDY

**Zach, mimicking the star of a deodorant commercial, having fun with some of the other young Ha-Ha participants last year.**

Zach is young and may be a little brash for some older cruisers, and he may have a young man's disregard for certain rules and conventions. But we admire the fact that the irrepressible dude is going places with what little he has.

Gas prices can give you indigestion! While doing the Ta-Ta, we noted **the**

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# CHANGES

**high price of fuel** at Two Harbors, Catalina. It was \$7.02/gallon for diesel, and a little more for unleaded. Fuel and food have always been expensive at the island, and understandably so because of high transportation costs. But ouch, those are Caribbean prices! So consider yourself forewarned. If you're looking for more pleasant numbers from Catalina, try 70 through 75, as in degrees of water temperature. This has been one of the best weather summers in years in the Southland, with much more blue sky than fog, and delightful water temperatures.

We also want to forewarn you that Two Harbors' busiest and wildest weekend of the year is coming up, and it's been expanded to four days. We're talking about **Bucaneer Days**, October 4-7, which used to be just a one-day affair. But it became so popular — and no doubt profitable — that this year it's being extended to four days. While there might be some kiddy fun and games in the afternoons, make no mistake, this is mostly an adult dress-up and drink-up affair. We're talking guys in full pirate gear, and gals with



LATITUDE/RICHARD

*You can let it all hang out on Bucaneer Days and get a little wild and crazy, but it doesn't give you license to play the jackass or pathetic drunk.*

their boobs scrunched up and nearly exploding out of their tops. We're also talking loud music and boisterous behavior, so you've been warned. We used to do Bucaneer Days, and we had a lot of

fun, too. But we made sure we were back on our boat before about 10:30 p.m. For those interested, the Two Harbors folks are guaranteeing moorings throughout the weekend for the first 200 boats. This is no small deal, as all the moorings will be taken, and the anchorage areas will be packed.

"Thank you for responding to our inquiry regarding marinas in the Puerto Vallarta area," write Bill and Patty Meanley of the San Diego-based Pacific Seacraft 37 **Dolphin**. "We were hoping for a brief email reply, but then I saw your very informative and thorough response in last month's *Cruise Notes*. It was very helpful to us, and I'm sure many others. Coincidentally, it appeared right after the item on Jim and Ann Cate — now of Australia and the Sayer 46 *Insatiable II* — whom we had the pleasure of meeting while cruising through French Polynesia in '87. It's amazing how many good friends you make, even if cruising for just a short period of time."

It's true that the world of cruising is as small as it is big. And a big *de nada* on the marina information, as that's what



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Genial **Geronimo Cevallos** of Marina Mazatlan spends one week a month overseeing a sister marina in Mexico's Yucatan. While he was at the Ha-Ha Crew List Party at the Berkeley YC last month, we asked him about the difference between Mexican officials on the Pacific Coast and those on the Yucatan. Geronimo told us that the officials in the Yucatan are much more hard-nosed, are sticklers for every rule, and charge \$200 for a boat to enter Mexico. Officials on the Pacific Coast, he says, are much more easygoing, which is why nobody has ever been asked for a *zarpe* from the United States, and why it costs a fraction of the Yucatan price to check into Mexico. Let's hope it stays that way.

"I was pleased to read *Latitude's* August issue report on **Coral Marina** and on the Ensenada area," writes Aussie Lionel Bass, who last year purchased Pete and Sue Wolcott's magnificent Morrelli & Melvin 52 catamaran **Kiapa**, and who will be heading south after the hurricane season ends. "I've had *Kiapa* at Marina Coral for just over a year, and can

report that it's the best marina that I have ever had the privilege of staying in. The staff are always happy and helpful, and the marina and surroundings are safe — safer than some San Diego marinas. Did you know the police had to be called to a marina at San Diego's Harbor Island twice recently to break up fights on the dock? Not a pretty sight."

It's always nice to hear from people who are happy with the marina their boat is in, and we indeed had a great time in Ensenada and are planning to do early October's San Diego to Ensenada Race. But for the record, we have to think the incidents at the marina at San Diego's Harbor Island were abnormalities. In our book, that place is safe as milk.

Speaking of Ensenada, when we were there we took a photo of a large classic ketch named **Aile Blanche**, which appears to have been on the hard for many

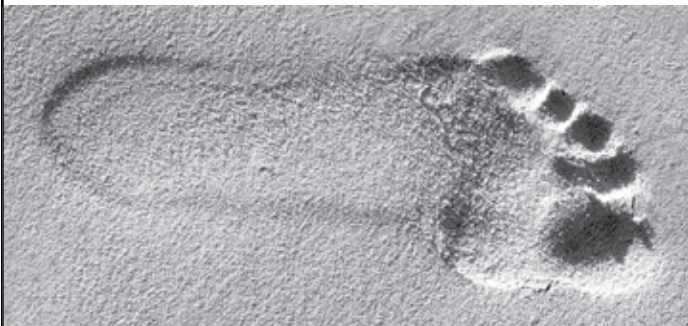


*If you weren't stoned during high school history, you'll be able to identify where Jaime, Chay, and Katie stopped during their visit to Italy.*

years. She looks to be about 90 feet long and maybe 50 to 70 years old. She must have been really something in her day, and we'd love to know her story.

And now, from the breezy Med. "On September 6, we departed Ancona, which is Italy's main port on the Adriatic, expecting a downwind ride toward the boot," report Chay, Katie and son Jaime McWilliam of the Nevada-based Kelly-Peterson 46 **Esprit**, vets of the

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# CHANGES

'03 Ha-Ha. "We weren't expecting gale force winds and 12-15-foot seas. But as a result, we did a lot of surfing at 9+ knots, and once hit 10.8. We made the 540-mile trip down the Adriatic Sea and across the bottom of Italy to Roccella Ionica in three days, which was much quicker than expected. Chay was able to get another coat of varnish on and Katie did another load of laundry before we set sail on the 90-mile passage to Siracusa on Sicily. *Esprit* was going so fast once again that we had to slow her down so as not to arrive before sunrise. During Chay's watch there was a loud bang — the boom vang broke. Fortunately, we had a boom brake and had a preventer on, and more fortunately, Chay was able to repair the vang once we made landfall. September must be the windy month in the Med, because we had to sit out another gale. Last month we mentioned that during a season in the Eastern Med we hadn't seen any American boats. Thus we were surprised to come across four in Roccella, and at least that many in Siracusa. Anyway, we leave tonight on another 90-mile overnight passage, this



*When it comes to sluggers, few have a smile as brilliant as that of Gena Markie, who keeps things running smoothly at Paradise Marina.*

time for Malta, and then will continue up the west coast of Italy."

Sailors who are baseball fans know that the big game of the year is coming up. No, not the one in which the Giants win another World Series, but the really big game between members of

the Ha-Ha fleet and the Turtle Bay All-Stars during the first stop in the Ha-Ha. Thanks to the generosity of Kirk Miller of the Sausalito-based Gulfstar 50 **Osprey**, we cruisers will have plenty of big bats. Slugger Gena Markie, the woman with the brilliant smile in the accompanying photo, posed with some of the aluminum weapons during the Ha-Ha Crew Party last month. Miller will donate over 100 bats — as well as helmets and other gear — which will then be passed out to Ha-Ha boats to be given away as gifts in the smaller villages of Mexico.

What do we think of the news that a 71-year-old man is about to attempt **a circumnavigation on a 2,000-lb, 40-year-old, 24-ft boat**? We think he'll make it, because the boat is a Moore 24, an all but open ultralight surfing machine from Santa Cruz, and because the man is Webb Chiles, a veteran of five unusual circumnavigations. It's all a matter of route planning — forget going upwind for very long — and perseverance.

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**22-FT CATALINA FIXED KEEL, 1970.** Berkeley. \$2,850. Sturdy hull #8 in great condition for Bay sailing. 6hp Nissan longshaft 4-stroke (just serviced), main and 3 headsails, VHF, dinghy, ladder, portable head. Standing, running rigging and electrical all replaced since '08. (415) 509-8188.



**24-FT LAPWORTH GLADIATOR, 1967.** Napa. \$4,200. Beam 7'6" Draft 4'5". Flush deck. No blisters. Refit 2006. New mast, boom, standing and running rigging, sails, Norvane self steering, outboard, deck hardware; more. Blue water solo sailor. Ready for bottom paint. (760) 994-7343 or faekimberly@yahoo.com.

**24-FT SAN JUAN, 1978.** Tiburon, CA. \$2,800/obo. Sweet, solid boat. Mainsail, 110, 150, 170, spinnaker and pole. All lines led aft. Simrad tiller/pilot, battery charger, standard VHF, 1992 Johnson 8hp Sailmaster with tank, winches, Danforth, Porta-Potti, galley, sink, water tank, custom cockpit cushions. Over \$3,600 in upgrades. 9-10/09 hauled, bottom painted, nonskid deck paint, masthead sheaves replaced, new running rigging, brightwork, etc. Lots of extras. Bottom cleaned regular basis. Illness forces sale. (415) 388-7043.



**21-FT WILDERNESS, 1980.** Brickyard Cove Marina (Dry Storage). \$3,900/obo. Fresh water boat, KKM refit 8/2012. New standing rigging, faired, barrier and bottom paint, Harken traveler, custom mast base/organizer, wood refinished, VHF antenna, new electrical, fittings rebedded and G10 backed, new stanchions and lifelines. Two spinnakers and pole, three jibs, main with reefs. Trailer new disc brakes/actuator and electrical. More at <http://tinyurl.com/Wilderness21>. Contact (775) 742-0078 or (775) 829-8964 or JohnAMcDonald@Gmail.com.

**20-FT PACIFIC SEACRAFT FLICKA.** 1978. Olympia, Washington. \$25,000. Mint Pacific Seacraft Flicka. Roller furling, enclosed head, all lines led to cockpit. New radar, chartplotter, depth. Professionally rewired with all LED. Yanmar GM10 diesel. Lots of gear, great shape. The most perfect small ship ever. 25k firm. (541) 643-8083.



**22-FT CAPRI, 1988.** 765 Jacob Way, Oakdale, CA 95361. \$9,999. New Pine-apple sails, new 6hp Nissan, new bottom. Dual batteries charger bank switch, new electrical panel, anchor locker, 300w Alpine amp and Alpine deck with Klipsch speakers. Only trailer-sailed, rigged for singlehanded. Trailer with new brakes, bearings, spare, wiring, lights and sway control. Race or cruise ready. <http://www.facebook.com/media/set/?set=a.3412000783538.213379.1.1375562133&type=1&l=786e3f462c> www.flickr.com/photos/76149647@N05/sets/72157630606140286. Contact (209) 531-8458 or (209) 681-7154 or markandsheri@comcast.net.

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**23-FT COLUMBIA "T", 1973.** \$3,000. Shoal draft, rolling furling, well maintained. Cockpit and interior cushions. Bilge pump, air vent fan. Ready for bottom paint. Exterior woodwork recently refinished. Dual axle trailer. Clean inside and out. Request photos. (707) 499-9396 or [alpsail@gmail.com](mailto:alpsail@gmail.com).



**18-FT MARSHALL SANDERLING.** 1970. Portland, OR. \$10,000. Thurston sail, like new, slightly smaller for ease of handling. Tabernacle mast hinge, 6hp Evinrude, Shore Land'r trailer, excellent hull paint, excellent varnish on wood. (503) 659-2354.



**23-FT PARKINS/HERRESHOFF H23.** 1989. Bethel Island. \$15,500. This is a rare find: Hull #3 of the 23-ft Herreshoff designed and built by Parkins Marine 1989, registered as a Classic Sailing Yacht. Yanmar 1GM engine, recent survey, fresh bottom paint, zinc, and detailed. Contact [ccollinsmarine@yahoo.com](mailto:ccollinsmarine@yahoo.com) or (925) 382-4407.

**16-FT DRASCOMBE DABBER, 1985.** Santa Cruz, CA. \$2,500. Classic lapstrake hull, cedar spars, lug rig (gaff), mizzen, yawl, red sails, teak, outboard motor well, beachable, made in UK. Trailer. See specs at website. Contact Bob at: [www.hon-normarine.co.uk/](http://www.hon-normarine.co.uk/). (831) 662-0604 or (408) 461-0001. [wingman9@comcast.net](mailto:wingman9@comcast.net).



**22-FT J/22, 1983.** San Francisco/Monterey. \$13,000/obo. Proven winner, epoxy bottom, dry sailed since 2003, clean interior, kept dry, several sets of sails including Quantum racing set, 2003 Triad trailer great condition, lots of extras. Contact for more info/pictures. [ggreenlee05@sbcglobal.net](mailto:ggreenlee05@sbcglobal.net).



**17-FT COMPAC SUNCAT, 2005.** Fort Bragg. \$12,500. Gaff rigged catboat with trailer. Very good condition. (707) 964-0389 or [davidonstad@comcast.net](mailto:davidonstad@comcast.net).



**24-FT NOR'STAR FLICKA, 1976.** Berkeley, CA. \$14,000. *Visions*, 1GM10 Yanmar diesel, furling, lines led aft, dodger, boom gallows, shore power, depth sounder, VHS, CQR, storm cockpit, large stern locker, extra sails. <http://photos.glennsteiner.com/visions>. (415) 459-2001 or [glenn@greekislandphotography.com](mailto:glenn@greekislandphotography.com).

**22-FT CATALINA, 1973.** Santa Rosa. \$1,500. 7.5hp longshaft 2-stroke Johnson. Single axle trailer. Pineapple main, 150 genoa, working jib. Email [ikubo@hotmail.com](mailto:ikubo@hotmail.com) for jpegs. Don't need OB? Drop \$350. Contact (707) 953-0182 or [larry55kubo@yahoo.com](mailto:larry55kubo@yahoo.com).

## 25 TO 28 FEET



**26-FT BALBOA, 1974.** Kelseyville. \$5,000. Completely redone, inside and out: new paint, upholstery, bottom paint, etc. All lines led aft, 8 winches, 3 jibs, spinnaker, boom and cabin/cockpit covers. Tandem axle trailer. Dry sailed. Johnson 6 OB. (707) 277-7261.

**25-FT MERIT, 1986.** Morgan Hill \$8,900 or trailerable trade. New gel coat, new lifelines, low hour Honda 2hp. 1999 tandem Trailrite trailer, just added 5 support posts and pads (11) total no rust. New, never hoisted UK Kevlar jib. Other sails fair. Custom foam cockpit cushions. (408) 842-6511.

**25-FT SANTANA 525, 1984.** Alameda, CA. \$4,200. Great shape, Pineapple sails, 3 jibs, 2 mains, spinnaker, roller furling jib, dry sailed, lifting eye, custom galvanized tandem trailer, new Sunbrella cushions, custom paint, Honda 2hp outboard motor. Contact for pictures. (916) 397-5633 or [j\\_sad@sbcglobal.net](mailto:j_sad@sbcglobal.net).

**25-FT CATALINA.** Tall rig fixed keel, 1985. Portland, OR. \$8,800. Asym spinnaker, 155% genoa, 2 jibs, 8hp outboard, sleeps 6, galley and marine head, custom trailer with 40-ft tongue extension. Contact (503) 957-6065 or (503) 799-9410 or [alice6065@gmail.com](mailto:alice6065@gmail.com).

**26-FT BALBOA, 1974.** Martinez. \$6,500. Solid B26. New main and jib 2010. Upholstery done in 2000. Many other upgrades. Email for inventory. Evinrude 9.9 2-stroke modified to 15hp. Have trailer. (925) 330-0804 or [friendlypool@astound.net](mailto:friendlypool@astound.net).

**25-FT CHEOY LEE "FRISCO FLYER".** 1957. Sausalito. \$8,500/obo. *Allegro* is a classic, all-teak "Frisco Flyer" based on the traditional Folkboat design. Beautifully maintained, she is an excellent sailer designed to handle gusty SF sailing conditions. [www.applog.net/allegro](http://www.applog.net/allegro). (415) 332-8472 or [allegro@applog.net](mailto:allegro@applog.net).



**CHEOY LEE 27, 1965.** Alameda. \$14,000. No TLC required. Teak deck, cabin and interior, fiberglass hull, Yanmar diesel, new bottom paint June 2011, 2+ sets of sails, pressure and pump water, stove, head, new upholstery, boat cover. In great shape. Contact (408) 267-9262 or [cpnjohn@pacbell.net](mailto:cpnjohn@pacbell.net).



**27-FT CAL, 1971.** Stockton Sailing Club. \$3,200/obo. Solid Jensen/Cal, club jib/130/main/spin, new bottom 2011, former class champ, 6hp Johnson, anchor, large V-berth. (209) 747-5748 or (209) 368-0783 or [kmeyes@comcast.net](mailto:kmeyes@comcast.net).

**28-FT CAPE DORY, 1978.** Alameda. \$15,000. Great small cruising boat with new main and new Yanmar 2GM20. Just hauled for new bottom paint and newly pitched prop. Galley upgraded for cruising. Contact (510) 393-3610 or [lduke2522@hotmail.com](mailto:lduke2522@hotmail.com).

**28-FT BRISTOL CHANNEL CUTTER.** 2003. Alameda. \$169,000. Sam L Morse factory-finished layout. All teak exterior. Bronze fittings. 27hp Yanmar. Freehand windvane. MaxProp. Radar. Garmin touch-screen GPS, X-5 autopilot, Icom VHF, EPIRB. Refrigeration. Pressure hot and cold water. [www.leoregius.org/Adventure.html](http://www.leoregius.org/Adventure.html). Contact (650) 430-0731 or [adventure@leoregius.org](mailto:adventure@leoregius.org).



**25-FT LANCER, 1974.** Sacramento, CA. \$4,500. Includes jib, genoa, mainsail, brand new 9.9hp Yamaha kicker, double-axle Trailrite trailer, cockpit and cabin cushions. Great pocket cruiser. Very good condition for its age. Used exclusively at Tahoe since 2002. Call (916) 712-9804.

**26-FT CHEOY LEE SLOOP, 1969.** Martinez, CA. \$15,000/obo. SSS Seawitch is selling a 1969 Cheoy Lee 26 ft sloop. The vessel is in great condition and has been recently overhauled. (707) 398-1173 or (415) 407-2715 or [terrythr@yahoo.com](mailto:terrythr@yahoo.com). 308 Hamilton Drive.

**27-FT CATALINA, 1973.** Alameda. Sails great! Moving, must sell. Solid, no leaks, complete with 1995 Johnson 9.9hp outboard long shaft, electric start, little use. Leaving Oct. 31st. Will take best offer. Paid \$4,500. Please make cash offers. (408) 378-3700 or (408) 334-0233.

## 29 TO 31 FEET

**30-FT CATALINA, 1988.** Loch Lomond. \$36,000. Excellent condition. Hauled 2012. New: cutlass bearing, shaft seal, head, bilge pump, impeller, refrigeration, shower. Universal XP-25 diesel, factory rebuilt instruments, new blocks, rigging, lines. Wheel, Harken furling jib, AH4000. Refinished interior/boom. Lewmar winches. Documented. (415) 939-3493 or [dudleysr@att.net](mailto:dudleysr@att.net).

**30-FT OLSON, 1982.** Santa Cruz. \$7,000/obo. Solid boat. Original rudder, single spreader. New headfoil and 2 halyards. Good main and 3 chutes, needs headsails. 2hp Honda. Single-axle trailer. Dry slip at S.C.Y.C. available for 1 year. (831) 345-7262 or (831) 454-0791 or [LM275@yahoo.com](mailto:LM275@yahoo.com).



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**30-FT BRISTOL CHANNEL CUTTER.** 1997. \$125,000/obo. 30-ft Lyle Hess Bristol Channel Cutter, *Tigress*, 1997, sistership to the Pardey's 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. More info at [www.tigress-bcc.com](http://www.tigress-bcc.com) or call (650) 868-0348.

**30-FT HUNTER, 2002.** Hidden Harbor. \$39,500. 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. Contact (530) 389-8387 or (530) 346-2266 or [calvertvet@exwire.com](mailto:calvertvet@exwire.com).

**30-FT CATALINA, 1976.** Marina Bay, Richmond, CA. \$9,995/firm. Universal diesel 25 rebuilt 04/11, new keel bolts. Contact [steve@hulawyers.com](mailto:steve@hulawyers.com) or (408) 219-4920.

**29-FT RANGER, 1973.** Fortman Marina, Alameda. \$13,000/reasonable offer. Custom pocket cruiser. Singlehanded Transpac vet. Newer Yanmar 20hp diesel, good sails, jib boom, electronics. Photos and extensive details at web site: <http://sites.google.com/site/ranger29joy>. Contact (831) 345-9384 or (831) 726-3192 or [lewiskeizer@gmail.com](mailto:lewiskeizer@gmail.com).

## 32 TO 35 FEET



**34-FT OLSON, 1988.** Berkeley. \$47,500. Classic, tall mast, documented, only 39 made, built by Ericson, full cruise package, '99 Universal diesel with 700 hours, '06 rigging, 5 sails, Harken furler, tiller, anchors, navigation, loaded, very clean. (925) 980-5056.

**35-FT RAFIKI, 1978.** Berkeley Marina. \$39,500. Cruising sailboat. Fiberglass hull. Beautiful teak interior. New (2007) Universal 35hp diesel, (18 gal) fuel tank. Chartplotter, radar, autopilot. Dinghy davits, outboard crane. Hand-shower in head. Recent (2009) survey available. <http://rafiki35.wordpress.com>. (925) 997-2500 or [Rafiki.35.sailboat@gmail.com](mailto:Rafiki.35.sailboat@gmail.com).



**34-FT C&C, 1981.** Emery Cove Marina. \$27,000. Racer/cruiser in excellent condition, Yanmar diesel, roller furling, Barient ST winches, rod rigging, hydraulic backstay, 3 headsails, plus spinnaker, 3-burner propane stove, dinghy with outboard, shower and Lectra-San system. (925) 376-1081 or (925) 212-6080 or [zedaker5@hotmail.com](mailto:zedaker5@hotmail.com).

**35-FT ERICSON 35+, 1983.** Emeryville. \$39,000/asking. In great sailing shape. Perfect Bay singlehander. Diesel. All recent sails, instruments, Autohelm 6000 and hatches. Lotsa spares. Call, email Phil for more info/pix. See at Emery Cove B-60. (925) 642-7600 or (925) 754-4560 or [pmchin47@hotmail.com](mailto:pmchin47@hotmail.com).



**35-FT YOUNG SUN CUTTER, 1981.** San Carlos, Mexico. \$54,800. Proven blue water cruiser, ready to sail the world. Fully cruise equipped, designed by Robert Perry, same layout as Tayana 37, but at a bargain price. More info at <http://youngsun.squarespace.com/specs>. Email [mohrmonte@gmail.com](mailto:mohrmonte@gmail.com).



**32-FT PEARSON, 1979.** South San Francisco. \$20,750. Beautiful blue hull, Yanmar diesel, full batten main, lazy jacks, furling, 3 jibs, dodger, autopilot, depth, plotter, wind gen, solar, VHF, standing rigging 2008. Great coastal cruiser. [www.flickr.com/photos/82835498@N06](http://www.flickr.com/photos/82835498@N06). (831) 402-9799 or [cwurzner@yahoo.com](mailto:cwurzner@yahoo.com).



**34-FT SABRE, 1985.** Belvedere SFYC. \$49,500. *Moonlight Lady*. Very well maintained. Major overhaul 2004: New spars (Ballenger). New sails, main and 135. Antal track, Antal clutches, Harken traveler, carbon extendable whisker pole, Harken track-on mast, Awlgrip topsides, Garmin GPS 3205 color chartplotter, rebuilt pedestal 2006, engine overhaul 2008, brightwork 2011, bottom paint 2012. Other sails: 105 and 150. Sleeps 6. Contact: (415) 218-9393 or (415) 435-4074 or [jfsails@comcast.net](mailto:jfsails@comcast.net).

**33-FT TARTAN 10, 1980.** Brisbane Marina. \$14,500. New North 3DL racing main, very good 3DL racing head sails, 3 spinners, Vectran halyards. Many practice sails. Yanmar 2-cylinder diesel, Martec folding prop. Blue Awlgrip topsides. Very successful racing history. (650) 454-6950 or [mcdonaldmarine@gmail.com](mailto:mcdonaldmarine@gmail.com).



**32-FT CENTURION, 1970.** San Diego. by Wauquiez, France's premier builder. A plastic classic with varnished teak trim. Solid glass (no core), Yanmar 3YM30 with 200 hrs. New LP paint, batteries, electrical system. Excellent North sails. Harken primaries. Strong seaboat. In San Diego. (858) 755-7295.



**33-FT YORKTOWN, 1969.** Ventura Yacht Club. \$10,000. 40' overall, factory-built Yorktown cutter. Perfect for beginner sailor: all roller furling, radar, spinnaker, good sails, 3 deep-cell batteries, inverter, 2-burner stove, 40gal water, 22gal diesel, Universal 24hp, new transmission. Contact (805) 315-5303 or (805) 674-5430 or [ckdougla@yahoo.com](mailto:ckdougla@yahoo.com).



**33-FT IOD INTERNATIONAL ONE DESIGN.** 1947. Tiburon. \$8,500. Wooden boat in fairly good condition. Very fast boat, full set of fairly competitive sails. Needs cosmetic work and some hull work, but ready to race. Very competitive one design fleet with a long summer series culminating in a qualification for the IOD World Championships held in Norway, Sweden, UK, Canada, Bermuda, Boston, Long Island, Connecticut, Nantucket, Northeast Harbor and San Francisco. Check out the International One Design World Class Association at [www.internationalonedesign.org/home](http://www.internationalonedesign.org/home). More information at <http://sfiod.org/sales/3>. Contact (415) 250-7854 or [pzupan@yahoo.com](mailto:pzupan@yahoo.com).

**ERICSON 35 MK II, 1977.** Richmond YC. \$39,000. 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](http://www.ericson351977.blogspot.com). Contact [qsailors@hotmail.com](mailto:qsailors@hotmail.com) or (925) 935-4413.

**35-FT CORONADO, 1971.** Monterey. \$19,500. Ketch rigged. Good condition. Great liveaboard with high freeboard. Docked in Monterey City, slip A-79. Slip may be transferable. (559) 288-1386 or [kfa1@aol.com](mailto:kfa1@aol.com).



**CATALINA 34 MKII, 2003.** Santa Cruz. \$94,000. 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](http://www.2003catalina34.com). Contact (831) 419-0573 or (831) 462-3197 or [capitolamike@gmail.com](mailto:capitolamike@gmail.com).

**34-FT TIFFANY JAYNE, 1983.** Richmond Yacht Club. \$29,000. Elegant, beautiful and fast day sailer/weekender. In the spirit of the Alerion class at 1/3 the cost. Excellent condition. Low hour Yanmar. See more at: <http://sites.google.com/site/tiffanyjaneforsale/home>. (510) 525-0279 or [rpackard@berkeley.edu](mailto:rpackard@berkeley.edu).



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**32-FT WESTSAIL.** Pillar Point Harbor, Half Moon Bay. \$34,500/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. (650) 303-3901 or pgclausen@gmail.com.

**34-FT EXPRESS, 1987.** Monterey \$62,500. Alsberg Express 34 in excellent condition. Sails: 4 spinnakers, 4 mains, 7 jibs. New: rudder bearings, lifelines, refrigeration, head, batteries, exterior varnish. Other: Garmin chart plotter, Raymarine wind, speed, depth, electronic compass, radar, pressurized water, water heater, 2 showers (one in cockpit). Contact anicewander@pacificmetrics.com, (831) 915-4915 or (831) 455-9527.

## 36 TO 39 FEET

**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 cahhiway@aol.com.

**37-FT RANGER, 1978.** San Pedro, CA. \$16,500. Ready for Catalina, needs some work to go south. 25hp Westerbeke diesel, custom interior! Furling jib, inflatable dinghy + 5hp outboard. Motivated seller. Contact lkaikacaptain@gmail.com or (858) 449-5285.

**38-FT CUSTOM SAILBOAT, 1978.** Marina Bay. \$19,500/obo. Strong, fiberglass ocean sloop. Beautiful, fast, handles easily. Survey \$35K/\$247K. Large dry dodger/bimini, teak interior, Yanmar diesel, roller furling, autopilot, refrigerator, solar. Lifetime bottom. Encased keel and fuel tank. Call anytime. (916) 521-0470.

**CATALINA 36 MK II, 2001.** Monterey. \$104,999. 35hp diesel 240 hours, radar, GPS, roller furling with two sails, Dutchman flaking main, propane, refrigerator, Raymarine instruments, autopilot, dodger, windlass remote, whisker pole, PSS shaft seal, transferable Monterey slip. http://c36forsale.com. Contact (831) 204-2123 or erik@c36forsale.com.

**39-FT BENETEAU OCEANIS, 1993.** Hidden Harbor Marina, Rio Vista. \$70,000. Quantum main with lazy jacks, recent Yanmar 3JH2, in fresh water since survey and bottom paint-5 years, beautiful mahogany interior, large galley with micro, full dodger and bimini, 3 staterooms, 2 heads, GPS, depth sounder, VHF, great Delta boat with shoal draft, comfortable sailing on San Pablo Bay or enjoying wine and cheese in the shaded cockpit. Room for friends and family. (775) 741-6427 or drbeck@sbcglobal.net.

**38-FT ISLANDER FREEPORT MODEL B.** 1978. Morro Bay. \$49,000. Roller furling, Bruce, 2 Fortress, windlass, radar, 2 VHF, remote mic, chart plotter, Autohelm, depth, wind gauge, refrigerator, CNG stove/oven, 1000 watt inverter, dual bank charger, fireplace, Perkins 4-108. Contact bobjenkiziar@sbcglobal.net or (559) 707-7344.

**37-FT CREALOCK, 1979.** Monterey. \$50,000. Cruising consultants, new LPU entire boat, new interior, new Yanmar. Email for pics and video. (831) 234-4892 or dcd987@gmail.com.



**CATALINA 36 MK II, 2003.** Monterey. \$128,000. Excellent condition, Monterey slip, original owner, recently hauled/painted/surveyed/appraised, 35hp diesel 50 hours, water/waste tank monitor, full instruments, full kitchen, many extras, see website: http://bit.ly/bigEZ. Contact (831) 704-6457 or bobbiansdnl@gmail.com.



**36-FT CATALINA 360, 2007.** Santa Barbara. \$129,000. 35hp Universal, 140 hrs. Excellent condition, professionally maintained. In-mast furling, color radar, Raymarine tri-data displays, autopilot, GPS, inverter, refrigeration, 3 batteries, windlass (up/down control), oversize bow/stern ground tackle, dodger, full bimini. Santa Barbara slip available. Email for complete equipment list. (805) 969-6327 or paulconnien@gmail.com.

**36-FT PEARSON, 1985.** Sausalito. \$52,800. Priced to sell. Owned for 15 years and am 2nd owner. Equipment: Roller furling jib, Dutchman system on main, Forespar rigid vang, 3-blade feathering prop, dodger, Lifesling, life jackets, BBQ, complete kitchen setup, more. Original Yanmar diesel with only 385 hours. Original purchase receipt, owner's manual, sail plans, etc. Hauled, painted Oct '10 along with new cutlass bearing. Beautiful interior in near-new condition. Insurance survey in Feb '11 valued at \$70,000. Great boat at a great price. Located at Schoonmaker Point Marina, slip C-72. www.flickr.com/photos/rgt-pics. Contact Bobgthomas@EarthLink.net or (925) 286-8738.

**38-FT HUNTER LEGEND, 1989.** Napa Valley. \$52,000. Aft cabin, great layout for liveaboard or Bay/intercoastal cruising. New bottom job last year. Recently performed full service on engine with new exhaust line and elbow. New upholstery. Yanmar diesel 30hp with 700 hrs. Roller furling jib, Doyle StackPack for mainsail and much more. Email for pics! moodymarlinbags@gmail.com or call (208) 880-6135 or (805) 788-6319.

**39-FT CAL, 1980.** San Rafael, CA. \$39,000/obo. Cruising veteran in great condition. New dodger, sails in good condition. Cruising equipment includes 4 solar panels, Monitor windvane, Icom SSB. Perkins 4-108. Same owner since 1997. Full electronics including radar. LPG stove/oven, teak/holly sole, hot pressure water/Adler cold plate refrigeration. All lines left with S/T winch. Sail inventory includes 2 roller furling jibs, main and spinnaker. Raymarine below deck autopilot. Solid yacht priced to sell. Contact (415) 264-4420 or (415) 453-4770 or rossbhansen@yahoo.com.



**38-FT WAUQUIEZ HOOD 30 M1, 1980.** San Diego. \$69,000. Ready-to-go offshore cruiser. Monitor windvane, Air Breeze gen, Yanmar 4cyl, New Garmin System, 4208 GPS above and below deck, HD radar, AIS, sonar, stereo w/iPod dock, speakers in and out, remote in cockpit, sails galore, 310 Hypalon dinghy w/chaps, 15hp Yamaha 2-stroke. New plumbing and electrical throughout, new cushions. The interior recently varnished. Teak deck okay. Topsides shine. Shoal draft w/centerboard. http://fireflysailing.org. Contact directly. (619) 838-5101 or (619) 851-3095 or billhardesty@hotmail.com.



**38-FT HANS CHRISTIAN 38T, 1981.** Sea of Cortez. \$69,000. Cruising comfort. Genset, 25gph watermaker, A/C, microwave, SatPhone, newer tanbark sails, new standing rigging, 3-way refrigeration, custom hard dodger/bimini, davits, radar, chartplotter, autopilot, 400w solar, windlass. Original owner. (530) 632-5867 or wahkuna@succeed.net.

**37-FT RAFIKI, 1978.** Long Beach. \$58,000. Upgraded cutter, no teak decks, 1600 hrs, heavy duty furling for stay/genoa. New varnish, updated radar, radio, GPS, autopilot, depth, wind, speed refrigeration, new interior. Upgrades. Too much to list, beautiful boat. (310) 251-8860 or bbfalcon@yahoo.com.

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**47-FT CUSTOM EXPEDITION, 1990.** Bodega Bay. \$19,000. Shallow draft, fixed keel, long range world cruiser - project boat. New from factory 65hp 4-cylinder Cummins diesel, v-drive, shaft, strut and prop. Other new items: Webasto hot water, Webasto heating (both diesel), Lavac head, Katadyn PowerSurvivor 40E watermaker never used, 10+GPH, includes 2 extra filters, Maxwell windlass, hydraulic steering, 12 inch C Series Raymarine chart plotter, Raymarine autopilot, forward looking sonar. Website below for pictures and more info! www.flickr.com/photos/21872076@N04. Call (510) 253-5883.



**46-FT CAL 2-46, 1973.** Redwood City. \$115,000. Must see! Strong, roomy, popular blue water cruiser ready now for Mexico, the South Pacific, the Northwest - you name it. Very well equipped and maintained. Excellent layout and amenities for living aboard. Enclosed center cockpit with new, Sunbrella-covered cushions for dry, comfortable sailing. Total refit in 2007. Fully battened main with jack lines, fore and aft windlasses, 10-ft dinghy with outboard and much, much more. USCG documented. Detailed spec sheets and photos available. (310) 594-3887 or saltwater.246@gmail.com.



**44-FT CATALINA MORGAN, 2007.** Seattle, WA area. \$287,500. 2007 mint condition. A real deck salon. Great Northwest and world cruiser. 75hp Yanmar 8+ cruising. New batteries, cruising spinnaker, power winches, hydronic heat, Raymarine C120, radar, autopilot, bow thruster. Will trade for powerboat or real estate. (408) 666-3261 or jerryfsaia@aol.com.

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**41-FT HUNTER 410, 2000.** Alameda. \$110,000. Fully equipped oceangoing yacht with liferaft, EPIRB, chartplotter, radar, autopilot, dodger, in-mast mainsail furling, roller-furling jib, heart inverter, two cabin layout, 3-burner stove/oven, VHF, leather, BUC value: \$128k. <http://boatpoint.com.au/reviews/2000/hunter-yachts-410-9029>. Contact (415) 377-6651 or [salcaide@yahoo.com](mailto:salcaide@yahoo.com).



**41-FT MORGAN OUT ISLAND, 1981.** Glen Cove, Benicia. \$49,900/obo. Center cockpit, 416 ketch rig. Great coastal/ocean cruiser. Shoal draft boat designed for chartering in Caribbean. Spacious layout down below, separate forward cabin w/head/shower and hanging locker. Ultrasuede cushions, updated lighting, Dickinson diesel heater. Refrigeration/freezer, three-burner propane stove/oven, microwave. Full walk-thru to master stateroom w/head/shower and separate cockpit entrance. Surprising amount of storage/stowage for a 41-ft vessel. Newer sailcovers and dodger. Rigid boomvang. Great Perkins 4-154 engine. Dinghy davits off transom. Amazing cruising yacht, in great condition at a bargain price. Our plans have changed, so add your custom electronics and go on the next Ha-Ha!! Call Ken. (415) 269-2971.



**40-FT CAL SHAMAN, 1966.** Alameda, CA. \$110,000. Best equipped Cal 40 on the West Coast. Fully equipped for racing to Hawaii, coastal races, around the buoys, fully crewed or shorthanded, as well as cruising on the weekends with the family. Huge 3DL sail inventory, many upgrades including rig, instruments, autopilot, watermaker... Easomized. Complete specs on blog listed below. Must be seen. [www.sailblogs.com/member/cal40shaman](http://www.sailblogs.com/member/cal40shaman). Contact (415) 725-9581 or [swaterloo@gmail.com](mailto:swaterloo@gmail.com).



**48-FT CAL, 1967.** Hoonah, AK. \$95,000. Yawl, refitted 2005, Furuno electronics, solar panels, dodger, autopilot, wind-vane, windlass, Maxprop, 61hp Isuzu, Broadwater and Dickinson stoves, insulated, re-rigged. Fast strong and stable. <http://cal48koho.wordpress.com>. Contact (307) 699-2254 or (307) 203-2109 or [cal48koho@gmail.com](mailto:cal48koho@gmail.com).



**44-FT KELLY PETERSON, 1977.** Daytona Beach, FL. \$110,000. Well maintained/new rigging/mast pulled, relit, repainted like new. Good access to Perkins 4-326 diesel rebuilt 2009. New stainless steel diesel and water tanks. Diving equipment, great galley, sleeps 7. New electronics, inverter/charger, Navtex, Raymarine radar, Icom SSB, West Marine VHF. Fully battened main, 110 Genoa, new storm sail, beautiful spinnaker. Lots of tools/equipment and parts. Sails like a dream! Left Alameda 14 yrs. ago. [www.grace44.com](http://www.grace44.com). Contact (702) 767-8323 or (702) 767-8322 or [jkjng38701@aol.com](mailto:jkjng38701@aol.com).

**50-FT DOWNEAST 45, 1978.** San Diego CA. \$94,900. *Pegasus* is a CC full keel, well founded and proven blue water vet and is well equipped for local or distant cruising. She's in excellent condition, was built in Anaheim, CA. (760) 917-5972 or [svpegasus53@gmail.com](mailto:svpegasus53@gmail.com).



**41-FT WAUQUIEZ CENTURION 41S.** 1999. Grenada. \$165,000. Comprehensive cruising inventory. Ocean ready. Refit in 2009 included new sails and rigging, upgrade of electrical and navigation systems. Owners version. Linens and dishware included. [www.mindemoya.info](http://www.mindemoya.info). Contact (231) 620-3920 or (231) 620-3921 or [mindemoya@gmail.com](mailto:mindemoya@gmail.com).



**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](mailto:stevebarber046@mac.com).



**47-FT WAUQUIEZ CENTURION, 1986.** BVI. \$179,000. In the Caribbean, ready to cruise! Recent re-power, rigging, Odyssey batteries, Ultrasuede upholstery, electronics. Gorgeous boat, above and below deck. Very well equipped and maintained. Two boat owner. (802) 253-4550 or [mirage@surfbvi.com](mailto:mirage@surfbvi.com).

**47-FT CATALINA, \$295,000.** Customized bluewater ready. Extra fuel capacity, 110 or 240v, watermaker, chartplotter, radar, AIS, coldplate fridge/freezer. Custom cabinets and workshop, dive compressor, in-boom furler, staysail, autopilot, wind vane, new hard dodger, heat-air, autoprop, Much more. (916) 607-9026 or [cestralvie\\_2000@hotmail.com](mailto:cestralvie_2000@hotmail.com).

**40-FT HUNTER, 1986.** South Beach, SF. \$65,000. Comfortable, fast and fun. Great liveaboard. Queen centerline berth. Yanmar diesel. 6 sails. New in 2012: Instruments, running rigging, charger/inverter, canvas covers, cockpit cushions, haulout/bottom job, teak refinished, more. <http://h40.techuitty.com>. Contact (650) 534-4795 or [tcsmith00@gmail.com](mailto:tcsmith00@gmail.com).



**47-FT CATALINA, 2000.** Long Beach, CA. \$185,000. Excellent condition and priced to sell. Call or email for more details, photos and spec sheet. (626) 807-0061 or [sailboat470@gmail.com](mailto:sailboat470@gmail.com).



**44-FT TARTAN 4400, 2003.** Channel Island Harbor. \$399,000, or trade?. Reduced price! Dark green hull, low hours, bow thruster, electric winches, vacuflush heads, spinnaker, new batteries, new LP and bottom paint, numerous other options/upgrades. See test sail at: [www.youtube.com/watch?v=ckZHxXEAMec](http://www.youtube.com/watch?v=ckZHxXEAMec). Contact [amgjohn@sbcglobal.net](mailto:amgjohn@sbcglobal.net) or (530) 318-0730.



**41-FT SCEPTRE, 1986.** Crescent Beach, B.C. \$168,000. Original owners. Professionally maintained. Recent survey and bottom paint. Call or email for more info and pictures: [raceaway@shaw.ca](mailto:raceaway@shaw.ca) or (604) 535-9373.

**44-FT HARDIN VOYAGER, 1977.** Marina Palмира, La Paz, BCS, Mexico. \$79,000. A spacious fiberglass, ketch rigged veteran of the Sea of Cortez and west coast of Mexico. A traditional liveaboard and long range blue water cruiser with rare two-cabin, two-head layout. Center cockpit with hard dodger. Recently recaulked teak decks. Aft cabin has transom windows above the thwartships queen size bunk and opening portholes for ventilation. Go to <http://YachtWorld.com> for specs. Contact [mortmeiers@aol.com](mailto:mortmeiers@aol.com) or (530) 541-4654.



**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. Contact (707) 688-0814 or (707) 290-9535 or [raaddink@yahoo.com](mailto:raaddink@yahoo.com). 1200 Brannan Island Rd.

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**46-FT MORGAN 462, 1981.** Sausalito Yacht Harbor. \$119,000. 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/tmessenger/Morgan%20462%20Cruising%20Sailboat/?albumview=slideshow&tr>. Contact (707) 334-3670 or baryb@aol.com.

**42-FT CATALINA, 1990.** South Beach Harbor, San Francisco. \$89,900. Great condition. Extensive upgrades. Full spec at: <http://leluya.blogspot.com>. (650) 716-4548 or leluya123@gmail.com.



**44-FT CASCADE PILOTHOUSE CUTTER.** 1983. Tahiti, to Bay Area. \$79,500. Fully equipped, ready to go, AK, Mexico, Puddle Jump vet. New hull/bottom paint. Refit 2008, fresh engine/gen. Too much to list. Years of preparation. Priced to sell quick for Ha-Ha! Contact (530) 515-8327 or gallaghergoodnews805@yahoo.com.



**43-FT TASWELL, 1988.** Alameda, CA. \$239,000. Bluewater cruiser. Major refit in 2007, then cruise perfected. Full details at YachtsOffered.com, listing: 1291827. ([www.yachtsoffered.com/yachtsoffered.cfm?Yachts\\_ListingId=1291827&return\\_type=1](http://www.yachtsoffered.com/yachtsoffered.cfm?Yachts_ListingId=1291827&return_type=1)). Contact Steve. (530) 748-8010 or lotus48@att.net.



**42-FT TAYANA CENTER COCKPIT.** 1985. Sausalito. \$99,000. Sweet sailing double-ender, heavily built from solid, hand-laid fiberglass. Cutter rigged center cockpit, proven to be a fast, easily short-handed, spacious liveaboard; truly "go anywhere in safety and comfort". 7/08: new 43hp Beta Marine diesel, 450 hours. 7/12: survey, all recommendations done, valued \$85K BEFORE following performed: 7/12: bottom, 3-blade feathering prop, two bronze thru-hulls w/valves, cutlass, dripless shaft seal 8/2012: all standing rigging, 2 Harken roller furlers, Hood headsail, all lifelines 316 1x19 w/hardware and gates. Additional: new, (uninstalled) Garmin 18-mile radar with GPS and tri-ducer; temp/speed/depth. (thruhull in), custom self-levelling radar/antenna pole/mount. More at <http://s1154.photobucket.com/albums/p521/goodtogosailing>. Call (415) 572-0734.



**44-FT KELLY PETERSON, 1976.** Ft. Lauderdale, FL. \$115,000. Yanmar 88hp 1537hrs, Northern Lights genset, 3 solar panels, 32 gal per hour watermaker, wind vane, 12v fridge and freezer, 3-burner Force 10, full electronics, Simrad autopilot, too much to list. (312) 806-4499 or wdb8906@hotmail.com.

**43-FT HANS CHRISTIAN, CHRISTINA.** 1986. Redwood City. \$179,000. Volvo TMD 30A 90hp. Furuno 1720 radar. Balmar 1200 windlass. Harken furling on jib and staysail. Barient winches. B&G 330 instrumentation. Newmar PHD-25 battery charger. Raritan 12-gallon hot water heater. Packless Sealing System (Svendsen's). Very roomy and comfortable 3-cabin layout (pullman master). VacuFlush/Tank Watch 4 monitoring system. Beautiful new granite countertops in galley with flowing colors to match the tongue-and-groove teak throughout. Norcold refrigeration. Force 10, 3-burner propane stove. Alpenglow lighting. All new enclosed dodger/cockpit (watertight) with covers and privacy screening for all windows... only the finest materials used. (650) 207-2253 or ps4010@aol.com.

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**52-FT IRWIN, 1984.** Puerto Vallarta, Mexico. 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](http://www.freya52.com). Contact (530) 342-1665 or freya52@live.com.

**59-FT SAMPSON, 2011.** Newport Beach, CA. Call: Rod Cotner for video and inventory list. (714) 963-9282.



**60-FT STAYSAIL SCHOONER, 1997.** Sausalito. \$149,000. Full keel pilot house schooner. Hartog design. 52' on deck, 60' overall. 15' beam. 35 tons. Staysail rig. This sailboat has two pilot stations; one in cockpit, one in pilothouse. Owner may finance a portion of the purchase price. <http://latitude.idhra.com/forsale>. Call (415) 250-7854.



**60-FT LAURENT GILES, 1976.** Seattle. \$189,000. 1976, 60-ft ketch *Princess Irene*. Built to highest possible standards. Documented vessel. Yacht is designed for ocean passage making with two crew. Built by Royal Huisman. Aluminum hull. Multiple redundant systems including propulsion. <http://sailboatprincessirene.blogspot.com>. Email dan5619@yahoo.com.

## CLASSIC BOATS

**65-FT CHESAPEAKE BUG EYE.** Half Moon Bay. \$30,000/obo. Beautiful, all clear fir, ketch. See web page or call for more info. [www.sunstarsail.com](http://www.sunstarsail.com). (530) 467-3173 or sunstarsail@yahoo.com.



**55-FT ALDEN CENTERBOARD YAWL.** 1970. Honolulu. \$68,000. This 1970 recently restored yawl will take you back to the 1930s. It has full cover, 120hp Ford Lehman engine low hours, hand bevelled ports, teak deck, gold- and chrome-plated bronze fittings, aluminum main, Sitka spruce mizzen, 55ft overall, 13 ft. beam, amazing interior, mahogany over white oak, newer sails, new refrigeration, wiring, hoses, stainless steel frame, just hauled June 2012. [www.aldendesigns.com/yawls-keel-cb/d0948.html](http://www.aldendesigns.com/yawls-keel-cb/d0948.html). Contact vernonthompson@yahoo.com or (510) 332-4900.



**32-FT DOUBLE ENDER TEHANI, 1926.** Sausalito. \$30,000. Classic Danish yacht in beautiful shape. Regularly sailed and always maintained. Email me for pictures/info: [pgaetani@gmail.com](mailto:pgaetani@gmail.com) or call (415) 246-7712.

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**59-Ft ALDEN SCHOONER.** Design #356-B, 2005. Santa Barbara, CA. \$750,000. Rebuilt 2005. Epoxy glued dbi planked kapur (like teak) below w/l. 75% new frames, new deck beams. One knowledgeable owner for past 45 years. Professionally maintained. Email for photos: captkent2@sbcglobal.net or call (707) 252-9383.



**35-Ft SHUTTLEWORTH CATAMARAN.** 1995. Hanalei, Kauai. Open bridge deck cruiser/racer built on Kauai. Vacuum bagged Divinycell core/epoxy/glass, composite chain-plates, carbon rudders/posts, dagger-boards, main beams. Round bilges for speed, flared hulls for reduced pitching and interior volume. Three double berths, two heads, galley, salon and nav station. Partnership preferred for private liveaboard or crewed charter in paradise. Offers for whole boat will be considered. [www.wingo.com/malihini](http://www.wingo.com/malihini). Email [malihini@wingo.com](mailto:malihini@wingo.com).

## MULTIHULLS



**34-Ft GEMINI 105MC, 2005.** San Francisco Bay. \$135,000. This boat is spacious and open with great light and views. Enjoy full views across the water from every cabin. Large bridge deck/dining booth seats eight. Sleep in a double berth with panoramic views and a hatch for fresh air, along w/two additional berths. Enclosed cockpit offers a solarium type room for cooler weather. She's a fast, sporty sailor, capable cruiser, and a stable platform for sailing/living. 14' beam fits in a standard slip. Low hours, excellent condition, no exterior wood to varnish. We've had the best of both worlds; an amazing sailing vessel, and a second home all in one! Try a Cat, you'll never go back! <http://sfsharp.com>. (415) 902-5484 or [ryantimoth@aol.com](mailto:ryantimoth@aol.com).

**48-Ft LOOPING, 2004.** Loreto, Sea of Cortez, Mexico. \$399,000 USD. Spacious, luxurious, clean French-built performance catamaran ready to take you cruising. Fully equipped, pristine condition. MUST SEE!! Tour us on YouTube: Uj33dCr9FnY. Details on website: <http://neofsorsale.com>. (916) 622-9348 or [lloyds@jps.net](mailto:lloyds@jps.net).



**23-Ft MULTI-23, 2008.** Los Angeles. \$19,000. Fast, fun boat that is perfect for the Bay. Price is firm. New 2hp Suzuki outboard still in the box. No trailer, but can help with acquiring one. Please call for more details, (650) 814-7217 or email [dave.licata@lanternservices.com](mailto:dave.licata@lanternservices.com).



**28-Ft TRADEWINDS, 1968.** Pillar Point Marina. \$9,000. Beautiful classic trimaran. Could use upgrades, but performs wonderfully as-is. \$9k or vehicle of equal value. Call or email. (916) 220-4655 or (916) 225-2453 or [mmdiversified@yahoo.com](mailto:mmdiversified@yahoo.com).



**40-Ft SEARUNNER, 1979.** Seattle, WA. \$59,000. World cruiser. Two cabins, sleeps six. Top condition, six sails, 30hp diesel. Fast, stable, equipped, offshore ready. Located in Washington state near San Juan Islands. <http://searunner40seafire.wordpress.com>. Contact (360) 756-5004 or [svseafire@yahoo.com](mailto:svseafire@yahoo.com).

**37-Ft PROUT SNOWGOOSE, 1982.** Sausalito. \$28,000. Cutter, tanbark sails, low hour diesel, big hardtop over cockpit with large solar panels. Hauled July 2012. (415) 331-3612.



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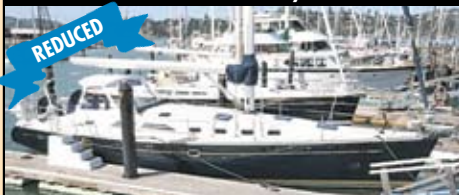
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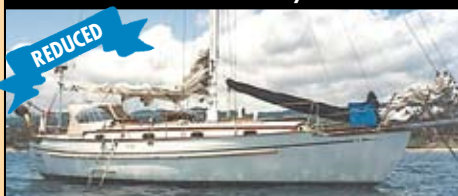
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