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WE GO WHERE THE WIND BLOWS



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AMERICA'S CUP 34

Given how much has happened in the America's Cup sphere over the last year, it's almost amazing that we've gone from not knowing the when, where, and what, to knowing all that, plus seeing the teams race in anger in the AC 45s in Cascais, Portugal, last month.

The lineup for the the first AC World Series event is a more accurate picture of how many teams may be left by the time America's Cup 34 rolls around. On July 25, America's Cup Race Management announced that the Venezia Challenge was "excused" from the event for not making

obligations in time — something that didn't surprise us at all, given that it appeared as though fellow Italian team original Challenger of Record, Vincenzo Onorato's Mascalzone Latino team, was also unable to raise funds for an Italian entry.

So the final entry roster for Cascais is Defender Oracle Racing, Challenger of Record Artemis Racing, Aleph-Équipe de France, China Team, Emirates Team New Zealand, Energy Team, GreenComm Racing and Team Korea.

With eight teams and nine or ten boats — Oracle Racing will be fielding

two entries and ACRM may field a boat — there should be enough of a field to make competition interesting. But perhaps not as interesting as the format for racing in Cascais.

It will take place within yards of shore-side spectators on the Tagus River waterfront and will consist of four events over nine days: the Cascais America's Cup Open, the America's Cup 500 Speed Trial, the America's Cup Match Racing Championship and the America's Cup World Series Cascais Championship (the final).



— SAN FRANCISCO BAY

The Open is the fleet racing portion of the event and will put the teams' progress in the AC 45 to the test in up to four fleet races with all nine or ten boats battling for supremacy.

The AC 500 Speed Trial will take place on the first Saturday of the event with teams tackling a 500-meter course in a race against the clock.

The Cascais AC Match Racing Championship will determine who gets to sail in the final showdown on the following Saturday. Somewhat misleadingly named, the event will feature a mixed format on

each day. Three 20-minute fleet races will determine the top six teams, who will then face off in three flights, with points tallied cumulatively over three days. The results over those three days will determine the seeding order for the six-team Match Racing Championship.

Those six teams will race a quarter final and semi-final to determine the pairing for the final. Then on the final Sunday of the event, the AC World Series Championship Cascais will be a single winner-takes-all fleet race.

Confused? Umm, yeah. So are we. The

novelty of having other types of racing in play makes sense. The time trial maximizes the strengths of having fast boats like the AC 45s and is a cool idea, as is having the fleet racing. But we have to wonder if going from fleet racing to match racing and back to fleet racing all in one event, not to mention in one day, won't throw off spectators. The idea behind going to the cats was to try to create a more demanding event for the sailors, but should it be even more demanding to follow? Another concern is why is the AC World Series Championship Cascais ultimately de-



Clockwise from above — 'Energy Team' puts its AC 45 through the paces; 'Aleph' with the first colorful scheme; looking good off Cascais; the bricks and mortar for the ACWS; Team Korea's 'White Tiger'; Spithill, Barker, Peyron, Pacé, Mirsky (his Venezia team has withdrawn since this photo), Coutts, Team Korea's Kim Don-Young, China Team's Wang Chao Yong, Vasilij Zbogor, and Terry Hutchinson; Cascais's 25 de Abril Bridge strikes a familiar silhouette.



ALL PHOTOS GILLES MARTIN-RAGET

AMERICA'S CUP 34

cided by a fleet race. Is this a harbinger of things to come with America's Cup 34? Could the Auld Mug be decided by a fleet race?

Draft EIR

The biggest news on the homefront last month was the release of the America's Cup Draft Environmental Impact Report on July 11.

An important milestone in the effort required by the California Environmental Quality Act before construction can begin on the renovations to the San Francisco waterfront, the report came less than eight months after the announcement that the City would host the Cup.

The report is part of a process that typically takes about a year, and the speed with which it was delivered might lead one to think that some corners were



The AC 45s won't get these kinds of conditions with the course area inside the headlands, but it's amazing how much this looks like home . . .

cut in its preparation. But a cursory look at the document — or all 76 MB of it in PDF — reveals that it is quite detailed. So much so that your eyes will glaze over and you'll come down with a sudden case of the 'fuck-its'. Depending on who you

talk to who has actually bothered to count all the pages, it's between 1,400 and 2,000 pages long, including the appendices.

If reading these sorts of things is your cup of tea, then by all means go for it. It's available online at www.sf-planning.org/index.aspx?recordid=45&page=2719.

Due to its breadth, there's really no way to address its findings here and maintain relevance for all of our readers. But if you live in the Bay Area, then it will undoubtedly affect you in some way, so you should know that the public comment period is open until August 25, and that a public hearing on it will be held on August 11. Further details on the latter will be on the Planning Department's website at least a week before that date.

— latitude/rg

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TRANSPAC 2011



A new barn door record, a new repeat overall winner, and some of the most entertaining shoreside spectating ever made the 46th TransPac one to remember. Fifty-three starters — eight more than in '09 — took to the line off Pt. Fermin in a new format that saw all the boats start on one of two days — July 4 for the smaller, slower boats, and July 8 for everything from about a J/125 to an 80-ft sled.

As it turned out, the boats in the first

start got the short weather stick, with light air leading to very slow days until the second starters got going. But the second start, which comprised about half the fleet, was treated to an extremely fast exit off the coast before both settled down into what became breeze typically in the 8- to 14-knot range for the middle of the race. By the latter third of the race, the breeze freshened for most of the boats, and what was even better was that so many more boats were competing

to "win one day" than would have been had there been three starts.

Winning the TransPac overall is a rare feat, but twice? That's just amazing, and that's exactly what *Grand Illusion's* James McDowell and his crew of navigator Patrick O'Brien, Will Paxton, Bill Mais, Rick McGrath, Dave Morris, Jake Sorosky and Mike Blunt accomplished ten years after McDowell, Paxton, and

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Hap Fauth, Mike Sanderson and Ian Moore were rightfully chuffed after setting a new Barn Door record and taking Division 1 honors in the process.



O'Brien first did it in '99. Even more impressive is that they did it with the additional pressure of having the overall lead on all but one day — Day 2 — of their 8d, 17h crossing.

"We really had the pressure on by being 1-1 seven days ago," McDowell said.

But though it may have added pressure, it was also essential to their win, according to navigator O'Brien.

"Because the boat rates so slow (com-

One of the most iconic finish lines of any ocean race; Bob Lane's Andrews 63 'Medicine Man' absolutely smashing past Diamond Head.

pared to the other sleds), if you're not 1-1 the first day out, you will not win the race," he said.

Despite the fact that they led most of the way, it was still anyone's race up until about Day 4, when what would prove to be their chief competition, Philippe Kahn's Andrews 68 *Pegasus-MotionX*, made a big move south, and the rest of

the boats made a move north.

"Everyone's router said go north for a windshift, but we said, 'We don't think so . . .'" Paxton said. "*Holua* went only went halfway, didn't get the breeze, and got ejected out the back. We just soaked south. But *Pegasus* jibed and went 120 miles south!"

"That's something people just generally don't do," Mais added. "By that point you're in a lane and if you're high you're high, if you're low you're low, and you

TRANSPAC 2011



LATTITUDE / ROB

Doug Baker's turboed Andrews 80 'Magnitude 80' put up a valiant fight for the Barn Door trophy, but fell just hours short.

just live with it."

Down to the south, *Pegasus* kept putting up impressive numbers, but with all the extra distance they sailed, couldn't manage to get by *G.I.*

"They sailed a lot of extra miles, and went really fast," McDowell said. But all they were able to do was make it up, not make a gain out of it."

Playing to the boat's strengths was part of the plan all along, according to Paxton — who won the Coastal Cup in June as navigator.

"Only sailing with eight, and being light, was crucial in a light air race," he said. "Strategically, we were just trying to 'draw the string tight' and not sail all over the ocean."

The result of all those decisions, plus some fine sailing, meant that *Grand Illusion* became only the third boat in

'Bella Mente' was nominally a 74-footer, but in reality, she's a 69-footer with a five-foot stern addition, and couldn't match 'Mags' waterline.



SHARON GREEN / ULTIMATESAILING.COM

42 races since 1923 to win overall honors twice.

McDowell, a Honolulu-based software developer and member of the Waikiki and King Harbor YCs, has been sailing the boat ever since his father Ed — one of the prime movers and shakers in the glory days of the West Coast sled scene back in the late '80s through the mid-'90s — bought the boat

in '89. In that time, between the two of them, they've sailed all but a couple of TransPacs. And the elder McDowell's financial commitment has extended well beyond his sailing days.

"He's a great sponsor," James said. "He's been really supportive of me sailing our Corel 45 *Heartbeat* here in Hawaii, and the big boat on the mainland. I'm just trying to carry on the legacy."

When the first stop on *Bella Mente's* West Coast tour in early March resulted in a stump of a rig, we figured that Hap Fauth's Newport Rhode Island-based R/P 74 would be a no-show for the TransPac. Boy, were we wrong! Despite the fact that he already has another under build, which a new mast for the current boat won't fit, Fauth ordered a replacement rig for the boat, and with his shore team working nonstop to get it ready, just made the starting line for the TransPac.

That turned out to be a good decision. With an all-star team led by Volvo

Ocean Race veterans Mike Sanderson and Ian Moore, Fauth's dark blue speedster took the honors in Division 1, but also the overall elapsed-time honors. They also set a new Barn Door Trophy record for the fastest conventionally-ballasted boat without powered sailing systems at 6d, 19h, 44m and 28s. Amazingly enough, that time was only about 3.5 hours short of the time set by Hasso Plattner's canting-keeled *MaxZ86 Morning Glory* in the '05 race.

The key to this pace was getting off the mainland coast quickly. Just about all of the July 8 starters

were able to do that thanks to a breeze direction that allowed the bulk of the fleet to clear Catalina Island's West End — the only mark of the course — without having to tack. From there *Bella Mente* and her crew — it also included Michele Cannoni, Tom McLaughlin, Daniel Fong, Matt Smith, John von Schwarz, Romolo Ranieri, John Reaper, Tom Allin, Sean Couvreur, Peter Henderson and Alex Wadson — put their more powerful hull shape to work in the reachier early portion of the race.

Their main competition was Doug Baker's Andrews 80 *Magnitude 80*, which Baker had reconfigured for the race with a 20-ft-deep fixed keel that replaced its original canting set-up in order to compete for the Barn Door. With *Mags* shadowing them for most of the early portion of the race, but unable to convert their waterline advantage into significant



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gains, *Bella Mente* looked prime to run away with the Barn Door.

But it wouldn't prove to be that easy. When the wind went aft, *Mags* used her more downwind-oriented hull form and massive sail inventory to start taking chunks out of *Bella Mente's* lead. By daybreak on day 4, the two boats were starting to split, with *Mags* using her downwind advantage to soak south, while *Bella* began putting in more northing, sailing a shorter distance, but toward the rhumbline some 80 miles to the north. This trend would continue another day before *Bella* finally crossed the rhumbline and jibed back south, at which point *Mags* tried to go north and switch sides with *Bella*. It being obvious that protecting the north and the anticipated right shift behind the Ridge was *Bella's* best hope, navigator Ian Moore sent them back north to cover, all the



BETSY CROWFOOT / ULTIMATE SAILING.COM

way to 25 north at about 151 W. After a short hiccup, Moore called a brilliant jibe angle from 420 miles out, absolutely nailing the layline into the east end of Oahu.

"We did one jibe and looked at it, and

Spread — 'G.I.': inset, from left, Bill Mais, James McDowell, Dave Morris, Patrick O'Brien and Will Paxton enjoy a well-earned meal and drink.

Chip Megeath's R/P 45 'Criminal Mischief' missed extending her streak of Hawaii Race division wins by less than an hour.

we said 'that's not going to work,'" Moore said. "It wasn't far enough to cross them so we jibed back to go all the way to the corner. At that point we were thinking offensively. We might have been just barely ahead on miles, but we were thinking about how to get out in front of them."

Meanwhile, to the south, *Magnitude 80* navigator Ernie Richau was left with no choice but to jibe on the splits and hope for the best with a forecast pressure increase, leading to a north-south split between the two boats that stretched over 100 miles. As it turned out, there was pressure down there, but it came with a painful angle, and *Mags*, whom Moore lauded as "sailing very well," ended up covering too much extra distance.

"At that point in the race, you always try to trick them into switching sides with you, and get to the north," Richau said. "But they didn't fall for it."

Part of the reason they didn't fall for it, according to Moore, was that all their predictive tools pointed them in the northerly direction at that point in the race.

"The models had been very, very, consistent," Moore said. "Ten days ago, we were running routes and all of them had us arriving within two or three hours of when we did, and to varying extents, every single model said to bang the corner we did."

A family tragedy nearly kept Jorge Ripstein from sailing his Acapulco-based TP 52 *Patches* in this year's race, but the veteran campaigner recommitted at the 11th hour, and the result was the Division 2 win that never got any easier for him and his crew of son Rodrigo, Skip McCormack, Jack Jennings, Chris Busch, Peter Wheelon, Bruce Cooper, JB Cianciarulo and John Rumsey.



LATITUDE/ROB



TRANSPAC 2011

ALL PHOTOS LATITUDE / ROB EXCEPT AS NOTED



'Horizon's Erik Shampain, Tom O'Keefe, Jon Shampain, John Taylor, Scott Taylor, Dan Geissmann, Jack Taylor and Mel Wills are joined by original owner Herman Moniz (seated).

After he abandoned the effort in March, key crew, including boat captain Hogan Beatie, accepted other offers, and preparation work on the boat stopped. So when Ripstein decided to go some two weeks before the race, there was a lot to be done! Beatie went back to work getting the boat ready for a new crew. The workload was staggeringly large. Marin-based navigator McCormack — tagged by Cooper as the MVP of the trip — was tasked with getting the boat's capricious '05-era instruments working just a week before the race, the group pulled it together with barely enough time to make it to the starting line.

One day into the race a crewmember — who shall go unnamed — fell from his bunk all the way underneath the cockpit across to the leeward side of the boat, unbeknownst to the rest of the crew. When the younger Ripstein found said crewmember, the latter was foaming at the mouth and having a seizure. According to our source, who wouldn't go on record, at one point the stricken sailor stopped breathing temporarily. After he recovered from the shock, and following a consultation by McCormack with the

Tom Holthus' 'Bad Pak' made it two division wins in a row with a convincing performance.



race's shoreside medical advisor, it was determined that the sailor, diagnosed with a concussion, could go on.

But that wasn't the last of *Patches'* problems. In the Molokai channel, 18 hours out from Diamond Head, the boat's starboard side carbon fiber running backstay cable broke during a wipeout, taking out their kite as it slingshotted forward. The crew was forced to jibe the boat to save the rig, and although they could sail throttled up on port tack, they still had 70 miles of starboard running to the finish. So bowman Peter Wheelon made a hero mission up to the top of the rig in 25 knots of breeze and Molokai channel waves to replace the backstay cable with a spare Spectra halyard that would prove good enough to allow them to sail much closer to 100%.

As it turned out, that was the difference maker, when Chip Megeath's Tiburon-based R/P 45 *Criminal Mischief* rolled in some 15 hours later, just 40 minutes behind on corrected time. After a string of division wins in Hawaii races dating back to the '07 TransPac, Megeath's *Criminals* were the provisional favorites in the division. New on the scene this year was "Dr. Laura" Schlessinger's Kernan 47 *Katana*, a sweet-looking



'Peregrine's Simon Garland, Nigel Garland, Jeff Westbrook and Bill Jenkins took Division 6.

swallowed up by the Ridge. And it almost turned out to be a double non-starter when the *Criminals* were forced to throttle back 18 hours into the race due to rudder bearing failure that would end up costing them about six hours of time while they assessed whether it was prudent to continue.

From the rest of July 8's starters, there were two repeat winners from the '09 race. In Division 4, early leads by the SC 52s deteriorated once the breeze went aft, and it was Tom Holthus' San Diego YC-based J/145 *Bad Pak* that surged into the lead four days into the race and never looked back. With his crew of navigator Scott Lowry, Tom Deere, Charlie Jenkins, Andrew O'Dwyer, Emmit Holden, Jimmy Richardson, Jon Gardner, and Mike Gladstone, Holthus stretched to the third-largest corrected time delta of any of the divisions and just cracked the top ten overall at ninth.

Before the race, the SC 50s were shaping up to be a competitive division, and in the end they didn't disappoint. Everyone's odds-on favorite, Jack Taylor's Dana Point-based *Horizon*, didn't show well in the standings for the first few days, trailing Paul Casanova's *Flaca* — which had vowed to beat the reigning division winner from '09 and overall winner of the '10 Pacific Cup





The 'Patches' gang clockwise from top-left — Skip McCormack, Jorge Ripstein, JB Cianciarulo, Jack Jennings, Rodrigo Ripstein, Peter Wheelon, Chris Busch, Bruce Cooper and John Rumsey carried Division 2.

before the start. But by Day 4, *Horizon's* navigator Jon Shampain had the *Horizon* gang, which also included Taylor's brother John and son Scott, Shampain's son Erik, Mel Wills, Tom O'Keefe, Dan Geissmann, rolling. Ultimately, they never looked back; *Flaca* continued to shadow *Horizon* up until about 200 miles out when her rudder bearings failed, which allowed Bill Helvestine's Bay Area-based *Deception* to vault into second overall.

"The only thing that broke was the can opener on the last day," Shampain said. "And we were eating fresh greens from my garden all the way through to the last day."

Alex Mehran Jr. and Jesse Naimark-Rowse send 'Truth' hurtling down the Molokai Channel.

made it in. Wayne Zittel's *J/World's Hula Girl* was forced to use its emergency steering when the quadrant just collapsed. Watch Captain Josh Butler joked that the wooden tiller behind the wheel was their "student steering system."

Monday's starters, although never in the hunt for overall honors, had some good racing that saw plenty of lead changes. The Bay Area's Alex Farrell and his 1D 35 *Alpha Puppy* led at one point, but in a race that only allowed the boat to plane in the last couple of days, never had much of a chance against former Bay Area

Deception had a bit of an "uh-oh" moment when, on the night before the last day of the race, they lost their headstay from the top of the rig. Fortunately, they were able to stabilize it with a pair of genoa

resident Simon Garland and his Hobie 33 *Peregrine*. Garland and his navigator Jeff Westbrook, plus crew Bill Jenkins and brother Nigel Garland toughed out a brutal first part of the race and just waited until they got a 'Hobie Day.'

"We had to sail upwind on port tack so far that we were off San Miguel Island before we tacked onto to Starboard," Garland said. "Everybody was up there with us, so we knew no one was splitting."

But after a few days getting off the coast, some of the leaders started heading south for pressure.

"That made us very nervous," Garland said. "But Jeff wrote our routing software and new the algorithm inside and out so



'Criminals' Mike Radziejewski and Dan Malpas T-up an ice luge to combat the tropical sun.

we were confident that we knew where we needed to be."

As it turned out most of the successful boats from the July 4 start didn't sail the typical reverse "S" around the high, but actually took opposite routes.

In the Aloha division for the cruiser boats in the fleet, it was Eric Gray's San Pedro-based Morris 46 *Gracie* that came out on top. Gray and navigator Richard Parlette, plus Luke Ackerman, John King, Steven George, Sam Cargill and John Sabourin managed to sail to a three-hour corrected time win.

The only other "division" in the Monday start went Santiago Becerra's Atlantic 57 Cat *Espiritu Santi* by default, as the only multihull in the race. Becerra was joined by navigator Dave Houser, watch captains Gerrit Neve and Justin Bingham and crew Jeff Scuba and Peter Larsson.

Perhaps it was only fitting that in his term as Commodore of the TransPac YC, one of Bill "The Wizard" Lee's designs should win the overall honors. But that just tells part of the story, because in fact only one other yacht designer's boats have won as many overall corrected time



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TRANSPAC 2011

honors as Lee's. Only one other design, Bill Lapworth's Cal 40, has won overall four times (Don Salisbury's *Psyche*, '65; Skip Allan's *Holiday Too*, '67; Jon Andron's *Argonaut*, '69; and Jim Denning's *Montgomery Street* in '85).

G.I.'s win this year makes it a grand total of four for the SC 70 (the others were Bob McNulty's *Chance* in '91 and

John DeLaura's *Silver Bullet* in '93). Adding those to Jerry Montgomery and John Latiolait's SC 50 *Ralphie* in '97, and Stewart Cowan's Lee-designed 35-footer *Chutzpah* in '73 and '75, and the boat that started the big sled craze, the 67-ft *Merlin* ('95), you have a grand total of eight overall corrected time wins over

the last 20 races. And we won't even get into the elapsed-time wins . . . okay, it's seven.

You have to go back to three of the earliest races (1906, 1908, 1912), where the 86-ft schooner *Lurline* won overall honors in three- and four-boat fleets, to find any boat that has won overall corrected time honors three times. And since we're looking at these statistics, we should also point out that Lee is also the only designer to have more than one of his boats win overall twice. The only other boat to win corrected time honors twice was Ira Fulmor's 39-ft ketch *Staghound* ('53 and '55).

But maybe more important than enduring racing success, is that a post-race wander around the Ala Wai reveals that Lee's boats are as relevant for offshore West Coast sailing now as they were at their respective inceptions. Even though many of the SC 70s have yet to return



LATITUDE / ROB

TransPac Commodore Bill Lee had the pleasure of seeing one of his creations win overall during his tenure.

from the Great Lakes, there were still three SC 70s in the harbor. There were six SC 50s, including hull number 1, Gib Black's Roy's *Chasch Mer*. In contrast, there were only two TP 52s, and if you don't count Ricardo Brockman's *Vincitore* as one — it's significantly more commodious than a stock TP 52 — there was only one.

TransPac Notes

Weather — Of course one of the big topics of discussion was the weather.

"The ridge wasn't really that funky, it was just that the isobars got very flat and the breeze went very easterly, like 75 magnetic," said *Bella's* Ian Moore

"It was very shifty," GI's Paxton said. "We were getting 20- 30 degree wind-shifts every ten minutes."

Multihulls — *Espiritu Santi* was the only multihull. There's no reason there shouldn't be more.

The strong Mexican presence — was awesome, three boats. Check that. Three solid boats, this is something that should

DIVISION 1 (Started July 8)

				Elapsed	Corrected	
8	1	Bella Mente	R/P 74	Hap Fauth	163:44:28	157:10:19
10	2	Peligroso	Kernan 70	Lorenzo Berho	191:50:32	159:29:59
17	3	Magnitude 80	Andrews 80	Doug Baker	166:35:07	163:52:19
18	4	Medicine Man	Andrews 63	Bob Lane	193:38:44	164:18:35
28	5	Pendragon VI	Davidson 70	John MacLaurin	185:19:06	170:40:46
29	6	O Canada	Open 60	Richard Clarke	181:02:38	181:02:38
32	7	Truth	Open 50	Alex Mehran Jr.	215:37:15	189:13:05

DIVISION 2 (Started July 8)

5	1	Patches	TP 52	Jorge Ripstein	202:39:38	155:13:23
6	2	Criminal Mischief	R/P 45	Chip Megeath	217:37:22	155:53:57
13	3	Vincitore	R/P 52	Ricardo Brockmann	206:46:43	160:50:31
14	4	Katana	Kernan 47	Laura Schlessinger	215:43:00	161:42:41
21	5	Locomotion	Andrews 45	Dave Millet	236:54:13	166:12:01
25	6	Bengal 7	Ohashi 46	Yoshihiko Murase	238:47:34	168:39:02
36	7	Rapid Transit	Antrim 49	James Partridge	240:27:40	195:57:01
rd.		Bodacious 3	R/P 45	Jeffrey Urbina	Retired	

SLEDS (Started July 8)

1	1	Grand Illusion	SC 70	James McDowell	208:59:23	149:00:55
2	2	Pegasus-Motion X	Waikiki 70	Philippe Kahn	206:44:39	153:41:36
3	3	Alchemy	Andrews 68	Per Peterson	212:02:17	154:12:26
4	4	Holua	SC 70	Brack Duker	212:28:47	154:59:19
12	5	Pyewacket	SC70	William McClure	215:53:00	160:35:01
20	6	Condor	Andrews 70	Lindy Thomas	219:05:13	165:51:08
24	7	Cheetah	Peterson 68	Chris Slagerman	221:07:37	168:35:49

DIVISION 4 (Started July 2)

9	1	Bad Pak	J/145	Tom Holthus	247:56:24	159:22:24
16	2	Prevail	SC 52	William Guilfoyle	251:19:07	163:49:27
19	3	CaZan	DK 46	Scott Bradley	256:08:38	165:24:32
26	4	Paranoia	SC 52	Rick von Heydenreich	258:04:13	168:54:36
27	5	Relentless	SC 52	Will Durant & Jeff Shew	250:03:39	169:27:40
rd.		Double Trouble	J/125	Andy Costello	Retired	

SANTA CRUZ 50s (Started July 8)

7	1	Horizon	SC 50	Jack Taylor	244:59:56	156:30:57
11	2	Deception	SC 50	Bill Helvestine	251:51:34	160:32:53
15	3	Allure	SC 50	Jim Morgan	249:03:12	161:46:04
22	4	J/World's Hula	SC 50	Wayne Zitell	252:23:01	167:47:55
23	5	Flaca	SC 50	Paul Casanova	259:54:38	167:58:26
31	6	Roy's Chasch Mer	SC 50	Gib Black	278:52:17	188:00:47

DIVISION 6 (Started July 4)

30	1	Peregrine	Hobie 33	Simon Garland	316:03:54	184:45:40
33	2	Naos 2	First 40	Reed Bernhard	306:39:20	190:59:12
34	3	Paddy Wagon	Ross 40	Richard Mainland	300:01:08	195:29:02
37	4	Relentless	Sunfast 3200	Peter Fray	338:12:33	197:48:30
39	5	Alpha Puppy	1D35	Alex Farell	307:02:16	200:37:27
40	6	Bebe	J/130	Charles Browning	311:20:27	204:23:20
44	7	Celerity	SC 37	Harry Zenville	320:32:50	218:25:31
46	8	Victoire	First 40.7	Robert Atkins	356:20:14	223:25:04
rd.		Crash	Aerodyne 43	Jeff Brauch	Retired	
rd.		Narrow Escape	Fast 40	Greg Constable	Retired	

ALOHA (Started July 4)

35	1	Gracie	Morris 46	Eric Gray	338:00:13	195:36:38
38	2	Wind Dancer	Catalina 42	Paul Edwards	343:53:36	198:47:27
41	3	Sauvage	Cenurion 40s	im Eisenhart	335:33:06	204:24:23
42	4	Between The Sheets	Jeanneau 50	Ross Pearlman	330:55:22	207:00:09
43	5	Traveler	North Wind 47	Michael Lawler	363:02:55	213:12:20
45	6	Second Chance	Swan 441	Philip Sauer	364:30:00	219:13:53
47	7	Hassle	Catalina 38	Larry Malmberg	409:18:10	238:54:31
rd.		Peregrine	Catalina 38	Steve Smolinske	Retired	

MULTIHULL (Started July 4)

48	1	Espiritu Santi	Atlantic 57	Santiago Becerra	292:40:32	292:40:32
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be encouraged. How about reciprocating by doing the PV Race and MEXORC this winter.

No C-Nav requirement — didn't hear anyone complaining about this.

Six hour delay on the tracker — New this year was a six-hour delay on the race tracker that didn't disappear until the first boat hit the 100-mile mark, intended to make the opening stages of the race more strategic than tactical for the navigators. This got mixed reviews.

Bella's Mike Sanderson was against it, saying that he likes to sail as though he were sailing a buoy race. Their solution? They ran routes with *Magnitude 80's* polars to try and anticipate where the latter would go.

The verdict on two start days — was mixed, but people against usually saw the reasoning after some discussion. In fact when you dropped the two fastest



Eric Gray's Aloha-winning Morris 46 'Gracie' rumbles toward the finish line.

and two slowest boats, the result was that almost everyone finished in three-day stretch from early on July 16 to early July 19, which doesn't strike us as that different from '09, although there's an argument that it makes it harder for the Honolulu side to do their finishing and accommodation duties. One thing

is for sure, by and large the faster boats got there first, and the tracker-based speculating was some of the best so far because all the boats of similar speed potential were grouped so tightly for so long. Naturally the fastest boats in the race are now just really darn fast, but there's nothing you can do about that. There was talk of having multiple trophy presentations, but we think that's a horrible idea. Everyone who spends the time money, and energy to do this race wants a chance to be

recognized in front of the whole crowd. We say move the parties up two days (this would have still accommodated much of the fleet for at least one) and have the awards on Wednesday so everyone can take advantage of mid-week airfares to return home. As Commodore Lee well knows, that would incentivize faster boats!

latitude/rob

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BEST BOSS ON THE BAY —

Well over three decades ago, a wide-eyed 25-year-old "country boy" from the Eastern Shore of the Chesapeake stuck out his thumb in front of Tiburon's Boardwalk Market in hopes of catching a ride up the peninsula. To his delight, a kindly gentleman in a fine

fun and hanging out with his friends and the crew." Hart's idea of a good time was going sailing on the Bay or elsewhere all afternoon, then taking his guests out to dinner at a fine restaurant. Rick agreed

to tell us the *Hasty Heart* story as a tribute to his long-time "best friend" and employer, who passed away three years ago.

Although Rick was thrilled to land a job working for such a generous and fun-loving fellow, getting accustomed to Hart's lifestyle was definitely an adjustment. But the boatwork came naturally. Despite the fact that he had never been sailing

before meeting Hart in 1975, you might say Rick already had saltwater in his veins. "Some of my earliest memories are of fishing with my grandfather — a true Chesapeake waterman — on the Eastern Shore of Maryland," he explains.

Rick started out just crewing, cleaning, and doing other boat chores aboard the first *Hasty Heart*, a sweet-sailing Pearson 43. But when the boat went to Southern California for a couple of months each summer under Captain Tom Martin, Rick got to stay aboard keeping her shipshape. "Hart would fly down every weekend with a different group of friends and we'd sail out to Catalina, along the coast, or down to San Diego."

As much as Hart loved those trips — and many later cruises in Mexico and Hawaii — he never tired of sailing around the Bay. In fact, when his boats weren't voyaging elsewhere, he'd typically take different groups of friends out on the Bay both Saturday and Sunday of every summer weekend.

The flamboyant socialite hadn't grown up sailing, however. "Hart used to tell a funny story about how he got into it," confides Rick with

a broad smile. "After his parents sold the Mark Hopkins in '61, he figured he needed a new hobby. He took up tennis, but he wasn't very good at it. One day he got hit hard right in the balls with a tennis ball, and after that he decided he needed a new sport!"

"He was just a regular guy having fun and hanging out with his friends and the crew."

Hart first bought a Folkboat, aboard which he learned the basics, then eventually moved up to a Coaster 30 that he and a couple of friends once sailed to Southern California. The Pearson was his first big boat, and as his sailing ex-



Now that Rick (center) is officially retired, daughter Emily runs the back office for 'Hasty Heart' and son Ricky serves as first mate.

car stopped to pick him up. When the young man, Rick Pearce, explained to the driver that he'd just finished detailing a wealthy client's sports car, the gent said, "Well then, I ought to get you to clean my sailboat."

That was the beginning of a wonderful 32-year friendship and working relationship between Rick and his exceptional boss, the late San Francisco bon vivant Hart Smith. Rick's job as captain of a succession of three yachts, all named *Hasty Heart*, was one of the sweetest gigs we've ever heard of within the West Coast sailing industry.

Hart was a colorful San Francisco character who grew up in the luxurious surroundings of the Mark Hopkins Hotel on Nob Hill, which his parents owned along with several other prestigious properties. He was a tireless patron of the arts who loved the symphony, ballet and opera; a world-class raconteur whose stories amused a wide range of friends; and a true gourmet who ate both lunch and dinner out literally every day of the year.

"But he was not at all a snob," insists Rick. "Especially when he was on the boat, he was just a regular guy having



THE STORY OF *HASTY HEART*

perience grew, so did his enthusiasm for far-flung adventures (although, being a true gentleman, he never helped deliver the boats back against the wind).

By 1983, Rick had earned a Coast Guard-issued captain's license and the gig got even better, as he moved up from first mate to captain. In '87 Hart upgraded to a beautiful Wauquiez Centurion 47, which made two summer trips to Hawaii and seven winter cruises to Mexico with Rick in charge.

Over the years, Rick fathered five children and Hart not only became a grandpa figure to them — including coming to their house to celebrate Thanksgiving and Christmas — but he always insisted that Rick's wife Bridget and the kids fly out to Mexico or Hawaii and

Spread: Blasting upwind past Yellow Bluff, 'Hasty Heart' shows her classic form. Inset: Her master suite is fit for aristocracy.

enjoy the boat for a few weeks when he wasn't entertaining friends. That tradition became particularly sweet after Hart bought the last *Hasty Heart*, an exquisite Swan 61, in 1996.

As Rick explains, viewing the famous Swan 59 *Perseverance* one day at the St. Francis YC "lit a fire" within Hart, and a couple of weeks later he'd scheduled an ambitious 'shopping trip'. The two men first flew to Florida, where they checked out boats in Ft. Lauderdale and Miami, then hopped down to a couple of Caribbean islands, and across to Italy, Spain and France. He finally found this Finnish-built beauty in Cannes and quickly bought her.

Back home, Rick told Bridget, "I've got to go back there and take delivery, then he wants to cruise around

over there for a while." She took the news in stride. In fact, it turned into a great opportunity for the whole family. After Rick flew off to assume his new duties, Bridget took a leave of absence from work, put the family house on the market, took the kids out of school, and flew with them to Palma, Mallorca, where they joined the boat.

They spent the better part of a year touring in the Med, Aegean and Caribbean while the boat slowly made her way to the Bay. Whenever Hart and his entourage would arrive for a cruise, the family simply found accommodations ashore.

Over the years Rick has logged close to 100,000 sea miles aboard this boat alone, as he's taken her to Hawaii four times and Mexico 10 times. In addition to flying Bridget and the kids out to enjoy the sailing life in those venues, Hart also rewarded many of his Bay Area crewmen by flying them south of the border or out to the islands for a 'working' vacation.

Hart never tired of those far-away trips. He absolutely loved the warmth of those sunny latitudes, "but he never just wanted to lie around," explains Rick. "He always wanted to get out and sail."

"Those extended boat trips were like camping out for him," he adds. "It's funny: He would take cold saltwater showers, even though we have a 24-gallon-per-hour water-maker! But, of course, none of us did."

During the last year before Hart died (at the age of 89), he wasn't really up to sailing on the Bay. So Rick went into the City every morning, fed his old buddy breakfast and took him to lunch.

Before Hart passed in 2008, he gave Rick the ultimate thank you for his years of service, by arrang-



RICH DOLE

Although he was frail and weak, Hart insisted on taking a short stint at the helm during his final trip to Mexico at age 88.



PATRICIA DUNN / PATRICIA DUNN PHOTOGRAPHY.COM

BEST BOSS ON THE BAY

ing to leave *Hasty Heart* to him, free and clear. And he gave instructions to both his banker and the managers of KKMI that Rick was not to take possession until she was in "perfect condition."

"I'm just a simple country guy," says Rick, "always was. Sometimes I can't believe how it worked out. But it's taken me a long time to get into the groove of being the owner, and not having Hart around. He was just such a great guy. . . In fact, I still get a little choked up talking about him."

For his first two years of ownership, Rick barely used the boat, but he finally got serious about running her as a charter boat on the Bay about a year ago. His youngest daughter Emily is running the 'back office' functions, while his son Ricky — who used to stay up until the wee hours with Hart, listening to his



'Hasty Heart' glides past Point Bonita under an enormous masthead spinnaker. Stiff and stable, she makes an excellent charter yacht.

stories — serves as first mate for a pool of three professional captains.

"I told them I won't run the business, so they've allowed me to retire," says the proud father. "I never was very good with money. But then, I never really needed to

be. Believe it or not, I never had a budget working for Hart."

Maintained in bristol condition, *Hasty Heart* is certainly one of the most elegant and comfortable charter yachts on the Bay — and probably also on the West Coast. So we anticipate she'll do well in the charter trade. (Her site is www.sailhastyheart.com.)

"When I met Hart I was not only hitchhiking, but sort of wandering," Rick recalls. "As I said, he became my best friend and a much-loved part of our family."

"After he passed I stood on the foredeck of *Hasty Heart* at San Francisco YC (the homeport for all of Hart's boats) staring down the street to the traffic light where he first picked me up. It was an incredible ride!"

— **latitude/andy**

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THE SEA OF CORTEZ

We got a little over-zealous when responding to the following letter, and we thought it might answer some questions a lot of cruising-oriented readers have, so we made a feature out of it.

I've been an avid reader of *Latitude 38* since I moved to California in '99, and would like your advice about our cruising plans. My wife and I are greenhorn-



COURTESY SOUTHERN CROSS

Holly and Mike Sanderson ask, "El Carib or the Sea?"

w a n n a b e -cruisers. While I've been sailing most of my life, it's pretty much always been racing or daysailing — but on everything from sailboards to dinghies to big boats. We've had a Catalina 34 for five years, and take her from San Diego to Catalina three or four times a year, but we've only anchored out twice, having taken moorings all the other times. This spring we've replaced all the standing and running rigging on the boat, upgraded the batteries, added/upgraded much of the navigation system, and upgraded the ground tackle.

In addition to loving to sail, we are avid divers. We've had the chance to dive both in the Caribbean — BVIs, Bonaire, Cozumel — and the Pacific — Cabo, Puerto Vallarta, and Huatulco.

We're both in our mid-40s and would like to take sabbaticals. We're torn between cruising Mexico or the Eastern Caribbean — although we don't even have a good list of pros and cons for each area, so perhaps "torn" is too strong a term at this point. Our experience is that the diving in the Caribbean has been much better than on the Pacific coast of Mexico. However, we've never been diving up in the Sea of Cortez.

Some other possible factors: We don't have a watermaker, so would the avail-

ability of water be a major consideration? Considering how arid the Pacific coast of Mexico is, would our 70 gallons of fresh water be enough? Would we be correct in assuming that water is more available — by collecting rain or in marinas — in the Caribbean than in Mexico? In addition, our Catalina 34 only holds 23 gallons of fuel which, based on our experience, means our range is just under 150 miles.

If we choose to go to the Caribbean, I assume that we'd have to truck our boat to Miami. Or would it be better to ship her farther north, then start by sailing down the Intracoastal Waterway?

We have the notion that the Caribbean offers a wider variety of cultures, foods, etc., than the Pacific coast, but that could just be a notion.

Another consideration would be timing/schedule, although I know from reading *Latitude* that 'schedule' is sort of a four-letter word. We feel we'll be able to take 12-24 months off for this adventure. Would more or less time favor one option or the other?

I gather that the publisher of *Latitude* doesn't have to make that decision, as he sails both areas extensively. Maybe we could do the same by sailing south to Mexico and then shipping the boat to the Caribbean. Is that even doable from Mexico?

Catalinas for Cruising?

In the early days of Catalina Yachts, some of the smaller boats were built for sailing from the Southern California mainland to — duh — Catalina. So we asked Catalina's Corporate VP and Chief Engineer Gerry Douglas about the suitability of a Catalina 34 for cruising the Caribbean.

"When I took over the design responsibilities at Catalina in '83, I decided that all of our boats would be to ABS (American Bureau of Shipping) scantlings, panel stiffness requirements and so forth" says Douglas. "And they were. Unfortunately, the ABS doesn't publish those rules anymore, but they were darn good rules, as can be deduced from how well the IOR boats have held up after all these years. There is also something called CE or 'Certified European' classing, with categories A, B and C. Category A means a boat is certified for 'Unlimited Offshore' use, and all Catalinas meet those scantling modules.

"So when a Catalina leaves the factory," continues Douglas, "structurally she'll have no trouble handling the conditions in the Caribbean. But, there's a difference between safety and comfort. Sailors would be much more comfortable in a Catalina 42 or a 470 than a 34."

Douglas also notes that Catalinas don't come with a few things he believes are needed for safe cruising in the Caribbean. "Things like lee cloths for the bunks, attachment points for harnesses and jacklines, locking pins for the companionway hatch," says Douglas. "They are easy to add on, but they don't leave the factory with them."

Having received tremendous feedback from thousands of boatowners over nearly three decades, Douglas says most of the problems he's seen with Catalinas are age-related issues. Engines, transmissions and pumps wear out with age and use. "Careful attention needs to be paid to all the metal parts. For example, has the standing rigging been replaced in the last seven years? And have the critical metal fittings been checked for crevice corrosion using dye penetration? It's not as hard as it sounds, and we recommend that every owner do it or have it done by a professional rigger. But structurally, there shouldn't be any problems with the hulls, decks, keels and so forth."

(Speaking of dye penetration, we explain it in this month's *Sightings*, as crevice corrosion has been the cause of a number of serious failures that we've reported on in recent months.)

We'd greatly appreciate any advice you could give us.

Mike 'n Holly Sanderson
Southern Cross, Catalina 34
San Diego



PHOTOS LATITUDE / RICHARD

Mike 'n Holly — We'll be happy to share our opinions based on the fact that we've had two boats in the Caribbean for a total of 15 years, and have cruised Mexico since '78 on six different boats we've owned. We have an acute understanding of your Mexico/Caribbean dilemma. As we've written previously, our putting a Leopard 45 cat in a yacht management program in the British Virgins was a direct result of our not being able to live with just sailing in Mexico or the Caribbean. The two places are so great, but so different, that we just couldn't choose between them. As you read on, you may find that you might not have to make that difficult decision either.

OR THE CARIBBEAN?



in the Caribbean, 25 knots is really fun — at least for a couple of hours, if you're not sailing right into it.

We're not experts on diving, but the water and fish in the Caribbean are gorgeous, although you're going to have a much harder time catching dinner.

Mexico is astonishingly less expensive than the Caribbean, and generally speaking, the locals and cruisers are

more friendly. God knows that the officials in Mexico are much nicer. While this might come as a shock to some people, we also think that cruisers are much less likely to be the victim of crimes — both assaults and thefts — in Mexico than in the Caribbean. In Mexico, narcos target narcos, while in the Caribbean, rich whites are often the target.

While you could have a great time cruising either the Caribbean or Mexico, we think there are two elements of your particular situation that would cause us to advise you to go to one place more than the other. Unfortunately, one element says that you should go to Mexico, while the other says you should go to the Caribbean.

First off, Mexico is — and how can we put this without offending anyone in our own age group? — predominantly retirement cruising. Like the weather, the whole vibe is muy tranquilo. A typical social event in Mexico is a potluck followed by train dominoes with cruiser musicians playing in the background. There is nothing wrong with this, of course, but it generally appeals more to older cruisers. The vibe in the Caribbean, on the other hand, is like the sailing there — more wild and youth-oriented. A typical social event in the Caribbean might include pretty heavy drinking, flirting, maybe pot smoking, and

A Catalina 34 is more than up to a trip south, though the ride might get uncomfortable if the weather turns rough.



COURTESY SOUTHERN CROSS

To outline the basics, Mexico has a rich and somewhat homogeneous culture, although the Sea of Cortez and the mainland offer two very different types of cruising experiences. The people of Mexico are as nice as can be, and nowhere do cruisers socialize so much. The sailing in Mexico is generally mellow, and while there is some good diving in the Sea, it's not of the tropical variety to be found in the Caribbean. But the fishing is excellent,

particularly in the Sea — as in "What shall we catch for dinner tonight, honey?"

Your "notion" of the Caribbean's having greater variety is correct, although you probably don't realize how correct. If you sail 750 miles south from San Diego into Mexico, you never leave Baja. But if you sail 750 miles southeast from Puerto Rico, you will have sailed to Venezuela via the U.S. Virgins, the British Virgins, Anguilla, St. Martin, St. Barth, Saba, St. Kitts & Nevis, Antigua & Barbuda, Montserrat, Guadeloupe, Dominica, Martinique, St. Lucia, St. Vincent and the Grenadines, Grenada, and Trinidad and Tobago. That's at least 15 major islands, 9 sovereign nations, nearly as many different

cultures, and at least four widely spoken languages. And if it sounds as if you can always see another country or two from wherever you are in the Eastern Caribbean, it's often true.

Unlike in Mexico, the wind frequently blows hard in the Caribbean. From mid-December until mid-February, it can blow 20+ knots day and night without stopping, which is frankly more than anybody needs. And it regularly

honks through the end of May. It's generally lighter from June to November, but on any given day you have to be ready for 25 knots and squalls with 35 knots. 'Calm' in Mexico is zero knots of wind. 'Calm' in the Caribbean is 10 knots of wind. If we've scared anyone, rest assured that 25 knots in the warm Caribbean doesn't have quite as much force as 25 knots in chilly California waters and, because it's so warm

"What shall we catch for dinner tonight, honey?"

THE SEA OF CORTEZ

dancing on the tables to live music into the wee hours. Not that we personally do too much of that anymore.

But if you're anywhere near as fun-loving and mischievous as we were in our 40s, the Caribbean is definitely the place for you. Our decade of sailing our Ocean 71 Big O up and down the island chain was easily the wildest time of our life, putting even our 20s to shame. On a scale of 1-10 for excitement-loving folks under 45, we'd give Mexico a 4 and, although it differs from island to island and country to country, we'd give the Caribbean an 8. And some islands would get an 11.

Then, too, the cruising and racing regattas and other events in the Caribbean are much larger and more free-spirited than those in Mexico. It's not that the average cruiser is so much younger in the Caribbean, but rather that the Caribbean is liberally sprinkled with charter boats with younger folks on vacation and crewed yachts with youngish crew — and perhaps 20 times as many sailboats as in Mexico.

While your age might say the Caribbean, in our opinion your Catalina 34 beach Mexico. It's not because of limited



COURTESY SOUTHERN CROSS

As avid divers, the Sandersons need to decide if they'd rather watch the colorful fish of the Caribbean or eat the tasty fish of Mexico.

fuel capacity — you can sail everywhere in the Caribbean — or the water, because you're likely going to want a watermaker no matter where you go. The difference is that we think the Catalina 34 is a Mexico rather than a Caribbean boat for reasons of comfort. It's often rough sailing in the Caribbean, and the rougher it is, the more comfort you're going to have on a larger

boat. Sure, you can cruise the Caribbean on a 34-footer, but not nearly as comfortably as you could on a 40-footer, or better still, a 45-footer. On the other hand, you can do just fine in more mellow Mexico with a 34-ft — or even smaller — cruising boat.

Getting your boat to the Eastern Caribbean would be a more expensive proposition than you think. In addition to having to truck her to the East Coast — and Miami is not really any better a jumping off point than Hampton, Virginia, in terms of miles — you'd probably also want to ship her to the Eastern Caribbean. Most West Coast sailors don't realize that it's 1,500 nasty miles upwind miles against the trades and tradewind seas to get to the Eastern Caribbean from anywhere on the East Coast. Trust us, doing that bash is the best way for novice cruisers on a 34-footer to give up cruising after a couple of months.

So we're going to present you with three options:

1) Cruise Mexico, particularly if you only have 12 months. You might not have as wild a time as you would in the Carib-

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OR THE CARIBBEAN?

bean, but you will have a great time, get to enjoy full doses of both the mainland and the Sea of Cortez, and be able to do it quite economically. And for the record, there is no economical way to ship your boat from Mexico to the Caribbean.

2) If you have 18 months, you can enter your boat in the Baja Ha-Ha cruisers rally in the fall, cruise Mexico and Central America in the winter and spring, do Panama and Cartagena in the summer and fall, and then carefully work your way to the Eastern Caribbean via either the north coast of South America or Cuba, the Dominican Republic, and Puerto Rico, so you'll arrive in St. Martin by Christmas. After slowly sailing down and back up the chain of islands in the eastern Caribbean, you set sail downwind to Florida in June before the start of hurricane season, then truck your boat home.

3) Perhaps the best — but probably least likely option — would be to sell your boat, then find one coming out of a charter program in the Eastern Caribbean. For the last 15 years or so, charter boats have been quite well-built, and they come

with much of what you need to cruise in the Caribbean and Mexico. You spend from November to November in the Eastern Caribbean with your new-to-you boat, maybe ducking down to the ABCs or Venezuela's islands for the height of hurricane season.

Come December, you sail to Cartagena, then to the San Blas Islands, transit the Canal, and start working your way up the west coast of Central America and Mexico, making sure you get up into the Sea of Cortez by the start of hurricane season in July. After a summer in the Sea, you do the Baja Bash home in November, when Baja winds tend to be the lightest. After a couple of months back in California, you ask each other, "What in the world are we doing here?" at which point you take off



It would be easy to spend a year exploring all the Caribbean has to offer.

across the Pacific on the Puddle Jump. Heck, maybe you'll have reached that conclusion a few months earlier, skipped the Bash altogether and just taken off across the Pacific on the Puddle Jump from Mexico.

Good luck. No matter which option you choose, we think you're going to have a blast!

— latitude/richard

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MID-PACIFIC CONVERGENCE



Historians tell us that when the first Europeans arrived in the Tahitian isles during the late 1700s, the islanders showered them with all sorts of gifts from their bountiful land including fresh fruits, vegetables, pigs and fowl. Many early chroniclers of that era enthusiastically reported that, in addition, beautiful young *vahines* (local women) welcomed the ocean-weary explorers by offering their love freely. These days the warm welcome that sailors get isn't quite that astounding, but it's impres-

sive nonetheless — especially for those whose arrival coincides with the Tahiti-Moorea Sailing Rendezvous.

This annual three-day event (June 24-26 this year) was created by *Latitude 38* and our Tahitian partners with two primary purposes: First, as a point of convergence where Pacific Puddle Jumpers — voyagers whose passages to the islands originated at one of many points along the west coast of the Americas — could meet one another face to face, celebrate their safe arrivals and

swap tales. And second, to give these newly arrived sailors a rich Polynesian welcome by introducing them to highly revered cultural traditions in music, dance, sport and cuisine.

This year's event began Friday afternoon in French Polynesia's capital, Papeete, Tahiti, with a colorful reception at the town hall (*Mairie de Papeete*), courtesy of the mayor. While we conducted mini-interviews for next month's PPJ Recap article, some sailors got reacquainted with former cruising buddies,

THE TAHITI-MOOREA SAILING RENDEZVOUS



Spread: The crew of the Seattle-based Pretorien 35 'Piko' — whose first names are both Lauren — doublehand across the finish line at Moorea's majestic Opunohu Bay. Insets: A visiting sailor gets a lesson in Tahitian dance as musicians set the rhythm.

MID-PACIFIC CONVERGENCE —

while others joined a group of student 'ambassadors' who'd come to teach the cruisers how to create fragrant flower leis and headdresses from freshly picked blossoms and palm fronds.

Several co-sponsors from Whangarei and Opua, New Zealand, had flown in to showcase the North Island's yacht services and the region's cruising possibilities. Their exhibit tables were popular, as most of the fleet would soon be heading that way. But no one was more in

demand than Cindy Dittrich of the local yacht agency CMA-CGM. She'd attained hero status for working tirelessly to obtain bond exemptions, clearance in and out, and duty-free fuel for the majority of the fleet. Dozens of her clients were eager to give her their thanks, not to mention a few heartfelt hugs. (We hope

to offer a similar package to next year's fleet.)

A chorus of local dignitaries welcomed fleet members to their islands, followed by a Polynesian chieftain who blessed them in Tahitian, bidding them fair winds for Saturday's rally to Moorea's spectacular Opunohu Bay.

The pictures tell the story. Clockwise from upper left: Jubilant winners of an early heat; a smooth crossing aboard 'Whatcha Gonna Do'; a fabulous show in downtown Papeete; the fruit carrier's race; cruisers strut their stuff; "Oops, we're goin' down!"; a war-like pose; stringing headdresses.



JULIE TURPIN



THE TAHITI-MOOREA SAILING RENDEZVOUS

ALL PHOTOS LATITUDE / ANDY EXCEPT AS NOTED

After a few celebratory rum punches, the entire congregation followed a troupe of Tahitian drummers to the waterfront plaza to take in a sensational dance show and sample affordable local cuisine from the many mobile *roulettes* staged there.

Over the years we've seen a wide range of wind conditions during the

16-mile crossing to Moorea. But this year was truly odd. The shortest course turned out *not* to be the fastest, as the rhumbline was peppered with patches of light air that led many boats to give up on sailing and kick on their engines. Meanwhile, several miles to leeward, boats were reporting 20 knots of steady breeze. As a result, several boats that had been all but written off finished strong, crossing the line at the entrance

to Opunohu under spinnaker as local drummers serenaded them with age-old cadences. Of the 37 starters, only 9 sailed the whole way: The swift local cat *Makatea* took line honors followed by the B.C.-based Meander 40 *Ceilydh*, the Washington-based MacGregor 65 *Braveheart*, and the San Francisco-based Beneteau First 38s5 *Sudden Stops Necessary*.

In addition to those who'd sailed over en masse, another 20 cruising boats



BRUCE POWELL / CALTOU



MID-PACIFIC CONVERGENCE —

were already in the anchorage when we arrived, swelling the Rendezvous fleet to around 60 boats.

During a shoreside cocktail party that afternoon, local dancers and musicians gave the fleet another alluring dose of traditional Polynesian entertainment. As always, the question on everyone's mind was, "How the heck do those girls gyrate their hips so fast?"

One element of Polynesian culture that every cruiser becomes aware of shortly after arriving is the pervasive passion for outrigger canoeing. On any afternoon, in every lagoon of the Society Islands you can find sun-bronzed paddlers pushing themselves to hit faster and faster speeds — and they love to race against passing sailboats.

Having a chance to sample this exhilarating national pastime in six-person canoes is a highlight of every Rendezvous, and this year everyone wanted to take a crack at it — even the kids. Twenty-seven teams formed to enter a series of round-robin eliminations,



Thanks to Bob Callaway of 'Braveheart', Jennifer Martindale fulfilled her lifelong goal of sailing across the South Pacific.

many with paddlers from several different boats, and goofy names like This Side Up, Fogetaboutit and the Flying Spaghetti Monsters. To insure that the precious hulls didn't veer off to Fiji, accomplished Tahitian paddlers sat in the

front and rear seats.

Meanwhile, several Tahitian athletes demonstrated other traditional sporting contests on the beach such as weight-lifting giant stones, coconut husking, and the ancient fruit carrier's race — a footrace where contestants carry a wooden pole with stalks of bananas at each end. Competitors quickly found out it's much harder than it looks.

As the canoeing heats distilled down to a final race, the finish times of each 200-yard sprint got faster and faster. The neophytes seemed to be getting the hang of it, and there hadn't been a capsize all day — except once, post-race, when a crew was trying to disembark.

The final race was a crowd pleaser, with the Reef Runners barely trailing the Flying Spaghetti Monsters as they approached the finish buoy in a frenzy of aggressive paddling. As we looked through our camera lens to grab the perfect finish-line image, we could hardly believe our eyes. The Monsters somehow managed to capsize an instant after their bow crossed the line. With an uproar from the crowd, a huge contro-



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THE TAHITI-MOOREA SAILING RENDEZVOUS

versy ensued: Did they win, or does the whole boat have to cross the line? Naturally, everyone had an opinion. But in the end the much-amused head of the local canoe federation ruled that the race had ended the instant that the Monsters' bow crossed the line. They were so excited, you'd think they'd just won an Olympic event.

After everyone caught their breath, a traditional Tahitian *maa* lunch was served that included *poisson cru* (a *ceviche*-like preparation of fresh fish), roast pork, taro, yams, fruits and more.

A final elaborate music and dance show followed, in which a couple dozen cruisers participated, putting their agility to the test. Few, if any, of the visitors could understand the lyrics, but the sweet ukulele melodies and lilting vocals were evocative of deep emotions, reinforced by wonderfully sensuous



With a little help from their Tahitian friends, the Flying Spaghetti Monsters — from four different boats — were victorious despite capsizing.

dance moves.

At the awards ceremony, the event's primary organizer, Stephanie Betz, gave prizes to the game winners, and every boat received a polished mother-of-

pearl shell with the event logo etched into it.

But as we noted at the time, you only needed to look at the lush greenery of the surrounding volcanic peaks and the gin-clear waters of the anchorage to know that the best prize was having the privilege of spending time in such a breathtaking place.

"Enjoy it!" we advised. "Because there are millions of sailors all over the world who would love to trade places with you right now."

— *latitude/andy*

One of our goals in putting on the Rendezvous each year (with help from Tahiti Tourisme and other partners) is to demonstrate to the government that cruisers are a small but important part of the territory's tourism market. So if you plan to migrate west next year, please plan to attend the 2012 event, slated for June 29 to July 1. Check out www.pacificpuddlejumps.com for other details about the 2012 rally.

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CRUISING WITH

Fed up with life as it's become in the United States? Deteriorating social values. Television and the popular media. Devastating government budget deficits. Crooked politicians of all stripes. The difficulty of making ends meet, and sensing you're on an endless treadmill. Urban crime. Lawyers. Quarter-of-a-million-dollar-a-year public safety employees who won't wade into the water to save someone's life.

Sometimes you get so deep in the rut that it seems as if there is no way out. But there are ways. Often they cost less money, require less work, and are much healthier and satisfying. The following is one way. If you're a sailor and have just a little bit of money, you still have enough time to do like the Bakers, and buy and equip a simple boat, do the Baja Ha-Ha to Mexico, and begin an entirely new way of living.

Like a lot of really good things in life, it started in a hot tub with a couple of glasses of wine.

It was Steve Baker and his wife Charlotte enjoying the wine in the hot tub behind their three-bedroom Santa Rosa house when it occurred to them that it was costing them \$4,500 a month to maintain a lifestyle they weren't all that crazy about. So without any kind of blinding epiphany, they slowly began to change their lives. It began with their turning off the television and tuning out a lot of artificial American crap. Steve, who had trained and shown horses for 40 years, and Charlotte, who had run a riding school for 25 years, started enjoying simple pleasures, such as camping.

In fact, while sitting around a campfire one night, Charlotte asked Steve what he was reading. "The *Latitude 38 Classy Classifieds*," he replied.

"Are we going to buy a sailboat?"

"I'd like to."

"Let's do it," said Charlotte, despite the fact that she'd gotten violently seasick on dive trips they'd taken together.

A week later, they owned a Catalina 27. "She's a '73 model," says Baker, "but she had been kept in excellent condition. The owner was asking \$7,200, and we agreed on \$6,700." The couple christened their boat *Willful Simplicity* in recognition

of their new, happier, more minimalistic outlook on life.

"She's been absolutely wonderful as a Sea of Cortez cruising boat for two years," says Baker. "Before we left, I figured she was the boat we had, and with my being 62, it was time to leave rather than work until we could afford a bigger boat. I also figured that since we'd be sailing downwind to Mexico, and then in the mostly light conditions of the Sea of Cortez, she'd be an adequate boat. But *Willful Simplicity* has turned out to be much more than adequate. Not only have we comfortably sailed her through what were probably the strongest winds and biggest seas in the then-17-year history of the Ha-Ha, but we've come to appreciate her as more than just a 'big bang for the buck' Sea of Cortez cruising boat. More than a few cruisers walking down the dock have looked at her and said, 'I used to have a simple boat like

Hot tubbing in Santa Rosa or cruising on a Catalina 27? It was a no-brainer for Steve and Charlotte.

COURTESY WILLFUL SIMPLICITY



Charlotte and Steve Baker went simple and went now.



COURTESY WILLFUL SIMPLICITY

that, and God, I wish I still did."

Steve, now 65, is not new to the water. He's been sailing for about 20 years now, and has owned a Lido 14, a Catalina 22, and a Catalina 25, and sailed larger boats as a member of Club Nautique in Sausalito.

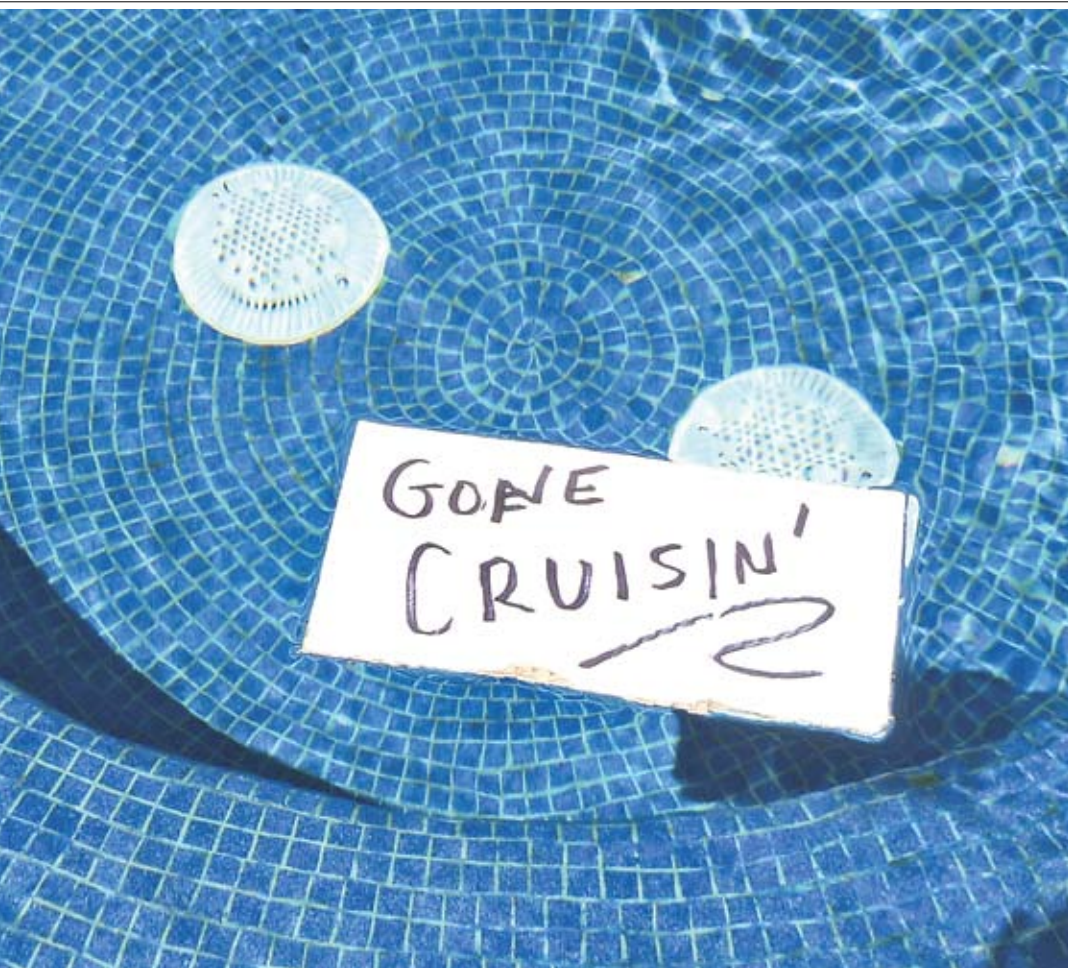
Willful Simplicity is equipped with a fully battened main, plus a Doyle 135% genoa on Schaefer roller furling. When sailing downwind, the Bakers sometimes drop the main and wing out their old headsail opposite the genoa. "It works really well," says Steve.

The boat's other propulsion is a Suzuki 15-hp outboard. The Catalina 27 was originally designed to have an outboard

'Willful Simplicity' has proven to be a surprisingly comfortable cruiser for the Bakers.

in a well in the cockpit, but Baker put it on a bracket at the transom so they could use the well to store fuel. In all, they carry 30 gallons of gas in properly vented tanks and jerry jugs, which gives them a range of 300+ miles. There have only been a couple of times when cavitation was an issue with the outboard, so not having an inboard diesel hasn't been a problem for them.

The couple have a 9-ft Achilles with a 6-hp outboard for their dinghy. On long passages, they roll up the dinghy on the foredeck. But for plunking around in the Sea, they just tow the dinghy



LATITUDE / RICHARD

behind their boat. Not being in a hurry can eliminate a lot of complications.

Willful Simplicity is equipped with two anchors, the primary being a Bruce 22 with 150 feet of chain, and 300 more feet of rode if needed. In addition, they have a smaller Danforth.

As for *Willful Simplicity's* creature comforts, they installed a Norcold refrigeration system, which is powered by three 12-volt batteries that are charged by a 40-watt solar panel. "We don't have huge electrical needs like folks on bigger boats, so that one solar panel gives us all the power we need," says Steve. "In the rare instances when we might need more power, or to charge the batteries after a string of cloudy days, we also have a portable Honda 1000 gas generator."

Willful Simplicity carries a total of 50 gallons of water, some of it in permanent tanks, 13 gallons of it in two jerry cans, and some of it in what used to be cranberry juice bottles. "In all our time down here, not having more water tankage hasn't been an issue for us, even out at the islands," says Steve. "There's always a powerboat that comes by whose owner is happy to show us how much water they have — and is willing to share the

excess with us."

Steve and Charlotte use the great outdoors as their shower stall, even in the cool of some Sea of Cortez winter days. "We heat the water with a Solar Shower. If you give it time, it gets plenty warm, even in the winter," claims Baker. Hot water is not, of course, an issue during the spring, summer and fall in the Sea.

The Bakers don't have a lot of fancy radio gear. "We do have a Sony receive-only radio for weather information, and we can always get on the VHF and do relays from folks on other boats. But the longer you're down here, the more you realize that you want to be your own weatherman as much as possible.

We asked Steve if he and Charlotte envied anything on larger boats. "It's not hard to pull our anchor up by hand, but an electric windlass would be a nice luxury," he admitted. "And maybe a windvane of some sort, although we do have a TillerPilot. But to tell you the truth, there's nothing we really envy on the other boats. In fact, one thing to remember is that our

'backyard' here in the Sea is just as big as for the owners of 100-ft boats."

As one might imagine, having a small boat means the Bakers got in with a small buy-in and are able to cruise comfortably on a modest budget. "We spend about \$1,000 a month, although we could do it for less," he says. "We enjoy beer and wine, and because we spend a lot of time out at the islands or in anchorages where there are no restaurants, we don't eat out that often. But when in towns, we love to eat at the taco stands. Charlotte and I can enjoy a wonderful dinner for about \$7 total."

"One of the things that keeps our food costs low is that I reef fish almost every morning," explains Baker. "I commonly catch cabrilla, sierra, trigger fish, dorado, and barracuda. We've also become very close friends with a family in San Evaristo, so I can go out fishing with them anytime I want. It's not unusual for us to catch a dozen different kinds of fish in one day.

"Most cruisers come to Evaristo, see that it's a poor village, and move on after a couple of days. Charlotte and I decided to stay and kick sand with them, become part of their lives. They didn't speak any English, and only Charlotte spoke a little Spanish, but they could tell that we were there to experience life with them. As a result, we've not only become wonderful friends, but part of their family. They even asked us to be godparents to the latest addition to their family. We're so honored. We think too many cruisers stop at villages such as Evaristo, see how 'poor' the people are, and are turned off. Well, Charlotte and I saw how 'rich' they are, because for them, life is all about family. They don't need the possessions that seem to define the lives of so many Americans who are only rich in a material way.

"Becoming part of the lives of such people is exactly why we came to the Sea of Cortez," continues Baker, "and why we love it so much. As anyone cruising

"... we're content living a willfully simple life."

the Sea of Cortez will tell you, there is reason to feel perfectly safe there. Certainly more safe than when we lived in Santa Rosa. When we're in La Paz, we stroll around at 11 p.m. and don't have any concerns for our safety. It's a wonderful feeling."

When do the couple plan to return to the States? "We have no plans to head back to the States. We moved down here for good, and we're content here living a willfully simple life."

— **latitude/richard**

MAX EBB

"Trim! TRIM!"

Lee Helm's sharp tone of voice brought my mind back to the task at hand, and I spun the winch handle in high gear.

"Stop!" she said when the spinnaker sheet was adjusted to her satisfaction, and then eased it out again.

She was tailing and I was grinding, so naturally she was going to trim to perfection on every wave. It seemed like overkill for this big old cruiser-racer, designed during the dark years of the IOR. But a race is a race, we were on board as race crew, and we were doing well on this run down the coast. With a very favorable downwind PHRF rating, Lee calculated that we might even beat the sleds this year, if the weather stayed in the right wind speed range. And we would eat a lot better, too — the aroma of an elaborate dinner was already wafting up the companionway.

"Smells like Newburg sauce," I noted. "TRIM!"

I cranked on the handle again, and Lee let it back out again after I had supplied the necessary tweak.

"Max," she sighed. "Let's swap. I'll grind, you trim."

"Fine by me," I said, and took up my position on the windward mid-cockpit coaming where I had a good view of the spinnaker luff. Lee positioned herself over the winch, ready to show me what a good set of windsurfer-conditioned arms can do with an old Barient 35.

"Trim, please!" I called at the first sign of a breaking luff as the heavy yacht surged reluctantly forward on the face of a swell.

Lee spun the handle, but stopped on her own as soon as the luff was drawing again, just before I called for it. I eased the sheet as we slowed in the trough and the apparent wind came back aft again.

I didn't really intend to trim to every single wave. Just the big ones. My plan was to find a nice average trim setting for most of the oscillations, after some experimentation, and maybe adjust every minute or two unless a really nice swell was surging us forward.

But Lee had other ideas. Without any prompting, she spun the winch handle on the next wave, just as the luff started to collapse. I tailed in, then eased out again as the wave crest passed under us. This cycle repeated for the next several waves, but Lee was not looking up, just down at her winch.

After another set of large waves had passed, I gave it a little more sheet, and

as soon as the luff broke Lee cranked it in again.

"How do you know when to do that?" I asked. "I don't see you looking up at the sail."

"Max, I can just feel it," she explained. "The boat totally has a different kind of motion when the luff of the sail is collapsing."

Sure enough, whenever the spinnaker started to luff, she was right on it with a quick grind without ever looking at the sail. I even tested her when I thought the boat motion would make her think the wind was going aft, not forward, by letting

Lee Helm's Z-drive for end-boom spinnaker sheeting. It holds the boom down and forward instead of pulling it up and in, and makes for very clean leads.

the sheet out too far. But I couldn't fool her. She's a good trimmer, but this sixth sense was truly impressive.

"Max, want to drive for a while?" called the owner from the aft cockpit.

"Sure," I agreed, handing off the

spinnaker sheet to one of the cockpit crew. He was new to ocean racing, but young and enthusiastic, and it would be a good time for him to practice

trimming, especially with Lee making the calls by feel.

"All yours," I said as I handed the sheet to him. "Give it as much as it will take in the troughs, Lee will crank you in whenever it's needed."

My replacement took the sheet, I took

... her sixth sense was truly impressive.



PHOTOS MAX EBB

the helm, and the owner went below to help choose the right wine for dinner. But the new trimmer didn't quite have the finesse to ease it out without starting an override.

"Okay if I take off a wrap?" he asked.

"No problem," I said, counting the four wraps of sheet on the winch drum. "That should increase load on the tail you're holding by 25%."

"Bzzzt! Wrong!" Lee corrected me, taking obvious geeky pleasure in my mistake. "Load on the tail equals the sheet load times $e^{-K\theta}$, where K is the coefficient of friction between the rope and the drum, and θ is the angle change of the sheet around the winch drum in radians. Each turn is, like, two-pi radians. The load increase is exponential, so losing a wrap from four

to three, for typical friction coefficients, increases load by about a factor of five. That's a 500% increase, Max, not 25%."

Lee proceeded to remove the fourth wrap, and the trimmer had to hold the sheet a lot harder.

"What's that formula again?"

"E, or Euler's constant, to the exponent of minus $K\theta$. It's a simple derivation, Max, as long as you assume linear coefficient of friction and fully flex-



You never really need this many turns on a winch. At five turns, 10 lbs of tailing force would hold over 25,000 lbs of sheet load.



ible rope."

The formula might be simple, but the mere mention of "Euler" made me quake in my sea boats. For all of my academic life, every time something had the name "Euler" associated with it, I knew I was going to have trouble understanding what was coming next. Starting with so-called natural logarithms in ninth grade algebra and going right up through Euler's formula, Euler angles, Euler buckling loads, Euler's Fourier transform and Euler's Bessel function. Euler anything has always confused me. Even pronouncing the name correctly is anti-intuitive — it sounds like 'oiler'. And now Euler was going to confuse me about how to trim a spinnaker with a big winch.

"It's much easier to demonstrate with a diagram," Lee continued, "but I think I can do this in plain text, since we both have our hands full."

"Okay, I'm, er, braced for a broadside," I said, unable to conceal my apprehension.

IImagine a sheet under load that's just tangent to the winch drum. No

wraps. No load pressing against the winch, no change in tension in the sheet."

"Got it."

"Now imagine that it bends very slightly around the winch, so it's pressing against the winch drum and makes a small angle change. Let's say one degree."

"Okay."

"Now we just have to figure out how much we can reduce the load on one side of the winch without the sheet slipping. It will be the friction coefficient times the bearing load of the sheet against the winch."

"Right. Makes perfect sense."

"And the bearing load against the winch drum equals the sheet tension times the sine of the angle change, which is the same as the angle change in radians."

"Okay, that's just basic trig. And the sine of the angle equals the angle in radians, for small angles. I remember that much."

"Very good, Max. The bearing load is the angle change times the sheet tension, and the reduction in sheet tension — or the increase in tension if we're going the other way around the winch — equals the tension in the sheet at that point, times the angle change, times the friction coefficient. This means we can represent the tension, as a function of angle, by a differential equation in which the change of the tension with respect to angle of wrap is proportional to the tension at that point."

"Someone's going to have to write this out for me," I pleaded. That's when our navigator came on deck to check some shore bearings — he is very old school — and after some rummaging around in a sheet bag he found a blank page on the back of the sailing instructions. Lee tossed him the marking pen she had been using to mark the topping lift for the dip-pole jibe position.

"The differential equation is," Lee dictated, "change in tension, or dT , equals minus friction coefficient K times tension T times change in angle $d\theta$. Write it as dT equals minus $K T d\theta$."

$$dT = -KTd\theta$$

or

$$dT/d\theta = -KT$$

"We're looking for T as a function of θ , such that the derivative of T with respect to θ equals a constant times T . This differential equation is satisfied by the function $T_{tail} = T_{sheet} e^{-K\theta}$, where θ is the angle change around the

MAX EBB

winch drum in radians and K is the coefficient of friction."

"I'm still not sure I follow," I admitted.

"Okay, there's, like, a direct solution, too. Go back and write

$$dT = -KTd\theta$$

as

$$dT/T = -Kd\theta$$

"Now integrate both sides - dT/T from $T = T_{\text{sheet}}$ to $T = T_{\text{tail}}$, and $d\theta$ from zero to the number of turns times two-pi for the total angle of the turns in radians.

"We get natural log of $T = -K\theta$, and when we evaluate as definite integrals over the appropriate values, we have

$$\ln(T_{\text{tail}}) - \ln(T_{\text{sheet}}) = -K\theta$$

OR

$$\ln(T_{\text{tail}}/T_{\text{sheet}}) = -K\theta$$

"Now take the anti-log of both sides, and

$$T_{\text{tail}}/T_{\text{sheet}} = e^{-K\theta}$$

OR

$$T_{\text{tail}} = T_{\text{sheet}} e^{-K\theta}$$

"Nice," said the navigator, who, to my surprise, was not fazed in the least by differential equations and integrals.

"A typical coefficient of friction for rope on smooth metal is 0.25. So for every full circle, tension in the tail is tension in the sheet times e-to-the-minus-0.25 times two-pi, or . . ."

She neglected her trimming for a few seconds to hit some buttons on her calculator watch and then announced the result as 4.81. "That means that for a typical friction coefficient, each wrap reduces the required tailing load to, like, 21% of the required tailing load with one less wrap."

"Trim!" hailed the crew holding the sheet tail. Lee had failed to feel the sail collapsing while she was busy with her calculation.

"Sorry, I should have caught that one," she said as she cranked in some spinnaker sheet.

"But why does the equation have to have an 'e' in it?" I asked. "And what

about the winch drum diameter? I know that bigger winch drums hold sheets better than small ones."

"No way," Lee insisted. "We just did the math. As long as the rope is very flexible compared to the radius of the drum, then holding power is only a function of angle change and friction coefficient.

"Well then why do big boats have bigger winch drums?" I asked.

"So the bearings can handle the higher loads, I guess," Lee answered. "And maybe also for finer control of the angle of contact as the sheet is eased."

"And less force pulling the turns into an override on a large-diameter drum," suggested the navigator.

"The interesting thing is how friction coefficient affects control of the load reduction," Lee explained. "If the friction coefficient were 0.5 instead of 0.25, then each wrap would reduce load by . . . a factor of 23.14, or down to only 4% of the load with one less wrap. That's why winch drums are smooth — it's better to have just a mild change of holding power with each wrap, so we have a little more

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control."

"I still don't see why Euler has to be involved," I said.

"Because the function e^x has the unique property of being its own derivative. That is, if $y = e^x$, then the derivative of e^x , or de^x/dy , equals e^x . It's really easy to prove. Just start with the definition of e as the limit of the sum of one plus n , all to the one-over- n th power, as n goes to zero"

That's when I decided it was better to drop the subject and concentrate on steering — although in these conditions the boat was a pleasure to drive and didn't seem to require much concentration at all. The navigator, meanwhile, decided that we would not be jibing for a while, and the wind had come sufficiently far aft to use the spinnaker sheet trolley block to pull the sheet out to the end of the boom. He snapped the trolley snatch block to the spinnaker sheet, released the twing line that had been keeping the sheet from chafing up against the underside of the boom, and pulled on the trolley line from its control point near the

gooseneck. This pulled the trolley snatch block out almost to the boom end, widening the effective sheeting base of the spinnaker considerably.

"There. That makes the spinnaker wider by a few percent," he said with some satisfaction.

But there was a problem. The spinnaker

"Trim!"

sheet wanted to go up, and the trolley snatch block was rattling and banging against the bottom of the boom. Even worse, the spinnaker sheet tended to pull the boom in towards centerline when we wanted it to stay out. The navigator was about to call down below for some help rigging a preventer.

"Try this," said Lee. "Move the twing block on the sheet so it pulls on the spinnaker sheet from aft of the trolley

snatch block. That pulls the sheet down and forward after it goes through the snatch block on the boom. Then after going through the twing, the sheet goes aft again to the regular spinnaker sheet turning block. I call it the Z-drive. You get a clean lead, and it works like a preventer too, pulling the boom forward and down instead of in and up."

It worked exactly as promised.

A few minutes later Lee was called down for dinner, and the navigator took over her position on the spinnaker sheet winch. He was a lot less aggressive about trimming than Lee had been, but like Lee, he didn't seem to be looking up at the sail. Still, he knew exactly when to start grinding, and when to stop.

"How do you do that?" I asked. "I can't feel anything different about the boat's motion whether the spinnaker luff is collapsed or full."

"Oh, I'm not feeling anything," he said. "I just look at the reflection of the spinnaker in the top of the winch."

— max ebb



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THE RACING

We kick off this month's Racing Sheet with a look at the **US Sailing Singlehanded Championship** before moving on to the **Rolex Transatlantic Race**. From there we recap a testing **LongPac**, before getting right into a slew of local events with a glance at **Whidby Island Race Week** thrown in for good measure.

US Sailing Singlehanded Champion

Oakland's Christine Neville is the new US Sailing Women's Singlehanded Champion after a come-from-behind win at the event, hosted by the Columbia Gorge Racing Association in Cascade Locks, Oregon, July 22-24. The Oakland-based sailmaker

from Pineapple Sails has become a fixture at just about every Laser practice session on the Bay in the eight months she's lived here.

Her fifth in the final race of the regatta capped an eight-race scoreline that started with 1-2-2-1, but then dropped with a 9-7-9.

"I had good speed upwind, especially on the first day," Neville said. "It was important not to fall back, because there were no throwouts. I was able to keep the boat flat when it was windy and take the lead before the downwind shift."

That first day turned out to be the breeziest, and although Neville had already spent the better part of two summers windsurfing just down the river at Hood River, she said her experience on the Bay made the difference.

"Someone said, 'It's always ebbing,'" she said. "The river is always flowing against

Richmond YC product David Rasmussen lugs sails during a sail change aboard 'Vanquish'.

the prevailing westerly which kicks up chop similar to the Bay. I don't think any of the other girls had sailed in that much breeze and chop before. Most of them were college-aged or younger, and a lot smaller."

While that may have been an advantage on the first day, it wasn't so for the next two days of the regatta, when the breeze evaporated.

"I wish I could have been lighter on the second two days" Neville said. "It was especially hard downwind because you had to sit really still and the runs were really long."

The win was her first at the event, and she wasn't the only Bay Area sailor to win. On the men's side, which was run concurrently, North American Laser Class President and St. Francis YC member Tracy Usher took home the Peter Barrett Sportsmanship Trophy.

Rolex Transatlantic Race

While much of our offshore focus last month was on the Pacific, there's a strong Bay Area connection to the Transatlantic Race which started in three installments from June 26 to July 3. Former Richmond YC juniors Matt Noble and David Rasmussen, and San Francisco YC's Molly Robinson are an integral part of the Oakcliff All American Offshore Team, a group of 20-somethings sailing the R/P STP 65 *Vanquish* (nee *Money Penny*) against some much bigger boats with much bigger payrolls. Stuck behind a persistent ridge that slowed their progress and that of the other

big boats around them, while allowing the slower boats they'd already passed to catch up, the AAOT sailors may not have been able to put up a winning time but they managed to finish with some good company, including Karl Kwok's Farr 80 *Beau Geste*.

Those three



SPREAD: BILLY BLACK/ROLEX; INSET: AMORY ROSS/AAOT

weren't the only Bay Area sailors in the race. Treasure Island Vanguard 15 fleet member Kara Forman sailed aboard her family's Hinckley 42 *Jacqueline IV*, placing third in IRC 4. George David's *Rambler 100* set a new elapsed-time record of just under seven days, nearly setting a new 24-hr monohull record in the process, while Ken Read's Volvo 70 *Puma* took overall honors. Stories and complete results are up at www.transatlanticrace.org.

LongPac

There's a new fab four on the scene, and they're not a group of instrument-toting minstrels; they're the four skippers who finished the Singlehanded Sailing Society's grueling LongPac. After a slow start on July 6, which saw many of the 26 double- and singlehanded starters stuck in the vicinity of Drake's Bay for the first 24 hours, the breeze and swell arrived with a vengeance, often hitting the mid-to high 30s (depending on who you talk to). It didn't take long before boats were



Christine Neville



AMORY ROSS/AAOT



Matt Noble is 'Vanquish's boat captain and a team manager.

'Vanquish' a R/P STP 65 sets sail from Newport RI bound for the Lizard last month, staffed entirely by a group of 20-somethings.

dropping out left and right. By the time Day 3 was in the books, only four boats remained — all hailing from the 19-boat Singlehanded division, split between two classes.

But just one boat set the pace, blazing out to the race's virtual destination — 126° 40'W — way faster than anyone else: Bob Johnston's J/92 *Ragtime!*. According to Johnston, it was no accident. "Before the race, the only place there was going to be any breeze was right on the coast," he said. "The whole Gulf of the Farallones was going to be dead."

With the bulk of the fleet headed toward Drakes Bay, Johnston decided that strategy wasn't going to work. "Around dinner time, it got to a point of diminishing returns," Johnston — a two-time Singlehanded TransPac veteran — said. "We had a seminar with Stan Honey where he did his typical TransPac talk about the

'slot cars', and we asked him to address the LongPac weather also. He stressed the importance of the synoptic winds and getting far enough out to get to the night breeze, and how if you're still on the coast it will shut down. That was rumbling around in my mind. I decided I was going to stay up and work the boat off the coast. I spent Wednesday night on the low side and managed to keep the sails full and got in a few naps. I woke up at 5 or 5:30 a.m. on Thursday, and the breeze was in the low teens, so I tucked in a reef and changed from the 155% genoa — which I'd almost left in my storage shed — to the

125% jib top. An hour later the breeze was in the low 20s and I had tucked in another reef."

From there things got crazier. With waves that some reported to be in the 12- to 15-ft range and building breeze, Johnston lost his SSB antenna off the backstay, and because he was already so far ahead of everyone else, he couldn't establish VHF contact with anyone. "The wave pattern was weird," Johnston said. "The waves were topped with wind waves, but they weren't from a consistent direction. The boat was getting slapped around 35 or 40 degrees of heel. It's not quite a ULDB, but it's not heavy enough to resist the slapping, which made it hard to do anything. I'd just installed a lot of grabrails below and I'm glad I did!"

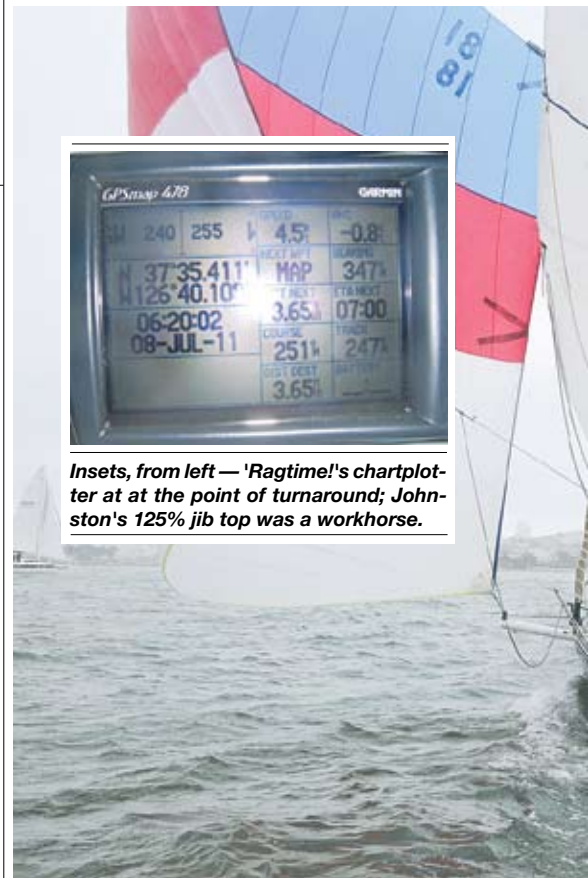
Still, Johnston said he never really thought about throwing in the towel. "I'd never done the LongPac as a race before and I wanted to see it through," he said. "But I can see where someone would drop out. Psychologically it was hard because there was such a dramatic change in conditions, and the light boats like the Express 27s got hammered."

After touching 126° 40'W, Bob jammed for the barn with his jib top still up, sure that a big hole awaited him at the Farallones. Instead he was greeted by breeze in the low teens and a perfect angle for 'Pete's Mongo Runner', a max-area 1,018-sq.-ft running kite that he carried all the way to the finish, despite having to harden way up when a fully-crewed boat with right-of-way in the OYRA's Junior Waterhouse decided that it couldn't let the bedraggled solo sailor play through [Editors note: we know who you are]. Johnston crossed the line just before 11 a.m. on Saturday to take the elapsed and

Molly Robinson already has a stint at Spectra Watermakers under her belt, so it makes perfect sense that she'd be working on the watermaker.



THE RACING



Insets, from left — 'Ragtime's' chartplotter at the point of turnaround; Johnston's 125% jib top was a workhorse.

ALL PHOTOS ERIK SIMONSON/WWW.H2OSHOTS.COM EXCEPT INSETS: COURTESY RAGTIME!

Clockwise from above — Fabio Maino's FT 10 'Centomiglia' makes the collage for a second month in a row, this time for the Island YC's Silver Eagle Race; Gregory Mitchell's 'Hapa Girl' with a full head of steam during the Silver Eagle; rocked up across the Bay; Greg Nelsen's 'Outsider' wipes out; Paul Osborn's Beneteau First 42 'Savoir Faire' plays chicken with a party boat; Bob Johnston takes a well-earned bow on his way to winning a grueling LongPac with his J/92 'Ragtime!' Johnston was one of only four skippers — all singlehanded — to finish the race when 26 started the race.

corrected-time honors.

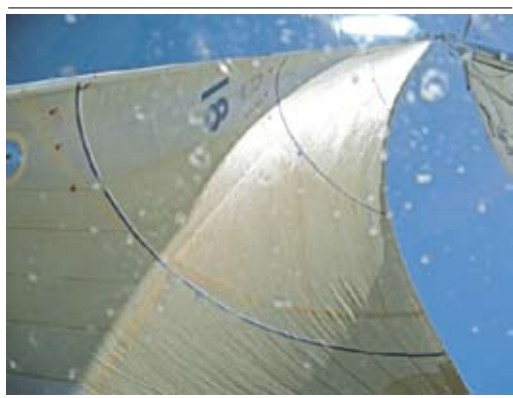
Johnston was followed by David Morris' Wylie 31 *Moonshadow*, which finished minutes before midnight on Saturday, and was the only remaining boat to take a more direct course to the meridian, as Johnston did. The other two, Tom Watson's Pearson Triton *Darwind* and Randy Leasure's Westsail 32 *Tortuga*, sailed a more southerly route, with *Darwind* finishing on Sunday afternoon and *Tortuga* finishing at 4:30 Monday morning.

Having tried to get north with the bulk of the rest of the fleet, Leasure had

a slightly different experience.

"Starting out on Wednesday we had a nice push with an ebb tide out of the Golden Gate, and then the winds eased to a subtle breeze — not enough to make much way," he said. "I headed up along the coast of Marin with the rest of the fleet and this light wind unfortunately persisted until the tide turned again. I was literally drifting backward at one point in the Bonita Channel so I tried to make my way south and get some heading out to sea. The idea on the first day is to try and get as far offshore as possible to

get into the ocean breeze. This didn't pay off as I got slowly sucked back toward the Bridge with the flood. There's nothing like sailing past Pt. Bonita lighthouse twice in one leg! I had to tack back and forth and wait for the tide to turn again. The rest of the fleet that headed north along the coast didn't fare much better and, once the tide turned, I headed back that way again. The afternoon turned into the evening with light winds and some fog, and I was still trying to make my way offshore with the



majority of the boats in my class.

"By Thursday the wind still had not picked up that much but I was able to get as far out as the Farallon Islands so I got to drift around off the North Islands for the afternoon," he continued. "There was so little wind at one point in the afternoon, I took the sails down because they were slapping back and forth with the swell. At 3 p.m., we were in business — the wind came up, and it came up hard. *Tortuga* and I went from bobbing around to charging along at six knots in a matter of 10 minutes. Within the hour I was reefed down and on my way offshore in 25 knots of wind."

But getting to the breeze turned out not to be the last of Leasure's worries, as his self-steering gear and engine decided to throw some challenges his way.

"Both the wind vane and the tiller autopilot gave me issues," he said. "The wind vane lines would not stay locked in place so I finally used a couple of weights from a dive belt to keep them from popping out of their cam cleats. Another, more serious issue was that one of the lines connected to the steering paddle chafed through and made it unusable. To run another line, I had to clip myself to the swim ladder with my safety harness to be able to run the new line off the back of the boat. Not something I recommend doing while the boat is moving and it's blowing like

crazy!

"To add to the excitement, my engine overheated. I was planning to run my engine every day or so to help charge the batteries but was not able to figure out why it was overheating. In fact, I still haven't had a chance to figure out what the issue is there. It was a good thing that I had just recently installed some solar panels to help with the charging. With my refrigerator off, the solar panels could keep up with my power needs."

The final corrected-time order followed the finishing order, with *Ragtime!* taking Class 1 and *Moonshadow* pulling down the Class 2 honors. The trophy presentation has been rescheduled to coincide with the Half Moon Bay Race Skippers'

THE RACING

Meeting on August 3 at 7:30 p.m. at the Oakland YC. If you go, don't be surprised if it's an unusual sight: Gordie Nash told us there's a movement afoot to get Johnston a cape to wear in recognition of his superhero-like effort!



LATTITUDE/ROB

Emma Creighton

Emma Creighton

On the other side of the pond, the Bay's Emma Creighton qualified for the Mini Transat after a 10-day test of mettle last month on the 1,000-mile course that's a pre-requirement for anyone planning to sail the 4,200-mile race from France to Brazil in

she will be good to go. In the meantime, Creighton has flown across the world to Hawaii where, by the time you read this, she will be delivering Alex Mehran Jr.'s Bay Area-based Open 50 *Truth* back from the Islands following the TransPac. You can follow her adventures at www.emma-creighton.net — click on the blog link.

Jr. Waterhouse

The OYRA's Junior Waterhouse hosted by Richmond YC went off on July 9. Although the fleet was light — just 17 boats in five divisions — the corrected-time deltas were pretty close for the OYRA's Fall Series Opener. PHRO 1A, PHRO 1 and PHRO 2 sailed a different course from the PHRO 3 and SHS (Shorthanded) divi-



HANS SPILLER

Can O' Whoopass. The Shorthanded Fleet went to Sean Mulvihill's J/120 *Jamani*.



September. Experiencing everything from big breeze and waves to sunshine and no breeze, Creighton toughed it out and, pending ratification from Classe Mini,

It's often said that sailing is a lifelong sport. Here's a perfect example. At a Richmond YC Beer Can last month, Len Delmas' 'Another Girl' boasted a crew comprised almost entirely of octogenarians. "I would've gotten closer but they're too damn fast," said the photographer.

sions. The first three fleets sailed a 42.7-mile Course 3 to the Lightship, South Approach Buoy, Center Channel Buoy and home. PHRO 3 and SHS sailed the 31.6-mile Course 2 to the Center Channel and Bonita Buoys before coming back in. OYRA President Andy Newell's Santana 35 *Ahi* claimed the overall and PHRO 3 corrected-time honors, with elapsed-time honors going to Buzz Blackett's PHRO

1A-winning Antrim Class 40 *California Condor* at 6h, 7m, 50s. John Liebenberg's always-successful Antrim 27 *Always Friday* took home the PHRO 1 honors while PHRO 2 went to Richard vonEhrenkrook and Paul Sutcheck in the former's giant-slaying Cal 20

OYRA JR WATERHOUSE (7/9)

PHRO 1A — 1) **California Condor**, Buzz Blackett, Class 40; 2) **Emily Carr**, Ray Minehan, Santa Cruz 50. (2 boats)

PHRO 1 — 1) **Always Friday**, John Liebenberg, Antrim 27; 2) **Ragtime**, Trig Liljestrand, J/90. (2 boats)

PHRO 2 — 1) **Can O' Whoopass**, Richard vonEhrenkrook, Cal 20; 2) **Whirlwind**, Dan Benjamin, Wyliecat 30; 3) **Eclipse**, Mark Dowdy, Express 37. (7 boats)

PHRO 3 — 1) **Ahi**, Andy Newell, Santana 35; 2) **Maggie**, Dave Douglas, C&C 37; 3) **Mimicat**, Robert Long, Hinckley 38. (7 boats)

SHS — 1) **Jamani**, Sean Mulvihill, J/120; 2) **No Ka Oi**, Phil Mummah, Gibsea 42. (2 boats)

Complete results at: www.yra.org

Silver Eagle

Island YC hosted its annual Silver Eagle on July 9, drawing an unusually small 14-boat fleet for the 49.5-mile in-the-Bay race. Brendan Busch and Ian Klitza sailed the former's D-Class catamaran *Rocket 88* to a win in the six-boat multihull division, while Peter Cook's Ultimate 24 *For Pete's Sake* was the top sportboat and Jon Rolen's



RYC PHOTO



Above and left — Whidbey Island Race Week got a little bit of everything this year. Most importantly, it showed a 10% increase in participation! And for next year, it just might have a title sponsor thanks to the efforts of Gary Stuntz.

Catalina 320 *Phoenix* took PHRF >120 by default, yet posted the fastest overall corrected time.

SILVER EAGLE RACE (7/9)

NON-SPORT BOAT (PHRF <120) — 1) **Rocket 88**, Brendan Busch/Ian Klitzka, Modified D-Cat; 2) **Peregrine Falcon**, Bill Gardner, F-27; 3) **Papillon**, Andrew Scott, F-27. (6 boats)

SPORT BOAT — 1) **For Pete's Sake**, Peter Cook, Ultimate 24; 2) **Outsider**, Greg Nelsen, Azura 310; 3) **Savoir Faire**, Paul Osborn, Beneteau 1st 42. (7 boats)

PHRF >120 — 1) **Phoenix**, Jon Rolien, Catalina 320. (1 boats)

Complete results at: www.sfy.org

YRA Second Half Opener

The YRA's 2nd Half Opener happened on July 23-24. Hosted by Encinal YC, the second stop for the Party Circuit featured a race around Pt. Bonita and back on Saturday, and a race around Alcatraz on Sunday. Ralf Morgan's *Alerion Express 28 Ditzzy* was the overall corrected time win-

ner for Saturday. Michael Quinn's *C&C 99 Sheeba* took the honors on Sunday.

YRA SECOND HALF OPENER (7/23-24)

Saturday

MULTIHULLS — 1) **Adrenaline**, Bill Erkelens, Mod. D Class Cat. (1 boat)

PHRF 1 (≤54) — 1) **Wildcard**, Mark Thomas,

Santa Cruz 37; 2) **Quiver**, Jeffrey McCord, N/M 36; 3) **Twisted**, Mike DeVries/Tony Pohl, Farr 40. (7 boats)

PHRF 2 (57-78) — 1) **Mirthmaker**, Douglas Holm, Archambault 35; 2) **Jeanette**, Henry King, Frers 40; 3) **Jarlen**, Robert Bloom, J/35. (8 boats)

PHRF 3 (81-96) — 1) **Red Cloud**, Don Ahrens, Farr 36; 2) **Mintaka 4**, Gerry Brown, Farr 38; 3) **Mistral**, Ed Durbin, Beneteau First 36.7. (4 boats)

PHRF 4 (99-111) — 1) **Hoot**, Andrew Macfie, Olson 30; 2) **Warpath**, Andrew Zimmerman, Olson 30; 3) **Sheeba**, Michael Quinn, C&C 99. (7 boats)

PHRF 5 (114-135) — 1) **Uno**, Steve Wonner, Wyliecat 30; 2) **Arcadia**, Gordie Nash, Custom Nash

28.5; 3) **Crinan II**, Bill West, Wyliecat 30. (8 boats)
PHRF 6 (138-186) — 1) **Gypsy Lady**, Val Clayton, Cal 34; 2) **Shut Up & Drive**, Valentin Lulevich/Zane Starke, J/24; 3) **Sea Spirit**, Larry Baskin, Catalina 34. (5 boats)

PHRF 7 (≥189) — 1) **Can O' Whoopass**, Richard vonEhrenkrook, Cal 20. (1 boat)

SPORTBOAT 1 (≤69) — 1) **Jet Stream**, Dan Alvarez, JS 9000; 2) **Ragtime**, Trig Liljestrand, J/90; 3) **Jazzy**, Bob Turnbull, 1D35. (7 boats)

SPORTBOAT 2 (≥72) — 1) **For Pete's Sake**, Peter Cook, Ultimate 24; 2) **Salt Peanuts**, Brooks Dees, GP 26; 3) **Vitesse Too**, Grant Hayes, Hobie 33. (4 boats)

NON-SPINNAKER — 1) **Kind of Blue**, Michael Gregg, Hanse 370; 2) **Wind Song**, Sam LaVanaway, Cal 39; 3) **Surprise**, Frederick Kamp, Islander Bahama 28. (5 boats)

SHORTHANDED — 1) **Dazzler**, Thomas Patterson, Wyliecat 30; 2) **Bandicoot**, Al Germain, Wyliecat 30; 3) **Nancy**, Pat Broderick, Wyliecat 30. (4 boats)

ALERION EXPRESS 28 — 1) **Ditzzy**, Ralf Morgan; 2) **Dream**, Kirk Smith. (2 boats)

EXPRESS 27 — 1) **Peaches**, John Rivlin; 2) **El Raton**, Ray Lotto; 3) **Magic Bus**, Marc Belloli. (10 boats)

EXPRESS 37 — 1) **Golden Moon**, Bill Bridge/Kame Richards; 2) **Expeditious**, Bartz Schneider; 3) **Stewball**, Bob Harford. (8 boats)

ISLANDER 36 — 1) **Luna Sea**, Daniel Knox; 2) **Califia**, Tim Bussiek; 3) **Orion**, Ray Duran. (3 boats)

SF 30 — 1) **Shameless**, George Ellison, Custom Schumacher 30; 2) **Heart of Gold**, Joan Byrne, Olson 911S; 3) **Ad Lib**, Neil Dodds, Aphrodite 101.

Steve Carroll, left, beat the rest of the field in this year's Boreas Race, which takes the racers from Half Moon Bay down to Moss Landing's Elkhorn YC. Carroll's Express 27 'Tule Fog' won by a little over five minutes on corrected time against Todd Bredehoff's Hobie 33 'Stretch'. www.elkhornyc.com



THE RACING

(6 boats)

SF 180 — 1) **Adventure**, Jack McDermott, Catalina 30; 2) **Wuvulu**, John New, Islander Bahama 30; 3) **Huge**, William Woodruff/Russell Houlston, Catalina 30. (3 boats)

SANTANA 22 — 1) **Oreo**, Bobby Renz. (1 boat)

SANTANA 35 — 1) **Ahi**, Andy Newell; 2) **Bluefin**, Aaron Jones; 3) **Breakout**, Lloyd Ritchey. (3 boats)

Sunday

MULTIHULLS — 1) **Adrenaline**, Bill Erkelens, Mod. D Class Cat. (1 boat)

PHRF 1 (≤54) — 1) **Encore**, Wayne Koide, Sydney 36; 2) **Bodacious+**, John Clauser/Bobbi Tosse, ID48; 3) **High 5**, Joseph Andresen, Farr 40. (4 boats)

PHRF 2 (57-78) — 1) **Jeannette**, Henry King, Frers 40; 2) **Jarlen**, Robert Bloom, J/35; 3) **Ohana**, Steve Hocking, Beneteau 45F5. (5 boats)

PHRF 3 (81-96) — 1) **Mintaka 4**, Gerry Brown, Farr 38; 2) **Red Cloud**, Don Ahrens, Farr 36; 3) **Mistral**, Ed Durbin, Beneteau First 36.7. (4 boats)

PHRF 4 (99-111) — 1) **Sheeba**, Michael Quinn, C&C 99; 2) **Hoot**, Andrew Macfie, Olson 30. (2 boats)

PHRF 5 (114-135) — 1) **Chimera**, C. Grant Miller, Little Harbor 47; 2) **Arcadia**, Gordie Nash, Custom Nash 28.5; 3) **Iolani**, Barry Stompe, Hughes 48. (6 boats)

PHRF 6 (138-186) — 1) **Gypsy Lady**, Val Clayton, Cal 34; 2) **Don Wan**, Don Kunstler, Santana 28; 3) **Siento El Viento**, Ian Matthew, C&C 29. (4 boats)

PHRF 7 (≥189) — 1) **Can O' Whoopass**, Richard vonEhrenkrook, Cal 20; 2) **Crazy Horse**, Nicholas Ancel, Ranger 23. (2 boat)

SPORTBOAT 1 (≤69) — 1) **Jet Stream**, Daniel Alvarez, JS 9000; 2) **Ragtime**, Trig Liljestrand, J/90; 3) **B Line**, Jim Hoey, 1D35. (4 boats)

SPORTBOAT 2 (≥72) — 1) **For Pete's Sake**, Peter Cook, Ultimate 24; 2) **Akyla**, Zhenya Kirueshkin-Stepanoff, Hobie 33. (2 boats)

The Santa Cruz 27s used Whidbey Island Race Week as their National Championship. Drawing 12 boats, they were the largest of the four one design fleets. Alex Simanis' 'Little Blue Dune Buggy' ran away with the title after scoring five bullets over 11 races.

NON-SPINNAKER — 1) **Kind of Blue**, Michael Gregg, Hanse 370; 2) **Surprise**, Frederick Kamp, Islander Bahama 28; 3) **Wind Song**, Sam LaVanaway, Cal 39. (4 boats)

SHORTHANDED — 1) **Dazzler**, Thomas Patterson, Wyliecat 30; 2) **Bandicoot**, Al Germain, Wyliecat 30; 3) **Nancy**, Pat Broderick, Wyliecat 30. (3 boats)

EXPRESS 27 — 1) **Libra**, Marcia Schnapp/Sergey Lubarsky. (1 boat)

ISLANDER 36 — 1) **Windwalker**, Richard Shoenhair/Greg Gilliom; 2) **Tenacious**, Kris Youngberg; 3) **Zingara**, Steve & Jocelyn Swanson. (4 boats)

SF 30 — 1) **Shameless**, George Ellison, Custom Schumacher 30; 2) **Ione**, Peter Jermyn, J/30. (2 boats)

SF 180 — 1) **Adventure**, Jack McDermott, Catalina 30; 2) **Wuvulu**, John New, Islander Bahama 30. (2 boats)

SANTANA 35 — 1) **Ahi**, Andy Newell; 2) **Spirit of Elvis**, Martin Cunningham/Lewis Lanier. (2 boats)

Complete results at: www.yra.org

Whidbey Island Race Week

The 29th Annual Whidbey Island Race Week attracted 109 keelboats from the West Coast over July 17-22 for what's the last week-long "race week" in the U.S. Twelve races were conducted in 8- to 22-knot breezes over the course of the regatta, which is held off its namesake island north of Seattle. Six nights of parties with different live bands playing and Mount Gay Rum pouring made certain the evenings were as filled with excitement as the days.

Over 70% of the fleet was made up of PHRF boats, with the Melges 24s, J/105s, J/80s, and SC 27s having one design starts. The Santa Cruz 27 Nationals were held concurrently with Alex Simanis on *Little Blue Dune Buggy* taking the title.



ERIK SIMONSONWWW.H2OSHOTS.COM

Brendan Busch, Ian Klitza and Pepe Parsons on their way to non-sportboat honors in the Island YC's Silver Eagle Race on July 9.

Gord and Michelle Galbraith's *Lekker* was tops among the Melges 24s. Jerry Diercks' *Delirium* took home the J/105 honors, and the J/80 honors went to Chris White's *Crazy Ivan*.

PHRF 0 went to John Hoag's 1D35 *Shrek* and PHRF 1 went to Kirk Leslie's FT-10 *Prowler*. PHRF 2 was all about Charlie Macaulay's One Ton *Absolutely*. PHRF 7 went to Paul Faget's Sierra 26 *Dos*, and PHRF 8 went to Pat Denny's J/29 *Here & Now*. 2008 Pacific Cup overall winner Joby Easton and his Cascade 36 *Raindrop* took PHRF 9, while PHRF 10 went to Chad Holcomb's Olson 25 *Yeah Dogg*, and PHRF 11 to Mitch Rinella's San Juan 24 *Skamokawa*.

Attendance was up roughly 10% over last year, and organizer Gary Stuntz has been working hard to bring the event back to its historical billing as one of the world's best-known regattas. To that end, he's working on getting a large-scale title sponsor that he hopes will give him the ability to promote the regatta even harder on the West Coast. Next year's event will be held July 15-20. Visit www.whidbey-islandraceweek.com for more details.

Results

EASOM FOUNDERS/MELGES 24 REGATTA (7/23-24)

ETCHELLS — 1) **I Love My Wife**, Craig Healy; 2) **Viva**, Don Jesberg; 3) **Imp**, Dale Hoffman. (9 boats)

MELGES 24 — 1) **Abordage**, Erwan Le Gall; 2) **Wilco**, Doug Wilhelm; 3) **American Lady**, Kristian Notto. (5 boats)



HANS SPILLER

Complete results at:
www.sfyc.org

Correction

In last month's Racing Sheet, we printed the results from the Sperry Top-Sider NOOD Regatta. It turns out that they were still preliminary as we went to press. A protest in the IRC division resulted in Doug Holm's Archambault

A35 *Mirthmaker* winning the division. Crewmember Kirk Denebeim checked in with his thoughts on the boat:

"Our Archambault A35 is only beginning to get ramped up, only starting to feel its oats," Denebeim said. "You will be hearing about, and seeing more of *Mirthmaker* in the future. Why? Because the crew contends it is the coolest 35-footer on the Bay at the present time. Per-



The Richmond YC hosted 56 sailors in the U.S. Junior Women's Singlehanded Championship the Leiter Cup June 26-July 1. Despite an "it's never like this here" day when the Bay received a rare late-June rain. Kelly McGlynn of Flourtown, Pennsylvania dominated the event, winning by a 15-point margin. The top local finisher was Saratoga's Kaitlyn Baab in third, just two points out of second.

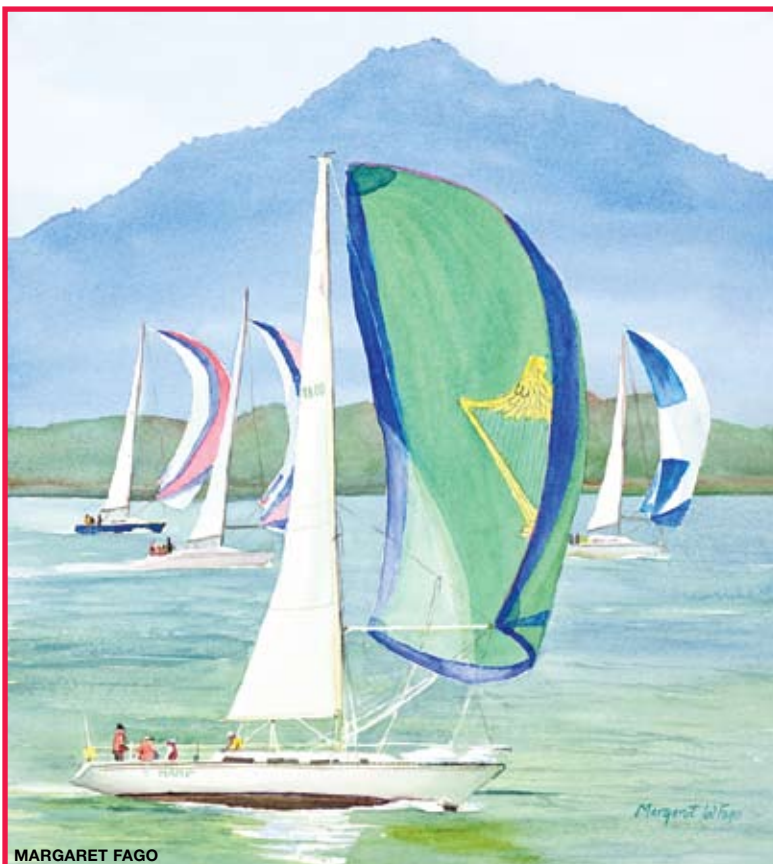
haps. Of course, it's the people on board who define the quality of a race program,

and we are lucky, under Doug Holm's leadership, to have an incredible group of sailors with us."

Where's the Beef?

You may have noticed that this month's *Racing Sheet* is a little thinner than normal, and that many of the events from the weekend of July 23-24 got less attention than they normally would.

Due to a combination of factors, giving all of them the attention they deserve was not possible. This year's TransPac coincided with some of the events, and the others ran up against our editorial deadline. Throw in a nasty stomach bug that sidelined this editor for three of the last five days of the editorial cycle, and well, it was just a perfect storm of sorts. Our sincerest apologies to anyone who got the short shrift.



MARGARET FAGO

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WORLD

We dedicate this month's charter section to **The Western Caribbean's Charter Haven, plus Charter Notes.**

So Much to Offer And So Close to Home

This month we shine the World of Chartering spotlight on an exotic charter destination that's not only close to home, but offers vacationers a wide range of attractions and activities, both ashore and on the water — as well as *under* the water.

We're talking about Belize, the former British colony (then British Honduras) that boasts the second largest barrier reef in the world. As you'll learn in the following report, Belize's underwater realm is teeming with sealife and her anchorages are uncrowded, as only two relatively small bareboat fleets are based there and very few cruisers venture into that corner of the Caribbean.

If Belize is on your chartering wish list — as it should be — we'd urge you to consider dedicating a few days to inland exploration, in addition to time on the water. While most visitors focus their attention on scuba diving, fishing or sailing, the interior offers fascinating Mayan pyramids and ceremonial sites, a jaguar preserve, and a wide variety of eco-resorts that give access to the wonders of lush tropical rain forests. For example, more than 250 species of orchids and 500 species of birds can be found beneath the forest canopies. Learn more about the interior at www.travelbelize.org.

— latitude/andy

Sunshine, Snorkeling & Solitude: Navigating the Shallows of Belize

Belize. Just saying the word, you can't help but smile. I dangle my feet from the

Like generations before them, these Belizean fishermen work hard to bring in a good catch of lobster.



bar bench on the tiny islet called Ranguana Cay. After my third snorkel of the day I've worked up a mighty thirst for an ice cold Belikin, the local beer. We've been sailing a 46-ft bareboat catamaran from the Moorings, and knowing it is near the end of our journey, I try to soak in the feel of soft tropical breezes and gently lapping waves. The resident watchdogs, Golden and Black Eye, are busy rousting away any pelicans who dare to land within swimming distance of their territory. Barking and fretting, these frisky canines haven't been told that they don't actually own the island. They're much friendlier to people who are lucky enough to find this outpost, which sits inside the second longest barrier reef in the world.

The first time you sail these waters, it feels as if you're navigating around an obstacle course. After the chart briefing with a Moorings staffer named Michele, we walk out shaking our heads and feeling a little anxious. We've just learned that the only available charts are old and not completely accurate, and that we must rely on crew at the bow to point out coral heads and shoals in some areas. Not only that but Michele puts visions of crocodiles in our heads! She tells us a resident croc lives at Twin Cays: "Just be careful when you're swimming there." Yikes!

We sail to Wippari Cay and are only slightly disappointed in the visibility for snorkeling, but this doesn't diminish our enjoyment of the 86° water temperature, which is about the same as the air.

The next morning we head to the Victoria Channel, which gives us deep water sailing on a lovely beam reach. We drop the sails upon approach to the Blue Ground Range, our first challenge.

We have seven sets of eyes all keenly on the lookout, some reading off the depth sounder, some on the bow, and one on top of the bimini. Capt. John motors through all the chaos, calm as a sea cucumber.

Once we clear the Blue Ground set of cays, we head to South Water Cay. We slowly poke along and make several zigzags whenever there is a



ALL PHOTOS LYNN RINGSEIS

Spread: Lynn considers Ranguana Cay to be a "little slice of heaven." In addition to its classic beauty, it offers great snorkeling. Inset: Capt. John and Dino scope out the route to their next tranquil anchorage.

slight possibility of shallow water. Looking at our chartplotter's track line afterward, it looks as though it was made by a drunken sailor on shore leave.

We spot three empty mooring balls and tie up to one. It takes all of 30 seconds for the first crewman to don his snorkel gear and jump into the delightfully warm Belizean waters. We swim toward the enticingly crystal-blue shore on the south side of the island. We are in Belize heaven and finally have discovered what all the fuss is about. As we enjoy our tropical fish friends and beautiful coral formations, all is serene and peaceful until a shriek from Gail pierces the silence above and below the water. I look up to see her scrambling to climb up on Kirk's head. No worries though, it's just a little 4-foot snarly-toothed barracuda that gave her the stink eye! The incident makes for a good laugh later during happy hour.

As we watch the sun dip low, we gaze out at this adorable sandy, mangrove, palmy cay with frigates circling, pelicans diving, and ospreys calling, without a single thought about silly old crocodiles, even though the neighboring island is Twin Cays, where at least one of them is known to hang out.

In the morning we dinghy over to

OF CHARTERING



Carrie Bow Cay, a tiny speck of sand with a few swaying palms that's home to the Smithsonian Institution's marine research station. We meet a biologist who is based here to study reefs for six weeks, and clearly loves his assignment. The only buildings are a lab, a couple residential cabanas and a long dock on the southeast side with two outhouses perched above the sea, where 'donations' drop about 4 feet into the sea and are swept away with the currents. We decide to snorkel on the northwest side and find it to be blissfully calm, clear and warm.

We return to explore South Water Cay. There we meet Stacey, the bartender at the Blue Marlin Beach Bar, as well as Carlos, the dive boat captain, who happily takes two of our shipmates (who shall remain nameless) to try what he calls "conch Viagra." Afterwards, the couple goes to the other side of the island for a loooong time, and comes back with too much information about how ingesting a certain part of a conch's meat makes a couple very happy!

After several of Stacey's rum punches everyone is extremely happy. We ask her if there really is a croc on Twin Keys and she affirms it. We ask what keeps him there, and she mentions that the locals

feed him. Hmmm, let's hope they don't run out of food anytime soon.

A sailboat arrives and takes a mooring. What?! Neighbors?! Even with one neighbor in the anchorage we're still surprised at the lack of sailboats. Thus far we've really appreciated the tranquility of being alone in the anchorages. But hey, we're friendly, and always like hearing other sailors' stories. The newcomers have rented a 42-ft Lagoon cat from the competing bareboat operator, TMM, whose base is on Ambergris Cay. This will be the only time we see them, as they have come as far south, and we as far north, as we will travel during the week.

How do you top a perfect day in the tropics? Grilled lobster, of course. We wave down one of the local lobster boats and they happily bring us a bucketful of their fresh catch. Sublime!

We tear ourselves away and plot a course up past Tobacco Cay. The charts show a clear shot with plenty of depth. The wind is

brisk at about 17-19 knots out of the northeast. We set full main and jib, and cruise with not a care in the world, until we notice the depth gauge dropping and the light-blue water becoming more prevalent right in front of us.

When the depth sounder shows less than 2 feet under the keel, the "pucker factor" hits 100% for our entire crew. Yeow, that was close! Deep water returns and we calm down after being greeted by dolphins playing on our bow wave.

"Are we having fun yet?" There's not much doubt that this is one happy crew. And why shouldn't they be?



WORLD

We bypass Cocoa Plum Cay and decide to stay at Lagoon Cay for the night. This small island is completely made up of mangroves and the water is inky black. On the plus side, there are lots of birds, and getting to see ospreys so close is a treat.

We sail out early the next morning. Our destination is Laughing Bird Cay, a 2.5-acre little gem that's part of the Belize Barrier Reef Reserve System's World Heritage Site. We dinghy in and are greeted by the ranger, who goes over the rules about where we are, and are not, allowed to walk on the island due to nesting birds, plus where we can snorkel. We're happy to pay the \$10 US/person park fee, as we appreciate that the Belize government has preserved over 40% of its waters as national parks, wildlife sanctuaries and marine reserves.

The water is a bit murky, so we just enjoy relaxing on the picnic benches on this miniscule spit of sand. We are indeed taking a gamble by sailing in Belize in mid-June, officially the beginning of hurricane season. The water clarity probably wasn't as good as it gets in the prime



Playful dolphins are a common sight in these uncrowded waters. The region's prolific reefs provide endless snorkeling possibilities.

season, but we actually had incredibly good weather.

The next day's sail is the most delightful so far. Once we clear the southern shoal off Laughing Bird, we have deep water and 13 knots of breeze for a sweet beam reach to Ranguana. The depth sounder actually shows over 100 feet and we are finally able to have a carefree sail!

I delight in watching us morph into sea creatures. We all look like bronzed, chiseled, sea gods and goddesses — at least in my mind. The men decline shaving and the women have no need for makeup, as nothing is prettier than sun-kissed rosy cheeks, natural saltwater hair highlights and bright eyes reflecting the turquoise waters. Ranguana Cay is what we've all been imagining in our minds and the reality is even better.

A private cruising cat is tied up to one of the three mooring balls, but there is plenty of room for us. We wave, but they don't seem too enthusiastic to wave back. No worries, nothing could deter our blissful day.

We snorkel on the eastern reef and see a giant spotted eagle ray, more 'friendly' barracudas, several trunkfish (my personal favorite), parrotfish, a spectacularly colorful queen angelfish (Kathy's new favorite) and even a docile nurse shark.

Thirst beckons and we wander to the bar and meet Pat, who we feel we already know. She welcomes us with cold drinks

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OF CHARTERING

and stories, then eventually mentions that the folks from the private cat had given her grief about the \$10 BZ (\$5 US) per person day use fee that the island charges, unless you buy something to eat or drink. The stingy sailors had gotten so argumentative that Pat's husband, Ernet, had finally kicked them off the island. We're shocked that anyone could even think about being rude to these two lovely people who obviously love the island so much.

Shortly after we return to our boat, the Belizean Coast Guard pulls up to the private cat and boards her. A few minutes later, we watch them leave the mooring and sail away. We're not too sad to see them go, especially since we now have the place to ourselves.

Later we return to shore and treat ourselves to Pat's wonderful cooking. She makes us a seafood feast of shrimp fritters, fried conch, baked snapper and grilled lobster, accompanied by salad, rice and beans, and her wicked concoction of rum punch. She has an openness about her that makes you feel welcome

and at peace with the world.

Around 2 a.m. we are awakened by brilliant lightning flashes, horizontal rain and booming thunder that reverberate throughout the boat. I guess Mother Nature wants to keep us on our toes.

The morning provides crystal-clear skies for us, as we snap one last group photo before we have to sail back to the base. "Okay, everyone say, Beleeeeeeeze!"



Kathy keeps a careful watch for coral heads during a shallow crossing. Eventually you get used to sailing in the 'skinny water' of Belize.

— Lynn Ringseis

Charter Notes

The **Eastern Caribbean** is by far the most popular chartering region in the world, and its **prime sailing season** is right around the corner — during the Northern Hemisphere's winter months.

Needless to say, the most in-demand weeks of the year coincide with Christmas and New Year's. And although the anchorages will be busy then, we can tell you from firsthand experience that's a **wonderful time** to vacation in those islands, as there's a **festive mood** in the air and everyone seems to be cheerful

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But let us warn you, if you're considering a holiday season sailing getaway you really need to **book it now** — if not yesterday — especially if you're interested in renting a catamaran. Equally important — if not more important — is booking your **air tickets** well in advance, especially if your end destination is a small island like Tortola or Grenada. (Due to their jumbo-jet capabilities, St. Maarten and St. Thomas, USVI, typically have the most availability. The British Virgins can easily be reached by ferry from St. Thomas.)

If you like the idea of a mid-winter getaway, but don't have your heart set on a white (sand beach) Christmas, here's a little tip: There's always a lull in charter activity between Thanksgiving and mid-December, and just after New Year's up until about January 15. And most com-



How can you become an instant hero to your kids? Easy: Take them on a Caribbean sailing charter this Christmas.

panies give a **price break** during those weeks too. Another tip: Don't book the flight that routes you through Chicago or New York, as both are prone to **weather delays**. If possible, pick a southern hub instead, such as Dallas-Ft. Worth.

We realize that taking a bareboat

vacation at any time of the year is a substantial splurge for many sailors, so we often point out that it's much cheaper to sail the Caribbean during the summer months. That said, though, the vagaries of summer weather — such as frequent tropical waves and occasional tropical storms — often rob you of those picture-perfect, blue-sky days that you see in travel brochures. So if you need to watch your budget, but prefer to travel in the peak winter season when clear skies and steady trade winds are practically guaranteed, be aware that there are a number of solid, reliable **'second tier' companies** out there that offer slightly older boats (4-10 years old) at considerably lower prices.

Most importantly, we'd advise you not to abandon your charter dreams, only to regret doing so later. Where there's a will, there's a way.

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ARE YOU READY TO HA-HA?

With close to 120 boats signed up now, this year's Baja Ha-Ha fleet is shaping up to be as diverse as ever. As always, the backgrounds of their owners are as diverse as the boats they sail on.

The smallest so far is John Neely and Shannon Walker's Berkeley-based Caliber 28, and the largest is Mike and Dawn Hilliard's 85-ft schooner *Destiny*, from Friday Harbor, WA. (You'll find the complete, up-to-date list at www.baja-haha.com. The entry deadline is September 10.)

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. And look for a complete recap of the event in the December issue.

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MEET THE FLEET

Among the important dates to note (on next page) is *Latitude's* annual Mexico-Only Crew List Party & Baja Ha-Ha Reunion on September 7. There, hundreds of potential crew mix and mingle with Ha-Ha boat owners looking for extra watchstanders. To get a head start on the process, see our constantly updated free online Crew List at www.latitude38.com. As many Ha-Ha vets will confirm, the best way to prepare for doing the event on your own boat is to crew for someone else first.

IS THE PACIFIC PUDDLE JUMP IN YOUR FUTURE?

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 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 online at www.pacificpuddlejumps.com.

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IMPORTANT DATES

Sept. 7 — Mexico-Only Crew List Party & Baja Ha-Ha Reunion, Encinal YC in Alameda; 6-9 pm.

Sept. 10 — Final deadline for all entries.

Oct. 15 — Ha-Ha Welcome to San Diego Party, Downwind Marine, 12-4 pm. Ha-Ha entrants only.

Oct. 22 — Pacific Puddle Jump seminar, West Marine, San Diego, 5 pm.

Oct. 23, 9 am — Final deadline for all crew and skipper waivers, West Marine, San Diego.

Oct. 23, 11 am — Skipper's meeting, West Marine, San Diego. Skippers only please.

Oct. 23, 1 pm — Ha-Ha Halloween Costume Party and Barbecue, West Marine, San Diego.

Oct. 24, 11 am — S.D. Harbor Parade & Start of Leg 1

Oct. 29, 8 am — Start of Leg 2

Nov. 2, 7 am — Start of Leg 3

Nov. 4 — Cabo Beach Party

Nov. 5 — Awards presentations hosted by the Cabo Marina.

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PLEASE NOTE: Correspondence relating to the event can be emailed to andy@baja-haha.com. Please don't call *Latitude 38* with questions. The Ha-Ha is a separate operation.

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CHANGES

With reports this month from **Don Pedro** on an eight-month South Pacific loop; from **X** in tiny Palau; from **San Souci II** on an all-Mexican Puddle Jump and return; from **Dragonfly** on building and cruising a 64-ft cat as a first boat; from **Lazy Daze** on adventures in Maui, Oahu, Molokai and Lanai with a three-woman crew; from **Carinthia** on surfing in Fiji, from **Azure II** in Greece; and **Cruise Notes**.

Don Pedro — Cheoy Lee 42 Olivier and Corine LeDiouris Eight-Month Pacific Loop (Oyster Point)

As journalists, we have a fetish for facts, so we lapped up the following major passage facts Olivier and Corine provided about their loop through the Pacific, one that unusually saw them sail directly from San Francisco to the Marquesas:

San Francisco to Nuku Hiva, Marquesas. The rhumbline is 2,966 miles, but they actually sailed 3,170 miles in 25 days, averaging 4.94 knots on the rhumbline distance.

Tongareva, to Kiribati, to Honolulu. The combined rhumbline distance is 1,800 miles, which the couple completed in 16 days, 18 hours, meaning an average speed of 4.48 knots.

Honolulu to Drakes's Bay. It took *Don Pedro* 26 days and 3 hours to cover 2,060 rhumbline miles at an average of 3.29 knots.

For the entire trip, it took 78 days and 20 hours to cover 8,165 rhumbline miles at an average of 4.32 knots.

Unfortunately, Olivier and Corine were the latest in a long line of cruisers to be underwhelmed by the infamous 'aloha' spirit of the state of Hawaii em-

Although there were just two of them on long ocean passages, Olivier and Corine were all smiles when this mid-ocean shot was taken.

ployees who run the marinas.

"After our spending two nights anchored next to the entrance of Honolulu's Ala Wai Yacht Harbor, Keehi Lagoon was re-opened after the tsunami threat had passed. We entered the harbor and anchored to the west of the water-skiing zone, which was very calm and sheltered. How cool! And then we got the best night's sleep we'd had in a long time.

"The next day was U.S. Customs day, and the day after that it was Agriculture inspection day. The Ag officer was so clean that he put on gloves to watch Corine clean the fridge. But by the time he left, we were 'domestic' again.

"We also checked with the harbor-master at Keehi, who found us a dock. What a mess that was, at least compared to the wonderful way we were welcomed in Tahiti. There, the guy from the Yacht Club of Tahiti came out to show us what mooring to take. When we visited him ashore later, he said, "Welcome to Tahiti. Here is the key to the showers. It's 900 Central Pacific Francs a day, and you can stay as long as you want. Pay when you leave." And that was it.

"But after anchoring in Keehi Lagoon, we came ashore to see the harbor-master to get a dinghy landing permit. He said we couldn't anchor where we were because it was 'against the rules' — although Coast Pilot, Vol 7, identified it as an anchorage. Then our boat had to be inspected. The harbor-master came along for the inspection, and reproached us for having a bell with a 5-inch diameter instead of the legal 8-inch diameter. That makes perfect sense when you realize that the bell is a fog signal, and the number of foggy days per year in the Islands is zero.

"Then, after being certified and promising that we'd get a bigger bell, the paperwork started. It took about half an hour between all the copies, photocopies, signatures, stamps, permits, authorizations and so forth. The funny thing about the inspection is that we'd just successfully cruised many thousands of miles of the Pacific, while 95% of the other

DON PEDRO



Corine and Olivier, off the boat and on a motorbike in Polynesia.



boats in Keehi were either wrecks or piles of junk. But they probably all have the right size bell. Our charming harbor-master later came by to tell us that we couldn't fold a torn sail on the lawn! We didn't have a permit for it.

"It only took us five days to clear in so we could come and go as we wanted, and get to rediscover 'the land of the free'. For the first time in many months we were confronted with countless signs that said things such as: 'Keep Out,' 'Restricted Access,' 'Violators will be prosecuted,' 'Forbidden Access,' 'Government Property, Keep Out.' We'd forgotten about all that, and it sure seemed weird."

— olivier 07/05/11

X — Santa Cruz 50 David Addleman Hanging in Palau/Belau (Monterey)

After eight months, X and her master are still in the tiny Republic of Palau, 500 miles to the east of the Philippines. I still have no plan. But I like it that way.

DON PEDRO





Recently, the perfect weather has given way to cooler, wetter, windy, tropical depression stuff, and this will continue for a couple of more months. The typhoons that frequently bash the Philippines and SE Asia are born here, and usually move away to the northwest before growing to destructive strength. Plus, there are some absolutely bomb-proof anchorages here at Palau.

The main cruiser anchorage at the Royal Belau YC can be seen in the photo above. That's X in the far back center. But for bad weather, I have a mooring tucked in by the catamarans on the far left. Between this anchorage and the sea are several turns around more islands and then the distant fringing reef. So there are few worries about typhoons here.

On the other hand, it's dangerous to sail to any of the other Micronesian islands during the summer. Few offer much protection, so even unnamed tropical depressions can be dangerous. Only routes south to the equator are

Above; Palau's main anchorage, across from the Royal Belau YC. Lower right, David paints a red buoy green to match the local fauna.

recommended now, so we make regular trips to the many islands and beaches inside Palau's fringing reef.

When many good friends sailed to distant ports a few months ago, and things started to drag a bit, I began to remember all the great people and times in Mexico. So I considered sailing for North America, seeing friends, then doing the next Ha-Ha. Then a very fun woman sailed in for a few weeks, and thanks to all the antics, hilarity, Corona, tequila and good times, it was like being back in Mexico. The YC even had a Cinco de Mayo potluck party! But she sailed away a few weeks ago, so I may start thinking of sailing onward again. Perhaps to a regatta in the Philippines.

According to the Palau locals, five to seven cruising boats usually visit each year. But my haphazard list shows more than 30 boats since I arrived in November, and there are still about 10 of us here now. (I would have provided the names, boat names, boat types and

hailing ports, just as *Latitude* likes, but that would require diligent office work, and I just don't do that anymore.)

There seem to be several reasons for the big increase in the number of cruis-



CHANGES

ing boats. First, the Philippines have become a more popular cruising destination, and Palau is a great stop along the way. Second, Palau itself is becoming popular as a cruising destination. A few years ago the fees and regulations discouraged some cruisers from visiting,

DIVE PALAU



David — we think it's David — plays with a big ray.

but thanks to the diligent lobbying efforts of Dermott Keane of Sam's Tours, the fees and regulations are now much less onerous. A third reason may be that some cruisers prefer not to visit parts of Indonesia on their way to the Philippines and East Asia, and decide to hop along the islands of Micronesia.

Palau is a good place to provision, as the markets — for better or worse — are supplied directly from the U.S. It's also home to skilled craftsmen for metal work, canvas, electrical, diesel and such. Unfortunately, there are no cruiser-friendly haulout facilities. Getting stuff shipped from the U.S. is simple, quick and cheap, because the U.S. Postal Service operates the post office in Palau. Shipments seem to be duty free.

I received 800 pounds of dinghy, kayaks, paddles, scuba gear, new sails, parts, and such from San Francisco via container ship for \$400 in four weeks. Triple B Forwarding of San Leandro are the agents to use in California, and since they are freight forwarders, I was able to save considerable California sales taxes on the purchases. Port clearance and Customs required a sheaf of papers and a few hours of visiting offices, but the only cost was a \$5 wharf fee. Everything is made easy by the local YC staff and

It may not be as luxurious as the St. Francis YC, but the Royal Belau YC takes care of most cruiser needs in a friendly fashion.

PALAU TOURISM



helpful cruiser members.

[I hope *Latitude* readers don't mind, but my name is Gary, and I'd like to butt into David's *Changes* for a minute. I singlehandedly cruise *Anthea*, which is an 8 Meter — like Hank Easom's *Yucca* — that was built 82 years ago. New arrivals to Palau frequently run into the reefs while entering the harbor, and complain that the buoys don't make any sense. A few days ago I spotted David painting them. After painting some red and others green, he decided that the green "looked better" with the tropical flora. So he painted some of the red ones green. So if you hit a reef here, you know who to blame.]

Actually, I'm helping the yacht club refurbish a buoy. We had a red buoy and a green light. Rather than confuse everyone by putting a green light on a red buoy, we decided to paint the red buoy green, then put the green light on it. Palau is IALA A, meaning "red right 'reaving,'" but newcomers seem to regularly hit the reef no matter what color the buoys or reefs are.

— david 07/14/11

San Souci II — Jeanneau 54 Pedro Fernandez de Valle, Crew Mexican Puddle Jump (La Cruz)

Pedro Fernandez de Valle, whose dream it was to build the 400-berth Marina Riviera Nayarit in La Cruz, says he now has a much better understanding of his customers' wants and needs. This after doing the Puddle Jump from Mexico to the Marquesas and Tahiti as part of an all-Mexican crew aboard his uncle Enrique Aldrete's Jeanneau 54.

"We left April 3 and arrived 20.5 days later in the Marquesas," Pedro said during an interview at the marina's yacht club. One of our goals had been to plant a Mexican flag on Clipperton Atoll, which had been stolen from Mexico by the French, but two days out we had to change our plans. We had nice downwind sailing all the way to the Marquesas, although we did have a gust as high as 35 knots and seas as big as 15 feet. Our biggest problem was with our furling mainsail. One of our crew had to go aloft halfway across to try to unjam it. Thanks to the rolling sea, he got beaten like a *pinata*!

"The crossing was a very special experience for all of us," continued Pedro. "For in addition to adventure, it gave us all



time to think about ourselves and what we were doing with our lives. It also gave us energy to come back and continue our paths in life, although each of us was coming back a little different than when we had left. As for myself, I didn't want to come back so soon. I wanted to continue south."

"And as a marina owner, I also found it very helpful to experience things from a boatowner's perspective. After being away from land for a week or so, I now appreciate how important it is to be able to hit land and find the things you need. For example, nice bathrooms and showers, groceries, laundry service, a bank and the internet. You've been out of touch, and you want to get back in touch. And," Pedro laughs again, "you want to do it the 'American way', which means right away!"

Since the Marina Riviera Nayarit opened a few years ago, tenants have been clamoring for a pool to jump into

IN LATITUDES



ALL PHOTOS LATITUDE/NICK

mention the crew didn't have a functioning autopilot for the last month of their delivery back to Puerto Vallarta?

— latitude/rs 07/08/11

Dragonfly — Hughes 65 Cat Al and Jill Wigginton Building and Cruising a Big Cat (Indianapolis, IA / Livermore, CA)

[Editor's note: In '96, when we were

interested in having a Hughes 60/63 catamaran built, we responded to an ad by a company building them in Indianapolis, Indiana, 1,000 miles from the nearest ocean. So we flew to the Hoosier State, inspected the two-person operation in the barn-like facility and what had been completed — which was primarily two hulls and some bulkheads. Given that the builder had never built a boat before, and had hardly even sailed before, we decided it was a riskier proposition than we were willing to get involved with.



DRAGONFLY

Fast forward 15 years. One morning we were on the hook off Fort Oscar, St. Barth, and something seemed awfully familiar about the big catamaran anchored in front of us. After a minute or so, it dawned on us. Although most of the cat couldn't have looked more different than our Profligate, the Hughes 60/63 that we eventually had built by DENCHO in Long Beach, the distinctive shape of the hulls and her superb bridgedeck clearance strongly suggested that she had been built from the same hull plans. So we dinghied over and said 'hello.'

The captain gave us a long and quizzical look before saying, "You're not

Al and Jill, two neophyte sailors and boat builders from Indiana, decided to start with a 60-ft cat. And pulled it off in spectacular style.



"Si, si puede!" say the outbound and delivery crews of 'San Souci II'. Owner Aldrete is on the lower right; Fernandez de Valle is lower second from left. A mariachi band welcomes the returning crew. Chinese stores sell cabbage and give change in CPFs. A new pool for the Nayarit Riviera Marina?

after sailing or working on their boats in the tropical conditions. Pedro totally gets it now. "By the time the winter season starts in November, we'll have a pool at our little beach club next to the water's edge. We'll also have a very casual place for cruisers to eat, drink and watch the sunset next to the pool and the ocean."

Of course, not all places — such as the remote Marquesas — are able to provide all these amenities. "There was no marina at Nuku Hiva," says Pedro, "and while the officials were very friendly, services were few and far between. For instance, we arrived with U.S. dollars, figuring we'd be able to exchange them for Central Pacific Francs. It turned out that the only place we could exchange money was at the Chinese market, where we'd have to buy cheap items with big bills to get some Central Pacific Francs

in change." As one might assume, the exchange rate wasn't the best in the world. "It was a Chinese market," Pedro laughs.

The traditional path back to the West Coast from the Tahiti is to the north and over the top of the Pacific High, which owner Aldrete figured his crew would take. But his skipper decided to try the direct route, despite the fact it would be 3,000 miles mostly on the wind. It took the crew of four eight days to get back to the Marquesas, then a combination of six days of motoring and 22 days of sailing to reach Cabo San Lucas. While it was a long and hard sail, they still figured it saved them a month over the more traditional route. Did we



DRAGONFLY

CHANGES

Richard, are you?" Sure enough, it was Al Wigginton, who had been building the cat we saw in Indianapolis. Indeed, he was standing on the transom steps of the cat he'd built. Al brought us up to speed on their cat project and what he and Jill had been up to in the ensuing decade-and-a-half.]

We started building *Dragonfly* in July of '95. In fact, we decided that we'd build a mold for the hulls, too, because many people suggested that the mold would have value in that we could sell/rent it after we'd built our

cat. What we didn't realize was that all of the 'hull kickers' seemed to want either a 57-ft or 62-ft cat, not a 60-ft cat. So I answered many phone calls, emails and faxes, basically to entertain a bunch of people who would probably never build a boat, but who enjoyed explaining why a 57-ft or 62-ft cat, but not a 60-ft cat, would be just the right size for them. Ultimately, we would rent the mold to a boatbuilder in Florida, who used it to build a couple of day-charter boats.

We started the hull and beam construction in March of '96, with the assistance of one helper. He had experience in composite work, having been an airframe technician in the Air Force. It took us almost six months to complete the plug and mold, by which time we had plenty of practice vacuum-bagging small parts, bulkheads, cabin sole panels, and so forth.

I was sure tense the day that we **'Dragonfly's sheer, house, and cockpit cover couldn't be more different than that of 'Profligate', but the hulls are almost identical.**

vacuum bagged the first of the two hulls. Fortunately, the epoxy resin we were using had a long open time, and it was only 55 degrees. This allowed the crew — my son-in-law, a friend, an employee, and myself — to get it finished and suck the bag down before the resin gelled or my heart stopped. Jill was the most important person that day, because she could hear the high pitched sound of any air leaks in the bag.

We completed most of the major components in November of '96, just after we were visited by the publisher of *Latitude 38*. We then transported the whole kit and kaboodle to Florida on three A&B Transport boat trailers, a 28-ft moving van, and a 14-ft box van that was my workshop. We set up shop at a do-it-yourself marina in Tarpon Springs, where the final assembly and finish took place. I hired one worker in Florida who stayed with us until the boat was launched in July of '08. One of the frustrations with assembling the big cat outdoors was the time it took for the dew to dry out in the morning, and the times we got stopped by rain — hopefully before I'd begun doing any epoxy work.

My initial completion estimate of 2+ years was definitely too optimistic. The elapsed construction time was three years, including building the mold, the latter being something that I wouldn't do again. The project also ran about 30% over my cost estimate, but who was counting? Fortunately, I found sources for glass and resin from companies that supplied the mobile home and vehicle manufacturers, where their volume is high and their prices reasonable. I also got OEM prices on many components, such as hatches, winches, the windlass, and so forth.

This was the first boat I ever built, and believe it or not, I found the whole experience to be a lot of fun. I really enjoyed watching it all come together. If I were younger, I'd definitely be interested in building another cat. Of course, that would necessitate my finding another wife.

Some readers may be surprised to learn that prior to committing to the huge boatbuilding project, Jill's and my sailing experience consisted of a one-week charter and a few hours on a Hobie Cat and on a Laser. Our two primary considerations were that our cat be able to handle rough



weather, and that she could be sailed by just the two of us. We chose the Kurt Hughes 60 design, and found Kurt to be very helpful during the construction process.

Just as we hoped, *Dragonfly* can take rough weather, and she's easy for just Jill and me to handle — in part because all the sail controls are at the helm station in the cockpit. Although it might seem counterintuitive to some, we've found that *Dragonfly's* immense size makes her easier, not harder, for the two of us to handle. Thanks to her size, she's more stable than smaller boats, and thus easier on the crew. In fact, if we were going to build another cat, she would be the same size or larger. What, some might wonder, about the high cost of taking such a big boat into a marina? Well, we rarely stay in marinas because we don't see the point. So having such a large and stable boat is an advantage.

After a couple of years of cruising the boat six months each year, there were a few things we decided to change. One was to add 4½ feet to the transom to



DRAGONFLY



DRAGONFLY

IN LATITUDES



DRAGONFLY

Al and Jill wanted their first boat to be a big one — and that's what they got! They've learned that big doesn't mean harder to handle.

make a convenient swim/landing platform. Another was to put a hardtop over the cockpit. The original soft-top had started to leak, and we needed to have a place to mount our 1,000 watts of solar panels.

If we had to do it again, we'd replace the 47-hp Yanmar diesels with 100-hp Yanmars, which only weigh about 100 pounds more. Their additional power would be great when the wind is blowing hard and we're trying to maneuver in close quarters or motor into a sea. We'd also love to have a rotating mast.

Dragonfly's original sails were Vectran, which gave great performance, but lasted less than four years before they started to delaminate. Since new Vectran or Spectra sails are out of our budget, we've had to go with less expensive Dacron, which doesn't give as good performance.

We sail from November through May or June, mostly in the Caribbean. During

the hurricane season we leave *Dragonfly* in either Guatemala's Rio Dulce or Tarpon Springs, Florida. We do some charters each winter, either heading to or from the Caribbean, to help defray the cost of operating the boat.

We have family in Indianapolis and Livermore, which is where we spend the most time playing with grandchildren and riding bikes. We love California's dry heat.

— al 04/15/11

Lazy Daze — Ericson 41 Rick Daniels and Crew High Times In Hawaii (San Diego)

The adventures don't seem to stop for me over here in Hawaii. Last year I helped Ted and Veronique — whom the Wanderer knows from the Caribbean — put their huge Catana 52 *Vérité* on a mooring off Lahaina after they sailed up from the South Pacific. They stayed around for three or four months, during which time we were neighbors and then became friends. Ted

always had two or three lists of stuff that needed to be done, so I started working on their boat.

They eventually sailed to Oahu, but Ted made arrangements for me to meet them there in early May to help them get ready to sail back to Fiji. So I set sail for Oahu via Molokai's Kaunakakai Harbor on my Ericson 41. I didn't arrive of Wai-kiki until well after dark for a couple of reasons. First, the often nasty Molokai Channel was kind, maybe a little too



***Vérité*, on the hook.**

kind, in that there was hardly any wind, waves or current. Second, my engine overheated while I was varnishing my main hatch while crossing the channel. So I had to shut the engine down and water it. The engine light came back on when I started it again, so I found myself having to sail in three to five knots of wind on the darkest night — except for the lights of Honolulu glaring out at me — you can imagine.

I finally located the channel markers for the Ala Wai — and was dismayed to see that only two of them were lit. And these lights are for a channel that cuts through the middle of the reef. I made two passes under sail to check it out, but decided it would be smarter if I didn't try to enter. So I sailed a little offshore and called my friend Dave, who was moored off Maui, and asked him to check the charts for a nearby safe harbor.

"Too bad they don't have Boat/U.S. tow service here in Hawaii," he said while looking for his charts. Bingo! Not only do they have Boat/U.S. in Honolulu — al-

Ted and Veronique in the Caribbean shortly after they doublehanded across the Atlantic. They are now deep in the Pacific.



LATITUDE/RICHARD

CHANGES

though not Maui — I was a paid-up Gold Card-carrying member. So I called them, and just 30 minutes later they towed me into the Ala Wai and got me safely into a slip. Although sailing down the channel didn't look so hazardous in the light of the next day, I'm still glad I hadn't tried to sail in at night.

Anyway, Ted picked up the tab for me to berth at the Waikiki YC, and we worked 12 hours a day on his lists. And we finished *every* project! He was amazed. On the last day we moved his boat to an anchorage off Waikiki to clean the bottoms and scrub the props.

He and Veronique sailed the next day. I've since received an email from Veronique saying they arrived in Fiji after a fast passage. *Verite* is a fast cat, and Ted doesn't slow down. He doesn't even slow down for fish; he just drags them in!

With the work done, I began looking for crew for the return to Maui, because I wanted to have a good time and make lots of stops. Fortunately, my engine problem turned out to be electrical rather than mechanical, so I was soon ready to go. I looked at the Hawaii online crew list, and talked to a young woman named Kanani. She couldn't make the trip, but it turned out she had three gals — two from Germany and one from Canada — couch surfing at her place who wanted to go. They brought all the food and a ukulele, so we got off to a good start. We stopped at Halealono Harbor on the west end of Molokai, which is just an old

The hanging out, living aboard, and working on boats thing in Hawaii is working out for Rick Daniels. Especially with great female crew.

barge harbor, so we had that wild part of the island to ourselves, complete with a private beach for hiking. We slept under the stars, which were brilliant because there was no ambient light. Sonkoy played the uke and my guitar, and sang so sweetly that I almost cried.

The next day we tried to battle our way upwind against 15-20 knots of wind, and even worse, a wild 4-knot current. My boat worked hard for six hours toward Kaunakakai Harbor at the east end of Molokai, but we just couldn't make it against the current, which looked like the flood tide roaring in under the Gate. So we retreated back to Lono Harbor and had another pleasant evening. German girls sure can cook, and if you throw in a French Canadian, you won't believe what comes out of the galley.

At dawn the next day we took off for Lanai. Two hours later we were in 35 knots of wind with seas to 10 feet. The girls did great, helping me reef the main and then making crepes for breakfast. Unfortunately, I got whacked by the boom while taking up the slack, and cracked a rib. It was a very uncomfortable injury, but it could have been worse.

We made it to Manele Bay, my favorite place here in the Islands. We met two local guys, and they threw us a Hawaiian BBQ at the harbor. We got up early the next day to look for the dolphins, but they were a no-show, so we hiked up to Sweetheart Rock. The next morning we went to Hupaloo Beach at 6 a.m., and sure enough, the dolphins showed up in force. There had to be 80 to 100 of them swimming around us for hours. After awhile, it seemed as though we were just accepted as part of their group. These were spinner dolphins, which spent about as much time in the air as they do in the water. It was a fantastic experience the girls and I will remember forever.

The girls couldn't believe the way their trip was turning out, and that afternoon I treated them to lunch at the Four Seasons because it was Rebekka's birthday. As you might expect, the Four Seasons was a very nice place and the food was delicious. And for a five-star restaurant, lunch wasn't too expensive.

We set sail for Lahaina at 11 p.m., as I decided I wasn't so keen on sailing the island channels during the afternoon anymore. Usually it's a four to six-hour crossing, but



'Lazy Daze' gals.



Lazy Daze flew on a beam reach, and we reached the outer marker at Lahaina Harbor in a little over three hours — my fastest time ever.

The girls stayed on the boat for a few more days, checking out Maui and learning to surf. Then it was time for them to fly home. So with big hugs all around, I said goodbye to Sonkoy, Rebekka and Vanessa — my best crew ever! As you can imagine, they are welcome on *Lazy Daze* anytime. As for me, I can't wait to do another Maui to Oahu to Maui cruise. But first, Kauai!

— rick 07/05/11

**Carinthia — Lagoon 440
Kurt Roll, Crew
Killer Surf In Fiji
(San Diego / Las Vegas)**

We had a great seven-day passage from Opuia, New Zealand, to Fiji aboard Dietmar Petutschnig and Suzanne Dubose's Lagoon 440. I met the couple during the '09 Ha-Ha, and sailed across the Pacific with them last spring. Unusually,



LAZY DAZE

IN LATITUDES

PHOTOS BY KURT ROLL



When perhaps the best swell to ever hit Cloud-break arrived in July 12 & 13, Kurt Roll was there aboard Dietmar and Suzanne's 'Carinthia'.

we had tradewinds all the way up to Fiji, and therefore only used a quarter of a tank of fuel.

We explored all of the Mamanukas, Yasawas and Kadavu Islands, with lots of stops back at the Musket Cove YC for partying, surfing and regrouping. Of all the places I've sailed in the world, Fiji takes the cake. The climate is perfect, the food is plentiful, delicious, and inexpensive, there's world class surfing and diving, and the people are crazy nice. In addition it's downright beautiful — as long as you leave the mainland and get to the outer islands.

This past week, Musket Cove was abuzz with the news that a huge swell was coming up from the Tasman Sea. World class surfers flew in from around the world. The swell peaked at Cloud-break on July 12th and 13th, with faces estimated to be 20 to 30 feet. Kelly Slater, 10 times the world surfing champ, said

that it was the biggest he's ever seen it. The waves, by the way, break over a shallow coral reef.

I had the awesome experience of taking *Carinthia* out with a boatload of Musket Cove locals for both days to film and watch the most amazing waves I've ever seen in person. To be motoring around not far from where these huge waves were breaking was a very moving experience.

After four months down here, I've developed a case of 'Bula Brain', and am flying home tomorrow.

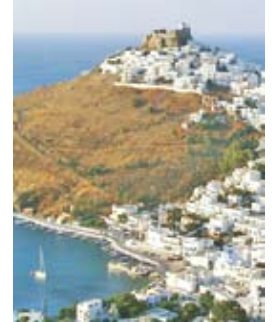
— kurt 07/14/11

Azure II — Leopard 47 The Pimentel Family Cruising Greece (Alameda)

Our friends the Knox-Whites, being intrepid travelers, joined in the adventure of going where the wind blows in Greece. This meant it was uncertain where we would end up after a week. It turned out

to be Astypalea.

The island turned out to be a relaxing place to enjoy what the Lonely Planet recommended for the "alternative traveler". With only a smattering of tourists, and a number of other yachties, it felt like a step back in time. There were old Greek ladies in black sitting in doorways, and men driving scooters loaded down with their family and various appliances.



Relaxing Astypalea was like stepping back in time.

We spent our last day lounging in a taverna with the Knox-Whites, with the kids playing board games. Hanging out with friends from home felt like having part of home on our boats. We, of course, were happy to give them a crash course in real cruising situations. Like when John saved the day noticing that our cat was floating out of the bay. Sure enough, we'd dragged anchor. After frustratingly re-anchoring about 10 times in windy conditions, we finally had to move to a less weedy spot. This was the first time our fantastic Rochna anchor let us down, but only because the weeds were in charge. With all of their hard-earned knowledge, John and Jen had a new appreciation for the evening entertainment of watching other yachties anchor.

Somehow the Knox-Whites figured out how to get back to Athens from Astypalea by ferry. It required that they get one of the town's three taxis to pick them up at 3:35 a.m. Naturally the taxi was 25 minutes late, so they only caught their 4:10 a.m. ferry by seconds. You've got to love Greece because the 4:10 ferry was delayed three hours.

The wind eased up the day the Knox-

The Pimentel's Leopard 47 cat, a former charter boat, has taken them safely from the Eastern Caribbean to the Eastern Med.



LATTITUDE/RICHARD

CHANGES

Whites left. With 40 knots predicated, we quickly made a 12-hour passage to the island of Simi, where we've been sitting out quite a blow.

This is RJ, and I'm here to report on the Simi Monastery. One of the most interesting rituals we have experienced on our trip is the act of making an offering. Many people travel to various



The ornate belfry at St. Michael's, Simi, Greece.

Greek Orthodox monasteries to give these offerings, just as in ancient times, in the hope their prayers will be answered.

When we finally got to the chapel part of the large monastery on Simi, we saw a small room decorated with extremely detailed woodwork and about

six or seven paintings protected by glass. People would come into this room and cross themselves multiple times before kissing one of the paintings and sometimes leaving a small offering. Most of these people went to the seven-foot tall painting of Saint Michael, the patron saint of the island and monastery.

The most popular offerings were gold chains, crosses, or very thin plates of various metals with a boy, girl, or a body part someone wanted healed stamped on it. We even saw one lady set down a model sailboat in front of the large painting, as St. Michael is also the patron saint of sailors. Before placing any of these offerings, however, they must be checked and approved by one of the two men overseeing the room.

Another part of the monastery was a museum, which held some of the best

If the Pimentel family was going to have to sit out a blow in Greece, Simi was as good a place to do it as any other.

offerings. Entering the museum, you see a roped-off area with about 50 model sailboats that have been offered to the monastery. These ranged from old sloops to modern sailboats. The next rooms held an extreme variety of objects, such as four elephant tusks carved with scenes of the lives of African people, and ornate swords with golden thread inlaid in the scabbards. There were also many more modern offerings, such as trophies for everything from soccer to sailing races — even a trophy for bodybuilding. It all seemed a little strange to us.

Simi, the last Greek island that we would visit, was a safe place to sit out the big wind — although with 40 knots whipping through the rigging, we didn't sleep well for two days. One of the nearby boats dragged anchor and washed up on the beach, but was pulled off without too much damage.

When the wind eventually subsided, we cruised from the missionary bay to the town. The houses by the town of Simi looked like little Parthenons in ice cream flavor colors. This was one of those Med-moor-to-the-quay towns that I find to be fun, although they come with all the potential anchoring challenges, such as crossed and tangled anchor line. As it turned out, we were moored between two other catamarans: *Mojito* from Belize and *Solmaria* from New Zealand — both with their own teenagers aboard. We all hung out for the night and had a grand time — kids on one boat, adults on another. It seems all the kid boats we meet are going in different directions, but it was great to share experiences even if only for a few hours.

It wasn't far to an amazingly clear water anchorage, and adding to the international flavor of the island was the fact that we met the Romanian folks aboard *Rosa*, a fabulous mega sailboat, with two kids about the same age as our kids. Our boys got treated to jet-ski rides, tubing, and fancy snacks — and now can find Romania on a map.

Looking off in the distance, I can see Turkey. So guess where we're headed next.

— the pimentels
07/07/11

Cruise Notes:

Hauling and hurricanes. Our plan was to have **Profligate** hauled at La Cruz Shipyards in La Cruz — one of the few yards between Panama and the Napa Val-



ley with a Travel-Lift that can lift a boat with a 30-ft beam — at the end of June and then be hauling butt up the coast of Baja in early July before the Eastern Pacific hurricane season got into full swing. Well, it took a little longer than anticipated to get the Micron 66 bottom paint shipped down from the States. Then every time the yard got the boot stripes taped off for repainting, there would be a bout of torrential rain — not unusual at this time of year — and they'd have to do the taping again and postpone the painting. By the time *Profligate* was back in the water and the weather looked good, we faced the unpleasant possibility of having to complete this issue of *Latitude* with uncertain internet access while holed up somewhere on the



IN LATITUDES



SPREAD, LATITUDE/RICHARD; INSET, DI'S DREAM



Big shot: 'Profligate', hauled with eight inches to spare on each side. Clockwise from above right; A machined spacer. Taping the boot stripes. A surfing break. A \$4 haircut. Bucket of friend chicken? How about a bucket of Flex-o-Fold props? Getting parts machined at bargain prices.

coast of Baja. So we waited until we got the issue done. And just when we were ready to head north from Puerto Vallarta, Passage Weather forecast — six days out — a hurricane to sweep up the mainland coast, pass by Cabo, and continue darn near all the way to Turtle Bay! Nothing was showing at the Unisys Hurricane site about such a storm, but we figured our insurance company would appreciate our not trying to run before a named storm. So as we write this, it's the third week in July, and we're still in Mexico.

The good news is that nobody told us how great Banderas Bay is in the summer. Sure, it's been warm and hu-

mid, but usually not that warm or that humid. We swim about five times a day, and no matter if we're boogie-boarding in the ocean 'til 9 p.m. or swimming in the unheated pool at 1 am, there's never a hint of chill. In that sense, it's dreamlike.

The fun thing about the summer weather here is that it's constantly changing. Frequently there are blue skies in the morning, then a tremendous build up of white, grey and black clouds in the afternoon, followed by spectacular lightning and

thunder, and torrential rain in the late afternoon that floods all the streets, with clearing a few hours later. The pattern is repeated over and over. And there have been periods of epic south swells, with so many Punta Mita spots firing that there was never a crowd at any of the many breaks. If you're like us and do warm better than cold, you wouldn't be in a rush to head back to California either.



All the Punta Mita spots were firing in early July.

"Glad you've discovered the summer on Banderas Bay is not horrible as some people make it out to be," writes John Foy of the Alameda-based Catalina 42 **Destiny**, who a few weeks before had been wearing fleece at noon in San Diego. "Gilly and I stayed down there for the last three summers, and August and September are more or less the same as June and July. I'm emailing you from Harbor Reef, Catalina, where it's livable but cool — to say nothing of how cold the water is. On the other hand, it's our first time back in four years, and just our time here in Cherry Cove has been worth the Baja Bash it took to get here. But nothing is better than Mexico, even in the summer. I just bought a beer for \$5. Ouch! I'm ready for warm weather, warm water, and 12 peso — \$1.10 U.S. — Coronas on the beach."

It's a bit of a late start in the season for inspirational circumnavigator-to-be Jack van Ommen of the Gig Harbor, WA-based Naja 29 **Fleetwood**. "I should be getting the mast back up and finishing the last 300 miles of the Danube under sail. What awaits me — winding through the Danube delta as it branches into the Black Sea — should be exciting. I

In just six years of solo cruising, Jack has registered a very remarkable record of sailing achievements. And he started in his late 60s!



LATITUDE/RICHARD

CHANGES

expect to be in Istanbul in early August and will spend some time there. After that, I'll stop at some of the islands in Eastern Greece and then head across the Turkish archipelago. By the way, Rousse, Bulgaria, has been one of the most scenic stops of my long voyage."

For those wondering what a circumnavigator from the Northwest might be doing with his boat in Bulgaria, van Ommen, who is in his mid-70s, has thrown in an unusual Amsterdam-to-Black Sea leg. Since setting sail from Alameda in February of '05, he has sailed 34,000 miles and visited 43 countries with his little boat. According to his May and June '10 interviews with *Latitude*, van Ommen has been doing it all while still setting aside \$1,000 a month from his meagre social security check! Could anyone be living a much richer life than this former bankrupt millionaire?

Jim Fair, a longtime Northern California sailor and vet of the '08 Singlehanded TransPac, and Linda Powers, of the Berkeley-based Outbound 46 **Chesapeake**, had a little medical emergency in Tahiti recently. "Linda snagged



LATITUDE/LADONNA

Jim, with Linda, as seen in Kauai after the finish of the '08 Singlehanded TransPac. The couple are now in the South Pacific.

her toenail last night and almost ripped it off her foot. We had to make a trip to the emergency room, where they reattached it. Linda's stitches come out in two weeks. The taxi fare to hospital was

more expensive than the bill from the emergency room — which says something about U.S. medical care."

Unusually, Jim and Linda started their Pacific Puddle Jump from Peru. After a stop in the Galapagos, they had a "long but easy" 3,000-mile trip to the Marquesas, which they completed in 20 days. They loved the anchorages of the Marquesas, and wished they hadn't had to push on to the Tuamotus and Tahiti so quickly.

It's tough times for Capt. Cactus, Betsy Bryan, and their beloved 97-ft tall ship schooner **Talofa**, which has been based in a number of ports in California and Mexico over the last four years. "We were on our way to the Panama Canal and St. Thomas in the U.S. Virgins when *Talofa* suffered considerable damage off El Salvador. We were sailing in a light rain just after midnight when a sudden and violent storm hit us with winds to 50 knots, blowing out the main, jib and forestay sail. For the next hour we lay ahull, heeled over about 20 degrees. Roni, one of the crew, slipped while try-

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ing to help douse a sail and was hurt. When the wind abated, I was unable to start the engine, so we spent 36 hours limping to the 20-mile-distant commercial port of Acajutla. Two miles out we deployed the dinghy to tow *Talofa* in. Roni was taken ashore on a pilot boat, and was found to have a cracked hip. As if things couldn't get worse, I couldn't get the generator to start, the rest of the crew left this morning, and officials say we have to leave our mooring as soon as possible and move 50 miles down the coast to Bahia del Sol. Over the last four years, *Talofa* has played host to thousands of people and raised thousands of dollars for many charities. But now Betsy and I need help with *Talofa*. If you can assist with mechanical skills, money, or just as crew, please contact us at www.VirginIslandsSailingCharters.com. Historic *Talofa* — she's nearly 100 years old — belongs to everyone, so we can't lose her now!"

"I saw the Wanderer and Dona de Mallorca showing off stand-up dinghying on page 139 of the May issue," writes Jim

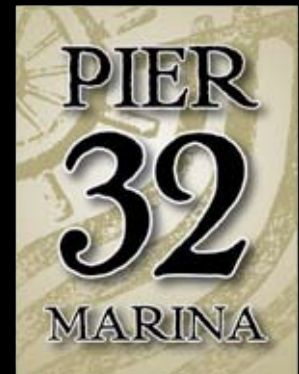
Coggan of the Tiburon-based Schumacher 40 **Auspice**, which is currently in the South Pacific. "Well, allow me to introduce the real king and queen of stand-up dinghying, Shelly and Jane DeRidder, who have been standing up in the dinghy they designed and built since the Wanderer was toddling around in diapers. Originally from British Columbia, the couple have been sailing and living on **Magic Dragon**, the 40-ft flush deck twin-keel, light wood cutter they designed and built in the mid-'60s after doing some cruising in a 24-footer. Do the math and you'll see that they are almost members of the 'Over 50 Club'. The *Dragon* is loaded with all kinds of innovative ideas and inventions, such as



Jane and Shelly DeRidder. Not only are they longtime stand up dinghy riders, they built their boat around a Honda Trail 90 motorbike.

a canard self-steering system, a lazarette designed to garage their Honda motorcycle, and a gimbal-mounted fridge. Shelly, who recently hit the big 8-0, and Jane continue living and cruising on *Magic Dragon*, in New Zealand's Bay of Islands. I don't know if Jane still wears her thong, but she swims every day. The

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couple are known and loved far and wide, and can tell sailing stories until the Kiwi bird flies."

Thanks for the reminder, Jim. We've written about the DeRidders a number of times over the years. Our favorite story is that they built their boat around a Honda Trail 90, and in the early days of their cruise actually rode the little thing from Acapulco to Mexico City high in the mountains. And this was long before the modern road was built. We most recently wrote about their putting their boat up for sale a couple of years ago:

"We've finally gotten around to putting *Magic Dragon* on the market, not because we want to sell her, but rather because after 42 years perhaps we need to start acting our age. Trouble is, this way of life will be difficult to replace with something as satisfying." We're glad to report that the DeRidders haven't found a buyer for their boat.

Over the many years that we've cruised in Mexico, we've marveled at how **Mexican law**, and Mexican law that pertains to maritime activities in particular, can be interpreted so differently from one port captain's district to another. For in-



LATTUDENICK

Clear out of Nuevo Vallarta for the States and 'win' 50 dinners for two compared to clearing out of Cabo or La Paz for the States.

stance, if you clear out of La Paz or Cabo San Lucas for the United States, the fees come to about \$230 U.S.. But when we spoke to Hector Jose Medina Martinez

at the Port Captain's office in Nuevo Vallarta last month, he assured us that they only charged about \$30 U.S. for an international clearance. Let's see, when Dona de Mallorca and we decide to have street tacos for dinner, our bill comes to \$5 for both of us. So the difference in price between getting an international clearance from Nuevo Vallarta or getting one from La Paz or Cabo San Lucas is equivalent to about 50 dinners for two. That's something to chew on.

We were reminded of how comparatively simple navigation is along the West Coast of the United States when we read the posting from Scott Stolnitz of the Marina del Rey-based Switch 51 **Beach House**, who spent his Fourth of July negotiating his way down a narrow pass to Savusavu, Fiji:

"My crew Sandrine and I got up early for the 25-mile journey to Savusavu and the mini-gauntlet of Nasonisoni Pass. The pass is 1½ miles long and about 100 yards wide. For the most part, we couldn't see the reef on each side, but the chart was spot on. As we were heading east, the rising sun did nothing to help

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with visibility. But we went slowly and didn't have any problems. Water on the other side of the pass often runs against the current, which can create standing waves. We've talked to a few boats that got their decks awash as they came out the eastern side of the pass. But we hit it at the perfect time, as the trades weren't blowing hard and there were no standing waves."

Note to those headed south to Mexico this winter: There is more to Mexico than just the coast.

"This is our first season of cruising, and while we planned on going as far south as Z-town, we actually only made it as far as Bahia de Santiago," report Larry VanDerWall and Melanie Montilla of the Alameda-based Hardin 45 **Hemisphere Dancer**. "The problem was that we were just having too much fun and there were too many great things to see. So maybe we'll get farther south next year. This year's highlight was a 1500-mile road trip to see the church buried in lava by Volcan Paricutin, Colonial Patzcuaro, the ruins at Tzintzuntzan, the artistic city of Morelia, and the millions

of monarch butterflies just above Zitacuaro. We ended up going through three different military checkpoints. While the men were heavily armed at each stop, they nonetheless showed professional courtesy. At the last checkpoint, they even had us fill out a survey on how they did! Tough on the problem and easy on the people — what a concept. Maybe the folks at San Diego Customs and Immigration could pick up a few pointers from their counterparts in Mexico."

Although the **Atlantic Rally for Cruisers (ARC)** doesn't start until late November, all 225 slots were taken in March. U.S. entries are up substantially to this year to 18: **Bandido**, Oyster 625, Roger Soukup and Edwin Samayoa; **Brizo**, Beneteau 50, Lewis Wallner; **Carrick**, Rustler 42, Allan



'Phaedo', the newest Gunboat 66, is lighter and has more sail area than previous Gunboats. She's a threat to finish the ARC first.

Dobson; **Delphini**, Catana 471, Emmanuel Soultanakis; **Engelen**, Sweden 40, Mathew Haarsager; **Filizim**, X-55, Mustafa Miharbi; **Glass Slipper**, Oyster 53, Thomas Carbaugh; **Grateful Red**, CC121, Ken Johnson; **Integrity**, Bavaria 37, Robert Gerlach; **La Perla**, Sly 48, Kent Baumann; **Lady Eva**, Najad 441, Oleg Sotenko; **Lone Star**, Amel 54, Craig Scott; **Minaxi**, Amel Super Maramu, Robert Linley; **Oceanica**, Jeanneau Sun

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CHANGES

Odyssey 52, George Champion; **Phaedo**, Gunboat 66, Paul Hand; and **Sapphire II**, Discovery 67, John O'Connor. Alas, they don't break down the entries out by home port, so we don't know how many, if any, are from the West Coast. We do know that *Phaedo*, which is actually owned by Lloyd Thornburg of St. Barth, has a great chance to take line honors. The lightest Gunboat 66 ever, with the tallest rig, she was hitting mid-20s in this spring's Caribbean 600. Check out her YouTube clips to see why it's not that comfortable to sail a big cat upwind in the teens. Reaching or running, however, are entirely different stories.

Anti-siphon valves are such simple little devices, but when they get clogged, they can cause gigantic problems. Just ask Jeff and Judy Wahl of the South Dakota-based Wellington 47 **Island Mistress**. After a few years in the Val-larta area, last spring the couple decided to head down the coast and across the pond. But the boat had an anti-siphon valve on a bilge pump system that, unfortunately, had an outlet below the waterline. So while the boat was briefly left



The customer is always right. So if he wants Roger and Di to go to Greece to tune the rig, oh well, that's just what they'll have to do.

in southern Mexico, water was pumped overboard, then sucked back in, then pumped overboard, then sucked back in — until the batteries were dead. At

that point, water back-siphoned into the boat. The only reason she didn't sink is that she was built with a foam core like a Boston Whaler, and is virtually unsinkable. But all the systems were ruined. Originally unsure if they should take the insurance money and run, the Wahls decided to rebuild most of the old systems and leave a few others out. We're not sure why, but the diesel was taken all the way to Virginia — something like 3,000 miles — to be rebuilt. We wish them luck with the project.

Roger and Diana Frizzelle of the Alameda-based Catalina 470 **Di's Dream** have about a dozen Ha-Ha's between the two of them, and expected to do another one this fall. But then they got 'The Offer'. A few years ago, they sold a boat exactly like theirs to a Central Valley melon farmer of Greek extraction, who said he would only buy the boat if they would deliver her to Greece. So they did. It's been a few years, and the owner says the "rig needs tuning". So it's off to Greece, first class air tickets and expenses paid, to keep a former customer happy. They'll resume cruising Mexico this fall.



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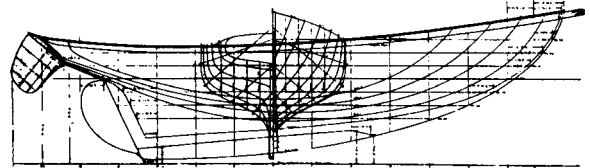
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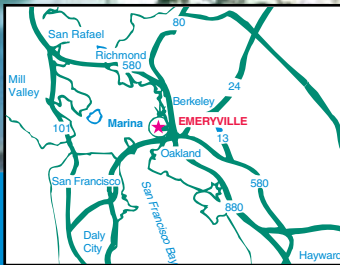
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19-FT RHODES, 1962. Dinuba, CA. \$6,000. Number 777: Hull and top have new paint. Boat comes with main, jib and spinnaker sails. Sails and sheets in fair condition. Has trailer and new tires. All wood is in good condition. (559) 393-9118 or (559) 589-5183 or j-schaffer@att.net.

20-FT O'DAY, 1977. Paradise, CA. \$1,500/obo. Looks like small Catalina 22. Sleeps two. Plenty of storage. Seagull outboard. Clean, little used. In dry storage on trailer past 10 years. (530) 877-3893 or raythomas@yahoo.com.

24-FT COLUMBIA CHALLENGER, 1964. Stockton. \$1,500/obo. Champion racer includes Nissan long-shaft 8hp engine. Excellent main, jib, new spinnaker. VC17 racing bottom, dark blue hull, sink/ice chest, Spartan interior. (209) 476-1381.

24-FT COLUMBIA CHALLENGER, 1964. Stockton. \$3,500/obo. Includes tandem-axle trailer, Mercury 6hp almost-new engine, newer sails, excellent bottom. Standing/running rigging in good shape. Lines led aft, sleeps 4, sink/ice chest. Wonderful Bay and Delta daysailer with overnight accommodations. (209) 476-1381.

23-FT AQUARIUS, 1973. Concord. \$3,000. Centerboard, trailer, VHF, red-ene interior, new bottom paint, stereo, Porta-Potti, fish finder, 2 anchors. Great family boat. (510) 529-1950 or rbblaisdell@earthlink.net.

SANTANA 2023A & TRAILER. 1993. \$7,500. Easily trailerable, water ballast tanks in excellent condition, 5hp Mercury, roller furling main, roller furling jibs 90%, 150%, Harken winches, Icom VHF, depth sounder, Porta-Potti. Spotlessly clean, excellent condition, kept on hard. Reduced to \$7,500. (530) 432-9468.

23-FT RANGER, 1976. Coyote Pt. \$3,000/obo. Gary Mull design. Roller-furling jib. Six sails. Nissan 8hp outboard. Rigged with all lines aft for ease in handling. Lots of gear and extras. Excellent Bay boat! (650) 464-3018 or skogmon@sbcglobal.net.



24-FT NEPTUNE, 1981. Santa Cruz, CA. \$3,995. Great boat for SF Bay or Monterey Bay! Priced to sell. Clean inside and out. Bottom paint 2010 over epoxied hull, standing rigging 2007, tabernacle set up, ESSENTIAL for North Harbor access in Santa Cruz. Yamaha 6hp (100:1), Autohelm KM, DF, VHF. Larsen Sails (great shape). Several other sails including 150% jib (Kevlar/Mylar), spinnakers. Lines led aft for easy singlehanded. Lifesling COB. Well maintained, ready to sail today. Many extras. Contact: (831) 588-3937 or tomhalderman@gmail.com.

21-FT SEAPEARL, 1999. \$6,000. This 21-ft fully equipped, unstayed cat-ketch (with trailer) bought new in '99 was used once. Stored under cover and maintained since. Great protected water sailer - really fast! Check out Seapearl 21 online. (831) 659-3123.

24-FT ISLANDER BAHAMA, 1968. Pittsburg Marina. \$3,000/obo. Excellent Bay and Delta cruiser. 4hp outboard, 2 mains, 2 jibs, and a genny. Sleeps 4, galley and Porta-Potti. Lots of gear. Recent bottom paint. Compass, VHF, fishfinder. (707) 964-1898 or knxtime@comcast.net.

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23-FT SANTANA 2023C, 1995. Hemet, CA. \$7,800. Roller reefing genoa, VHF, CD, dual batteries, shorepower, water ballast, easy tow-launch, mast-raising system, open transom, bulkhead compass, oversized ground tackle, swim ladder, poptop, large V-berth, choice of outboards, sleeps five. (951) 315-5705 or bpratte@yahoo.com.

18-FT CAPRI, 1987. Woodley Island, Eureka. \$2,900. Very sound and good looking unsinkable, roomy day sailer with all equipment. Ready to sail away. With Johnson 4-stroke long-shaft, low use, price negotiable. Contact Nick. (707) 442-2496 or ndwalk@att.net.



15-FT SNIPE, 1945. Pt. Richmond. \$950. Great sailing craft. Mahogany, bronze fastened. Nicely crafted. Renovated almost to completion by second owner. Ready for painting, canvas decking, some trim, rigging. Down to the easy, fun work, great project for a wooden boat enthusiast. jillofiaro@sbcglobal.net.

18-FT DRASCOMBE LUGGER MK5. 1972. Salinas, CA. \$6,100/OBO. Fiberglass hull, tanbark sails, British Seagull outboard and trailer. Very nice varnished spars, gunwales, etc. www.flickr.com/photos/64734676@N07/. (831) 422-9013 or danielcrowley33@yahoo.com.

25 TO 28 FEET



CATALINA C-250, 2000. Reno, Nevada. \$22,500. Excellent fresh water Tahoe boat. Wing keel, 9.9 Honda 4-stroke long shaft, Trail Rite trailer with mast raising system, CDI furler, 2 jibs, spinnaker, 2 anchors, canvas and cushion packages, pop top w/canvas, Edson wheel steering w/open cable upgrade, Ida sailor kick up rudder, enclosed marine head with holding tank, shore power, ST60 Tri-Data, Tacktick wind system, galley sink and stove, VHF radio, life sling, custom boat cover. Motivated seller. (775) 329-8543 or james3385@charter.net.

25-FT CATALINA, 1978. Vallejo. \$5,000. EZ-Load trailer, swing keel, pop top, Honda 9.9 4-stroke, brand new main, 4 headsails, Ida balanced rudder, 2011 bottom job, new depth meter, VHF, solar panel, dinette layout, Porta-Potti. Boat is in great shape. Contact (707) 365-2291 or danielkaronis@sbcglobal.net.



25-FT ERICSON, 1976. Alameda. \$6,000. Lightly sailed since '05. Great Bay boat. 3 headsails. New main late '05 crispy. Ball valves 2/06. New rigging late '06. 15hp 4-stroke Merc. VHF, speedo. Clean and dry. Contact Dirk at: (510) 316-3624 or Slowsailing45@gmail.com.

26-FT CHRYSLER, 1978. Folsom Lake Marina. \$4,750. Swing keel, EZ-loader. 9.9 Yamaha 4-stroke. Recent Sunbrella, covers, cushions, bimini. 3 sails, CDI furler. Power water, with enclosed head with pump out. Some spares, more. Clean boat. (916) 351-5921 or (916) 208-5921 or kmschwarz@att.net.



25-FT CATALINA, 1986. Grass Valley. \$8,950. Swing keel, dinette interior, sails include main, jib genoa and spinnaker, fresh bottom paint. Honda 7.5hp outboard. Lowering and standing mast system. Very clean, fresh water boat with trailer. Contact (916) 300-1262 or Stever@surewest.net.

28-FT NEWPORT, 1977. Delta. \$9,500/OBO. Freshwater since 2004, Harken RF, full batten North main, oversize rig/re-wired 110/12v, Heart 2000w inverter/100 amp three-stage battery charger, offshore dodger, Garhauer rigid vang, Hood Vektron 115 jib 2008, Lowrance chartplotter/fish finder. Contact (209) 712-3881 or mwwesternman@yahoo.com.

26-FT BALBOA, 1974. Sacramento. \$8,775/OBO. Extensive upgrades and improvements within last three years. Swing keel, tandem trailer. Great little boat for Bay or ocean but too small for me. For more info and photos, go to website and click on 'Sailing Program' on the home page. www.sacycu.com. (916) 835-1147 or sacycu@yahoo.com.



28-FT CATALINA, 1978. Vallejo. \$5,000. EZ-Load trailer, swing keel, pop top, Honda 9.9 4-stroke, brand new main, 4 headsails, Ida balanced rudder, 2011 bottom job, new depth meter, VHF, solar panel, dinette layout, Porta-Potti. Boat is in great shape. Contact (707) 365-2291 or danielkaronis@sbcglobal.net.



CAL 2-25 / CAL 25 MK II, 1979. Alameda, CA. \$11,950 w/trailer. Make us an offer. Fiberglass sloop w/Yanmar diesel. Exceptionally well maintained one-family boat in fresh water until 2003. New sails/rigging 2004. Equipped with systems found on much larger boats. You'll be hard pressed to find better kept cleaner boat. All systems work! Fixed lead fin keel, raised cabin top. Beautiful varnished teak handrails, companionway rails, tiller, hatch boards. Details available upon request. martythamm@aol.com or (408) 756-0370.



27-FT CATALINA, 1976. Redwood City. \$9,000. Extensive upgrades. Wheel steering, GPS, depthfinder, autopilot. New 135% roller furling jib, new sheets, excellent main. Lazyjacks and downhaul. Custom spinnaker. Atomic 4 engine in A+ shape, lots of Moyer upgrades. Does 7.2 mph. Cockpit engine hatch. Solar panel, DC inverter, CD-stereo, VHF radio, holding tank, macerator pump. Hauled and bottom paint twice in 3 years. New stuffing box and Gortex stuffing. Rudder upgrade. Set up for singlehanding. Many extras, must see. (650) 320-9793 or r_powers@sbcglobal.net.



28-FT ALERION EXPRESS, 2007. Sausalito. \$89,000. *Lizbeth*. Hull #359, commissioned Jan. 2007. One of a kind, active fleet racer/winner. Factory teak and Ultrasuede interior, Tacktick instrumentation including NEMA interface, handheld remote, running rigging upgrades too extensive to list. Pineapple sails, Kevlar jib, asymmetrical spinnaker, removable Seldon carbon sprit, Lewmar 30 primary and secondary winches. Custom matching canvas including full boat cover, cockpit cushions, additional teak exterior trim, cockpit grate, more. A fully maintained and varnished yacht. Seeing is believing. www.lizbeth359.com. (415) 608-6919 or mland2@ix.netcom.com.

25-FT WINTHROP WARNER, 1938. Oxnard, CA. \$27,500/OBO. Wooden sailboat Hull #1. *Typhoon* is a beautiful example of a Whitaker Marine built, compact, full keel, bluewater yacht. Check out the website for complete details and photos! http://signal1.com/typhoon. (818) 585-8274 or mike@signal1.com.



CHEOY LEE OFFSHORE 27, 1965. Alameda. \$14,000. Boat cover, teak cabin and deck, teak interior, brightwork in great shape. Head, stove, and sink w/pressure and pump water. Yanmar diesel, bottom job June '11. In great shape. (408) 267-9262 or cptjohn@pacbell.net.

28-FT PEARSON, 1977. Pt. Richmond. \$7,500/OBO. A great Bay sailing boat. New roller furling jib, sails in excellent condition, Atomic 4 gas engine. Interior clean and dry. Sleeps 4 comfortably. Contact (510) 215-9924 or (510) 685-0252 or cathyabrien@msn.com.

29 TO 31 FEET

30-FT PEARSON, \$7,500. Recent haulout, bottom paint, zincs, etc. Repowered, Volvo diesel, valued at double this. Fresh water condition. Ready for SoPac or Mexico! ALSO: Selling for friend, Catalina 25 convertible, 10hp 4-stroke. Illness, B/O. Contact (916) 217-6908 or chardonnamoon@att.net.

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30-FT CATALINA, 1989. Moss Landing. \$34,500. Excellent condition. Universal diesel, 980 hours radar, roller furling, Dutchman flaking system, dodger, davits, chartplotter, autopilot 5000, propane stove/oven, refrigerator. Hot/cold pressure and shower, stereo, VHF, cockpit cushions. Pictures available. Contact (831) 753-2001 or (831) 320-8021 or skipper030@sbcglobal.net.



29-FT LANCER, 1980. Alameda. \$9,900. 15hp Yanmar diesel engine. Roller furling jib, main with lazy jack, Harken main traveler, and winch, dodger, cushions, wheel steering with compass. Cockpit instruments, oil temp, charging, depth and speed. Garmin GPS. Updated charging system, batteries, fuel tank. VHF radio. Fully outfitted galley with propane stove. All teak interior, ship clock, barometer, stereo, carpet, custom bedding. A great starter boat with dinghy and much more. (925) 372-8679 or rbass29@aol.com.

31-FT CHEOY LEE OFFSHORE KETCH. 1974. Richmond. \$9,500. Heavy fiberglass hull and top, 11,000 lb displacement. Bottom maintained, mast and standing rig renewed '05 (KKMI), running rig and blocks new '05, tiller, large cockpit, sails well, classic lines, bowsprit. Volvo MD23 needs rebuild. graphictag@comcast.net.



30-FT WILDERNESS, 1980. Moss Landing. \$18,500. Original owner, Ultralite, 5 hours on new Yanmar, new standing and running rigging, new LPU deck and hull, new bottom paint. *Wild One* is the one. Possible sports car trade. Call Jim. (831) 383-1650 or lizabethmorell@gmail.com.

29-FT FARALLON, 1972. Friday Harbor, Washington. \$15,000. Great cruising boat and liveaboard in sailing condition. Volvo power, 3-reef main, reefable working jib, genoa and drifter. All gear, dinghy and cradle included. One owner, documented. Strong construction, 45% ballast/displacement. Picture gallery available. Email axiulians@gmail.com.



30-FT TAHITI KETCH, 1949. Sausalito. \$34,500/obo. Kauri planked copper riveted to apitong. Ocean ready. Garmin GPSmap and HD radar, EPIRB, liferaft. Recent rig replacement. Reefer, replaced keelbolts and thru hulls/re-caulked. Rebuilt Yanmar 3GM. (415) 272-4203 or jody_boyle@yahoo.com. (300 Napa St. #17).



30-FT LANCER C&C DESIGN, 1980. Marina Bay. \$25,000. Fractional sloop w/reliable Yanmar QM15 diesel engine. Redecorated cabin w/padded 6' head room, new cushion covers, tile counters, bamboo sole, appliances. Recently replaced electronics: speed, depth, VHF, GPS, chart plotter, CD stereo, 3 batteries w/trickle charger, bilge pump and instrument panel. Recently replaced on deck: mainsail and jib, safety lines, shrouds, traveler, dodger w/bimini, wheel pilot and roller furling. No blisters, recently hauled. Life jackets, tools, parts. She is a wonderful sailer and ready to go. Contact (916) 487-5351 or (916) 206-7556 or barronsdesign@surewest.net.

32 TO 35 FEET



35-FT CHEOY LEE ALDEN 32, 1971. Pelican Harbor, Sausalito, CA. \$30,000. Pilothouse ketch. Long range coastal cruiser. Heated wheelhouse. Heavy Lloyds A-1 glass hull. Lovely husky lines. Sound and cared for, but needs some interior repair. Great boat for San Francisco Bay and anchorages. Pelican Harbor slip 67, Sausalito. See details and video at website, click on sailboats, then 'Euxine'. <http://boatvideosales.com>. (415) 465-1656.

ERICSON 35+, 1983. Emeryville, CA. \$42,000 or reasonable offers. Excellent performer, good shape. Fairly new sails and electronics, new hatches, traveler. Has furler, spinnaker, dodger, Autohelm ST6000, diesel and more. Email for info, photos link. (925) 754-4560 or (925) 642-7600. pmchin47@hotmail.com.

33-FT MORGAN OUT ISLAND. Pilot-house. 1980. Berkeley Marina. \$33,400. Warm and dry Bay sailing! All lines led to pilot station. Solid fiberglass hull. Ready for cruising. Recent survey. See details and photos on web: <http://goo.gl/huYQC>. (510) 470-4331 or joerivero@msn.com.



32-FT ERICSON, 1971. Bruno's Island, Isleton. \$19,500. Great cruising and Bay boat. Well maintained, restored deck and interior. Three headsails, spinnaker, lines, self-tailing winches, Yanmar 3GF diesel, LectraSan sanitation. Contact (510) 207-0111 or (510) 655-7793 ext: 2006 or don@dondommer.com.



34-FT HUNTER, 1983. Antioch City Marina. \$34,000. Great family cruising boat w/6' headroom and spacious tri-cabin layout that sleeps 7. Westerbeke 21hp diesel, AGM batteries, 2 mains, 80/100/150 jibs, spinnaker, 3-blade prop, GPS chartplotter, H/C pressurized water/shower, 11 gal. water heater. New propane 2-burner stove/oven, Norcal 3.6cf AC/DC refrigerator/freezer, all new interior and much more. Very clean and well maintained boat! (925) 754-7599 or (925) 787-4037 or dwpfeiffer@hotmail.com.



33-FT RANGER, 1976. Alameda. \$12,500. Atomic Four. Roller furling jib. Hauled and painted 2010. Spinnaker and poles. Contact bobs@canamplumbing.com or (925) 200-1950.



35-FT J/109, 2004. Coronado Cays. \$198,500. Winner, comfortable cruiser; best-equipped and maintained J/109 available in the West with every available option. Royal blue Ultrasuede interior, hot shower, dual GPS systems, Tack-Ticks, removable radar, five sails, lazy jacks, Yanmar diesel. (858) 232-7500 or etixeno@aol.com.

32-FT JEANNEAU ATTALIA, 1984. MDR. \$18,500. Racer/cruiser, all lines led aft. Yanmar FWC, folding prop, hydraulic backstay, new batteries, new RWC pump, racing sails, new spinnaker, Tuff Luff. New anchor and rode. Tillerplot. Original Dacron sails. www.flickr.com/photos/windhorze/sets/72157626168401808. Call (310) 592-5701.



32-FT RANGER, 1974. Alameda. \$14,500/obo. May 2011 New topside/bottom paint/batteries. Atomic Four. Many sails, hot water, internal halyards. Full race gear. Sleeps 5. Moving, must sell. Cash or trade. Email edhomer@hotmail.com or holorra@comcast.net or call (813) 966-1334.



COLUMBIA 34 MKII, 1973. SF Bay. \$42,000/land trades viable. \$10,000 off for cash/gold coins. 2+ decades at sea, meticulously outfitted. Yanmar diesel runs great. Roomy, 7' headroom. Great cruiser, great liveaboard. Pictures, details, contact at: <http://thepinkpanty.net>. (415) 692-1330 or boat4sale@sappfire.net.

32-FT BENEteau 311, 2003. San Carlos, Sonora, Mexico. \$90,000. 3-axle trailer, dinghy, davits, dodger, bimini, radar, chart plotter, GPS, autopilot, wind, depth, VHF, AIS. (303) 898-9373 or (720) 381-1685 or dwhubly@msn.com.



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33-FT YORKTOWN, 1968. Grand Marina, Alameda. HELP! I have a bad owner who has abandoned me! Buy me, I'm sure he doesn't want much, \$6,000 will do. I need some work, not much has been done recently. Contact (510) 501-4855 or michaelp@bowsprit.com.



34-FT CORONADO, 1970. Antioch. \$12,000. Ready to sail on the Bay or Delta. First \$12K takes her. New bottom paint, head, and dodger in 2010. Rebuilt Atomic 4 installed in 2009. Easy to singlehand. Sold as is, where is. Call (510) 676-4444.



32-FT DREADNOUGHT, 1976. Port Townsend, WA. \$32,000. Cruise ready, 2011 Baja Ha-Ha enrolled, South Pacific veteran (2006 - 2010), Raymarine electronics 2005 (radar, depth, autopilot, wind) the BEST self-steering, Achilles w/3.5 Merc, new main (2010) and furling genoa (2011) SC Sails, the most economical Saab diesel; 100 miles/day on 4 gallons, Waeco 50 chest reefer, KISS wind generator, 85 watt Kyocera solar panel. I am hauling in Port Townsend about 7/20/11. Contact skyeranch@mac.com or (808) 554-0705.

32-FT WESTSAIL, \$40,000. Hull #417. Teak/mahogany interior: center table/fwd locker layout. 3 headsails, 1 stay sail, 1 drifter. Perkins 4-108. Needs new mainsail and boom. As is, where is. (650) 303-3901.



32-FT PEARSON VANGUARD, 1963. Vava'u, Tonga, South Pacific. \$15,000. Yanmar 3GMF diesel engine, Aries wind vane, roller furling, Autohelm tiller autopilot, dodger, all lines led to cockpit. Sistership nearing circumnavigation. (925) 829-5256 or jjantares@aol.com.

35-FT GRAND BANKS. (Magellan) sailing yacht, 1964. \$8,900. Strip-planked mahogany with teak cabin sides, aft cabin, 80hp Ford Lehman diesel. New deck. SRYH covered berth-good liveboard. Bronze fastened, lead keel. 18,000 lbs. 6'4" headroom. (562) 899-0774 (eve).

36 TO 39 FEET



36-FT CATALINA, 1993. Berkeley. \$63,000. Excellently maintained, equipped cruiser. Radar, GPS, Autohelm. New roller furling, anchor, safety lines, stainless steel bow pulpit and stern rails. Bottom paint 2011. Three racing headsails, two spinnakers. Low engine hours. Contact kelvinaphillips@yahoo.com or (408) 476-8080 or (925) 417-7321.

37-FT ERICSON SLOOP, 1974. Alameda Marina Village. Best offer subject to acceptance. Many upgrades. Yanmar diesel. Less than 300 hours. Regularly serviced. Restepped mast. Bottom plate replaced by Svendsen's with space age materials. Standing and running rigging replaced. New roller furling. Life lines replaced. Wheel, wind knot meter and depth meter. All records of purchase and service. Upwind berth. Boat has been sailed as a day sailer. (408) 354-6960 or (408) 981-3779 or caparella2345@comcast.net.



36-FT CATALINA, 1983. Benicia. \$39,900. This 1983 Catalina is special. She is an immaculate, fully loaded, upgraded coastal cruiser. It is the perfect family cruiser and/or liveboard boat for a couple or single person wanting to experience the joys and freedom that sailing can provide - at a reasonable price! Also a respectable competitor around the buoys. We have had a ball on this boat. She is ready for cruising TODAY! She also makes a great home away from home even if you never leave the harbor. Fully set up for single-handing. Come see for yourself. Price is reduced. She's worth more, but we have to sell. Email us for complete description and more pictures. (775) 450-6229 or fshallenberger@gmail.com.

39-FT FOLKES CUTTER, 1986. South San Francisco. \$38,000. Cutter-rigged steel bluewater cruiser/liveboard. S. panels, refrig/freezer, radar, depth sounder, Yanmar 3-cyl., dinghy, SSB and VHF, mahogany/teak factory interior. Rewired and plumbing redone 6 years ago. (510) 290-8436 or joshuabewig@gmail.com.



ISLANDER I-36, 1974. Berkeley, CA. \$27,500. Survey Jan. 2011. Bottom paint, zincs, cutlass bearing - May 2011. New full cockpit enclosure. New bronze tint windows, UV protection added to 2 headsails, 2 Harken #46 2-speed winches set to rear position for easy, singlehanded sailing. Farymann R30 engine. Radar and GPS. Contact (503) 481-9769 or cahhiway@aol.com.



37-FT RAFIKI, HULL #12, 1977. San Blas, Panama. \$26,000/obo. Western Pacific Yacht Builders. New RF main and genoa. New cushions, bimini. Located in paradise. Much cruising gear, panels, Yanmar 30hp. Needs TLC, I'm your boat slave for 1 free week. More at website <http://freshaircharters.vpweb.com>. Email freshaircharters@yahoo.com.

HANS CHRISTIAN 38T, 1977. Morro Bay, CA. \$75,000. Beautiful black-hulled Hans Christian 38T, new engine/transmission, bottom paint 5/11, new dodger, solar panels, structurally sound, very "stock". (805) 595-7896 or (805) 544-5779 or tombaxterdc@yahoo.com.



36-FT HUNTER, 2004. South Beach, San Francisco. \$110,000. Dark blue hull which I believe is the only one on the Bay. Furling jib and main, dodger, nice interior, well maintained. She is a real beauty. (408) 375-4120 or stan.wilkison@yahoo.com.

37-FT TAYANA MKII, 1987. Alameda. \$110,000. Excellent example of Bob Perry's classic blue water double ender. Great sails, recent rigging, upgraded electrics, modern instruments, comprehensively equipped. Ready to go cruising now. Currently in Alameda, California. www.andysignolyachting.com/drumad3. Contact andy@andysignolyachting.com or (408) 858-2639.



37-FT PACIFIC SEACRAFT. Crealock design, 1980. Moss Landing, CA. \$99,000. World class blue water performance cruiser. 6-foot plus headroom. This boat is cruise ready with GPS, radar, solar panel, wind generator, liferaft, cruising spinnaker, Raymarine wind instruments and more. Very well maintained. Recent haulout included LPU on spars, new standing rigging, bottom paint and thru-hulls. Also new external canvas and internal cushions throughout. Sailboat Hall of Fame inductee for outstanding design, comfort, performance and seaworthiness. (831) 588-8502 or kspirit90@yahoo.com.

CATALINA 36 MK II, 1995. Alameda, CA. \$81,000. Excellent condition, includes windlass, hot/cold pressurized water, inverter, VHF, electronics, low engine hours, 15hp Johnson motor and Zodiac inflatable. Contact (510) 523-4081 or roystark@aol.com.

39-FT CAL, 1980. Morro Bay. \$60,000. Cruise equipped. Autopilot, Monitor, radar, SSB, roller furling, extra sails, galley update, 3 anchors, etc. (805) 674-1944.



38-FT COLIN ARCHER, 1950. San Diego. \$35,000. *Marion D.* Norwegian built, pitch pine planking on pitch pine frames, white oak backbone, trunnel fastened, Ford Lehman diesel. For history, specifications, more information and contact: <http://mariond.squarespace.com>.

36-FT CATALINA, 1984. Ventura. \$29,300. Nice, clean boat with low engine hours. New batteries. Includes a kayak, paddle, kayak holder, BBQ, and dock steps. Email for photos and full description. cdhfoto2002@yahoo.com.

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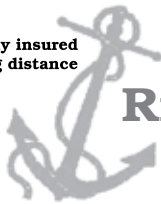


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39-FT FREYA IN STEEL, 1974. Oxnard, CA. \$29,000/obo. Freya Halvorsen 39 steel sloop. Insulated, rebuilt 85hp Ford diesel. Autopilot, radar, GPS, fridge, shower, hot water. Hood roller furling, hydraulic windlass, sounder, dodger, refurbished aluminum mast/boom. 8-ft dinghy. Contact (805) 200-6089 or trim69@hotmail.com.



36-FT MAGELLAN, 1978. Long Beach, CA. \$42,500. Beautiful ketch, full keel cruiser. Fiberglass, Angelman Seawitch design. Reefer, autopilot, chartplotter, speed, depth, 150-amp alternator with smart regulator. Roller furling, electric windlass with 300-ft chain and three anchors. Lots of canvas. Call Mark for more info at (562) 453-8801 or email wharfrat2004@gmail.com.

38-FT FARALLONE CLIPPER #14. Tiburon. \$45,000. *Ouessant*. Built 1957, Stephens Bros. in Stockton. Excellent condition, well maintained. One owner since 1974. Many good sails, Volvo diesel engine. Full boat cover, loaded with equipment for Bay racing and cruising. Contact: phbuck@sbcglobal.net or (415) 435-0936.

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HOLLMAN 50 CUTTER, 1989. Richmond. \$149,900. Fast, cruising cutter rig, all sails furl from cockpit, all self-tail winches. Large galley, reefer/freezer, radar, nav station, autopilot, SSB, dinghy w/OB, full width master, guest stateroom, 2 heads, stern scoop, strong FRP cored hull and deck. 280gal water/100 diesel. Major refit 2003, including new LPU and barrier coat. Possible liveaboard slip. Arizona owner aboard for most of summer. Call for more info. (520) 906-4351 or franke2u@aol.com.

41-FT MORGAN CLASSIC MODEL. 1991. San Carlos, Mexico. \$93,000. Cruiser, in primo condition, ready to go. Spacious interior - must see to appreciate. Recent survey. Go to link for current photos, complete equipment list: <http://sailboatvagari.blogspot.com>. (520) 825-7551 or stanstreb@gmail.com.

40-FT DUTCH KETCH STEEL, 1985. Florida. \$47,500/obo. Ocean cruiser, Westerbeke 1200 hours, new sails, fridge/freezer, solar wind, 24 Furuno, new windlass, new dodger, stand-in shower, davits. Needs bottom paint. Too much to list, must see. Contact (239) 898-9768 or captsmikeallison@hotmail.com.

45-FT HUNTER LEGEND, 1987. Monterey, California. \$125,000. By Hunter Marine. She is safe, strong, comfortable, and very fast. Offshore cruise ready with new sails, electronics, refrigeration, and computer controlled steering. All systems are in perfect working order including the 55hp Yanmar diesel. Monterey slip available. Contact (305) 394-5174 or jimkomo@gmail.com.

40-FT BABA CUTTER, 1984. San Francisco. \$155,000. Classic Robert Perry design "reincarnation of the Valiant 40" with one of his best interiors. Two cabins, separate shower stall, Webasto central heating system w/thermostat, centerline queen berth w/Tempurpedic mattress, new 3-burner Force 10 range and cockpit cushions. Sails beautifully in all wind conditions of SF Bay. Classic dinghy and floating dock included. More at <http://bluewaterboats.org/baba-40>. galenaonthebay@sbcglobal.net or (415) 533-3752.



41-FT BARNETT CUSTOM SLOOP. \$149,500. 1986-2011. Around world vet. Singlehanded, glass composite, fast cruiser, 2 cabins, light and strong. Keel up refit. New: rod rigging, sails, rudder, engine, vac panel refrig, pilot, electrical, etc. For complete specs contact R. Humphrey or go to website <http://yachtsoffered.com> and search #1291703. (510) 834-3261 or rhumphrey@sbcglobal.net.

42-FT CATALINA, 1990. South Beach Harbor, San Francisco. \$96,000. Great condition. Extensive upgrades. Full specs at: <http://leluya.blogspot.com>. (650) 241-1440 or leluya123@gmail.com.



BENETEAU OCEANIS 411, 2001. Mediterranean. \$139,000. The perfect couple's cruising boat with offshore capabilities. Two-cabin owner's version. Designed by Groupe Finot and built by Beneteau in France. Well-equipped and meticulously maintained. Never chartered. Stored on the hard at least six months per year since new. Only 1,100 hours on Volvo 59hp engine. No sales tax, personal property tax, or value added tax for USA buyers. USCG Registered. Lying in the Med. (415) 269-4901 or sail@voleauvent.com.





40-FT JEANNEAU SO, 2000. Great Lakes. \$145,000. Two cabins, one head, roomy galley, huge lazarette. Located in one of the most beautiful sailing areas in the world (June to September) in the center of a thousand-mile arc across the northern Great Lakes. Countless intimate anchorages, islands, charming small towns harbors, clear drinkable water. Currently in the North Channel of Lake Huron. A noncorrosive environment. Original zincs still look new. The boat has been in the water for only 20 months. Well cared for, lightly used, nicely equipped. We believe the space allocation and overall design of this boat to be better than any 40-footer and even the newer Jeanneau. Email Lynn to request an information package. Contact (707) 823-3309 or lynndeed@sonic.net.



44-FT KELLY PETERSON. Cutter rigged sloop, 1977. South Coast/Turkey, Kemer Turkiz Marina. \$110,000. New: rigging, diesel tank, water tank, stove, water heater, thruhulls, dinghy engine, E120 radar, SSB radio, VHF radio, 300 ft galvanized chain. 1993 Perkins diesel rebuilt 2009, Maxwell windlass/washdown, 110/220 wiring, solar panels, KISS wind generator, PUR watermaker 5 sails including beautiful chute, 18tons, uncountable tools and spare parts. We have out-aged her. (702) 767-8322 or (90) 535-088-0389 or jking38701@aol.com.



43-FT TASWELL, 1995. Bainbridge Island, WA. \$299,000. Pristine, center cockpit full enclosure, Leisure Furl main, electric winch, RF genoa, low hours on main and 5kw genset, watermaker, chart plotter, radar, ESPAR heat, much more. <http://nxtues.wordpress.com>. (206) 295-1024 or ntuesday1995@hotmail.com.

41-FT CHEOY LEE OFFSHORE KETCH. 1978. Puerto Escondido, Baja Sur, Mexico. \$60,000. *Siddhartha*. Great, beautiful yacht. Ray Richards design, bullet proof fiberglass hull, fast, strong, reliable, all electronic upgrades, all gear, ready to go, email specs. (775) 527-6111 or (775) 852-2131 or david.fambrough@gmail.com.



MORGAN 462, 1981. Vallejo Marina. \$153,000/obo. Bulletproof center-cockpit cruising ketch, keel-stepped masts, integral ballast, skeg-hung rudder, external chainplates, two cabins/heads, many new systems, immaculate. <http://s766.photobucket.com/albums/xx309/tmesser/Morgan%20462%20Cruising%20Sailboat/?albumview=slideshow&tr>. (707) 334-3670 or baryb@aol.com.



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41-FT NEWPORT, 1984. Bruno's Island Marina. \$55,000. 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. (1200 Brannan Island Road).



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.

46-FT KELLY PETERSON, 1982. Morro Bay. \$189,000. Cruise ready with long list of equipment. 2 staterooms, 2 heads with new electric toilets, reefer and freezer, large center cockpit, etc. Comfortable and great sailing boat that's ready to go anywhere! www.facebook.com/pages/Kelly-Peterson-46-sailboat/172704439424234. Contact woodeneye53@yahoo.com or (805) 459-1909.



40-FT O'DAY, 1986. Redwood City, CA. \$60,000. Great condition/great price. Very clean. New Yanmar and Wabasto heater. Live aboard possibility for qualified owner. (650) 743-3422 or (650) 363-1390 or steve@spinnakersailing.com.



44-FT TARTAN 4400, 2003. Channel Island Harbor. \$419,000, or trade?. Dark green hull, low hours, bow thruster, electric winches, VacuFlush heads, spinnaker, new batteries, recent bottom paint, numerous other options/upgrades. See test sail at YouTube.com, search Tartan 4400, our actual boat! www.youtube.com. (530) 318-0730 or amgjohn@sbcglobal.net.

CLASSIC BOATS



32-FT FAR EAST MOD H-28 KETCH. 1965. Richmond. \$12,000 Negotiable. Classic wood family sailboat, everything works, sails comfortably and is beautiful. All equipment included. Was a great project for Dad and sons. (510) 708-9731 or (707) 339-0855 or eferghardt@gmail.com.

19-FT LYMAN, 1965. SoCal. \$4,500. Classic woodie, good condition, beautiful wood. No rot, trailer. Pictures available. (818) 865-1720.



36-FT DANISH DOUBLE ENDER. 1926. Sausalito. \$35,000. Custom built in Nakskov, Denmark in 1926, *Tehani* is a classic example of a Danish double ender. 36' on deck, 9.5' beam, 5.5 draft. Full iron keel. Cutter rigged. 4-yr-old 29hp Yanmar with low hours, new main, gennaker, and staysail. Rebuilt bronze Baby Blake head and refinished interior. 4-yr-old standing rigging. Full boat cover and bronze lifelines. Garmin chartplotter with integrated AIS receiver. Boat is ready to go. <http://picasaweb.google.com/pgaetani/Tehani?authkey=Gv1sRgCj3btuK3k7LhEg&feat=directlink>. Contact (415) 246-7712 or gaetani@gmail.com.

43-FT JOHN ALDEN #309N, 1930. Marina. \$85,000. Beautiful staysail schooner. Must sell, not living in Cali anymore. Recent hull, deck, wood spars upgrades. New rigging. 43hp diesel. Hull is cold-molded with Awlgrip paint. Documentation of all work, surveys available. Dry-dock. Email alden309n@gmail.com.



45-FT SPARKMAN & STEPHENS, 1960. Ballena Isle Marina. \$40,000. Argentine built; copper riveted hardwood hull. Aluminum spars. 35hp BMW diesel. Recent decks and rigging. Tiller steering. Autohelm. Weatherly with an easily driven hull. Hauling at Svendsen's soon; come see. Contact jmcnish@earthlink.net or (510) 864-7925.

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44-FT CATANA, 1993. West Coast. *Mystic Rhythms* is a proven circumnavigator (just finished a 7-year circumnavigation). She is a solid, fast, comfortable cruising boat. See website for more details including email address. Currently in Canada heading for California by October. www.mysticrhythmsadventure.com.



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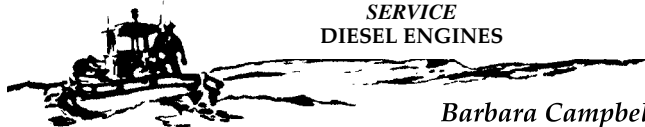
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27-FT STILETTO CATAMARAN, 1982. Seattle, WA. \$19,000/obo. Fast, fun, racer, cruiser and great daysailer. High tech main, jibs, screechers and spinnakers; B&G instruments; includes galley and head. Nearly new 9.8hp Tohatsu has both electric and manual start. (206) 937-7454 or markolsoe@comcast.net.

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41-FT ROUGHWATER, 1982. Los Angeles. \$65,000. All fiberglass exterior, Perkins diesel, fast pilothouse trawler. All wood interior, typical RW41 in good condition. Anchor out for continuous sunny weeks, solar panels, on demand propane water heater without generator. jtjarle@hotmail.com.

35-FT CROSS TRIMARAN, 1978. Morro Bay, California. \$22,500 or trade. Cutter rigged. Cold molded. Double diagonally planked. Resin coated. Newer Honda outboard. Full galley and head. Numerous sails. Extra ground tackle. Sleeps 6. Excellent liveaboard. (808) 255-7618 or (805) 801-1083 or oahuspeech@hawaii.rr.com.

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34-FT CHB, 1976. Portland, Oregon. \$46,500. CHB, sleeps 7, full electronics, hot water, furnace, reefer/freezer, new genset, 2 heads with showers, aft cabin, dual steering, radar, 120 Lehman diesel, runs perfect at 1 1/2 gal/hour at 7 knots, 300 gal fuel, 200 gal water. Great vessel, always under cover. (503) 260-6872 or genlivingston@peoplepc.com.

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45-FT BAYLINER & SLIP, 1987. Pier 39. \$259,950. Think outside the box. 2 bedroom, 2 bath boat and slip at Pier 39 G Dock. Panoramic views of the Bay and City, front row seat for America's Cup from Sky Lounge. Contact (925) 628-9700 or envinnov@comcast.net.



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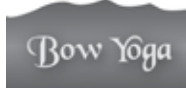


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ADVERTISERS' INDEX

AB Marine..... 46	Blue Pelican 162	Dept. of Boating & Waterways 35	Grand Marina 2	Lee Sails 160
Afterguard Sailing Academy 163	Blue Water Yacht Insurance..... 54	DeWitt Studio 165	Hansen Rigging 92	Leukemia Cup..... 23
Almar Marinas..... 45	Boat U.S. 61	Diesel Fuel Filtering 150	Helms Yacht & Ship Brokers 166	Lewmar Marine..... 24
Alpenglow Marine Lights .. 134	Boat Yard at Grand Marina, The..... 9	Downwind Marine..... 51	Helmu's Marine Service.... 160	Lifeline Batteries 60
American Battery 148	Bottom Sidlers..... 162	Doyle Sails 21	Heritage Marine Insurance.. 72	List Marine Enterprises 64
Antares Yachts 51	Brisbane Marina 53	Easom Rigging..... 160	Heritage Yacht Sales..... 167	Loch Lomond Marina..... 71
Bacon Sails & Marine Supplies..... 60	BVI Yacht Charters..... 132	Embarcadero Cove 53	Hogin Sails..... 22	Lowrie Yacht Harbor..... 61
Bainbridge..... 37	California Yacht Sales..... 166	Emery Cove Yacht Harbor 55	Hood Sails..... 31	Makela Boatworks..... 152
Baja Ha-Ha Beach Party/ La Paz Hotel..... 109	CDI/Cruising Design 65	Emeryville Marina 153	Hotwire Enterprises..... 163	Marchal Sailmakers..... 62
Baja Ha-Ha Sponsors 135,136,137	City Yachts..... 11	Equipment Parts Sales..... 153	Hydrovane..... 75	Marin Convention & Visitors Bureau 61
Ballenger Spars..... 63	Clipper Yacht Harbor..... 105	Essex Credit Corp..... 50	Interlux Yacht Finishes..... 33	Marina Bay Yacht Harbor ... 39
Bay Island Yachts 6	Club Nautique 36	Farallone Yacht Sales..... 13	Interphase Technologies 73	Marina de la Paz 163
Bay Marine Boatworks..... 29	Conch Charters..... 133	Flex-O-Fold Propellers 52	JK3 Nautical Enterprises 27	Marina El Cid 158
Bay Marine Diesel 162	Cover Craft..... 58	Flying Cloud Yachts 166	Key West Race Week..... 19	Marina Puesta Del Sol 70
Berkeley Marina..... 25	Coyote Point Marina..... 120	Fortman Marina 73	Kissinger Canvas..... 64	Marina Riviera Nayarit..... 28
Berkeley Marine Center 65	Cruise RO Water..... 148	Gentry's Kona Marina 150	KKMI - Brokerage..... 167	Marina Village..... 32
Beta Marine Engines..... 18	Cruising Yachts 7	Gianola Canvas Products..... 71	KKMI - Boatyard 172	Marine Outboard Co..... 26
Blue Eagle Products 55	CYOA Yacht Charters..... 133	Golden State Diesel Marine 160	Landing School, The 57	Mariner's General Insurance 114
	Defender Industries..... 65		Larry R. Mayne Yacht & Ship Broker 20	Maritime Institute..... 58



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ADVERTISERS' INDEX – cont'd

Marotta Yachts..... 170	Opequimar Marine Center 74	Raiatea Carenage Services..... 115	South Beach Harbor 44	Vessel Electric..... 153
Martyr Anodes..... 53	Outboard Motor Shop 70	Ramp Restaurant, The..... 153	South Beach Riggers..... 49	Weatherguy.com 163
Mathiesen Marine 150	Outbound Yacht Services .. 108	Richardson Bay Marina 67	South Beach Yacht Club 129	Wedlock, Ramsay & Whiting Marine Surveyors 152
Mazatlan Marine Center/ La Paz Yachts 8	Owl Harbor Marina 63	Richmond Yacht Club..... 93	Southwest Windpower..... 69	West Marine..... 16, 47
McDermott Costa Insurance..... 108	Oyster Cove Marina..... 57	Riverside Marine Transport, Inc..... 158	Spectra Watermakers 158	West Marine - Rigging..... 56
McGinnis Insurance..... 55	Pacific Crest Canvas 51	Sail California..... 14, 15	Start Line Strategies 152	Westwind Precision Details..... 49
Michael Wiest Yacht Sales.. 168	Pacific Cup Yacht Club..... 101	Sail Warehouse, The 153	Stem to Stern 66	Whale Point Marine Supply..... 40
Milltech Marine Inc..... 30	Pacific Rigging 68	Sailrite Kits 38	Svensen's Boat Works 10	White, Chris Designs 150
Minney's Yacht Surplus 152	Pacific Yacht Imports..... 12	Sal's Inflatable Services..... 59	Svensen's Marine 48	Yacht: 'Orient Star' 169
Modern Sailing School & Club 67	Pantaenius America, Inc. .. 158	San Francisco Boat Works 75	Swedish Marine 59	Yachtfinders/Windseekers 8
Multihull Company, The 168	Park Presidio Marine 69	San Juan Sailing 134	TMM Yacht Charters 132	
Napa Valley Marina..... 62	Passage Yachts..... 5	Scanmar International 71	Tohatsu Outboard 121	
New Era Yachts..... 168	Pier 32 Marina 149	Schaefer Marine 63	Tradewinds Sailing School 66	
Norpac Yachts 171	Pineapple Sails 3	Schoonmaker Point Marina 34	Trident Funding 4	
North Beach Marine Canvas 49	Pittsburg Marina 151	Seacoast Marine Finance.... 72	Twin Rivers Marine Insurance..... 57	
North Direct Sails..... 68	Port of San Diego..... 41	Seashine..... 92	Ullman Sails..... 59	
North Sails 42, 43	Punta Mita Beachfront Condos..... 164	Seatech 162	US Sailing 69	
Ocean Breeze Tours 134	Quantum Pacific..... 17	Shadetree Fabric Shelter..... 74	Vallejo Marina 75	
	Quickline..... 67		Ventura Harbor Boatyard.... 73	





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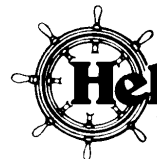
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34' CLASSIC LAKE UNION DREAMBOAT. We have TWO; a Blanchard and a Rafteron. Starting at a BARGAIN 17,500 Asking

33' CHRIS CRAFT Cavalier. Fresh twin GMC Marine 350s and MORE! This is a good buy on a good boat. Asking 9,950

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27' FARALLON Pilothouse, '86. F/G, twin 5L V8s, fast and seaworthy. Just detailed and very nice. Asking 51,950



88' LUXURY MOTORSAILER Turkish Gulet Ketch. 7 staterooms with heads, showers, air & heat, plus crew's quarters. New CAT diesel, auxiliary genset. Large aft deck with canopy and side curtains. Recent FULL REFIT. Big 22' beam and MORE! \$1.2mil survey. Now Asking **\$349,900**



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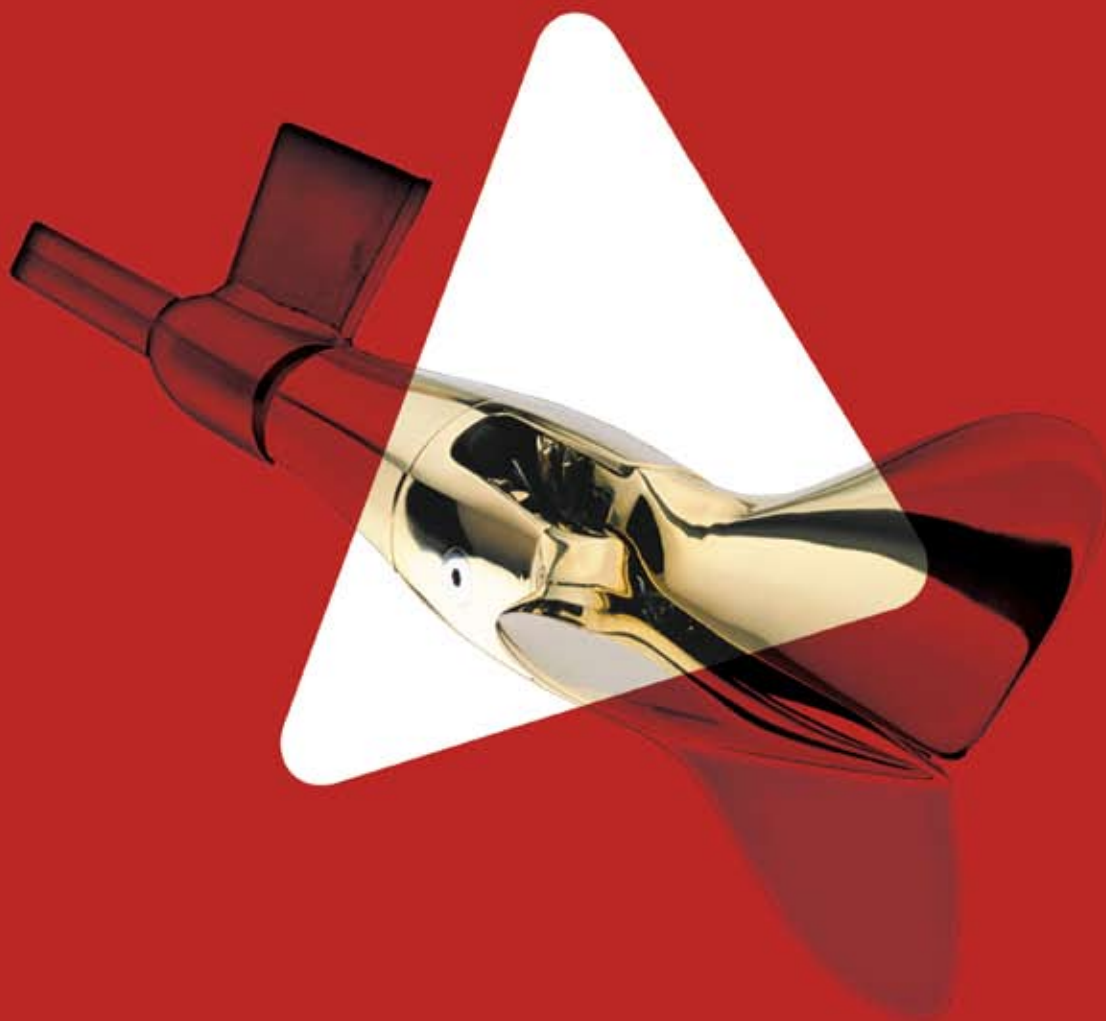


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