

Latitude 38

VOLUME 339 September 2005

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Pacific Yacht Imports	13



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Why Are These People Smiling?

PHOTO: JOHN DAVIS



*Ralphie's crew and ground crew**

Because they won! Co-skippers Davis and Taylor Pillsbury, crew, family and friends are celebrating a nearly 10 hour victory of *Ralphie* over the next closest boat in the Cal 40 class of this year's Transpac race to Honolulu.

Davis contacted Pineapple Sails and asked for a studied proposal of the anticipated wind and sea states expected during the race. After discussions with the Pillsburys, and sharing descriptions of past races and conditions, we came to a solid agreement on the problem. We then built *Ralphie's* entire spinnaker inventory. The results are very impressive. In a class of 14 nearly identical boats, *Ralphie* was able to put time on the fleet in virtually all conditions.

Working with a sailmaker who works with you will make you smile too. Give us a call. We're happy to help.

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Island Packet 445



This raised deck Pilot Saloon yacht has a center cockpit with a huge owner's suite aft and many of the same attributes that have made the IP 485 a success. The 445 is an amazing bluewater liveaboard high quality yacht at a very reasonable price.



At the Show

Island Packet 370



The 370 is built for the cruising couple that wants all of the Island Packet features, quality and attributes in a boat under 40 feet. All of the attention to detail, construction integrity, storage, equipment choices and sailing characteristics are pure Island Packet.

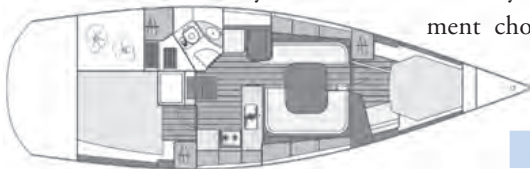


At the Show

Wauquiez Centurion 40s



The Centurion 40 s is a swift and elegant cruiser/racer that will be the envy of experienced sailors everywhere. The workmanship, interior, layout, fit, finish, deck layout and equipment choices approach perfection for a 40-ft yacht.

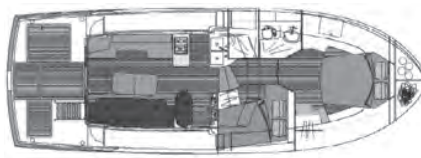


At the Show

Swift Trawler 42



The Beneteau Swift Trawler is a modern rendition of a traditional looking yacht. You can cruise at 8 or 28 knots in conditions that would keep most boats at the dock. The beautiful interior and extensive standard equipment will convince you that this boat is a bargain.



At the Show

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 **BENETEAU** Swift Trawler

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The boat show layout is different this year. Don't miss our 12-boat display on the docks behind Scott's!

Passage boats at the show: Beneteau 473, 423, 393, 373, 343, 323, First 44.7, 36.7
 Island Packet 445, 370 • Wauquiez Centurion 40s • Swift Trawler 42

Beneteau 323

At the Show

Beneteau 343

At the Show

Beneteau 373

At the Show

BOAT OF THE YEAR
 CRUISING WORLD
 BEST SAILOR 2003
 BENETEAU 373

Beneteau 393

At the Show

Beneteau 423

At the Show

BOAT OF THE YEAR
 CRUISING WORLD
 BEST SAILOR 2002
 BENETEAU 423

Beneteau 473

At the Show

BOAT OF THE YEAR
 CRUISING WORLD
 BEST SAILOR 2000
 BENETEAU 473

First 36.7

At the Show

BOAT OF THE YEAR
 SAILING WORLD
 BEST SAILOR 2002
 FIRST 36.7

First 44.7

At the Show

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CONTENTS

subscriptions	10
calendar	36
letters	52
loose lips	112
sightings	116
pyewacket donation	134
peterson interview, pt. II	138
eye on the bay	144
volvo race preview	148
moana's budget cruise	154
tall ship parade	158
baja ha-ha profiles	164
transpac wrap-up	176
max ebb: talking the talk	180
the racing sheet	184
world of chartering	198
changes in latitudes	206
classy classifieds	226
advertisers' index	241
brokerage	243

Cover: The schooner 'Seaward' sails into the Bay.

Photo: Latitude 38/JR

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

Why I Own a Beneteau



John Beckley at Passage Yachts listened as I told him my story of 25 years of racing on the SF Bay. The transition of a "self-indulged sailing nut" into a "middle-aged family man with wife and kids who wanted to cruise" was the dilemma. John understood. We bought our first Beneteau with high expectations and a lot of trust in John's wisdom. Four years later, with many enjoyable family cruises and fun club racing under our belt, we thought about a new boat.

When the time came to upgrade, we knew exactly who to go to. Again, John at Passage Yachts worked with us to find the perfect fit, and now we are proud owners of a new Beneteau 423. As we begin our new adventures, we have the security of knowing that Passage Yachts, Beneteau and professionals like John will be there for the next upgrade.

*Gary and Kelly Troxel
Beneteau 423 'Tiki Blue'*



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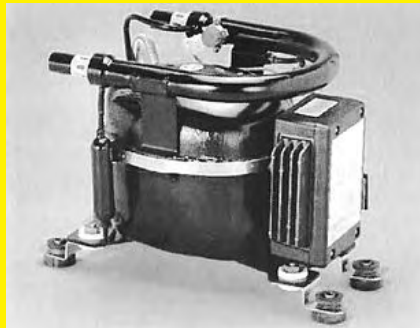
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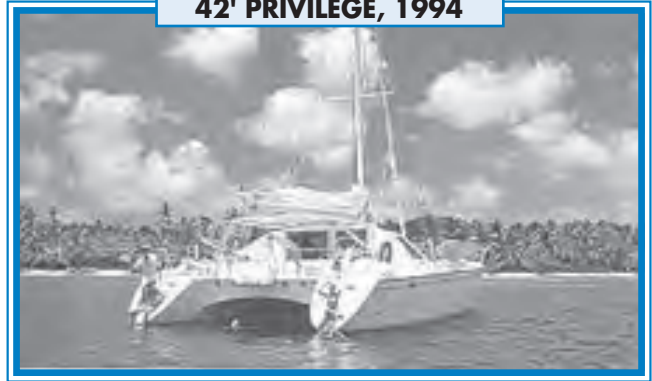
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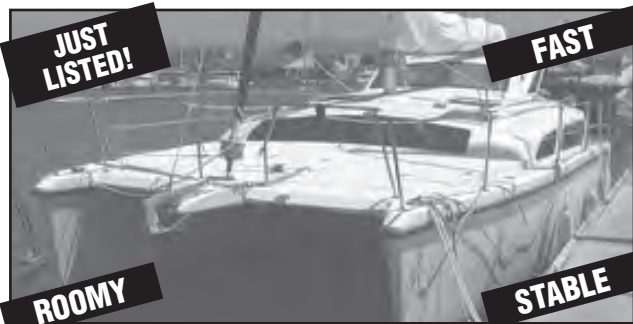


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Sydney 38, 1995..... 199,000
Hunter 37.5, 1993..... 89,000
Hunter 37.5, 1985..... 59,000
Morgan 36, 1984 Offers
Ericson 35 MkII, 1970..... 35,000
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*'Santana' is the name her owner gave her,
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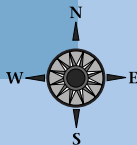
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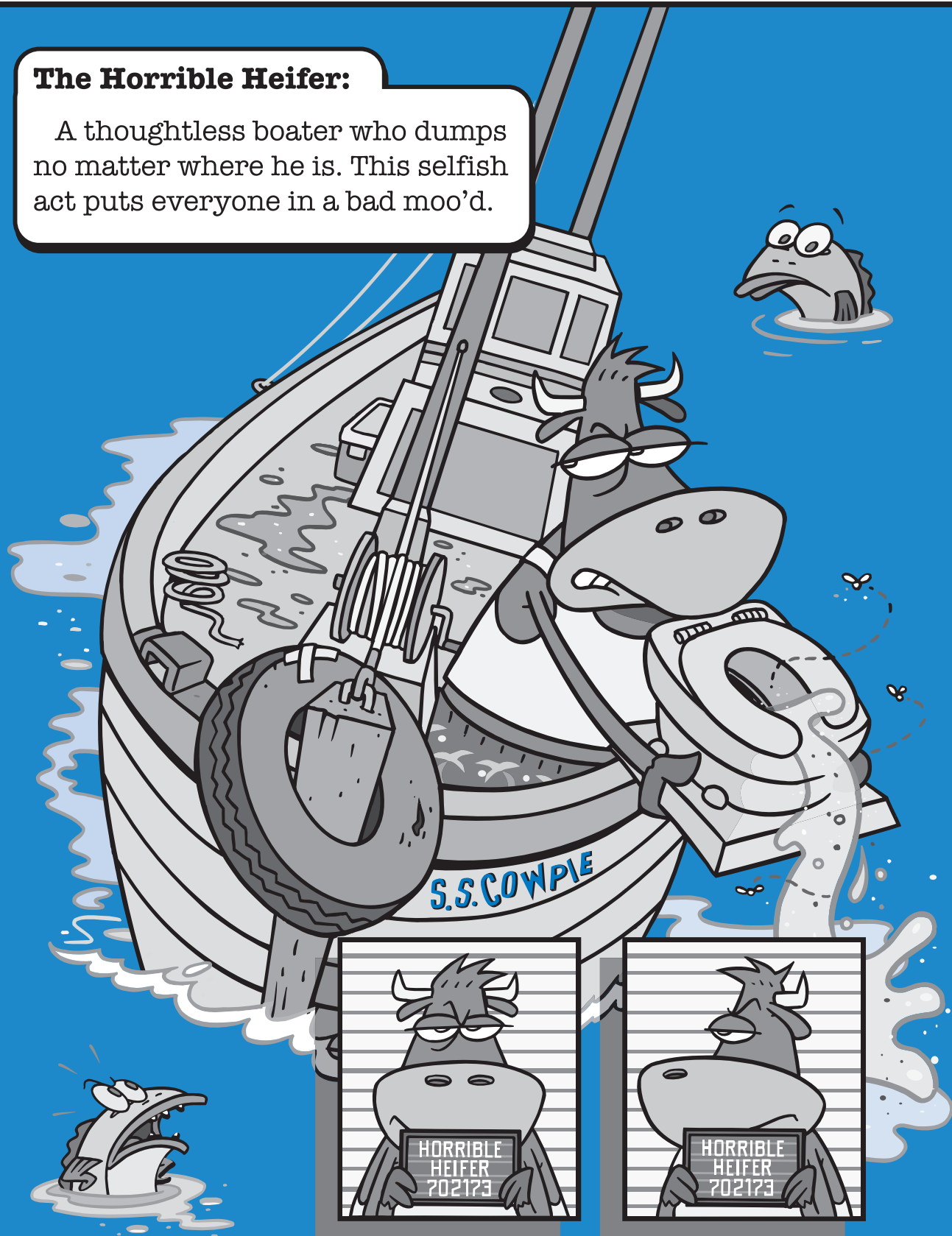
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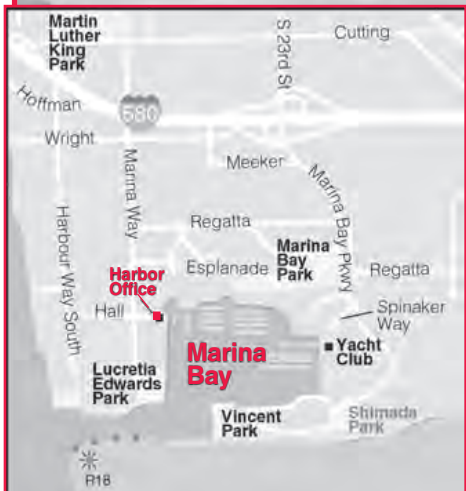
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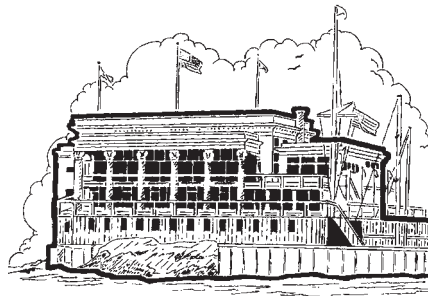
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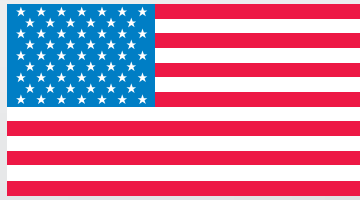
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Non-Race

Aug. 31, 1995 — Ten Years After, from a *Sightings* piece titled "Smoke on the Water":

"It would actually be more newsworthy if we hadn't broken the record," confessed multihuller Peter Hogg. He was referring to the recent 16-day, 17-hour, 21-minute run from Yokohama, Japan, to San Francisco by Steve Fossett's 60-ft French-designed trimaran *Lakota*. "Given the boat, the crew, and all the high-tech weather routing help we had, it was fairly easy. As long as we didn't flip or dismast, we knew we would do it."

It was still a dramatic moment when Fossett, a 51-year-old adventurer, drove *Lakota* under the Golden Gate Bridge just after noon on Thursday, August 31. While Hogg handled radio communications, the two other crewmembers — professional sailors Ben Wright of Australia and Brian Thompson of England — lit off smoke flares and popped open a bottle of champagne. The 'James Gang' (all four men had the same middle name) had beaten the previous record of 21.5 days, set 110 years ago by the clipper ship *James Stafford*, by almost five days. This despite light winds in the first half of the 4,525-mile trip that forced them to cut through the Aleutian Islands before diving south toward California. In fact, in venturing as high as 54° north latitude, *Lakota* may have been the first ocean racing multihull ever to transit the Bering Sea.

"It was a little chilly up there, about 40° air temperature," said Fossett, a securities dealer who lives in Colorado and works (mostly by phone, fax, etc. from wherever he happens to be) through a home office in Chicago. "We were a little worried about the light winds at first, especially after being bogged down for most of two days. We made up for it later, though. We averaged 393 miles a day over one four-day stretch, and hit a top day's run of 479 miles." The latter sprint — set in winds that averaged 12 knots at 90 degrees true with almost flat seas — wasn't that far off the world record of 540 miles, set last summer by solo sailor Laurent Bourgnon aboard *Lakota's* sistership, *Primagaz*. Both boats were designed by Marc van Peteghem and Lauriot Prevost. Interestingly, two other sisterships out of the same molds played the bizarre armed multihulls in the Kevin Costner sci-fi movie *Waterworld*.

This was the third world record that *Lakota* has notched in less than two months, the other two being the TransPac (6:16:07) and the Hawaii-Japan leg (13:20:09). *Lakota*, named after a Sioux Indian tribe, also holds the records for circumnavigating the Isle of Wight (the original America's Cup course), Britain and Ireland, and Ireland itself. Future record attempts may include the San Francisco-to-L.A. run and the one-mile world speed record, which is the average of two runs (each way on the course) within half an hour.

Interestingly, the *Lakota* voyages — which include a 5,000-mile solo Route de Rhum Race — are probably among the tamest of Fossett's various adventures. He's pushed the edge of the envelope in many other sports, including mountain climbing (he's summited six of the seven highest continental peaks, failing only in two attempts on Everest), car racing (24 hour Le Mans and the Paris-to-Dakar enduro through the Sahara Desert), dogsledding (three Iditarods), distance swimming (English Channel, Golden Gate, Alcatraz), running marathons and lots more. "A few hundred years ago, Steve would have been one of the great explorers," figured Hogg.

Lately, Fossett's main passion besides sailing is hot air (and gas) ballooning. Last February, he became the first person to solo across the Pacific, going from Seoul to Canada and setting the world distance record for ballooning in the process. This November, he'll undertake what may be his diciest challenge

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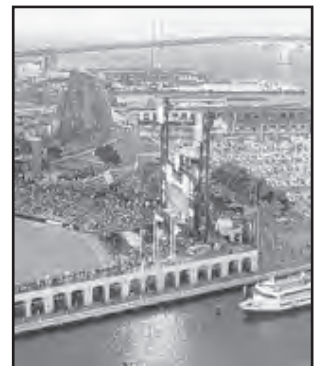


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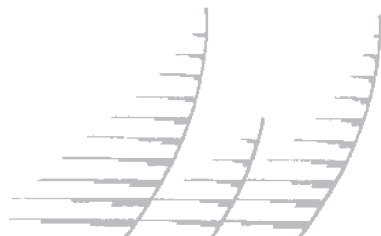
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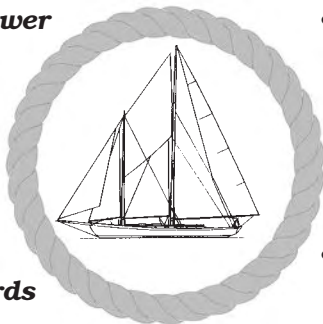
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CALENDAR

yet — the first-ever solo round-the-world balloon attempt. Like Fossett's previous adventures, the upcoming endeavor will be self-financed. He does these things more for the personal satisfaction than any notoriety they may generate.

Sept. 5 — Avoid the office on Labor Day.

Sept. 8 — Corinthian Speaker Series, featuring Olympic 470 gold medalist/2004 Rolex Yachtsman of the Year Kevin Burnham. Doors open at 6:00 p.m.; show starts at 7:30 p.m. Info, www.cyc.org/speakers.

Sept. 8 — Single Sailors Association monthly meeting at Ballena Bay YC. Details, www.sail-ssa.org.

Sept. 9-11 — 29th Annual Wooden Boat Festival at Port Townsend, WA. Info, www.woodenboat.org.

Sept. 10 — "The East Bay's Largest Nautical Flea Market", 6 a.m. to noon at Encinal YC. Info, (510) 522-3272.

Sept. 10-11 — Open Boat Weekend in Alameda at Marina Village, (510) 521-0905, and Ballena Isle Marina, (510) 523-5528.

Sept. 10-18 — 35th NorCal Fall Boat Show at Jack London Square. See the ad in this issue to save two bucks on admission. NCMA, (800) 698-5777.

Sept. 13 — "Advanced Coastal Navigation," an 11-week class, begins at Loch Lomond YC, 7:30-9:30 p.m. USCG Auxiliary, Flotilla 14; Herb Golenpaul, (707) 996-5964.

Sept. 13-Oct. 27 — "Boating Skills & Seamanship" classes begin on Yerba Buena Island, continuing on Tuesdays and Thursdays, 7:30-9:30 p.m. To register, call USCG Auxiliary Flotilla 17 at (415) 399-3411.

Sept. 14-18 — Boats Afloat Show on Lake Union (Seattle), including the third Sailfest Northwest. Info, www.boatsafloatshow.com.

Sept. 17 — "Diesel Engines and Propulsion," a daylong session at Nelson's Marine for \$249. Info, (510) 814-1858.

Sept. 17 — Howl at the full moon.

Sept. 17 — "SSB Operation," a free two-hour seminar by Chuck von Schalscha at McGrath Pacific Yacht Sales (Sausalito), 9 a.m. RSVP, (415) 331-5020.

Sept. 19 — International Talk Like A Pirate Day. Learn the five basic words (*Ahoy! Avast! Aye! Aye aye! Arrrr!*) and more at www.talklikeapirate.com.

Sept. 22 — Celebrate the Autumnal Equinox.

Sept. 24 — Ninth Annual PICYA Wheelchair Regatta, a powerboat cruise for disabled U.S. veterans followed by a picnic at Encinal YC. Volunteers needed! Margot Brown, (510) 523-2098.

Sept. 24 — "Know Your Boat," an introductory look at your boat's major systems. Nelson's Marine; \$89. Info, (510) 814-1858.

Sept. 26 — Captain's License Classes (6-pack and 100-ton) begin in San Mateo. Details, www.usmaritime.us or Mike, (650) 298-9489.

Oct. 1-2 — 8th Annual Catalina Rendezvous at Ayala Cove, Angel Island. All size Catalina yachts welcome. For more info, call your local fleet captain or Bill, (925) 820-7370.

Oct. 5 — *Latitude 38* Mexico-Only Crew List and Baja Ha-Ha Party. Encinal YC, 6-9 p.m. Info, www.latitude38.com.

Oct. 8-9 — Fleet Week, including the return of the Blue Angels. Details, www.fleetweek.us.

Oct. 8-9 — 13th Annual Women's Sailing Seminar. Island YC; Pam Krawiec, (510) 339-9451.

Oct. 10-15 — "Wooden Boat Repair Method," a course by Ellis Rowe at the S.F. Maritime National Historic Park. WoodenBoat School, www.woodenboat.com.

Oct. 17-22 — "Introduction to Boatbuilding," with Bill Thomas. Same deal as above.

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Sept. 1 — Ronstan Bridge to Bridge Race, pitting 18s, boards, kites, and maybe even trifoilers against each other in a mad dash from the Golden Gate Bridge to the Bay Bridge. StFYC, (415) 563-6363.

Sept. 2 — Windjammers Race. Pop the kite and head for Santa Cruz! SCYC, (831) 425-0690.

Sept. 2-4 — J/120 North Americans on the Berkeley Circle. SFYC, (415) 789-5647.

Sept. 2-4 — Moore 24, Express 27, and Antrim 27 Nationals. StFYC, (415) 563-6363.

Sept. 3 — 17th Annual Jazz Cup, a 26-mile romp from T.I. to Benicia YC. SBYC; Sherry Nash, (650) 552-9260.

Sept. 3-4 — Labor Day Regatta. The above three national championships will share the course with Melges 24s and J/24s. StFYC, (415) 563-6363.

Sept. 3-4 — Fall Open Regatta, a Dave Wahle dinghy production. SCYC, (831) 425-0690.

Sept. 4-10 — Etchells Worlds, six races on the Berkeley Circle. RYC, (510) 237-2821, or www.sfetchells.org.

Sept. 8, 1985 — It Was Twenty Years Ago Today, from a *Racing Sheet* item called "Have All the Rowdy Racers Gone and Settled Down?":

Is the inclination to marry a communicable condition? You have to wonder given the epidemic-like number of pairings involving many of San Francisco's best young racers during the last 45 days. The following, for example, are merely six cases we learned of in one 15-minute span.

On September 8, Kenny Keefe tied the knot with Kerry Burgess. Besides being the individual responsible for getting San Francisco's 12-Meter together and to Australia in Cup-winning shape, Kenny has long been one of the most sought-after crew on boats between 20 and 80 feet. His next big racing project is winning the Star Worlds this November in Nassau with Paul Cayard.

Cayard is another former St. Francis junior sailor who has gone on to firmly establish himself in international racing. And, like Keefe, Cayard just got married. His bride is Icka Petterson, daughter of Swede Pelle Petterson. Pelle has long been a top helmsman in Stars, Six Meters and 12-Meters. Paul and Icka were married in Sweden on August 12 during a break in what's been an unbelievably hectic sailing year. Cayard drove *Nitissima* to second in class in the SORC; he won three of five races in the Star Bacardi Cup, but dropped to 8th because of an infraction; he took fourth in the Six Meter Worlds in Europe; he won the Star Spring Championship; he was second in the Italian IOR championships on *Brava*; he sailed *Sidewinder* to third in the Admiral's Cup Trials; he slipped to fifth in Stars at Kiel by virtue of another infraction; in the One Ton Worlds the boat he was driving was dismantled; he drove *Sidewinder* in the Admiral's Cup; he got married in Sweden; he drove the 72-ft *Il Moro* in the maxi championships in Mallorca, and took second in the Star North Americans. Here at the Big Boat Series he drove *High Roler* to two bullets in the first two races.

Cayard figures he's racked up 150,000 air miles since the beginning of the year. Having built up so many frequent flyer credits, he was able to give his Star crew Kenny Keefe and Kenny's bride a free trip to Europe. Are you junior sailors taking note of the opportunities available to those who excel?

Back to the altar: October 6 is the date for Steve Jeppeson, a very fine driver who works out of the Sobstad loft, to go down



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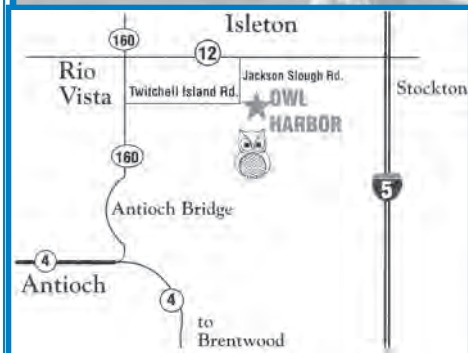


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CALENDAR

the aisle with Adele Surtees, daughter of Dennis Surtees. October 6 is also the day for Steve Enzensperger to say "I do" to Colleen McKimmie. Steve keeps *Damn Near* and a host of other boats in racing condition.

October 9 is the date for Jeff Trask and Tracy Cleveland. Jeff crewed on *Checkmate* in the last Clipper Cup and is a big J sailor — his father Don is the dealer.

And a little bit further down the road, Jeff's sister Jill will be married to Dave Hulse. Hulse, in addition to being another superb driver, builds grand prix masts at Hulse Spars in Alameda.

Congratulations to all of you. Our advice for marital bliss is simple: don't hang around with guys like Steve Baumhoff. Just kidding, just kidding.

Sept. 9-10 — Knarr Match Races, rescheduled from earlier in the summer. StFYC, (415) 563-6363.

Sept. 10 — SSS East Bay/Estuary Race, another short-handed race. Jeff Berman, (415) 302-0101.

Sept. 10 — Alameda Interclub Series #6, hosted by BAMA and the Catalina 34 fleet. Info, www.sfbama.org.

Sept. 10-11 — West Marine Fun Regatta for junior sailors. SCYC, (831) 425-0690.

Sept. 15-18 — 41st Rolex Big Boat Series, always the highlight of the local sailing season. StFYC, (415) 563-6363.

Sept. 16-18 — Flying Dutchman North Americans. BVBC, (415) 495-9500.

Sept. 17 — South Bay YRA race #6, hosted by Ballena Bay YC. Info, <http://sbyra.home.comcast.net>.

Sept. 17-18 — Multihull Championship. SCYC, (831) 425-0690.

Sept. 17-18 — Finn PCCs. CPYC, (650) 347-6730.

Sept. 17-23 — International Regatta for Nordic Folkboats. SFYC, (415) 789-5647.

Sept. 24 — Fall SCORE #2. SCYC, (831) 425-0690.

Sept. 24 — CYC/OYRA Drake's Bay Race, a nice place to visit in the fall. YRA, (415) 771-9500.

Sept. 24-25 — Melges 24 PCCs. SFYC, (415) 789-5647.

Sept. 24-25 — Totally Dinghy Regatta for, well, dinghies. RYC, (510) 237-2821.

Sept. 24-25 — Jessica Cup, fleet racing for big woodies. StFYC, (415) 563-6363.

Oct. 1-2 — Dolphin Cup, a five-race weekend in Monterey for Sydney 38s, Santana 35s, and Moore 24s. MPYC; Garth Hobson, (831) 655-4846.

Oct. 1-2 — Oktoberfest Regatta. SCYC, (831) 425-0690.

Oct. 8-9 — Santa Cruz Invitational Regatta for SC 52s and SC 50s. SCYC, (831) 425-0690.

Oct. 8-9 — El Toro Stampede. RYC, (510) 237-2821.

Oct. 8-9 — Fall One Design. SFYC, (415) 789-5647.

Oct. 8-9 — SSS Vallejo 1-2, a mellow way to end the short-handed season. Jeff Berman, (415) 302-0101.

Oct. 14-16 — International Masters Regatta, J/105 racing for senior citizens. StFYC, (415) 563-6363.


Oct. 15 — HDA Yankee Cup/ODCA Champion of Champions, hosted by IYC at GGYC. YRA, (415) 771-9500.

Oct. 22 — Joan Storer Regatta, a mostly all-women race benefitting BAYS (Bay Area Youth Sailing). One token male is allowed per boat, but he can't touch the helm. Tiburon YC; Lesa Kinney, (415) 389-8224.

Oct. 22-23 — Joe Logan (Mercuries)/Calvin Paige (Stars) regattas on the Cityfront. StFYC, (415) 563-6363.

Oct. 29 — RYC/OYRA Junior Waterhouse, the ocean racing finale. YRA, (415) 771-9500.

Oct. 29-30 — Great Pumpkin Regatta, a Bay Area Halloween tradition. RYC, (510) 237-2821.



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So what are you waiting for? Have that conversation with your boss, tell the postman to hold your mail and cut those docklines. The sunny latitudes of Mexico await.

The first leg of this year's rally begins on Halloween, October 31, so the starting line should be more festive than ever.

The Baja Ha-Ha, of course, 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.

At this writing, nearly 200 prospective entrants have already requested entry packets. To get yours, send a 9x12, self-addressed envelope – no return postage necessary – with a check for \$18 (for postage and handling) to: Baja Ha-Ha, Inc., 21 Apollo Road, Tiburon, CA 94920. An application packet, complete with special offers from the sponsors listed in this ad, will be mailed back to you expeditiously. The event entry fee is \$299 per boat.

Prospective entrants should be clear that this offshore sailing event definitely is not a hand-holding service for those incapable of making this trip on their own. However, it is an ideal opportunity to get acquainted with hundreds of like-minded cruisers as you 'cruise-in-company' along the Baja coast. The two stops en route to Cabo give even the slowest boats a chance to catch up, and allow everyone to rest and recreate.

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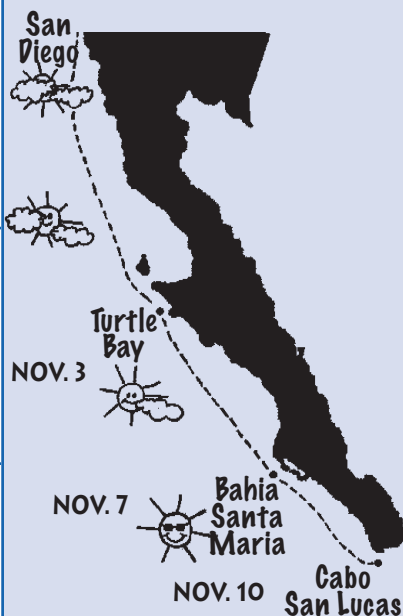
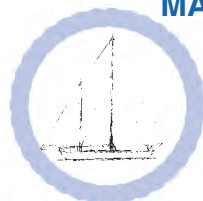
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IMPORTANT DATES

- Sep 10 — Entry deadline.
- Oct 5 — Mexico Only Crew List and Baja Ha-Ha Party, Encinal YC; 6-9 p.m.
- Oct 30 — Skipper's meeting, noon, at Cabrillo Isle Marina, San Diego.
- Oct 30 — Baja Ha-Ha Halloween Costume Party and barbecue at Cabrillo Isle; co-hosted by West Marine.
- Oct 31 — Start of Leg 1
- Nov 12 — Awards presentations hosted by the Cabo Marina.

Baja Ha-Ha Inc.

21 Apollo Road
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www.baja-haha.com

There is no phone number for the Baja Ha-Ha. And please don't phone *Latitude 38* with questions, as the Ha-Ha is a completely separate operation.



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CALENDAR

Jan. 16-20 — 19th Key West Race Week, the best regatta in the country. Info, www.premiere-racing.com.

Remaining Beer Can Races

BAY VIEW BC — Monday Night Madness, Fall Series: 9/5, 9/19, 9/26. John, (415) 664-0490.

BENICIA YC — Every Thursday night through 10/6. Joe Marra, (707) 746-6600.

BERKELEY YC — Every Friday night up to 9/30. Paul Kamen, (510) 540-7968.

COYOTE POINT YC — Every Wednesday night through 10/26. Jennifer Neumann, (650) 638-9496.

ENCINAL YC — Friday Nights, Summer Series: 9/16, 9/30. Tony Shaffer, (510) 522-6437.

FOLSOM LAKE YC — Every Wednesday night until 9/28. John Poimiroo, john@poimiroo.com.

FREMONT SC — Hot Dog Series: 9/11, 10/2. Chuck, (408) 263-5690.

ISLAND YC — Friday Nights: 9/9, 9/23. Joanne McFee, (925) 254-5384.

LAKE TAHOE WINDJAMMERS YC — Every Wednesday night through 10/26. Kurt Rasmussen, (530) 541-1129.

MONTEREY PENINSULA YC — Sunset Series, every Wednesday night through 9/28. Ron, (831) 626-9169.

OAKLAND YC — Sweet 16 Midweek Series. Wednesday Nights through 9/14. Ted, (510) 769-1414.

RICHMOND YC — Wednesday Nights: 8/31, 9/21. Eric Arens, (510) 841-6022.

SANTA CRUZ YC — Wet Wednesdays throughout Daylight Saving Time. Larry, (831) 423-8111, lweaver@cruzio.com.

SAUSALITO YC — Tuesday Nights. Summer Sunset Series: 9/6, 9/20. George Shea, (415) 999-9358.

SEQUOIA YC — Every Wednesday night through 10/12. Charlie Watt, (650) 361-9472.

VALLEJO YC — Every Wednesday night through 9/28. Gary Cicerello, (707) 643-1254.

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

September Weekend Currents

date/day	slack	max	slack	max
9/03Sat	0131	0438/4.2E	0829	1127/3.4F
	1433	1703/2.8E	2027	2317/2.9F
9/04Sun	0211	0512/4.1E	0857	1150/3.4F
	1459	1734/3.2E	2102	2352/3.0F
9/05Mon	0251	0547/3.9E	0923	1216/3.2F
	1524	1809/3.5E	2137	
9/10Sat	0044	0344/2.5F	0718	0930/1.7E
	1203	1527/1.8F	1804	2153/3.8E
9/11Sun	0155	0455/2.4F	0837	1033/1.3E
	1308	1631/1.6F	1906	2256/3.9E
9/17Sat	0053	0359/5.0E	0743	1042/4.2F
	1348	1629/3.9E	1953	2249/4.0F
9/18Sun	0149	0447/4.8E	0825	1120/4.2F
	1423	1712/4.4E	2041	2339/4.2F
9/24Sat	0112	0420/2.7F	0746	0942/1.3E
	1308	1547/1.5F	1829	2156/3.5E
9/25Sun	0221	0539/2.5F	0857	1054/1.0E
	1425	1658/1.3F	1936	2301/3.2E

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LETTERS

↑↓PART OF THE RICHMOND BRIDGE ALMOST HIT US!

Would you like to hear about a piece of the Richmond - San Rafael Bridge that fell and came within 30 feet of hitting our boat on the afternoon of July 19? It seemed big and heavy enough to possibly have sunk our boat. Whatever it was had been severed from the bridge by a bridge worker in a trolley working under the bridge but over the water. We suppose we should have called someone, but we didn't. We would like to find out what it was, because it looked pretty important.

Gary Storms
Skipper of *Fresh Air*, Catalina 30
San Leandro

Readers — A couple of weeks after we received this letter, we got a call from the Cal Trans supervisor of the paint crew that had been working on the Richmond Bridge that afternoon. He explained that there had been a "minor accident" on the bridge that resulted in a Racon navigation unit falling into the water. Racon units are mounted on all the bridges in the Bay Area as aids to ship navigation — and are expensive.

Anyway, the Cal Trans supervisor said that a sailboat reportedly circled the unit a couple of times, and one of the



Part of this bridge almost fell on our boat!

paint crew thought they might have even hauled the Racon unit onto their boat. Alas, the paint crew couldn't see the name of the boat or provide a more precise description of the vessel other than "a big sailboat." By the time the Coast Guard arrived, the sailboat was long gone.

Recognizing our civic duty, we put the Cal Trans paint supervisor in touch with Gary Storms, who presumably passed along the unfortunate news that the Racon unit was now on the bottom of the Bay.

↑↓A WOMAN'S 12-YEAR CIRCUMNAVIGATION

Would you please add my name to your list of West Coast circumnavigators? Although I live in Vancouver, B.C. I began my circumnavigation in Golfito, Costa Rica in March of '93, and returned to Golfito in April of this year. During the circumnavigation, I sailed to 61 countries and visited 19 others by land. It was truly a fantastic experience, and I enjoyed every minute of it. Well, almost every minute of it!

I want to thank the 16 wonderful crewmembers who helped me during various legs of the trip around. And I want to say a very special thank you to my long-suffering husband, who put up with my absences, did most of the boat maintenance, and crewed for a lot of the coastal sailing.

P.S. I've enjoyed copies of *Latitude* whenever I can get them, as they are fun to read and informative.

Gillian West, Captain
Khamsin
Vancouver, B.C.

Gillian — Congratulations on your achievement. Of course, we'll be happy to add your name to the list — but we would need to know what kind of boat Khamsin is. Our West Coast Circumnavigator's list is ongoing, so if anybody completes a



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LETTERS

circumnavigation, we'd love to know about it.

↑↓ ONLY AS STRONG AS THE WEAKEST LINK . . .

Less than five years ago, we purchased what appeared to be a beautiful — but not so inexpensive — universal anchor swivel by 'XYZ' Stainless from our local chandlery. Since then, we've used the anchor swivel about 25 times, but never in strong winds.

While recently doing a casual survey of the bow of our boat, I noticed — with a bit of shock — a hairline crack in the swivel, right where the nut and anchor shank connect! Glad to have noticed the crack while at the dock — rather than discovering our boat drifting around an anchorage and into other boats — I placed a call to 'XYZ' Stainless to inform them of the unexpected problem. There was only an answering machine, so I had to leave a message.

After three weeks of not being called back by 'XYZ', I called again, as I was about to take the boat out again. Once connected with an employee, I explained the failure of the critical part. He paused and then said, "Unfortunately, there is only a one year guarantee on that part."

"Is that the best you can do?" I replied.

"Unfortunately, yes," he said.

If that's the best that 'XYZ' Stainless can do, then I plan to do better — short of a recall. I certainly expected a different



It turns out the company accused of producing this defective product had nothing to do with making it.

response/interest/concern from 'XYZ'! I work in the health care field and would never dream of shrugging off any concerns

that my patient voiced in such a casual "I'm-not-responsible-nor-concerned" manner.

The chandlery we purchased the swivel from said they no longer carry the product because of similar customer complaints. In fact, one skipper who berths his boat in our marina lost his anchor because the swivel broke.

The attached picture is a view of said item after we removed the shackle from the swivel and its frozen nut. I must admit that I loved the looks of the universal swivel — but not enough to place us, our vessel, or anybody else in jeopardy.

An Unhappy Consumer

Readers — We've changed the name of the company in the letter for reasons you'll soon understand, and of the author, to eliminate what we expect would be embarrassment. Here's the response of the president of the company to the unhappy consumer:

"We acknowledge receipt of your letter, but take great exception to the views expressed in it, as well as in your conclusions. The photo that purports to show a Suncor Stainless Swivel (S0190-X013), clearly depicts the opposite: a very poor copy of our patent pending anchor swivel! We have seen these copies before, as they are or were marketed by several importers in the USA and are widely available. In contrast to the very poor quality anchor swivel shown in the photo, Suncor's swivel is made from 17-4PH material, that is superior in strength to the (probably) 304 stainless used in the copy. This selection of material combined with far superior manufacturing techniques result in a Breaking Load of 15,000 lb for that size swivel, obviously far in excess of what the copy swivel could withstand.



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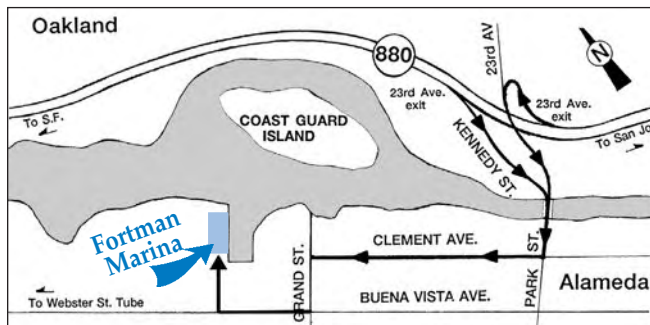
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LETTERS

"Furthermore you have accused us of having a 'one year warranty'. Again you are completely wrong with that! All our printed catalogs (on every single page!) and marketing material are clearly marked with 'Lifetime Warranty'. What you, in effect, have attempted, is to make Suncor cover a warranty for a product not produced by us.

"You could have clearly found out from our catalog or the Internet website that the Suncor swivel is materially different from what you have on your boat, but it appears to us that you did not take this very basic precaution to ensure that your story is correct in every respect."

↑↓NEGLECT OF ALA WAI REACHES TRAGIC STATE

[Editor's note: The following letter was first published in the Honolulu Advertiser and then sent to other sailing publications.]

I've been sailing across the Pacific on the TransPac Yacht Race to Honolulu since 1975. In fact, I haven't missed a race since. And I have always been a huge supporter of the race, and especially of the wondrous welcoming aloha from everyone in Hawaii to each of the competing boats as they arrive — no matter the time of day and night — at the Diamond Head finish line and Ala Wai Yacht Harbor.

And what welcomes they were! There were host families for every boat who provided mai-tais, pupus, and endless warm hospitality. And the boats were berthed in a line, in order of finish, along 'TransPac Row'. The socializing and the spirit of aloha were endless, and inevitably lured us back for the next race and the next great experience.

But what has happened to the Ala Wai Yacht Harbor? It seems to be vanishing before our very eyes! This year there was no TransPac Row. In fact, when the sailors on this year's near-record 75 boats arrived at the Ala Wai at the end of the 100th anniversary of the first race, they found that the Ala Wai had gone to seed. Some docks were condemned, and others were falling apart. For the first time, there wasn't enough room for all the arriving race boats, so they wound up having to raft in bunches. It's not the most pleasant way to berth at the end of a 2,200-mile race.

It's a sad state of affairs that the great state of Hawaii has let the single most important and prestigious marina in the North Pacific decline to such an inglorious state. What could be a great tourist draw, what could be a source of pride for all Hawaiians, what could be another feather in its crown, what could bring meaningful tourist dollars to Honolulu and to Hawaii, has been neglected to the point of tragedy.

I write as one who knows the state more than a little. I first came to the Hawaiian paradise in 1939, and always returned out of love. Sometimes I came back as a tourist, sometimes as a businessman, as the owner of a local television outlet for many years, and, of course, as a competitor in the TransPac. It pains me greatly that the government has been so remiss in recognizing the importance of the Ala Wai. I'm very much afraid that if the harbor is left to deteriorate further still, Hawaii will be diminished, and the world-renowned TransPac Race, initiated by King Kalakaua, will suffer. We would all be the poorer for it.

Please, for all of us — visiting sailors, local sailors, and all the proud citizens of Hawaii — fix the Ala Wai!!!

Roy E. Disney
Skipper of *Pyewacket*, MaxZ86
Los Angeles

Readers — Regular readers of Latitude know that we've been ranting about the shameful decline of the Ala Wai Yacht



"My watch stopped just before the start."
"My brother-in-law forgot to cleat the guy."
"We can't point with our Light No. 1."
"I didn't know they changed the course."
"We can't point with our Heavy No 1."
"The reaching mark must have drifted."
"I bent my mast on the hoist."
"My brother-in-law tore the chute."
"The guy forgot to clean our bottom this week."
"We got out of phase on the fourth leg."
"Our main looks a little funny after that recut."
"My brother-in-law had a hangover."
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"We had weed on our rudder."
"My brother-in-law was steering."

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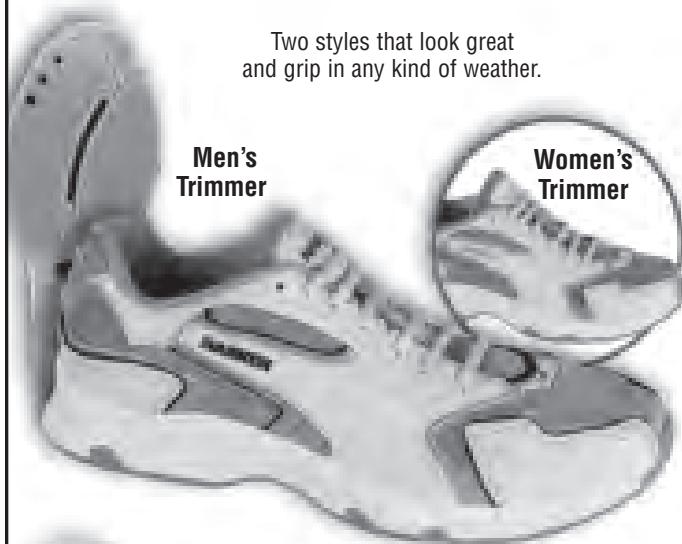
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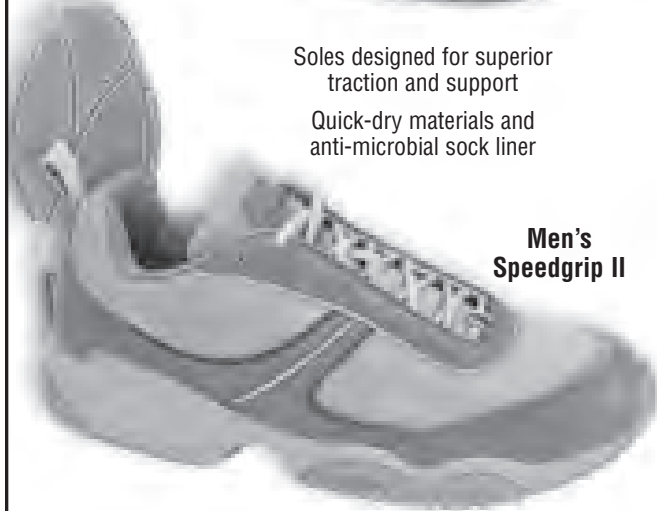
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LETTERS

Harbor for years. Sometimes government-owned marinas are well run, but often they aren't. For whatever reason, the Ala Wai is the worst-run major marina we've seen anywhere in the world — and it's been deteriorating at an ever-increasing rate in recent years.

The Ala Wai could and should be the gem marina of the Pacific. The yacht harbor area could be a great facility not just for sailors, but also surfers, kayakers, fishermen — and just about everyone else who has an interest in ocean access. And it should be able to pay for itself. But under current state mismanagement, the Ala Wai minimizes rather than maximizes ocean access for both residents and visitors. It's an outrage.

For decades now, the state has proven it's been unable to even break even with the harbor despite having a monopoly on a much-wanted commodity. As such, they should get out of the harbor management business by accepting the best bid to have the harbor renovated and managed by a private concern. But as you'll read in the letter after the next, the state's harbor blundering hasn't been limited to the Ala Wai.

We made numerous attempts to get a comment from the Department of Land and Natural Resources, which is in charge of the small harbors, but were unsuccessful. But even that process was a revelation. Of all the people we talked to in search of a comment, only one of them sounded as if they had a pulse. Several others were either "on vacation," "not working that day," didn't answer the phone, or put us on hold for an eternity. We hadn't experienced such bureaucratic apathy since we visited Cuba 10 years ago.

↑↓ ALA WAI'S WOES SIMILAR TO OTHERS

Mr. Disney's comments regarding the conditions at Ala Wai Yacht Harbor are indeed tragic, but far from unique. There are other marinas — such as the San Francisco Municipal Harbor — that are in similar disrepair. A common thread is that they are both owned and managed by the public sector.

The government owns many assets, from parking garages to golf courses, which are managed by concessionaires. These companies are experts in their field and offer us, the taxpayers, the highest return on *our* investment. In addition, these companies are held responsible for properly maintaining and insuring *our* property.

Unlike private marinas, government marinas don't carry insurance, so they have little worry about ever-increasing insurance premiums. More to the point, there's even less regard for getting tied up in litigation due to their negligence. If someone falls through a dilapidated dock, too bad, just get in line with all the other folks who are suing the government — and who must be prepared for a long battle. While government-owned marinas don't spend much money on dock maintenance, they seem to have plenty of funding for the attorneys. In fact, the attorneys are already on the payroll.

I applaud Mr. Disney's plea for the repair of the Ala Wai, yet I fear that until there's a wholesale change in how this and other similar marinas are managed, history will only repeat itself. The taxpayers will fund the repairs, the marina will deteriorate again, and so on.

Finally, if you're in the marine industry, you know the sport can't survive without attractive, safe, and functional marinas that can be enjoyed by all participants. If you do not make your voice heard on this issue, it will only serve to accelerate the decline of our sport.

Paul Kaplan
Keefe Kaplan Maritime, Inc.
Richmond



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LETTERS

↑↓NOTHING WOULD GET DONE WITHOUT THE FEDS

I've just read the August issue letter about the deteriorating condition of the Ala Wai Harbor in Honolulu. Well, I have an update about the state-run, 389-berth, Keehi Small Boat Harbor down by the airport.

I've recently seen changes for the better at Keehi. For instance, during the past month they have cleaned up the parking lot by getting rid of derelict vehicles, drug dealers and homeless people. So now it's easy to find a place to park. I have also noticed that quite a few of the old boats are gone and that more slips seem to be available. There are also boats with notices posted on them notifying the owner that he/she is behind in slip fees. So maybe some of those boats will be gone before long, too.

I have also seen Conservation Officers and the Sheriff deputies patrolling the parking lots in the evenings, sometimes with two officers in each vehicle. At one time the 700 Dock gate had been jammed so it couldn't be locked, allowing anybody and everybody access to the docks all night long. I'm told a lot of people who weren't slipholders used that access. The gate can now be locked.

Last month I noticed that renovations had started on the restrooms, and that new cement was being laid in the area of the phone booths. So now you won't have to stand in the mud while making a phone call.

Yesterday, I received a letter from the state saying that some of the repairs to Keehi are federally mandated for the handicapped, so walkways are being widened, parking set aside for the handicapped, and other things of that nature.

The really good news is that today I noticed that they were repairing some of the broken wooden planks on the docks.

I remember reading an article in a local newspaper last year about the poor condition of the harbors. It said that most slipholders wouldn't mind an increase in slip fees as long as the fees went back into the harbor for maintenance rather than being siphoned off for other state projects. The really sad part is that, according to a financial report, it seems the Harbors budget was cut some time ago, so I don't really expect that we'll ever get back the docks that were declared unsafe and torn down. So if we ever decide to liveaboard full time, we'll have to move into a private marina.

Tony (last name withheld)
Honolulu, Hawaii

Tony — Nobody should get their hopes up for Keehi — or any other state marina in Hawaii — because the situation is actually worse than you make it seem. Keehi Harbor Agent Kenneth Chee told Latitude that none of the improvements are being done voluntarily by the state of Hawaii, but are actually being done under threat of fines by the feds so that the facilities come into compliance with the Americans with Disabilities Act. All the money for the work, by the way, is coming from the feds — your and our tax money — because Hawaii isn't chipping in anything.

With Keehi having been overshadowed by the catastrophe that is the Ala Wai Yacht Harbor, we didn't realize how bad things were there too. Chee tells us that half of the slips on 200 dock have been condemned, all of the slips on the 100 dock are down, and there are nothing but pilings left at what once was the 600 dock. The bottom line is about 100 of the original 389 slips — or nearly 25% of the harbor — are unusable and therefore don't generate any badly needed revenue!

Of course, it's not as if these slips would generate much revenue anyway, as the slip rate — despite a 50-boat waiting list — is a ridiculous \$3.50/ft/month! This means that Hawaii,

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43' Saga, '02, *Wind Shear**..... Reduced 275,000
43' Tiara, '00, *Rascal**..... 479,000
42' J/42, '99, *Fine-a-lee**..... 309,000
42' Moody, '01, *Jezebel***..... Reduced 275,000
42' Baltic, '81, *Setanta*..... Pending 114,000
40' J/120, '93 New Listing 198,000
40' J/120, '02, *Snaps**..... Pending 245,000
40' Farr, '86, *Rascal***..... 149,500
40' Wilderness 40, '87, *Falcon**..... Reduced 46,000
38' Morgan, '93, *Bonnie Lassie**..... SOLD 105,000
37' J/37, '87, *Kalimotxo**..... 60,000
36' J/36, '81, *Impetuous***..... 55,000
36' Islander, '77, *Altair* Pending 42,000

36' Beneteau 36.7, '02, *Summer & Smoke*... Reduced 139,500
35' J/109, '03, *Conundrum**..... New Listing 227,000
35' J/109, '03, hull #44, *Traveller***..... 239,000
35' J/105, '00, *Nirvana*..... New Listing 119,000
35' J/105, '01 *Trickster**..... 119,000
35' J/105, '00, *Despicable**..... 118,000
35' J/105, '00, *Pendragon**..... 127,000
35' J/35, '93, hull #323, *Raptor*..... Reduced 64,500
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29' J/29, '84, *Zulu**..... 25,000
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LETTERS

which has just about the highest cost of living of any state in the Union, has about the lowest slip fees for state-run marinas. Heck, slip fees are even higher at the five marinas on the Rio Dulce in impoverished Guatemala!

Here's the thing that we've never been able to figure out about state legislators in Hawaii: Are they too dumb to recognize that there is a correlation between the amount of money charged for slip fees and what's available for maintenance? Or are they too dumb to do the obvious and raise the rates? Or is it that they just don't give a damn? If it's not one of the three, we can't imagine what it could be. But there's one thing we're sure of; for the sake of everyone, Hawaii needs to get out of the marina business.

↑↓ GREAT FUN FULL OF WATER AGAIN?

The story of the sinking of the Davidson 50 *Great Fun* sounds oddly familiar. My wife and I were driving near the Santa Cruz beaches on a cold November day in 1983 when we noticed a sailboat and two Coast Guard boats about a quarter mile from the harbor entrance. We were surprised to see any boats out there because a recent storm had left the Santa Cruz Harbor with its usual winter sandbar, and the storm swell was producing breaking waves across the harbor entrance.

At first it appeared that the sailboat had lost her rudder, because every time a wave picked up her stern, she would turn sideways. It was later, when the boat was inside the harbor, that we realized she was half full of water and that the force of the water inside the boat moving to the bow was what caused her to turn.

The Coasties got the boat under tow, and seemed to slow and wait for a lull before entering the harbor through the breaking surf. I don't know what the depth was at the sandbar, but it was obviously quite shallow because the sailboat layed over on its starboard side as the Coast Guard boat pulled her over it. When finally secured to the guest dock, she only had a foot or two of freeboard remaining. We were shocked when we realized it was *Great Fun*, which, at the time, was one of the hottest racing boats in the United States.

I don't remember the details of the skipper's story, but I believe it was that the boat was being delivered from San Francisco to Monterey. While motoring south into the storm swells she began taking on water. The course was changed and a call for help was placed. Thanks to the Coast Guard, *Great Fun* survived to have many more happy and successful years of racing.

Larry Laney
Hakuna Matata, Ranger 23
Lake Oroville



LARRY LANEY

By the time 'Great Fun' was towed in to Santa Cruz Harbor, she was almost out of freeboard.

in peculiar circumstances with only one person aboard. And second, why in the world would anybody have their IOR racing

Larry — As we recall, there were two things about the incident that struck many observers as being a little funky. First, only a short time before, *Great Fun* had nearly sunk by the Lightbucket



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LETTERS

machine taken to Monterey in November?

↑↓CALL THE ONES THAT ADVERTISE IN LATITUDE 38

I'm a subscriber and wonder if you might be able to solve an insurance problem for me. The only insurance I'd like to get for my boat is third party liability insurance. The Europeans don't seem to have any problem getting it, but I've been having trouble trying to find it in North America. In fact, in North America you have to pay an arm and a leg for it, since you have to buy whole-boat insurance, which is about 10 times as much as third-party only. Any ideas on how to proceed?

Isolde Nosty
 Nakusp, BC, Canada

Isolde — We think a good way to proceed would be to call the insurance companies that advertise in Latitude 38. We contacted the first one we came across paging through the last issue — Mariner's General in Newport Beach — and Craig Chamberlin told us that Mariners can get third-party coverage through Progressive Insurance for a couple of hundred dollars a year — assuming that the boat isn't wood, is in reasonably good shape, and isn't quite as old as the Nina, Pinta or Santa Maria.

For what it's worth, Peter Lewis, Progressive's founder and CEO until last year, also enjoys boats. Having made a pile of money insuring high-risk drivers that nobody else would touch in the mid-'90s, he refit a 255-ft ocean-going tug as a yacht and christened her Lone Ranger. He's taken this spectacular yacht — which comes complete with a Seaplane, an F-27 trimaran, and all the toys you can imagine — all over the world. The only scary thing is fueling up, as she holds 50,000 gallons of diesel.



LATITUDE / RICHARD

The 'Lone Ranger' is an unusual yacht for an unusual entrepreneur.

Now age 71, Lewis may not be the wild man he once was. But according to a profile in Fortune magazine from the mid-'90s, an investor told Lewis he had a great company, but knowing how important he was to it, asked how his health was. Lewis is reported to have responded, "Well, I really don't know because I don't believe in doctors. But No. 1, I feel fine. No. 2, I swim a mile every day. And No. 3, I'm single, so I get laid all the time." In addition to being an atypical CEO, Lewis has donated big money to the legalization of pot, and has said that he doesn't think car insurance should be mandatory. In terms of freethinking and free-talking, he's right up there with Ted Turner.

↑↓CAN ANYONE DELIVER CASH TO SRI LANKA?

You may remember us from the Irwin 37 *Lady Ann*, as we were boat neighbors in Schoonmaker Yacht Harbor, both before our '98-'02 circumnavigation and for a short time afterwards. I am writing with a request.

While we were in Sri Lanka, we met a lovely young family. Ekka, the father, drove a tuk-tuk, and gave us invaluable

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LETTERS

help around Galle. He invited us to his home, where his wife prepared a beautiful meal, and our kids played with their small son. We were very worried about Ekka and his family after the December 26 tsunami and upon hearing about all the damage in Galle.

After making efforts to track him down, we received an email from Ekka yesterday. He and his family are safe, as they were able to run to high ground in time. But he sent us a photograph of his house — it's nothing but pieces of walls and rubble. And they now have a baby daughter, too. Ekka lost his tuk-tuk in the tsunami, so he is renting another one to make a living. He said that an Englishman helped them while they were in the refugee camp by buying him a small piece of land. He now needs help to build a modest house.

We would like to help Ekka and his family, but knowing the system in Sri Lanka, we're afraid to send anything by mail. So we wonder if there are any cruisers in that area who would be willing to receive a care package — including cash — and find Ekka to deliver it to him directly. That's the safest way we can think of that will make sure the help gets to him.

We can be reached at: ladyann_leslies@hotmail.com

Andrea, Willie, Scott (13) & Ellen (11) Leslie
ex-Lady Ann, Irwin 37

Willie and Andrea — We'll put the word out. Knowing the incredible corruption in the Third and Developing Worlds, and the terrible inefficiencies associated with traditional aid organizations, we understand your desire to find an alternative way of helping.

↑↓ CAN WE GET BY ON \$2,500 A MONTH?

I'm a longtime fan of *Latitude*, having grown up in L.A. and spent 10 years in San Francisco. Although 'they' say that the Pacific Northwest is one of the world's top cruising destinations, the holy grail for me is Mexico and beyond. After all, it rains up here. A lot. About 10 months of the year.

So I've spent about the last three years preparing our Malo 39 — the 'other Swedish boat' — for cruising, and my wife and I liveaboard. I may have an opportunity to take early retirement next year, which would allow me to leave this wonderful but very wet and very crowded place. I have two questions:

First, how much does it really cost to cruise in Mexico? I know, I know, it depends on the crew, whether you anchor out, the age and condition of the boat, etc. I already know what it costs to keep a boat up, and don't expect that will change in Mexico and points beyond. We have set our boat up for independent living, and prefer anchoring out, so we would probably spend 75% of the time on the hook. That said, we love a party and the good life, and at least one of us is fluent in Spanish, and we hope to engage the locals in a more meaningful way than we have in our past travels.

The bottom line is that we'll have about \$2,500 a month cash for daily living for the two of us. This doesn't count other money we have set aside for boat repairs and insurance — that's a separate pot. So, what kind of cruising life will that buy us in Mexico?

Our second question has to do with all those pesky hurricanes. Where do people go? Or do they just sail around and take their chances? One hopes that with a good breakwater, concrete floats, and proper preparation, a boat would be all right in a marina — but that is leaving a lot to risk. My wife insists that we head south beyond the hurricane zone by June 1 — is that what most prudent folks do?

There are a lot of 'experts' out there full of advice — and other things — but we have always enjoyed the reports and

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LETTERS

insights published in your magazine, and appreciate the straight answers you provide.

Gary
Planet Earth

Gary — If you only spend a week a month in a marina and don't overdo it in tourist bars and restaurants, you can cruise like kings in Mexico for \$2,500 a month — and still have \$1,000 to \$1,500 left in your pocket at the start of the next month. If you reread our recent interview with Blair and Joan Grinols of Capricorn Cat (May 2005 issue), you'll see that they figured they cruised on about \$600 a month in personal expenses for both Mexico and the South Pacific. And it wasn't because they were trying to live particularly inexpensively, but were just living the 'into it' cruiser life. As they noted, you can buy 30 pounds of fruit and vegetables for \$10, and there are many places you can stuff yourself for \$5 a person. You can't eat that inexpensively at the Four Seasons or Carlos 'n Charlies, of course, but you can do so in non-touristy restaurants all over Mexico, and those places tend to be much more interesting places, too. Just to be on the safe side, we'd set aside maybe \$1,500 for personal expenses, but you'd still have quite a bit left. It's certainly possible to spend more than \$2,500 a month on personal expenses in Mexico, but you'd have to work at it.

As for engaging the locals, that's as simple as pie. You just smile and start a conversation, and from there you can take it as far as you want to go. Unlike here in the States, where making money is so important and people can be cold, the people of Mexico are warm and naturally care more about personal interactions. They are very friendly and caring.

As for the "pesky hurricanes," virtually nobody cruises mainland Mexico during the summer hurricane season, but primarily because it's so rainy and humid. However, people do continue to cruise in the Sea of Cortez. In a typical summer, the waters off Mexico are hit by a number of tropical storms and hurricanes. The vast majority of them, however, start offshore and head to the northwest — which is out to the open ocean.

In the last 25 years, we can't remember a hurricane that did significant damage to boats on mainland Mexico. We say this partly because we can't remember a marina ever suffering a direct hit — other than San Blas a few years ago, but there weren't any recreational boats there at the time. The other thing is that many of the marinas along the mainland aren't right on the water, but are relatively well-protected from open water and the real danger, which is big waves. Ixtapa, Barra Navidad, Marina Vallarta, Paradise Village Marina, Nuevo Vallarta Marina, Mazatlan Marina, Marina El Cid — all of them are located up channels and around corners from the open ocean.

Unlike on the mainland, quite a number of folks cruise the Sea of Cortez or stay on their boats in La Paz or Puerto Escondido during the summer. On average, the Sea of Cortez gets hit by a hurricane every other year, but most of the time they have missed the cruising areas. But marinas have been hit. Cabo has had a couple of direct hits with 100-knot winds, but thanks to the protection, no boats were damaged. La Paz has been hit hard twice in recent years, which were the second and third times in about 25 years. There were many boats that were badly damaged in Marina de La Paz, which, at the time, didn't have the protection it has now. Others were damaged while on the hard. But there was little damage to boats in marinas with good protection. The new Costa Baja Marina just outside of La Paz looks as though it would be an excellent place to ride out hurricane force winds, as does Marina Palmira.

Puerto Escondido has always been a popular place for cruising boats in the summer. A number of boats were driven

BOAT LOANS



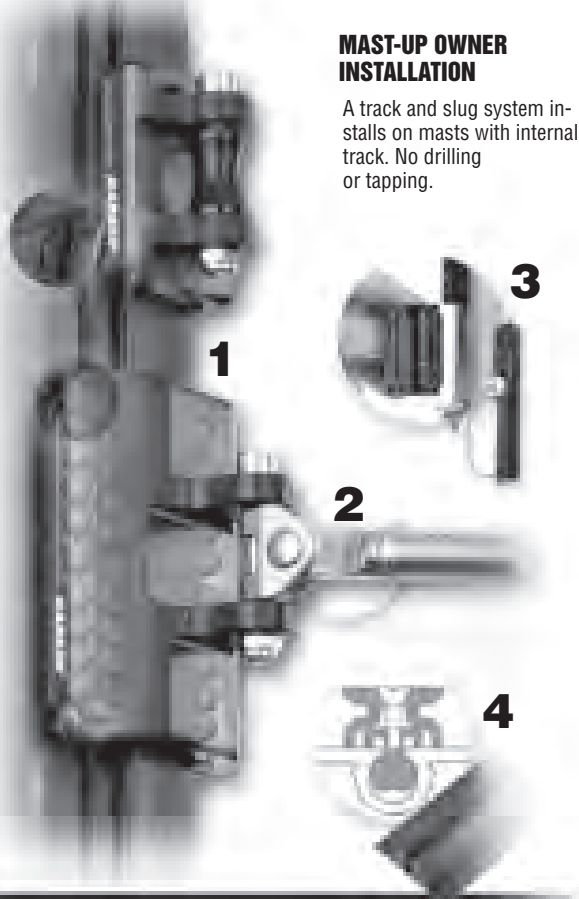
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LETTERS

aground there by hurricane-force winds a few years ago — but this didn't happen to a single boat with crew aboard. On rare occasions, hurricanes still have enough steam to make it all the way up to San Carlos on the mainland side. Usually the only boats that are damaged are the ones anchored out and unattended. By the time hurricanes get halfway up the Sea of Cortez, they've usually lost most of their steam.

We would have no qualms about leaving Profligate in any of the aforementioned marinas during hurricane season. If your wife is still worried, we suggest she contact each of the marinas and find out the last time they've been hit. Yes, there is risk, but we think it's very, very small. In fact, we'd be much more concerned about our boat being hit by lightning in one of the mainland marinas.

Our advice to you would be to enjoy the great and inexpensive cruising life in Mexico during the winter. Come May, we'd suggest putting your boat in a marina on the mainland, or heading up into the Sea of Cortez. If you went into the Sea, we'd still put the boat in a well-protected marina for at least the months of July, August and September. During those three months, we'd take a 'vacation' from cruising. With all the money you had left over from your \$2,500/month winter budget, you could take a vacation from cruising in South America, Australia, Europe — or maybe even back in the States.

The bottom line is that \$2,500 a month might seem like a pittance in the more expensive cities in the States, but in Mexico and most of the developing world, it can be a small fortune. And you can take that to the bank!

If any other veteran cruisers would like to add their two cents on how much it costs per month in personal expenses to cruise in Mexico, we'd love to hear from you.

↑↓ CHEAP DENTAL WORK SOUTH OF THE BORDER

We sailed *Dream Caper*, our 42-ft Fontaine-Pajot catamaran, in the '03 Ha-Ha and then around Mexico. For the summer of '04, we left our cat on the hard in San Carlos. Upon our return, we continued south, arriving in El Salvador in May of this year. We left *Dream Caper* afloat in Bahia Del Sol for the summer, and are now back in Marin.

A reader wrote in asking about dental work in Mexico. Unfortunately, I had to have a lot done, but fortunately, I was able to get it done in Mexico, where I found well-trained and competent dentists. Furthermore, their much lower prices allowed me to save a bundle over what the treatments would have cost here in the States. Here's my history.

In October of '04, I had a root canal done in San Carlos, and had two crowns replaced. In January of '05, I needed a root canal on another tooth, and had this and another crown done in Puerto Vallarta. After experiencing pain in the same tooth as the Puerto Vallarta root canal, I went to a dentist in Huatulco. He gave me antibiotics to relieve the swelling and pain until I returned home, and recommended that I see an endodontist.

When I got back to Marin, my endodontist advised that I needed a redo on the root canal — at a cost of \$1700, but with no guarantees as to the outcome. So I consulted with my Puerto Vallarta endodontist, who told me he'd fix the problem if I returned. So in early June, I returned to Puerto Vallarta for one night. It turned out that my tooth had cracked and needed to be pulled, and I would then need a bridge or implant. I opted for the implant.

A week later, I returned to Puerto Vallarta, where a specialist endodontist from Guadalajara, in cooperation with the Puerto Vallarta endodontist, pulled my cracked tooth and installed an implant. This took about two hours. After three

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months, I will return to Puerto Vallarta for a crown.

The dentist I saw in Puerto Vallarta who referred me to the endodontist was Dr. Adan Noel Michel Brixon, who has an office downtown. He did the crown after the root canal. Many cruisers and other travelers go to Dr. Michel, who speaks excellent English. While in the waiting room, we had a nice visit with frequent Mexico cruisers, Blair and Joan Grinols of the then Vallejo-based 45-ft *Capricorn Cat*.

My Puerto Vallarta endodontist is Dr. Benjamin Valle Vargas (Unident Office), whose office is located very close to the airport at Marina Vallarta. He also speaks excellent English. His office is very modern, with x-rays on computers. My implant procedure was conducted in the strictest of sanitary conditions — I was very impressed. I will return to him for my crown after the implant sets. The dentists in San Carlos, Huatulco, and Dr. Michel in Puerto Vallarta have less modern offices, but also do very fine work.

I have to admit that I was concerned — even a little afraid — before my first visit to a Mexico dentist, Dr. Hiram Martinez, as he was identified as "the one behind Rosa's Cantina." But as he was very competent, I quickly relaxed. All of the endodontists also perform regular dental work, had assistants, and followed up by telephone — to my cellphone on the boat — to see how I was doing after the procedures. I was also impressed by the way these Mexican dentists used anesthetics. In each case the anesthesia was effective in eliminating the pain of the procedure, but avoided the puffy numbed lips and cheeks that lasts for hours after a visit to my dentist in the States.

Prior to my first root canal and crown in San Carlos, I called my endodontist and dentist in Marin, and found it would cost more than \$1400 for a root canal and \$1200 for a crown — a total of more than \$2600, plus the cost of airfare to return home. By having it done in Mexico, the cost was only \$500. I'm not sure of the cost of an implant in the States, but I believe they are a minimum of \$5,000 per tooth.

Cost of Dental Work in Mexico	Estimated U.S.\$
Root Canal, San Carlos.....	\$300\$1,400
Crown, San Carlos (each).....	2 @ \$200.....\$2,400
Root Canal, P.V.....	\$220.....\$1,400
Crown, P.V.....	\$230.....\$1,200
Implant, P.V.....	\$1175.....\$5,000
Airfare (RT+hotel; each trip).....	3@ \$391
Crown, P.V.....	\$230.....\$1200
Total.....	\$3,728.....\$12,600

The way I figure it, I saved \$8,872. As I said, I'm very pleased with all of the dental work I've had done in Mexico. Ever since, I have suggested to anyone who is interested that Puerto Vallarta is a great place to vacation — and get quality dental work without going broke.

My husband Steven Stecher and I will be back aboard *Dream Caper* cruising in Central America until March 2006, at which time we plan to do the Puddle Jump to the South Pacific.

Portia Igarashi
Dream Caper, F/P 42 Catamaran
 Marin County

Portia — Thanks for the excellent information. By the way, we love your name, as it looks Italian but sounds like a German sports car.

↑↓ THE SPERM WAS HERE IN THE CARIBBEAN, TOO

In a recent *Lectronic*, you wondered if readers thought

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LETTERS

naming a big powerboat *Lucky Sperm* was in poor taste, and what other names might be in the same category. *Lucky Sperm* was down here in the British Virgins this past season, and I thought the name was a bit much, too. As I recall, the people aboard looked like the money had been inherited recently and they were going to spend it all whether they wanted to or not.

As for other tasteless boat names, how about *Passing Wind*? There's one of those sitting here at the dock. Other provocative boat names, although funny, are: *AFTICA*, an acronym for Another F--king Thing I Can't Afford. Or, the one that always got me in trouble at Customs and Immigration for being a smart ass: *I Wonder*.

Peter Whitney, Captain
Sea Leopard, Moorings 6200 Cat
 Lake Tahoe / British Virgin Islands

Peter — Since you're in the Caribbean a lot, you've probably seen the large motoryacht named Porn Star, reportedly in honor of the owner's wife, a former star in the X-rated segment of the film industry. We suppose there are two types of men in the world, those who would be very proud to be married to a porn star, and those who would be very ashamed of the same thing.

↑↓ A NAME IS JUST A NAME

I was rather disheartened to read your caption under the photo of *Lucky Sperm*: "... more evidence that just because a person has a lot of money doesn't mean he/she also has good taste."

Could it be that *Latitude 38* has been taken over by a bunch of conservatives in Marin? Worse yet, a bunch of snobs? Ones who feel it necessary to provide negative comments on something like a boat name like *Lucky Sperm*? The same ones who have been known to occasionally publish pictures of bare-chested ladies in their good — usually — rag? Let's see. *Lucky Sperm*. Bare-chested ladies. I fail to see the problem in either case.

C'mon, guys and gals, it's a free country, but since when



The 'Sperm' lying at Schoonmaker Marina in Sausalito.

did *Latitude* start becoming the connoisseurs of good taste? It seems like you're the purveyors of nonsense in this case. So what if a person wants to celebrate the fact that perhaps they feel a bit lucky? The name of a boat is just the name of a boat, and having a

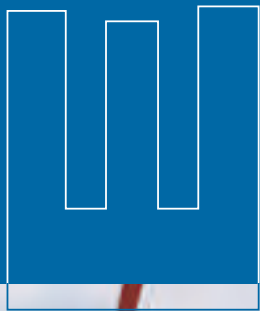
boat is about having fun and enjoying life.

And just what does *Profligate* mean that's so different from *Lucky Sperm*? Both names are conversation pieces, and both are meant in fun. Just like my boat's name — which I didn't think up, but decided it was good enough to keep! So lighten up! Criminy!

By the way, what exactly does *Profligate* mean, anyway?

Tad Sheldon
While I Can, Catalina 36MKII
 South Beach Harbor, San Francisco

Tad — To answer your questions in order. 1) Latitude/



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LETTERS

Lectronic hasn't been taken over by anybody, as evidenced by the fact that the same person — the owner — is writing editorial responses as when we started publication 28 years ago. 2) Being a snob sounds like a lot of fun, unfortunately, we can't think of anything we have reason to feel snobby about. 3) We don't see any connection between photos of women wearing 'fair weather gear' and raunchy boat names — except photos of women can also be tasteful or raunchy. 4) We probably wouldn't have bothered to comment on Lucky Sperm except that just about everybody on our boat — about a dozen — and several others were grossed out by it. 5) The name of a boat is much more than just the name of a boat, as some really can be repulsive. For example, when we were about to launch our catamaran, a tipsy powerboater tried to insist that we christen her — please skip to the next letter now if you don't want to be completely grossed out — Wet Pussy. (We warned you to skip to the next letter!) If you didn't think less of a guy who had a boat with such a name, you'd be in the minority. 6) The primary meaning of Profligate is 'ruthless spendthrift' — which we think is most appropriate.

↑↓ I'M JEALOUS!

I think the really scandalous thing about a boat named *Lucky Sperm* is that it's not bombast or bluster — but true! After all, wouldn't we all like to have been born wealthy? I'm jealous. I have images and fantasies of being able to do anything I want at any time and forever! When I see that name, I think of utter freedom. Being unfettered. Not having a care in the world.

Yes, the name shocked me the first time I saw it, but it certainly made me curious. But it's true. I think you forgot that when you criticized it, and it's significant. Maybe you're jealous as well.

Emmanuel Uren
Maltese Falcon
San Francisco

Emmanuel — When we found out the real story behind the boat being named Lucky Sperm, it changed our opinion — at least somewhat. Details to follow.

As for your assumption that everyone would like to have been born wealthy so they could do anything they wanted at any time, you've got to be kidding. While being born into great wealth might sound like fun, the reality is often quite different. For many people, being an heir to a large fortune is a burden that stunts ambition and makes it difficult for them to lead fulfilling lives. If we were to wish anything on our kids, it's not a billion dollars, but rather intelligence and passion. That way, if they really wanted a billion dollars, they could make it themselves. But at least they'd be smart enough to know that having everything you wanted all the time would only be heaven for a very short time. After that, it could be hell — especially for those who didn't earn the money themselves.

↑↓ SHE'S FROM CLIMAX, TOO

I was told that while *Lucky Sperm's* homeport is Climax, Pennsylvania, she belongs to an heir to the *San Francisco Chronicle*.

Bob Payne
Northern California

↑↓ ON THE TRAIL OF THE LUCKY SPERM

I can confirm that *Lucky Sperm* is owned by Cam Theriot, an heir to the *Chronicle* — and a neighbor of mine! I think your original comment was accurate, that just because somebody

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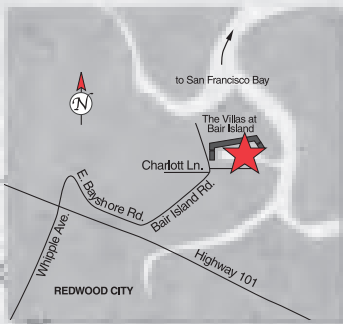
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has money doesn't mean they have good taste.

Bob Rozett
Northern California

↑↓ HIS HORSES BRED MULTIPLE CHAMPIONS

After spending about two weeks looking at *Lucky Sperm* at the guest dock at Pier 40/South Beach Harbor, I learned the following: The *Lucky Sperm* and the horseshoe logo stand for a stallion owner who has bred multiple champions. The proceeds from the 'donations' financed the boat.

The most unique and, maybe tending to the unusual side of boat names, is one I saw at San Leandro Marina on a houseboat — *We be Havin' Thangs*. I think this outranks *Seaducer*, *Knotty Gal*, *A Little After Five*, etc.

Paul Kassatkin
Northern California

Paul — *Geez, we wish you hadn't told us that because: 1) It makes perfect sense. How could we have been so stupid not to have put sperm, horseshoes and breeding together? And 2) It's actually sort of a clever name — a double-entendre and dually appropriate.*

Nonetheless, we still think it's too gross for general consumption. Something like Lucky S would have been better. Then when somebody asked what the 'S', little 'fish', and horseshoes all had in common, the owner could wait until everybody had a cocktail or two before dinner, then share the reasonably funny reason why he named his boat what he did.

↑↓ MORE JEALOUSLY?

There is a red power boat at Barnhill Marina on the Alameda Estuary named *Sailing Sucks*. I think he's jealous.

Grant Miller
Chimera

Grant — *Given the recent increases in the price of fuel, we bet he's even more jealous than ever. We were down in Catalina in August and overheard the owner of a 30-ft sportfishing boat complaining to another that it now costs him \$300 in fuel alone for a weekend trip from Newport to Catalina and back. Ouch!*

↑↓ MORE 'BAD TASTE'

My nomination for tasteless boat names is *Breaking Wind*.

P.S. Thanks for printing my inquiry about the schooner *Zaca*. You sure came up with a lot of great information.

Larry Watkins
Beneteau OC 400, *Moondance*
Long Beach

↑↓ A DUAL PURPOSE NAME

The most tasteless — and also ubiquitous — boat name: *Wet Dream*.

Steve Madden
Fort Myers, Florida

↑↓ JUST TO BE SURE, I ALWAYS STAYED TO WINDWARD

One sailboat I used to see in the Long Beach vicinity was named *Passing Wind*.

Al Reed
Gulf 32, *Ensueno*
Huntington Beach

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LETTERS

↑↓THE TWO WORST

It's no surprise, but the two most tasteless boat names I've ever seen were on powerboats: *Breach Berth* and *Grandpa's Wet Dream*. Those are pretty sleazy!

Laraine Salmon

↑↓HATE IS SUCH A STRONG WORD

I hate the following names: *Wet Spot* and *Wet Dream*.

Tom Nemeth
Northern California

↑↓COOL NAMES

The coolest boat name — for a change — is *Flying Patio Furniture*.

Charlie Ruppert
Northern California

Charlie — *We like that name, too, but the one that really impresses us for being clever is Gruntled.*

↑↓THE SOUNDS OF POLYNESIA AND THE ORIENT

There was a period when many American boatowners christened their boats with Polynesian-sounding names. The names could rarely be found in any Polynesian dictionary, but the trend persisted — producing such memorable names as *Comana Wanna Lay You* and the like. In response to this trend, there was a boat in Newport named the *Lani-Ru*. It seemed like a nice name . . . until you spelled it backwards.

Timothy O'Brien
San Pedro

Timothy — *There were also a number of boats that were given Oriental-sounding names. Who, for example, could ever forget Fujimo, which, unknown to the average person, actually stood for a divorce proceeding: 'Fuck you Jane, I'm Moving Out'.*

↑↓I BELIEVE MY BOAT WAS ATTACKED BY A DOLPHIN

I have to comment on Suzanne Pew's account of our dolphin experience with *Birinci Mevki* in Mexico as reported in the July Changes. My theory is slightly different than Dr. Defran's, who says he doesn't believe we were attacked by a dolphin.

I was indeed standing at the forward end of the port side of the cockpit when this very large dolphin came up, almost touched the boat, then veered off. 'What's going on?' I wondered to myself. 'I'm glad we didn't hit it.' I know how intelligent dolphins are, that they have very good sonar, and that they usually keep a foot or two away from a moving boat — even when playing with it.

Right after being glad we didn't hit the dolphin, we did hit something very solid but soft. My Rawson 30 shuddered and almost stopped. Then John couldn't move the tiller, and we saw what turned out to be pieces of fiberglass-covered foam in a swirl behind the boat. The rudder freed up enough to get us into Sweet Pea Cove. John dove down and found a large chunk was gone from the bottom edge of the rudder, and the shaft had been bent out of the gudgeon.

My theory is that the two dolphins were mating, hence their attention was on things other than approaching boats. It is known that male dolphins get very aggressive when annoyed, and I certainly would have been annoyed had I been interrupted in 'the act'. So I think he whacked my rudder and took a chunk out of it. As I understand it, during mating the male is upside down under the female. It may be a rare occurrence, but I think my explanation of a dolphin attacking

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my boat makes the most sense.

Have any other cruisers had any physical contact with angry dolphins?

Gerry Cunningham
Birinci Mevki, Rawson 30
Patagonia, Arizona

↑↓SOUNDS LIKE SOUR GRAPES TO ME

I was shocked to read that James Moore, a so-called "professional" yacht broker, would use the tragic murder of Tom and Jackie Hawks for the self-serving purpose of selling his services. How sad. It sounds like sour grapes to me.

Every time I think of that tragedy it brings tears to my eyes. One could only imagine what went through their minds as they were allegedly being handcuffed to the anchor knowing what was coming next. I think *Latitude's* response to Moore should have been less congenial.

Joseph Poppo
Los Gatos

Readers — For an update on the five accused of murder in the deaths of cruisers Tom and Jackie Hawks, see this month's Sightings. It's a gruesome story.

↑↓BASHING UNDER SAIL FROM CABO TO VICTORIA

Having done my second Baja — and California, and Oregon, and Washington — Bash from Cabo San Lucas to Victoria, British Columbia, I don't understand what all the fuss is about. I say pick your weather and sail the windshifts.

For what it's worth, sailing my 40-ft catamaran *Pantera* north from Cabo in April of 2004 worked much better than my northbound sail in May of '02. I believe this was due to the Pacific High moving northeast in summer and 'squeezing' the continental Low that increases as the desert warms up. Although two trips is hardly much of a data base, instead of the 25-30+ knots which I had almost daily going north in 2002, 15-20 knots was more typical in 2004, except for seven days spent in Bodega Bay.

During both trips and all the way from Cabo to Victoria, it was my general experience that the day would start with a long starboard tack in predominantly northerly winds. Around midday, as the land heated up, the wind would often shift 30-40 degrees to come out of the northwest. After sailing for a half hour into this header, I would tack to port, occasionally making good 70° between tacks through the daylight hours. This was very important, because I often experienced 1-1.5 knots of adverse current. If you're only making good 7-8 knots, a knot-and-one-half is a lot to lose. The slower the boat, the more important this is — and probably explains the 'bash' in Baja Bash. After all, if your boat won't sail well upwind, you motor — often into a steep chop that is relatively more closely spaced than tacking into it. The motion under sail, as everyone knows, is much better than motoring. As my 40-ft catamaran *Pantera* only has a 9.9 hp Yamaha, motoring into strong headwinds is not an option for me.

Since my return to Victoria, I noted some debate in *Latitude* on the windward capability and comfort of multihulls. I must admit that in my entire life I have spent no more than 30-40 hours sailing monohulls. I have, however, sailed upwind in 20-25 knots of wind close alongside Santa Cruz 50s and 70s in the Swiftsure Race. My vote for a good combination of speed and comfort is long skinny hulls, high stability, low windage, an efficient rig and foils. While a lightweight multi has a lively motion, unlike a lightweight mono, it seldom pounds. When *Pantera* pounds, I slow down by pinching up — a good



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thing — and reducing sail to limit speed to 8-9 knots. Even so, stacks of CDs sit on my un-fiddled galley counter without falling over. With my cat, preparation from anchor to 'Bash' requires nothing more than closing the ports and hoisting the sails. Enough said.

Pantera is once again headed south — which means no windward ability will be required! I'll likely enjoy a quick trip to Central America for the winter with stops in Mexico to visit friends. But what would a trip to Mexico be without doing the Baja Ha-Ha? I only have two problems. First, I need a guarantee that there won't be another nuclear winter-type forest fire in San Diego again this year like there was in '04, and I need paying crew to help out with expenses. A couple of independently wealthy Playmates would be nice, especially if they have some sailing skills. Seriously, at the moment I have room for three and perhaps four crew, be they singles, couples, male or female. I'm thinking \$100/day plus food and drink sounds reasonable. Bahia de Tortuga. Bahia Santa Maria. Cabo. I can't wait to hook up with everybody once again.

Bob Smith

Pantera, 40-ft catamaran
Vancouver, British Columbia

Bob — That you've twice sailed your cat all the way from Cabo San Lucas to Victoria, British Columbia — nearly three times the distance of a normal Baja Bash — is something that impresses us to no end. It's genuinely a tribute to you and your cat *Pantera*. In fact, we'd love to publish more details — such as how many days it took, how much VMG you made to Victoria each day, and so forth.

As for the debate over the pointing ability, it's always been between racer/cruiser catamarans and racer/cruiser monohulls. To our thinking, *Pantera* is at the very edge of not really being a cruising catamaran. In any event, we'd be very interested in knowing how many degrees *Pantera* tacks in. We haven't seen a cruising cat that can do it in less than 105°, but suspect your nearly-racing cat might do significantly better.

For folks interested in doing a very sporting Ha-Ha — and not that interested in having lots of space or headroom — we think a ride on *Pantera* would be a blast. But far be it for us to judge what might be reasonable in a 'shared expenses' situation.

↑↓ WHERE TO HAUL

Since *Profligate* is a beamy catamaran and travels all over the place, I think you might have the answer to my question. Where on the West Coast — especially in Northern California, Oregon, Washington, and Mexico — are there boatyards that can haul catamarans with a 25-foot beam?

Stuart Kaplan

Duetto, Norseman 430
Chula Vista, CA

Stuart — *Profligate* has a 30-ft beam, which limits the number of places she can be hauled. To date, we've hauled her at Napa Valley Marina in Napa, Channel Islands Boatyard in Oxnard, Vacamonte Boatyard in Panama, and at Island Water World in Sint Maarten. We also know that David Crowe hauled his cat *Humu-Humu*, with its 34-ft beam, in Mazatlan, and that a *Lagoon 55*, which has a beam of 30 feet, was hauled at Vacamonte in Panama.

We're told that *Knight & Carver* is the place to haul bigger cats in San Diego, and we're sure there are places in the Pacific Northwest — although we don't know any names. However, since *Duetto* has five feet less beam than *Profligate*, there may

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be other possibilities. We'd start by calling KKMI in Richmond, Ventura Boatyard in Ventura, Long Beach Shipyard in Long Beach and Driscoll's in San Diego.

Interestingly enough, Profligate has been lifted out three different ways. At Napa Valley she goes out on a rail that supports the bridgedeck alone. At Channel Islands, she goes out on a hydraulic lift that also supports the bridgedeck alone. In Panama she went out — against our wishes — resting on her two hulls. In St. Maarten, a crane lifted four straps around her two hulls. The latter was our favorite method.

↑↓LOOKING FOR REPUTABLE SITES FOR BOATS

Having owned — or been owned by — a few boats over the past decades, it's finally time to get that good — used — boat for bluewater cruising. We've poured over brochures, talked with brokers and boatowners, walked the docks and sailed on and read nearly everything we can get our hands on, but we still think we're missing information about boats current and past. Are there any reputable websites or bulletin boards along the line of *Consumer Reports* where we can get good information?

We've been reading *Latitude* for nearly as long as it's been around — we even subscribe first class just so we don't miss an issue — and think it's the best, and not just because you'll take off the wall questions like this one.

Steve Denison
Lafayette

Steve — Sorry, but we're not familiar with any sites or bulletin boards that we feel offer particularly good boat-buying advice. And we've seen plenty that we thought offered irresponsible advice.

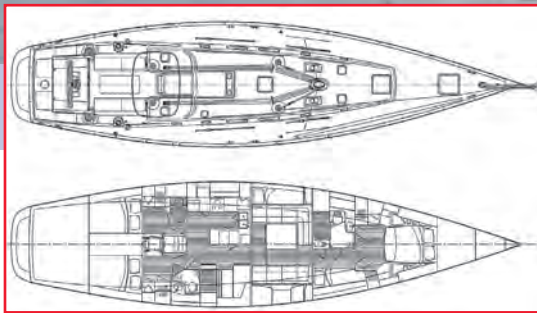
One reason is that there is such a variety of boats available. We think your first job is to limit your choices. Having sailed for years and owned boats, certainly you must have developed a preference for the type of bluewater boat you want, be it a retired racer, a racer/cruiser, a more traditional moderate-to-heavy-displacement boat, or a multihull. Second, you need to determine how much money you want to spend. And finally, you need to identify what you're really going to do with the boat. Answering these 'big three' questions should narrow your search considerably, at which point we suggest you interview owners of boats that seem attractive to you. One of the best places to do this is in Cabo San Lucas at the end of the Ha-Ha, because you'll see a heck of a variety of cruising boats in one place.

The good news, it would seem to us, is that there are a tremendous number of terrific used boats available in just about every category and in just about every price range. And compared to the price of houses in California, they are dirt cheap, too. In fact, anybody who has owned a house in California for the last five years could easily use the equity that has built up to buy a great cruising boat and go cruising for the next five years. And in many cases, they could keep their house and rent it out to pay for the remaining mortgage. For a lot of Baby Boomers, this would seem to be pretty much the last best time to go cruising.

↑↓EARTH WORKS JUST LIKE A WHISKEY STILL

I know you were being humorous when, in the July 20 *Lectronic*, you reported that "researchers have found that a major source of chemical contamination in the Arctic has not been human activity after all, but bird droppings. It was found that the chemical pollution in ponds frequented by seabirds can be many times higher than in nearby regions."

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The full story about seabirds being the source of all that Arctic pollution is actually very interesting — and should be a concern. Because it really is we humans who are the source of that pollution through an interesting series of mechanisms.

When we humans release pollutants in temperate or tropical climates, the warm weather helps evaporate them into the atmosphere. Atmospheric circulation carries the stuff to arctic climates, where the cold temperatures cause it to precipitate out of the atmosphere and fall on land and sea. Essentially, the planet is working just like a whiskey still concentrating alcohol at high levels at the tap, except that it is concentrating pollutants in arctic regions. As such, the Arctic Sea has higher concentrations of some pollutants than temperate or tropical seas.

Once the stuff is there, especially in the sea, it enters the food chain and bioaccumulates. At every step up food webs, there are higher concentrations of pollutants in fish. Sea birds, which eat those fish, are at a very high trophic level, so they get the highest accumulation within their bodies. There are now two levels of concentration of the pollutants: the global still, and bioaccumulation in seabirds.

Now we get to the part you alluded to. Those seabirds nest in very high concentrations on cliffs above coastal plains with ponds. Those ponds gather the guano from all the nesting birds. And this is a third level of accumulation: when the contaminated seabirds congregate, they bring pollutants from broad swathes of the arctic oceans to very small local areas, and excrete them into those ponds.

So, the ponds sit at the top of a three-stage accumulation mechanism for concentrating the pollutants that we humans produce. The birds don't cause the pollution, they simply help to concentrate it at very high levels in those tiny ponds.

Why such a concern? Those ponds, teeming with life from all the bird fertilizer, are major contributors to arctic ecosystems. If the accumulation of pollutants harms the ponds, we harm ecosystems on a broader level. To my knowledge, we don't yet know if that is happening.

Lee Smith
Oakland

Lee — We were indeed being humorous about the birds being the real source of pollution in the arctic, and thank you for your complete explanation. What to do about such pollution is, of course, a much greater problem. After all, we can't realistically live without many of the things that cause pollution, yet many birds, animals and humans can't live with excessive amounts of the stuff. Unfortunately, we suspect it's not going to be all that easy for the world community to find a healthy and happy medium.

Nonetheless, there are certain places where birds and mammals really do seem to be the sole source of pollution — such as Campbell Cove State Beach, which is on Bodega Bay. According to Heal The Bay, which monitors California beaches, Campbell Cove was the fourth dirtiest beach in California last year, and in 2003 it was the second dirtiest, having 200 times the minimum safe levels of E. coli bacteria. Initially, it was thought the usual suspects — humans — were responsible. But after a \$500,000 two-year study, it was determined that the bacteria came from the poop of sea lions, seals, pelicans, raccoons, dogs, deer, seagulls — but not humans.

In addition, there are places — such as the Santa Barbara Channel — where much of the air and water pollution is natural, seeping up through the ocean floor.

Of course, when it comes to the sum total of pollution, and especially the more severely toxic stuff, we humans are signifi-



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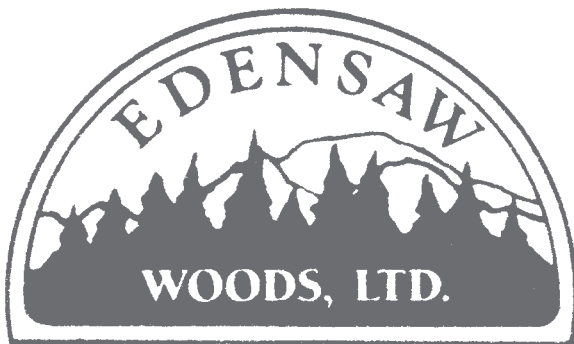
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LETTERS

cantly more responsible than birds, animals, and Ma Nature in general.

↑↓ **A MASS MURDERER LOOKING FOR A FREE BOAT**

It's a sorry and inaccurate cliché that the two happiest days of boat ownership are the day the craft is bought and the day she's sold. For me, the day my unfinished 26-ft catamaran lurched out of my parent's backyard in the back of a U-Haul truck brought a sense of relief. For nearly a decade my folks cajoled, coaxed, and hounded me to remove the Ed Horstman-designed hulls I had started building in 1989. So in 2004, much to my dad's delight, I placed an ad in the *Latitude Classy Classifieds* offering the foam/fiberglass hulls for a pittance of the \$7,000 I had invested.

One interested buyer was an articulate and witty man who lived near my folks' home in Clovis. He inspected the hulls, then called me in Sacramento and asked for the hulls free of charge. He might have gotten them had he intended to finish the original design. Instead, he wanted to use them as *amas* for a 26-ft monohull he planned to convert into a trimaran. Weeks later his face was splashed across the national media, for he was Fresno resident Marcus Wesson, who was arrested — and was later sentenced to death — for killing nine of his children, including some he fathered with his daughters.

The run-in with Wesson abated my dad's insistence on selling the hulls for several months. Then earlier this year, I learned he had taken my — well his — reciprocating saw during a visit to see the granddaughters. I soon got the call I expected. Either I get my hulls out of his backyard or he'd see which blades worked best on fiberglass.

So last June, my hulls reappeared in *Classy Classifieds*, this time free to the first taker. The second caller fit the bill: "My husband wants them. How soon can I get them?" Then the Willits resident added, "He's wanted to do this his whole life and can't wait to get started once he's out." Out of Soledad State Prison, that is. His crime had been running from the police. Why? "He was being stupid." I didn't press any further, as visions of Marcus Wesson and my elderly parents flashed through my mind. But everyone needs a break and a fresh start, right? So I called two of my burliest buddies and we met her at my folks. We loaded up the hulls and waved as they drove off.

My relief was multifaceted: fears / concerns were unfounded; the hulls are finally off to someone who just might see



CRAIG MOYLE

Dad was glad to see those hulls go.

the project through; and I no longer have to permanently borrow power tools capable of halving a hull. Since I never got to meet the new builder — he didn't get out until August 18 — and I know he's an avid *Latitude 38* reader, I wish to bid him fair winds and speedy construction. And if you're thinking of a name to grace the stern, I have a suggestion: *Second Chance*.

Craig Moyle
 Concordia
 Sacramento

Craig — Does it come as any surprise that sailing magazines — which celebrate a lifestyle of unusual freedom — are very

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LETTERS

popular with people who are incarcerated?

By the way, your boat name recommendation recalls the inspired series of names used by the late Colin Case: Felony (which was destroyed on the rocks at Pt. Bonita during the deadly Doublehanded Farallones Race of '92), Second Offense, and Recidivist. The only one of Case's boats that didn't fit the series was National Biscuit, the company from whence came much of his wealth.

↑↓ THIS MONTH'S SECOND LETTER FROM IRELAND

I read the August issue *20 Years Ago This Month* item about rock star Simon Le Bon and 23 others being aboard the 77-ft *Drum* that rolled — because the 14-ton keel came off — during very windy conditions in the 1985 Fastnet Race. Despite the fact that many of the 24-person crew ended up in the water, and that Le Bon, his younger brother, and five others were trapped down below for 40 minutes, all were rescued without major injuries.

I had designed *Drum* in anticipation of the upcoming Whitbread Around The World Race.

In the original *Sightings* piece from 20 years before, *Latitude* speculated that the keel had come off because of inadequate design specification — a speculation that was repeated when you reprinted the original piece. I'd like to make it clear that it was determined that the problem wasn't with the design specification, but rather with the welding of the aluminum fabricated keel. Ron Holland Design has had complete confidence in continuing to successfully design keels following this same system.

Ron Holland
Kinsale, County Cork, Ireland

Ron — Thanks for the clarification. It's too bad that the Drum sailors who returned for the 20th anniversary Fastnet had such very light weather conditions for the reunion race aboard what is now known as Arnold Clark Drum.

As many readers know, Ron Holland spent more than a little time around San Francisco Bay some 25 years ago, and was catapulted into design fame by the 40-ft Imp he designed for Dave Allen of Belvedere, a boat that is considered a landmark design because of her incredible performances at the Admirals Cup in England and the SORC in Florida. New Zealand native Holland later moved to Ireland, where in subsequent years he has become perhaps best known for designing mega sailing yachts — such as Joe Vittoria's 247-ft Mirabella. His office is



RON HOLLAND DESIGN

Ron Holland is currently designing this 190-footer for the co-founder of Sun Microsystems.

currently at work designing the 190-ft ketch Ethereal for Bill Joy, one of the Northern California founders of Sun Microsystems. Joy intends to make her the world's most eco-friendly yacht. Check out this and other Holland projects at www.ronhollanddesign.com.

↑↓ GOLDEN GATE / FARALLON / BODEGA

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en Gate 30 — aka Bodega 30 and Farallon 29/30. I'm writing to you in particular because you mentioned this design in an editorial response about good cruising boats under \$100,000 — and it's about the only mention I could find on the web. So far, I've found out that the boat was designed by William Blains, who is also unknown on the web. How else can I find out about the boat's cruising ability?

Claude Badet
Planet Earth

Claude — If we're not mistaken, the Golden Gate / Bodega / Farallon was — like the similar-looking Nor'West 33 — designed by Chuck Burns. We're not familiar with William Blains.

Ray 'Sea Gypsy' Jason, who writes for Latitude from time to time, has been cruising his Farallon 30 for God-knows-how-many-years. You might email him at seagypsy38@aol.com for his input.

Our impression is that the 30-footer is a performance full-keel design that was built very sturdily, but is not as roomy as some boats of the same length. But don't hold us to it.

↑↓ I'VE BURNED BIODIESEL FOR TWO YEARS

Concerning Dedalus Hyde's recent article on using biodiesel in marine engines, I have about 2.5 years of experience I can share.

I have one of those 49 mpg diesel Volkswagens *Latitude's* editor mentions wanting, an '03 VW Beetle TDI that I've run on 100% biodiesel (B100) since it was new some 21,000 miles ago. (This, incidentally, was against VW of America's warranty.) Although I don't get near the 49 mpg potential of the vehicle — I mostly drive my kid's and my own butt around hilly, stop-and-go Marin County — it easily pushes over 40 mpg in freeway driving and I average about 38 around town. I pay \$3.35/gal for biodiesel from a local co-op that gets it delivered from Yokayo Biofuels (www.ybiofuels.org) in Ukiah. It's worth noting that at almost \$3/gal for gasoline these days, I'm still doing significantly better economically speaking than I did in my '98 gas-engined VW Beetle, which averaged about 22 mpg.

At about the same time in early '03, I started burning 100% biodiesel in my 40-year-old Perkins 4-108 aboard *Pearl*, my '77 Islander 36 sloop. As readers may know, biodiesel is blendable in any proportion with regular petroleum (#2) diesel. No engine conversion or modification is required.

There are, however, several important caveats to using 100% biodiesel, or even a blend greater than 20%. Indeed, if you don't take into consideration these important points, you could be very disappointed in your biodiesel experience. However, I consider the many benefits of using biodiesel in a marine environment — more on these in a moment — to be well worth it.

First and foremost, biodiesel is a much stronger solvent than petroleum diesel. As such, it eats rubber components much faster than petrodiesel. The neoprene gasket between my fuel tank sender and the tank turned to gooey mush after about a year of exposure to biodiesel. If your fuel lines are more than five or six years old, they're probably made of something that will dissolve quite rapidly with biodiesel. The most biodiesel-impervious material for this purpose is Viton, which costs \$3/ft for 5/16" hose, but will pretty much *never* have to be replaced.

Also, because it's such a strong solvent, biodiesel is going to release every bit of sludge that's accumulated in your fuel tank over the years, which will immediately clog your secondary fuel filter. My tank was a mess long before I began

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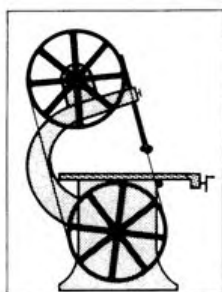


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LETTERS

burning biodiesel, and I had 'polished' the fuel several times before switching, so it wasn't as big a problem for me. I had also installed a dual-bowl Racor filter system with a vacuum gauge as well, which I highly recommend. You can 'see' the filters clogging by the increased vacuum pressure in the gauge, and it's a great feeling to have this feedback as well as the ability to switch filters by flopping a lever while underway.

Biodiesel is also more viscous than petroleum diesel, which isn't much of a problem here in sunny California, but could be in colder areas where gelling of the fuel can stop it from flowing much sooner than petrodiesel. I also burn a little more fuel using biodiesel than petroleum diesel — biodiesel has 5-10% fewer BTUs/gallon — but since I burn so little fuel overall in the sailboat, I hardly notice.

At one time there was a marine biodiesel fueling station on the Bay in Alameda, but because of the problems associated with its high solvency properties — and higher price — they stopped selling it. When you're out for a cruise, feeling good about burning an eco-friendly — or friendlier — fuel, and suddenly your boat stops moving, you need a tow, and the mechanic blames it on "bad fuel," you're probably not going to keep using it. It's all a matter of expectations and education.

Now for the good news — and why I burn the stuff, despite the costs and aforementioned caveats.

First of all, biodiesel is a *much* cleaner-burning fuel than petrodiesel in almost every respect. There's far less soot, which means far less cleaning of the hull by my exhaust hose thru-hull. Then there's the smell — I burn fuel made from recycled fryer oil — mostly soy oil in the U.S. — which tends to smell a little like the kitchen of the restaurant from which it came. It's not what I'd exactly call pleasant, but it's a far cry from the stinky petroleum-based stuff I used to burn. When there's a little tailwind, it makes a big difference.

Also, biodiesel has a much higher flashpoint than petrodiesel. While it's true that diesel #2 doesn't generally burn if you put a match to it, it *will* burn — very hot — if it gets ignited by something a bit hotter. Biodiesel just *doesn't*. I remember doing a little test with my 12-year-old son — nothing like setting something on fire to please a 12-year-old — in a couple of tuna fish cans. We put a small butane torch to both diesel #2 and a *very* small amount of biodiesel. The #2 caught fire immediately and burned black like kerosene — which is its neighbor on the alkane scale. But the biodiesel just smoldered and smelled like a kitchen fire. That's not to say it won't burn under enough heat, but it's much safer than diesel #2 in this respect. For me, this alone justifies using it on the boat.

Another factor is the smell of the fuel itself. Again, it's not Chanel #9, but compared to diesel #2, it's like a walk through a rose garden. Even more significantly, it has essentially zero VOCs and is thus much easier on your hands as well. Changing the primary on my 4-108 requires losing about 8 ounces of fuel into an absorbent pad — and my hands — every time, and the difference in the resulting smell in the boat and on my hands is huge.

Biodiesel also has higher lubricity than petro diesel. As such, longer term, biodiesel-burning engines have less wear — which has been routinely documented. But the amazing thing is the short-term benefit. My 4-108 is noticeably quieter at idle, and will idle at lower rpms, when burning biodiesel! It still shakes and roars like an 18-wheeler at its cruising speed of 2,000 rpm, but it's nice when coming dockside to be a few dB down. (I should note that you should be even more aware of your lubricating oil condition when burning biodiesel, as mixing of the raw fuel and the oil can cause the oil to gel — so

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LETTERS

keeping it clean is still very important.)

Finally, there's the eco/biofuel/foreign-petroleum-dependency/'guilt-free' argument for using biodiesel. Frankly, given the above advantages of using the fuel, this isn't necessarily at the top of my list. But it's hard for me to feel guilty burning 20-25 gallons a year of any fuel on the boat. Of course, it still puts carbon into the atmosphere, but like any biofuel, at least it's recent carbon — carbon absorbed by the crops that produced it in the last few years, not those from a few hundred million years ago.

Alas, availability and cost are still the two factors that will prevent all but nuts like me from using biodiesel in their boats. And if you've got a dozens-or-more-gallons-per-hour powerboat, you're not going to be fueling it from jerry jugs, period. But biodiesel's popularity is increasing, and hopefully in the future we'll begin to see 10-20% (B20) blends of bio- and petrodiesel become more common (the effects of blending are nonlinear in terms of both emissions and smell, by the way, so you get a strong benefit from even a low blend).

Readers interested in contacting me about my biodiesel experience can email me at eric@gus.to.

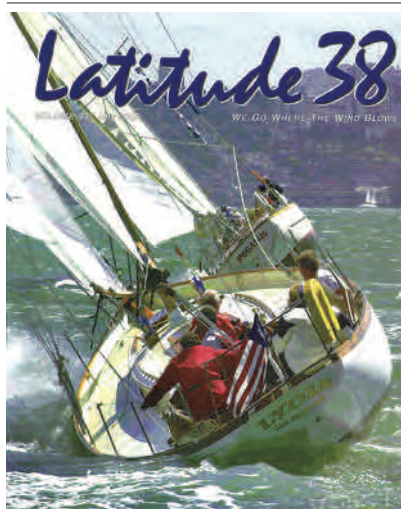
Eric Lyons
Pearl, Islander 36
Tiburon

Eric — Terrific information, thank you very much.

↑↓ **THE COVER PHOTO MAKES YOU FEEL IT**

The July cover with the photos of *Lydia* and *Pegasus* is the best I've seen yet on *Latitude*! You can feel yourself trying to stand straight at a 45 degree angle. Many, many thanks.

Steve Morris
Half Moon Bay



Steve — We're glad you liked it. Although we often get soaked in the process, one of our greatest pleasures while creating *Latitude 38* each month is shooting dramatic photos on the Bay. This one was taken

by Managing Editor John Riise.

↑↓ **DOESN'T GET AWAY FROM THE DOCK TOO OFTEN**

As a member of the Ha-Ha Class of '04, I find Sigmund Baardsen's negative comments about that event to be all wet. What an education I got from the Ha-Ha — followed by the Run to Paradise to Banderas Bay, Philo's at Thanksgiving, Rick's at Christmas, the Banderas Bay Regatta, and then putting two boats on the hard at Marina Seca! What experience and knowledge I gained.

I also love La Paz — but won't be influenced by someone who doesn't get away from the dock too often.

Bobby Rohrer
SunStar
Albuquerque, New Mexico



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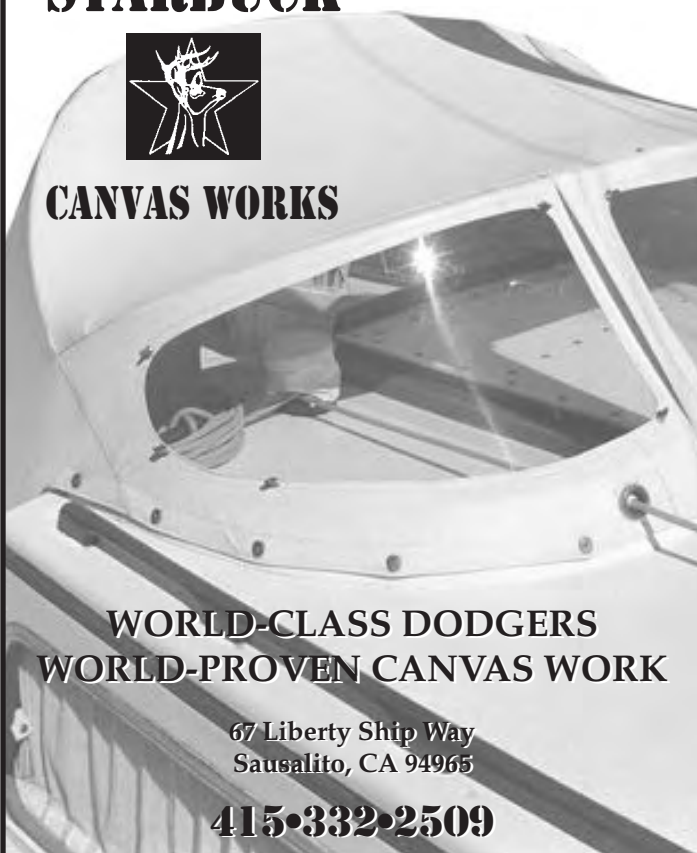


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LETTERS

↑↓ BEACHBALLS ON BOATS — AND IN OUTER SPACE

I read with interest the letter in the July issue referring to the use of a beachball globe as a record of routes sailed. I didn't know about that back in 2000, when I furnished a Space Shuttle crew with one for their on-orbit interviews. We were mapping the world on that mission — I was the Payload Communicator, and talk about learning your radio protocol! — and the ball was useful to show the orbital paths they flew. Note the dark lines drawn on the globe with a Shuttle model floating above it. That's Kevin Kregel, our commander, and Payload Specialist Gerhard Thiele making sure the earth doesn't float out of the picture.

By the way, while the mission mapped most of the land area of the earth in 3D, a side benefit is a map of all the coastlines — accurate to about 10 meters! I'm trying to get that out to the public, as I'm well aware that coastlines and islands can be misplaced on older maps and charts. I've plotted the GPS



NASA

Shuttle astronauts used low-tech visual aids to illustrate their routes to viewers back on planet Earth.

tracks of some of our charter trips onto the Shuttle maps, and they lay down quite well.

Dr. Tom G. Farr, Deputy Project Specialist
 Jet Propulsion Laboratory and Santa Barbara YC
 Pasadena

PS: If you run the picture, please credit NASA and include the image number (s99e5259.jpg), as folks can get it directly from NASA that way.

↑↓ WHY THE ENVIRONMENTALISTS ARE SELECTIVE

Recently, the editor of *Latitude* wondered why the ecological community mounted such a big campaign to prevent a relatively benign salt plant from being permitted at Laguna San Ignacio, while for decades they've seemingly done nothing to save the Sea of Cortez, an infinitely more valuable ecological resource. I'd like to take a crack at answering that question.

The San Ignacio salt project proposal caused an uproar because it could be represented as a new threat complete with villains — Japan and the government — and things to save — whales and a United Nations-designated preserve. It also had an easy solution: Scream a lot and get it stopped.

This is the kind of high-profile target favored by ENGOs (Environmental Non-Government Organizations — to make it appear as if they are doing something for the money people give to them to do something. What I liked about it was the orchestrating by the World Wildlife Fund and others, and *Grupo de Cien* (mostly Mexican intellectuals who wouldn't know the rear end of a whale if one sat on them). Their full-

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LETTERS

page ad in the *New York Times* was a masterpiece, postulating that desalinization — i.e. taking the salt out of the water (sic), would cause the waters in the lagoon to become fresh so the baby whales would sink and drown! This amazing science, which was picked up as fact by some "science writers," and was passed on to the flat earthers by the always obliging press. Anyway, the project was killed, and the ENGO's claimed to have once again saved the whale from extinction by the ever-evil Japanese.

Saving the Sea of Cortez is a different kind of animal. As the editor of *Latitude* observed, the problem has been going on since the '60s. At that time, along with expanding big boat fisheries for sardines and shrimp, FAO and Mexico began an artisanal fishing development program. The Mexican government granted permits to private entrepreneurs, set up Fishery Cooperatives, and provided both groups with credit to obtain *pangas*, outboard motors, fishing gear and pickup trucks. Thousands of people relocated to the coastal areas of Baja and the Sea of Cortez. The result was very satisfactory in terms of production. The problem was that there was little management data collected, no quotas on catches for finfish and sharks, and little oversight or enforcement of permits.

As one might expect, the fisheries were mostly exploited at rates that were not sustainable over the long term. Over-exploitation was exacerbated by a more than doubling of the population in Mexico — and the U.S., where much of the table fish went — and the construction of the TransPeninsular Highway down the Baja. Today, the problems are to reconstruct some idea of what was removed and to develop management strategies to allow stocks to rebuild — or at least be fished on a sustainable basis — and provide some alternative employment for people in the coastal communities.

The big NGO's like World Wildlife Fund, the Packard Foundation, PEW, the Nature Conservancy, and their smaller Mexican counterparts recognize the problem — but the solution is not simple. Unlike San Ignacio, the NGO's cannot solve the problem by demanding and getting a simple prohibition. One cannot just put a stop to fishing.

Nonetheless, the NGO's have pushed for Marine Protected Areas and strict regulations — but do not seem concerned by the resultant social impact. The activist NGO's need quick solutions, and have little interest in working out long-term solutions. The private NGOs — like PEW and Packard — are better in that they are not dependent on checks from little old ladies and pennies from school children for their support. However, I was at one meeting for the *Parque Nacional Bahía de Loreto*, where a question was raised about what to do with the fishing communities. Even the private NGOs said, "They (the fishermen affected by park regulations) will just have to do something else."

Unfortunately, the thousands of fishermen and their children and grandchildren in the coastal communities have no obvious means to do "something else" to make a legal living. Retraining and creating jobs takes time, and have other attendant problems. They are not the kind of headline-grabbing, fun and spectacular activities — like stopping Mitsubishi, or saving the whales — that get donations pouring into the coffers. And that, in my cynical opinion, is why, Seawatch aside, you do not hear much about the fate of the Sea of Cortez.

Frank Hester
Ligüi
Baja California Sur, México

Frank — We hate to be cynical, but we think your explana-



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LETTERS

tion hits the nail on the head.

↑↓ GET A POOPER SCOOPER AND USE IT

Don't you just love it when you're settled in some nice cove, then someone ferries their dog to the beach, and then doesn't pick up after it? I've seen this happen on numerous occasions in Cherry Cove on Catalina. The irresponsible dog owners far outnumber the responsible ones. Come on folks, get a pooper scooper and use it.

Dennis Nespor
San Clemente

Dennis — The problem isn't unique to Southern California. There's a beach in the middle of Schoonmaker Yacht Harbor in Sausalito, and several prominent signs state that dogs aren't permitted. Yet everybody in the world — and their brother — brings dogs to the beach. Either these people are all blind and have seeing-eye dogs, or, more likely, they believe that laws don't apply to them — a common Marin County state of mind. This behavior is almost as comical as the bicyclists who absolutely insist on riding in the middle of a car lane rather than the bike lane the city just spent a small fortune setting aside for their safety and pleasure.

↑↓ GOOD SERVICE GETTING PARTS TO MEXICO

I snapped the gears on my windlass in Huatulco, Mexico, in February. So I moved over to the protected paradise of Marina Chahue in the next bay and took a berth.

With the help of Mike Tosse at Svendsen's Boatyard in Alameda, I ordered replacement parts from Imtra Marine in Massachusetts. A week later, they arrived in Toluca, a suburb of Mexico City that is the site of the main clearinghouse in Mexico. Three days later, they were shipped to Crucesita where, with a little help from Enrique, Marina Chahue's fostering manager, I picked them up. DHL had acted as my clearing agent for a nominal fee. Even though I had a 10-Year Import Permit, I still had to pay a 17% Customs fee — which I may have gotten waived had I travelled all the way up to Toluca.

In any event, I want to thank DHL, Imtra, Mike and Enrique for their good service.

Harmon Heed
Truth, Gulfstar 43 ketch
San Francisco On The Way To Sarasota Bay

↑↓ DERELICT STILL FLOATING 45 DAYS LATER

On July 18, we, the crew of the Swan 53 *Incredible*, participating in the Centennial TransPac from Los Angeles to Honolulu, passed within 100 yards of the derelict Newporter 40 ketch *Kamera*. Her main mast was down, and she was drifting with nobody aboard. We snapped a few photos, noted our mid-



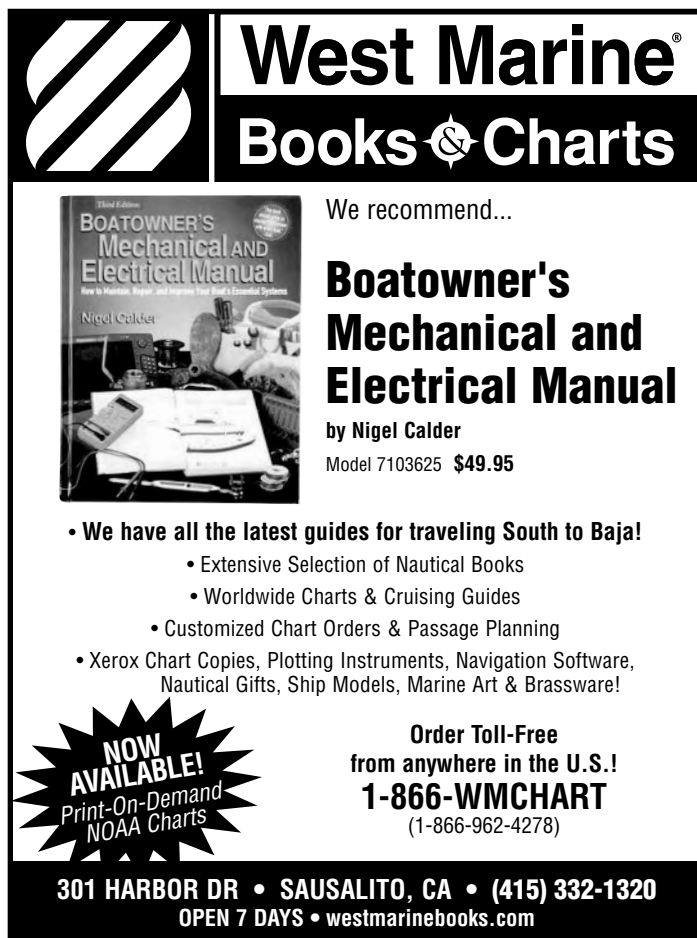
USCG

'Kamera', abandoned in the Pacific.

day position as 25.54N x 134.34W — which was close to the halfway point on the 2,225 mile race. We also notified the *Alaska*

Eagle, the communications vessel for the TransPac, of the abandoned boat's location so other yachts racing might watch out for her.

Having done that, we wondered what happened to the boat and her crew. We guessed that they were rescued after the



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LETTERS

dismasting and the boat was set adrift. But why, where and when?

Two days further into the race, one of our crew was reading the July issue of *Latitude* — and amazingly, all our questions about the derelict boat were answered! For in the *Sightings* section, the *End Of The Line* article described how William Peterson, while singlehanded from Panama to San Francisco to complete a nine-year circumnavigation, lost his main mast in 25 knots of wind about 800 miles southwest of San Diego. Thanks to his EPIRB and the US Navy, he was rescued. The damaged but still-floating 48-year-old ketch was allowed to drift rather than be scuttled. Peterson had assumed that his boat would soon sink because she had been taking on water, and there was no way to keep bilge pumps working after the batteries ran dead. Nonetheless, 45 days after he had to leave her, she was still floating — and had drifted over 1,000 miles.

By the way, this letter to the editor is being sent by email via our Iridium sat phone while we are still four days out of Honolulu!

Michael Lawler
Incredible, Swan 53
Newport Beach

↑↓ IF I WERE SAILING FROM THE EAST COAST . . .

In a response to a letter last month, you advised readers Randy and Ellen Hasness to get to the Caribbean from the Northeast by joining the West Marine Caribbean 1500 Rally to Tortola. This, as opposed to going south on the InterCoastal Waterway.

I'm sure the West Marine Rally is a wonderful event, but having done the Intercoastal Waterway from Norfolk to Miami twice, I can tell you it's also a wonderful trip. In fact, I can recommend it to anyone who has the time, as it offers a very interesting variety of experiences.

And rather than bypassing the Bahamas as one would do on the 1500, taking the 'Thorny Path' through those islands is something that I can really recommend. You're right, it involves some upwind work, but it's not really that thorny. Having sailed both in the Bahamas and the Caribbean, I know they are both wonderful, but if I could only do one again, it would be the Bahamas.

The trip to the Caribbean through the Bahamas is similar to the trip down The Ditch in that the pace at which you travel can dictate the quality of enjoyment. But then, what sailing experience isn't like that? Also, a trip just to the Bahamas is an extremely worthwhile endeavor. If I were sailing from the East Coast to the West Coast, I wouldn't miss the Bahamas. You can visit a different anchorage every night. It's not better than offshore sailing, just different.

P.S. Thanks for forwarding to me your wonderful mag while I was in Antarctica last winter.

John DeFoe
Laurel, Maryland

John — We very much appreciate your opinion. Anybody else want to weigh in on the best way to get from the Northeast to either Florida or the Eastern Caribbean?

↑↓ PITFALLS TO CRUISING WITH A FURRY FRIEND

My girlfriend and I are planning the big cruise, with a 2007 departure date for Mexico, the South Pacific, and points beyond. We're planning on taking our (currently) four-year-old Sheltie with us. It seems like a tremendous pain in the rear to go sailing with a dog, but she's part of our family, and we

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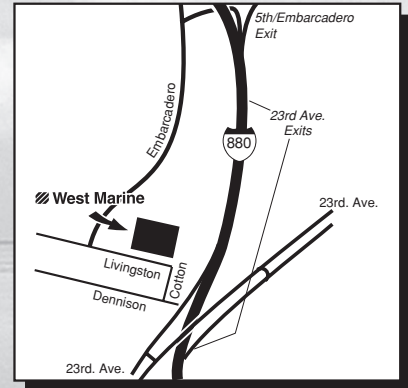
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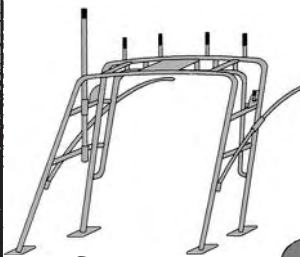
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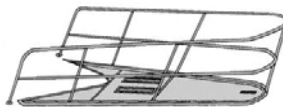
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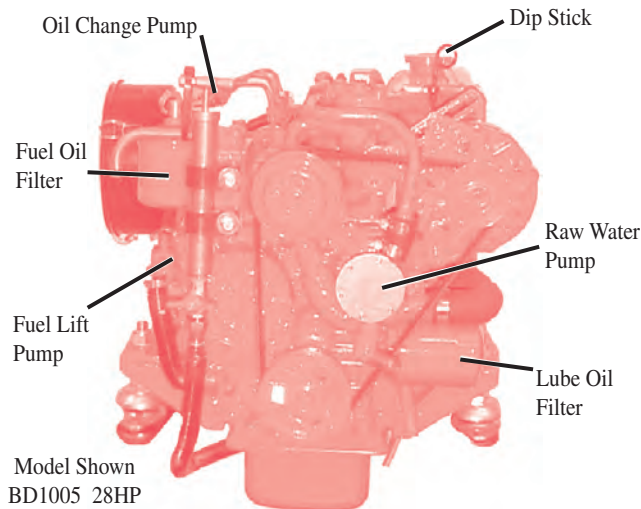
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LETTERS

can't bear to leave her behind.

I've found no end of people to give me advice on cruising, but, sadly, none has ever cruised with a dog. Hopefully, you and/or your readership can help. Aside from the obvious hair problem associated with this particular breed, what are the great pitfalls of cruising with a small dog? Is her presence on board going to be a problem when visiting various different ports? How does one go about housebreaking (boatbreaking?) an adult dog who is used to just 'going outside'? I expect she'll get seasick, but can I expect that she'll ever get over it? Are there other major pitfalls to cruising with a furry friend?

P.S. *Latitude* is a tremendous resource.

Andrew Hartman
Belmont

Andrew — We're not the best qualified to answer your cruising-with-a-dog questions, so we'll throw it out to our readership. We can tell you, however, that once cruisers get to the South Pacific with cats or dogs, there are significant issues with them being allowed on shore — or even on boats tied up to docks. In some cases, there are lengthy quarantines required and considerable expense. We're sure we'll get some good info on the subject in the next month or two.

↑↓AN INAPPROPRIATE COMPARISON

I was very pleased to read Carole Bradfield's account of her experience selling their catamaran to the John Walton family. John was indeed a very special sort of guy, truly a class act.

Here's another story about him: I served as a pilot with the 195th Assault Helicopter Company in Vietnam (6/68-6/69). One of our primary missions was to support 5th Special Forces Group, Project Sigma, moving teams into and out of Cambodia as well as inside of Vietnam. John Walton was an A Team Green Beret. From a family of privilege, John probably could have figured out a way to stay out of anything — but instead he became a Special Forces Medic and earned the Silver Star in the battle of Ashau Valley, in August 1968.

Far less impressive is the letter from Ian Farrier, who seemed to try to capitalize on the tragedy of John's recent death and his business relationship with him in order to plug his designs. Farrier then tries to link the fatal accident rate for light airplanes to the capsize rate for his boats — which I believe is too much of a stretch for any reasonable comparison — except marketing. Based on my 38 years in aviation, Farrier's statistical analysis is UFO-grade out-there.

But wait, there's more. My wife and I attended the San Diego Boat show in the late '80s with the intent of buying a Corsair F-27 trimaran designed by Farrier. We met Ian, listened to him for a bit, and then left for dinner to talk. I remember two things from our chat over dinner. First, that we decided not to buy a F-27. Second, that my wife said, "He's a bit too full of himself."

It looks like he still is.

Mark Kovaletz
Chief Pilot, Aircraft Operations
Newport Beach

Mark — We don't know Farrier personally, but we'd hesitate to be too harsh on him, as technically inclined folks often don't have the most polished PR and sales skills.

↑↓THEY WERE A BIT ROUGH ON THE SLOW BOATS

We have some comments on Jim and Sue Corenman's comments on the loss of boats in a storm that hit the northbound

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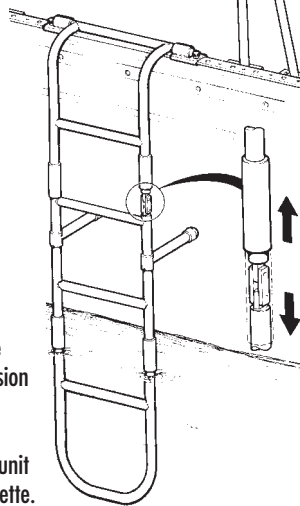
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LETTERS

fleet from New Zealand this year. As was usual for May, there were lots of boats — 30 to 40 — sailing between New Zealand and Tonga/Fiji at the time. No lives were lost, but a couple of boats that had been anchored at Minerva Reef were lost.

As the Corenmans say, weather forecasting is now amazingly thorough, and Sailmail makes it possible for many yachts to get the best and latest weather info onboard — no matter where they are in the world. We have come to count on the grib file forecasts, and place a lot of weight on information contained in them. In fact, we'd be lost without them — although they don't always accurately predict local weather conditions, which we've found are often contrary to the predictions for the wider area.

But I thought the Corenmans were a bit rough on the slower boats, which might leave on a 12-day passage with a good forecast — and still get caught with a low cell that started to develop after the boat left port.

Nor do the Corenmans touch on the issue of peer pressure, where a rally, race, or a cruise has a set date for starting, and they want to leave on schedule — even in the face of a questionable forecast. In fact, I think this is a bigger issue, as the herding instinct tends to make people ignore what their own good sense might be telling them about an upcoming weather window. Considering the possibility that forecasters are being somewhat on the safe side — I didn't say 'alarmist' — and probably predict more low cells than actually show up, means that there is often a chance of scary weather included in the long range forecast.

However, the Corenmans are absolutely spot-on that boats should be able to withstand 50 knots of wind and 12-foot seas. Most Kiwis will tell you that on any passage to or from New Zealand, one should count on getting smacked at least once. Further, getting caught in Minerva Reef during bad weather is just bad seamanship. You only need a day or two of warning to be able to get out of an anchorage and get to sea when a storm is coming to a place of dubious protection.

I notice that the Corenmans are now living in Friday Harbor. What a wonderful place. We miss it dearly.

Fred Roswold
Wings, Serendipity 43
Hong Kong

Readers — A number of years ago, Fred made a passage from the South Pacific to New Zealand in which many boats were caught in a very bad blow. While he and Wings made it, several sailors and boats weren't as lucky.

We do have to disagree with him, however, on how badly rally and race organizers want to start their events on specific dates despite questionable forecasts. While weather delays are a great inconvenience to everyone, races and rallies are often postponed because of them. This was the case last year in a May event from New Zealand to Tonga, in last year's Caribbean 1500, and in a big transatlantic race two years ago.

We are often swamped with letters. So if yours hasn't appeared, don't give up hope. We welcome all letters that are of interest to sailors. Please include your name, your boat's name, hailing port, and, if possible, a way to contact you for clarifications.

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

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LOOSE LIPS

Just when you thought it was safe. . .

We weren't in the best position to judge what kind of shark it was that Reid McNally took photos of near the entrance to



There are tons of harmless leopard sharks in the Bay, but this may be the first great white ever photographed.

the Estuary last month. For one thing, the photos aren't the clearest in the world. For another, we're hardly shark guys. For a third, we'd just finished reading Susan Casey's excellent book *The Devil's Teeth*, which is about the great white sharks at the Farallones and the people who study them. At the moment, anything bigger than a goldfish looks like Cal Ripfin to us.

But Reid had sent copies of the photos of the little shark (he estimated it was 4 to 4.5 feet) to the Pelagic Shark Research Foundation in Santa Cruz, and executive director Sean Van Sommeran thought it looked like a small great white. We forwarded copies of the photos to noted

shark expert John McCosker at Steinhart Aquarium and he thought the same thing.

"I've shared this with a couple of associates and they, like me, figure it probably is a white shark. It certainly appears to be a member of the family *Lamnidae*, which includes white sharks, mako sharks, and salmon sharks (in our area), but amongst them it sure looks most like a white shark in its proportions. But, I must caution you in saying that none of us are confident of its identity, only that it seems more like a white shark than any other that we are aware of. Its location is curious in that white sharks rarely (if ever) have been known to come so far inside the Bay. To my knowledge no one has ever captured one inside of the Golden Gate."

So much for jumping in the water anymore to clean our own boat bottom.

By the way, the photos were taken near the South trestle of the Bay Bridge, about mid-morning on, ahem, Friday the 13th (of May).

Windward's winches.

A few months ago, we ran a two-part article by Robert 'RC' Keefe about the great 83-ft M-class sloop *Windward*, which raced the Bay in the late '40s through mid-'50s. Part of her legacy to both Bay and, eventually, international sailing was that she was a testbed for the development of the two-speed winch. Prototypes designed and built by Tim Moseley eventually led to the founding of the Barient winch company.

Windward was lost when she dragged anchor and went on the beach at Yelapa in 1958. But virtually everything that could be salvaged from her was, including the winches. In our correspondence with Keefe, he mentioned that he'd been on the lookout for those winches for years. Well, it turns out that his articles may have solved the mystery of their whereabouts. In one of the many letters and emails we got about the articles, Stuart Newcomb of Southern California added a PS: "I have the two-speed winches." We put he and RC in contact and RC says that Newcomb will present the winches (at a date to be determined) to the St. Francis YC, where they will be "properly displayed as a monument to Commodores Tim Moseley and Cyril Tobin." (Tobin was *Windward's* owner.) We'll let you know when that takes place in a future issue.

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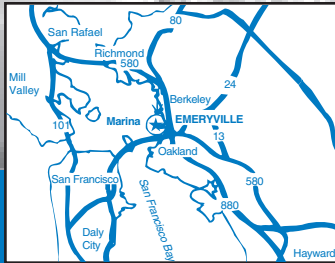
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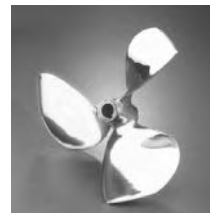
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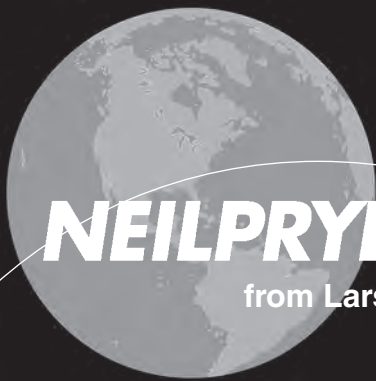
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LOOSE LIPS

Avast, ye scurvy lot — piratical updates.

* Forget the West Nile virus. The fastest-spreading affliction in the nation continues to be Talk Like a Pirate Day, scheduled once again for September 19. As mentioned last year in *Sightings*, TLAP Day began in 1995 when two friends, John Baur and Mark Summers, began to talk like pirates in the middle of a racquetball game in their hometown of Albany, Oregon. For years it remained an inside joke until one of them got the idea of a national Talk Like a Pirate Day. September 19 was chosen because it was Summers' ex-wife's birthday — and thus easy to remember — and because the date did not conflict with anything really important, like Superbowl. But nothing much came of it until Baur found columnist Dave Barry's email address and wrote him about the idea. Barry's September, 2002, column launched the concept like a Saturn V launches a moon mission, simultaneously rocketing Baur and Summers into their 15 minutes of fame. (Or, as Barry put it, "This thing may be big. Maybe 20 minutes.") Since then, the two have done interviews with radio and TV stations all over America, as well as the British Isles and Australia. They even put together two books, the latest of which, *Pirattitude*, is due out September 6. It has such useful information as: "how to make your own TLAP party a buccaneer ball that even Martha Stewart would be proud of"; "how to determine your true pirate moniker"; and "surefire pirate pickup lines for any occasion" ("*Prepare to be boarded, fair lassie!*"). And with the fateful date approaching once again, Baur ('Ol' Chumbucket') and Summers ('Cap'n Slappy') are once again in high demand for personal appearances.

For more on TLAP Day, links to special events in your area, and even a new 'pirate translator' feature, check out the official website at www.talklikeapirate.com.

* Unrelated to TLAP Day, but a hoot nevertheless, is Buccaneer Days at Catalina Island's Two Harbors landing, scheduled this year for Saturday, October 1 (although many attendees make a whole weekend — or more — of it). With the exception of pirate costumes, which are encouraged, this raucous celebration is actually not much different than any other summer weekend at Two Harbors, but it's great fun for all involved. Well, all adults that is. Leave the kids home for this one. See www.ecatalina.com/two_harbors_cal. cfm for more information.

* There is no Captain Jack Sparrow (Johnny Depp) pirate calendar — yet — but pirate artist Don Maitz (who drew the Captain on the Captain Morgan Rum label) is coming out with one that will be of interest to perhaps a broader audience than teenage girls. Titled simply *Pirates*, the 12-month 2006 calendar contains some of his most celebrated artwork, as well as noting appropriate historical dates such as "Talk Like A Pirate Day," (9/19) and the anniversary of Sir Francis Drake's taking of the treasure ship *Cacafuego* in 1529 (3/1). *Pirates!* calendars are available by visiting the artist's website at www.paravia.com/DonMaitz. The calendars sell for \$12.95

* Finally, for you Northern California scallywags, we mention 826 Valencia, which is both the name and address of San Francisco's very own pirate store. Among the wares available there are eye patches, glass eyes, writing quills, a skull-and-crossbones seal with red wax, hair prosthetics (sideburns, muttonchops, etc.) — and rack upon rack of pirate attire. You can walk out of this place looking more swashbuckling than John Silver — or Johnny Depp. Or smelling better than Anne Bonny with pirate scents like "Buxom" or "Siren". (And you'll be doing a good thing shopping there — proceeds from the sale of pirate booty fund writing projects and after-school writing programs for 8-18 year olds.)

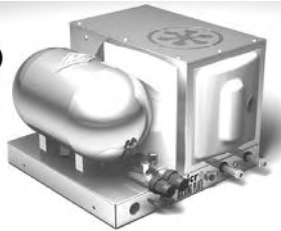
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SIGHTINGS

***seaward* — new girl in town**

In the past several years, the fleet of locally-based traditional charter vessels, especially those used for youth sailing programs, has lost several notable members. The well-known charter Brigantine *Rendezvous* was donated to a nonprofit in Santa Cruz, and last year *Hawaiian Chieftain* departed for the East Coast under new owners. Not long after, the beautiful schooner *Ka'iulani* was laid up for some extensive refitting. That left only a handful of traditional schooners, including the Maritime Museum's 1891 scow schooner *Alma*, *Rendezvous* Charter's 90-ft *Bay Lady*



Alan Olson.

continued on outside column of next sightings page

hawks murder ordered to

After a two-day hearing in Orange County, on August 17 three defendants were ordered to stand trial in the deaths of former cruisers Tom and Jackie Hawks of the Newport Beach-based 55-ft trawler *Well-Deserved*. Tom, 57, and Jackie, 47, had done a long cruise in Mexico and were well known in the cruising community. They disappeared during a 'sea trial' in November while in the process of selling the boat.

The alleged ringleader of the murder plot was Skylar DeLeon, then 26, who recruited Alonso Machain, 21, whom he met while Machain was working in



suspects stand trial

a county jail. DeLeon told Machain he needed help in killing "some bad people," for which Machain would supposedly be paid several million dollars. Prosecutors say that DeLeon and Machain originally intended to kill the Hawksees during a 'sea trial' on the boat on November 6, but didn't realize how big and strong Hawks — a former bodybuilder — would be. They decided they needed a third person.

So on November 15, DeLeon and Machain recruited the oddly-named John Fitzgerald Kennedy, 40, at a Long Beach liquor store. Kennedy, a member of the

continued middle of next sightings page

new girl — cont'd

and Billy Martinelli's scow schooner *Gas Light*, to accommodate the burgeoning youth educational sailing programs.

But thanks to Captains Alan Olson, Ken Neal-Boyd, and the or-



Left and above, 'Seaward' arrives in the Bay.



ganization Call of the Sea, that will soon change. By the time this issue is in the newsstands, Call of the Sea's 82-ft staysail schooner *Seaward* will have arrived in her new home of San Francisco Bay.

While *Seaward* is the new girl in town, Olson is no stranger to *Latitude* readers. He started the non-profit Call of the Sea in 1984 and sailed his schooner *Stone Witch* on many local and long distance sail training expeditions to Mexico. The focus, then and now, was traditional seamanship and education in youth-oriented programs. After *Stone Witch*, Olson bought and restored the 1929 54-ft schooner *Marmel* and continued Call of the Sea's mission, sailing her regularly to Mexico as well as on several North Pacific Expeditions, including a 'circumnavigation' of the Pacific Rim from San Francisco to Hawaii, Guam, Japan, Alaska and back to the Bay. Many who sailed on *Marmel* came home with a charter skipper's certificate after completing a week-long course under Olson's tutelage.

In 2004, Olson met fellow tall ship aficionado Ken Neal-Boyd. The 39-year-old Neal-Boyd was returning to the Bay Area with his family after eight years of skippering various sail training ships on the East and West coasts, and most recently working as the Marine Superintendent of the Sea Education Association in Woods Hole, Massachusetts. He had also founded an organization called Voyage Seaward whose goals were much the same as Call of the Sea. Combined with his own 15 years of education under sail and a 3,000-ton Master's license, Neal-Boyd had a lot to offer. Call of the Sea soon merged with Voyage Seaward, and it was a marriage made in maritime heaven.

One of the first orders of business for the re-chartered Call of the Sea was to secure their own training vessel. They found her chartering out of

continued on outside column of next sightings page

SIGHTINGS

new girl — cont'd

Boston. The *Edna* had been built in the late 80's as a Coast Guard-certified passenger vessel capable of ocean passages. Olson and Neal-Boyd knew that the stout, traditional schooner would fulfill their needs. With financing from their board, a deal was soon struck.

Buying the schooner was only half the job. The other half was to get her to her new home on the Bay. Olson took the first leg from Boston to Ft. Lauderdale, where the boat was loaded on a transport ship for Ensenada via the Panama Canal. (This was necessary for insurance purposes during hurricane season.) In Ensenada, the renamed *Seaward* was offloaded and started the last leg north under Captain Neal-Boyd. She arrived under the Golden Gate on August 21.

Seaward is already slated for more than 20 educational/sail-training programs for school-age kids in the next two months. For older students (14-20), she will offer five-day, four-night seagoing adventure cruises. And for those lucky enough, *Seaward* will explore Southern California and Mexico during the winter, where marine biology will be

continued on outside column of next sightings page

trial

notorious African American street gang the Crips, is known on the streets as 'Crazy John'. Improbably, Kennedy was introduced to the Hawkses as DeLeon's accountant.

As the Hawkses and the three men went out for a 'sea trial' again on the 15th, DeLeon and Kennedy allegedly overpowered Tom, while Machain did the same to Jackie. Stun guns were reportedly used to subdue the couple. According to Machain, after handcuffing the couple and duct-taping their eyes and mouths closed, the couple were made to sign off on several power of attorney papers. For about two hours after that, it's alleged that the boat was motored in the general direction of



— cont'd

Catalina, while the couple were kept in the master stateroom. According to Machain, the couple were then brought up on deck and had a 66-pound anchor attached to their waists. No doubt sensing their lives were in danger, Tom Hawks was able to kick DeLeon so hard in the groin that he was knocked over. DeLeon is said to have just laughed, then tossed the heavy anchor overboard. The couple, struggling mightily, were reportedly then thrown over also, and left to drown.

According to some observers at the August proceedings, DeLeon looked to be on the verge of breaking out laughing several times. His wife, Jennifer, 23, who

continued middle of next sightings page

Volunteer 'victim' goes overboard off the 33-ft Seawind catamaran 'Bluewater' during crew overboard trials. Fourteen other boats and 110 volunteers took part in four days of testing.



new girl — cont'd

mixed with sailing, navigation and local culture. Professional educators will join the sailing crew to enrich the teaching experience.

— john skoriak

Those interested in a closer look at *Seaward* can get one at an open house on the boat at Pier 39 on September 8 from 4 to 6 p.m. For more information on Call of the Sea, log onto www.callofthesea.org.

crew overboard symposium

It's not something you read much about, but people fall off boats with some regularity. Especially racers. You don't hear about 95% of these incidents because falling overboard is just part of the racing game, and because most racing crews are strapping young studs attuned enough to the boat that they can spin around and yank a guy back aboard in about as much time as it takes to read this paragraph.

The most dangerous crew-overboard incidents — the ones you *do* read about — most often involve cruisers or daysailors. (But not always — we've written about a number of racers who have perished in Bay waters.) The most heartbreaking of these involve husband-and-wife teams when the more experienced husband goes in the water and the wife either can't get back to him or can't get him back aboard.

"It's pretty discouraging," understated Captain Henry Marks last month. Marks founded Landfall Navigation in Connecticut, an outfit that specializes in navigation and safety equipment. He has run the local marine safety program for the last decade and teaches crew overboard recovery. But when he tossed a fender overboard while daysailing with his wife one day and said, "That's me," it was, well, pretty discouraging. "She kept saying, 'What do I do?' and I kept saying, 'I can't tell you; I'm in the water.'"

Marks's anecdote was one of a hundred conveyed over four days of intensive testing and discussion at the Crew Overboard Recovery Symposium held off Sausalito last month. The August 9-12 event was put together by John Connolly of Modern Sailing Academy and Chuck Hawley of West Marine. Rounding out the executive committee were Karen Prioleau, a US Sailing instructor at OCC, John Rousmaniere, author and North U instructor, and Ruth Wood, president of the BoatUS Foundation for Boating Safety and Clean Water. Modern Sailing and West Marine sponsored the event, with major support provided by the Bonnell Cove Foundation (part of the Cruising Club of America), and BoatUS. Additional support came from the Sailing Foundation of Seattle, Garmin International and North Sails.

Like a similar event in 1996, the 'COB' Symposium was designed to bring marine safety experts and equipment manufacturers together to test and evaluate return methods, recovery methods and both new and old products, with the long-range goal being safer products and methods for recovering sailors who have gone overboard.

The preliminary results of the seminar — which is likely the largest and most ambitious of its type held anywhere in the world — is that there is no magic bullet. There is no one best way to get back to and retrieve a person in the water. In fact, it became immediately evident on the first day that there was not even one return method that was best for all boats. Different types of boats — the seminar included multihulls, light displacement sloops and even powerboats, as well as regular keelboats — differ greatly in how efficiently they can even do the four 'standard' recovery maneuvers: figure eight, quick stop, fast return and the deep beam reach. Cats, for example, jibe easily, while tris did better tacking. Light displacement boats are easier to stop, while heavy boats have more momentum. And of course a lot depends on what point of sail you're on to begin with.

Representatives from a dozen organizations, both U.S. coasts and the countries of Canada, Japan and Iceland showed up for the seminar.

continued on outside column of next sightings page

SIGHTINGS

crew overboard — cont'd

Products ranged from the \$1,300 MOM-9 package to the 'Noodlelevator', which the developer claims can be built out of a \$4 'swim noodle' (ask your kids) and spare jibsheet. In between were odd concoctions of every type, size and description. It was easy to understand the creative thinking behind most of them as the inventors demonstrated their wares. Unfortunately, real-world application was not quite as inspiring.

Each day's program started in a big tent in Modern Sailing's parking lot. Chuck Hawley MC'd the event, and each morning brought a quick review of the previous day, a brief outline of that day's goals and any other salient information. Then it was off to the boats — six per day, with three medium to heavy-displacement keelboat 'regulars' and the remaining three a continuously changing mix which included a J/105; F24, F28 and Dragonfly 40 trimarans, a Seawing 1000 (33-ft) catamaran and various size powerboats. The largest sailboat in the test was the Islander 53 *Polaris*, whose giant stern-mounted windvane presented a whole new set of variables to the data recorders.

In addition to a skipper and volunteer crew, each boat had a recorder, who timed each recovery and jotted down notes. The boats were out on the water for five to six hours a day.

Rescues were made in flat water, rough water, lots of wind (gusts to 36 knots one day), light wind, at night (locations only, no 'live ones' in the water), by the whole crew, and by only one crew. Of the more than 400 recoveries, half were of 'live' crew, hardy wetsuited volunteers. (The other half were of dummies or just foam heads at the end of sticks.) Almost all the live recoveries were videotaped and/or photographed by organizers in chase boats, and GPS tracks were recorded for every rescue. At the end of each day, each recorder or skipper gave a rundown of what worked and what didn't. Most evenings there were also presentations by special guests. Then everybody ate dinner and basically collapsed until the following morning when it started all over again.

Noted author and safety-at-sea expert John Rousmaniere (*Annapolis Book of Sailing*, *Fastnet Force 10*, etc.) has the unenviable task of quantifying the reams of information gathered at the symposium. His report is due out in a couple of months. In the meantime, Chuck Hawley reminds boaters that, if anything, the messages are even stronger. If you truly want to prepare yourself and your boat for the eventuality of a crew overboard situation, you must:

continued on next sightings page

trial

is also charged in the murders and is the mother of the couple's two young children, wasn't as jovial.

Machain, the main prosecution witness, is being tried separately.

triumph of

On August 22, Hilary Lister set a new sailing record. No, it wasn't another blazing Atlantic crossing or staggering day's run mark. And it wasn't set aboard a bajillion dollar megayacht or a radical multihull. Lister simply sailed from Dover



— cont'd

There has also been testimony that DeLeon had badgered a scuba shop employee for tips on how to dispose of bodies at sea, and that a notary accepted \$2,000 to back date a bill of sale for the boat.

the spirit

to Calais, 21 miles across the English Channel. What made the voyage remarkable is that Hilary, 33, is a quadraplegic. She is able to move only her head, eyes and mouth. She controlled the sails

continued middle of next sightings page

crew overboard — cont'd

* Know your boat — Know not only how it best maneuvers, but how to stop it and keep it stopped.

* Whatever method you choose to return to a crew overboard and deploy recovery gear such as a Lifesling, practice the maneuver and know how to use the gear. Don't be trying to read the instructions while the guy is treading water 50 yards away.

* Be familiar with at least the basic concepts. There are three components to crew overboard recovery: returning to the victim, making contact with the victim and getting the victim back aboard. Many novices think that once you've done the first two, the 'rescue' is a success. On the contrary, getting a person out of the water — even if he can help — is by far the hardest part of the equation. Also worth noting: The goal of any return maneuver is to pull up to the person on a close reach and stop as close as you can, with him on the leeward side.

Of course, it goes without saying — we hope — that the *best* course of action is to take every precaution you can not to fall off in the first place.

She didn't go far, and she didn't go fast, but it was still great to see Ron MacAnnan's 'Pursuit' under sail again at Sail San Francisco 2005. It's the first time the lovely M-class sloop has sailed since 1978.



LATITUDE/ANDY

SIGHTINGS

the joy of no-frills cruising

To casual observers looking down from the Golden Gate Bridge, the 39-ft cutter-rigged ketch *Mindedal* appeared to be just another daysailer as she entered San Francisco Bay early last month. On the contrary, she had just completed a nonstop, doublehanded passage from Nagasaki, Japan, a voyage of over 5,000 miles.

Aboard were owner Manfred Schubert and his old friend Frank von Tevenar, both natives of Germany. The latter had 'subbed' on the crossing for Manfred's American wife, Gini. She had opted to make this particular crossing at 35,000 feet rather than at sea level, despite the fact that since she and Manfred set out from Hamburg, Germany, in 1990, they have doublehanded this classic-looking, 22-ton vessel across more miles of open ocean than they care to count.

Although their voyaging didn't start until Manfred retired at age 50 — he worked as a research chemist — they both claim to have caught the travel bug early in life. Manfred recalls setting off on a Vespa scooter to explore Western Europe almost as soon as he got his driver's license. A few years later, he met Gini on a blind date in Hamburg. Sparks flew, and before long they concocted a scheme to ship a funky Citroën Deux Chevaux — that's a car — to New York and explore North America. Not only did they successfully tour the U.S., Canada and Alaska in the 2-cylinder tin can, they then went on to explore most of South America, as Manfred explains, "often driving on old Inca roads." Amazingly, the flimsy little car never suffered a serious breakdown.

That same luck has carried the couple through 15 years of world cruising, although their Colin Archer ketch is the polar opposite of a Deux Chevaux in terms of strength and durability. Having already designed and built their own house in Germany, in the mid-'70s Manfred and Gini decided to tackle the challenge of completing their own cruising boat. They bought *Mindedal* as a bare hull after she had been professionally laid up in an English yard. As if the massively-thick fiberglass hull wasn't bulletproof enough, Manfred added eight more layers of glass just to be sure! Working on her during their spare time, it took nine years before she was ready to launch.

As most old salts know, the basic Colin Archer design dates back to the 1890s. Such vessels were first used to rescue fishermen in the often-stormy waters of the Baltic and North Seas. Although Manfred was an avid Hobbie Cat sailor in his youth, and still claims to be "a multihuller at heart," when it came time to choose a cruising boat, he figured that neither a cat nor a tri would be appropriate for the extensive voyaging they intended to do and the heavy gear they wanted to bring along. "Gini insisted on bringing 400 of her favorite books."

With her full-keel, labor-intensive teak decks and tiller steering, she's not the sort of boat that most contemporary cruisers would choose. But her strength and stability would certainly be a plus in nasty weather. Ironically, though, Manfred and Gini, who are now in their mid-60s, say they've never actually been in what *they* would call a serious storm.

Although *Mindedal* carries GPS and an HF email setup, this duo is definitely into keeping things simple. The boat has no refrigeration, no watermaker and, surprisingly, no liferaft. "I don't ever want to feel dependant on someone else for my safety," says Manfred. He's a self-proclaimed "bronze freak," so virtually every metal component aboard is solid bronze, with a dull green patina from years of exposure to the elements. A massive manual windlass sits on the foredeck, harnessing a huge bronze CQR. Various types of all-bronze winches — the likes of which we've never seen before — were collected during their travels. And how does this middle-aged couple manage that massive tiller? First of all, *Mindedal* tracks along nicely due to her full keel and balanced sailplan. But Manfred, whom we surmise is a consummate tinkerer, also devised a simple tiller locking mechanism made from a couple of lines, a double cam cleat and a bicycle brake lever. He and Gini are also huge fans of their New Zealand-built Fleming windvane.

Although they enjoy ocean crossings, they're quick to point out that 90% of their time has been spent living in one place or another rather than actually traveling under sail. After sea testing *Mindedal* in

continued on outside column of next sightings page

triumph

and rudder of the specially-equipped 26-ft sloop by sucking and blowing into tubes.

Lister, who lives in Kent, England, with her husband, completed the sail in 6 hours, 13 minutes. Not only was she the first quadraplegic to make the crossing, the sail was also the longest solo sail for anyone with a similar handicap. Famed solo sailor Emma Richards sailed next to Hilary on another boat just in case. But Lister never needed help.



— cont'd

Hilary was met on the docks in France with a champagne reception. "I'm just thrilled!" she said. "It's been a huge team effort and I'm so grateful to everyone who made it possible." Lister lived an active life until she was diagnosed with a degenerative condition called reflex sympathetic dystrophy, which slowly robbed her of control of her muscles. She took up sailing two years ago as a way to boost her self confidence.



LATITUDE/ANDY

no frills — cont'd

European waters for a few years, they headed to the Caribbean, then north along the Eastern Seaboard, eventually trucking the ketch to San Diego, where they stayed for seven years, caretaking Gini's ailing mother and fattening up their cruising kitty.

A 21-day crossing to the Marquesas began their long Pacific circuit. They lingered for almost a year in New Zealand and more than two years in Australia. "We love both of those places," says Gini, "but my favorite spot in the South Pacific was (Western) Samoa. It's truly unspoiled and the people there take from the West only things which will not change their traditional values."

After a stint in Guam, they sailed to Osaka, in southern Japan. They stayed in the southern islands for two years. Surprisingly, they say *Mindedal* was one of only three or four other cruising boats that came through the area each year — most are scared away by the threat of typhoons much of the year. They were fascinated by many aspects of Japanese culture, and were treated as honored guests by most folks they met. So it was with some reluctance that they departed, June 14, for San Francisco — he by sea and she by air. Apart from annoying headwinds, the 53-day crossing was remarkably benign, with no winds stronger than about 35 knots.

Where to now? After a visit to San Diego, they'll head south and through the Canal, eventually, they suppose, returning to Europe. But after 15 years of rambling about, Gini and Manfred still seem to have plenty of wanderlust.

Left, Gini and Manfred Schubert. Spread, the heavy cruiser 'Mindedal' was the boat of choice for this well-traveled couple.



COURTESY MANFRED AND GINI SCHUBERT

SIGHTINGS

mexico-only crew list

A few years ago, author Dominick Dunne was reviewing a new fiction book about life, wealth and power among New York's billionaire society set, when he realized one of the characters was . . . him. His interest piqued, he eagerly plowed on, only to find the character was bludgeoned to death on the orders of a rich widow who didn't like what he wrote about her. But he was pleased to read that nearly everyone who was anyone attended the funeral, and his longtime editor delivered a very moving eulogy.

"I hope to do as well in real life when my time comes," he concluded.

We bring this up because you're looking at one more chance to 'do as well' with any plans you might have entertained to head to Mexico on a boat this winter. This is the second and last month we will run forms for the Mexico-Only Crew List, and if you missed sending one in last month, we'd suggest you not procrastinate any longer. The Mexico Cruising Class of '05-06 starts taking off next month.

continued on outside column of next sightings page

hams re-enact vj day announcement

At 2:08 p.m. Hawaiian time on September 1 (5:08 p.m. PDT), from the radio room of the battleship *USS Missouri* in Pearl Harbor, Susan Meckley (W7KFI) will rebroadcast the actual message sent out from that ship 60 years ago from Tokyo Harbor: Japan has surrendered — World War II is over.

The broadcast will be on the 20 meter amateur radio band at 14.263Mhz, and should be receivable by hams on the West Coast. It will be repeated later in the evening. The message will be conveyed via Vibroplex Bug a 'speed key' used by morse code operators.



SIGHTINGS

crew list — cont'd

Here's how it works: fill out the appropriate form and send it to us with the proper fee. In the October issue, we'll run a list of all the names in two categories — *Boat Owners Looking for Crew* and *Crew Looking for Boats*. All names will be followed by information about the individual, including skill level, desires, special talents, experience, a contact number and, in the case of boat owners, the size and type of boat. All you do then is go down the appropriate list and call up the most appealing prospects.

Through the Crew List, lots of people have had lots of neat adventures. But there are risks, which is why we insist that, ultimately, you must take responsibility for your own actions. Let's face it, sailing is an inherently dangerous sport. And sailing long distances with people you haven't known that long on boats you don't know that well is a whole other can of worms. So, for the record, the *Latitude 38* Crew

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The Express 37 'Bullet' practices for the Big Boat Series. This rig test took place during last month's Summer Keelboat Regatta, Act II.



ALL PHOTOS LESLIE RICHTER

SIGHTINGS

crew list — cont'd

List is an advertising supplement intended for informational purposes only. *Latitude 38* does not make or imply any guarantee, warranty or recommendation as to the character of individuals participating in the Crew List or the conditions of the boats or equipment. You must judge

I WANT TO CREW IN MEXICO

NAME(S): _____

AGE(S): _____ SEX: _____

PHONE OR OTHER CONTACT: _____

(check as many as apply in all categories)

I WANT TO CREW:

- 1) ___ For the trip down
- 2) ___ While in Mexico
- 3) ___ For Baja Ha-Ha 12, the cruisers' rally to Cabo starting October 31.
- 4) ___ Return trip up Baja
- 5) ___ Other _____

MY EXPERIENCE IS:

- 1) ___ Little or none
- 2) ___ Some, mostly Bay sailing
- 3) ___ Moderate, some ocean cruising or racing
- 4) ___ Lots: **a)** extensive sailing; **b)** extensive cruising; **c)** foreign cruising

I CAN OFFER:

- 1) ___ Few skills, I am a novice sailor
- 2) ___ Skills of a normal hand: watch standing, reefing, changing sails
- 3) ___ Skilled and experienced sailor. I can navigate, set a spinnaker, steer and handle basic mechanical problems.
- 4) ___ Cooking, provisioning or other food-related skills
- 5) ___ 'Local knowledge': **a)** I have cruised Mexico before; **b)** I speak passable Spanish
- 6) ___ Companionship

Mail completed form and \$7 to: *Mexico Only Crew List*, 15 Locust Ave., Mill Valley, CA 94941 by **September 15, 2005**.

those things for yourself.

Still with us? *Bueno!* Here are the ground rules.

1) We must receive all Crew List forms by September 15. That doesn't mean 'postmarked by.' It means in our sweaty little palms. No exceptions.

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belle of

The largest boat signed up for this year's Baja Ha-Ha so far is also perhaps the most unusual of the many hundreds of boats that have participated in all the Ha-Ha cruisers' rallies to Mexico in the last 11 years. She is the 60-ft LOD (85-ft sparrred length) schooner *Patricia Belle*, a rugged, broad-shouldered, old-school schooner not very unlike her builder and owner, Pat Hughes.

Hughes has been a professional mariner most of his life, running everything from ferry boats in Puget Sound to Windjammer cruise ships in the Caribbean. He's skippered oil rig boats off his native Southern California, as well as the *Swift of Ipswich* and other LA-based tallships. He's run tugs and tankers, and done time ashore at Horluck Transportation, a Port Orchard, Washington, ferry company whose contracts with the Navy over the years netted them four large warehouses full of stuff dating back before the turn of the century. . . the *last* century. In other words, Pat has contacts — boy, does this guy have contacts.

Patricia Belle is the seventh boat Pat has owned and the third he's built. She's a modified George Buehler design made entirely of Douglas fir from keel to truck. When plans, a schedule and a building site were firmed up, Pat started gathering wood. Along with all his contacts, Pat is a scrounger of the first order. He actually did buy some of the wood, but much of it came from windfall trees (trees felled by storms). The masts were trees he cut down in his front yard. And at least some of the raw materials came from logs he spotted during ferryboat duty on Puget Sound. Refugees from log rafts, they'd wash up on beaches on the various islands. He'd chart their positions, and when his shift was up, he'd periodically borrow a ferry and go recover the logs, stacking them at a local boat ramp until he'd accumulated enough to hire a guy with a portable mill to come down and turn the logs into planks.

When he'd amassed about 60,000 board feet (most of it dried for a year or more), the building of the boat began. This was 1994. She was launched in 1997 and fitting out took another year. Pat's workforce consisted of himself and an ever-revolving crew of kids. Four of them were his — Steven, Joshua, Caleb and daughter Dorie. But he enlisted many of their friends too, with the promise that they would have a berth for at least a while when the boat was finished.

mystery

the ball

Of course, there's more to building a traditional schooner than just a big pile of Doug fir. Pat's many years and contacts in the Seattle waterfront made that process relatively painless, inexpensive — and creative beyond imagination. The 4-71 'Jimmy' diesel once did duty in a fishing boat. *Patricia Belle's* portholes are from an 1892 tugboat. The big Barient sheet winches were salvaged from a racing boat that foundered on a local beach. The 1 X 3 X 42-ft deadwood timber was a bridge timber saved when an old bridge was demolished. The steering gear is out of an old dumptruck. The main and foremast sheet blocks were once lifeboat davit blocks on a World War II Victory ship. And so it went. Total cost of the finished boat was \$50,000.

True to his word, Pat had a crew of 14 teenagers aboard when he exited the Strait of Juan de Fuca in 1998 and turned south. The 'shakedown cruise' took the boat 3,000 miles south to Nicaragua, where *Patricia Belle* took on her first cargo.

You read right. Yet another unusual feature built into the boat was her large central berthing area, which doubles as a hold. In cargo mode, the big main cabin roof lifts off to reveal a space big enough to lower a small car into. Her first cargo, however, was coffee. Hughes and crew loaded up with 10,000 pounds of it and headed back Stateside.

They landed in San Diego, and Pat contacted various coffee houses and other vendors. All (including Starbucks) but one small local shop turned a cold shoulder. So Pat and the boys started selling it off the boat. When word got out — and the rich beans got tasted — locals were soon clamoring for more. Pat and the boys were getting \$5 a pound for beans that had cost them \$.60/pound. Not bad. Some people were happy to hand over \$100 for 20-pound bags. It ended up being a productive if somewhat frustrating adventure. (He was in Nicaragua a month securing the proper paperwork.) He was going to try it a second time, but when he took off, "somehow we ended up in Hawaii instead," he says.

There was a significant addition to the crew on that passage. Pat had injured his foot in Nicaragua, so after the coffee was gone, he headed over to the University medical center to have it looked at. There he ran into a pretty blonde RN named

continued middle of next sightings page

rectangle

crew list — cont'd

2) All forms must be accompanied by the appropriate fee. That's \$5 apiece for everyone. And don't fax the forms to us. We have to receive the fee *with* the form.

3) One form per person, please — unless you and a friend want

I NEED CREW FOR MEXICO

NAME(S): _____

AGE(S): _____ SEX: _____

PHONE OR OTHER CONTACT: _____

BOAT SIZE/TYPE: _____

(check as many as apply in all categories)

I NEED CREW FOR:

1) ___ For the trip down

2) ___ While in Mexico

3) ___ For Baja Ha-Ha 12, the cruisers' rally to Cabo starting October 31.

4) ___ Return trip up Baja

5) ___ Other _____

MY EXPERIENCE IS:

1) ___ Bay

2) ___ Ocean

3) ___ Foreign Cruising

I AM LOOKING FOR:

1) ___ Enthusiasm — experience is not all that important

2) ___ Moderately experienced sailor to share normal crew responsibilities

3) ___ Experienced sailor who can a) share navigation and/or mechanical skills; b) who can show me the ropes

4) ___ Cooking, provisioning or other food-related skills

5) ___ 'Local knowledge': someone who has a) been to Mexico before; b) speaks passable Spanish

6) ___ Someone to help me bring the boat back up the coast

7) ___ Someone to help me trailer boat back up/down the coast

8) ___ Someone who might stick around if I decide to keep going beyond Mexico

9) ___ Other _____

Mail completed form and \$7 to: *Mexico Only Crew List*, 15 Locust Ave., Mill Valley, CA 94941 **by September 15, 2005.**

to go only if you can go together. Whether you're a couple or just friends, applying for a 'group rate' does diminish your chances of finding a boat somewhat. But holding out for a skipper who will take you

continued on outside column of next sightings page

SIGHTINGS

crew list — cont'd

both will certainly enhance the adventure. In these situations, both parties should fill out one Crew List form and send in one fee. If you think you'll need additional forms, or want to send some to friends, simply make copies of the ones on these pages.

4) Be honest. The simplest rule of all. In this case, being honest means not inflating your experience or skill level because you think it's what someone wants to hear. In sailing, perhaps more than any other sport, if you don't know what you're talking about, people who do can recognize it instantly. BSers don't get rides.

Contrary to what you might think, honest folks with little or no ex-

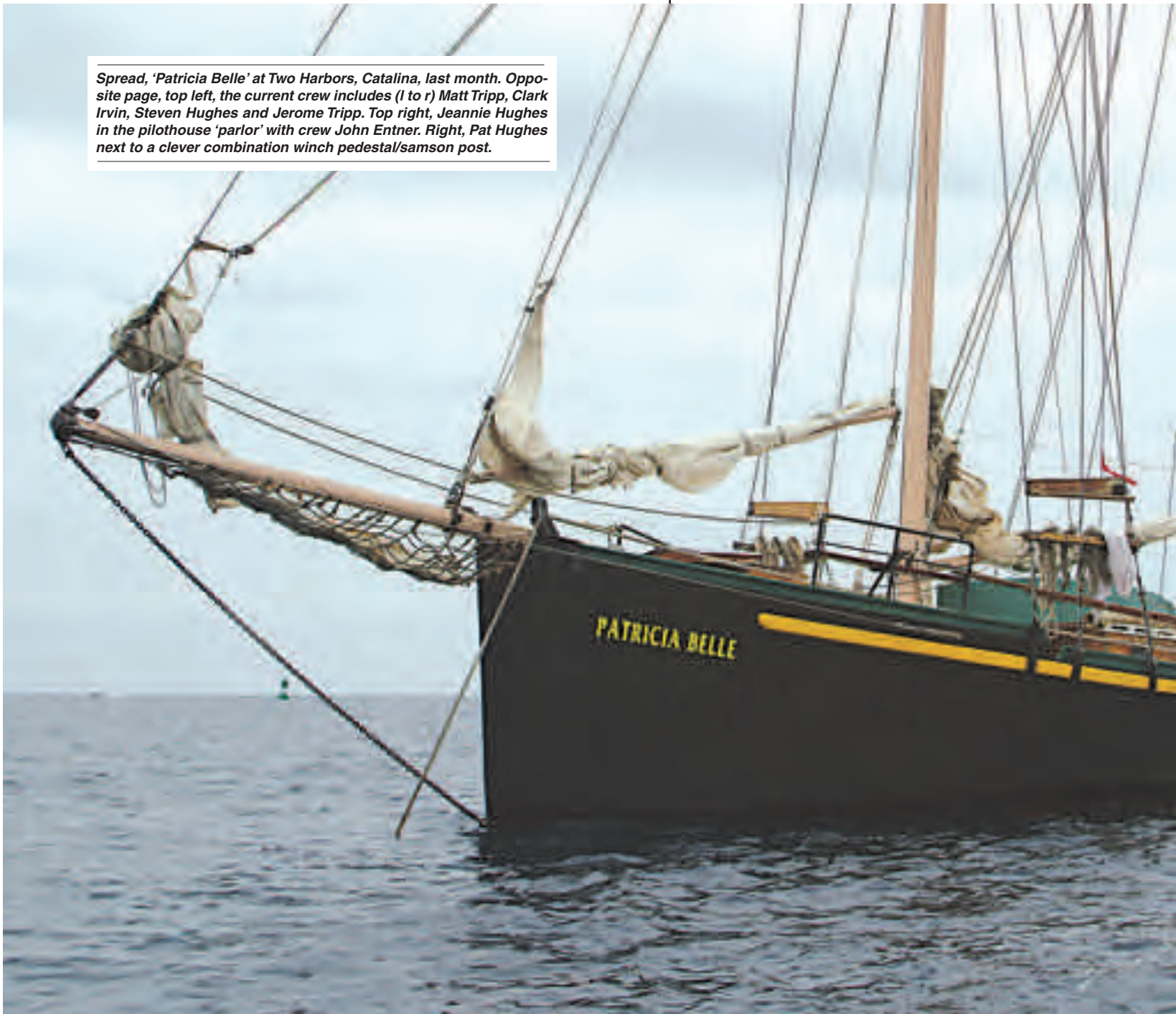
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patricia belle

Jeannie and — long story short — they were married in 2001. Her teenaged kids, son Elijah and daughters Mariah and Joanna, have all since done crewing stints on *Patricia Belle*.

These days, the *Belle* is homeported in Ensenada. Pat is between 'real jobs' as he prepares the boat for the Ha-Ha, while Jeannie travels back across the border to work two days a week in the neonatal unit at UCSD. Crew for the Ha-Ha will likely

Spread, 'Patricia Belle' at Two Harbors, Catalina, last month. Opposite page, top left, the current crew includes (l to r) Matt Tripp, Clark Irvin, Steven Hughes and Jerome Tripp. Top right, Jeannie Hughes in the pilothouse 'parlor' with crew John Entner. Right, Pat Hughes next to a clever combination winch pedestal/samson post.



SIGHTINGS

— cont'd

include Pat's youngest son Stephen (who has been aboard for two years now) and some of his pals, as well as anyone willing to pay the always-in-effect \$25 / day crewing fee. (ibsurfqueen@yahoo.com if you're interested.)

Pat's eventual hope is to obtain a Mexican license that will allow him to day charter the boat out of Ensenada — when he's not 'ending up' in far flung Pacific ports, that is.

crew list — cont'd

perience often get rides. It has to do with some experienced skippers preferring to train people in their way of doing things.

5) Women can use first names only. If you are female, you *will* get calls. Possibly lots of them. We've talked to women who say they have gotten *hundreds* of calls, some months or even years after the Crew List is published.

For this reason, we recommend that women use first names only, and that they *not* use a home phone number as a contact. Instead, use a P.O. Box, answering service, fax number, email or other contact that insulates you a bit. It also makes screening easier. Finally — *guys and*

continued on outside column of next sightings page



ALL PHOTOS LATITUDEJR

SIGHTINGS

mexico only crew list

women — please keep the hormone thing out of the Crew List process. Once your crewing situation is worked out, if you mutually like what you see, then let nature take its course. But please, not before. Thanks.

6) If you take part in the Crew List, you get into the Crew List party free! Back in the old days, the Crew List party used to be a relatively low-key affair. It has now grown into an event of epic proportions, complete with T-shirt giveaways and all kinds of other neat stuff. And it's not just for Crew Listers anymore, but serves as a rendezvous point and reunion for Baja Ha-Ha Rally participants past and present. How big is it? This year, the entertainment lineup includes the Rolling Stones, Madonna, Jimmy Buffet and those bad boys of cruising, Aerosmith. We haven't actually asked any of them yet, but what could possibly go wrong?

This year's party will be held at the Encinal YC on Wednesday, October 5. If you haven't lined up a boat or crew by then, come on by

continued on outside column of next sightings page

ha-ha entry deadline

As of the third week in August, the number of paid entries for this fall's Baja Ha-Ha is 77 — and rising steadily. "I anticipate we'll have 120 entries by the September 10 deadline," says Ha-Ha Honcho Lauren Spindler.

The Ha-Ha is the 750-mile cruisers' rally from San Diego to Cabo San Lucas, with stops at Turtle Bay and Bahia Santa Maria. The Ha-Ha differs from a race in several important ways. First, the Ha-Ha philosophy is that everybody who participates is a winner. Second, rather than a nonstop passage as with races, the Ha-Ha fleet alternates a couple of days of sailing with a couple of days of R&R in great plac-



Action was hot and heavy at the 470 Worlds held on the Bay last month. These guys are David Hughes (hanging on wire) and skipper Mike Anderson-Mitterling, who were running near the top in the Silver Fleet. (No US teams made the Gold Fleet.) Although this maneuver doesn't look pretty, they prevented a capsize, recovered quickly and took off like a shot. Look for a report on the Worlds, which was still in progress as we went to press, next month.

CHRIS RAY

just around the corner

es. So by the time participants cross the finish near Cabo, they've usually had lots of great sailing, had fun exploring a couple of great places on the Baja coast, and made scores of new cruising friends.

October 31 is the start of the 12th annual Ha-Ha. The event is open to boats 27 feet or longer that were designed, built, and have been maintained for offshore sailing. There must be at least two crew, and at least two of the crew must have overnight sailing and navigation experience. While the event welcomes relatively inexperienced offshore sailors, it's not an offshore babysitting service. If you're not ready to sail to Cabo on your own, you're not ready to Ha-Ha.

The Ha-Ha priorities are having a safe trip to the Cape and making lots of friends. So if your main interests are insane partying and really hitting the booze, this is definitely the wrong event for you. Yes, there are a couple of beach parties with music and beer, but the Ha-Ha is all about responsible fun. "If people want to get wild and crazy," says Ms. Spindler, "the time is after the Ha-Ha is over, and the place is Squid Roe in Cabo."

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continued middle of next sightings page

crew list — cont'd

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short sightings

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continued on outside column of next sightings page

SIGHTINGS

shorts — cont'd

is www.olntv.com, but we looked all over the place there and couldn't find a dang thing about this series.

THE DELTA — Last month, Billings, Montana-based Kampgrounds of America, Inc. (KOA) announced it had partnered with Westrec Marinas to take over the operation of the 400-site RV resort at Westrec's Tower Park Resort complex in the Delta. The lease agreement makes the resort one of the largest campgrounds in the 456-site KOA system, which includes sites throughout the U.S., Canada and Japan.

The Tower Park facility — henceforth to be known as the Stockton Delta/Tower Park Resort KOA — is one of several cooperative ventures between KOA and Westrec. Tower Park is a completely self-contained resort community 30 miles south of Sacramento. Along with 400 full hookup RV sites, the park has 400 boat slips, a group events pavilion, swimming pool, spa, boat sales and rentals, a restaurant, bar and banquet facilities — and even has its own post office and drinking water processing plant.

Westrec Marinas is the world's largest owner/operator of marinas and marina-related businesses. They currently operate 25 marinas offering 15,000 boat slips throughout the U.S., as well as in Brazil and Jamaica.

continued on outside column of next sightings page

ha-ha

you need to get an entry packet and then return your entry to the Ha-Ha folks by September 10. For a packet, send a check for \$18 with a self-addressed 9x12 envelope to Baja Ha-Ha, Inc., 21 Apollo Road, Tiburon, CA 94920. The Ha-Ha entry fee is \$299, for which you get all kinds of goodies, deals, and more swag than any other sailing event we know of. And this year the folks at the Baja Cantina vow to welcome all entries with a round of free drinks and finger foods.

If you're a skipper who is going to need crew, or if you're a sailor looking for a berth, check out the Mexico Only Crew List article and forms elsewhere in *Sightings* — or just show up at the Ha-Ha Reunion Kick-Off/Mexico Crew List Party to be held at the Encinal YC in Alameda on Wednesday, October 5, from 6-9 p.m. This party gives everyone a chance to meet potential shipmates face-to-face — but be



Making a splash — The Catalina 38 'Fat Bob' enjoying a nice breeze in Golden Gate Strait.



— cont'd

careful, as previous parties have resulted in a few marriages. This year the Ha-Ha folks will have a continuous slide show with photos from previous Ha-Ha's, and there will be several other displays of interest to cruisers.

This year's Ha-Ha fleet looks to be typical of years past, with almost all the boats in the 38 to 42-foot range, but with lots of variety. There's a Westsail 32 and a Santa Cruz 52; a '60s-vintage Bounty II, and some fairly new boats; there's even a few catamarans and several motoryachts.

As with the last eight years, *Profligate* will be the mothership, and the event will be run by the Grand Poobah, Banjo Andy Turpin, and Dona de Mallorca. Heading up the activities for kids will be Jerry McArdle of the Alberg 35 *Del La Sol*. Speaking as the Poobah, we can't wait to sail and socialize with all of you!

shorts — cont'd

EGDEOYA ISLAND, NORWAY — Did you hear the one about the three researchers who got shipwrecked on a remote island in Norway's Svalbard archipelago? Seems the guys were part of the crew of the Polish research ship *Horyzont*. They were headed to the island in an inflatable to pick up some equipment when the boat somehow capsized and threw the trio into the water. "They lost all their equipment and weapons," said the Associated Press report. "They swam and clambored over chunks of floating ice to get to the island of Egdeoya."

Weapons? But wait. It gets better.

The three guys made it to the beach okay, and even managed to get a fire going "using the spark plugs from their craft's outboard motor". Then they notice the polar bears. There are three of them. And the polar bears have *definitely* noticed them. The ship, meanwhile, has been trying to reach them with another inflatable, but the water is so rough that it's eventually recalled. So they go to Plan B. The *Horyzont* — which you'll recall is a 'research vessel' — fires their *harpoon cannon* at the island, and sends some food and water down the line to the stranded sailors. Then they put out a *mayday* call.

In a cliffhanger ending right out of reality TV, the three hapless sailors get plucked off the island by helicopter in the nick of time. The three polar bears were reportedly only 20 yards away. "That is dangerously close," noted a representative of the Svalbard governor's office.



SIGHTINGS

crew list — cont'd

List is an advertising supplement intended for informational purposes only. *Latitude 38* does not make or imply any guarantee, warranty or recommendation as to the character of individuals participating in the Crew List or the conditions of the boats or equipment. You must judge

I WANT TO CREW IN MEXICO

NAME(S): _____

AGE(S): _____ SEX: _____

PHONE OR OTHER CONTACT: _____

(check as many as apply in all categories)

I WANT TO CREW:

- 1) ___ For the trip down
- 2) ___ While in Mexico
- 3) ___ For Baja Ha-Ha 12, the cruisers' rally to Cabo starting October 31.
- 4) ___ Return trip up Baja
- 5) ___ Other _____

MY EXPERIENCE IS:

- 1) ___ Little or none
- 2) ___ Some, mostly Bay sailing
- 3) ___ Moderate, some ocean cruising or racing
- 4) ___ Lots: **a)** extensive sailing; **b)** extensive cruising;
c) foreign cruising

I CAN OFFER:

- 1) ___ Few skills, I am a novice sailor
- 2) ___ Skills of a normal hand: watch standing, reefing, changing sails
- 3) ___ Skilled and experienced sailor. I can navigate, set a spinnaker, steer and handle basic mechanical problems.
- 4) ___ Cooking, provisioning or other food-related skills
- 5) ___ 'Local knowledge': **a)** I have cruised Mexico before;
b) I speak passable Spanish
- 6) ___ Companionship

Mail completed form and \$7 to: *Mexico Only Crew List*, 15 Locust Ave., Mill Valley, CA 94941 by **September 15, 2005**.

belle of

The largest boat signed up for this year's Baja Ha-Ha so far is also perhaps the most unusual of the many hundreds of boats that have participated in all the Ha-Ha cruisers' rallies to Mexico in the last 11 years. She is the 60-ft LOD (85-ft sparrred length) schooner *Patricia Belle*, a rugged, broad-shouldered, old-school schooner not very unlike her builder and owner, Pat Hughes.

Hughes has been a professional mariner most of his life, running everything from ferry boats in Puget Sound to Windjammer cruise ships in the Caribbean. He's skippered oil rig boats off his native Southern California, as well as the *Swift of Ipswich* and other LA-based tallships. He's run tugs and tankers, and done time ashore at Horluck Transportation, a Port Orchard, Washington, ferry company whose contracts with the Navy over the years netted them four large warehouses full of stuff dating back before the turn of the century. . . the *last* century. In other words, Pat has contacts — boy, does this guy have contacts.

Patricia Belle is the seventh boat Pat has owned and the third he's built. She's a modified George Buehler design made entirely of Douglas fir from keel to truck. When plans, a schedule and a building site were firmed up, Pat started gathering wood. Along with all his contacts, Pat is a scrounger of the first order. He actually did buy some of the wood, but much of it came from windfall trees (trees felled by storms). The masts were trees he cut down in his front yard. And at least some of the raw materials came from logs he spotted during ferryboat duty on Puget Sound. Refugees from log rafts, they'd wash up on beaches on the various islands. He'd chart their positions, and when his shift was up, he'd periodically borrow a ferry and go recover the logs, stacking them at a local boat ramp until he'd accumulated enough to hire a guy with a portable mill to come down and turn the logs into planks.

When he'd amassed about 60,000 board feet (most of it dried for a year or more), the building of the boat began. This was 1994. She was launched in 1997 and fitting out took another year. Pat's workforce consisted of himself and an ever-revolving crew of kids. Four of them were his — Steven, Joshua, Caleb and daughter Dorie. But he enlisted many of their friends too, with the promise that they would have a berth for at least a while when the boat was finished.

those things for yourself.

Still with us? *Bueno!* Here are the ground rules.

1) **We must receive all Crew List forms by September 15.** That doesn't mean 'postmarked by.' It means in our sweaty little palms. No exceptions.

continued on outside column of next sightings page

the ball

Of course, there's more to building a traditional schooner than just a big pile of Doug fir. Pat's many years and contacts in the Seattle waterfront made that process relatively painless, inexpensive — and creative beyond imagination. The 4-71 'Jimmy' diesel once did duty in a fishing boat. *Patricia Belle's* portholes are from an 1892 tugboat. The big Barient sheet winches were salvaged from a racing boat that foundered on a local beach. The 1 X 3 X 42-ft deadwood timber was a bridge timber saved when an old bridge was demolished. The steering gear is out of an old dumptruck. The main and foremast sheet blocks were once lifeboat davit blocks on a World War II Victory ship. And so it went. Total cost of the finished boat was \$50,000.

True to his word, Pat had a crew of 14 teenagers aboard when he exited the Strait of Juan de Fuca in 1998 and turned south. The 'shakedown cruise' took the boat 3,000 miles south to Nicaragua, where *Patricia Belle* took on her first cargo.

You read right. Yet another unusual feature built into the boat was her large central berthing area, which doubles as a hold. In cargo mode, the big main cabin roof lifts off to reveal a space big enough to lower a small car into. Her first cargo, however, was coffee. Hughes and crew loaded up with 10,000 pounds of it and headed back Stateside.

They landed in San Diego, and Pat contacted various coffee houses and other vendors. All (including Starbucks) but one small local shop turned a cold shoulder. So Pat and the boys started selling it off the boat. When word got out — and the rich beans got tasted — locals were soon clamoring for more. Pat and the boys were getting \$5 a pound for beans that had cost them \$.60/pound. Not bad. Some people were happy to hand over \$100 for 20-pound bags. It ended up being a productive if somewhat frustrating adventure. (He was in Nicaragua a month securing the proper paperwork.) He was going to try it a second time, but when he took off, "somehow we ended up in Hawaii instead," he says.

There was a significant addition to the crew on that passage. Pat had injured his foot in Nicaragua, so after the coffee was gone, he headed over to the University medical center to have it looked at. There he ran into a pretty blonde RN named

continued middle of next sightings page

crew list — cont'd

2) All forms must be accompanied by the appropriate fee. That's \$5 apiece for everyone. And don't fax the forms to us. We have to receive the fee *with* the form.

3) One form per person, please — unless you and a friend want

I NEED CREW FOR MEXICO

NAME(S): _____

AGE(S): _____ SEX: _____

PHONE OR OTHER CONTACT: _____

BOAT SIZE/TYPE: _____

(check as many as apply in all categories)

I NEED CREW FOR:

1) ___ For the trip down

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5) ___ Other _____

MY EXPERIENCE IS:

1) ___ Bay

2) ___ Ocean

3) ___ Foreign Cruising

I AM LOOKING FOR:

1) ___ Enthusiasm — experience is not all that important

2) ___ Moderately experienced sailor to share normal crew responsibilities

3) ___ Experienced sailor who can a) share navigation and/or mechanical skills; b) who can show me the ropes

4) ___ Cooking, provisioning or other food-related skills

5) ___ 'Local knowledge': someone who has a) been to Mexico before; b) speaks passable Spanish

6) ___ Someone to help me bring the boat back up the coast

7) ___ Someone to help me trailer boat back up/down the coast

8) ___ Someone who might stick around if I decide to keep going beyond Mexico

9) ___ Other _____

Mail completed form and \$7 to: *Mexico Only Crew List*, 15 Locust Ave., Mill Valley, CA 94941 **by September 15, 2005.**

to go only if you can go together. Whether you're a couple or just friends, applying for a 'group rate' does diminish your chances of finding a boat somewhat. But holding out for a skipper who will take you

continued on outside column of next sightings page

SIGHTINGS

crew list — cont'd

both will certainly enhance the adventure. In these situations, both parties should fill out one Crew List form and send in one fee. If you think you'll need additional forms, or want to send some to friends, simply make copies of the ones on these pages.

4) Be honest. The simplest rule of all. In this case, being honest means not inflating your experience or skill level because you think it's what someone wants to hear. In sailing, perhaps more than any other sport, if you don't know what you're talking about, people who do can recognize it instantly. BSers don't get rides.

Contrary to what you might think, honest folks with little or no ex-

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patricia belle

Jeannie and — long story short — they were married in 2001. *Her* teenaged kids, son Elijah and daughters Mariah and Joanna, have all since done crewing stints on *Patricia Belle*.

These days, the *Belle* is homeported in Ensenada. Pat is between 'real jobs' as he prepares the boat for the Ha-Ha, while Jeannie travels back across the border to work two days a week in the neonatal unit at UCSD. Crew for the Ha-Ha will likely

Spread, 'Patricia Belle' at Two Harbors, Catalina, last month. Opposite page, top left, the current crew includes (l to r) Matt Tripp, Clark Irvin, Steven Hughes and Jerome Tripp. Top right, Jeannie Hughes in the pilothouse 'parlor' with crew John Entner. Right, Pat Hughes next to a clever combination winch pedestal/samson post.



— cont'd

include Pat's youngest son Stephen (who has been aboard for two years now) and some of his pals, as well as anyone willing to pay the always-in-effect \$25/day crewing fee. (ibsurfqueen@yahoo.com if you're interested.)

Pat's eventual hope is to obtain a Mexican license that will allow him to day charter the boat out of Ensenada — when he's not 'ending up' in far flung Pacific ports, that is.

crew list — cont'd

perience often get rides. It has to do with some experienced skippers preferring to train people in their way of doing things.

5) Women can use first names only. If you are female, you *will* get calls. Possibly lots of them. We've talked to women who say they have gotten *hundreds* of calls, some months or even years after the Crew List is published.

For this reason, we recommend that women use first names only, and that they *not* use a home phone number as a contact. Instead, use a P.O. Box, answering service, fax number, email or other contact that insulates you a bit. It also makes screening easier. Finally — *guys and*

continued on outside column of next sightings page



ALL PHOTOS LATITUDE/JR

SIGHTINGS

mexico only crew list

women — please keep the hormone thing out of the Crew List process. Once your crewing situation is worked out, if you mutually like what you see, then let nature take its course. But please, not before. Thanks.

6) If you take part in the Crew List, you get into the Crew List party free! Back in the old days, the Crew List party used to be a relatively low-key affair. It has now grown into an event of epic proportions, complete with T-shirt giveaways and all kinds of other neat stuff. And it's not just for Crew Listers anymore, but serves as a rendezvous point and reunion for Baja Ha-Ha Rally participants past and present. How big is it? This year, the entertainment lineup includes the Rolling Stones, Madonna, Jimmy Buffet and those bad boys of cruising, Aerosmith. We haven't actually asked any of them yet, but what could possibly go wrong?

This year's party will be held at the Encinal YC on Wednesday, October 5. If you haven't lined up a boat or crew by then, come on by

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ha-ha entry deadline

As of the third week in August, the number of paid entries for this fall's Baja Ha-Ha is 77 — and rising steadily. "I anticipate we'll have 120 entries by the September 10 deadline," says Ha-Ha Honcho Lauren Spindler.

The Ha-Ha is the 750-mile cruisers' rally from San Diego to Cabo San Lucas, with stops at Turtle Bay and Bahia Santa Maria. The Ha-Ha differs from a race in several important ways. First, the Ha-Ha philosophy is that everybody who participates is a winner. Second, rather than a nonstop passage as with races, the Ha-Ha fleet alternates a couple of days of sailing with a couple of days of R&R in great plac-



Action was hot and heavy at the 470 Worlds held on the Bay last month. These guys are David Hughes (hanging on wire) and skipper Mike Anderson-Mitterling, who were running near the top in the Silver Fleet. (No US teams made the Gold Fleet.) Although this maneuver doesn't look pretty, they prevented a capsize, recovered quickly and took off like a shot. Look for a report on the Worlds, which was still in progress as we went to press, next month.

CHRIS RAY

just around the corner

es. So by the time participants cross the finish near Cabo, they've usually had lots of great sailing, had fun exploring a couple of great places on the Baja coast, and made scores of new cruising friends.

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PYEWACKET GOES

The year 2005 has been one of milestones for the Disney family. Disneyland celebrated its 50th anniversary. Roy Disney, Walt's nephew and the company's former vice president, celebrated his 75th birthday in January, and his 16th and final TransPac race in July. After the race, Roy, one of the good guys of West Coast sailing for the last three decades, announced that he was retiring from the yacht racing game — and that he was donating *Pyewacket*, his state-of-the-art, 86-ft sloop, to the Orange Coast College of Sailing and Seamanship in Newport Beach.

The donation came as a shock to many. But to those who knew the magnanimous Disney — who has long supported sailing in general and youth sailing in particular — it seemed an altogether fitting and graceful 'final bow' for the veteran campaigner.

It is also a major feather in the cap for the OCC program, whose fleet of large sailing craft is unrivaled by any other sailing school (or most military academies) in the country. In addition to *Pyewacket*, that fleet includes *Alaska Eagle*, the Sparkman/Stephens 65 that (as *Flyer*) won the '77-'78 Whitbread Round-the-World Race, the Farr 58 *Lucinda May*, the TransPac 52 *Victoria V*, and the 80-ft maxi *Kialoa III*, another S&S design, which was donated to the program earlier this year by longtime owner Jim Kilroy.

But nothing at the school — in fact, with a few notable exceptions, nothing on the whole West Coast — holds a candle to *Pyewacket* in terms of speed, sophistication or complexity. The boat was designed by the San Diego firm of Reichel/Pugh, built at Cookson's Boatyard in Auckland (at a reported cost of \$7 million), and launched in November, 2003. Design innovations include fore and aft rudders, a hydraulically operated canting keel and all carbon fiber construction of both the hull and 125-ft mast. *Pyewacket* is the third, and probably final, yacht built to the maxZ86 class rule, a virtual twin sister to Hasso Plattner's *Morning Glory*, but a generation beyond the first maxZ86, the water-ballasted *Zephyrus V* (currently sailing as

Windquest).

No expense was spared in campaigning *Pyewacket* (which was named for the magic cat in John Van Druten's play/movie *Bell, Book and Candle*). What she needed, she got — gear, sails or crew. Disney has always sought out the best and brightest crews (and they, him — Roy is regarded as one of the most gracious and popular owners on the big boat circuit). And it showed. Among her many accomplishments, the newest *Pyewacket* — the third of Disney's big ultralights to wear the name — won the



Roy Disney.

2004 Caribbean Big Boat Series, Cork Race Week (Ireland) and the 2004 Rolex Maxi Yacht World Championships. In these and other competitions, the newest 'magic cat' carried on a tradition of winning that has captured Disney many of the most coveted trophies in the sport, including breaking the TransPac record twice in previous *Pyewackets*. (In this year's event, Disney and crew finished two hours behind perennial rival — and Division 1 winner — *Morning Glory*.)

In giving the boat to OCC, Disney's goal is to share *Pyewacket* with other sailors who have a passion for big, fast sailboats.

"My crew and I have so many great memories of spectacular sailing aboard *Pyewacket*," he said. "It's been a tremendous ride. There's nothing like the size and speed of this boat. It gives me great pleasure to know that *Pyewacket* will now be enjoyed by many other sailors."

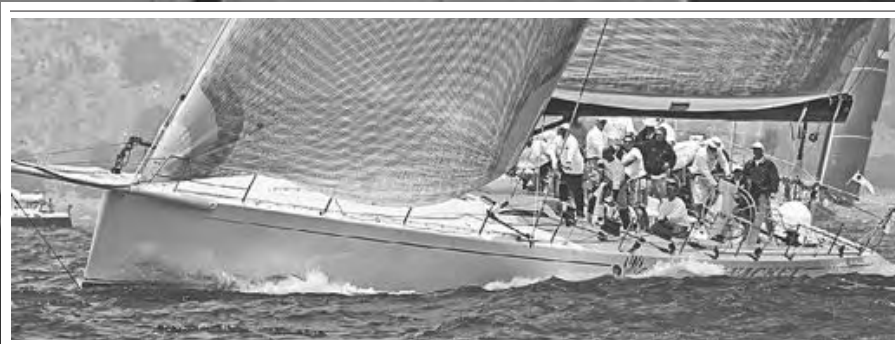
"*Pyewacket* is the largest, fastest and most advanced sailboat ever given to OCC, by far," said Brad Avery, director of the School of Sailing and Seamanship. "She will give our advanced students an incredible learning experience found nowhere else."

Along with *Pyewacket*, Disney has donated the money to have the boat modified for school use, and has pledged a monthly stipend to help run her for two years.

The modifications include shortening the bowsprit to its original configuration,



TO SCHOOL



Above, 'Pyewacket' at the start of the 2005 TransPac. Below, in full-tilt-boogie mode.



and constructing a new keel that's 'only' 12 feet deep. At 15 feet, even her 'shallow' racing keel was too deep for Newport, and her 18-ft offshore keel would pretty much have kept her, well, offshore. Avery says the school will also sail the boat with her smaller main so that she can run a permanent backstay.

Plans have more or less been firmed up on the three ways OCC will use the boat. They are:

Pyewacket Sailing Team — Experienced adult racers apply, try out and are chosen for a racing team. There will probably be 40 sailors on the team, of which 18 to 20 will sail on the boat at any one time — along with boat captain Keith Kilpatrick and 3 or 4 professional crew. Planned events include Catalina races, the Ensenada Race and other "straight line" events.

Pyewacket Magic — This is an intermediate course for experienced 'average' sailors. No racing is involved. Again, interested folks must put in applications and be chosen via interviews. Those chosen will do a half-day dockside familiarization with every system on the boat, after which they'll participate in two days of sailing, returning to the dock each evening.

Pyewacket Daysails — Roy's wish was to have as many people have a chance to enjoy the boat as possible, and this program will address that desire. It is open to anyone, regardless of experience. You simply sign up at OCC's website, and when periodic daysails are announced, selectees will be notified by phone or email. The daysails will be just that — a one-day sail under the guidance of Kilpatrick and a professional crew.

Fees for these programs have not yet been determined, so keep an eye on OCC's website, www.occsailing.com.

As this was written, *Pyewacket* was in Marina del Rey undergoing the aforementioned modifications. She is due to join the rest of the fleet at the OCC docks — it is hoped — by late October. Team tryouts and daysails will start in November and December.

One could say that *Pyewacket* went from one class act to another. OCC's School of Sailing and Seamanship operates the largest public sailing program in the United States, providing nautical education in all disciplines from diesel mechanics to sailing the oceans of the world (aboard *Alaska Eagle*). More than 4,000 student and adult sailors a year take part in various programs at the school.

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PYEWACKET GOES TO SCHOOL



COURTESY OCC SCHOOL OF SAILING/PYEWACKET

They also have the largest fleet of boats of any similar institution. In addition to the big boats mentioned earlier, OCC has several large powerboats between 70 and 80 feet, a dozen 30-ft Shields sloops and a couple dozen dinghies. The organization is self-supporting

On canting-keelers, the keel may be out of mind, but it's rarely out of sight.

through fees charged its customers, as well as through donations of boats or monetary gifts. They have their own enviable facility and docks right on the water at 1801 West Pacific Coast Highway in

Newport, as well as an acre's worth of storage and shop facilities up on OCC's main campus.

One more big bonus: the College rowing team shares the same dock space, so Avery says the sailing program has a ready supply of strong young grinders to shanghai for *Kialoa* — and eventually *Pyewacket* — sails.

And speaking of celebrations, and perhaps of serendipity, like Disneyland, OCC's School of Sailing and Seamanship is also observing its 50th anniversary this year. What better way to celebrate this milestone than to crown *Pyewacket* the new queen of the fleet.

— **latitude** /jr

For more information on OCC's School of Sailing and Seamanship, log onto www.occsailing.com. Anyone interested in taking part in any of the three proposed Pyewacket sailing programs (Sailing Team, Pyewacket Magic, Day Sails) should send an email with their contact information to Pyewacket@occsailing.com. OCC will respond to everyone (via email only) starting October 1.



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the *latitude* interview, part 2:

William Peterson

Last month, we introduced you to William Peterson, a true gypsy of the seas who has cruised his last two boats — both of which he got for free — several times to the South Pacific and once around the world. In the first installment of this interview, Will talked about finding Kama, a 34-ft ferrocement Sea Mist cutter, in a cement yard in Guerneville. It had been started years before by someone who lost interest. Will finished the boat and in 1980 took off on a cruise that would take him to Mexico, Hawaii and back home. Once back in northern California, he started a new four-year cycle: work for two, cruise for two. On the second trip, he sailed all over the South Pacific before returning home.

The third time, he was planning to go all the way around. By then he had found a steady mate — and soul mate — in Jaki, a pretty Englishwoman he'd met in New Zealand. They departed from Tonga in 1992, only to hit a reef and lose the boat and almost everything Peterson owned. Will and Jaki said goodbye and Peterson spent his last few dollars — from the sale of items he'd salvaged off the boat — for a plane ticket home to Northern California. He found work but felt directionless until an uncle told him to go look at a boat in Point Richmond. "I have no money," Will said. "Just go look," said the uncle. He looked. It was an old Newporter 40 ketch that had belonged to the present owner's cousin. The cousin had intended to fix it up and sail around the world but had died of cancer. If Will promised to do the same, he could have the boat. He promised. He didn't quite believe it would really happen until he received all the ownership papers in the mail. The first time he climbed aboard was after he'd registered the boat in his name. Above the companionway, an old, sparkly sign fluttered. It read, "Expect a miracle." You will also recall that Peterson completed a nine-year circumnavigation with the boat — 'tying the knot' off Mexico earlier this spring — only to lose her on June 10 when she dismasted some 800 miles off San Diego. We pick up this month's second and final installment of our interview as Peterson steps aboard Kamera for the first time. . .

So this fellow gave you the boat and you'd never even been aboard?

No. I'd looked at it, but I hadn't gotten on because I hadn't talked to the guy at that point. But I know what I'm looking at, and I could see through the windows that it had a diesel engine and all kinds of gear inside. And it was floating!

What kind of gear did it have?

Electronics — older stuff but most of it worked. Remember those video depthsounders? It had one of those. Commander binoculars. Sails. Engine spares. It took me three or four days to inventory all the gear. I surveyed the boat and structurally, it was pretty sound. There was some rot a foot below all the caprails where water leaked in, so I had to get all that out. All the diesel needed was a fresh fuel and filter change and it fired right up. I motored it under its own power up to Petaluma Marina. Spent two years there rebuilding the boat and getting it ready.

Were you also working at the time?

Yeah. As a field supervisor for Pinkerton — nights and weekends. On weekdays, I worked on the boat.

Were you working alone?

At first. Once I got going I phoned Jaki up in England and I said, "You want to come help me redo a boat?" So she flew over about a month after I got the boat and got a job at *Cigarettes Are Cheaper* in Petaluma, which was within walking distance of the marina. We lived in Forestville until I got the interior boat of the boat done, then we moved aboard.

When did you get done?

We took off in November, '96. Like before, Southern California, Mexico and down to the South Seas — Fatu Hiva, Samoa, Fiji. Took a whole bunch of people out as we went along. Made lots of friends. Took a whole load of schoolkids out in Fiji. There's always been lots of kids around. I let them play on the boat.

So anyway, we'd spend the sweet season in the South. Go to Micronesia for the sweet season up north, then bounce

back down again. Six months one place, six months the other, moving north and south but always, always west.

After three trips through the South Seas, did you have a favorite place?

Kosrae, in Micronesia. It's a beautiful little island, a lot like Hawaii, about 7 degrees north and all by itself in the middle of nowhere. There are three big Bays, one in the east, one in the west and one in the south. And the people are very friendly. You can't walk 100 yards down the road without somebody offering you a ride. They'll take you where you want to go, bring you back, give you things. There are ruins there — big rock walls, foundations, canals, and ancient stone walking paths through the jungle. No one knows who did them.

Australia was also nice. Spent eight months in Australia. Dived the barrier reef. Africa was also fantastic.

Did you have a least-favorite place?

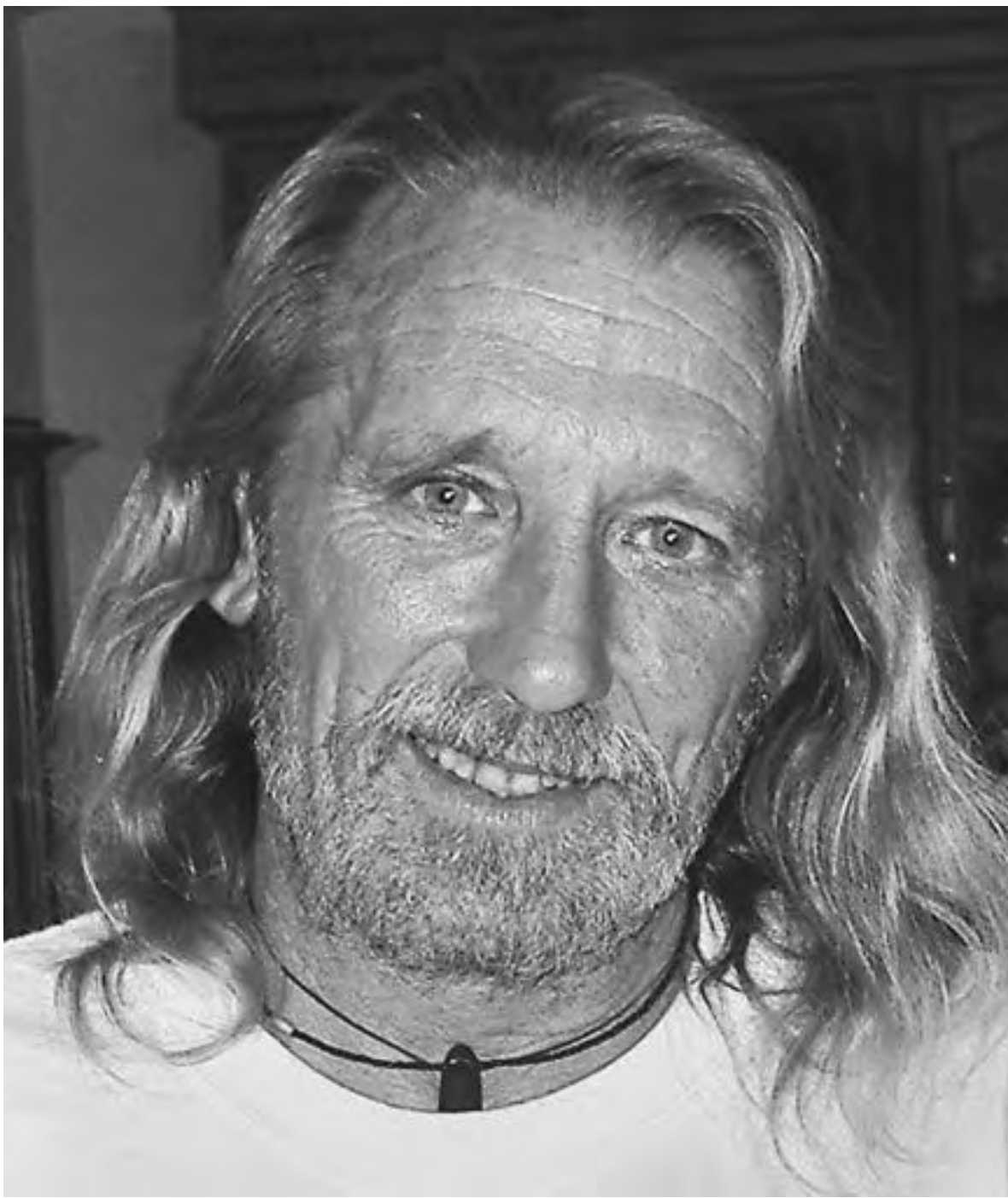
The really poor places like Madagascar — which is supposed to be the poorest country in the world — can be depressing since there is so much poverty. It's amazing how much poverty there is all over the world. But still, the people are nice. They might have no shoes and their clothes are all full of holes, and they're living in a shack you wouldn't put a dog in in the States — but if they're cooking a pot of beans on a fire in front of the shack, they'll share their pot with you. Or give you half the fish they've caught. I've seen that so many times. There are good people everywhere.

Were you ever treated badly? Ever fear for your life?

In South Africa, yeah. Very dangerous there, especially if you're a small, blond-headed, white person. Politically, racially, it's horrible. I'd say that was probably my least favorite place. The rest of Africa is wonderful — Haut Bay, Mosul Bay, Port Elizabeth, Richards Bay, Simons' Bay. We spent eight terrific months in Africa. Then I took off for Brazil.

You and Jaki were still together at this point?

No, she got off the boat in Africa. Two people living together in close quarters for that long get on each other's nerves. You



can't help it. And whether you love them or not, there comes a point when you say, either I leave or you're leaving.

Jaki is a very powerful woman. She could sail the boat, cook, adventure, everything. She's a beautiful lady that helped me a lot, but just like me she's very stubborn and opinionated and she likes to be the boss. I told her that position was already filled. So we separated when we hit Richards Bay. I did most of the Atlantic passages by myself.

So you headed straight for Brazil?

I made stops. Went to St. Helena, got to sit on Napoleon's tomb. Went to Ascension Island, an interesting place with giant sea turtles. Stopped at a beautiful island off the Brazilian coast named Fernando de Noronja. When I went to check in,

the officials told me, "We haven't seen you, and you haven't seen us! Enjoy your stay!"

Ha ha ha. Check ins are a bit different everywhere.

Yeah. In Africa, they don't stamp your passport, they give you a seaman's pass at your first port. And you can stay as long as you want. The day I left Cape Town they stamped me in and out of the country.

When did you finally make it back to the States?

2003. After Brazil, I spent some time in Tobago and Trinidad, did the Virgins, and worked my way over to Louisiana, to a place called Porgie's Duck Club at the mouth of the Mississippi. I wanted to sail up the Mississippi and get

interview 2: william peterson

reacquainted with the country that way. I phoned Customs and Immigration and told them that I was back after seven years of sailing. They said, "Welcome home." I said, "Is there anything else you want me to do?" They said, "No, we got you on the computer." And that's how I entered. I never did any paperwork. Nobody looked at my boat. I could have had anything I wanted on board.

What was the Mississippi like?

Dirty and nasty and full of shipping. I didn't like it. I sailed about 30 miles up, and it wasn't Mark Twain at all. It was also cold and kind of miserable because it was around Thanksgiving. So I turned around and sailed back out. I ran into a man and his son who wanted to sail to Pensacola, so we did that. We sailed to Florida. I put the boat at the Rod and Reel Marina on the ICW in Pensacola and started looking immediately for a job because, at that point, I had about 50 bucks to my name. And the boat needed work.

What kind of work did you find?

Truck driving. It actually worked out well. I decided *that* would be the best way to see the country. Rediscover the United States and get paid for it. So I left the boat at the marina and plugged myself into a truck driving school in Joplin, Missouri. In three weeks I had my Class A license. I got hired right out of school by Central Refrigerated. They were based in Utah, but had a yard in Connolly, Georgia, so I drove out of Georgia. I drove for a year and two months, and saw every state in the lower 48 except North and South Dakota. And I got to visit my family and bring home all my carvings and gear from around the world.

What were your impressions of the country?

It's a crazy place moving at a million miles an hour. Same as when I left except there were more people trying to kill themselves on the roads.

After fourteen months I quit truck driving and started working on the boat. I put \$5,000 into it and bounced it back up. I'd just finished the pilothouse when hurricane Ivan came through.

It hit where you were?

Oh yeah. All of us in the marina had been watching about four hurricanes go by and none of them hit us. But Ivan was headed straight at us. So I took the boat out of the marina and I went across the Alabama border up into Soldier's Creek, which is up in the bayou. Went a couple miles up the creek and put out all five anchors off the bow. That evening, the hurricane hit.

Where did you stay?

I stayed on the boat. There were about 30 other boats up Soldier's Creek, and everyone else tied up and got the hell out of there. I wanted to stay, I wanted to experience it. It wasn't the smartest decision I ever made. I'd never do it again and I'd never recommend it to anyone else, either.

What was it like?

It was like a nuclear explosion going off over the top of you. Just a horrible thing. The boat would lay over on one side, completely on its side, like a complete knockdown. Then it would come back up, and lay down on the other side.

And there's nothing you could do. You couldn't go out in it — you couldn't even look out in it. The water stings like a

bastard and there's shit flying all over the place that can hit you. I have a pilothouse with a 360-degree view, so I could hang out in the pilothouse and see it all safely.

All night long, I watched boats whistle past me and onto the beach. There were houses and big pine trees all around the anchorage. One time during the night I thought I had dragged and was ashore in the trees, because there was a tree right next to me. But it was a blown-down tree going past me that had gotten hung up in my chains.

How hard did it blow?

I don't know. I read later that it hit 120 mph. And that's after it had been downgraded from a category 5 to a category 3 or 4 when it hit us. When the eye goes over, there was a little break. Then it started up again blowing from the opposite direction. It was quite a night.

Were you afraid for your life?

No, because I was so close to shore. I figured if the boat went up on shore, I'd just get off. But I *was* worried about losing the boat, because it was humping around bad. I had mostly chain rodes so it wouldn't chafe, but there was huge pressure on everything.

How long did it last?

From about 8 o'clock at night until about 4 in the morning. Then it was gone. The water stayed high for almost a day, then it started subsiding.

When it was over, about half the 30 boats that had been in the anchorage were ashore. Some were 30 or 40 yards from the water. There were boats in the trees, boats in houses — one boat was sitting in someone's yard, perfectly upright. A 20-foot surge had come up the creek and taken everything right up to the road about 500 meters away. Trees were blown down in wind rows a mile long. Where some houses had been there were just foundations. Others were cut perfectly in half — you could look in and see clothes still hanging in the closet, lamps on the tables and nothing was disturbed, except half the house was not there. Some houses looked untouched.

The marina I had been in, Rod and Reel, when I went back, no longer existed. The docks, the bar, the restaurant where all us old farts would have our coffee club every morning — was completely gone.

Where did you go? What did you do?

I stayed where I was. The ICW was closed, with houses and boats and trash in it. You couldn't go anywhere. So I spent a month up the creek working on the boat and helping out. The neighbors and the local people let us use their yards and their cars and telephones. The Army came in with MREs and water. We were treated really good. When I could get out, I went back down and anchored off the Rod and Reel for a few days. I went to Wal-Mart, which had just opened back up, and stocked the boat. Got myself together, did my three or four days of sitting around staring at myself getting ready to go, said my final farewells — and took off for Islas Mujeres.

Was Mexico any different from when you'd been there 4-5 years before?

It cost more money. Before it was cheap. Now it cost me \$150 to enter, and I had to get an agent and do all this paperwork. And you *still* had to go check in everywhere else you went and pay everywhere. So I just didn't check in anywhere else the whole time I was there.

interview 2: william peterson

What about Panama — how much did it cost to go through and how long did it take?

Last time I'd done it in '95, I'd had to wait three weeks and it took five days to transit. This time, I also had to wait three weeks, but I had to pay triple — \$1,000 — to go through. They even want \$5 a day to park your dinghy at the Marina Flamingo in Balboa. And Colon was terrible in '95 and exactly the same in 2004. A hell of an eyesore.

Balboa's nice, though. I spent about a month and a half there getting the boat ready for the sail home.

The sail home. Tell us about that.

Well, you know how it ended up. How it started was, I had decided I'd do the old clipper route. My idea was to head west to Clipperton Island and then start making my northing from there. The time of year I was doing it, May and June, the Pacific High hadn't moved far enough north that I had to go up really high. So you can do a lower loop. At about latitude 37 you can start making your easting and wind up at San Francisco. And you can sail the whole way. You don't have to motor a lot. In theory, anyway.

Of course, there was no wind for the first two weeks. For a thousand miles around Panama in every direction it was a dead zone. So I did motor a lot during that time.

After two weeks, I finally started picking up wind and had some good sailing for a week and a half or two weeks. By day 30, it turned overcast and cold and stayed that way. The wind kept pretty steady at 20-25 with gusts into the 30s. Not storming or anything. Just uncomfortable. I was always just off the wind, never tightened right up into it, pounding to windward. That's what finally did it I think. All the pounding.

What were the circumstances of the dismasting?

It was June 10, about 9 o'clock at night. I was 38 days out of Panama and 800 miles southwest of San Diego. I'd done my evening walk-around and everything looked okay. Had a double reef in the main and a small yankee up forward. My Monitor self-steering vane was working fine. But I made a giant mistake. My little voice — the same one I heard right before my other boat, *Kama*, hit the reef — said, "Maybe you should drop down to a staysail for the evening." And I didn't. I was comfortable with the way the boat was moving. I thought, "I'll wait til it picks up, then I'll go out and shorten sail."

Here's some advice. Any time you hear your little voice, you should step right up and do whatever it says to do: reef, run off, take down a sail, look around. If you don't listen to your little voice that you've evolved over the years, you usually wind up in deep shit.

So anyway, I was down below, taking one of my short naps as I do at night. And about 9 o'clock there was this big BANG, like a cannon had gone off. I stuck my head up, looked around, and everything was doing the hootchie-coo. The mainmast had fallen backwards against the mizzen and was just hanging there. The boom was slamming around, the sheets were flogging and the sails were flapping and banging. I just thought, shit, this looks bad.

Why had the mast fallen?

One of the side stays on the bowsprit had failed and the bowsprit snapped off. When the mast fell backwards, it ripped off the fitting for the staysail stay, too, and all the stuff that was attached to it. So on the foredeck was this big, tangled mess of anchors, roller, pulpit and chain — and the bow-

sprit.

The first thing I had to do was get the sails down. If I survived that, I thought maybe I could rig a halyard forward and try to winch the mast back up. At that time, it was still attached at the tabernacle. About half of the six big bolts holding it onto the deck had ripped out, but it was still attached.

So I got my flashlight and my pliers, and my bolt cutters and axe, and headed out. It took about 45 minutes just to get the sails down. And the whole time the mast is dropping down farther and farther. And this big aluminum tabernacle is ripping up and making noises and I figure the whole thing's going to fire off into the universe like a big bow and arrow any second — and probably take me with it.

That night, for the first time, I thought I was dead. I'd been rolled a couple of times, been through a hurricane, but that night I really thought was it.

I got the sails down, but before I could do anything else, the tabernacle ripped out of the deck. The base of the mast shot forward and the top end came crashing down on deck, taking out stanchions and everything in its way. Without the sails up, the boat was rolling heavily and everything was still crashing around and the rig was crushing my dinghy. So I needed to get it off the boat.

Once it was in the water, it started smashing into the side of the boat. Whee-ha, cool — good idea, Peterson! Luckily the rigging kept it close to the boat, so it wasn't hitting very hard at first. I thought briefly about trying to snag it, and lash it tight against the side of the boat to try to save it. But it was too dark and too dangerous and it was beating the hell out of the boat. So I started undoing all the rigging.

I cut the running rigging, and on the loose stays I just pulled the pins out of the turnbuckles. For the tight stays, you had to cut those with the bolt cutters — after first making sure you're not going to be in the way if anything came whipping back. A couple times I thought I'd gotten everything, but the mast was still attached. So I had to go looking around with the flashlight in my mouth and it's darker than shit. . . . At some point, you just start cutting everything you find. Don't worry about saving anything. Get rid of it all.

When I finally cut the last line, I watched the mast disappear. All that work, all that gear, the 50-year-old bronze bow pulpit, the big bronze star on the end of the bowsprit — watched it all go away.

Then you find out that even though it was beating the crap out of the boat, the mast was also holding it steady. As soon as you cut it away, now you're *really* rolling.

When during all this did you decide you needed help?

After I went below and saw all the water. I hadn't been below since all this began at 9 o'clock. So after the mast is gone, it's now about 1 in the morning. I was assessing the situation, thinking I might be able to jury rig something off the mizzen and maybe make it to Hawaii. Then I went below and looked in the bilges and — oh, f**k — there was a lot of water there. The Newporters have two separate bilges and both of them had about 15 gallons in them. I pumped them out okay, but the water in the aft bilge had gone over the starter to the motor. So the engine's not going to start. And the mast had crushed the bottom of the dinghy. So that wasn't going to help me. And I could see the bilges starting to fill up again pretty quickly. And I'd hurt my back on deck. . . .

That's when I made my decision that if somebody would come, I'd be willing to leave. So I clicked my EPIRB on. I had no idea if it was working or not.

interview 2: william peterson

What did you do while you waited?

I looked for the leaks. The water was not coming through the stuffing gland. It was somewhere else, and I couldn't find where. I normally had to pump the boat once a week. Now I'm pumping 10 or 15 gallons out of both bilges every hour.

If the EPIRB was not working, if no one came, I figured I could probably have fixed the dinghy. And maybe I could get my wetsuit on and patch the boat. Maybe. I could tighten up all the rigging on the mizzen and maybe run a line from the top of the mizzen to the bow of the boat and put together some kind of lateen arrangement and sail downwind to Hawaii. I probably could have saved myself. But the little voice was saying, "If you spring a joint completely, you're going down, then it will be too late." And this time I was listening to everything the voice said. I even made a deal with Poseidon and Neptune: You can have it all. Just leave me. I was hoping they'd go for the deal.

As it turns out, the EPIRB was working.

Yeah. About 6:30 the next morning I heard a plane. I was a paratrooper in the 82nd Airborne back in the '60s and I recognized it instantly as a C-130. It was a Coast Guard plane. I'd lost my main antennas with the mast, but I had one of those little emergency whip antennas, so I was able to talk to them. They made sure I was okay and told me that they'd diverted a Navy ship that would be there in an hour.

And this was the destroyer *USS Chung-Hoon*?

Yes, and they were *wonderful*. For one thing, they let me get a bunch of personal effects off the boat — four big bags of carvings, swords, charts, books, my sextant, and of course my passport and what money I had left. They made me an honorary crew member, gave me all kinds of things. Gave me the captain's 'sea room' to live in on the way back to San Diego. After they ran a computer check and found out I was a veteran, they gave me complete run of ship. They were great, from Captain Williams down to the lowest crewmember. That was the best part of what happened, and it really helped bounce me back up after losing the boat.

You're back home now, healed up — and boatless. What are your plans?

What I'd really like is to be adopted by a beautiful, compassionate, loving woman, so I could do some painting and sculpting for a while (laughs).

Are you through with boats for a while?

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EYE ON THE BAY

All the photos on the following 2.5 pages were taken on the afternoon of Sunday, August 21. In a month rife with historical dates (August 6 — Hiroshima, August 9 — Nagasaki, August 15 — VJ Day, August 14, etc.), all we could find for the 21st was that, in 1931, Babe Ruth hit his 600th home run. In 1959, Hawaii became the 50th state. It's Wilt Chamberlain's 69th birthday, and Kenny Rogers' 67th. And Benjamin Thompson died. He invented baked Alaska.

But there was still plenty to celebrate out on the Bay, in the form of sun, wind and just enough fog to shroud the City in its trademark gray suit. Lots of folks were out, too, some bashing along outside the Gate or across the Slot, others gliding serenely behind Angel Island or up Raccoon Strait. As always, there was something for everyone.

While we were out there, we got the



SUNDAY DRIVERS



Sunday sailors (clockwise from here) — 'Fan' leans into a good breeze; 'Fying Tiger' bashes a wet one; some of the best seats in the house were on 'Shindig'; soloing 'Ay Caliente' across Golden Gate Strait; the yellowest Moore 24 in existence; rippin' and shreddin' the Bay.

ALL PHOTOS LATITUDE/JR

EYE ON THE BAY



Above and right, the sailing in Raccoon Strait was warm and serene.

first sense that the seasons are starting to shift. The days have been getting shorter since June, and on September 21, the autumnal equinox, day and night will be of equal length. From there on, the days get shorter and shorter and winter's not far behind. At the end of October, we'll be turning the clock back to boring old 'standard' time.



In a bit of good news, at least one facet of this inevitable scenario will change in a couple of years. On August 8, President Bush signed into law a broad-based energy bill that will, among other things, add a month to daylight savings time. Effective in March, 2007, DST will begin three weeks earlier than in the

past, and end in early November, a week later.

Until then, folks, your best course of action is to get in as much more summer sailing as you can, before it's too late.

— **latitude** /jr

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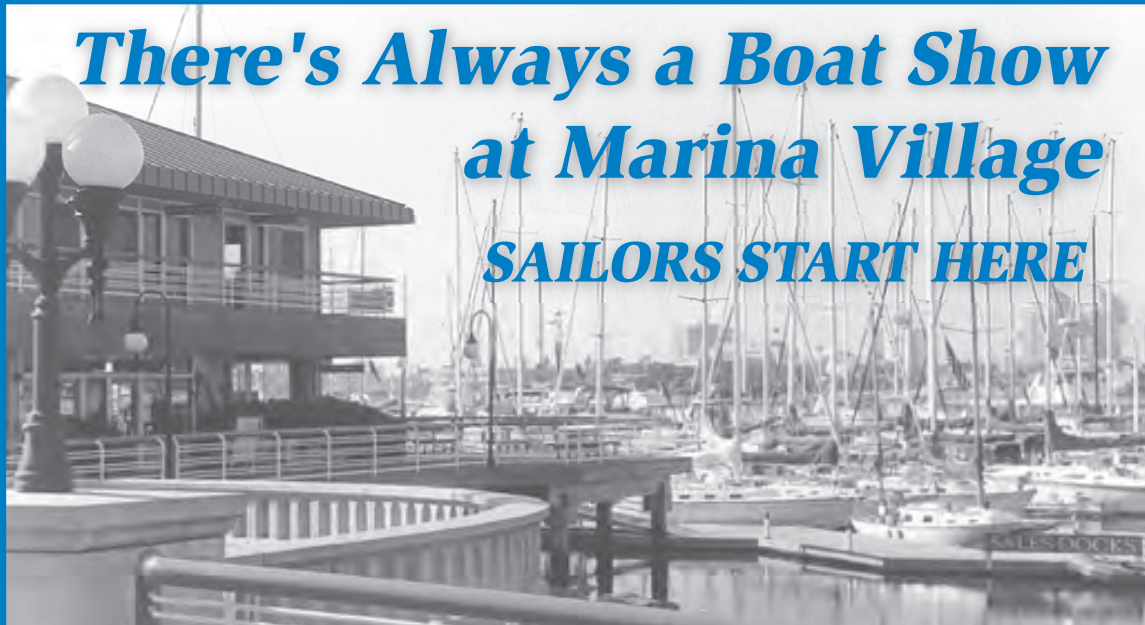
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VOLVO RACE PREVIEW

Fasten the seatbelts on your Barca-loungers, the Volvo Ocean Race is right around the corner! Seven hot new Volvo 70 canting-keelers are poised to start the ninth edition of this grueling eight-month marathon — which began life 32 years ago as the Whitbread Race — with an 'in-port' race in Sanxenxo, Spain, on November 5. Following that, on November 12, the real game will be afoot when the small, but high octane, fleet takes off from Vigo, Spain, bound for Cape Town.

The 33,000-mile race bears little resemblance to its predecessors, other than the obvious fact that it is still a crewed, round-the-world race. Just about everything is different about the '05-'06 Volvo Ocean Race — the course, the rules, the boats, the scoring, you name it. The massive make-over, announced midway through the race's four-year-cycle on September 8, 2003, was meant to inject new life into the struggling event, though it may have had the opposite effect — only six boats were entered initially, and it was shaping up to be a real yawner.

Fortunately, a last-minute seventh entry — the high-profile Disney boat, skippered by '97-98 Volvo Race winner Paul Cayard — was secured in March. It's no secret that Volvo is underwriting a substantial part of that project, which seems like a win-win deal for everyone — Disney will use the race as a promotional vehicle for its *Pirates of the Caribbean* sequel, *Dead Man's Chest*, while the Disney/Cayard cache will certainly garner more mainstream press for the Volvo Race than it otherwise would have enjoyed.

The *Black Pearl*, the first USA race entry since '97-98, will give American race fans a boat to get behind, though we suspect there won't be a lot of Yanks on board. Bay Area sailors will actually

have two boats to root for — another local hero, Stan Honey, will navigate the Dutch *ABN AMRO I*.

But we're getting ahead of the story. First, a little background is in order:

The New Boats

The new Volvo Open 70s are bigger, proportionally lighter, and light years more powerful than the Winnebago-like VO-60s they are replacing. VPPs suggest they are 21 days faster (18%) on the old round-the-world race track, which has also been modified for the coming race. The new 70s will sail with two less crew — ten, to be exact — which, despite more room and creature comforts below, will make the event more physically demanding than ever before. Canting keels, reducing the number of sails from 38 to 24 (with just 11 sails onboard per leg, not including mandatory storm sails), and allowing roller furler systems will supposedly make the boats easier to sail — if there's anything 'easy' about going up to 35 knots at night during a snow storm in the Southern Ocean.

The boats are all designed to a box rule which strictly limits length (70.5 feet), beam (between 15.4 and 18.7 feet), draft (14.8 feet), displacement (12.3-13.8 tons), bulb weight (4.4 tons minimum), mast height (103.3 feet max), and the sail area of the main, jib, and spinnakers. Appendages (twin rudders, canards, dagger



JON NASH

Sightseeing — The first 'ABN AMRO' boat visited Newport and New York this spring. Note the fully lifted, gigantic daggerboard.

boards) and fore-and-aft water ballast are fair game. Carbon fiber, previously banned, will be used in the hulls and decks of the new boats, and retractable prop shafts and PBO standing rigging are also allowed now. Picture a smaller, but beefier, version of *Pyewacket*, subtract half the crew, add a few more underwater appendages, and you've got the basic idea.

Five of the seven boats are sailing now, but they are training privately and the syndicates haven't lined up against each other yet. Only *Movistar* has done any real ocean sailing, and they are



Volvo Ocean Race Dates

- Nov. 5:** In-port race at Sanxenxo, Spain
- Nov. 12:** Leg 1: Vigo-Cape Town (6,400 miles)
- Dec. 26:** In-port race at Cape Town
- Jan. 2:** Leg 2: Cape Town-Melbourne (6,100 miles)
- Feb. 4:** In-port race at Melbourne
- Feb. 12:** Leg 3: Melbourne-Wellington (pit stop; 1,450 miles)
- Feb. 19:** Leg 4: Wellington-Rio de Janeiro (6,700 miles)
- Mar. 25:** In-port race at Rio de Janeiro
- April 2:** Leg 5: Rio de Janeiro-Baltimore/Annapolis (5,000 miles)
- April 29:** In-port race at Baltimore/Annapolis
- May 7:** Leg 6: Baltimore/Annapolis-New York (pit stop; 400 miles)
- May 11:** Leg 7: New York-Portsmouth (3,200 miles)
- May 29:** In-port race at Portsmouth
- June 2:** Leg 8: Portsmouth-Rotterdam (1,500 miles)
- June 11:** In-port race at Rotterdam
- June 15:** Leg 9: Rotterdam-Gothenburg (500 miles)

— ONCE MORE INTO THE BREACH



HECTOR ETCHEBASTER

generally thought to be farthest up the VO-70 learning curve. Information is still sketchy as to how each boat is configured, and which innovations and corners of the box rule the syndicates have opted for. Four of the fleet (*Movistar*, *Brasil 1*, *Ericsson*, and *The Black Pearl*) are Farr designs, a logical choice given that firm's design record in this race. They will intuitively be near-sisterships, putting a premium on subtle differences in hull shape, construction technique, sail development programs, and of course, when the race finally starts, sailing ability.

The two Dutch boats, both in the *ABN AMRO* stable, are Juan Kouyoumdjian creations, while the Aussie boat, *Premier Challenge*, was designed by Don Jones. These latter designs, from what we can tell, are more in the 'wild card' category.

The New Course & Scoring

Since the inaugural Whitbread Round the World Race — which began with 17 boats and 167 sailors on September 8, 1973 — the event has always taken off from England. This time, the race will start in Vigo, Spain, before embarking on an unprecedented nine-leg lap around the globe. Stopovers are scheduled in Cape Town, Melbourne, Wellington (a 'pit stop'), Rio de Janeiro, Baltimore/Annapolis, New York (another 'pit stop'), Portsmouth, Rotterdam, and the finish in Gothenburg.

The two 'pit stops', Wellington and the Big Apple, are modeled after the popular Hobart stopover in the last race. These are basically mini-stopovers after the

Blame it on Rio — 'Brasil 1', which sports splashy blue and yellow graphics, is currently sailing across the Atlantic to Portugal.

sprint races, with the crews barely having time for a shower and a pint or two before the race restarts between 24 and 48 hours later. The five longest legs also feature 'scoring gates' this time — Archipelago of Fernando de Noronha (Leg 1), the Kerguelen and Eclipse Islands (Leg 2), Cape Horn (Leg 4), Fernando de Noronha again (Leg 5), and Lizard Point (Leg 7).

Scoring for the race will be high-point (i.e., first in the 7-boat fleet gets 7 points), with no discards and all nine legs counting equally. Additionally, half points will be awarded as the fleet passes through the five gates, so a boat that leads wire-to-wire could pick up 10.5 points on a given leg (7 points, plus the 3.5-point gate bonus).

'In-port' racing, a new feature of the Volvo Race, will add to the merriment — and point tally — as well as provide lots of media exposure. Buoy racing is scheduled at seven of the stopovers, ending with a final heat in Rotterdam on June 11. Winners of these day outings will get half a point for every boat they beat (i.e., the top boat gets 3.5 points again), making the inshore races count for about 20% of the total race scores. That's enough to get sailors' attention, especially with regard to sail allocation — but with the 24-sail limit, specialist inshore sails will be few and

far between.

The in-port entertainment package will also include a separate exhibition series — no points! — for a new breed of grand prix catamaran, the Volvo Extreme 40s. These lightweight, transportable boats will be shipped to 'some' of the stopovers, and will be raced with four-man teams and one rider, "likely a media guest, celebrity, or VIP" (read: Johnny Depp? Orlando Bloom?). The first VE-40, the creation of Mitch Booth and Yves Loday, was launched in July, and five more are expected to follow by race time. The new cats apparently fly a hull in just 6 knots of breeze, and can reach 35 knots of boatspeed in 25 knots of wind — for sheer entertainment, this sideshow might even eclipse the VO-70 inshore racing.

The Fleet

Here's a brief scouting report on the seven boats entered in the race. Check the various websites, where available, for more.

ABN AMRO 1, Netherlands
Skipper — Mike Sanderson (NZL)
Navigator — Stan Honey (USA)
Technical Director — Roy Heiner (NED)
Designer — Juan Kouyoumdjian (ARG)
Builder — Schaap Shipcare (NED)
www.abnamro.com/team

ABN AMRO, an international banking conglomerate, is sponsoring two boats in the race, both designed by young Argentinian Juan Kouyoumdjian and constructed by Irishman Killian Busche, builder of '01-02 winner *illbruck*, in the Netherlands. As a supposed cost saving measure, the rules only allow building two boats if both will be sailed in the



COURTESY VE-40

Extreme entertainment — 'Team Holmatro', the first of the new Volvo Extreme 40s, idles along at 20 knots during her maiden voyage.

race.

ABN AMRO, a hard-chined boat with extra-long daggerboards, was the first Volvo 70 in the water back in January. The syndicate has been practicing out

VOLVO RACE PREVIEW

of its base in Portimao, Portugal, though due to some keel issues, they've lost much of the advantage of their head-start. The second *ABN AMRO*, which incorporates all that the team learned from the first boat, was just launched in mid-August. The 'varsity' team will sail the second boat, while the 'kids' get the prototype.

Skipper Moose Sanderson has assembled a talented crew, including sought-after American navigator Stan Honey, who, at 50 years old, is the oldest — and probably smartest — guy in the race. Typical of the modern-day VOR, there are no Dutch sailors aboard this 'Dutch' boat. Also somewhat typical, there are four Kiwis aboard *ABN AMRO I*, making this boat a favorite in New Zealand.

The team, minus some key players including Honey and Mark 'Crusty' Christensen, sailed over to the States and back for practice, and is currently two-boat testing every day with both *ABN AMROs* in the Netherlands. After the second *AA* boat is christened in Rotterdam on August 27, the two teams will 'race' each other back to Portugal, knocking off their 2,000-mile VOR qualifier in the process.

ABN AMRO 2, Netherlands (Youth Team)

Skipper — Sebastien Josse (FRA)
 Navigator — Simon 'SiFi' Fisher (UK)
 Manager — Roy Heiner (NED)
 Designer — Juan Kouyoumdjian (ARG)
 Builder — Schaap Shipcare (NED)
www.abnamro.com/team

This team of 21-to-30-year-old sailors was selected through a series of tryouts, kind of a nautical version of *Survivor* or *The Apprentice* ("you're fired!"). Her young crew, led by 30-year-old 'JoJo' Josse, trained on the VO-60 *Tyco* while waiting for their boat, the first *ABN AMRO*, to be turned over to them. Two of her crew are Americans, George Peet

(age 25, Newport, RI) and Laser/youth champ Andrew Lewis (23, San Diego).

ABN AMRO's corporate motto is "making more possible," which they have generously done for these up-and-coming sailors. Realistically, however, this group doesn't have the experience, let alone the best *ABN AMRO* boat, to be a factor in the race.

BRASIL 1, Brazil

Skipper — Torben Grael (BRA)
 Navigator — A. Cahalan (AUS)
 Manager — Alan Adler (BRA)
 Designer — Farr Yachts (USA)
 Builder — Marco LandiBoatworks (BRA)
www.brasil1.com.br

This Farr design was built near Sao Paulo, and was trucked to Rio de Janeiro for its mid-June launching. Five-time Olympic medalist Torben Grael has put together an international team, including four other Brazilians and Aussie navigator Adrienne Cahalan, thus far the only woman in the race. The team is presently sailing across the Atlantic to its new home base in Cascais, Portugal, satisfying their nonstop 2,000-mile race qualifier in the process.

The well-funded Brazil I syndicate — the first Brazilian effort in Volvo history — will make its presence felt at each stopover, setting up a village-sized pavilion to showcase their country's music, fashion, and culture. Unfortunately, their website is entirely in Portuguese, making it hard for the rest of the world

Artist renditions of a VO-70 cockpit (left), and the gigantic sail plan (below). The spinnakers are limited to 5,382 square feet — huge!



COURTESY MOVISTAR

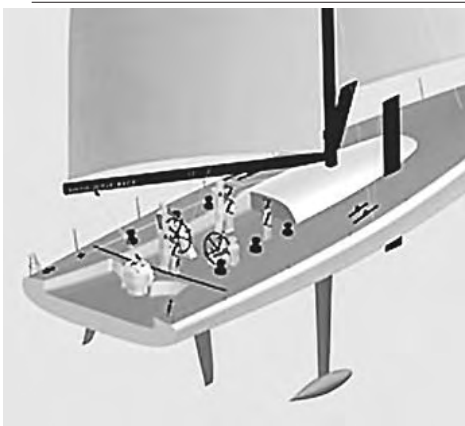
to follow this team's progress.

ERICSSON RACING TEAM, Sweden

Skipper — Neal McDonald (GBR)
 Navigator — Steve Hayles (GBR)
 Advisor — Magnus Olsson (SWE)
 Designer — Farr Yacht Design (USA)
 Builder — Green Marine (GBR)
www.ericssonracingteam.com

The Ericsson boat is a sistership to *Black Pearl*, with both boats designed by Farr, built by Green, and commissioned by Atlant Ocean Racing. The boat, which sports orange and blue Howard Johnson-like graphics, was launched on June 30, and the team has been practicing out of Vigo ever since. Neal McDonald, a four-time round-the-world vet, has assembled a talented mixture of *Assa Abloy*, *Tyco* and *SEB* alumni. There are four Brits on board, as close to a 'home team' as England will get this time.

Between August 8-15, *Ericsson*, with advisor and five-time race vet Magnus Olsson aboard, sailed up to Gothenburg, Sweden, where the boat was christened with much fanfare. The trip doubled as their qualifying passage for the upcoming race. *Ericsson*, thought to be on the light side of the box, performed beautifully, with no breakages. Crewmember and construction manager Jason Carrington noted, "She certainly requires a lot of respect and there are times when you have to throttle back. The key will be to find her limit — we still have some work



PREMIER CHALLENGE

— ONCE MORE INTO THE BREACH



PREMIER CHALLENGE

Up and running, from left — The Spanish 'Movistar'; the brand new Aussie 'Premier Challenge'; and the Swedish 'Ericsson'.

to do, but we are almost there."

MOVISTAR, Spain

Skipper — Bouwe Bekking (NED)
 Navigator — Andrew Cape (AUS)
 Manager — Pedro Campos (ESP)
 Designer — Farr Yacht Design (USA)
 Builder — Boatspeed (AUS)
www.movistar.es/vela

Funded primarily by Spanish telecom company Telefonica, this Farr design was built near Sydney, where it underwent sea trials in the spring. In April, skipper Bouwe Bekking and his veteran crew took off for Rio de Janeiro, promptly posting a bunch of 500-mile days. Along the way, they upped the 24-hour monohull speed record by five miles, knocking the 140-foot *Mari-Cha IV* out of the record book. *Movistar* topped out at 530 miles — a 22.08-knot average — and the boat was essentially right out of the box! Surely, that record will fall again during the Volvo Race.

Bekking and crew, which includes Spanish 49er Olympic gold medalist Iker Martinez and Kiwi race vet Stu Bannetyne, now have 18,000 miles of training on *Movistar*, by far the most sailing time of all the syndicates. As part of their schedule, they raced in last month's light-air Rolex Fastnet Race, where, despite the 'fastest monohull in



THIERRY MARTINEZ

the world title', they didn't seem particularly special (several Open 60s beat them boat-for-boat). They're presently hauled out near Galacia, getting a new keel bulb and a new mast.

PREMIER CHALLENGE, Australia

Skipper — Grant Wharington (AUS)
 Navigator — TBA
 Designer — Don Jones (AUS)
 Builder — Hart Marine (AUS)
www.premierchallenge.com.au
www.wildthingyachting.com.au

Skipper Grant Wharington has gone with the same designer and builder as his maxi *Skandia*, which lost its keel and subsequently flipped in the last Sydney-Hobart Race. *Skandia* was uninsured, and the financial setback contributed to *Premier Challenge's* late start and rumors about the project's demise. However, the boat was recently launched and went through the mandatory stability testing. *PC* should be shipped to Spain soon, where her as-yet unnamed crew will begin practicing.

The *Premier Challenge* website is 'under construction' and information about this mysterious project is minimal. From what we can tell, it's a darkhorse effort at best.

PIRATES OF THE CARIBBEAN, USA

Skipper — Paul Cayard (USA)
 Navigator — TBA
 Manager — Kimo Worthington (USA)

Designer — Farr (USA)
 Builder — Green (GBR)
 (currently no website)

This boat, a sister-ship to *Ericsson*, was built on spec by Atlant Ocean Racing, which is managed by a group of Swedish race veterans including Magnus Olsson. Things fell into place perfectly for everyone when Disney and then Cayard were signed, and the boat is now nearing completion under the experienced eyes of project manager Kimo Worthington. Cayard is presently in England, and the first crew announcements are imminent, including the signing of Newport, RI, Bowman Jerry Kirby. (According to the rumor mill, free agent John Kosteki will appear in the afterguard of some syndicate for the 'in-port'

racess, but it won't be with Cayard.)

This swashbuckling program has everything going for it — the Farr/Green Marine pedigree, Cayard's sailing skills and charisma, and even a literal Hollywood connection. The only downside is their late start, which means the Pirates may still be figuring out their new beast on the fly during the race. Historically, the boat that wins Leg 1 has gone on to win overall (except Chris Dickson's *Tokio*, which dismasted later in the race), so the pressure is definitely on. However, no one is counting this syndicate out, and we're quite sure of one thing — win or lose, *The Black Pearl* will reap the most press, which, from a sponsor's point of view, is the whole point of the exercise.

Pro Picks

Okay, let's cut to the chase — who's going to win the Volvo Race? We polled some industry experts and race veterans, and their opinions follow:

Gary Jobson — "*Movistar* or *Ericsson*. Time in the boat, design, past track record, and budget. . . The best things about the race are that it's coming to my hometown (Annapolis), Cayard's involvement, and the new boats. On the downside, out of the 150 or so talks I've given around this country in the past year, not one person raised their hand and asked me about the Volvo Race. There just isn't a lot of American interest this time around. I'm also disappointed that Volvo

VOLVO RACE PREVIEW

hasn't supported more TV coverage — I'm only doing one ESPN show, an hour-long wrap-up in July '06."

Peter Isler — "My bet is on *ABN AMRO I*, mainly because of Stan — but I honestly don't have a lot of insights on the teams. The new inshore component is very cool, and, of course, canting ballast is the way to go. I'll be following the race closely online — I find the website coverage of these long distance races really compelling."

Dee Smith — "*Movistar* will win, and it will be a free-for-all for second. Bouwe knows all about canting keelers from his time on *Morning Glory*, and they have been putting in the time on the water. Everyone else is starting too late, and will still be learning their boats on the first few legs."

Whitbread/Volvo Race Winners

Year	Yacht	Design	Skipper	Crew	Country
1973-74	<i>Sayula II</i>	S&S 65 ketch	Roman Carlin	12	MEX
1977-78	<i>Flyer</i>	S&S 65 ketch	C. van Rietschoten	12	NED
1981-82	<i>Flyer</i>	Frers 65 ketch	C. van Rietschoten	16	NED
1985-86	<i>L'Esprit d'Equipe</i>	Briand 58.6 sloop	Lionel Pean	8-9	FRA
1989-90	<i>Steinlager 2 (maxi A&B)</i>	Farr 84 ketch	Peter Blake	15	NZL
1989-90	<i>Equity and Law 2 (class C)</i>	J/V 63 sloop	Dirk Nautor	10	NED
1989-90	<i>L'Esprit de Liberte (class D)</i>	Briand 58.6 sloop	Patrick Tablary	8	FRA
1993-94	<i>N.Z. Endeavour (maxi)</i>	Farr 84 ketch	Grant Dalton	14	NZL
1993-94	<i>Yamaha (W60 class)</i>	Farr 64 sloop	Ross Field	12	JPN
1997-98	<i>EF Language</i>	Farr 64 sloop	Paul Cayard	12	SWE
2001-02	<i>illbruck Challenge</i>	Farr 60 sloop	John Kostecki	12	GER

John Jourdane — "I'm going with *Movistar* — most preparation and miles sailed. Second, *Brasil I*; third, *Black Pearl*. . . I like the point system instead of overall elapsed time — one breakdown before, and you were out. I don't really like all the stopovers and short races. I'm of the old school — give me 6,000-mile legs!"

Tom 'The Curmudgeon' Leweck — "What, the Volvo Race again? Well, at least it will provide lots of fodder for *Scuttlebutt* this winter."

the bottom, or even the end, of this great event — or will the sexy new boats and expanded format bring it roaring back in '08? Regardless of the size or future of this race, the upcoming edition is sure to be action-packed, with lots of broken records, broken boats, and assorted human drama.

The fun starts in just about two months, and we can't wait to see how this race unfolds. Stay tuned to www.volvo-oceanrace.org for virtually daily updates.

— **latitude** / rkm



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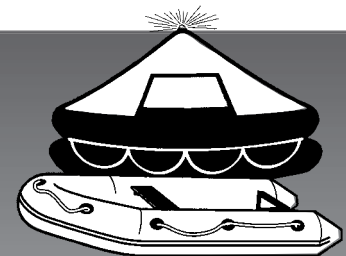
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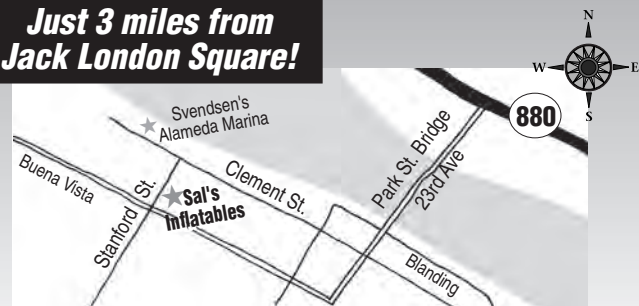
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ADVENTURES OF YOUTH

Tied up at the quay at Papeete, we're cruising young and without much money — and hope to encourage others to do the same. As for encouragement, we've



ALL PHOTOS MOANA

While still in their 20s, Sally and Sam had dreams of cruising that couldn't be held back by the lack of extensive funds.

gotten a lot of that from *Latitude*, and last year's Ha-Ha proved to be a great way to start our cruise.

Sailing has played a big part in our lives together. We met on Mission Bay in San Diego, had our first sail on Morro

Sally strikes a pose on the bow. Traveling in cramped quarters on a small budget doesn't seem to bother her at all.



Bay, got engaged on San Francisco Bay, and were married on San Diego Bay. From the beginning, we dreamed of heading south for an extended cruise. It helped that both of us agreed that age and a lack of money shouldn't prevent anyone from fulfilling their dreams.

It was in 2001, shortly after we were married, that we started seriously looking to upgrade our Ericson 26 to a larger cruising boat. In fact, my Sam had been researching a boat upgrade since the day he'd purchased the Ericson two years before. At the time, Sam was 27, and I, Sally, was 29. We had youth on our side, but unlike most cruisers, we didn't have the luxury of years of savings and retirement money to finance our cruise. With limited money, we knew it would take time and a lot of hard work to find and prepare a vessel for cruising.

In November of that year, we found *Moana*, a structurally sound DownEast 32 that had been neglected. Her owner looked ready to tow her to the ship

She was a boat calling out for someone to rescue her.

graveyard, and she was cosmetically challenged — to put it nicely. There was a layer of grime on the hull, and the exterior wood was being sapped of life. A dirty tarp was draped over the boom in either a last-ditch effort to protect her — or maybe hide her. Inside, the upholstery in the V-berth smelled like the holding tank which lay beneath it. The foam mattress had canyons that outlined the former owner's body at sleep, and iron rods held up the disintegrating curtains. The engine compartment looked as though it had been used as a fireplace year 'round. As for the head, let's just say there was a lot of crap to deal with.

But structurally the boat was sound. I liked her wide and deep cabin, and figured her heavy displacement would ease the seasickness I was susceptible to. We also liked all the wood in her interior, as it made the boat seem warm and inviting. She was a boat calling out for someone to rescue her, for someone to give her the TLC she so desperately deserved.

Despite her shortcomings, the purchase price of \$15,000 meant *Moana* was the boat we'd been searching for

to fulfill our cruising dream. We knew, of course, that the purchase price was just a start, as the engine needed to be rebuilt or replaced, and that countless hours of elbow-grease would be required. Trying to be realistic, we set our cruising schedule to pull out of San Diego in late October of '04 as part of the Ha-Ha fleet. That was three years out from our purchase date. Indeed, getting her into cruising condition cost another \$15,000 — and more hours of work than we care to calculate.

After towing *Moana* to her new berth, we gave her a thorough cleaning and disinfecting, both inside and out.



— MOANA'S LOW-BUDGET CRUISE

The engine had to be scrapped and the fireplace returned to her original purpose — that of an engine room. All interior lockers had to be painted, and the cabin sides and soles varnished. All the electrical wires and hoses, holding tank and head, faucets and ice box, curtain rods, curtains and upholstery, had to be replaced. Most of these jobs weren't completed for two or three years.

Our generation knows almost nothing about fixing things. When something breaks — say a DVD — we just go to the store and buy another one. It makes sense because you usually end

Completing her long, slow crossing from Mexico, 'Moana' made landfall at the idyllic Marquesan island of Fatu Hiva.

up with a better DVD player for less money than it would have cost to fix the new one. But it's different with boat gear. So suddenly we had a great need to learn how to take care of, fix, and even replace items that were foreign to us. For we were well aware that if the head broke 15 days into a 30-day Pacific crossing, there wouldn't be a marine superstore just a few miles away.

We also had to learn to become self-reliant be-



After an extensive refit, 'Moana', a small but sturdy DownEast 32, safely took Sam and Sally south with the Ha-Ha fleet.

cause it was beyond our budget to have a professional repair or install most items. Thus, my husband enrolled himself in what he calls Boat Handyman University. He learned the basics through trial and error, research, and talking with others who had more experience. In the latter case, dock neighbors provided lots of valuable information. He also got help from various marine magazines, the public library and the Internet.

Sam's strategy was to start on the simple projects and work up to the more complicated ones. In hindsight, it was a good idea. Nonetheless, most of the projects took three to four times as long as they should have — and some required a complete redoing later on. But by the time he was done, he had gained a wealth of knowledge from each job, and he now knows the boat inside out.

Since both of us had full-time jobs at the time — meaning more than 40 hours a week — fixing up *Moana* took up most of our spare time.

Although we knew we'd want to sail most of the time, we also knew that we'd need a reliable engine. This was to be one of the biggest and most expensive projects. When we got the boat, the engine had less than 7 pounds of oil pressure. After spending several hundred dollars rebuilding an old starter and trying to diagnose the source of the low pressure, we decided we were throwing good money after bad. Following the removal of the old engine, our mechanic instructed my husband to pick up a small shovel on his way down to the boat. Shoveling stuff out



ADVENTURES OF YOUTH

of the engine compartment was the first step in getting it ready for a new engine. Fortunately, we came across a new Westerbeke diesel at 25% off as a boat show special.

After a year of hard work and replacing the engine, we took *Moana's* identification plate to be restored by professionals. As moving-aboard day approached, we focused on the interior of the boat. The inside lockers were lined with engine oil! Evidently, one of the previous owners had drained the used engine oil into the bilge where it mixed with water. Later, when the boat heeled over, this awful 'soup' had seeped high enough to coat the lockers.

We had to remove everything from the main salon and replaced it with a hose, buckets, rags, soap and various cleaners for removing oil and goo. Yes, we literally hosed down *Moana's* interior. After letting the cabin and lockers dry out, we applied thick coats of white paint. This brightened up the lockers and eased our



One of the rewards of arriving in the Marquesas is getting ashore to experience the primeval topography. This fall is above Daniel's Bay.

task of storing and finding things. This was a significant improvement from the days when we were worried about sticking our hands down in a locker for fear that we might get bitten by something mysterious.

Of course, we couldn't move aboard until we finished varnishing the interior. My original plan was to only varnish

selected parts of the interior, saying that it would "complement" the other wood. But as soon as I finished varnishing the first big panel, I was hooked. I had to varnish all the wood. After many late nights and long weekends, I had most of the wood gleaming.

In the last months before leaving, we tackled items we wouldn't have dreamed of just a few years before. One of these was installing a Cape Horn Windvane.

Installation involved fun things such as drilling a 2.5-inch hole in the transom, cutting stainless steel tubes to length, fiberglassing pads to the inside of the hull, and fiberglassing the windvane to the inside of our hull. If we didn't cut the tubes the right length or the hole in the transom wasn't level, we would have had a tough time fixing the blunders. However, the knowledge gained through previous projects and through problem-solving with a good friend and mentor

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— MOANA'S LOW-BUDGET CRUISE

helped us work through the installation issues. It was a moment of great pride when we first engaged the vane and she steered *Moana* on a straight course. Now, having put 7,000 miles under her keel, we can say the windvane is one of the most important items on our boat.

The final steps before moving on the boat included installing a new fridge and replacing the upholstery. We figured we could complete the remaining projects while living aboard.

We moved aboard *Moana* four months before starting our cruise. Two months before setting off we both quit our jobs in order to complete mandatory projects. When we were finished, many friends congratulated us on actually living out the dream rather than just talking about it. We had inspired them.

On October 25, 2004, we pulled out of the San Diego YC to start this adventure, beginning with the Baja Ha-Ha Rally

from San Diego to Cabo San Lucas. We were the youngest captain/first mate team in that event. And after the surveys were turned in by the 145 entries, we were delighted to learn that our boat cost the least of any in the Ha-Ha.

Having now cruised Mexico and across to French Polynesia, we're amazed at how little we spent compared to other cruis-

You don't have to buy new or pay a lot of money to get a seaworthy and comfortable boat.

ers. We've been on many, many boats since the start of our cruise, and can honestly say *Moana* is one of the most comfortable and warm boats we've seen. (But hey, we may be a little biased!) Our point is that you don't have to buy new

or pay a lot of money to get a seaworthy and comfortable boat. And if you're doing the refinishing and refurbishing, you get to make all the decisions on the type of equipment, the colors and so forth. You truly get the chance to make the boat yours.

Our lesson for other young and less-than-affluent cruisers is that you don't have to be independently wealthy, retired and/or a jack-of-all-trades in order to make the cruising life a reality. With research, hard work, a willingness to learn — combined with a good dose of common sense — you too could be on your way to storied destinations such as the South Pacific.

Our motto has been that we will continue to cruise as long as we have fun and the funds. Eight months into our cruise, we are currently exploring the island of our dreams. After tackling a few projects, we'll be heading off to Moorea and then Bora Bora. We hope to continue cruising for an extended time, because it's a lot of fun. It's just the funds we're going to have to figure out.

sam & sally peterson

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A CELEBRATION OF SAIL

For more than 150 years, San Francisco Bay has been a haven for sailing craft of all types. During the boom years of the Gold Rush, massive clipper ships, schooners and steamers arrived from the Gulf of Panama, around the Horn and across the Pacific, loaded to the gunnels with the dreamers, adventurers and laborers who would lay the foundations of California culture. Back then, virtually every local boat afloat — from simple skiffs to flat-bottomed scow schooners — was commandeered to shuttle seekers to the gold fields of the Sacramento River Delta.



These days, of course, the Bay still bustles with nautical action, but the nature of the scene has changed a bit: in addition to long-haul freighters and tankers, multi-million-dollar yachts share Bay waters with modest cruisers, cutting-edge racing machines, weather-worn daysailers and all sorts of sailing dinghies.

Despite the region's undying enthusiasm for sail power, however, we rarely take time to celebrate our unique maritime heritage. But last month, thanks to the dedicated efforts of the Sail San Francisco organization, the Bay played host to a varied array of majestic square riggers, elegant schooners and other

'Pallada' glided past as effortlessly as a seabird riding the trade winds

vintage craft, which paraded along the Cityfront on July 28. It was a feast for the eyes enjoyed by thousand of shore-side spectators and many others who shadowed the fleet in their own boats — outside the Coast Guard's carefully controlled security perimeter, of course. In case you missed the show, we'll share a sampling of the fleet in these pages.

The two mega-stars of the parade were the Mexican Navy's three-masted

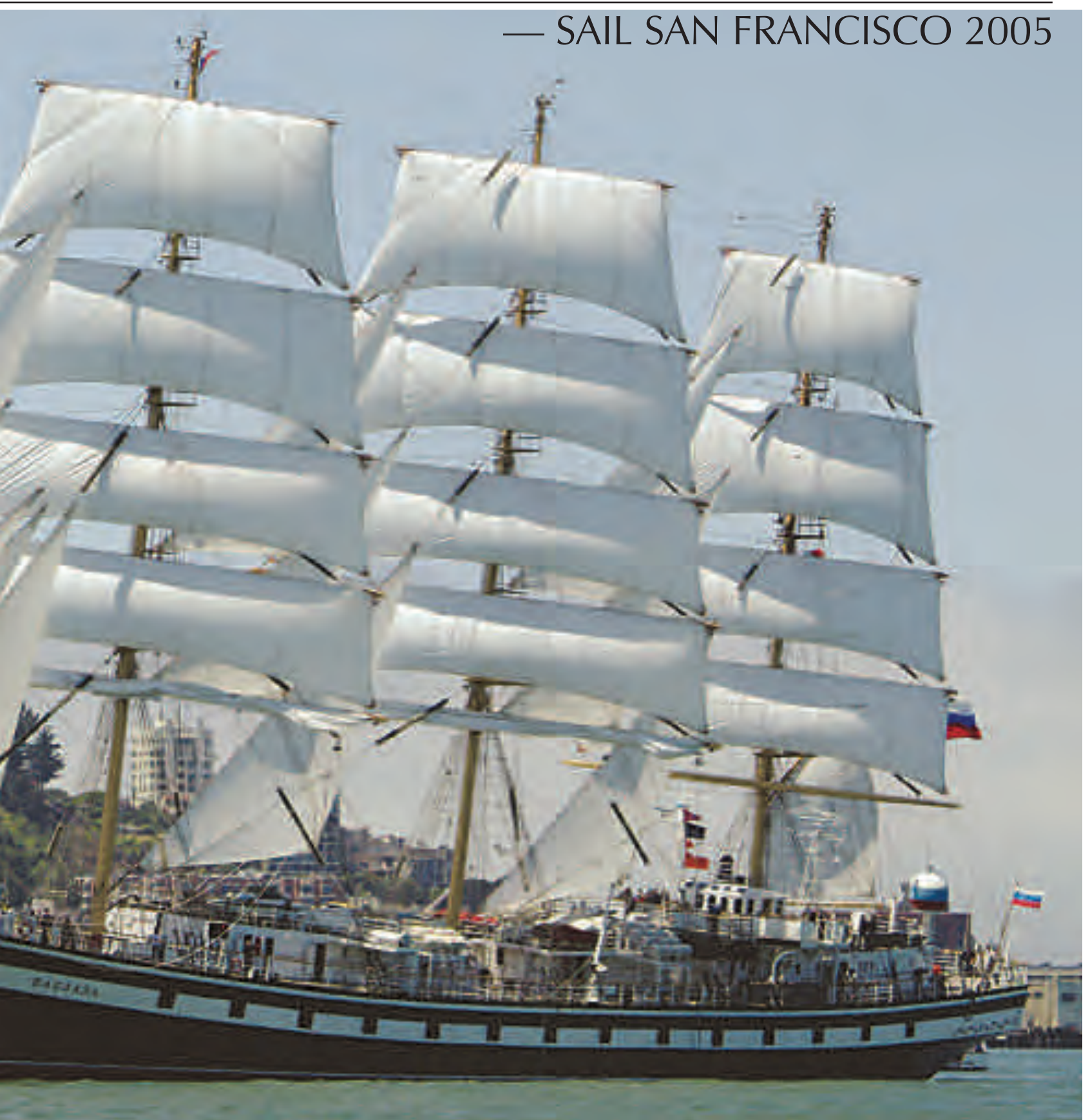
barque *Cuauhtemoc*, with a 'spared length' of 270 feet, and the 356-ft Russian merchant marine training vessel *Pallada*, termed a 'full-rigged ship', as she carries square sails on all three masts.

Above: With her stately lines and great clouds of sail, the Russian sail training ship 'Pallada' is an elegant blend of form and function. Inset: Balancing on the end of 'Cuauhtemoc's' massive bow sprit, two sailors struggle to hoist a chain of signal flags — a tall ship tradition.

ALL PHOTOS LATITUDE / ANDY



— SAIL SAN FRANCISCO 2005



Watching these splendid ships sail beneath the Golden Gate Bridge and into the Bay was a jaw-dropping experience. Flying over 25,000 feet of sail — all but her lower 'courses' — *Pallada* glided past as effortlessly as a seabird riding

the trade winds. It's been said that no invention of man is more beautiful than a square-rigger under full sail. We would tend to agree. Gracefully harnessing the power of the wind, they are indeed a harmonious blend of form and function.

These and other globe-trotting vessels had literally come thousands of miles to participate in the Sail San Francisco 2005 event, in addition to a series of other summer tall ship festivals along the West Coast, beginning at Victoria,

A CELEBRATION OF SAIL

B.C. and ending at San Diego. Most were run in cooperation with the American Sail Training Association (ASTA), which administered races between ports.

Among the other notable foreign-flag vessels seen here on the Bay was the *R. Tucker Thompson*, an 85-ft square tops'l schooner whose design (by a former Californian) was inspired by North American fishing schooners. Built of steel and based in New Zealand, she takes sail training 'cadets' of all ages on

circuits through the South Pacific. Also in attendance was the 151-ft brigantine *Kaisei*, which, although acquired last year by Sausalito's Ocean Voyages Institute, sails internationally, promoting ocean conservation and youth sail training.

The beautiful 122-ft square tops'l schooner *Lynx*, now operated out of Newport Beach by Woods Maritime, was one of several vessels that made the long trek to

the Northwest, then harbor-hopped back down the coast with the fleet. This recently-built replica is reminiscent of naval schooners and privateers used during the era of the War of 1812. With her crew fitted out in period costume, she operates as a sail training vessel for groups of all ages, focusing also on historical, environmental and ecological

Clockwise from upper right: The 60-ft schooner 'Gold Star' sails wing-on-wing; 'Lord Jim' slides past the Exploratorium; Skipper Ron MacAnnan (white shirt and hat) and friends finally take 'Pursuit' out of moth balls; the lovely 'Elizabeth Muir'; the replica schooner 'Lynx'; 'Cuauhtemoc' carrying five headsails; the New Zealand-based 'R Tucker Thompson'; acrophobia is not an option aboard 'Cuauhtemoc'; stowing a jib.



— SAIL SAN FRANCISCO 2005

issues.

Like a nautical 'coming-out' party, the procession also provided a perfect forum for a number of newly restored local beauties to strut their stuff. Among these, the biggest surprise was the ap-

pearance of *Pursuit*, one of only two remaining M-Class sloops. She hadn't been seen out on the water in 27 years! (See also *Sightings*.) Another pleasant surprise was the famous gaff tops'l schooner *Lord Jim* — a veteran of four circumnavigations — which has been stuck at the dock in refit mode for the past three years. In the fall she'll be leaving the Bay again, this time for South America and beyond. The 97-ft schooner *Talofa* was

also here. As written up in our July issue, this 1920s cargo vessel was recently resurrected, and will soon be off to do charter work in Mexico.

There were many lovely schooners in the lineup, but probably the most exquisite was *Elizabeth Muir*, the masterwork of the late Babe Lamberdin, a well-loved local shipwright.



A CELEBRATION OF SAIL



LATITUDE / ANDY

In a spirit of inclusiveness, which is a hallmark of the Sail San Francisco organization (and its affiliate, the Pacific Rim Foundation), a smattering of other, non-sailing vessels were also invited to attend, most notably, the *USS Potomac*, formerly President F.D. Roosevelt's personal yacht, and the WWII Liberty Ship *SS Jeremiah O'Brien*.

Can anybody play? Certainly. The battered yet proud tug / fireboat 'Nokonis', carried a contingent of U.S. Navy Sea Cadets.

This grand promenade along the Cityfront was undoubtedly enjoyed by all in attendance, and several of the larger ships made themselves available for dockside tours for several days afterwards.

Unfortunately, the event was not without its frustrations for organizers. While other North American and European cities gladly back such festivals with lavish promotional budgets and genuine multi-agency support, San Francisco — for whatever reason — has been embarrassingly slow to jump on the bandwagon. Add to this two unfortunate scheduling problems which greatly diminished the field of large, Class A ships: the magnificent four-masted Japanese barque *Nippon Maru's* schedule put her here several weeks in advance of the rest of the fleet, while Ecuador's three-master, *Guayas*, could not arrive here until late October. As you can imagine, events such as this are nightmarishly complex to host, which is all the more reason to tip our hats to the Sail San Francisco staffers and their small army of volunteers.

For all of us whose hearts swell up at the sight of varnished spars, tarred rigging and billowing clouds of sail, the parade was a stellar experience. We only wish such events could happen a bit more often.

— *latitude/aet*

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BAJA HA-HA XII PROFILES, PT I

A few decades ago, futurists assumed that by the turn of the century average Americans would be aided in their daily lives by so many labor-saving devices that they'd have more free time than they knew what to do with. Ha!

Turns out that in our ultra-modern society the typical working stiff seems to have less time for rest and relaxation than ever before. In fact, some folks barely come up for air from one year to the next. And before they know it — poof! — their hair's gone gray, their vision's shot and they can no longer fit into their swimsuits. The late John Lennon put it best, "Life is what happens while you're busy making other plans."

Perhaps that's why, a dozen years ago, a certain magazine publisher — who has adopted the moniker The Grand Poobah — initiated the annual Baja Ha-Ha cruisers rally from San Diego to Cabo San Lucas. It seemed as though a whole lot of folks needed a good excuse to get away from the rat race and have some fun.

By design one of the most loosely organized sailing events in the world, the Ha-Ha's purpose, as most readers know, is simply to create a forum where like-minded sailors can get to know one another while cruising south along the starkly beautiful Baja coast. With a pre-Halloween kickoff party scheduled for October 30 at San Diego's Cabrillo Isle Marina (sponsored by West Marine), the start this year falls on Halloween Day, so we expect it to be even more festive than usual. As always, the fleet will have layovers at both Turtle Bay and Bahia Santa Maria, arriving at the Cape on November 10.

With that, we introduce you to the Baja Ha-Ha Class of 2005. (*Entrants are presented here in the order in which they*

Tom and Amy of 'Sandpiper' got hitched in Vegas — by Elvis! Now the Ha-Ha honeymoon.



signed up. Look for two additional installations in October and November.)

See Ya — Newport 30 Axel Heller, Temple City, CA

Axel's boat name says it all. He's outta here. Gone.

Until we met him a couple of weeks ago we couldn't understand why he was so adamant about becoming the very first Ha-Ha entry this year. But after learning that he's been itching to make the trip for over a decade, we understand his enthusiasm. "After thinking about this trip for 11 years, going through a divorce and settling for a smaller boat than planned for, I am now finally ready for my permanent vacation!"

A retired electronics ace, Axel is an active member of the Coast Guard auxiliary, and he often volunteers to instruct classes in safety and navigation. Joining him on the trip south and beyond will be Tom Church and John Gray.

Sandpiper — Yorktown 35 Tom & Amy Larson, Tiburon, CA

Having retired from a 20-year career in the Coast Guard, Tom undoubtedly has spent more time at sea than most Ha-Ha entrants. But his sailing career began even earlier.

When he was seven, his dad sold his businesses in Santa Barbara, loaded the family into a van and drove to Florida where they moved onto a home-built steel ketch. Aboard her, they vagabonded around the Caribbean and southern U.S. for several years earning money by "hand line fishing." Eventually returning to California, Tom entered the Guard immediately after graduating from high school. During his career, he has done everything from buoy tending to drug interdiction to HAZMAT cleanup — he spent a month at Ground Zero in New York after 9/11 and another month in D.C. cleaning anthrax out of the Hart Building!

"My story starts six years ago," says First Mate Amy. That's when she started dating Tom and sailing the Bay. The first time she crewed for a friend in a race, they ended up on the rocks



Sailors from the 2004 Ha-Ha give a celebratory cheer at Cabo. "Geez, that wasn't so hard after all," said one skipper.

shortly after the start. "Is this supposed to happen?" she queried.

Recently married, the couple hopes to sail around the world in their vintage Yorktown. The Ha-Ha will be the official beginning of their honeymoon.

Aquarelle — Mao Ta 42 Diane & Ken Kay, Long Beach, CA

"Bring it on!" say Diane and Ken. "Twenty-five years of middle school teaching prepares you for anything! We're ready for whatever Mother Nature cares to dish out." Who says you can't go cruising on a teacher's salary?

Within this duo, let's be clear that Diane is the captain, while Ken is her able crew. She began taking sailing lessons at Orange Coast College Sailing Center at age 24. Ken admits that prior to meeting Diane, even standing on the deck of a cruise ship made him nervous. Today, though, thanks to sailing lessons and Diane's nurturing, he's as eager as she is to circumnavigate the globe!

When we first heard that Ken is a music teacher, we looked forward to initiating him into the ever-changing Baja Ha-Ha Band. But now we're not so sure — his primary instrument is the tuba!

— RUNNING FROM THE RAT RACE



Maestra — Sunnfjord Trawler 47
John & Gaye Rodriguey
Coupeville, WA

After crewing on both the 2000 and 2004 Ha-Has, John figured it was about time he made the trip to Cabo on his own boat, "the mothership," as he likes to call her. His Whidbey Island business, Toby's Tavern, keeps him busy, and Gaye's profession as a preschool teacher

After years of NW cruising, Gaye and John of 'Maestra' are heading to sunnier climes.



undoubtedly keeps her exhausted between September and June. But for the past 15 years they've made good use of their summers, exploring much of the Northwest's prime cruising grounds, including annual cruises to places like Princess Louisa Inlet, Desolation Sound and Barkley Sound, on the rowdy west coast of Vancouver Island.

Maestra's ample speed, says John, usually allows her to be an anchor "when the stick boats arrive, and to have the appetizers and drinks ready." (Comments duly noted by the Rally Committee.) Subscribing to the 'more-the-merrier' philosophy, they'll have Robert and Linda Jones as well as Michael and Holly Peterson along as crew.

Duetto — Norseman 430
Stuart & Jean Kaplan
Chula Vista, CA

After a 'false start' last year, Stuart and Jean are back for a second attempt. Last fall they lost an engine halfway to Turtle Bay and decided to turn back for repairs. Then, right on cue, Murphy's Law of nautical activities manifested itself with gale-force winds — on the nose — near the Coronados. This year, they're

keeping their fingers crossed for better luck.

Stuart is a financial adviser whose company, PiperJaffray, became a Ha-Ha sponsor this year with the idea that folks heading off on open-ended cruises might like to have a financially savvy sailor in their corner to keep their cruising kit-ties solvent. He invites any interested



After last year's mishap, Jean and Stuart of 'Duetto' are determined to complete the course.

Ha-Ha'ers to contact him for a chat at 800-754-0692 or shoot him an email at stuart.i.kaplan@pjc.com.

Rocinante — Island Packet 38
Paul & Leslie Granger, San Diego, CA

"We're two retired airline captains with two former flight attendants, trying to find our way to Cabo," says Paul of his Ha-Ha team. Just as he did when flying for PSA, Paul plans to keep the land on his left as they head south. "The ladies have promised to feed us free peanuts en route!"

After her flying career at TWA, Leslie eventually became a district administrator for a San Diego county school system. More importantly perhaps, Paul notes that "she can cook up a great meal even when I don't think there is any food left on board."

Rounding out the crew will be Bill and Jeri Barsz, who, as mentioned, are also airline industry vets. Bill describes himself as a "wharf rat," but Paul thinks of him as a "superb sailor." Jeri's extensive sailing experience has earned her the status of "Senior ranking officer in charge of all the stuff we can't figure out."

They will bash back north in March, but plan to Ha-Ha again next year and continue on into the Pacific.

Free Spirit — Beneteau 390
The Rieber Family
Stockton, CA

"We're looking forward to getting back

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to basics with our family," say Jennifer and Russ (aka Mom and Dad). "We want our children to know that there is more to life than what they see on TV or in video games. We want them to learn self-reliance, cooperation and an appreciation of different cultures."

Hopefully the six months that the family has set aside to cruise Mexico will reward the kids, Steven, 13, Thomas, 10, and Carolyn, 8, with those things and more. The whole family has spent a lot of time around boats. In fact, they own a variety of craft including an Express 27 which Captain Russ, an aerospace engineer, often races. Jennifer is a pediatrician in 'real life', but will serve as first mate during the cruise. Naturally, she'll also be responsible for "medical decisions and doing the patching up."

**Platinum — Morgan 45
Clair & Mark Rommell
San Francisco, CA**

As if the fleet won't have enough to celebrate by the time they get to Turtle Bay, they can also help Mark celebrate his big 5-0 birthday (November 3).



Meet the 'Free Spirit'-ed Rieber clan, minus Jennifer — aka Mom.

Both Mark and Clair have been sailing since childhood. They met at an Alameda YC Lobster Fest five years ago. And,

according to Mark, it was "love at first sight." He explains, "She reached over to my plate and took my steak, and gave me her lobster. We've been together ever since."

Either by winning the lottery or careful planning, both Clair and Mark list themselves as retired — he was a general contractor and she was a paralegal. So now they're off on an open-ended cruise, first south, then into the Caribbean. Oh, and they plan to snowboard in Chile and Argentina during the hurricane season. Sheesh! These young retirees!

**Liberty Call II — Hunter 37.5
Ron Feldman & Anita Giani
San Francisco, CA**

Anita and Ron met on the docks of Pete's Harbor in '94. As they put it, "It was a match made in heaven," as he was looking for a good woman who liked to sail and she was looking for a good man — and a good boat. They tied the knot a year later.

Now retired, he from a Navy career as a tech instructor, and she from a career in P.R. consulting, they expect



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— RUNNING FROM THE RAT RACE

to spend a couple of years leisurely exploring Mexico, then eventually move on to the Caribbean, and perhaps later explore the Eastern Seaboard. They've owned this trusty Hunter for 13 years.

**Gypsy — Columbia 52
Steve Washburn
Long Beach, CA**

Steve is a lifelong sailor whose racing resume is a mile long. So if you see *Gypsy* coming up behind you, bear in mind that even if you're in 'rally' mode, she'll be racing you! He's done six TransPacs and countless Mexico races.

His connection to this vintage Bill Tripp-designed sloop goes back decades. As a teenager he crewed aboard her, then nearly three decades later (five years ago) he found her for sale and jumped at the chance to buy her. Since then he's done a complete refit and she's now in "better-than-new" condition.

Joining Steve on the cruise, er, ah,



'Eagle's Nest' will have a multi-generational crew: (L to R) Robin, Joseph, Patty and Jerry.

race south, will be Steve Steinberg and Jenny Paul as well as others who have yet to be announced. With three school-age boys at home, there'll be no long-term cruising this time for Steve. *Gypsy* will be delivered north after the Rally.

**Eagle's Nest — Hunter Passage 42
The Ahlering Family
Vallejo, CA**

Without giving away his age, we have to say that we're impressed that Jerry

(Dad) has been sailing for half a century. We assume he can tie a bowline blindfolded while standing on his head!

He and Patty (Mom) met in the Navy and were soon living aboard their first boat in San Diego Bay. Since then, they have lived all over the country — although both are now retired, he as a hospital administrator and she as an R.N.

They crewed in the 2001 Ha-Ha with their son Joseph and his wife, Robin, aboard *Sailmates II*. This year, Mom and Dad are in charge, and the 'kids' are crewing for them along with Jerry's brother Michael and his wife, Nancy. The more the merrier, right?

After the Rally, they'll all saunter on down to Puerto Vallarta.

**Epifania — 45-ft Steel Sloop
The Bentz Family
Albuquerque, NM**

Here's an inspiring tale. About eight years ago Tammy and Les dreamed up

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the idea of someday unplugging from the workaday world and going off sailing with their young daughter. Besides the fact that they lived out in the desert, the only problem was they didn't know how to sail. Oh, and they didn't have a boat either.

No matter, they picked up a J/24 and learned to sail on local lakes, then "scrimped and saved" in order to buy this custom steel sloop in an unfinished state. They trucked her out to Albuquerque and have been laboring over her ever since. Now, however, she's all fitted out and ready to go. Tammy and Les have quit their jobs in high tech, they've signed on their athletic 13-year-old daughter Dakota as First Mate and shanghaied Les' dad, Ron, who is 74 years young, to be their "Science Officer," aka Mr. Fixit. After the Rally, they'll continue south to Central America.



'Epifania' has finally left the desert. L to R are Dakota, Tammy, Les and Ron.

**Sensei — Norseman 447
The Mellor Family, Richmond, CA**

"Our friends are envious," say Chris and Kelley, "our clients don't know yet, our parents are anxious but supportive and my daughter's teachers want to come along."

Although they both learned to sail as teenagers, they claim that it was living in the Bay Area for the past five years — and "reading *Latitude 38* cover to

cover" — that inspired them to pull up their tent stakes and head south. Just a few months ago they upgraded to this sturdy Bob Perry-designed sloop, and it's been a mad dash to get her ready ever since.

Also along for the ride will be their daughter Claire, 10, and Nellie the Weimaraner. Like all reasonable sailors, the Mellors' plans are flexible. If they like the cruising life as much as they think they will, they may eventually hang a right and head for the South Pacific.

**Shiraz — Hunter Passage 42
Phil & Nora McCaleb
Sacramento, CA**

"Most people do the Ha-Ha for 'fun in the sun'," note Phil and Nora, "but we're embarking on a search and rescue mission!" That is, they have decided to go off in search of their former dockmates, Michael and Laine of the Gemini cat *Miki-G*. It seems they've grown suspicious



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— RUNNING FROM THE RAT RACE

that the couple may have fallen prey to pirates, terrorists or white slavers. Their reasoning: Micheal had written an article or two for *Latitude*, but "once *Miki-G* was through the Canal, the writing changed — it got looser and more relaxed." Phil and Nora became very suspicious and felt they had to do something to save their old mates!

"We've enlisted a crack crew (Pat Patterson and Jim Dixon), disguised them as decrepit oldies, abandoned our children, our careers of 30+ years, our security, and we're ready to throw caution to the wind," say Phil and Nora. Geez, what a sacrifice. We sure hope Michael and Laine appreciate it.

**Ohana — Beneteau 45f5
The Plesons Family
Santa Barbara, CA**

"We're a 'go slow' group on a fast boat," explains Pam. She and her husband Dennis have gone to great lengths to make their dream of cruising with their kids possible. But then, love of the water seems to be in their blood. He grew up in



Pam and Dennis, and their kids, Marina and Niko, will cruise for a year aboard 'Ohana'.

Greece — where the pair also took their honeymoon — and she started sailing as a 10-year-old in New England.

According to Pam, "Captain Psyche (Dennis), a psychiatrist by profession, will be working hard to avoid mutiny." Apparently the kids, Marina, 12, and Niko, 9, were a bit reluctant to leave soccer, tennis and their friends behind. No doubt they'll cheer up once they meet other kids.

During their yearlong cruise, Pam, a travel business owner who speaks Span-

ish fluently, plans to organize inland excursions in order to enhance the overall experience.

**Yemonja — Island Packet 380
Mike Araneda & Linda Tromblay
San Francisco, CA**

Having worked for five years at Marina Village Yacht Harbor in Alameda, Linda just had to escape the bad jokes and infectious laughter of Harbormaster Alan Weaver.

Just kidding. Actually, she and her husband Mike say they've "benefited greatly from Alan's advice and experience." After all he's done the Ha-Ha a half dozen times on various boats.

After driving UPS trucks for 34 years, we'd bet that Mike is ready to embrace an alternate means of transport. The game plan is to take it slow, cruising where the wind and their whims take them. Eventually, they expect to end up on the U.S. East Coast.

**Willow — Westsail 32
BJ & Merry Loew, Pasco, WA**
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after teaching science for 30 years, we're told that BJ "still carries a red pen in his pocket and jumps up and runs when he hears a ringing bell!"

By contrast, we understand that Merry, "has made it her mission for the past year to forget completely the 24 years she spent writing procedures for a contractor to the Federal government."

Both are avid outdoor adventurers and travelers, so they expect their transition to the cruising life will be an easy one. Plans are open-ended and may include a Pacific circuit and/or an exploration of European canals. During the Ha-Ha, David Beach will be along as crew.

Nootka — Island Packet 40 Glen Read, Edmonds, WA

Glen explains that the name Nootka was given to Vancouver Island Indians by Captain Cook. It literally means "go around," he says, "and that is likely what Nootka will be doing — going around and around trying to find the finish line."



Judging by this photo — and his profile — Capt. Glen of 'Nootka' must be quite a character.

Like Glen, his lively crew, Marty Lumsden and Jeff Quinn, are both licensed captains. But since it's Glen's boat, and he's the "old fart" among them, he "gets to shout the loudest."

Having sailed for 40 years, Glen has had more than his share of adventures already. He offers this sampling: "I've been chased by ladies of the night in Bornea (or were they Wombats?), been shelled by the Ethiopian Navy in the Red Sea, and learned to weave tapestries with

a hermit on Dunk Island while on the Great Barrier Reef."

Tranquillo — Catalina 400 Lloyd & Colleen Clauss Huntington Beach, CA

"One Ha-Ha deserves another," says Lloyd. He and Colleen are veterans of the 2003 Rally, so we assume they know their way to the Cape. The duo has owned six boats, upgrading to this beauty in 2002 when she was new. Lloyd, by the way, has been sailing since 1960.

This year the goal is to cruise south after the Rally, then eventually head north again to gunkhole through the Sea of Cortez. Bob and Sandy Snyders will serve as additional Ha-Ha crew.

Gettin' Around — Catalina 400 Doug & June Springstead Suisun City, CA

"I may be broke," says Doug, "but the boat is safe and is up to the trip." An aircraft mechanic by trade, he retired last year from "a major bankrupt airline." Doug's introduction to sailing is a bit

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out of the ordinary. He learned the sport while in the Navy, stationed in Panama during the mid-'80s.

June's working life has been equally interesting. She was a "lab tech" for Anheuser Busch. Damn, is that like. . . a beer taster? Hmmm. There may be an job opening suds factory these days, as June, too, is now retired.

Darrell and Diane Huseh will be along as crew during the Rally. Afterwards Doug and June will be looking for another couple to continue the cruise with them, south to Panama and through the West Indies. Eventually they expect to end up at Titusville, Florida, their new home base.

Sea Lady — Brewer 42 Stephen & Kay Terzian, Bend, OR

We've never met Stephen or Kay, but we already like their sense of humor. They tell us that *Sea Lady's* motto is: "Semper Gumby" (always flexible). If there's one endeavor in life where you need to stay flexible, it's sailing.

Having retired early, like so many other Ha-Ha'ers, they too plan to con-



Having paid their dues, Phillip and Madelyn are 'In the Mood' for some serious R&R.

tinue south, hang a left and explore the Caribbean. Stephen, by the way, was a firefighter and Kay worked for the building department. Steve learned to sail as a kid in the Sea Scouts, while Kay is a recent inductee (2003). No doubt she's a good sport.

In the Mood — Sabre 38 Phillip & Madelyn Case, Seattle

"We're 'in the mood' for sunshine and the Mexican coast," say the Cases. Phil-

lip, a retired architect, and Madelyn, a former teacher, have both been sailing for 20 years, and they've owned this sweet Sabre sloop for seven.

We shouldn't have to worry about *In the Mood* getting lost on the trip south, especially since they'll have the help of two ol' salts, Pierson Smith and Thomas Gray. Smith is a longtime ocean master and chief engineer who has logged untold sea miles, including many Atlantic crossings and a couple of years fishing in the Bering Sea.

After the Rally, the Cases plan to spend at least a year exploring the Sea of Cortez and the Mexican coast.

Bata Mor — Island Packet 43 Timothy & Tim Harrington Phoenix, AZ

Here's a switch. Captain Timothy says that after sweltering in the Arizona desert all summer, he's "looking forward to the cool Pacific coast of Baja this fall." We hope he's not disappointed as the air and sea temps heat up on the approach to Cabo.

Actually, the skipper knows exactly

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what he's in for, as he is a veteran of the 2003 Ha-Ha. Joining him this time will be his son, Tim, Jr., and friends Bob Biggar and Steve Shedd. They figure the most interesting thing about their entry is "the idea of 'racing' an Island Packet that's loaded down with fixtures and provisions for months in Mexico."

**Ticket to Ride — Celestial 50
Damien McCullough
Santa Ana, CA**

According to Damien, finally cruising to Mexico will be the realization of a dream he's held for 23 years. "My attitude towards this is one of both adventure and tranquility," he explains. He looks forward to "breaking the bonds of corporate responsibilities and exchanging them for the simple thrills of life."

Now retired from a career in aerospace manufacturing, Damien plans to "continue south with no particular schedule," eventually taking his big pilot house sloop through the Canal and into



Young dudes on vacation. 'M', 'BW' and the boys are headin' out aboard 'Bingo'.

the Carib.

On the Ha-Ha, he'll have plenty of help with watch-standing. Frank and Joni Hajar, their 9-year-old daughter Kiara, and Deborah Ream are all on his crew list.

**Bingo — Choate-Fao 37
M. DeMeritt & Bryan (BW) Maher
Hermosa Beach, CA**

We get the feeling that although 'M'

and 'BW' are only 28 and 27 respectively, they've already had enough of the rat race. As they put it, "We just want to get as far away from the 405 freeway as possible." Their game plan is to keep on going. . . first south along the Central American coast, then west into the big blue Pacific.

Joining them, at least until reaching the Cape, will be Joel McFadden and Scott Cincotta. We've never met any of these young bucks, but we're impressed that each of them has already earned a Coast Guard

captain's license. Still, we imagine they'll be easy to spot on the dance floor at the famous Squid Roe.

**Beltane — Hallberg-Rassy 39
Steve Hannon & Susan Steinway
Lakewood, CO**

Steve, a longtime sailor, is a retired lawyer — or, as another Ha-Ha attorney termed his status, a "recovering lawyer." He first learned to sail on Colorado lakes many moons ago. A few years later he



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crossed the Atlantic in a newly-purchased Camper-Nich 40.

Years later, after falling in love with Susan, the pair bought this German Frers-designed offshore cruiser in Europe and Steve brought her across the pond with the 2000 ARC Rally. She was then shipped to Vancouver, where the couple has done substantial cruising together. But Steve's true passion is singlehanding. Last summer, in fact, he soloed 3,600 miles up to Alaska and back, with Susan flying in a couple of times to rendezvous.

After the Ha-Ha, the couple will cruise the Sea of Cortez, eventually laying up *Beltane* in San Carlos for the summer.

Windarra — Roberts 44 Steve Bergo, San Diego, CA

"I started reading *Latitude 38* six years ago and knew after the second issue that the 400-mile range of my sportfisher wasn't going to cut it," says Steve. He learned to sail just two years ago and bought this lovely ketch in June, 2004.

Speaking about his 'Viking' heritage, Steve says, "I am 'Norske', but too old to



Like many Ha-Ha'ers, Steve of 'Windarra' intends to do plenty of fishing on the trip south.

pillage and plunder. So the "nothing serious" rally fits perfectly. In other words he and his fun-loving crew of — how many? — six guys are out to have some serious fun. By the time *Windarra* reaches the starting line, she'll be loaded to the gunnels with surfboards, kayaks and diving gear, plus massive quantities of beer and food.

On the crew roster are: Gus Larson,

Mike Montgomery, Darren Lee, Steve Fazziola and Max Davis. Look out Cabo!

Gone Again — J/42 Alex Schmid & Tina Hogan Lafayette, CA

We can't guarantee perfect weather during the Ha-Ha, but it is bound to be better than some conditions Alex and his first mate, Mitch Ward, have experienced aboard *Gone Again*. Five years ago, they brought her from Vancouver Island to San Francisco, and off the Oregon coast they "suffered 60-knot winds and 22-foot seas!" Compared to that, cruising in Mexico should be a walk in the park.

Their respective wives, Tina and Ann, claim to be "eager, but somewhat reluctant crew." If that seems like a contradiction, it's probably because, well... they're 'conflicted' after hearing the horror stories. No worries, we'll bet they'll all have a "nothin' to it" attitude by the time they reach Cabo.

After the Rally, Alex and Tina plan to cruise Mexico for a year. "After that, who knows?"

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**Linda — Rhodes Bounty II
Steve & Linda Maggart
Elephant Butte, NM**

As longtime *Latitude* readers know, we have a special place in our hearts for Bounty IIs. It was while living aboard one that the mag's founder — aka the Ha-Ha's "Grand Poobah" — produced the first few issues, right there on the settee table.

Steve and Linda apparently have better sense. Having bought *Linda* in Seattle, and trucked her to New Mexico, they completely refurbished her inside and out, including a new teak interior. Today, they say, she's in "bristol condition."

After meeting on a blind date 13 years ago, they found they both loved watersports, which apparently helped cement their bond. Their honeymoon included a dive trip to the Caribbean. After the Ha-Ha, they plan to cruise Mexico, then eventually cross the Pacific to New Zealand.



Posing like a salty version of American Gothic, Steve and Linda of 'Linda' enjoy crabbing.

**Charissa — Liberty 458
Tom Jones & Tracy Deally
San Mateo**

If you're looking for a guy who can climb a mast without getting the jitters, Tom may be your man. He recently retired from a career with PG&E, where he worked as a crew foreman and spent untold hours hanging off power poles.

An outdoor sort of guy, he's done just about every sport that requires daring and adrenaline — most notably, motorcycle racing.

Even before his recent retirement, he

had his mind set on sailing to Mexico and soaking up its sunny climate. He shopped around, and finally found *Charissa*, a solid boat which has already circumnavigated.

Sailing with him will be his girlfriend Tracy Deally — who we know virtually nothing about — and additional crew who are yet to be determined. Although Tracy will fly home after the Rally, Tom plans to stay in

Mexico indefinitely. You might recognize him, because he apparently loves to dance. "You probably haven't heard of my style of dancing, though. I call it 'Drunken Tom' and it sure is fun!"

On that note, we'll take a breather until next month when... the profiles will continue.

If you're sitting out there toying with the idea of joining the fun this year, there's little time left to procrastinate. The entry deadline is September 10. See www.baja-haha.com for details.

— *latitude/aet*

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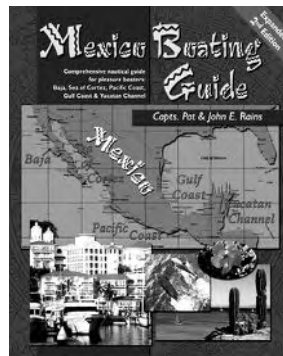
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TRANSPAC REVISITED

July's 43rd TransPac, the 100th anniversary celebration, was so good we thought we'd take one more look at it — as well as update and expand last month's article, which was written before the race finished. This was a banner year for the race, with 75 starters (second only to the 80-boat fleet in 1979), including 14 from the Bay Area. Befitting the gala occasion, and defying the strange, unsettled weather, all sorts of records were broken, not to mention all kinds of other 'firsts'. Following are some excerpts from the 2005 TransPac highlight reel:

Fastest time — As everybody surely already knows, Hasso Plattner's R/P maxZ86 *Morning Glory* won the Barn Door, crushing *Pyewacket's* 1999 record by almost 20 hours (four other boats also broke the old record: *Pyewacket*, *Genuine Risk*, *Magnitude*, and *Windquest*). The new time to beat is 6 days, 16 hours, 4 minutes, and 11 seconds. Along the way, *MG* also set a new 24-hour TransPac record of 393 miles. Imagine if it had actually been windy!

Slowest time — Improbably, the same race also produced the slowest ever time between L.A. and Honolulu — 22 days, 11 hours, 36 minutes, set by Aloha division sailors Jim and Annie Read in their 1968 Stewart 42 *Camille*. The Reads, the first married doublehanders in the history of the race, started a day late and never caught up. They took a decidedly low-key approach to the race, even bringing along 'Sweetie Pie', their Havanese dog. The Reads finished on August 2, four days after the final festivities, and have since taken off cruising.

End of an era — Popular *Pyewacket* skipper Roy Disney, 75, hung up his seaboots after the race, his 15th TransPac. No owner has done more TransPacs or given more back to the race than Disney, and he will be sorely missed. "This race is not about the big boats," remarked Disney in his 'farewell address' to a packed house of 1,040 sailors and guests at the awards ceremony in the Ilikai Ballroom. "It's about the Cal 40s, it's about *B'Quest's* disabled sailors, it's about *Bubala* and the old geezers. Keep doing this. I've brought all four of our kids up on it. Thank you, all of you."

Disney subsequently donated his pristine maxZ86 to Orange Coast College (see *Pyewacket Goes to School* on page 134), and is already talking with the Reichel/Pugh office about building a 60-some-foot cruising boat. Hopefully, his sailing schedule will include a stopover



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in Honolulu in July '07. Maybe by then, the Ala Wai Yacht Harbor may even be fixed (see page 56).

Bay Area boats — For a change, the Bay Area was well-represented in terms of numbers — 14 boats, including 5 Cal 40s — and podium finishes. Best of all, a Santa Cruz-based R/P TP-52, Roger Sturgeon's *Rosebud*, won the race overall! Philippe Kahn's new Farr

TP-52, *Pegasus 52*, also based out of Santa Cruz, was a close second overall. Two other NorCal boats also took home trophies: Sally Lindsay Honey's Cal 40 *Illusion* was second in class, and Bob and Rob Barton's Andrews 56 *Cipango* was third.

Ooops, sorry — Last month, in our deadline daze, we mentioned that the Grand Prix Sailing Academy's 1D-35

— STILL CRAZY AFTER ALL THESE YEARS



Grinding away — Don Grind's Cal 40 'Far Far' hit 14 knots, the top speed of their trip, as they approached the Diamond Head finish line.

Sensation took third in Division IV, which turned out to be pretty wide of the mark. They were projected to finish third with just a day to go, so it seemed like a safe assumption. Wrong! The Andrews 43 *Kahoots* (ex-It's OK!) ended up third, behind

the doublehanded 1D-35 *Two Guys on the Edge*, which had been incommunicado for several days. *Sensation* sank to sixth, 51 minutes out of third. The fourth place boat, the Santa Barbara-based J/120 *Wild Impulse*, probably felt even worse than *Sensation* — they corrected out a mere 12 seconds behind *Kahoots*!

The amazing Cal 40 revival, cont'd
— Building on the last race's 10-boat Cal

40 turnout, 14 boats showed up at the starting line on July 11, tying the all-time Cal 40 TransPac turnout set in 1967. Next time, there could even be more (between 155-160 of these '63 designs were built, many of which have been restored and are waiting in the wings).

Like the sleds of the mid-'80s, each Cal 40 was configured slightly differently — but it was still basically one design

TRANSPAC REVISITED

ocean racing. With all due respect to the rockstars on the maxis, this fleet of 'ordinary people on ordinary boats' was truly the backbone of this year's race. *Ralphie* rolled the dice early with a dive south, and went on to win the 'jalopy race' by 10 hours. They also finished fourth overall on corrected time, and probably would have won overall if the entire first start, 33 boats, hadn't been screwed by the weather getting off the coast.

More all-women crew — Prior to this year, only five all-women teams have taken on the TransPac: *Concubine* ('79), *Antara* ('93, '95), *Baywolf* ('97), and *Pegasus* ('97). This year, in a nice trend, there were two such projects: *Illusion* (Sally Lindsay Honey, Charlie 'Susan' Arms, Liz Baylis, and Melinda Erkelens) took second in the Cal 40 fleet — the best finish ever by an all-women team — and the Catalina 470 *Charmed Life* (Pat Garfield, Diane Murray) made history as the first all-women doublehanded team.

"This was a harder race than when we won in '03," noted Sally. "Our fleet was bigger and way better, and the race itself was a real head-scratcher. We dove south with *Ralphie*, but chickened out and came north again too early, covering the fleet rather than the breakaway boat. We were as low as eighth at one roll call, but clawed our way back with four good drivers and good speed. We jibed 35 times, each time getting everyone up. It was a fabulous trip — I'd go anywhere with this crew!"

Old men rule — Newport Beach skipper Lloyd Sellinger, 72, and his handpicked crew of self-proclaimed "old guys" sailed *Bubala* to 13th in the Cal 40

On the Edge — The aptly named doublehanded 1D-35 *Two Guys on the Edge* on the homestretch. They were second in Div. IV.



GERI CONSER

A taste of Honey — *'Illusion'*, sailed by Sally Lindsay Honey and three other talented women, was second in the Cal 40s.

class. Their race lasted 15 days and 21 hours — over twice as long as the maxis — but all aboard considered the voyage a huge success. "You know what, we won!" claimed Sellinger. "I hope people who are as old as we are will take on challenges. Just because you are a little older doesn't mean you have to just wait for the undertaker."

Congratulations to Sellinger and crew Mike Gass, 67; Andy Szaz, 68; Herb Huber, 68; Jim Doherty, 68; and Gordon Livingston, the youngster at 66. At an average age of 68 years, this is the oldest crew ever to sail in the TransPac — truly an inspirational accomplishment.

Disabled guys rule, too — And speaking of inspirations, The San Diego-based Challenged America gang was back for the second time in a row with their Tripp 40 *B'Quest*. This year, they sailed with just five aboard, as Jeff Reinhold had to drop out prior to the start with an infected elbow. Four of the crew are disabled in some way — Urban Miyares,

Jim Halverson, Kevin Wixom, and Scott Meide — while skipper Joshua Ross is a "TAB" ("temporarily-able bodied"). This intrepid group led Division V after three days, and hung on to finish fourth out of eight boats, a tremendous achievement. "By all accounts, it looked like an impossibility," said Miyares, a blind Vietnam vet who



GERI CONSER



RICH ROBERTS, UNDERTHE SUNPHOTOS.COM

The Bubbas — The *'Bubala'* crew, the oldest group ever to do the race, pose for a family portrait. Their T-shirts claimed, "Old Men Rule!"

co-founded Challenged America. "Just getting to the starting line has been our success."

David vs. the Goliaths — Scott Self and crew Nigel Brown scored an unprecedented double whammy with their tiny Hobie 33 *Soap Opera*, winning the eight-boat Division V by 8 hours, as well as comfortably topping the seven-boat doublehanded sub-class. "We're just Texas lake sailors. Our whole program budget was \$20,000, less than some skippers spend for a new spinnaker," commented Self, who hopes to see a fleet of Hobie 33s on the starting line in '07.

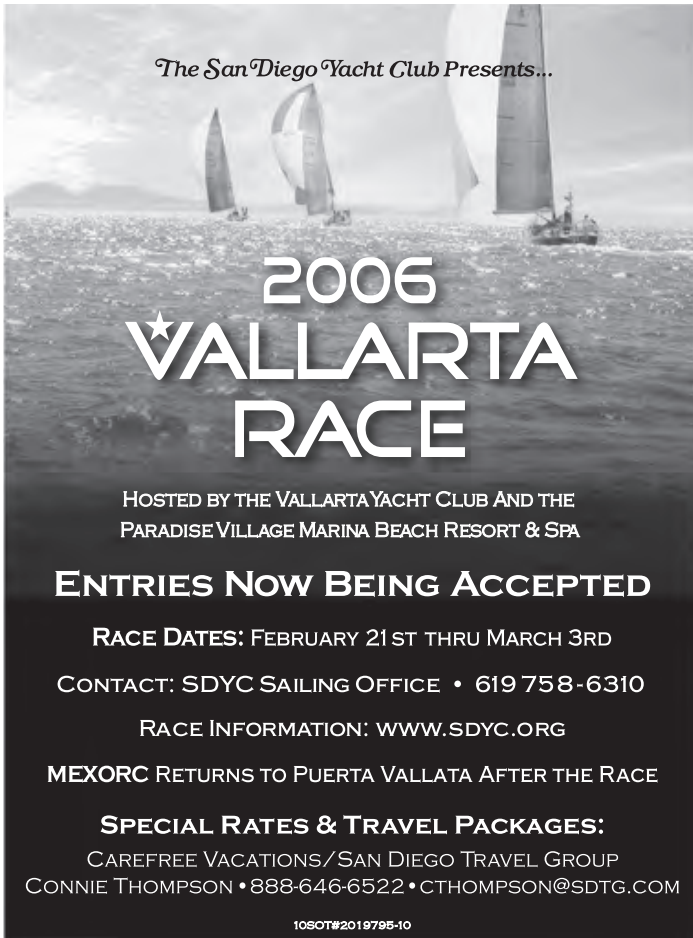
The envelopes, please — *Morning Glory* boat captain Pete Pendleton received the Don Vaughn Trophy as the outstanding crewmember of the fastest boat, an honor bestowed by his crewmates. . . Ivan Chan Wa, director of pier operations — no easy task considering the ongoing mess in the Ala Wai — earned the top volunteer award. . . 11-year-old Bernardo Guzman, who crewed for his parents on their Acapulco-based J/145 *Jeito*, was honored as the youngest person in the race.

"The TransPac is back!" concluded TPYC Commodore Jerry Montgomery. "This was a really gratifying turnout after just 33 boats in '99 and '01, and then 59 in '03. I'd say this was the best one in quite a while, with a really diverse fleet and all kinds of sub-stories. It was a great time, worthy of our Centennial celebration."

See www.transpacificyc.org for more.

— latitude/rkm

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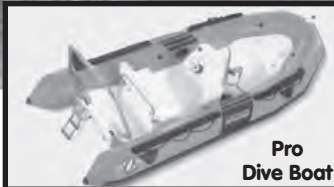
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In this year's TransPac, the 14-boat Cal 40 fleet enjoyed fiercely close competition with places changing radically throughout the race. Every gear set-back threatened a dropped position. In the generally light conditions, many boats reported problems with wrapped spinnakers, which destroyed primary kites and cost many miles. **Ralphie** and **Illusion**, 1st and 2nd place Cal 40's, used Spinnaker Shop nets, as did **Callisto**. Without the net, **Illusion** would have had 35 wraps.

Spinnaker Shop nets have also saved these boats: Eyrie, **Hawkfarm**, class winner, 2004 Pacific Cup Surprise, **Schumacher 46**, PacCup 2004 David Rasmussen had nets on both his **Express 27** and his **Synergy 1000**, 2-handed and fully crewed. Richard Craig's **J105**, PacCup 2004, 3-handed.

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MAX EBB

Some boats have crew, some find crew, and some have crew thrust upon them.

The last option is what happened to me at the last beer can race. I was only down at the boat to check the bilge and air out the cabin, after which I planned to join the early seating for dinner before the racers were back. Maybe even help with the finish line, if they were short-handed. But it was not to be.

"Max! We're here!" shouted several female voices from the dock. I poked my head out the hatch to see Lee Helm with two of her friends. Without stopping to even ask if I was actually planning to race that night, they all clambered aboard and started to rig.

Lee is a naval architecture grad student, a great dinghy sailor and an accomplished big boat crew. When she wants to race she can have her pick of any boat in the harbor — so when she chooses my boat I really don't want to say no. On the other hand, there's usually an agenda.

She introduced her two friends, Lilly Pond and May Day.

"They're my students at the University Sailing Club," she explained. "And like, they're really making great progress toward their dinghy skipper rating. They'll be good crew."

"Well, okay," I said hesitantly, looking over the new recruits and evaluating their brand new foulies, the cheap faded lifejackets (with the sailing club's initials stenciled on the back), and what I suspected was just a touch of eye makeup. Their hair was perfect.

"Let's tee up the blade," said Lilly. "It's blowing like stink out in the slot."

"I'll run strings," added May. "Where's the jewelry box?"

"Sounds like they know what they're doing," I said to Lee as I directed them to the plastic milk crate full of snatch blocks and winch handles, "but you know, it takes more than four to race this boat."



TALK LIKE A RACING SAILOR — MODERN SAILING JARGON

accordion (v.) — compression or expansion of the fleet as it encounters wind or current gradients.

autotack (n.) — a tack caused by a sudden wind shift, requiring little or no alteration of course.

banana split (n.) — jibe-broach.

bang the corner (v.) — to sail all the way to one side of a race course in search of a strategic advantage.

barn door jibe (n.) — method of jibing an asymmetrical spinnaker in which the sail swings out in front of the boat.

barn door (n.) — first to finish position for any long ocean race, especially TransPac.

bent (adj.) — headed.

blackaller (n.) — kink or hockle in a sheet or halyard that prevents it from running freely through a fairlead or block. There are other names for the same thing, but this one is used with the utmost respect.

blade (n.) — heavy-air non-overlapping jib, usually full hoist.

boat bum or **boat butt** (n.) — medical condition caused by prolonged sitting in wet gear.

bogoknot (n.) — Unit of speed measurement, often applied to wind speed or boat speed. One bogoknot equals from 0.5 to 0.8 international knots.

bone (v.) — tighten or increase load on.

bounce (v.) — to tack on an opponent, causing them to tack predictably as in, "Should we bounce them again?"

brick (v.) — to tightly fold or flake a sail into a compact, heavy, rectangular shape

broach coach (n.) — boat with difficult downwind handling characteristics.

brodie (n.) — broach.

bubble boat (n.) — production cruising yacht with high freeboard and small cockpit to maximize internal volume.

bump (v.) — to pull or haul briefly but vigorously, as in "bump the topping lift at the mast."

buns up (adj.) — condition in which all available crew are using their weight to best advantage on the windward rail. Most frequently used as a command to assume this position.

burn (v.) — to completely release a heavily loaded sheet or halyard.

butt cleat (n.) — method of temporarily securing a halyard, sheet, or control line by pressing the line between one's posterior and the deck.

butting (v.) — tacking into a competitor's bad air.

caddie (n.) — a mainsheet winch grinder, or in general, a helper with any mostly-physical tasks on a boat.

Casper douse (n.) — spinnaker douse in which large portions of the spinnaker

fall on top of the crew, resembling ghost costumes.

cheap seats (n.) — crew positions on poorly performing boats.

cheat, cheat it up (v.) — to partially raise a sail in preparation for hoisting. For example, starting to raise a jib in preparation for the hoist at the leeward mark.

cheese grater (n.) — small-diameter rigging wire on trapeze dinghy.

checkbox position (n.) — 1) crew position with no function other than to pay for the boat and its operation (usually applied to the owner). 2) Orientation of two or more boats such that a serious collision appears to be unavoidable.

chicken chute (n.) — undersize spinnaker for heavy air, usually narrow and flat. Also known as a **shy kite**.

chicken jibe (n.) — the act of coming about instead of jibing in conditions where a jibe would be difficult or dangerous.

clever (n.) — Cunningham. (Also known as a **smart pig** or **ooker**.)

Clorox bottle (n.) cheaply-built fiberglass production sailboat, usually a design with emphasis on internal volume.

clubhouse reach (n.) — local Bay Area term for boats headed across the main Bay toward St. Francis YC.

code zero (n.) — largest jib. Originally a

— TALKING THE TALK



Pegging the funmeter on a Melges 24.

LATITUDE/JR

"Not to worry, Max. I invited some other people. And here are the snacks."

She handed over a bag full of designer pastries from the most expensive bakery in town. Taking that bag from her was like accepting a towline from a salvage tug — there was no way to back out now.

Just then my friend Roxanne Scholles walked by. She's owned a boat on this dock for years, and even though she's not a racer, has cruised everywhere and knows that winches go clockwise.

"Racing tonight?" she asked.

"If I get two or three more," I said. "Come aboard."

Roxanne wasn't sure she wanted to spend her evening getting cold and wet. The bag of pastries almost changed her mind, but she was last seen accepting what to her seemed like a better offer: a ride on Stan Chun's big cutter-rigged cruiser that usually comes in at the back of the fleet.

masthead jib that measures as a spinnaker, for use upwind in light air on a boat with fractional jib halyards but masthead spinnaker halyards. First popularized on Whitbread 60s.

cowboy (v.) — to flip the lazy spinnaker sheet over and around the active guy, or flip the sheet above the pole tip, as in "cowboy the sheet."

concertina effect (n.) — the tendency of ocean racing fleets to alternately bunch up and spread out as weather systems pass.

crab crusher (n.) — heavy, traditional-looking cruising yacht, often double-ended, characterized by poor performance, heavy gear, and infrequency of use.

crack off (v.) — to bear away or fall off.

crack (v.) — to ease a sheet or halyard slightly, especially one which is under heavy load.

d-1 (n.) — The first diagonal shroud on a multi-spreader rig. (Also **d-2**, **d-3**, etc. for subsequent shrouds farther up the mast.)

delaminate (v.) — 1) to remove clothing by layers; 2) any structural failure of a composite structure, regardless of whether actual delamination is involved.

DFL (adj.) — Dead f***ing last.

dangly pole (n.) — self-launching whisker pole

dillet (n.) — the opposite of a fillet (as seen on *Stars & Stripes* keel bulb in 1995).

dock potato (n.) — person who spends a lot of time at the marina or yacht club but seldom goes sailing.

dog the main (v.) — to let most or all of the mainsail flog ineffectively in strong wind.

down and dirty (adj.) — describes condition of the helm at the initiation of a tack, replacing "hard-a-lee."

downhill (adj.) — downwind.

downstairs (n.) — the cabin, or below-decks portion of a yacht.

drift set (n.) — floater set.

drop trav (v.) — to move the traveler car to leeward.

dude schooner (n.) — large vessel, often with only vestigial or decorative sails, used for group charter.

elephant ass (n.) — spinnaker with a large vertical fold or crease up the centerline.

Everest knot (n.) — any knot finished off with an excessive number of half hitches to use up the running end, simply "because it's there/"

facing (v.) — tacking directly on a competitor's wind.

fat (adv.) — "Sailing fat" is sailing slightly on the low and fast side of close-hauled, with sails often closer to stalling than

to luffing.

firehose reach (n.) — a beam reach with continuous spray on deck or in faces of sailors.

flag 'em (v.) — displaying a protest flag.

floater set (n.) — spinnaker set in which the pole is set after the sail is hoisted and filled.

floater douse (n.) — spinnaker douse in which the pole is removed before the douse.

flop (v.) — to come about or tack.

fraculator (n.) — headsail halyard or other control used to rake the rig forward for downwind sailing.

frontsail (n.) — jib.

fun meter (n.) — knotmeter. (Also, **steam gauge**.)

furniture boat (n.) — race boat with cruising accommodations.

garbage set (n.) — spinnaker set with sail rigged on wrong side, thrown into air like a bag of garbage.

gas (n.) — bad air downwind of another boat.

gauge (n.) — relative distance between two boats, distinct from bearing, as in, "Gaining gauge, losing bearing."

goose eggs (n.) — multiple zeros displayed on a knotmeter.

gravity storm (n.) — phrase indicating

continued on next page

MODERN SAILING JARGON — *cont'd*

why/how a boat dismasted.

grunt up (v.) — show some backbone!

hand sailing (v.) — describing sailing maneuvers, usually during a post-race analysis, by using palms of hands to represent courses and heel angles. (Also known as **bar karate**.)

hip (n.) — windward quarter of a boat, referring to position of competitor, as in “on our hip.”

hollywooding (v.) — overacting in some way to ‘fake’ a rival boat into doing something wrong. For example, turning to the boat next to you (which is doing nothing wrong) and shouting rules that don’t apply at top volume while throwing your hat down — causing the skipper to tack away in confusion.

hot it up (v.) — to sail higher and faster on a running or reaching leg.

hula (n.) — “hull appendage” to extend effective hull length without measuring as part of the hull.

huli (v.) — capsizes (Hawaiian).

hump (v.) — any action involving significant physical effort, as in “hump the number one up on deck” on a large boat.

hunt (v.) — to maneuver toward another boat that has to keep clear, with the intent of causing a foul.

jewelry box (n.) — container for blocks, shackles, cars, winch handles and other small expensive gear that is usually stowed below decks when not in use.

jewelry store (n.) — chandlery.

jibing simo (v.) — simultaneous jibing.

jump, jump the halyard (v.) — to raise a sail quickly by rapidly and repeatedly hanging from the halyard at the point where it exits the mast.

Kiwi clip-on (n.) — Hull appendage that extends effective waterline length. Also called hula for “hull appendage.” Used to describe appendage used on New Zealand AC defender in ‘03.

Kiwi douse (n.) — Spinnaker douse similar to Mexican Takedown, but with a symmetrical spinnaker.

knock (n.) — 1) header. 2) sudden strong gust of wind.

Koch Block (n.) — Running backstay or checkstay block positioned so that it could hit the head of the aft-most member of the afterguard when not under load. First coined during the 1992 America’s Cup defense aboard Bill Koch’s *America*³.

lead-mine (n.) — heavily ballasted yacht, often applied to early IOR designs. Used by multihull sailors to refer to all ballasted yachts.

lefty (n.) — wind shift to the left.

Letterbox douse (n.) — spinnaker douse in which the spinnaker is pulled between loose-footed mainsail and boom.

leverage (n.) — separation distance at right angles to the wind or course, producing a strategic advantage in the event of a favorable wind shift or current gradient.

made (adj.) — condition in which the spinnaker pole is re-connected to both the mast and the after guy at the conclusion of a jibe. Usually hailed by the foredeck crew to indicate that this condition has been reached.

making trees (v.) — moving sufficiently faster than another boat so that the background scenery appears to be moving forward behind them.

mastectomy (n.) — 1) the act of lowering a mast for maintenance or repair; 2) dismasting.

Maui bag (n.) — bag of disposable old clothing brought on ocean race. Each article of clothing is thrown overboard after being worn. “Here today, gone to Maui.”

meat-hook (n.) — broken strand of wire projecting a short distance from the surface of a wire rope.

Mexican take-down (n.) — Method of dousing a gennaker whereby the boat jibes first and the sail falls on deck, into the jib. Coined by Buddy Melges during the ‘92 or ‘95 America’s Cup campaign in San Diego, because the boat is usually

pointing south towards Mexico during the maneuver.

Mister Potato-Head boat (n.) — Boat with a number of unusual and replaceable appendages, especially America’s Cup Class. Used by Dawn Riley on OLN AC broadcast, Jan 12, 2003.

motor boating (v.) — severe leach flutter, especially when audible.

noodle (n.) — exceptionally thin and flexible mast.

overhaul (v.) — take up slack.

parade (n.) — reaching leg with little opportunity to pass or to be passed by another competitor.

parking it up (v.) — going slow. Used by *AmericaOne* afterguard on Jan 30, 2000.

parking lot (n.) — local region of negligible wind, usually containing several yachts. (Also know as a **hole**.) Races with several parking lots might have these areas designated “lot A”, “lot B,” etc. by competitors.

passing lanes (n.) — opportunities to pass, usually created by wind shifts.

pickle dish (n.) — trophy.

Pinocchio boat (n.) — sport boat with retractable bowsprit.

Plank sailor (n.) — windsurfer.

pointy end (n.) — the bow.

QFB (adj.) — Quite far back.

racing stripes (n.) — fenders accidentally left out during race.

rail meat (n.) — crew selected primarily for their weight.

rag the main (v.) to let the mainsail luff or flog ineffectively.

righty (n.) — wind shift to the right.

rollies (n. pl.) — symptom of marginal control while sailing downwind in heavy weather, characterized by rhythmic rolling through large angles.

room, the (n.) — protest room, protest procedure in general. As in, “Take it to The Room”

sacred wood (n.) — the tiller.

sail my boat (v.) — sail best VMG without entering bad air from competitor. as

Fortunately, just as Lee had promised, more of her friends continued to arrive.

Flo Field, an older woman whom Lee introduced as an expert in numerical hydrodynamics, climbed aboard.

“Kewel, Mark Hunter is here, too,” said Lee as a young man with very thick glasses joined us.

“This boat is trailing edge technology,”

she said apologetically to Flo and Mark, “but it can usually sail to its rating.”

“And there’s Bjorn Toulouse,” said Flo, pointing up to the parking lot.

“He’s a post-doc from Europe,” Lee explained.

The backpack that Bjorn brought aboard was partly unzipped, and as he passed it up to the boat I noticed a copy of a popular book about basic racing

strategy by Miles B. Hind.

I also noticed that they all seemed to be referring to folded-up sheets of paper whenever they asked for something or instructed each other on how to get the boat ready. Lee must have written up some rigging procedures for them. Nice touch, I thought. Lee helped them get the jib on deck and the spinnaker sheets run, then hopped off to untie the dock

in “Can I sail my boat?”

sand bag (n.) — 1) crew position, usually entry level, involving little more than positioning oneself on the correct side of the boat. See ‘rail meat.’ 2) slow down to protect PHRF rating.

sardined (v.) — caught between layline and right-of-way competitor.

sausage (n.) — 1) sailbag in shape of long tube. 2) windward-leeward course or windward-leeward segment of more complex course.

send it (v.) — to hoist or raise, as referring to a sail being set. Usually used as a command.

sewer (n.) — the below-decks space on a large racing yacht with minimal accommodations.

shrapnel (n.) — bits of metal hardware, such as blocks and shackles, normally stored in the jewelry box.

shy kite (n.) — undersize spinnaker for heavy air, usually narrow and flat. Also called a “chicken chute.”

sit on their face (v.) — to closely cover a competitor, matching them tack-for-tack and keeping them in bad air.

skirt (v.) — to flip the foot of the jib inboard of the lifelines or other obstructions.

sky, sky the pole (v.) — to inadvertently allow the spinnaker pole to rapidly swing upwards to a near-vertical position.

slam-dunk (n.) — the act of tacking on another boat’s wind in sufficiently close proximity to prevent the other boat from tacking away.

sled (n.) — large ultra-light racer with best performance “downhill.”

sleep (v.) — 1) “sleep the boat,” to heel the boat to leeward in light air 2) “put the main to sleep,” to flatten the mainsail to the point where it has almost no power, but does not luff despite very high windspeed.

snacktician (n.) — member of crew primarily responsible for food.

snout line (n.) — tack line; the line that runs from the tack of an asymmetrical

spinnaker to the stem or bowsprit end.
soak (v.) — to sail below polars for tactical advantage, probably from “soaking up” extra speed and turning some of it into a positional advantage.

soft, soft trim (adv.) — trimmed so that there is slight luffing, or luffing more often than stalling.

space case (n.) — plastic milk crate used for gear storage. (See ‘jewelry box.’)

spaghetti (n.) — disorganized sheet and halyard tails, usually piled together in a common tangle.

spaghetti patrol (n.) — the crew position responsible for, or the process of, methodically untangling and making up sheet and halyard tails.

speed bump (n.) — sailmaker’s term for unwanted wrinkle in a new sail.

spike (v.) — to release a triggerlock type shackle under heavy load using a fid, marlinspike or similar tool.

spinnaker (n.) — spinnaker.

spinnaker neck (n.) — sore or stiff neck suffered by spinnaker trimmer. Despite widespread epidemiology, spinnaker neck is not yet recognized by the American Council of Sports Medicine.

splash (v.) — to launch, especially by a boatyard, as in “no cash, no splash.”

square back (v.) — bring the pole back to a dead run position, usually immediately preceding a jibe.

square waves (n.) — very steep waves or chop.

sting or stinger (n.) — local gust of wind in light conditions.

stink, blowing like (adv.) — extremely windy.

string (n.) — line or rope.

sucking up (v.) — working up from just ahead and to leeward of a competitor to a covering position by taking advantage of lift in the “safe leeward” position.

tee up (v.) — to prepare a sail for hoisting, as in, “Tee up the #3.”

tea bagging (v.) — to lose control of one’s feet while trapezing from a dinghy and drag alongside the boat on the wire.

telephone pole (n.) — very stiff or over-built mast.

throw one (v.) — to tack or jibe, as in, “Let’s throw one.”

tiller bum or tiller butt (n.) — Medical condition caused by prolonged steering.

tractor (v.) — to assist the clew of an overlapping jib around the mast and rigging during a tack.

trans-nasally (adv.) — method of paying for marine hardware (equivalent to “through the nose”).

trip reef (n.) — flattening reef.

trip (v.) — to release the spinnaker pole from the guy and/or the mast. Often used by the driver as a command to the foredeck crew at the beginning of a jibe.

twing, tweaker (n.) — floating lead block which the spinnaker sheet is led through. Used to improve the lead angle when the sheet is functioning as an afterguy, or to keep the sheet clear of the main boom.

uphill (adj.) — upwind.

vanity jibe (n.) — an unnecessary jibe or modified jibe timing, done for the sole purpose of passing close to yacht club, committee boat, or spectators on shore.

victory roll (n.) — tight 360-degree turn performed under sail in front of the yacht club after returning from a race, to indicate a confirmed first-place finish.

VMG (n.) — velocity made good. Actual vessel speed after adjusting for such factors as current and leeway.

walk strings (v.) — to shift spinnaker gear so that the sail is ready to set on the opposite tack.

wallet-based (adj.) — driven more by money than by expertise.

wind (‘wynd’) or **wound** (v.) — progressive wind shift, usually a lift.

wind it up (v.) — to rapidly bring in a sheet or halyard which is under sufficient load to require the use of a winch.

wound, wound up (adj.) — lifted.

lines after I started the engine.

“Lines off!” I ordered.

“Clear fore and aft,” Lee shouted back from the dock.

I put the engine in gear. “Hop on,” I said as the gap between boat and dock widened.

“Have a great race,” Lee said with a wave.

“Wait a minute! Aren’t you coming

with us?”

“No way,” she answered. “I mean, like, the wind is up. I’m going windsurfing.”

That’s when I began to suspect what those pages of notes were all about. But it wasn’t until after they had all left, much later that evening, when I found a soggy copy in the chart table, that I knew for sure. It was a vocabulary list. Not the words in a nautical dictionary or the

glossary of a how-to-sail book, but a ‘secret’ list of the slang words and phrases in common usage among racers.

The race, of course, was a disaster. None of that crew had ever set foot on a boat with a keel before that evening, so I had to give sailing lessons while I single-handed the boat around the course. At least the pastries were good.

— max ebb

THE RACING

With reports this month on the SFYC-hosted Junior Olympics; the windy Waikiki Offshore Series; a six-pack of recent US Sailing championships; the Etchells Pre-Worlds; the Rolex Swan American Regatta in Newport, RI; the YRA Second Half Opener; a pair of pleasant ocean races; the Aldo Alessio Regatta; the Summer Keel Boat Regatta, Acts I and II; a bunch of national championships; the ongoing 470 Worlds; an American sweep at the IKC in Norway; and the usual mixed bag of box scores and race notes.

Junior Olympics

San Francisco YC hosted 112 youngsters on August 6-7 for the Junior Olympics, one of 24 such events around the country organized by US Sailing and presented by West Marine. Uncooperative winds in Belvedere Cove and around the corner in Richardson Bay led to an abbreviated weekend of racing in some of the classes, but everything else about the regatta was first class. The well-travelled California YC juniors fared especially well at the JOs, taking home the gold in four of the eight classes.

"This was the centerpiece of the Bay Area junior sailing season, kind of their Big Boat Series," noted Richard Feeny, director of youth sailing at SFYC. Certainly, it was the biggest and most successful Junior Olympics in the Bay Area to date, swollen by a huge 32-boat turnout in the Opti-Green class (the kinder, gentler Opti

ing down as the school year approaches, but there is one more big event on the horizon — the popular West Marine Fun Regatta in Santa Cruz on September 10-11. That's also the fifth and final regatta of the inaugural BAYS (Bay Area Youth Sailing) season championship, and newly-donated perpetual trophies, courtesy of Farr 40 sailor Chuck Parrish, will be awarded at the end of the weekend.

"Junior sailing in the Bay Area is getting better every year," concluded Feeny. "We have a long way to go to catch up with Southern California, but we're making progress."

OPTI — 1) Ben Spector, CalYC, 8 points; 2) James Moody, SFYC, 16; 3) Gregory Dair, CalYC, 19. (13 boats)

OPTI GREEN — 1) Henry Buckingham, SFYC, 28 points; 2) Michael Buhl, SFYC, 28; 3) Simone Staff, CalYC, 34; 4) Sammy Shea, SFYC, 36; 5) Natalie Urban, SFYC, 39. (32 boats)

LASER 4.7 — 1) Cody Young, EYC, 5 points. (1 boat)



PHOTOS BY LESLIE RICHTER

Optimists — SFYC members Henry Buckingham, above, and Jack Barton, right, shared the sportsmanship award at the Junior Olympics.

fleet geared toward the younger kids), and better-than-usual attendance in the 420 and Laser Radial fleets. Absent were the El Toros, which are now out of fashion with the junior league (though still popular with adults), and the 29er class, which is taking a breather after the recent Worlds.

The local junior sailing circuit is wind-



BYTE — 1) Jim Parker, OakYC, 8; 2) Max Brodie, JLAC, 12. (6 boats)

LASER — 1) Peter Wenner, CalYC, 15 points; 2) Brian Malouf, PYSF/SeqYC, 16. (6 boats)

LASER RADIAL — 1) Matt Wenner, CalYC, 15 points; 2) Dominique Bertrand, SFYC, 23; 3) Ashley Simpson, PYSF/SYC, 25; 4) Ryann Hall, CalYC, 30. (17 boats)

420 — 1) William Peterson/Kaytlin Hall, CalYC, 11 points; 2) Erik Glaser/Thomas Brook, EYC, 20; 3)



Alex Butti/Devon Lindsley, SFYC, 33. (11 boats)

CFJ — 1) Geoffrey Ruppert/Ali Gardiner, Newport Harbor YC, 10 points; 2) Tim Marymee/Mike Lazzaro, PYSF, 11. (8 boats)

Full results — www.sfyf.org

Waikiki Offshore Series

Waikiki YC's second Waikiki Offshore Series, held after the TransPac on July 31-August 8, attracted just eight boats for a windy 8-race series. To no one's surprise, Philippe Kahn's beautiful new Farr TP-52 *Pegasus 52* mopped up in Division I and overall, winning 8 of the 9 races overall. *Pegasus*, which swapped to an inshore keel after the TransPac, was expertly sailed by an all-star crew which included Adrian Stead (tactician), Adrienne Cahalan (navigator), Jeff Madrigali (strategist), Shark Kahn (grinder/back-up driver), Darren Jones, Adrian Finglas, Euan McNicol, Eric Arndt, Bob Wylie, Casey Smith, Kyle Gundersen, Justin Clougher, Peter Phelan, and Alan Nakaniishi.

"I sail everywhere around the world,



Horsing around — Philippe Kahn's new TP-52 'Pegasus 52' crushed the tiny fleet in the second Waikiki Offshore Series. Inset, 'Kaimiloa III' and 'Sensation' overlapped off Honolulu.

and conditions in Hawaii were the best — winds from 15 to 35 knots and waves from 1 to 12 feet, tropical waters and unbelievable scenery," said helmsman Kahn, an occasional resident of Honolulu. "It doesn't get any better than this!"

Kaimiloa III, Dave Nottage's local J/44, took Division II despite breaking their boom near the end of the week. Another local boat, the Farr 43 *Flash Gordon III*, was third, followed by *Sensation*, Gary Fanger's San Francisco-based 1D-35. *Sensation* started slowly — they ripped the forestay's hydraulic ram through the bulkhead on the first day and took two costly DNFs in the no-throwout series — but finished on a high note, winning the last race overall, the only boat to beat *Pegasus* all week. Not coincidentally, it wasn't until the last day that *Sensation* shook the reef out of their mainsail.

The Series, which saw winds and waves reminiscent of the legendary mid-'80s Kenwood Cups, was meant to include the overnight Molokai Race — but after polling the fleet (only *Pegasus* and *Sensation* were up for it), the race committee wisely replaced it with a 40-mile buoy race and the Bacardi Rum party. That race was the only one that all eight boats started and finished — the rest of the week was a war of attrition, with boats electing not to start some days and lots of DNFs due to gear failure.

DIV. I — 1) **Pegasus 52**, Farr TP-52, Philippe Kahn, 9 points; 2) **Braveheart**, B/W TP-52, Charles Burnett, Seattle, 22; 3) **Beecom**, R/P 72, Isao Mita, JPN, 30. (3 boats)

DIV. II — 1) **Kaimiloa III**, J/44, Dave Nottage, Kaneohe, 21 points; 2) **Flash Gordon III**, Farr 43, John Myhre & Harvey Arkin, Honolulu, 25; 3) **Sensation**, 1D-35, Gary Fanger, San Francisco, 26; 4) **Boomerang**, Sydney 41, John Spadaro, 39; 5) **Georntius**, Farr 42, Gil Budar, Honolulu, 48. (5 boats)

OVERALL — 1) **Pegasus 52**, 10 points; 2) **Kaimiloa III**, 38; 3) **Braveheart**, 39. (8 boats)

month, almost all of them in Southern California. Sailors from Area G —that's us! —participated in all six events, but only SFYC juniors Josh Leighton and Aaron Dornbrand-Lo landed on the podium. They were third out of twenty 420 teams in the Newport Harbor YC-hosted Bemis Trophy.

Complete results of all US Sailing championships can be found, as always, at www.ussailing.org.

INDEPENDENCE CUP (Chicago YC: 7/30-8/1):

FREEDOM 20 (gold) — 1) Karen Mitchell/Kerry Gruson (Deerfield Beach, FL/Miami, FL), 6 points; 2) Bob Jones/Ken Kelly (Issaquah, WA/Victoria, BC), 18. (7 boats). . . NorCal participants: 7) **Mike Strahle/Martha Hitchcock** (Redding, CA).

FREEDOM 20 (silver) — 1) Charles Rosenfield/Joe Del Vecchio (Woodstock, CT/East Providence, RI), 6 points; 2) Donna DeMarest/Paul McKenna (Waterbury, CT/Newport, RI), 12. (7 boats)

2.4 METRE (gold) — 1) Nick Scandone, Fountain Valley, CA, 7 points; 2) Rick Doerr, Clifton, NJ, 15. (6 boats)

2.4 METRE (silver) — 1) Mike Hersey, Hyannis, MA, 8 points; 2) Craig Wilson, Oakham, MA, 13; 3) **Lee Buratti**, Corte Madera, CA, 13. (6 boats)

LEITER CUP (CalYC: 7/30-8/5; Laser Radials):

1) Stephanie Roble, WI, 10 points; 2) Morgan Wilson, MD, 24; 3) Sarah Lihan, FL, 32; 4) Ann Haeger, IL, 45; 5) Allie Blecher, CA, 65; 6) Carolyn Prioleau, TX, 66; 7) Elizabeth Barry, CT, 73; 8) **Claire Dennis**, CA, 74; 9) Alaina Bussell, FL, 76; 10) Nicole Buechler, FL, 79. (60 sailors; 10 races; 2 throwouts)

SMYTHE (NHYC: Aug. 10-12; Lasers):

1) Camerson Cullman, American YC, 24 points; 2) Thomas Barrows, Pleon YC, 31; 3) Michael Easton, Portland YC, 32; 4) Austin Kana, Tred Avon YC, 38; 5) Drew Robb, Kaneohe YC, 42; 6) Jake Sorosky, Del Rey YC, 66; 7) Josh Garber, Minnetonka YC, 69; 8) Derick Vranizan, Seattle YC, 72; 9) Paige Johnston, San Diego YC, 72; 10) **Sean Kelly**, San Francisco YC, 73. . . Other NorCal participants; 18) **Brian Malouf**, Sequoia YC. (20 sailors; 10 races; 1 throwout)

BEMIS (NHYC: Aug. 10-12; 420s):

1) Cole Hatton/Blair Belling, Newport Harbor YC, 40 points; 2) Taylor Canfield/Nathan Rosenberg, St. Thomas YC, 45; 3) **Josh Leighton/Aaron Dornbrand-Lo**, San Francisco YC, 50; 4) John Kempton/Molly Lucas, Island Heights YC, 53; 5) Jonathan Bernbaum/Scott Szawiowski, Columbia YC, 53; 6) Jeff Knowles/Caila Johnson, Sail Newport, 53; 7) Willy Peterson/Kaylin Hall, Cal YC, 60; 8) Ned Turney/Sandra Williams, Chicago YC, 62; 9) Sara Watters/Franny Kupersmith, Tred Avon YC, 76; 10) Amanda Sackett/John Rogers, Mento Harbor YC,

COURTESY TEAM PEGASUS; INSET, DARIN SLADE

THE RACING

80. . . Other NorCal participants: 20) **Megan Grove/Lindsay Grove**, Encinal YC. (20 teams; 10 races; 1 throwout)

SEARS (Balboa YC; Aug. 8-12; GovCup 21s):

1) Ted Hale/Evan Aras/Joe Morris, Annapolis YC, 17 points; 2) Jackson Benvenuti/Gary Taylor/David Bolyard, Bay Waveland YC, 20; 3) Christian Emsiek/Wade Buston/Perry Emsiek, Balboa YC, 34; 4) Chad Miller/Daniel Hagan/Peter Hazelett, Mallets Bay BC, 38; 5) Carl Shorett/Patrick Layton/Garrett Linrothe, Port Madison YC, 38. . . NorCal participants: 8) **Alex Lowry/John Gray/Christina Nagatani**, Richmond YC. (10 teams; 10 races; 1 throwout)

O'DAY (Alamitos Bay YC; Aug. 18-21; Lasers):

1) Brian Taugher, Huntington Beach, 25 points; 2) Reed Johnson, Toms River, NJ, 33; 3) Thomas Barrows, St. Thomas, USVI, 53; 4) **Peter Phelan**, Santa Cruz, 57; 5) Vann Wilson, Long Beach, 62; 6) Chuck Tripp, San Pedro, 67; 7) Mark Bear, Boston, 76; 8) Daniel Falk, Seattle, 78; 9) Kurt Miller, Boulder, CO, 85; 10) Drew Robb, Honolulu, 90. . . Other NorCal participants: 13) **Tracy Usher**; 21) **Jeffrey Sloan**, Santa Rosa. (23 sailors; 9 races; no throwouts; www.abyc.org)

Etchells Pre-Worlds

Richmond YC hosted the Etchells Pre-Worlds on the Berkeley Circle on August 13-14, with 28 boats in attendance. Two races were held each day in 12-18 knots of breeze, with lots of wind shifts and general recalls. Popular Marblehead sailmaker Jud Smith mastered the challenging conditions with apparent ease, putting together a 1,2,2,1 record to win the regatta over locals Russ Silvestri and Peter Vessella.

Smith, who sailed with Henry Frazier (South Carolina) and Andrew Wills (NZL), displayed boatspeed to burn and flawless tactics. "He was on fire all weekend, and appears to be the guy to beat at the Worlds," noted Jim Gregory, who finished ninth. "Jud's been the bridesmaid four times in the Worlds, and is long overdue to win it."



DANIEL FORSTER/ROLEX

The last tune-up before the Worlds was SFYC's Eason Founder's Regatta on August 27-28, which was shaping up to be even bigger than the Pre-Worlds (see www.sfyf.org for results). The main event, the six-race Etchells Worlds, will take place on the Circle between September 5-10. About 80 boats are expected for what promises to be the most competitive regatta on the Bay this year.

Follow all the action at www.sf-etchells.org.

1) Jud Smith (Henry Frazier/Andrew Wills), 6 points; 2) Russ Silvestri (Jim Nichols/unknown), 12; 3) Peter Vessella (Scott Gordon/Matt Carter), 15; 4) Jeff Pape (Chris Busch/Rodney Hagebols), 27; 5) Vince Brun (Ben Mitchell/Brian Terhaar), 28; 6) Brian Camet (Alex Camet/ D. Camet), 30; 7) Craig Healy (Dave Gruver/Keith Stahnke), 33; 8) Peter Duncan (Bill Barton/T. Blackwell), 34; 9) Jim Gregory (Tracy Usher/Mike Ruff), 36; 10) Marvin Beckmann (L.

Ramping up — San Diegan Jeff Pape (#873) trails Craig Healy (#946) and Andrew Whittome (1283) at the Etchells Pre-Worlds.

License to kill — Jim Swartz's pretty new Swan 601 'Moneypenny' was the talk of the town at the Rolex Swan American Regatta.

Horvat/M. Curtin), 36. (28 boats)
Full results — www.richmondyc.org

Rolex Swan American Regatta

The biennial Rolex Swan Regatta attracted 39 Swans to Newport, RI, on July 25-29 for a week of fun racing and camaraderie. The races were run by New York YC, with shoreside activities revolving around their Harbor Court clubhouse and a dockside 'regatta village' at the Newport Shipyard. The 8-race, 1-throwout series was sailed under Nautor Swan's mysterious in-house rating rule, and winners of each of the four classes were awarded Rolex Steel Submariner watches.

Two NorCal boats competed in the regatta, Jim Swartz's brand-new, metallic-green Swan 601 *Moneypenny* and Peter Noonan's Swan 56 *Defiance*. *Moneypenny* had a spectacular debut, dominating Class A with a 1,1,1,(4),1,1,2,4 record. "The boat performed fantastically, beyond my expectations," claimed owner/driver Swartz, who is shipping *Moneypenny* out for the upcoming Big Boat Series.

Swartz, a venture capitalist who also owns a Mumm 30 (Q), a big Protector (*Odd Job*), and a vintage 12-Meter (*Onawa*) with friend Chuck Parrish, sailed with a talented crew including Bay Area sailors Dee Smith (tactician), Kimo Worthington, Matt Ciesicki, John Bonds, Ken Keefe, Jeff Price, and Campbell Rivers. Most of these guys also were involved in the heroics of getting *Moneypenny* off a ship in Baltimore the week before the regatta, commissioning the boat, and then basically sea-trialing it on the way to the starting line.

Defiance came in fifth in Class D, with



ELLEN M. HOKE

Bob Billingham, Charlie Griffith, and Nadine Franczyk among the crew.

CLASS A — 1) **Money Penny**, Swan 601, Jim Swartz, Edgartown, MA, 11 points; 2) **Aqua Equinox**, Swan 56, Filip Balcaen, BEL, 19; 3) **Lolita**, Swan 56, Frank Savage, Stamford, CT, 20. (10 boats)

CLASS B — 1) **Crescendo**, Swan 44, Leon Christianakis/Martin Jacobson, Greenwich, CT, 10 points; 2) **Vixen**, Swan 44, John Wyatt, Jamestown, RI, 11; 3) **Xenophon**, Swan 44, Jeffrey Rabuffo, Middletown, RI, 20. (7 boats)

CLASS C (Swan 45) — 1) **Goombay Smash**, William Douglass, Stamford, CT, 22 points; 2) **Bellicosa**, Massimo Ferragamo, New York, NY, 27; 3) **Plenty**, Alexander Roepers, New York, NY, 33. (9 boats)

CLASS D (non-spinnaker) — 1) **Reef Points**, Swan 44, Joseph Huber, Wynnewood, PA, 7 points; 2) **Amanda**, Swan 53, Roland Bathory, Weston, MA, 26; 3) **Clover III**, Swan 56, Neal Finnegan, Cohasset, MA, 29. (13 boats)

Full results — www.nyyc.org

YRA Second Half Opener

Despite an unfortunate conflict with StFYC's Aldo Alessio Regatta, the EYC/YRA Second Half still attracted 79 in 16 classes on August 6-7. On Saturday, all classes except the Santana 22s sailed a 22-mile course from T.I. out to Bonita, followed by a lively chute run back to the finish in front of Encinal YC. About 50 boats stuck around for Sunday's buoy race.

The deed for the Carl Schumacher Trophy, which honors the late, great Alameda yacht designer, was recently rewritten and now goes to the corrected time winners of both race courses. Gerard Sheridan's Elan 40 *Tupelo Honey* won offshore honors against 77 other competitors, while Pat Broderick's Santana 22 *Elaine* took inshore honors over, ahem, a two-boat fleet. Maybe it's time to reconsider that deed of gift again.

Why the Second Half Opener was a week later than usual, and how two of the biggest regattas of the year were scheduled on top of each other is a mystery to us — but the upshot of the weekend was that attendance was down at both The Aldo and the Second Half Opener. "This should never have happened," fumed an anonymous St. Francis YC member. "A group of representatives from the more powerful classes have met several times to discuss this ongoing problem, and we're seriously considering taking the scheduling into our own hands next year."

Winners of Saturday's race follow. Full results of both YRA races are posted at www.yra.org.

DIV. G (< 90) — 1) **Tupelo Honey**, Elan 40,

Gerard Sheridan; 2) **Bodacious**, Farr One Ton, Clauser/Tosse; 3) **City Lights**, SC 50, Tom Sanborn. (9 boats)

DIV. J (93-129) — 1) **Petard**, Farr 36, Keith Buck; 2) **Harp**, Catalina 38, Mike Mannix; 3) **Shenanigans**, C&C 36, David Fiorito. (9 boats)

DIV. K (132-177) — 1) **Encore**, Wylie 30, Andy Hall; 2) **Silkye**, WylieCat 30, Seal/Skinner; 3) **Chesapeake**, Merit 25, Jim Fair. (7 boats)

DIV. M (> 179) — 1) **Latin Lass**, Catalina 27, Bill Chapman; 2) **Wuvulu**, IB-30, John New. (4 boats) SPORTBOAT — 1) **Wile E. Coyote**, Express 27, Dan Pruzan; 2) **Sand Dollar**, Mumm 30, Erich Bauer. (4 boats)

SF 30 — 1) **Bay Loon**, J/29, Joe Ferrie; 2) **Shameless**, Capo 30 mod., George Ellison. (5 boats)

IOR WARHORSE — 1) **Tiger Beetle**, N/M 45, Rob Macfarlane. (3 boats)

ALERION 28 — 1) **Lazy Lightning**, Jason Freskos; 2) **Dream**, Kirk Smith. (5 boats)

ANTRIM 27 — 1) **Cascade**, Steve Reinhart. (3 boats)

CAL 29 — 1) **Bluejacket**, Bill O'Connor. (3 boats)

CATALINA 30 — 1) **Goose**, Mike Kastrop; 2) **Starkite**, Laurie Miller. (4 boats)

EXPRESS 37 — 1) **Stewball**, Caleb Everett; 2) **Golden Moon**, Richards/Bridge. (4 boats)

OLSON 30 — 1) **Family Hour**, Bilafer Family; 2) **Hoot**, Andy Macfie. (6 boats)

NEWPORT 30 — 1) **Fast Freight**, Bob Harford; 2) **Harry**, Dick Aronoff. (5 boats)

OLSON 25 — 1) **Hamburger Haus**, Jens Jensen; 2) **Vivace**, Larry Nelson. (6 boats)

SANTANA 22 — 1) **Elaine**, Pat Broderick. (2 boats)

Southern Cross outing only mustered 20 of the regular OYRA players.

Both races were won overall by Mark Halman, sailing doublehanded with Bob Fricke in the SHS class on the Hobie 33 *Sleeping Dragon*. Needless to say, Halman has essentially wrapped up the SHS season title already. Other class leaders at the moment include *Samiko* (IOR Warhorses), *Eclipse* (PHRO-1), *Green Buffalo* (PHRO-2), and *Bloom County* (MORA). PHRO-1A, the new class for 50-footers, looks like it will be a battle to the wire between *Emily Carr* and *Cipango*, which skipped some races while successfully competing in the TransPac.

There are still four ocean races left: the Farallones Race (Aug. 27), Windjammers (Sept. 2), Drakes Bay (Sept. 24-25), and the Junior Waterhouse (Oct. 22). One-time entries in any of these events, which are generally a lot mellower than their spring counterparts, is encouraged. The entry fee per race is \$55, and you must be a member of YRA (\$40). Your boat must also have a PHRF certificate (\$40 for a new one; \$30 for a renewal) and the appropriate safety gear for going out in the ocean.

LIGHTSHIP II (RYC: July 30; 25.4 miles):

PHRO-1A — 1) **Zephyra**, DK-46, Robert Youngjohns. (3 boats)

PHRO-1 — 1) **Melange**, Express 37, Jim &



Here there be dragons — The doublehanded Hobie 33 'Sleeping Dragon' is the boat to beat in the Gulf of the Farallones this year.

Two Ocean Races

The first two races of OYRA's second half, the Lightship II Race and the Southern Cross, went off without a hitch on July 30 and August 13, respectively. The 25-mile jaunt out to the Lightship was attended by 58 boats, while the 33-mile

Petra Reed; 2) **Eclipse**, Express 37, Mark Dowdy; 3) **Double Trouble**, Sydney 38, Andy Costello; 4) **Tupelo Honey**, Elan 40, Gerard Sheridan; 5) **Summer Moon**, Synergy 1000, Pohl/DeVries. (14 boats)

IOR WARHORSE — 1) **Samiko**, Serendipity 43, Dexter Bailey; 2) **Zamazaan**, Farr 52, Chuck Weghorn. (4 boats)

J/105 — 1) **Lulu**, Don Wieneke. (3 boats)

PHRO-2 — 1) **Mistral**, Beneteau 36.7, Ed Durbin; 2) **Serendipity 2**, Beneteau 36.7, Thomas Bruce; 3) **Green Buffalo**, Cal 40, Jim Quanci. (7 boats)



MORA — 1) **El Raton**, Express 27, Ray Lotto; 2) **Bloom County**, Mancebo 31, Anthony Basso; 3) **Two Scoops**, Express 34, Chris Longaker; 4) **Flexi-Flyer**, Soverel 33, Mitch Wells. (11 boats)
 SF-30 — 1) **Shameless**, Capo 30 mod., George Ellison; 2) **Abba-Zaba**, Tartan Ten, Charles Pick. (5 boats)
 SHS — 1) **Sleeping Dragon**, Hobie 33, Mark Halman; 2) **Punk Dolphin**, Wylie 39, Jonathan Livingston; 3) **Starbuck**, Black Soo, Greg Nelsen. (9 boats)
 CATALINA 30 — 1) **Goose**, Michael Kastrop. (2

Aldo Alessio Regatta, clockwise from upper left — Anonymous J/120 crew hauling in the shrimp; Cityfront pinball in the J/105 fleet; coming and going in the J/120 class; big boats coming off the starting line; 'Swiftsure' head-on; and IRC winner 'Zephyra'. All photos 'Latitude'rob.

boats)

OVERALL — 1) **Sleeping Dragon**; 2) **Punk Dolphin**; 3) **Starbuck**. (58 boats)

SOUTHERN CROSS (SRYC; Aug. 13; 33.1 miles):

PHRO-1A — 1) **Emily Carr**, SC 50, Ray Minehan. (2 boats)

PHRO-1 — 1) **Auspice**, Schumacher 40, Jim Coggan; 2) **Melange**, Express 37, Jim & Petra Reed;

3) **Eclipse**, Express 37, Mark Dowdy. (7 boats)

PHRO-2 — 1) **Green Buffalo**, Cal 40, Jim Quanci. (2 boats)

MORA — 1) **Bloom County**, Mancebo 31, Anthony Basso; 2) **Relentless**, Syndey 32, Arnold Zippel. (4 boats)

SHS — 1) **Sleeping Dragon**, Hobie 33, Mark Halman; 2) **Tivoli**, Beneteau 42, Judy & Torben Bentsen. (5 boats).



AA meeting, cont'd — The green 'Mr. Magoo' leads the J/120 pack; the winning form of the J/105 'Good Timin' (even the mainsheet trimmer hikes !); 'Irrational Again' and 'Lulu' chute the breeze; the Sydney 38 'Howl' sails up into the J/105 fleet; the venerable 'Zamazaan' on the offset leg.

OVERALL — 1) **Sleeping Dragon**; 2) **Bloom County**; 3) **Tivoli**. (20 boats)
Full results — www.yra.org

Aldo Alessio Regatta

St. Francis YC hosted its annual three-day, four-race Aldo Alessio Regatta on August 5-7, providing a range of courses

and conditions for 50 boats. The four-year-old series, which most crews used as a tune-up for next month's 41st Big Boat Series (Sept. 15-18), began with a foggy, light-air, abbreviated ocean race on Friday, followed by two moderately windy Cityfront races on Saturday, and concluded with a fun 20+ mile 'Three

Hour Tour' of the Bay on Sunday.

Phil Perkins won the big pickle dish, the Alessio Perpetual Trophy for best performance in Friday's ocean race, with his all-conquering J/105 *Good Timin'*. Perkins sailed with boat partner Dave Wilson, Thomas 'Isi' Iseler, Darren Ward, Dennis George, and Aimee LeRoy. The trophy, which was created to promote ocean racing in the Gulf of the Farallones, was established in 1992 through an endow-

THE RACING



LATITUDE/ROB EXCEPT AS NOTED



MAX FANCHER

ment by the late Aldo Alessio, a veteran offshore sailor and staff commodore at both StFYC and CYC.

Perkins went on to demolish the 24-boat J/105 class all weekend, stringing together a near-perfect 1,1,2,1 score. It was a good weekend for the Perkins brothers — while Phil was taking care of business at home, brothers Jon and Chris finished first and second, respectively, in the Knarr International Championship (IKC) in Oslo, Norway.

Chance, Barry Lewis's J/120, improved steadily over the weekend, posting a 6,3,2,1 record to nip *Mr. Magoo* by a point. Robert Youngjohns DK-46 *Zephyra*, thus far the only purpose-built IRC boat on the Bay, won the IRC division with Jeff Thorpe calling tactics. *Zephyra*'s consistent 2,2,2,3 tally was just enough to hold off *Scorpio*'s 7,1,1,1 effort. *White Dove*, Mike Garl's Beneteau 40.7, ran away with the tiny PHRF division.

J/120 — 1) **Chance**, Barry Lewis, 12 points; 2) **Mr. Magoo**, Steve Madeira, 13; 3) **Jolly Mon**, Mark Bowman, 14; 4) **Desdemona**, John Wimer, 22. (10 boats)

J/105 — 1) **Good Timin'**, Phil Perkins, 5 points; 2) **Aquavit**, Tim Russell, 8; 3) **Brick House**, Kristen & Peter Lane, 19; 4) **Orion**, Gary Kneeland, 26; 5) **Arbitrage**, Bruce Stone, 31; 6) **Larrikin**, Stuart Taylor, 34; 7) **Windance**, Littfin/Pugh, 34; 8) **Risk**, Woodley/Titchener/Whitney, 35; 9) **Jabberwocky**, Vaughan/Ryff, 40; 10) **Akula**, Doug Bailey, 42. (24 boats)

IRC — 1) **Zephyra**, DK-46, Robert Youngjohns, 9 points; 2) **Scorpio**, Wylie 42, John Siegel, 10; 3) **Double Trouble**, Sydney 38, Andy Costello, 13; 4) **Bustin' Loose**, Sydney 38, Jeff Pulford, 15; 5) **Just in Time**, Beneteau 42, Norman Olson, 22. (12 boats)

PHRF — 1) **White Dove**, Beneteau 40.7, Mike Garl, 6 points; 2) **Great Sensation**, 1D-35, Giramonit/Fanger, 11. (4 boats)

Full results — www.stfyc.com

Summer Keelboat Act I & II
San Francisco YC got its 'Acts' together

Top actors in the Summer Keel Regatta, from left — Don Jesberg (Melges 24), Buzz Blackett (Express 27), and Rich Jepsen (J/24).

on consecutive weekends last month, hosting the Summer Keelboat Regatta Act I (Express 27s, Melgi, J/24s) on Aug. 13-14, followed by Act II on Aug. 21-22 (J/120, Express 37, J/105). Both weekends were five-race, no-throwout events sailed on the Berkeley Circle in the full gamut of wind and current conditions.

Previously, the Summer Keel Regatta was a one-weekend affair, with as many as nine one design classes competing on two venues — a situation which taxed the resources of the club to the max. Ironically, after splitting the regatta into two halves, attendance plummeted this year (the Farr 40s have evaporated, the Etchells are otherwise engaged, the Moore 24 class was a no-show, etc.).

The Melges 24 class headlined Act I, with 13 boats in attendance, many of whom were gearing up for the PCCs (Sept. 24-25 at SFYC) and the Worlds in Key Largo this December. Don Jesberg, feeling the need for speed after sailing the Cal 40 *Ralphie* to Hawaii in the recent TransPac, put together a 2,3,1,2,1 record with *Ego* to win the class. Jesberg's crew was Ricky Matthews, Andy Casey, and former Melges/Farr 40 owner Zarko Draganic, back on a two-week visit from Italy.

Buzz Blackett, who has owned his Express 27 *New Wave* since 1983, dominated that class, sailing with Ralf Morgan, Sutter Schumacher, Andrew Hura, and Ellen Liebenberg. OCSC purveyor Rich Jepsen took the J/24 class with *Rail to Rail*, along with crew Tom Henneberger (owner), Larry Ledgerwood, Trena Depel, and Joaquin Chung, all of whom are OCSC graduates.

Act II, for bigger boats, went down to the wire in all classes. Steve Madeira's *Mr. Magoo* won the J/120 class again, and is

poised to win the season championship with just two events left, the Nationals (7 races) and the BBS (7 races). "The key to sailing J/120s seems to be sailing consistently and avoiding major disasters," noted Madeira, whose 10-man crew included tactician Peter Cameron, Dave Grandin, John Broadhead, Mike Bacon, Greg Meagher, and Ray Catlette.

Tim Russell overtook *Donkey Jack* on Sunday to win the 26-boat J/105 class, sailing *Aquavit* with tactician Ted Wilson, John Claude, Brent Draney, Scott Parker, and J.V. Gilmour. *Good Timin'*, which has essentially wrapped up their sixth season championship in a row, was off their usual pace due to a DNF in Saturday's second race due to a broken boom. Chris Perkins and crew borrowed the boom from Ron Anderson's *Streaker* and came roaring back on Sunday with a pair of bullets, pulling themselves up to seventh for the weekend.

Expeditious, Bartz Schneider's Express 37, won that small class on a tiebreaker with the new *Stewball*. In the process, *Expeditious* also won their season championship for the second year in a row, barely passing early leader *Elan*. "They were three points ahead of us going into the weekend," said Schneider. "Our season literally came down to the last race of 19, which we bulleted!" The victorious *Expeditious* gang included tactician Fritz Glasser, son Marshall Schneider, crew boss Rhett Smith, Jay Early, John Spencer, Chris Hackett, Doug Lee, Phil Hodgson, and Brooke Bailey.

ACT ONE (August 13-14; 5 races):

EXPRESS 27 — 1) **New Wave**, Buzz Blackett, 6 points; 2) **Moxie**, Joshua Grass, 16; 3) **Mirage**, Terry Cobb, 19; 4) **Xena**, Mark Lowry, 22. (8 boats)

MELGES 24 — 1) **Ego**, Don Jesberg, 9 points; 2) **Pareto Optimal**, Seadon Wijsen, 12; 3) **BYU**, Matt McQueen, 14; 4) **Tinseltown Rebellion**, Cam Lewis, 21; 5) **Smokin'**, Kevin Clark, 27; 6) **Go Dogs Go**, Pepe Parsons, 28. (13 boats)



J/24 — 1) **Rail to Rail**, Rich Jepsen, 8 points; 2) **Running With Scissors**, Press/Yares, 10; 3) **TMC Racing**, Michael Whitfield, 13; 4) **Small Flying Patio Furniture**, Steve Hartman, 22. (8 boats)

ACT TWO (August 20-21; 5 races):

J/120 — 1) **Mr. Magoo**, Steve Madeira, 14 points; 2) **Oui B5**, John Sylvia, 15; 3) **Dayenu**, Jermaine/Payan, 23; 4) **Jolly Mon**, Chamberlin/Bowman, 27. (10 boats)

EXPRESS 37 — 1) **Expeditious**, Bartz Schneider, 12 points; 2) **Stewball**, Caleb Everett, 12. (5 boats)

J/105 — 1) **Aquavit**, Tim Russell, 14 points; 2) **Donkey Jack**, Scott Sellers, 16; 3) **Chile Pepper**, John Downing, 21; 4) **Windance**, Littfin/Pugh, 25; 5) **Natural Blonde**, Rob Cooper, 26; 6) **Masquerade**, Tom Coates, 26; 7) **Good Timin'**, Perkins/Wilson, 31; 8) **Brick House**, Kristen Lane, 32; 9) **Jabberwocky**, Brent Vaughan, 39; 10) **Risk**, Woody/Titchner/Whitney, 44. (26 boats; 4 races)

Full results — www.sfyf.org

470s on the Bay

August was '470 Month' in Northern California, with three separate events scheduled for these lively Olympic class dinghies. The first contest was the Nationals, put on by Santa Cruz YC on August 8-10. A Japanese team, skipper Seki Kazuto and crew Yanagawa Shouichi, topped the 21-boat fleet.



Summer Keel Regatta winners, cont'd — Steve Madeira (J/120), Bartz Schneider (Express 37), and Tim Russell (J/105).

Next up was the North Americans, held in the South Bay and hosted by South Beach YC, Bay View BC, and BAADS. Forty-one boats sailed in the NAs, with Argentinian teams — Lucas Calabrese/Fernando Gwozdz (men) and Fernanda Sesto/Consuelo Monsegur (women) — walking off with the gold. The young San Diego team of Mikee Anderson-Mitterling and David Hughes was a close second in the men's competition, which, combined with their third place in the Nationals, bodes well for their chances at the Worlds.

As we go to press, the 2005 International 470 Worlds were getting underway on the Cityfront. Ninety-nine boats, representing 29 countries, just finished a 9-race, three-day qualification series to break the 65 boats in the men's fleet into a gold and silver fleet (the 34 women's boats won't be broken in half for the Worlds). The actual Worlds Championship followed

Mikee likes it — The Anderson-Mitterling/Hughes team (USA 1734) struck silver in the 470 NAs and should do well at the Worlds.



on August 25-28. Check www.stfyf.com for results.

470 NATIONALS (SCYC; Aug. 8-10):

1) Seki Kazuto/Yanagawa Shouichi, JPN, 16 points; 2) Tetsuya Matsunaga/Taro Veho, JPN, 20; 3) Mikee Anderson-Mitterling/David Hughes, USA, 24; 4) Therese Torgensson/Vendula Zachrisson, SWE, 25; 5) Stuart McNay/Graham Biehl, USA, 33; 6) Erin Maxwell/Alice Manard, USA, 44; 7) Stephane Locas/Oliver Bone, CAN, 46; 8) Jen Provan/Carol Luttmer, CAN, 55; 9) Chizuko Ijima/Sayaka Kato, JPN, 56; 10) Zachary Brown/A. Kinsolving, USA, 60. (21 boats; 8 races; 1 throwout; www.scyf.org)

470 NAs (SBYC/BVBC/BAADS; Aug. 13-16):

MEN/MIXED — 1) Lucas Calabrese/Fernando Gwozdz, ARG, 36 points; 2) Mikee Anderson-Mitterling/David Hughes, USA, 46; 3) Matthias Schmid/Florian Reichstaedter, AUT, 48; 4) Dimitry Berezkin/A. Zybin, RUS, 50; 5) Stu McNay/Graham Biehl, USA, 56; 6) Adam Roberts/N. Martin, USA, 58; 7) Justin Law/M. Miller, USA, 78; 8) Francis Proot/W. Heynink, BEL, 47; 9) M. Buhler/M. Lamas, ARG, 92; 10) Zach Brown/A. Kinsolving, USA, 94. (26 boats)

WOMEN — 1) Fernanda Sesto/Consuelo Monsegur, ARG, 20 points; 2) Amanda Clark/S. Mergenthaler, USA, 27; 3) Sylvia Vogl/C. Flatscher, AUT, 35; 4) Molly Carapiet/Whitney Besse, USA, 40; 5) Allison Jolly/Molly O'Bryan, USA, 45. (15 boats)

(41 boats; 10 races; 1 throwout; www.470class-nachampionship.org)

Nationals Round-Up

August and September are the most popular months for national championships, for all the logical reasons. Here are the results of five nationals which just occurred around the West Coast, and no doubt there were others we missed. Next month, the hits just keep coming — at least four more nationals will be held on the Bay in early September (J/120, Express 27, Antrim 27, Moore 24) and, as usual, the Big Boat Series will double as the Express 37 nationals.

EL TORO NATIONALS (StkSC; July 30-Aug. 4):

SENIOR — 1) Gordie Nash, 14 points; 2) Max Fraser, 20; 3) Fred Paxton, 21; 4) Art Lange, 28; 5) Paul Tara, 30; 6) Nancy Farnum, 33; 7) John Amen,



JANE PARADISE

THE RACING

49; 8) Chris Straub, 52; 9) Bruce Bradfute, 53; 10) Vicki Gilmour, 58. (17 boats)

JUNIOR — 1) David Liebenberg, 9 points; 2) Allen Sterling, 11. (4 boats)

Full results — www.eltoroyra.org

WABBIT NATIONALS (SCYC: Aug. 5-7):

1) **Furrari**, Pete & Angie Rowland/OJ Olson, 16 points; 2) **Jack**, Bill Erkelens, 18; 3) **The White Boat**, Andy Hamilton, 22; 4) **Keala**, Ron Tostenson, 29; 5) **Mr. McGregor**, Kim Desenberg, 32. (10 boats; 8 races)

SANTANA 20 NATIONALS (Cascade Locks, OR; Aug. 8-12):

1) **Mini Me**, Bruce Golison, ABYC, 12 points; 2) **Disaster Area**, Chris Winnard, SWYC, 12; 3) **Sea Bear**, Lance Purdy, NoYC, 13; 4) **Chubasco**, Tim Dunton, Denver SA, 34; 5) **H2O Boa**, Gordon Mattatal, Eugene YC, 37. (23 boats; 7 races; 1 throwout; www.s20.org)

Winning crew — Bruce Golison, Steve Washburn, Stevie Washburn, Anika Olsen.

KEANE STAR NAs (CalYC: Aug. 16-21):

1) George Szabo/Eric Monroe, SDYC, 16 points; 2) Rick Merriman/Rick Peters, SDYC, 16; 3) John Dane III/Austin Sperry, PCYC, 19; 4) Eric Lidecis/Michael Marzahl, BCYC, 29; 5) Iain Murray/Andrew Palfram, Royal Prince Alfred YC, AUS, 39; 6) Mark Reynolds/Hal Haanel, SDYC, 40; 7) Eric Doyle/Brian Sharp, SDYC; 8) Arthur Anosov/Dave Caesar, TSS, 41; 9) John MacCausland/Robert Schofield, Co-



LATITUDE ARCHIVES

Knarry! Jon 'JP' Perkins won the IKC for the second time, topping older brother Chris and many other good sailors in the process.

per River YC, 44; 10) Fabian McGowan/Valentin Thompson, Olivos YC, ARG, 45. (41 boats; 6 races; 1 throw-out; www.cal yachtclub.com)

MERCURY NATIONALS (CBYC: Aug. 12-14):

1) Mike & JJ Burch, 16 points; 2) Jim & Kathy Bradley, 18; 3) Pat Bradley/Mike Dick, 20; 4) Pax Davis/Dave Morris, 24; 5) Don Whelan/AI Johnson, 30; 6) Chris Messano/Chuck Clay, 40; 7) Doug Baird/Jim

Taylor, 42; 8) Greg & Steve Dair, 47; 9) Greg Clark/Bill Schoop, 50; 10) Jim & Jack Barton, 52. (20 boats; 5 races; www.merc583.addr.com/sail/)

Knarr Internationals

San Francisco restaurateur Jon Perkins led an American sweep of the 37th International Knarr Championship (IKC), held in Oslo, Norway, on July 30-August 6. Sailing with Melissa and Tom Purdy and Jeff Moseley, Perkins trounced the fleet to win this prestigious event for the second time. Older brother Chris Perkins, the defending IKC champion and also a two-time winner, was second, and fellow StFYC member Knud Wibroe was a close third. Collectively, this was the Americans' best performance abroad ever (the IKC rotates every year between San Francisco, Copenhagen, and Oslo/Bergen).

Jon won the event by 15 points, but it was closer than it looked — he used a discard in the 9-race, 2-throwout series early (an OCS in the second race), putting his back to the wall almost immediately. Chris, sailing light with Hans Baldauf and Allie Rowe, led the series until his own OCS in the fourth race. The Perkins brothers remained essentially tied until

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—Jonathan McKee
Olympic gold-medalist and skipper of Mini Transat participant Team McLube

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the last two races, when Chris took a costly DSQ (a starting line infraction with Knud Wibroe) and a 17th, relegating himself to a distant second place finish. Wibroe, sailing with Mike Ratiani, Bernard O'Driscoll, and Bill Fredericks, rounded out the podium, just two points behind Chris.

"It was a great battle with Chris right to the last race," said Jon. "He got flagged on

Up periscope! A Laser sailor goes into stealth mode at the ABYC-hosted O'Day Trophy off Long Beach. See results on page 186.

an alleged port/starboard violation by a Dane, did a precautionary 720, and never was able to recover. I had mixed emotions about beating my brother, though my crew didn't!"

1) **Jon Perkins**, USA, 18 points; 2) **Chris Per-**

kins, 33; 3) **Knud Wibroe**, 36; 4) Erik Bergsbakk Holter, NOR, 38; 5) Jens Faber, DEN, 41; 6) **Tom Reed**, USA, 48; 7) Christian Rasmussen, DEN, 50; 8) Nils Petter Haugfos, 54; 9) Johan Gustav Hvide, NOR, 55; Peter Lerbrandt, DEN, 57... Other American participants: 19) **Mark Adams**; 22) **Mark Dahm**; 23) **Graham Green**. (25 teams; www.knarr-sf.com)

Box Scores

Ocean races, team races, boardsailing races — we've got a little of everything in *Box Scores* this month. Warning: This section of the magazine may cause drowsiness. Do not attempt to drive or operate heavy machinery while reading.

TEAM RACE PCCs (StFYC: 7/30-31; Van. 15s):

1) **Bizarre Gardening Accident**, 18-7; 2) **No Name**, 14-11; 3) **T.I. Bone Crushers**, 13-12; 4) **S.F. Sleigh Ride**, 12.5-12; 5) **Mass Occidentals**, 12-13; 6) **Treasure Island Pirates**, 5-20.

Winning team — Holt Condon/Jen Morgan; Kevin Richards/Betsy Cleveland; Nick Adamson/Avery Patton.

SANTA BABS-KING HARBOR (8/5; 81 miles):

DIV. A — 1) **Peligroso**, DenCho 70, Campbell/Williams; 2) **Horizon**, SC 50, Jack Taylor; 3) **Bay Wolf**, SC 50, Parlette/Wilson; 4) **Sorcery**, Mull 80, Jake Wood. (11 boats)



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DIV. B — 1) **Groovederci**, Mumm 30, D. & J. Demourkas; 2) **Stressless**, Farr 40, Tom Parker; 3) **Shiver**, 1D-35, Yabsley/McDonough. (10 boats)

DIV. C — 1) **Magic Light**, Hobie 33, Keith Lorence; 2) **Capt. Sluggo**, Hobie 33, Michael Burke; 3) **Ono**, Olson 40, Galloway & Folkmen. (10 boats)

DIV. D — 1) **Restless**, Schock 35, Anthony Pascone; 2) **Montserrat**, SC 41, Thomas Zahiten; 3) **Fast Lane**, J/35, Doug Steele. (9 boats)

DIV. E — 1) **Cuidado**, 11:Metre, Tom Bolla; 2) **Flying Dutchman**, Hobie 33, Paul Zambriski; 3) **Mad Max**, Hobie 33, Max Rosenberg. (13 boats)

DIV. F — 1) **Day Tripper II**, Hunter 40, Andy Horning; 2) **Arc Angel**, Sonoma 30, Jack Tatum; 3) **La Diana**, Contessa 35, The Huffmans. (10 boats)

DIV. G — 1) **Comet**, Morgan 36, Don Currie; 2) **Elan**, Tartan 3500, Doug Mills; 3) **Airstream**, 'Pre 35', Michael Roach. (9 boats)

DIV. H — 1) **Midnight Run**, Catalina 320, John Dean; 2) **El Tigre**, Cal 3-30, Kari Keidser; 3) **Proper Lady**, Islander 32-2, Bob Cash. (8 boats)

SPRIT-A — 1) **Stark Raving Mad**, J/145, Jim Madden; 2) **Wildcat**, Cheeta 30, John Staff; 3) **Mad Dog**, Schock 40, Ed Feo. (7 boats)

SPRIT-B — 1) **In The Fridge**, Melges 24, Mark Golison; 2) **Cartel**, Columbia 30, David Clarke; 3) **Derivative**, Melges 24, Mark Surber. (12 boats)

ORCA — 1) **Exit**, F-31, George & Kurt Mayo; 2) **2 of 10**, Rolland 36, Edward Terchunian; 3) **After-**

burner, Custom 52-ft cat, Bill Gibbs. (14 boats)
J/105 — 1) **Escapade**, Mark Noble; 2) **Rock & Roll**, Bernard Girod; 3) **Off The Porch**, Scott McDaniel. (9 boats)
Full results — www.sbyc.org

ALAMEDA INTERCLUB #5 (TIYC: 8/6: 11 miles):
BIG SPINNY (< 174) — 1) **Uno**, WylieCat 30, Steve Wanner; 2) **Crinan II**, WylieCat 30, Bill West. (5 boats)

LITTLE SPINNY (187-up) — 1) **Lone Ranger**, Ranger 26, Ken Viaggi. (3 boats)
FAT 30 — 1) **Spindrifter**, Tartan 30, Paul Skabo;

2) **Lelo Too**, Tartan 30, Emile Carles. (4 boats)
CATALINA 34 — 1) **Mottley**, Chris Owen; 2) **Crew's Nest**, Ray Irvine. (5 boats)

NON-SPINNY — 1) **Flotsam**, Yankee OD, The Clerks; 2) **Flyer**, Peterson 33, John Diegoli; 3) **Espresso**, Hobie 33, The Williams. (10 boats)

MULTIHULL — 1) **Origami**, F-24 Mk. II, Ross Stein; 2) **Raptor**, F-27, Todd Olsen. (6 boats)
Full results — www.sfbama.org

PASSPORT REGATTA (CYC: July 13: 18 miles):
PASSPORT 40/42 — 1) **Cayenne**, Passport 40, Michael Moradzadeh; 2) **Drambuoy**, Passport 40, Rick Cooley. (5 boats)
PASSPORT 47 — 1) **Georgia J.**, Kim & Sharon Barr. (3 boats)

OVERALL — **Georgia J.** (8 boats)
For more — www.sailpoa.org

S.F. BAY CLASSIC (StFYC: Aug. 13-14):
FORMULA (overall) — 1) Bill Weir, 7 points; 2) Eric Christianson, 13; 3) Soheil Zahedi, 16; 4) Jean Rathle, 16; 5) Mike Zajicek, 18; 6) Steve Bodner, 18; 7) Al Mirel, 19; 8) Mike Percey, 21; 9) Ron Kern, 22; 10) Jim Kiriakis, 23. (23 boards)
CLASSIC — Bill Weir.
ULTRANECTAR CHALLENGE — Mike Zajicek.
COURSE — Soheil Zahedi.
Full Results — www.stfyc.com

GRACIE & GEORGE (EYC: Aug. 13: 12.4 miles):
SPORTBOAT — 1) **Kwazy**, Wylie Wabbit, Hillary Hansen/Colin Moore. (1 boat)
FLEET 2 (< 121) — 1) **Javelin**, J/100, Joan Garrett/Norman Davant; 2) **Harp**, Catalina 38, Linda Farabee/Mike Mannix. (4 boats)
FLEET 3 (121-149) — 1) **Jammin'**, Catalina 36, Mary Coleman/Jim Forest. (2 boats)
FLEET 4 (150-179) — 1) **Bewitched**, Merit 25, Lorraine & Mark Salmon. (3 boats)
FLEET 5 (>179) — 1) **Maverick**, Columbia 5.5, Heather Noel/Adam Sadeg. (3 boats)
OVERALL — 1) **Maverick**; 2) **Javelin**; 3) **Be-**

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PICYA CHISPA/YOUTH (TISC; Aug. 13; 6 races):

CHISPA — 1) Brian Malouf, 7 points.; 2) Simon Bell, 8. (4 boats)

FJ — 1) Don Ryan/Ryan Anderson, 5 points. (2 boats)

OPTI-A — 1) Will Cefali, 5 points; 2) Marie de Cannart d'Hamale, 11. (6 boats)

OPTI-B — 1) Michael Grove, 6 points; 2) Lauren Cefali, 10. (6 boats)

FALL SCORE #1 (SCYC; Aug. 13):

DIV. A — 1) **Heartbeat**, Wylie 45, Lou Pambianco. (3 boats)

DIV. B — 1) **Bullet**, Olson 30, Mike Gross; 2) **Saffron**, SC 27, Noah Flores. (6 boats)

Full results — www.scyc.org

ONE DESIGN REGATTA (SCYC; Aug. 20-21):

SC 27 — 1) **Saffron**, Noah Flores, 5 points. (3 boats)

SANTANA 22 — 1) **Maybe**, Ernie Rideout, 3 points; 2) **Insanity Cruz**, Mark Langer, 7. (5 boats) (4 races; 1 throwout; www.scyc.org)

Race Notes

Cerveza circuit: It's not too early to



JILL MANTZ

Brotherly love — Mill Valley sailors Myles (left) and Morgan Gutenkunst finished on the podium at the 420 Worlds — but not with each other.

start planning for San Diego YC's 26th biennial race to Mexico, which will return to **Puerto Vallarta** this year in staggered starts from February 21-24. The 1,000-mile hopefully downwind race will mercifully end at Punta Mita, and the post-race parties will be held at Paradise Village, Nuevo Vallarta. On Sunday, March 5, the eight-race **MEXORC** series will begin

in Banderas Bay. See www.sdy.org for more information on both these fun events. . . A quicker Mexican 'fix' will be offered in late March, when, to the complete dismay of San Diego YC, Balboa YC debuts its own version of the **Cabo Race**. The new race will start on March 24, with the awards ceremony in Cabo set for March 31. See www.balboayachtclub.com for the NOR and more.

Sale boats of the month: Stan Glaros has rebounded quickly from the loss of his Davidson 50 *Great Fun*, buying a Cheeta 30 from the Seattle area. The 2,350-pound spritpoler, formerly *Fed Express*, has almost nothing in common with its IOR warhorse predecessor other than the name, **Great Fun II**. . . Probably the most successful Express 27 ever, **Swamp Donkey** (ex-*Friday*), hull #13, has a new owner, EYC member Bill Goldfoos. In case you've ever wondered where the name came from, check out www.swampdonkeysailing.com. . . SSS stalwart Greg Nelson, owner of the 'orginal sportboat', the Black Soo *Starbuck*, recently went to Long Island and towed his newest acquisition, the Azzurra 310 **Azzurra**, back to its original home of Alameda. *Azzurra*




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THE RACING SHEET

has been mastless since Key West Race Week, and Nelson's first move will be to install a new carbon rig. "It's a bit of a project, but I couldn't resist!" he said."

More sale boats: RYC members Pete and Angie Rowland, the 2005 Wylie Wabbit national champs, have bought a cruising boat, an Irwin 39 named **Casablanca**, in Santa Cruz ("through an ad in *Latitude*, thank you!"). They plan to take off in two years, heading north to circumnavigate Vancouver Island before heading to the South Pacific. . . Another RYC member, Jeff McCord, has finally finished off his custom N/M 36 **Quiver**, which will debut at the Jazz Cup. McCord bought the bare hull, built in '99, and engine from Martin Yachts in British Columbia, and added a beefy Hall carbon rig and deeper Jim Antrim-designed keel.

Random notes: The latest entries in the '06 West Marine Pacific Cup include *Morpheus* (Schumacher 50), *Kyrnos* (Barnett 56), *Jam* (J/160), *Basic Instinct* (El-



The big boats are starting to roll into town. 'Morning Glory', on the hard at KKMI, dwarfs the guy working on her bow.

liott 10.50), and *Sonata* (Morgan 38). . . The busy **Gutenkunst brothers**, Myles and Morgan, did quite well at the International 420 Worlds in Brest, France, last month. Myles, crewing for Tyler Sinks, finished second in the silver fleet. Nineteen-year-old Morgan, a sophomore at UC Irvine, crewed for Justin Law and finished third, just 8 points back. In June, Myles and Tyler took second place in 420s at the US Youth Championship

in Westport, CT — and Myles, a 17-year-old senior at Marin Catholic, was awarded the **Dave Perry Sportsmanship Award**.

Good times: The **41st Rolex Big Boat Series**, set for Sept. 15-18, promises to be a big one, possibly even eclipsing the previous all-time-high fleet of 115 boats in 2003. Putting the 'big' back in this year's Series will be **Morning Glory**, *Genuine Risk*, *Beecom*, and *Peligroso*,

which will form the majority of IRC-A. That group, which will be docked at Pier 45 (near Aquatic Park), will sail to a weather mark outside the Gate, while everyone else will stay on the two traditional courses. About 40 IRC entries are expected, almost doubling last year's inaugural turnout of 23 boats. There will be one design classes for J/120s, Express 37s, 1D-35s, J/105s, and Sydney 38s. Social highlights will include the Rolex party (Thursday), the Mt. Gay party (Friday), and the awards ceremony on Sunday, when six engraved Rolexes will be doled out.

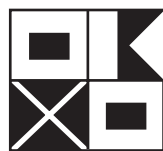
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WORLD

With reports this month on a novel marketing concept meant to inspire **A Worldwide Sampling of Charter Destinations**, plus a frequent Caribbean charterer's foray into **The Spanish Virgins**, and miscellaneous **Charter**

Around the World Chartering: Where Do We Sign Up?

In recent years we've become reacquainted with an old buddy from our high school days named Craig. It was a pleasant surprise to learn that he, too, had become an avid sailor during the intervening years. Not only that, but he's been pipedreaming of sailing around the world in the not-too-distant future — despite the fact that he doesn't yet have a boat suited to the task.

When the conversation turned to the realistic costs of making such a trip, Craig caught us a bit off guard with an alternate concept: "What about the idea of simply flying from one prime sailing venue to the next and chartering a local bareboat?" Oddly enough, that's a scheme we've fantasized about ourselves a few years back. And it's also a concept currently being promoted by Sunsail, at last count the world's largest charter outfit, with 36 bases in 23 countries, all over the globe.

Here's the deal: For a flat rate of \$15,000, you get to do five weeklong charters aboard a 40-ft monohull at any five of their charter destinations. As far as we can tell, there are no 'blockout' dates other than "New Year's week." However, the 15 grand must be paid in advance, and all five trips must be completed within 24 months of the first departure date. The fee covers the boat rental only, so fuel, cruising taxes, provisioning, etc. are additional, as with most typical charters. Also, you may pay extra to upgrade to a larger yacht — or, presumably, to a catamaran.

As an added incentive, the first skip-

One of the benefits of escaping to the tropics periodically is exploring the wonderworld beneath the surface. This is a Seychelles reef.



SEYCHELLES TOURISM

per to complete a "Sunsail the World" charter package will win a free week at the destination of his/her choice. Pretty cool concept, eh? And, depending on where you choose to sail, and during which season, you could potentially save a good deal of cash.

Of course, you could customize your own around-the-world charter package with other large companies such as The Moorings or Kiriacoulis — or a combination of companies for that matter. But we've got to hand it to Sunsail for coming up with such a clever marketing campaign, which uniquely spotlights the diversity of their offerings with built-in money-saving incentives.

To our way of thinking, perhaps the best thing about this plan is that, by committing to five trips, you would essentially 'force' yourself to get out and have the kind of fun that you often wish you were having! Buying into this deal is somewhat analogous to sailors who



TAHITI TOURISM

One day you're chained to your desk, the next you're showering under a Tahitian waterfall.

buy a new boat and put it into charter with a big company like The Moorings or Sunsail. In terms of actual return on your money, it may not be the

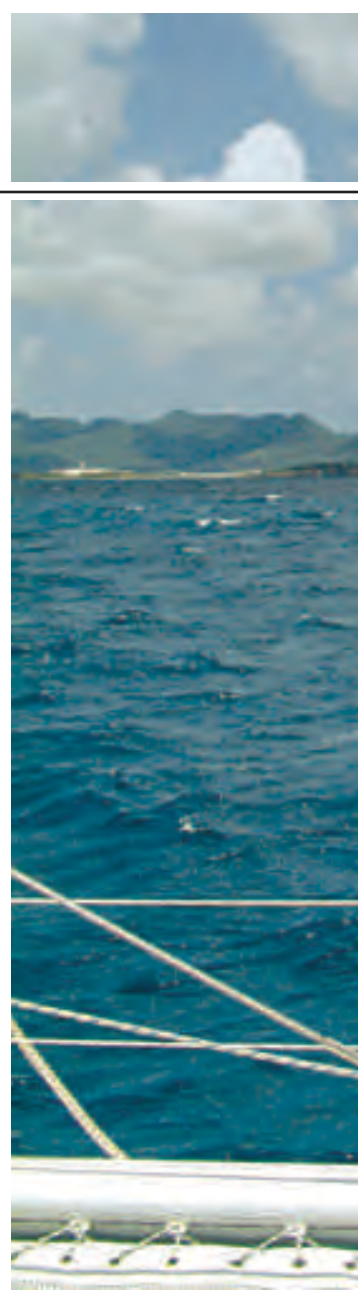
most lucrative investment you would ever make, but the four to six weeks of chartering you would get as a perk of the deal would give you a bona fide impetus to get out of town and go sailing in different venues much more often than you probably would otherwise. With that in mind, you would essentially be *investing* in an incredible lifestyle that's hard to quantify in dollars and sense.

Similarly, buying into the Sunsail the World package would be an investment in your peace of mind, while also being wonderfully educational. And, if you're one of those lucky business travelers who's got frequent flyer miles to burn, you'd have it made.

Of course, the package probably would have little appeal to would-be cruisers who already have a paid-off boat that's fully fitted out for offshore voyaging. But for those of us who: A) haven't even started making payments on the ultimate world cruiser, B) haven't yet figured out how to take more than a few weeks off work at a time, or C) have a spouse who has zero interest in crossing oceans, this just might be an idea worth pursuing.

So where would we go? Hmmm. . . Well, we'd certainly want to include some of the most exotic places like Thailand and the Seychelles. Plus, we've always thought it would be cool to do two or three charters in different locations, back to back. That idea came about years ago, when we discovered that there are specialty travel agents that will sell you an around-the-world ticket for a very reasonable cost, which allows you to layover at several — perhaps even a half dozen — destinations en route (i.e. L.A. to Tahiti to Sydney to Bangkok to London to L.A.).

But we digress. . . Whether you combine destinations into a single vacation or do them separately, you'll first need to consider when the prime sailing seasons occur. Have a look at the illustration (right) and some alluring ideas will prob-





OF CHARTERING

perhaps we'd fly to Singapore and across to Malaysia's Langkawi Archipelago, an exotic array of islands that combine the extremes of duty-free shopping, deserted beaches and abundant wildlife. As such, it's a favorite with world cruisers. A short flight to the north would then take us to Phuket for a week of sailing and diving among its near-shore islands and surreal limestone pinnacles. We'd then head home in a single leg from Bangkok.

Okay, so maybe we're getting a bit carried away. A more practical idea might be to take a different trip every six months or so. For example, Greece in September, Antigua in February, Tahiti in July, Sydney in January and Guadeloupe in June. Five destinations, all within the 24-month window — pretty slick. Now you take a crack at it. Where would you choose to go given this basic outline? The possibilities are mind-boggling.

In fact, we have gotten ourselves so excited about all this that we've practically talked ourselves into signing up. Now, if we could only find those frequent flyer vouchers?

— latitude/aet

LATITUDE / ANDY

"Land ho!" If it's January, this must be St. Maarten. With charter venues around the world, the possibilities are mind-boggling.

PRIME SAILING SEASONS

* Please note: The blocks below represent the absolute best months in terms of wind and weather. However, there's good sailing in many of these locations beyond these dates also, as some venues are truly "year-round" destinations. (Data from industry sources.)

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Seychelles												
Thailand												
Whitsundays												
Sydney												
New Zealand												
Fiji												
Tonga												
Tahiti												
British Isles												
Scandinavia												
Fr. Riviera												
Greece/Turkey												
Croatia												
Belize												
Caribbean												

ably come to mind. Let's see, in terms of combo trips, how about a summer 'trifecta', first to France's Côte d'Azur to hang with the beautiful people and soak in some centuries-old European culture. A flight from Paris would then take us down to the Seychelles, a remote cluster of exotic isles in the Indian Ocean with stunning turquoise waters strewn with giant boulders. After soaking up the sun and diving on the reefs, we'd jet north again, finishing off our ultimate getaway with a cruise along Croatia's Dalmatian Coast.

Or, how about this one: In the opposite season, we might escape the dreariness of winter with an overnight flight to summertime in Sydney, Australia. There we'd take in the sights under sail, wrestle a kangaroo or two and enjoy the spirited Aussie nightlife. Then,



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WORLD



KENNETH WOOTON

Culebrita, just to the east of Culebra, offers some of the more picturesque anchorages in the Passage Islands.

quiet and uncrowded compared to the rest of the Virgin Islands.

Our first destination was Culebrita, a small cay which is a nature preserve just east of the main island of Culebra. Leaving Frenchtown, St. Thomas, about 2:00 p.m. after the usual fuss with trying to coordinate everybody and everything — Where are the lemons? What do you mean you thought I brought them?

— we had a rapid and pleasant downwind sail, arriving in the secluded bay on the northeast side of the island at 4:00 p.m. The bay has moorings for five boats, and is well protected from most sea conditions. We were the only boat in the bay, and enjoyed the solitude, watching a lovely sunset over cocktails in the cockpit. Our usual approach to meals when cruising is to have breakfast and lunch on board, with dinner ashore each night. Otherwise, it seems less like a vacation. In this instance we made an

exception due to the beauty of the spot, and grilled a mahi-mahi which we had caught trolling on the sail over.

The next morning we dropped the mooring around 9:30 a.m. and sailed south down the channel between Culebrita and Culebra, rounding up into Ensenada Honda, the principal harbor of Culebra. Although we didn't do it this time, it is possible to anchor on the west side of Culebrita, almost due west of the lighthouse, for some very nice snorkeling along the reef.

We cleared U.S. Customs and Immigration by cell phone. In order to do so you will need about 10 minutes, everyone's passport and address, the boat's papers and an annual Customs decal. Although we didn't have this last item, Customs very nicely overlooked our lack, although you can't really count on having the same luck.

There are two principal anchorages in Ensenada Honda. The first, and by far the most scenic, is behind the reef

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on the southwest side of the harbor entrance. You will find other boats anchored there, but be sure to enter by going well clear of the northern tip of the reef after passing between the buoys at the harbor entrance. The other anchorage is in a small bay with brown water north of Punta Cabras, on the northeast side of the harbor. Again, you will find a number of boats anchored there, and holding is good in a muddy sand bottom. The choice of anchorage really depends on how far you wish to ride your dinghy to reach Dewey, the main town.

From WWII until 1975, Culebra was part of the U.S. Navy's practice range for gunnery and bombing. It has a beautiful long beach called Flamingo Beach on the northeast coast, complete with a few wrecked tanks that were targets. Today, Culebra is a tranquil place with friendly people, and what seems to be a more or less permanent group of resident yachters. Replenishing provisions is possible, although not in modern su-



KENNETH WOOTON

permarkets. Two days at Culebra seems to be just right.

Rental cars and taxis are both readily available. Our favorite spot for dining is Mamacita's, reached by taking your dinghy part way into the canal that cuts through the town of Dewey and tying up at their dock on the north side of the canal.

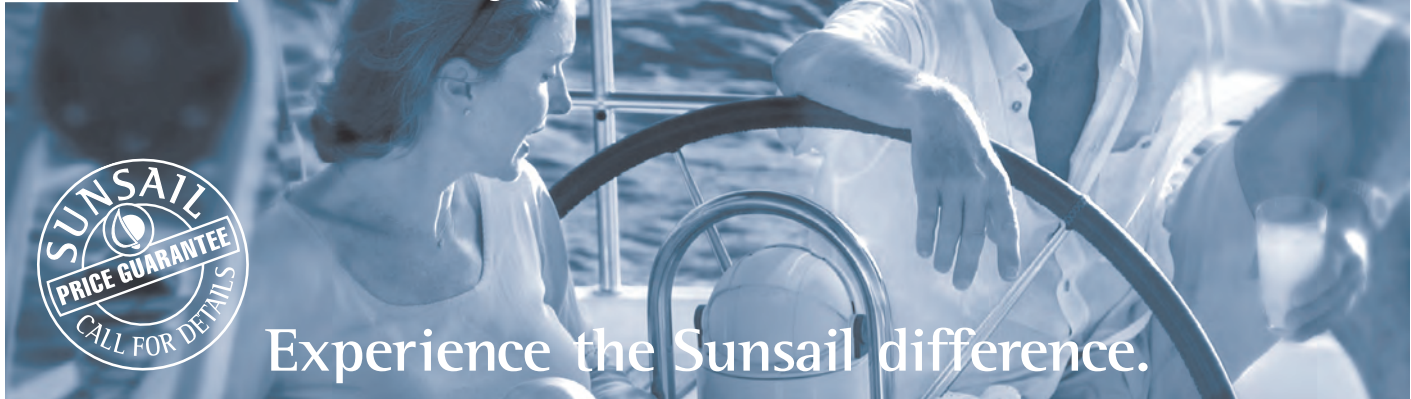
Bananas is one of several seaside watering holes in the sleepy town of Esperanza on the south side of Vieques.

Our next stop was the island of Vieques, which also had the dubious honor of being a target for the U.S. Navy until 2003. The upside of this situation is that most of the island is undeveloped. We again left about 9:00 a.m. and sailed

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WORLD

due south on a beam reach, achieving an exhilarating 14 knots. Rounding the easternmost point of the island, we then headed west, up the south coast to the small town of Esperanza. Entry into the bay is easy; there is a deep (17 feet) channel between Punta de Tierra on the east and a small island called Cayo Real on the west. Four moorings were available when we arrived, and during our three-day stay only two other boats came in.

Vieques is a delightful island with many beautiful beaches such as Ensenada Sun Bay, just east of Esperanza. The town itself has a lovely esplanade and several restaurants along the shore, all of which we have found to be acceptable. Just a few miles out of town is a truly memorable restaurant called the Blue Macaw, located in



KENNETH WOOTON

The town of Dewey on Culebra is the only place to provision on the island. The lift bridge crosses a canal that bisects the island.

the Inn on the Blue Horizon. There is also a nice museum in the main town of Isabel Segundo. It is located in the middle of the island on the north coast in a restored

Spanish fort. The highlight of a visit to Vieques is a night trip to Mosquito Bay to kayak and swim in the most spectacular phosphorescent bay we have ever experienced.

If you are seeking solitude rather than diversion, there are a number of isolated bays on the southeast coast such as Bahía Salina del Sur and another Ensenada Honda. These both require careful eyeball navigation to enter, but you are almost guaranteed privacy and a sheltered anchorage, especially if you avoid weekends, when many power boaters

come over from Puerto Rico. We departed Esperanza reluctantly about 9 a.m. for the windward slog back to St. Thomas. We planned the trip to arrive in Elephant Bay around 4 p.m., then dinghy ashore to Tickle for dinner in Crown Bay or back to CYOA for one

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OF CHARTERING

of the numerous restaurants in Frenchtown. This allowed us a leisurely morning the next day to clean up the boat, refuel, and return to the CYOA docks.

— *charles consolvo*
(reprinted with permission from CYOA)

Ed. note — CYOA is a relatively small, but long-established, bareboat charter outfit based at Frenchtown, St. Thomas, in the U.S. Virgins. For more info, see www.cyoacharters.com or call (800) 944-2962.

Charter Notes

In these troubled times, many Americans are extremely reluctant to travel anywhere in Europe, and especially in **Turkey**, because it is a Muslim nation — even though it is the most 'westernized' of all its Muslim neighbors. We're told that several **recent terrorist bombings** in resort areas along the popular southwest coast have caused the flow of tourist dollars to resorts and charter



KENNETH WOOTTON

Rented kayaks are used to explore the magnificent bioluminescence-rich Mosquito Bay on the south side of Vieques.

outfits to dry up dramatically.

Although periodic bombings or other 'disturbances' have occurred for years in the southeastern part of Turkey, such incidents had previously been virtually

nonexistent in the tourist areas along the southwest coastline — the Turquoise Coast — which has been popular with European and North American sailors for decades.

From thousands of miles away, it's difficult to put such events in perspective. True, these were two or three isolated incidents. It is impossible to say whether they harbingers of more attacks to come or simply random events which are not likely to be repeated — at least in tourist areas — anytime soon.

For a sense of perspective, we had a chat with local charter skipper **Marco Sange**, who now runs the **C&C 48 Incognito** on the Bay. He spent 19 years running charter yachts in the Aegean, principally *Serena*, a 62-ft S&S steel sloop. Marco had just returned from a month of chartering in Turkey when the most recent bombing occurred.

"I just want to tell *Latitude* readers that **the people of Turkey are wonderful, hospitable and kind**, and it is a

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"During 26 days of cruising the coast with charter guests from the Bay Area aboard, I never felt a hint of hostility toward us as Americans. People would tell me, **'We love American people. Why aren't they coming anymore?'**

"They understand our political situation; of course they don't like the actions of our government, but they don't blame travelers for that."

Knowing the area from years past, he was relieved to find that most of the cruising area has developed very slowly over the years. "If there was one restaurant in a bay years ago, now there might be two. The cuisine is fantastic and incredibly inexpensive. The bays are kept clean, with no trash lying around anywhere, and everywhere, the people we met were incredibly hospitable. They



STARDUST/SUNSAIL

Turkey is a sailing venue with a seemingly boundless wealth of cultural antiquities, as well as exceedingly hospitable people.

just couldn't do enough for you."

With a wealth of ancient ruins that date back hundreds — or even thousands — of years found close to many anchorages, it is, of course, a cruising venue incredibly rich in history and culture. And while Greece, sadly, has become more and more crowded each summer, Turkey — even before 9/11, the Iraq War and the recent bombings — saw much less impact from Western tourism. These days, according to Marco, there are far fewer boats than ever.

Far be it for us to send you into harm's way when you're supposed to be on vacation, but we certainly wouldn't rule out a trip to Turkey after talking to Marco. And if you're the type who hates traveling to places that are overrun with hordes of American tourists, this could be the perfect time to explore those ancient waterways.

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CHANGES

With reports this month from **Wind Trekker** on Banderas Bay; from **Gemini** on six years of cruising; from **Anduril** on a 30th anniversary cruise; from **Delphinus** on riding the Gulfstream to Key West; from **Neverland** on a short cruise in the Sea of Cortez; from **Flashgirl** on sailing to and around French Polynesia; and lots of **Cruise Notes**.

Wind Trekker — Corsair 31 Tri Tom Brown Banderas Bay Sailing Adventure (Palo Alto)

For six weeks in May and June, I enjoyed beautiful sailing on Banderas Bay, Mexico, aboard our cruising-equipped Corsair 31 trimaran *Wind Trekker*. During one 24-hour period, I sailed all around the bay from Paradise Village in Nuevo Vallarta, and then out to Corbatina Rock. A northerly evening breeze carried us along 4-6 knots, and the tip of the daggerboard was clearly visible in the phosphorescent turbulence five feet below. Need I mention the stars were spectacular on the moonless night?

When we were about 10 miles west of Cabo Corrientes at 1 a.m., the C.A.R.D. (Collision Avoidance Radar Detector) began chirping. Something was 'painting' us from our aft port quarter. Ten minutes later, the C.A.R.D. reported a stronger signal dead ahead with no lateral movement. Nonetheless, we couldn't see anything, either with our night-adapted eyes or with radar. Anyone monitoring us should have seen our radar reflector and our tricolor masthead sailing lights. Whoever it was apparently didn't wish to be seen, for they were invisible to our own small 2 kw radar. Still concerned, I finally flicked on our steaming and deck lights, identified ourselves on VHF 16, and requested that the vessel dead ahead of our position/bearing identify herself. But there was no response.

Who could it have been? Later the harbor master told me that it was probably a Mexican Navy inflatable patrolling

Tom Brown enjoyed good summer fishing in Banderas Bay from his 31-ft tri. He and his wife will be moving there with their boat in the fall.

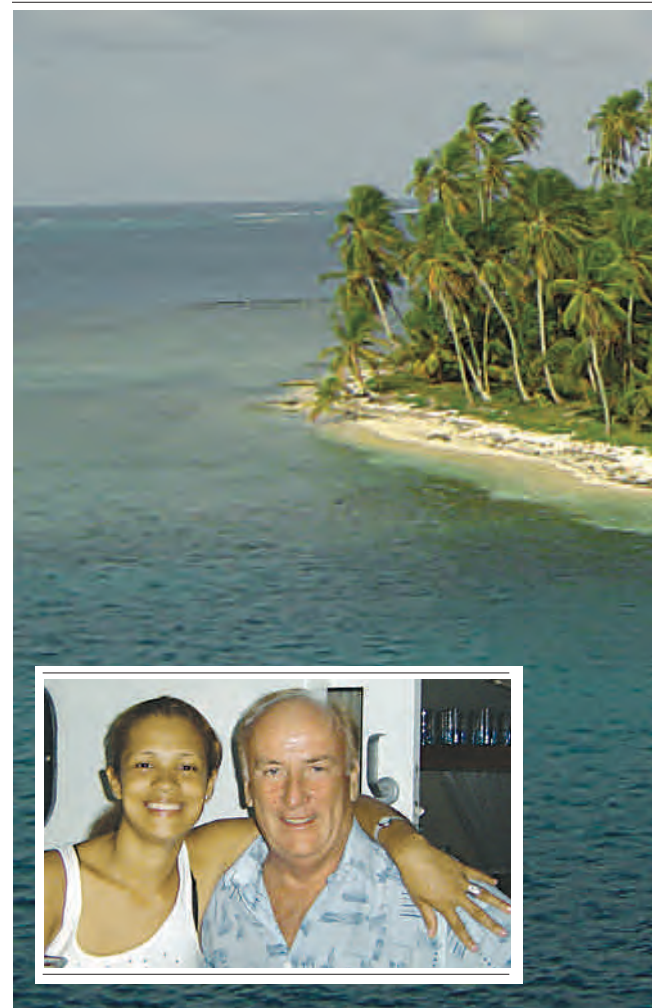
for 'agricultural shipments'. In fact, that weekend the navy reported seizing four tons of cocaine off the coast. In retrospect, I'm glad we were forewarned that we were being watched and from what direction, as it allowed us to make it clear that we weren't out there for a midnight rendezvous with some bales of pot.

Were our sails on Banderas Bay and the freshly-caught sierras worth trailering *Wind Trekker* 1,800 miles south from the Channel Islands, down highway 15D (and back via San Blas instead of Tepic)? Except for the dangerous treks through L.A. (going) and San Diego to L.A. rush hour traffic (returning), yes it was worth it! Fortunately, I had 500 miles to practice keeping the trailer inside the white lines before I hit the no-shoulders/six-inch-vertical-dropoff segments of Highway 15D. I never drove tired or at night. Rather than drive as the locals do with my U.S. tags and boat, I obeyed every speed limit that I saw. It was a good thing, because more than once the first vehicle that passed me when I pulled off to let a long line of cars go by was a police car that had been riding sight unseen behind my trailered trimaran. Friendly smiles, a bit of Spanish, strict obedience to the law — and perhaps the Vagabundos del Mar stickers all over my Tahoe — made for a pleasant, no-hassles trip.

I'd do the trip again, but next year I think I'll sail *Wind Trekker* to Mexico as part of Baja Ha-Ha 13 next fall, and then on to Banderas Bay. You see, when my fair weather sailing partner flew down to stay at Paradise Village Hotel, we did some real estate shopping around Banderas Bay. The result is that we bought a villa in Punta Esmeralda, which is between Bucerias and La Cruz, about 15 miles

from the Puerto Vallarta Airport. If all goes well, we'll be readying our Palo Alto house for sale next year before the Ha-Ha, and then relocating our boat and ourselves to Banderas Bay.

— tom
06/15/05



Gemini — Albin Nimbus 42 Les Sutton & Diane Grant The Sixth Year Q&A (Northern California)

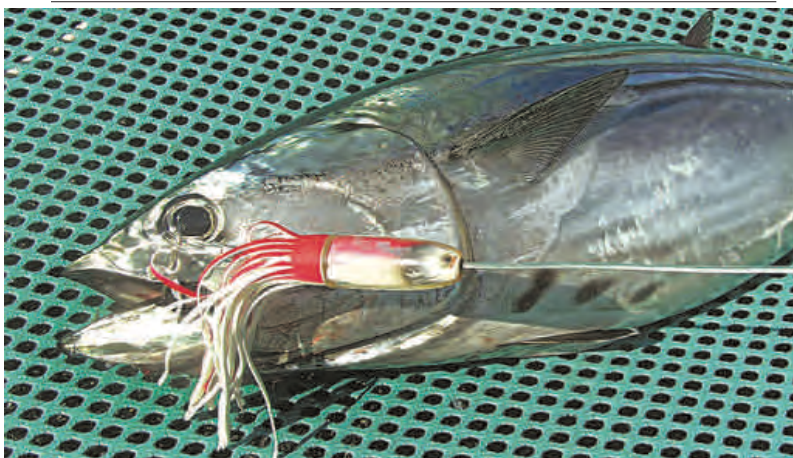
A while back, Les Sutton stopped by the office, and we had a lively talk that jumped all over the place and touched on various bits of his and Diane's six years of cruising adventures. Some highlights:

The I.Q. of fish. "Fish in the Caribbean are smarter than the fish in the Pacific, because they'll swim into a hole, glance back, but swim out the other side. The dumb fish in the Pacific swim into a hole, then come back out to see who chased them — at which point you shoot them."

Unusual weather. "No matter where we've been in our six years of cruising, people have always told us they were having 'atypical' weather". For example, we had two weeks of absolute flat calm in the Western Caribbean in May and June. "Atypical," everyone said."

How to know if there will be a sailing breeze in the Sea of Cortez? "Listen to Tom Tango Papa on the Chubasco Net. At the beginning of the forecast, he gives the

TOM BROWN



IN LATITUDES



BOTH PHOTOS COURTESY GEMINI

Spread; Some 350 islets like this make up the San Blas Islands. Inset; John and his Colombian sweetheart have returned to Cartagena.

baro pressure for San Felipe and for Cabo. If there's a lot of difference between the two, there will be a good sailing breeze. If there is little difference, there will be little or no breeze. The wind blows out of the northwest all winter in the Sea, and out of the south in the summer."

What about looking out the porthole? "Diane and I do get 90% of our weather information by looking out the porthole. Nonetheless, Don Anderson of *Summer Passage*, who provides weather forecasts for Mexico and beyond, is excellent at explaining the overall picture. We think he's gotten better over time because he no longer tries to forecast microclimates."

What indicates there will be a strong Norther blowing down the Sea of Cortez in the winter? "High pressure in the 'four corners' regions of the States."

What about *elefantes*. "Lots of people fear the *elefantes*, which are the strong night breezes blowing off the Baja coast of the Sea of Cortez in summer. These are

caused by the hot air collapsing at night and blowing offshore. They blow up to 45 knots right by shore, but five to 10 miles out they only blow at 20 knots, making for great traveling winds."

What was the sound you kept hearing when crossing the Gulf of Tehautepec? "The bow of our boat hitting turtles. There seem to be a lot more of them than before."

What are your feelings about Colon, Panama, regarded by many as the dangerous armpit of the world of cruising?

"We had to spend 40 days there after losing our engine. It's not a bad place, but you do have to be careful and don't want to flash indications of wealth. We always used cabs between the yacht club and downtown. There are certain areas — and it's obvious which ones they are — where you should not go. For \$1 a cab driver would pick up

rotisserie chicken for us and deliver it to the Panama Canal YC, which is the cruiser 'safe zone' there. There are lots of Chinese and Lebanese merchants in Colon, which makes it interesting. One guy makes great falafel bread over an open fire."

Why did it take so long to get your engine rebuilt in Colon? "It took time getting the right parts from John Schere of Montreal, who created the Pathfinder marine diesel. Once we got them, Alejandro, our mechanic, got right on it. He bid \$1,000 on the job and stuck to it."

Are the San Blas Islands of Panama as good as people say? "We spent several months there, and they really are wonderful. The locals are always coming out selling you official-looking cruising permits — \$5 for 30 days — but we didn't begrudge them. Over on Chichime, Julian Harvey, an ex-corporate guy, makes delicious 'Kuna bread' with coconut milk. He bakes the loaves in a 55-gallon drum over an open fire."

How many boats are in the San Blas during the winter 'high season'? "About 50, including the Italians, Germans, and some French. We had a great time with the Germans and Italians, but not so much with the French. We also met some really wonderful folks on a Japanese boat."

Is there a 'Club Med' for cruisers in the San Blas? "That would be Coco Bandero, which is a little south of the Hollandes Cays. They had a social activity there every single night — and they were really fun. Some cruisers stayed for months and months."

And the Monday night burn? "That would be held by Reggie and Deb of the New York City-based *Runner*. For years now, Reggie has been the self-appointed cleanup crew of an island near the 'swimming pool', and every Monday night he burns the debris he's collected. The burn

Six years into cruising from Mexico to Colombia, Les and Diane stopped to enjoy a rest during a hike up Panama's Rio Cedra.



COURTESY GEMINI

CHANGES

has become a social event during the high season."

Did you see any Kuna transvestite mola makers? "Yes, we hiked up the Rio Cedra on the mainland to see the falls and buy some molas from the transvestite mola maker. The hike — about five miles up a canyon — was a little more difficult than advertised, as Diane lost her glasses while jumping off a waterfall and Quincy of *Chewbacca* fell and needed stitches in her chin."

Do cruisers really transport backpackers and others between Cartagena and Panama? "They do. For example, Mark and Paula of the Roberts 44 *Melody* do backpacker charters. Check them out at Freshaircharters.com. They also shop and deliver groceries, gear, and fuel for cruisers out at the San Blas Islands. You get a receipt for the stuff, for which 30% is added on for their time and effort."

What's the best time of year for the San Blas Islands? "There are strong winds — to 35 knots — from December to March, with a few weather windows. Sometimes the strong winds start as early as November. The San Blas high season is from December to March, but Diane and I think it's best from March to November — even though part of that is the 'rainy season'."

What about the Bocas del Toro region on the Caribbean side of Panama? "It's getting more popular all the time. When we were there, Susie from the powerboat *Caberet* organized all the many social activities. It's a great place, and Bocas Marina is the place to stay. There are lots of surfers and surfing, too, as there are Pipeline-like waves breaking over shallow reefs.

If you're looking for some delicious warm Kuna coconut bread, you can only get it from Juliana on Chimchime.



GEMINI

Panama is known for lightning, isn't it? "Yes. You should see the horizontal lightning sizzle over a mast. We're told the mast doesn't attract lightning unless the anchor is down, but we're not sure about that. You just don't want to be in the wrong spot at the wrong time."

How far is it from the San Blas Islands to Cartagena, Colombia? "One hundred and ninety miles.

How nasty can the sailing conditions be in the Caribbean around Cartagena? "The Alaska-based Cheoy Lee 41 *Kukara* had been all over, including to the Med and back. But while sailing downwind to Cartagena, a rogue wave broke the stern pulpit, bent the wheel, took out the cockpit doors, filled the salon sole with 18 inches of water, flooded the engine, and damaged the electronics."

What's the deal with private armies in Colombia? "Oil companies have them, banana companies have them — there are five or six wandering around the countryside. Then there's the FARC rebel group. A year or two ago they kidnapped a bunch of tourists and held them for ransom, so the U.S. put out an advisory about Colombia being unsafe. Cruise ship visits — which flood Cartagena with money — tumbled from about 200 a year to 20 a year.

"Does Cartagena still have the shiva buses or whatever, which are bars with rock 'n roll bands that endlessly drive around town? "Yes, but there aren't as many as there used to be."

How safe is Cartagena? "It's safe — although it just takes one person to ruin it for you. You only want to wear the kind of jewelry you're prepared to lose."

What's the story with boatyards in Cartagena? "There are three of them: Manzanillo Marina Club, Ferrocem, and Todomar. Ferrocem is the only one that allows you to do your own work. We negotiated with all three on getting our 42-footer painted from keel to deck, and the bids were 12 to 15 million pesos — which sounds like a lot, but is only \$5,500 to \$7,000. We finally agreed on \$5,000. They do beautiful work, and it was a fraction of what it would have cost in the States. But as in any Third World country, you have to constantly supervise the work."

What about boatwork in Panama? "Labor is cheaper in Colombia, but all imported items are subject to 70% import tax. Panama is duty free, and Marco at the Marine Warehouse in Panama City is great at bringing stuff in. If you need a lot of stuff, Hal White will bring it down from the States for \$1/pound in a container. So buy your stuff in Panama and have your boat work done in Columbia."



List your favorite cruising countries in order of preference:

"Mexico is number one because the people are so friendly and because it's so convenient to the States. Panama is second, as the San Blas Islands are great and it's easy to get anything you want for your boat. Third would be El Salvador, as the people are friendly and the marinas really take care of you. Nicaragua — specifically Marina Puesto del Sol — would be fourth because Roberto Membrano, the Californian who developed the resort and marina, and his staff are wonderful. Costa Rica would be fifth, as we had to pay a lot of bribes to get stuff imported. Cartagena is worth the visit, but we don't know it well enough to rank it. One great place not many people visit is the Gulf of Fonseca on the Pacific, which is shared by El Salvador, Nicaragua, and Honduras. Tiger Island, in the gulf, used to be a CIA headquarters, and the whole gulf was deliberately mischarted for military purposes. We'd like to do the South Pacific, too, but don't want to be isolated from 85-year-old parents."

"But Mexico is the best cruising base

IN LATITUDES



HANALULA

Water shortage in Canada? Harold and Linda Anderson of Grass Valley trailered their Balboa 27 'Hanalula' to Canada's Gulf Islands for a little cruising. Based on the photos they forwarded to us, Canada's ocean's seem to be running dry. Either that, or folks can't read depthsounders.

and the best place to cruise. We love Mazatlan, La Paz, Puerto Vallarta, Manzanillo, Zihua, and up in the Sea of Cortez. In fact, our favorite place of all has been the Sea of Cortez in the summer when there aren't so many boats. People have been friendly wherever we've gone, but nowhere as friendly as Mexico. We plan to return some day."

John Haste and his San Diego-based Perry 52 cat *Little Wing* didn't make it to the Banderas Bay Regatta this year. Have you seen him? "Yes, we saw him and Suhay, his Colombian girlfriend, back in Cartagena."

— latitude 08/02/05

Anduril — Cross 40 Trimaran Joanne Sandstrom French Polynesia Revisited (Oakland)

It's July 17, so I'm writing on the 30th birthday of *Anduril*, the Cross 40 that our family built and have sailed around the world twice.

My husband Don and I are now back at latitude 38, but *Anduril* is still around latitude 21, where my son Donald and his wife Erika are spending a few weeks in Hawaii before sailing home. They sailed to Mexico last fall, then in mid-March of this year continued on to the Marquesas. Don and I joined them in Raiatea in mid-June for the passage to Hilo.

Our passage to Hawaii took 16 days and 7 hours. We didn't make as much easting early in the trip as we had planned, so we came up on Caroline Island and stopped for snorkeling. The black-tipped sharks were a little more aggressive than we liked — one clamped its teeth around the boat pole that Donald was carrying — so our stay was even shorter than we'd hoped. But the water was the clearest and warmest we'd encountered on this trip. Even if Caroline Island was on some sailing track, which it isn't, it wouldn't normally be visited because there is no passage into the lagoon and because there is no suitable place to anchor.

A word on meeting boats in the Marquesas. Don and I flew into Papeete at the

beginning of the trip — after being forced to buy return tickets in Honolulu (never mind what the French consulate in San Francisco told Don about not needing them since we were joining our own boat). We stayed at the Tiare Tahiti Hotel just across the street from the quay. The post office was across the other street, and it had a blinking neon light, which gave us fits for two nights. People aboard boats on the quay had the same complaint. Given that the post office isn't open at night or at any time on Sunday, we wondered why the neon? It's probably a French thing.

As instructed, Donald had bought us tickets on the *Vaeanu* for the passage from Papeete to Raiatea. I had told him to get us deck passage, but after the Tahitian ticket-seller asked him our ages and showed him pictures — which the ticket-seller swore were 20 years old — of the freighter, Donald got us a cabin with a shared toilet. The *Vaeanu* is best described as a 'Van Gogh ship', meaning the very thick paint mostly covers the rust — and probably helps to hold the ship together.

Bora Bora was a gigantic disappointment compared to our first visit in '77 during our '75 to '80 circumnavigation. Hotels — which I can't imagine are being filled — are going up everywhere. The construction has clouded the water and probably helped kill a lot of the coral. In any event, much of the coral is now dead. All the hotels seem to have the 'traditional' thatched roofs — no matter that no one builds such roofs on private homes. I'm assuming that there's some kind of composite roof under the thatch. Worst of all, however, are the all-too-numerous #\$\$^@&*@% motorized bugs — aka 'personal watercraft' — that buzz about everywhere, shattering the peace and 'tranquility' of the anchorages and endangering the snorkelers. Next time I'd give Bora Bora a pass!

What a difference a generation makes! Testosterone levels were down, so father ***Unhappy with the changes at Bora Bora — including all the new hotels — the Sandstroms say they'd give the fabled island a pass next time.***



INTERLUDE

CHANGES

Don and son Donald were able to coexist in the same "40-foot box" without conflict. Of course, the roles had changed. Donald and Erika are captain and admiral now; Don and I went along simply as crew. I had the 'Teveye watches' — sunrise and sunset. The 0300-0600 watches were also moon-brightened every morning. The moon was waxing when we started, then waning later on. I loved it.

Other differences from before: *Anduril* now has refrigeration, so we didn't have to make do with bilge-temperature beer and an unending diet of 'can over' rice or pasta. The wind generator and solar panels provided enough electricity that we never had to turn on the engine to charge the batteries — although we did motor into Hilo to get in before dark. The water tanks were filled at the start of the passage, but most of our daily use was supplied by the watermaker. There's a sextant on the boat — and we know how to use it — but we got our positions from GPS. The autopilot makes things a lot easier, of course, but using it still seems like cheating to me — rather like crossing the desert in an air-conditioned Volvo set on cruise control instead of driving the 1946 Hudson with the water bag hung from the grill to keep the radiator cool and the wind wings adjusted to blow air in our face. Nevertheless, it was great to be at sea again. And the 1946 Hudson is long gone!

— joanne 07/15/05

Delphinus — Mayotte 47 Cat Randy Sparks, Crew Coming Home On The Gulfstream (Santa Cruz)

[Editor's note: This Changes was written prior to hurricane Emily smashing into the Caribbean coast of Mexico.]

It was difficult for us to leave Mexico's Isla Mujeres — pronounced 'moo-HAIR-

Randy and Josanne on the beach at Isla Mujeres before he and Bruce, the owner of 'Delphinus' rode the Gulfstream to Key West.

ayz' — after only five days. The low and narrow four-mile long island that is just six miles northeast of Cancun has the finest white sand — almost powder — beaches in the world. In addition, the Mexican lifestyle is mesmerizing. I could very easily see myself getting lost in the peacefulness of the Mayan Riviera.

There are many stories of how the place became named 'Island of Women'. Among them is that drunken pirates mistook the manatees for mermaids. Whatever the reason, the idea of finding a woman at Isla Mujeres seems to be a draw for many of the hordes of male tourists at pumping Cancun. Nonetheless, Mujeres still slumbers in tranquil Mayan dreams — at least compared to her neighbors of Cancun, Isla Cozumel, and Playa Del Carmen. If your boat draws less than eight feet, there are three marinas on Isla Mujeres that can accommodate you, which makes it the cruiser capital of the Yucatan. While we were there, 47 boats arrived as part of a race from St. Pete, Florida.

Josanne, my girlfriend, and I visited Isla Mujeres for the first time during my birthday this year. Although we only stayed a day, we fell in love with the low-key atmosphere and the beautiful beaches. Our visit included Josanne's first snorkeling adventure on a coral reef. It was fun to watch her initial reaction to the tropical fish, which came so close that she could pet them.

Anyway, Bruce, the owner of the Portland-based *Delphinus* that I've been crewing on, and I ended up leaving Isla Mujeres in the company of three other sailboats on the 350-mile trip to Key West. We knew one of the boats, Charlie and Teresa's *El Rigallo*, from the Bocas del Toro area of Panama. The other two were new to us, and in any event, we lost contact with them after the first day. Thanks to the Gulfstream, we had a sleighride toward Key West. We made 105 miles in the first 12 hours, a new record for the cat.

And we could have done better had we set the sails earlier and not hit a group of whale sharks.

When I say 'hit' the whale sharks, that's just what I mean. I was asleep at the time of contact, but it was enough to wake me. Bruce and I both ran up on deck to find

What do you do if you're Arnold of the Grass Valley-based Island Packet 'Moondance', you're 15 days out of Hawaii for Monterey, still 1,000 miles from land, stuck in the middle of the windless Pacific Hgh, and are down to your last 15 gallons of fuel?

Easy, you wait for Paul Biery of the Emeryville-based Catana 431 cat 'New Focus' to show up on July 31. Although Biery and crew were on their way from Maui to Seattle, they still crossed paths with 'Moondance'. The 'New Focus' crew floated a jug of fuel — see lower left — for Arnold to pick up.

'New Focus' made it to Seattle in 17 days, a respectable 152 miles a day given the mostly light going. Her crew are interested to know when



dozens of the giant whale sharks feeding around the cat. This seemed like it might be a once-in-a-lifetime opportunity to see the giant creatures up close, for as recently as the '70s some experts believed they had become extinct. Whale sharks range in size from 20 to 40 feet, feed on plankton, but have cartilage rather than bone skeletons like sharks.

It wasn't until I got into the water with them that I began to appreciate what huge mouths they have — maybe 10 feet around. If they weren't plankton-eaters with a balleen filtering system, they could have swallowed me whole. At one point I was able to look into the gaping mouths of these giants and see how their plankton filtering mechanism works — and even the open gills behind it! Eventually, one whale shark swam close enough for me to grab onto his dorsal fin. He took me for a ride of about 30 feet before I let go and he swam away.

When I began to swim back to the cat, one of the smaller whales saw me and made a beeline in my direction. I had both hands on him when his mother noticed. Nonchalantly, she headed over toward us, gently nudged him away, and they both swam off. Bruce, who had counted



IN LATITUDES



JOHN RICHARDS

18 sharks in the group, later told me he thought I was a goner when the mother came toward me. He'd been nice enough to keep the cat pointed into the wind so she didn't sail away from me.

After a slow night, the next day started fast. I awoke to find two mahi on our fishing lines — our first double hook-up in the Caribbean. We hitched a ride on the Gulfstream going past Cuba on the second night, and got to listen to all the Cuban fishing boats talking on the radio. We also had to dodge parked ships and fishing boats — just like on the Pacific side of Mexico. When coming up the long channel to Key West at 6 a.m., someone, obviously gay, serenaded us with a rendition of *Wake Up* in falsetto. We weren't in Kansas — or Central America — anymore.

For those who slept through U.S. History, Ponce de Leon was the first to sight the Keys in 1513, but there was no permanent settlement for another 300 years. It was the Brits who came up with the name Key West for the most westerly of the Keys. The U.S. got Florida from Spain in 1819, and a couple of years later a U.S. Naval Base was established at Key West. Commodore David Porter's mission

was to rid the Keys of pirates known as the 'Brethren of the Coast'. Once all the pirates were hanged, settlers moved in from the eastern states, the Bahamas and Cuba. A combination of wreckers, converted pirates, and commercial fisherman formed the unique core of Key West society. They dubbed themselves 'Conchs' — pronounced 'Konks' — after the abundant shellfish that was a staple of their diet. The Conchs became famous — or infamous — for their lucrative marine salvage business. Local legend has it that many ships were lured onto the reefs by false lights and crooked merchant skippers. Whether the wrecks were deliberate or not, by 1830 such salvage made Key West the most prosperous city per capita in the country! And by 1890, Key West was Florida's largest city.

Today Key West is a rowdy town of 70,000 permanent residents, many of them gay, and the nightlife goes on until dawn. Ever since the Navy left, tourism has been the city's number one industry. Nobody will ever have trouble finding the action in Key West. But one informal spot popular with locals and cruisers is the Half Shell Raw Bar overhanging Key West Bight. It's not posh, just a good spot to get the flavor of Key West while sitting at picnic benches eating raw oysters.

It's great to be back in the States. For one thing, in the U.S. we don't have to worry about the water, the toilets flush with just a quick push of the lever, and the bathrooms always have toilet paper and paper towels. There are cultural niceties, too. The waitress will bring you what you thought you ordered, will fill your coffee cup as many times as you'd like, and will bring you your check without your having to ask. In addition, there are no currency exchange problems, no smog-belching buses, and my cell phone works. There are many, many reasons I'm glad to be back in the States, the number one of which is that my girlfriend is here. On the other hand, I sure will miss the adventure of exploring foreign countries by boat.

— randy 05/15/06

Neverland — Nor'Sea 27 Naftuli Furman and Larisa Sycheva Mini Cruise In The Sea (Fairfax)

It's been a few years since we did the Ha-Ha in '02 and spent some time in La Paz in '03. Since then, we've had *Neverland* at Marina de La Paz, then Marina Palmira, and most recently on the hard at Coast Marine. I've really enjoyed the professional and courteous service of Coast's manager Raul Cervantes, and recommend it as a good place to be hauled out. Raul and Sharon speak perfect English and Spanish. Of course, La Paz itself it was a wonderful place to leave my boat and return to several times a year for mini-cruises.

This year, Larisa and I decided we would sail up the coast from La Paz toward Loreto before returning to La Paz. As many others have reported, this area of Baja, along with the mainland's Gold Coast, are the two most popular cruising regions in Mexico. I flew to La Paz from Sacramento on June 10, which was a much shorter trip than Larisa's, who flew all the way from

Naftuli felt invigorated to be back sailing on the Sea of Cortez.

Ekaterinburg, Russia, on June 11. Yes, my girlfriend lives in Russia! But she speaks good English and I speak some Russian. *Gavarite parusski?* Having been born in Costa Rica, I also speak



NEVERLAND

CHANGES

NEVERLAND



After a long Russian winter, the warmth of the Sea of Cortez felt good on Larisa's pale skin.

Spanish.

Once we were both in La Paz, we went to Marina Palmira and spent three days preparing *Neverland* for sea. Small boats such as the Nor' Sea 27 are very easy to prepare, rig, and sail.

Our first passage was a very short one, about a mile to the new Marina Costa Baja at the outskirts of La Paz. We sailed all the way to a guest dock next to the front door of the Fiesta Inn — part of the Fiesta America chain — that's adjacent to the marina. The great thing about this hotel is that, if you take a room — about \$80/night, including breakfast — you get to use one of the hotel's guest docks. It's perfect for those who want to slowly ease into their cruise.

After the breakfast buffet the next day, we continued on our way to Isla Espiritu

A smiling Larisa holds up the catch of the day. If you can't live off the Sea of Cortez, you must have straight hooks.

NEVERLAND



Santo, which was only another 15 or so miles away. We planned to anchor at Ensenada El Cardonal, but there were already two other boats there, so we turned back for the larger Caleta Partida anchorage. The charts clearly indicate a reef between the two anchorages, so how was it we managed to hit the darn thing?

The sound of a fiberglass boat hitting a rocky reef is a horrible one. Fortunately, we hit at high tide, as it could have been worse. As it was, we were heeled over 35 degrees. I immediately put the engine in reverse, and with the help of some waves, was slowly able to back off the reef. Naturally, we got to the Caleta Partida anchorage as quickly as we could so I could dive on *Neverland's* hull to check for damage. Thanks to the Nor' Seas being built like tanks, there was nothing but a scratch on her bottom. I kissed my little boat so many times after that. Do I deserve such a wonderful sailboat? I don't know, I just know that I'll have to live up to her — and remember to sail around reefs!

The wind blew very hard — 25 to 30 knots — from the southwest that night. This was the well-known *coromuel* wind out of La Paz. The lines in our rigging sounded like the strings on a guitar. I set out 150 of my 200 feet of 1/4-inch chain attached to a primary Bruce anchor and also a Danforth anchor. It held well all night long.

Our third stop was The Hook at Isla San Francisco. The problem was that there were already four boats there: a sailboat from The Moorings and three motoryachts. We had a little scare that night,

too, as the depth-sounder alarm that had been set to six feet went off. Since *Neverland* draws four feet, it was time to reanchor in deeper water. Fortunately, my little boat has an electric windlass. Once I had 200 feet of chain out in deeper water, I slept soundly — even though it blew hard that night, too.

With the wind still blowing 20 knots from the south early the next morning, we



set sail north to the Evaristo anchorage on the Baja mainland. Having hit the reef at Isla Partida, I was very careful to avoid the Rocas de la Foca, which are just to the north of Isla San Francisco and not where one might expect them.

While at Evaristo, my darling beautiful Russian girlfriend decided to fish for dinner — and caught some! Meanwhile, I set up the BBQ and opened a bottle of California rosé. As far as we were concerned, life couldn't have been much better, as it seemed as though we were in paradise. Although the wind continued to blow hard out of the southwest, there was no fetch in Evaristo.

With wind out of the south the next morning, we once again took advantage of it for the sail to Agua Verde anchorage. I wish we could have stayed there for a few days — alas, we also had plans to fly to Puerto Vallarta and Mexico City before Larisa had to return to Russia. Our trip back to La Paz was all under motor, and we only took breaks to prepare the fish we'd caught for lunch and dinner.

Sometimes life can be so wonderful on just a short and simple little cruise.

IN LATITUDES



PHOTOS COURTESY FLASHGIRL

Spread; 'Flashgirl' at anchor off Bora Bora. Inset left; Commodore uses a jib to insure a PG rating; Inset right; An aerial of Cook's Bay.

Larisa and I felt we had been so lucky, and thanked God for it.

— *naftuli* 07/15/05

**Flashgirl — Wylie 38+
Commodore & Nancy Tompkins
Gendarmes & Robbers In Moorea
(Mill Valley)**

We arrived in Papeete on the wings of a very strong breeze the evening of July 7 to conclude a fantastic 22-day nonstop passage from San Diego. The passage was so wonderful that it seemed like no more than a week. In fact, when I realized that we'd be making landfall in a day or so, I got a little panicky — as I didn't want the extraordinary experience to end. I'd gotten into a rhythm with the sea, sun, and stars, and had found it quite agreeable.

Why, if we arrived on the 7th, has it taken us until the 29th to write? The truth is that I have no idea where the last 21 days have gone! The days just seem to drift by, full of swimming, rowing, walking to the market, meeting other cruisers,

doing a little boat maintenance — and taking that all-important midday nap.

So sorry for the delay, but here's the recap so far: Despite the strong winds and big seas, we managed to find the entrance to 110-meter-wide Papeete Pass — no thanks to the many lights of the nearby airport. Commodore was keen to anchor in the port of Papeete, just as he'd done aboard his family's 85-ft pilot schooner *Wander Bird* so many years before. But after getting the hook caught on the hurricane chain that runs through the harbor, we decided to find a spot along the downtown quay with the 40 or so other cruising boats.

While at the quay, it was fun to share stories with the crews of other boats, who had come from many different countries. After we cleared with customs, Commodore removed the American flag from the back of our boat and replaced it with a flag of the United Nations. We rather like the concept,

and got mostly approving comments. But about the first thing we did was hook up the hose and relish the abundance of freshwater. After such a long passage, salt crystals had caked up all over the boat, and it took a bit of encouragement to get all surfaces clean again.

I enjoyed the downtown location — except for the noise! The main drag runs right along the quay and, except for a few

Commodore and Nancy in French Polynesia looking like something Gauguin might have painted during his Impressionist period.



COURTESY FLASHGIRL

CHANGES

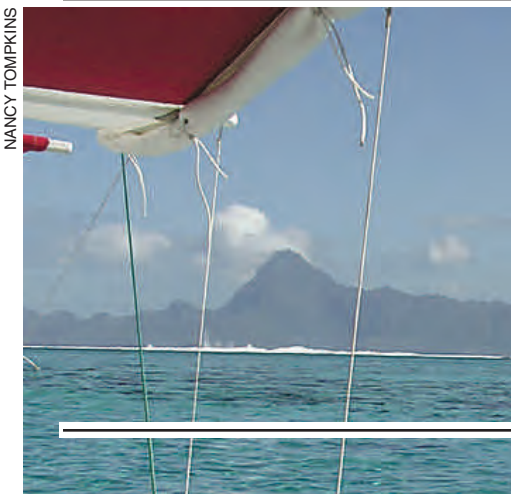
hours in the very early morning, it's always busy. After all, Papeete is a bustling city that is home to half of all the 250,000 residents of French Polynesia.

The people-watching and the convenient location of the quay made up for Papeete's shortcomings. The big produce market, for example, was just a few blocks away, as was Immigration and the Harbormaster. We were also able to walk to the *Heiva* (Polynesian Dance Festival), as well as simply wander the streets of this classic crossroads of the Pacific. Being tied to the quay also meant we were just a short-distance from the *roulettes*, which are the food vans that assemble in the evening to serve dinner at a third of the price of restaurants. There's a nice ambience around the 'roach coaches' in the evening.

But after a week, we'd had enough of city living, and moved to Marina Taina, about five miles away around the island to the west in the town of Puunavia. Since we anchored out about half a mile, it was the first time we had to assemble *Taxi Dancer*, the Wylie-designed nesting dinghy that Commodore had built last fall. From what I can tell, we pretty much have the only oar-powered and hard dinghy around, as most people use outboard-powered inflatables. Between the marina and the anchorage there were quite a few boats — I'd guess about 175.

There is a fabulous Costco-like super store so close to Marina Taina that you can off-load from the shopping carts directly into your dinghy. In addition, the water off Puunavia is a clear blue and just the right temperature for swimming or snorkeling — and there were plenty of tropical fish to see. However, the best part of the anchorage was the front row view of Moorea! The ever changing seascape and the sun setting behind Moorea provided us with endless viewing pleasure.

Nancy and Commodore never tired of the view of Moorea from Tahiti. Nor of the crystal clear waters of French Polynesia.



NANCY TOMPKINS

So it was with great reluctance that we weighed anchor and set sail for Moorea — which turned out to be just as fantastic in reality as it looked from a distance! Moorea is something out of a fantasy, but all the jutting and jagged ridges are real, as are all the tropical vegetation and flowers. We found Opunohu Bay to be the most beautiful and surreal place to anchor.

And now a few words from Commodore:

This morning Commodore and I rowed out into Opunohu Bay to watch the sunrise. We beached *Taxi Dancer* at the head of the bay, and walked for 30 minutes into the valley. It was beautiful. Thankfully it was also overcast, which is the best weather for hiking.

Upon our return, we visited with a Swedish boat that was anchored in the bay, then rowed to a little store. At that point, Commodore suggested that I walk into Papatoai while he rowed over. After walking a few steps, I put down my knapsack to take a photo. As I focused on *Taxi Dancer* . . . whoosh, a small green car drove by, and one of the passengers grabbed my knapsack! I ran down the road as fast as I could in pursuit, but clearly wasn't going to be fast enough. But the car behind the thieves gave chase, as did the next car, which stopped to pick me up. Both drivers got on their cell phones to call the *gendarmes*. By the time I got to Papatoai, a *gendarme* in a jeep picked me up and drove me to the *Gendarmerie* in Pao Pao — a place I would soon become familiar with.

Evidently, the car had been stolen, and the driver and a passenger had gone on a rampage. The owner of the car, a young French lady who lives on Moorea, joined me at the station. The ferry was called and the crew instructed not to allow any green cars to board. We later learned that the car had been abandoned in an industrial yard near the ferry terminal. My knapsack was in the car, but my wallet had been stripped bare — no passport, credit cards, cash, or anything!

Things seemed hopeless at that point, but the *gendarmes* asked me to wait a little longer. An hour or so later, we received word that two guys had been apprehended when the ferry docked at Papeete! How had they been found on a ferry full of people? When they dumped the car, a worker in the yard noticed them leaving and that one of them was wearing a blue Bob Marley-type hat with his long hair stuffed under it. Apparently the dummy kept his hat on, making him and his partner easy to spot.



The *gendarmes* asked me to wait until the duo could be returned to Moorea for questioning and to see if they had any of my missing items. The hours passed slowly, but ultimately two handcuffed thugs were brought into the station. The next thing I knew, the sweet young *gendarme* — in cute blue hot pants! — presented me with everything that had been stolen — except for some local currency. Amazing! Not only that, the thieves had stuffed all of my other stuff into my camera bag — including the cable that I need to download my digital photos to my computer. So I got that back, too. The *gendarmes* and people of Moorea did a great job nabbing the thieves and returning my stuff. Yes, it was even worth the seven hours I'd spent in the *Gendarmerie*.

To celebrate the fact that goodness had prevailed, we decided to go out for dinner at a place right on the water — which has its own collection of manta rays — at Cook's Bay. It was feeding time, so some of us bolder folks took turns going down the steps to the water's edge to feed and pet them. What a thrill! To make it even better, Commodore had brought *Flashgirl* around while I'd spent the afternoon in the *Gendarmerie*, anchored her right off

IN LATITUDES



MARINA DE LA PAZ

Marina de La Paz now has fixed breakwaters in place to protect against winds from the northeast and southwest. More in 'Cruise Notes'.

the restaurant, and rowed ashore in *Taxi Dancer*. It was all very lovely.

The lesson of the day was to leave one's wallet and other important papers stashed on one's boat, and to bring a minimum amount of valuables ashore. Yes, there is theft everywhere, even in paradise. So taking precautions is being careful, not paranoid.

The winds outside of the lagoon are pretty light, so we're thinking of heading to the Tuamotus before the easterlies kick in.

— nancy 08/05/05

Cruise Notes:

Interpol is combing the Baja Ha-Ha entry list for criminals?! "I got a nasty call today from Interpol," writes Jay Hall of the Punta Gorda, Florida-based Pacific Seacraft 37 **Orion**, entry #33 in this year's Ha-Ha. "I'd been listed as Joy rather than Jay Hall, and it seems Interpol has me confused with another sailor with a similar name. Apparently this individual is wanted for excessive drinking, carousing, and consorting with undesirable charac-

ters. I need to get the misunderstanding cleared up or I might not be allowed into Mexico with the Ha-Ha this year."

The Ha-Ha folks have made the name correction, but are terribly confused. For if excessive drinking, carousing, and consorting with undesirable characters were a crime, most of the people who visit tourist bars in Cabo, Mazatlan, and P.V. would be in jail.

"All of us here in **La Paz, Baja California Sur**, and especially at Marina de La Paz, are looking forward to the November arrival of the Baja Ha-Ha participants — as well as those who plan to continue south and return to the Sea of Cortez in the spring," write Neil and Mary Shroyer of **Marina de La Paz**. "La Paz now has more slips than ever, four places to haul out, increased dry storage capacity, four chandleries, skilled marine craftsmen, and locals with an especially friendly attitude. As for us at Marina de La Paz, we've completed a new fixed breakwater that provides new protection from the seasonal winds and swell out of the northeast and southwest. **Marina Don Jose** and **Marina El Palmar**, which are next door to us, have also put in additional

slips. All of us are within walking distance of downtown. Our Marina de La Paz is an 'authorized marina', which means we can handle the new simplified clearing in and out procedures that have been established for private yachts coming from and going to other Mexican ports.

"Our recommendation for West Coast boats headed to Mexico is as follows," the Shroyers continue. "If you are with the Ha-Ha, follow their recommendations for where to clear into Mexico. We recommend that all others clear into Mexico at Ensenada, which has established a 'one-stop' facility for that purpose. When done, you should come away with: 1) A 180-day Tourist Visa (from *Migracion*/Immigration) — but make sure it's for 180 days. 2) A Check-in document from the *Capitania de Puerto*/Port Captain); and 3) A Temporary Import Permit / *Permiso Temporal de Importacion* (from Customs / *Aduana*). If you are returning to Mexico and already have a Temporary Import Permit, you don't need another one.

"The major change in clearing from last year," the couple continue, "is that once you've cleared into the country, you will no longer have to check in and out with *Migracion* until your last port in Mexico. The procedure with the *Capitania de Puerto* is also much simplified — although it may vary slightly from port to port. You are required to 'inform' the port captain of arrivals and departures. But unless there is a change in crew, in most ports it can probably be done over the VHF. In addition, any 'authorized' marina can be 'informed' of your arrival or departure instead. Marina de La Paz provides this service free for its clients. Two other changes are that you can't be required to use an agent unless your vessel is over 500 tons, and the port captain can't charge for clearing. All in all, these changes should make cruising in Mexico even more pleasant and much less expensive."

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When enjoying the great cruising grounds to the north of La Paz, you have to share the water with seals, whales, dolphins, and other sea life.



LATTITUDE/RICHARD

CHANGES

rina de La Paz in the early '80s — one of the first marinas in Mexico — we've found their information to be accurate and their advice excellent. When they say the new domestic clearing procedures should make cruising in Mexico even more pleasant and less expensive, we couldn't agree with them more. And for the many 'commuter cruisers', it allows for a lot more freedom of movement and the ability to meet tighter schedules. As such, for the first time in a number of years we're looking forward to calling on places such as La Paz and San Blas. As the Shroyers suggest, La Paz is one of the most-loved cruiser stops in Mexico. The only flies in the ointment are the sometimes cranky 'cruisers' who haven't weighed anchor in years and often have bad things to say about just about everyone and everything. Ignore them and you'll have a great time. As for the Shroyers' recommendation to clear into Mexico at Ensenada, we frankly don't think it makes any difference in terms of time or money whether you do it there or Cabo. So we recommend whichever is most convenient for you.

Speaking of La Paz, Naftuli Furman of



BILL TOVER

Who is this young mystery woman and why is she hoisting herself up the mast of her Cal 40? See the last page of Changes for the answer.

the Nor'Sea 27 **Neverland** — who wrote a *Changes* earlier in this section — gives a very favorable review of the **Homega Gym** in La Paz, which is located near Marina de La Paz. "I like to exercise and am happy to

report that owner Manuel Agundez runs a fine operation."

It's going to be a whole new life for Sam Crabtree and Susie Wilson, as on October 2 they will be getting married on Angel Island; on October 31 they'll be starting the Ha-Ha aboard their Cal 39 **Catch The Wind**; and from then on they'll have downsized their living situation from a three-bedroom home to a 39-ft sailboat as they pursue their dream of an open-ended cruise. If you've been reading *Latitude* since almost the beginning, you might remember that Sam did the Singlehanded TransPac to Hawaii in '81 aboard *Catch The Wind*. All friends are welcome at their *bon voyage* party at the Richmond YC on October 8 from 10 a.m. to 5 p.m.

Economic life has never been easy in the **Caribbean**, and two months ago it got worse, as the European Union announced it intended to cut the subsidized price it pays for sugar by 39% over the next five years. Even with the huge reduction in subsidies, the price the E.U. will pay for sugar from Jamaica, Guyana, Belize, Barbados, and Trinidad & Tobago, and

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IN LATITUDES

LATITUDE/ANNIE

other countries in Africa and the Pacific will still be twice that of the world market. The problem is that these small countries don't enjoy the economies of scale. Competitors such as Brazil and Australia can produce a pound of raw sugar for less than 7 cents, while in the Caribbean it costs from 18 cents a pound at the most efficient producers and up to 40 cents a pound at the inefficient government-run operations in Jamaica. As if this wasn't enough bad news, in August the World Trade Organization ruled against the E.U.'s plans to protect the Caribbean banana industry — which is important for Jamaica as well as tiny island-nation states such as Grenada, St. Vincent, St. Lucia, and Dominica. The irony is that this comes at a time when the United Kingdom is leading international efforts to alleviate poverty in these smaller countries. Thanks to the debt relief efforts of the Group of Eight industrial nations, Guyana will benefit to the tune of about \$9 million a year in their debt service. Alas, the loss in their sugar income is expected to be about \$40 million a year.

What economic options are left for the little island-nations? Tourism is the most legal of them, and is growing, but West Indians aren't the best natural hosts. Shady financial havens is another growth area. But for small farmers, it will be harder than ever to resist the temptation to grow ganja.

"When we last wrote, we were planning to have sailed our Spindrift 40 cat **Cheshire** from England to Panama and through the Canal by now," writes Susanne Ames of Olympia, Washington. But my husband David and I have decided to slow down a bit, and are therefore spending the hurricane season in the southern Caribbean. Currently, we're in Trinidad. We got a little smack from hurricane *Emily*, but otherwise haven't had any other weather trouble. We need to



"Yes, we have bananas," say some of the small islands of the Caribbean. "We just can't produce them as inexpensively as elsewhere."

haul — again! — in order to replace our 9.9 hp outboard with a 25 h.p. outboard, to raise our waterline, as well as to take care of the bottom paint we applied four months ago that hasn't stood up to the ravages of tropical waters. So what's the deal on Astillero Boat Yard in Panama as a place for cats to haul out?"

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ize in hauling cats, and there's Puerto La Cruz, Venezuela; Ferrocem in Cartagena; or Astillero, Flamenco, or Vacamonte in Panama. On the other hand, if you wait until Panama, and have a cat that was designed for it, you can take advantage of the extreme tides by going up on a beach. We remember that Michael Beattie and Patricia Goldman of the Santa Cruz-based Gemini 31 **Miki G.** did that with great success several years ago. By the way, we're glad to hear that you decided to slow down, as the most common mistake first-time cruisers make is trying to cruise at the speed of life in urban America.

They may have to fly in the first thousand or so copies from the printer in Asia, but captain-authors Pat and John Rains have assured us that their much-enhanced second edition of their **Mexico Boating Guide** will be available before the October 31 start of the Ha-Ha and the Mexico cruising season. At 424 glossy pages, with 300 color photos and 200 GPS charts, this second edition seems destined to be the definitive cruising guide to Mexico's 3,500-mile coastline — as well as to the coast of the Yucatan. We got an ad-



Here's a sample chartlet — with a GPS reference point — of *Espirito Santo* from the new edition of the *Mexico Boating Guide*, available soon.

vance peek at Chapter 12, *La Paz and Isla Espiritu Santos*, and were very impressed. The suggested retail is \$69.95, which isn't cheap, but to our mind the aerial photos and improved charts with GPS positions will easily make it worthwhile. We'll have

COURTESY MEXICO BOATING GUIDE

a more detailed review when the first complete copy becomes available.

"J.R. and I had an incredible two-week sail aboard our Catana 47 catamaran **Moon And Stars**," reports Lupe Dipp of Guadalajara. "Having survived hurricane *Emily* hauled out at Isla Mujeres, we headed to Guatemala. What a trip! What a sea! Oh, the places we saw and the color of the ocean! And those people of the Caribbean have music in their souls. As neither J.R. nor I wanted to stand night watches, we anchored in a different place every night. Besides, some parts of the Western Caribbean are so shallow and littered with coral that we preferred to turn in early at night and set sail again at 6 a.m. J.R. made fun of me because when in Mexico I'm up every night to midnight or later, but on our cat I'm sound asleep by 9 p.m. I thought it was going to be hard for the two of us — we're not kids anymore — to doublehand a 47-ft cat, but we're doing just fine.

"We had no trouble clearing out of Mexico from the state of Quintana Roo," Lupe continues, "and entered Belize. I

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IN LATITUDES

loved Belize — at least the tourist town of San Pedro which, because of the brightly painted wooden houses, was so beautiful. It was there that I found another reason to love our cat. We were anchored in the tourist zone, so all the tourist boats roared back and forth at full throttle. Had we been on my old *Moon And Stars* monohull, we would have rolled like crazy. But we didn't feel any movement at all on our cat. I love our cat — including all the space and systems like air-conditioning. The latter because it's wicked hot and humid down here in the summer, and there are thousands of mosquitos of all sizes, shapes, and colors."

"Words can't describe the scenery when we went up Guatemala's Rio Dulce," says Lupe, "as you travel up a river between cliffs covered with vegetation. The river itself has lots of Indians fishing from their wood *cayucos*. Because the Rio Dulce is a summertime haven from Caribbean hurricanes, there are now about 400 boats in the five marinas or anchored off them. I found life here to be like that in Puerto Vallarta in that it's very well organized.

Every morning they have their net, and it's made up from people from all over the world. Right now, *Moon And Stars* is berthed at Marina Tortuga next to a restaurant with great cooks. We pay 1,920 *quetzals* a month for our marina space, which comes out to be about \$220 dollars a month. Everything here is dirt cheap. A breakfast of eggs, beans, rice, sweet rolls, juice, and fruit costs about \$5, and you can hire someone to polish your entire boat for \$12. I love the Rio Dulce, I love our catamaran, I loved the trip, and I love my husband! Above all, this trip has made me realize how much I love the sea. If it was possible, I'd never get off our cat! It's been very hard for me to return to the real world of work."



MOON AND STARS

Talk about being in love! Lupe is absolutely crazy about her and JR's catamaran. If it was up to her, she says she'd never get off.

Isn't it wonderful to hear somebody having such a great time with their boat? The thing that cracks us up is that berth fees are higher in poverty-ridden Guatemala where there is lots of competition than in Honolulu where the state of Hawaii has a monopoly.

"We participated in the '03 Ha-Ha and will be sailing to Mexico again this fall," report Jeff and Stephanie Sarantopulos

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of the Emeryville-based Passport 47 **Mu-setta**. "But this time we have no itinerary or schedule, and we eventually hope to end up in the Med." Why is it we get the feeling the couple might eventually make it to Greece?

"In the August *Changes* there was a report on all the red-tape involved with cruising in **Croatia**," write Glenn and Dana Meyer of the San Francisco-based **Mahalo 1**, who are currently in Lefkas, Greece. "We emailed our friends who have been cruising the Med for three years now, and wintering in Turkey for the last two. They are presently cruising up the coast of Greece and plan to anchor in Croatia. Here is their response to that report:"

"Thanks for the info from *Latitude*, but fortunately it contradicts a lot of what we've been hearing from friends/acquaintances who have recently been there or are still there. Yes, they have regulations, but some of them are seldom if ever enforced — such as showing a certificate of competency. One could say the same things about Greece. Here there is no coordination between ports of entry, so one can do things like skip out of one port



CROATIA PHOTO

Croatia offers some of the most consistently beautiful cruising in Europe. This is the historic fortress city of Dubrovnik.

for whatever reason and check back into another, saying you have just come from Italy. Also, one is supposed to check-in with the Port Police in every port where they have an office. But half the time they

don't even know what to do with you, so now we never check in with them — unless specifically asked. And then we are all smiles and cooperation. What we've learned is to be aware that these rules exist, cooperate when asked, and accept that there is often a wide range of interpretation between different officials."

That report from Croatia — the gist of which appeared in several major cruising magazines — appears to at the least have been quite inaccurate. Our apologies. It turns out that Croatia and Greece sound a lot like Mexico, where flexibility and a smile tend to be the keys to happiness.

"My wife Nancy's email must not have been proofread by her," writes Peter Bennett of Knightsen, CA, "as our new **Destiny** went from 40 feet to 44 feet to 48 feet. She's actually a C&C 48. I'm putting together some thoughts on purchasing a hurricane-damaged boat 3,000 miles from home. It all worked out fine for us, but it's not for the faint of heart or someone new to boating. By the way, I tend to agree with *Latitude's* philosophy on life, as Nancy and I try to keep ours simple

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also — but we're definitely in the minority. Nonetheless, it means when we go back to cruising, we can enjoy ourselves and not have to worry about keeping up with anybody. One of the things we really enjoyed about our previous cruising is how everybody gets along and treats each other as equals — despite the diversity of wealth and backgrounds."

We've always enjoyed sailing in the tropics — warm winds, warm water, not much clothing, surfing, that kind of stuff. As such, we've always mentally set aside a cruise to Alaska for when we're old and feeble. But having seen some of the recent photographs by Steve and Dorothy Darden of the M&M 55 cat **Adagio**, we're rapidly changing our minds. Armed with a new Canon digital SLR camera and an up-to-480MM zoom with image stabilization, the couple have been taking sensational photos of whales, bears, eagles, and other wildlife. We hope to share more of them with you in color next month. But if you can't wait, check them out at www.adagiomarine.com.

Last month, we recommended that

readers wanting to get excellent overall views of anchorages in Mexico go to **Google**, visit their 'maps' feature, and then click the 'satellite' button. The aerial perspectives are incredibly enlightening. And you're not just limited to Mexico.

In the last five minutes, for example, we've zoomed in for close-ups of such diverse places as Westhaven Marina in Auckland; Cape Town, South Africa; Cape Horn, Chile; Sydney and the Great Barrier Reef in Australia; Phuket, Thailand; and Palma de Mallorca, Spain. What a way to travel!

What's new about this feature, reports **John Pettitt** of Sausalito, is that Google



This humpback whale at Frederick Sound breached 15 times. The Dardens took so many shots they temporarily ran out of digits.

now has high-resolution images of much more of Mexico. In Cabo, for example, you can actually pick out certain of the larger boats. But this high-resolution imaging is not available everywhere. Punta Mita on Banderas Bay, for example, is still only moderate resolution. Oddly enough, Westhaven Marina in Auckland was also very clear. It's important to remember that

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CHANGES



We've anchored at Bahia Santa Maria more than a dozen times, but it wasn't until we saw this Google aerial view that we really got a sense of what the place is really like.

these aren't 'real time' photos, so what you see in the photo isn't necessarily what you get. The photos were taken over the last three years, and are continuously being updated. Pettitt also reports that

lots!"

From now on, we plan to get a Google aerial view of every anchorage we plan to enter, just to have a better feel for the 'lay of the land'. We don't know what's more mind-boggling, the ability to do this — or the fact that it's absolutely free!

you can download Google's 'earth tool' at <http://earth.google.com>, "which allows you to create custom flyovers and look at 3D views — actually 2D images mapped onto 3D terrain models — that are very cool. For example, if I look at Sausalito, I can pick out my house — and even see the lines between the spaces in the parking

"We're currently on the Rio Dulce in Guatemala, and are looking for a Mexican transport company that could truck our boat from the Caribbean coast of Mexico to the Sea of Cortez," writes Chuck Baier of the 45-ft sloop **Sea Trek**. "Otherwise, we'll have to return to the U.S. and ship the boat to the West Coast and not get to stop in the Sea of Cortez. We're hoping to do this in November or December."

We're sorry to report that we've never heard of boats being trucked from the Caribbean side of Mexico across all those mountains to the Pacific side. We suppose it might be possible, but you'd be breaking all new ground — and probably be subjecting yourself to all kinds of uncertainty and perhaps lots of 'one-time fees'. We think you'd be way better off sailing up to Houston, and then having your boat trucked to Tucson, where the folks from Marina Seca could pick her up and take her down to San Carlos, or trucked all the way to California.

"Looking for a dentist in the Puerto Vallarta area?" writes Mike Fulmor of the Channel Islands-based Swift 40 **Arabella**. "I have nothing but good to say about

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IN LATITUDES

Dr. Cecilia Gamboa, who has her office in Bucerias, which is near La Cruz. She was recommended to me by Paul and Paula of **Lucky Dog**. One of their mothers comes down from the States just to see this highly skilled — and cute! — lady. Cecilia's number is 01-329-298-18-66, and her office is at #2 Morelos St., Bucerias. I'm in Oregon now, but am looking forward to seeing everyone in Puerto Valarta come November!"

High altitude racing/cruising. "In July, the northern California Corsair 24 fleet made its annual pilgrimage to the Sierras for the Trans-Tahoe race and **Harmonic Convergence**, reports Ross Stein of the Menlo Park-based Corsair 24 Origami. "The Convergence takes place on the Thursday and Friday before the race, and is hosted by Tahoe Corsair 24 sailor Kevin Gammell. The trimarans sail into beautiful Emerald Bay, and beach their boats for a BBQ, party, and overnighter. We can walk off the transoms onto the beach — no dinghy needed. The next morning, we hiked to Eagle Falls, toured the Vikingsholm, said goodbye to the gaggle of ducks, and sailed out the entrance

into Lake Tahoe and back across the lake. Beautiful breezes and warm days and nights made this one of the highlights of our season."

About a year ago, we ran a *Changes* about young Liz Clark of Santa Barbara, a former collegiate surf champ who was preparing her Cal 40 **Swell** for

a long sailing/surfing expedition down the coast of Central America and to the South Pacific. As often happens with cruising plans, Liz's trip got delayed a year. It may have been a good thing, because when we saw her last month, she seemed a lot more mature and confident. Anyway, she



Not all California cruising adventures take place on salt water. The Corsair 24 'Harmonic Convergence' is held on Lake Tahoe.

says "I'm so excited because I'll finally be leaving Santa Barbara sometime before the middle of September. After a stop at the Channel Islands, I sail to San Diego, then have to fly to Cabo for a wedding, after which my crew and I will begin our



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CHANGES



After an extra year of preparation for her trip, Liz is eager to get out of Santa Barbara and start riding waves — with her boat and boards.

sailing/surfing adventure down the coast of Baja."

Hot wheels! "There seems to be a cruiser version of an urban legend floating around which needs to be dispelled," writes Jerry Metheany of the Mazatlan-

groceries, propane, and fuel, and helps to alleviate the cabin fever syndrome of being too long in a small cabin. That being said, I would also like to dispel another rumor, which is that it's unsafe to drive at night in Mexico and that you should stick to toll roads. Personally, I like to drive at night,

based Hunter 46 **Rosita**. "I'm referring to the rumors that driving in Mexico is only for the foolish and brave of heart. I believe that having a car while cruising enhances the experience, and lessens the stress level of acquiring much needed

as there is less traffic and it's faster. By the way, I drive for a living, so I'm aware of the problems of driving at night."

We're going to have more on this subject from Metheany in the October 1 issue of *Latitude*.

In last month's *Changes*, a lot of veteran Mexico cruisers gave their opinions on which were the best cruising guides to Mananaland. Michael Pordes, who did the '00 Ha-Ha with the Richmond-based **Favonius**, has a slightly different take. "The best cruising guides we ever found were the ones the local cruising communities publish for arriving cruisers. These included the **Mazatlan Cruising Guide** and the **Puerto Vallarta Cruising Guide**. They cost about \$3 each, and are available in the big marinas. Updated each year, they tell you where to find everything and which are the best restaurants and such. No matter if you have a toothache or need to get a stainless bracket fabricated, these guides are a big help!"

Summer is fading, but the great **fall cruising season** — perhaps the best season of the year in California — is upon us. Enjoy!

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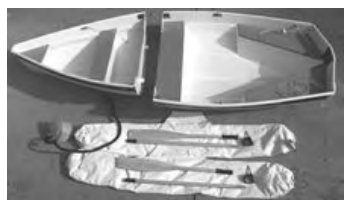
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CATALINA 27, 1974. Atomic 4 inboard runs well, main, 2 jibs (100, 150), spinnaker and gear. Standing rigging 2001, new exhaust system and battery. Slip E-16, Richmond Yacht Club. John Glennon (925) 427-7107 or jglenn@aol.com.

FOLKBOAT, 1962. Woodie, moored on Lake Tahoe, winter cradle, dinghy, outboard, AM/FM/CD, VHF, more. Bristol condition. Asking \$12,000/obo. (775) 841-1730.

O'DAY 25, 1977 in great shape. New bottom and all lines in Nov, 2004. In 1995, new 15 hp Mercury OB with electric start and charging, cushions and curtains. Club foot, 100% and main. Full lifelines and stanchions. \$4,999. (925) 516-0057.

TANZER 28, \$4,500/AS IS. Brand new \$6,000 Volvo diesel. Roller furling jib, spinnaker, sleeps 4, needs bottom paint and transmission work. Santa Cruz Harbor, Q-4. Santa Cruz Sailing Foundation. Call Jim (831) 426-7797 (days) or (831) 476-0328 (eves).



ERICSON 27, 1976. Volvo diesel, North main, 3 jibs, dodger, wheel steering, autopilot, 4-channel CD, Custom double bed, 2 sinks, gorgeous interior, lots of teak and brass. LectraSan, swim ladder, anchor 300', hatch and lifeline covers, shorepower. Beautiful boat, transferable slip. Must sell. \$8,500. (650) 291-1043.

PEARSON 28-2, 1986. Excellent condition. Yanmar diesel, 570 hours, professionally tuned. Bottom painted 2004. Dodger, full batten main, 3 jibs. BBQ, new head, shower, teak and holly sole, microwave, great interior. \$26,500. Richmond. (707) 528-2458.

IRWIN 10-4, 1975. Roomy, 25-ft (plus 3-1/2' bowsprit) fiberglass sloop. 10'4" beam, headroom, shoal draft, swing keel, enclosed head, galley, much teak, brass, storage. Opening ports, wheel, furler, main, 3 jibs, spinnaker, inboard. Nice. \$6,500. Call (925) 516-2877.

CATALINA 27, 1977. Atomic 4, sink, stove, heater, icebox, head, dual battery with charger, pressurized water system, solar-powered vent, VHF, microwave, TV. \$7,900. Half Moon Bay. (408) 425-6285.

SANTA CRUZ 27. Launched in 1995. Best SC27. National Champion with winning record. Extensive sail inventory for race/cruising. Dry sailed, over-built mast support, Harken rudder bearing, extra keel bolts, custom setup for raising mast, galvanized dual-axle trailer setup for ramp launch, locking sail storage boxes, 5 hp outboard, new headstay, foil, backstay, numerous custom features. Set up for singlehanded or crewed racing. Sea foam green. Located Santa Cruz. \$13,500. Call (408) 705-7157 or (408) 345-8434.

LANCER 28, 1979. 4 sails, roller furling, tandem trailer, newer Honda 9.9, teak and holly, standing headroom interior, separate head and V-berth, BBQ, lots of storage. \$6,995. (530) 893-4757.



NEWPORT 27. Excellent Bay boat. Great condition. Many upgrades and many new items. Harken furler, 5 sails, new head, holding tank. Atomic 4 with new electronic ignition and new water pump, good storage, sleeps 5. Asking \$7,500. Call John (510) 749-0970.

CAPRI 25 BY CATALINA. 4-stroke, two-axle trailer, dinghy, porta-head. Two sets cruising sails, rigged to race comfortably. On trailer, dry sailed, freshwater only. This boat is so dry it's parched. \$6,000/obo. Call (775) 265-4235 or email: ecassells@excite.com.

ISLANDER 28, 1977. Atomic 4, tiller, good condition. \$12,000. (510) 865-6872. See at: <http://home.comcast.net/~rleber/wsb/html/view.cgi-home.html.html>



MERIT 25, 1985. Fun racer/cruiser. Water tank, sink, shower, Porta-Potti, stove, VHF radio, Autohelm, GPS, trailer, Sigma speed/depth/temp, full set of sails, two 11 gal gas tanks, 9.9 Evinrude with autostart, solar panel, covers. \$9,000. (949) 500-1973.

NEWPORT 28. Rebuilt Atomic 4, new cushions, new VHF, shore power, holding tank, new thru-hulls, new prop, whisker pole, ground tackle. 3 sails, life jackets, 2-speed winches, halyards led aft, 2 batteries, more. \$7,000. (650) 342-3361.

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ERICSON 28, 1987. One owner, documented, well maintained, 7 sails (North, Pattison, UK), new mainsheet traveler, tiller steering, new canvas, beautiful teak interior, 6'1" headroom, 6 berths, Universal diesel, shore power, battery charger. \$21,000/obo. Tom (714) 826-3652.

MacGREGOR 25, 1985. Excellent condition. Used in freshwater only. Includes trailer. Swing keel, pop-top with cover, stereo, 2 jibs, spinnaker with pole, enclosed Porta-Potti, Honda 7.5 hp with gas tank, anchor with 100' line, BBQ. \$4,300. (775) 772-7709.

DUFOR 27, 1974. Sound fiberglass hull. Great condition, clean, fully equipped. 2 mainsails, 4 headsails. VHF. Inboard 10 hp freshwater cooled Volvo diesel. Full galley, standing headroom. Berthed Coyote Point Marina. \$15,000. Call Dick (408) 358-0384.

CATALINA 27, 1976. 6 sails, new jib and spinnaker. Autohelm, 15 hp outboard 4 years old. New AGM battery, roller furling, many extras. Excellent condition. This is a great boat for the Bay. \$8,500. Call (925) 687-8346 or catalina-27@hotmail.com.



ALBIN VEGA, 1973. Swedish built, sweet sailing pocket cruiser, bluewater capable and equipped. Sobstad 135 on ProFurl. North mainsail with 3 reefs, cruising spinnaker, spinnaker, all lines aft. Newer oversized rigging and lifelines. Twin headstays. Extensive ground tackle, sturdy bow roller. Rebuilt Volvo MD7A, 100 hours. Fuel 18 gals. Water 2 tanks 30 gals. Solar panel. Tricolor masthead. Radio, depth, speed, compass, 2 handheld GPSs. Viking valise, 4-man raft, Avon dinghy. Full canvas. Propane stove. Many custom features. Clean and ready to go now. Lots of spares. Navik vane, 3 Autohelm tillerpilots. Same owner for 12 years. \$14,850. Call for 2-page equipment and parts list. (415) 434-1451.

EXCALIBUR 26. Great Bay racer and weekender. Refurbished: New running rigging, 5 hp 4-stroke outboard, knotmeter, bulkhead compass, VHF, fathometer, battery. Stereo, solar, 6+ sails, anchor, 2-axle trailer. Moored Tahoe. Act now for sea trial. \$6,900/obo. (775) 267-0344.

BUCCANEER 28, 1976. Fiberglass hull. New: Head, sink, hot water heater, carpet, battery and fridge. 6' headroom, sleeps 4. 1 main, 1 jib. Recent haulout. Cozy live-aboard, transferable East Bay slip. Call for details. \$4,800. (415) 724-4204.

MacGREGOR 26X, 2002. Very loaded, very little use. Trailer, bottom paint, roller furling, jiffy reefing, halyards to cockpit, stove, GPS/depth, sunshade, cockpit windows, cockpit cushions and table, large wheel, swim ladder, VHF, shore power, dual batteries, compass, all gear, 50 hp Suzuki 4-stroke, more. \$21,900. Call for details. Dan or Jeff (415) 456-2644.



RANGER 26. Very clean. No leaks or smells. New: Traveler, battery, much new running rigging. New deck layout and more. 3 headsails, main, spinnaker. Reliable 8 hp outboard. Solid, safe SF Bay racer/cruiser. \$3,500. (408) 386-3355.

O'DAY 25, 1979. Shoal draft, swing keel. Roller furling jib and standing rig 2002. Honda 9.9 4-stroke 2003. Stereo, depth, wheel steering, two anchors, enclosed head, battery charger, trailer. Good condition. \$4,500/obo. (530) 265-4313 or richacamp@aol.com.



ISLANDER 28, 1977. \$16,000/OBO. Great shape, spinnaker, two jibs, two mains, other sails available. Great shape. Currently at Treasure Island. For more information, call Allen (925) 368-5542, or visit: <http://www.sztukowski.com/pages/5/index.htm>

CAL 25 POP-TOP, 1967. In very good condition. Many upgrades this year. Spinnaker like new. 2003 Honda 9.9 4-stroke with only 20 hours, just serviced. Transferable slip, Berkeley Marina, G-300. \$3,000/firm. Call Bill (510) 653-3457.

H-28 KETCH, 1965. Good condition, new 25 hp Universal diesel, recent rigging, new bottom paint, depth, VHF. Needs galley work. Easy to sail, Bay and ocean. Motivated seller. \$15,000. Call (415) 452-9619 or chalang1@comcast.net.



CATALINA 27, 1975. Great condition, easy sailing with all new: Bottom, standing rigging, keel nuts, traveller. Rigged singlehanding, lines aft, self-tending jib, autotiller, lazyjacks, depth. Nice interior, stereo. Strong Atomic 4. Richmond. \$8,700/obo. (415) 260-4222.

CAL 25. Good main, jib, genoa. Excellent Honda. New paint topside, interior, mast and boom. Bottom 2003. Sound hull, no blisters. 12v and 110. Good battery. Enclosed head, icebox, sink, anchor and rode. New VHF. Sleeps 4. Delta. \$6,400. (530) 230-8800.

US YACHT 25, 1981 by Bayliner. Honda 7.5 ob, propane stove, enclosed head Porta-Potti. Main, 2 jibs. Overall good condition. Lines to cockpit, easy to single-hand, all safety gear, trailerable. Berthed Vallejo. \$2,600. (707) 252-3006.

PEARSON COMMANDER 26. Full keel, large cockpit, sleeps 4. 8 hp Johnson outboard, sails very good. New paint: deck and interior. New bunk cushions, many extras. \$6,000/obo. Paul (925) 784-1009 or John (925) 945-7669.

CATALINA 27, 1981. Traditional layout, standard rig, very good condition, newer sails, roller furling jib, tiller, depthmeter, good condition Atomic 4, electric head, 2 anchors, VHF, Origo stove. New: Gauges, carpet, wiring. Lots of extras. \$10,000. Vallejo. RussR2005@yahoo.com or (925) 457-9538.

26-FT MARIEHOLM FOLKBOAT, 1975. Good condition. New standing rigging, 2 sets good sails, 5 hp Honda ob. Clean boat. See photos: <www.sailsea.org> \$7,000/obo. Call Jay (209) 617-1384.

CAL 2-25, 1979. 2004 9.9 Honda extra-long shaft, electric start. Adjustable backstay, roller furling, newer interior, two anchors, VHF, depthfinder, 9+ sails, tiller, windex. Two-axle trailer. Lake Tahoe boat. \$13,500. Call Duke (775) 544-1476 or (775) 786-3452.

26-FT INTERNATIONAL FOLKBOAT. Built 1971 Marieholms, Sweden. VHF radio, head with holding tank, spinnaker and gear. 5 hp longshaft ob engine. Great Berkeley berth. Last haulout 2004. \$6,000/obo. Call (510) 653-4216 or email: if644@comcast.net.

ERICSON 27, 1972. Two boat owner needs to sell to finance world cruise. Great day/coastal cruiser. Too much new equipment to list. New running and standing rigging, gas tank, shaft, spreader brackets, boom, all lines led aft. \$10,500. (415) 259-8626.

MacGREGOR 26X, 2000. One of the nicest on the Bay. Includes many options such as a quick on-and-off dodger, cockpit sunshade, or make it a complete cockpit enclosure for bad weather use. Cabin has teak accents and enclosed head. Sleeps 6. Galley includes refrigerator, stove, microwave. Other options include roller furling jib, easy-lift for mast, shorepower, bottom paint, 50 hp motor, trailer, VHF radio, etc. Reduced for quick sale. \$18,895. Call (415) 456-2644 or (707) 227-9262.

HAWKFARM 28, 1978. Great condition. 10 sails, new rigging, autopilot, VHF, nice interior, diesel. I moved to Hawaii, the boat's in Eureka CA. Must sell. \$6,000/obo. Really need money for school. (208) 630-4883 or pelicanwad@hotmail.com.



SC-27. Looks new with new epoxy bottom, hull and deck LP, upholstery, VHF, foredeck hatch and halyards. Sprit, GPS Map, ob, symmetric and asymmetric spinnakers. 9 sails. \$12,950. Trailer available. (702) 656-1850 or Capteos@cox.net for more pics.

CAL 2-27, 1976. Atomic 4 doesn't run. Needs bottom paint, very good condition otherwise. Nearly new: Quantum main and #4, Nexus depth/speed/wind, battery boxes/charger/wiring, jib sheets and Garhauer vang/blocks, lifelines, spreaders. 110v fridge. \$3,500. Doug (925) 454-1849 or email dnpoland@stanfordalumni.org.

EXPRESS 27, 1982. Hurricane. Hull #20. Dry sailed. Two sets of sails, 2 hp Honda, trailer with new brakes, bearings, and tires. Located in Stockton. Asking \$14,750. Call Russ (209) 478-5411 (hm) or (916) 612-8151 (cell).



RANGER 26, 1974, NEREUS, \$9,000. Pristinely restored from keel to masthead. Meticulously organized for singlehanded racing. Autohelm, racing sails, main, 4 jibs, all new spinnaker gear. Resprayed at Svendsen's Boat Yard. Recognized in *Latitude 38*, May 2004, and in *Sail Magazine* October 2004. Featured in *Boat Works* winter issue as a success story. Call Nicholas (510) 654-2541 or (415) 810-6474.

CATALINA 250 SLOOP, 1995. Lake Tahoe boat, excellent condition. Freshwater only. LOA 25', beam 8'6". 2002 Mercury outboard 9.9 hp, like new, only 10 hours. Retractable keel, easy launching. Dual-axle galvanized trailer. Rigs in less than an hour. Special mast-stepping gear for easy rigging. 100% working jib, full batten main. Galley, Porta-Potti, sleeps 4 comfortably. Solar panel battery charging system. Great boat for cruising/exploring any body of water. Asking \$16,950. Call Greg (530) 308-0113 or (530) 546-5116.

LANCER 28 with new Yamaha 9.9 electric start outboard. Stored near Lake Isabella and can be shipped on my trailer; trailer doesn't come with boat. Good condition and dry. Normal gear, sails, etc. \$6,500/obo. Scott (760) 223-0628.

CATALINA 25, 1987. Wing keel, trailer. Stored inside, not in water for 8 years. Fully loaded, excellent condition. Full instrumentation, extra sails, extra rigging. 10 hp 4-stroke ob. Too much to list, call for specs. Stored Reno. \$18,000. Tim (775) 747-1111 (wk) or (775) 225-5083 (cell) or tim@sierratelephonesystems.com.

29 TO 31 FEET

CAL 2-29, 1975. Wheel steering, dodger, full sail inventory, fore and aft anchors, inflatable runabout with Honda outboard. Fully equipped, good condition. Ready to sail away. Freshwater berthed in Stockton. This is my eighth sailboat. I bought her because she's a good boat, I'm selling because I'm moving. \$15,000. Call (209) 915-7057 or nmrvdgg@netzero.net.

HUNTER 29.5, 1997. In excellent condition. Fully equipped. Lazyjacks, roller furling, Yanmar diesel, Autohelm, AM/FM stereo, etc. \$41,000/obo. Please call (510) 632-2370 or (510) 614-9817 (eves).

CATALINA 30, 1982. New sails, tilt-away mast and winch, wheel steering, Atomic 4 but 2 cyl 18 hp Yanmar diesel ready. Excellent condition but diesel not yet installed. Epoxy bottom job completed 8/04. As is \$13,500. Call (510) 830-7982.

BUCANEER 29.5 (BAYLINER), 1979. Sleek, fast, clean, solid sailing vessel. Sleeps 7. Volvo MD7A diesel, full complement of sails, auto-PFDs, GPS, nav station, head, plus many extras. Alameda. Priced to sell fast at \$9,800. Call (559) 565-3115 or eric_inman@excite.com.

CATALINA 30, 1985. Water-cooled diesel with 650 hours. Dinette table mounts to bulkhead. Harken furler, dodger, new standing rigging. Built-in refrigerator, CNG stove and oven, lazyjacks, AH4000, knot/depth meter, VHS radio, battery charger, cockpit cushions, dripless shaft and shower sump pump to keep bilge clean. Engine just serviced by professional mechanic with new hoses, belt, coolant, alt bracket, fuel filters and valves adjusted. Boat in excellent condition. Comes with transferable Moss Landing slip. \$29,500. (831) 753-2001 or Skipper030@aol.com.

YANKEE 30, 1974. Comes with full complement of sails, Autohelm, new gas tank, new batteries. Engine in good shape. Needs cosmetic TLC. Berthed in Benicia. \$5,000. Call (707) 246-9969 or email: piratebryan@msn.com.



HENDERSON 30 SPORTBOAT. *Fast Twitch.* Custom kelp cutter and many extras for inshore and offshore racing. Coastal Cup, Trans Tahoe, Ensenada, San Clemente Island, etc. race veteran. On trailer in San Diego. \$55,000. Call (858) 755-6265 for full details.

ISLANDER 30 Mk II, 1972. New Volvo Penta MD2030 diesel engine, 30 hp, only 57 hours. New deluxe instrument panel. New LectraSan waste water treatment system. New dripless packing system. New Simrad autopilot. GPS, VHF. Pedestal steering. Stove, oven. Hauled for bottom paint, barrier coat Aug 2004, no blisters. Thru hull fittings and valves replaced. Love this boat, bought a larger boat. First \$25,000 offer gets great sailboat, great deal. (916) 870-4435 or (916) 427-1899 or jpecorel@earthlink.net.

HUNTER 31, 1985. Professionally serviced. New battery charger, bilge pump, safety lines all around. Two jibs, nice roomy interior for overnights. Yanmar, wheel. Has been a great Bay boat with long list of details. Located Alameda. \$22,500. (510) 337-0818.

RAWSON 30. Located Crescent City, CA. Documented. Volvo diesel, cruise equipped. \$9,000/firm. Call for details. (530) 224-1760 or haleykay@sbcglobal.net.

ISLANDER 30, 1968. Atomic 4, extra sails. Must sell. \$5,000/obo. Call (707) 449-4634.

NEWPORT 30 Mk II, 1972. Fully battened double reef main, very good condition, roller furling jib, new depthsounder and prop shaft, VHF, compass, anchor and rode, sleeps 7. Very spacious. \$8,900. Richmond Bay Marina. (530) 241-5622, ask for Jack.

OLSON 30, WARPETH. Very nice boat, ready to race or daysail, double-axle trailer, 3.5 hp Nissan outboard motor. Dry sailed. Good sail inventory. Lying Santa Cruz. Asking \$15,500. Call Ryan (831) 234-3229 or Geoff (831) 595-4180.

HUNTER 29.5, 1996. Excellent condition. Roller furling, Yanmar diesel, Autohelm, AM/FM stereo, dodger, refrigerator, H/C pressure water, charger. Berthed in Alameda. Must sell. Will take best offer. Please leave voicemail (510) 870-8654 or email: wkcho@ix.netcom.com.

CATALINA 30, 1989 in great condition. Roller furling, autopilot, wheel steering, new standing rigging, radar, GPS, dodger, 120 Vac inverter, 3 batteries and quick charge system, 25 hp diesel engine, VHF, stereo, 5 gal propane, cabin heater, refrigeration, new wind, depth, and speed instruments, 4 sails including asymmetrical spinnaker. \$35,000. Call Denny (707) 486-0412.

NEWPORT 30, 1978. In good condition. Located in Stockton. 2 mainsails, 3 jibs, dodger, good running Atomic 4. Very comfortable boat. She needs a good home. \$8,647/obo. Call (209) 479-1769 or jrjong@mail.com.



ISLANDER BAHAMA 30. Wheel steering. Recent diesel engine overhaul. Teak and holly below, beautiful, sleeps 6, alcohol stove, toilet. Excellent cushions. Owner anxious. \$14,000. Monterey mooring. (831) 297-2059.

FOR A SONG: CASCADE 29, 1962. Hull #8. Classic plastic. Rebuilt Palmer P-60 original gas. Needs all sails, cosmetic work. Very sound. Must sell. No reasonable offer refused. Boat in Bodega Bay. (707) 823-1298.

ISLANDER 30 Mk II, 1976. Wheel steering. Volvo diesel, low hours. 5 sails, VHF, CD, depth, knot, etc. Richmond Harbor. Great, solid boat. \$15,000. (916) 419-9711 or leosail@sbcglobal.net.

SANTANA 30/30, \$19,500. All the gear and sails you need, including used-twice AirX spinnaker, new deck hardware, Pentax performance headsails, Autohelm 1000 and other basic electronics. The S3030 is the ideal racer/cruiser in 30 feet. Website: <http://www.california.com/~ahebert/gabrieli/wisdom/wisdom.html> Email: alanhsails@yahoo.com or (650) 299-1850.

PEARSON 31, 1978. Hull #6. Great boat. Very good condition. 24 hp Volvo diesel VHF, GPS. Head, navigation station, galley, dinette, 2 anchors, lazyjacks, stereo and more. \$11,500. (510) 527-2312.

CATALINA 30, 1980. Excellent condition with wheel. New GPS/depth/knot, standing rigging, roller furling, 130 RF jib, Garhauer traveler, battery charger, interior cushions and upholstery, microwave, refrigerator, hinged teak hatch doors, C-Cushions, and swim ladder. \$15,995. (530) 470-0511.

CLIPPER MARINE 30 SLOOP, 1975. Brisbane Marina. Well maintained, clean, 6' headroom, fixed keel, lead shoes. Fiberglass hull, 1 tiller, transom-hung rudder. New standing and running rigging. New Harken roller furler. Yanmar 2GM20FV diesel, less than 200 hours. Shore power, 2-burner stove, ice box, self-contained portable toilet. See: <http://lolltech.com/Clipper> (case sensitive). \$11,500/obo. Bob (650) 355-5166 (lv msg) or (650) 996-4631 (cell).

30-FT CENTER COCKPIT S2-9.2C, 1978. Diesel, wheel steering, North mainsail, lazyjacks, gennaker, furler, dodger, BBQ, Autohelm. Excellent liveaboard, 6' interior headroom, sleeps 6, teak interior, holding tank, alcohol stove. \$26,000. David (415) 572-6506 or buckaroo500@yahoo.com.

ERICSON 30+, 1984. Immaculate. Completely refit and well-maintained, with many extras. Perfect for daysailing, coastal cruising, or club racing. See website for details and pics: <http://www.jamesw.com/arae> \$32,000. Call (510) 748-9712 or email: jlw_@yahoo.com.

PEARSON 30 SLOOP, 1977. Fast and safe sailboat. Pocket cruiser, weekender or daysailer. Strong construction. Classic lines. Sleeps comfortably six adults. Large dining area, immaculate interior. Wheel steering and engine controls at steering pedestal. Top-of-the-line new dodger with built-in handrails and new cockpit weather canvas. New mainsail and roller furling jib. Atomic 4 inboard and backup auxiliary outboard bracket on transom. VHF, depthometer and knotmeter. New survey. Beautiful yacht. \$13,000/obo. Call (650) 380-5535.

CATALINA 30, 1982. Excellent condition. Loaded. Too much information to list, call for full details. \$25,000/obo. Charles (415) 420-3957.

ERICSON 30+, 1982. Original owner. Inboard Universal diesel, wheel steering, head with holding tank, alcohol stove with oven. Berthed at Port of Redwood City. Must sell, as is, \$15,000/obo. Please call (650) 367-8184 (eves).

ISLANDER 29. 5 sails, led aft, 2 anchors, radio, fridge, micro, dinette, nice wood interior, legal head. New: Prop shaft, thruhulls, head, bottom 2 years. Honda 10, low hours, new battery, wood work, and recent painting, includes inflatable kayak. \$4,950. (510) 689-3432 or you1234@yahoo.com.



CATALINA 30, 1976. Tiller steering, great Atomic 4. New folding prop, refrigerator, hot/cold water, new upholstery, new standing and running rigging, several sails. Constantly maintained and upgraded. <www.Eurydicercing.com/forsale> \$12,499/obo. Gmbieri@pacbell.net or (916) 455-7665.

RAWSON 30. All new GPS, chartplotter, radar. Just hauled, new paint inside and out. Dodger. \$7,500/firm. (707) 745-6138 or sailor_boy_94510@yahoo.com.

CATALINA 30, 1984. Tabernacle mast, custom traveler, Data Marine wind instruments, AP, DS, wheel, diesel with low hours, small Achilles dinghy, propane stove/oven. Lifelines and rigging replaced 2002. Very clean boat. \$26,500/obo. (831) 462-9786.

SANTANA 30/30 PC, 1985. \$26,000/obo. This is the best-maintained 30 footer on the Bay and is in immaculate condition inside and out. Excellent performance boat with large accommodations below for cruising. Racing fleet (SF 30s) in the Bay that is competitive and fun. Bottom painted June 2004. Simrad Instruments 2003. Cruising sails and racing sails in excellent condition. 2002 Elliott Pattison #1, 2002 EP #3, 2002 EP main, 2002 EP .75 spinnaker. Please call Jon (415) 314-8821 or fsailor67-latitude@yahoo.com.

32 TO 35 FEET

32-FT ERICSON 32-200, 1989. 23 hp Universal diesel. 6.5' draft. Dodger 5 years old. 10'10" beam. Sleeps 6 with master aft cabin. Beautiful teak interior, 12v refrigeration, Harken roller furling. Well maintained. \$53,000. Located Benicia with liveaboard slip available. Call Mike (504) 296-3330.

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MELGES 32 PROTOTYPE. Exceptional opportunity to own a very high performance keelboat with first-to-finish potential. Fantastic race record. PHRF 27. Very good condition, trailer, 4 hp outboard, complete inventory. Race ready. Located Lake Tahoe. (530) 583-8700.

CATALINA 34, 1987. Well equipped, maintained, three headsails, furling self-tacking jib, newer dodger, full sunshade, weather cloths, refrigeration, propane stove, heater, wind and depth instruments, reliable diesel, CD, upgraded 12v, beautiful teak interior, many extras, recent excellent survey. \$49,500. (650) 969-9327.

1D-35, RACER'S EDGE. This boat is ultra clean with an excellent North/UK self inventory. Professionally maintained and ready to race. New bottom, full cover, 2 mains, 8 jibs, 6 spinnakers. Price reduced to \$78,000. Call (310) 822-5205 or (310) 213-5205.

1977 O'DAY WITH CENTER COCKPIT / aft cabin configuration. Aft cabin has double berth and navigation station. Forward is main salon with galley to starboard and head to port, settees with drop leaf table and V-berth forward. Vetus (Mitsubishi) engine, 30 hp, 1980s, in great condition, no trouble in five years, regularly serviced. New battery charger and 3 new batteries. Hauled for bottom paint in November 2004. 50-gallon fuel tank, alcohol-fueled stove/oven, s/s with hot and cold water pressure, ice box, radar, VHF radio, depth-sounder, autopilot. Mainsail, working jib and genoa, roller furling for headsail. Was great liveaboard for five years. *La Ballenita - The Little Whale.* \$20,000/negotiable. Holly (510) 543-8160.



ERICSON 32. Good sailing vessel, easy to singlehand. Self-tending jib, new upholstery entire boat, refinished interior. Professionally maintained. Volvo MD2B diesel engine, recently rebuilt. 3-burner stove with oven, lots of wood below. Asking \$18,500/obo. Call (209) 462-6271.

CATALINA 320, 1994, #143. Great shape and loaded. 27 hp Perkins, 100% and 135% jibs, cruising spinnaker, whisker pole, windspeed/point, depthsounder, Autohelm 4000, battery charger, GPS, stereo, 100 amp alternator and smart regulator, microwave, propane stove, macerator pump, pressure hot water. VHF, adjustable backstay, roller furling, Flexo-fold prop, self-tailing winches, dodger, cockpit table and cockpit cushions, electric windlass and Fortress anchor. Pt. Richmond. \$59,000. Call (415) 310-4173 or the Taproom@prodigy.net.

ALDEN 34 SLOOP. Perkins diesel engine, runs but needs work. Good sails, sleeps 4, private head, shower, galley. Could be a nice liveaboard. Berthed in San Leandro. \$7,500. Jim (209) 786-6003.

ARIES 32, 1980. Double-ended sloop, full keel, Westerbeke 25 hp diesel, ss stove with oven. One owner. Needs standing rig and TLC. \$9,500. (650) 867-9700.

CAPE DORY 33, 1980. \$59,500. Last 4 years all new: Sails, canvas covers, dodger, refrigeration, electrical panel/wiring, standing rigging, lifelines, stereo, VHF, ultraleather interior cushions etc. Photos: <http://mace.photosite.com/CapeDory33/> Call (530) 559-5100 or email: Larry.Mace@gt.com.

CAL 34, POPULAR 1979 SLOOP. Roller jib, tabernacle mast, low hours Yanmar diesel. New Hogan mainsail. Basically sound. Needs some TLC. I can't sail, yet I'm willing to remain minority partner or sell for fair offer. Call Randy (925) 708-6868.

COLUMBIA 34, 1971. New Yanmar 3GM30FV, 20 hours. New mechanicals, exhaust, heater. Hauled 2/03, bottom job, thru hulls, hoses, updated electrical panel, upholstery. Main, spinnaker, 2 jibs. Bill Tripp bubble-top. Spacious, wheel steering, radar, extras. Plastic classic. \$22,000. Gail (510) 526-8758.

J/105, 1992. Pre-scrimp model. Fresh-water use only, Lake Tahoe. Shoal draft, tiller. Proline epoxy bottom paint, Autohelm tiller/pilot, GPS chartplotter. Mast-mounted Sailcomp. Quantum Kevlar main and jib, North 89%, 110% spinnakers. \$79,000. Call (530) 318-0522 or email: tahoesail@hotmail.com.

ISLANDER 34, 1978. Motivated seller. Sausalito liveaboard slip. New 30 hp Volvo, new mainsail. Beautiful, custom teak interior with hot/cold pressurized water. New 30 gal water, new diesel tank. Edson wheel, bronze ports, windlass. See website: <http://www.geocities.com/specializedwood/photopagespiral.html> \$17,000/obo. (415) 454-0412.

IRWIN CITATION 34, 1986. Great sailing performance cruiser. New: Canvas, inverter, Vacuflush, mainsail, electrical, upholstery, Yanmar 3GMF, Force 10 oven, Garhauer-rigged. 2nd owner. Queen of Long Beach Show 1987. Alameda. First \$50,000 takes her. (925) 518-6482. Seeing is believing.

CATALINA 34, 1987. Very popular coastal cruiser that has been very well maintained. Autopilot, GPS, extensive canvas, rewired electrical, 8-ft dinghy with 8 hp outboard, and much much more. \$48,500. Call (714) 595-3646 or Pudauida1@aol.com.

COLUMBIA 34. Great liveaboard, beautiful below. Short on gear, room for new. Sails great. Must sell now. \$20,000/obo. (831) 869-6443.

ERICSON 35+, 1983. 35.5-ft LOA performance cruiser for SF Bay, Hawaii capable. In excellent shape, many recent upgrades. All new: Jib and mainsails, LP stove, GPS, traveler, lifelines and cockpit cushions. Has blue dodger, spinnaker, extra sail set, furler, DS, KM, wind, Autohelm 6000, 12v fridge, Universal diesel with hi-amp alternator, hydraulic backstay, etc. Documented. Emeryville. \$59,900. Email for photos: pmchin47@hotmail.com or (925) 642-7600.

BEAUTIFUL 34-FT COLUMBIA Mk II sloop. Baja veteran. 300 hours on Yanmar 3GM30V. PUR40E and PUR06 water-makers, 2 autopilots, Furuno radar, GPS, Loran, fridge/freezer. Profurl, shower, hot/cold water, sails. Dickinson diesel heater, fresh topside, etc. New bottom job and survey. Roomy, fast, strong. \$28,000/obo. Duncan (415) 902-0771.

APHRODITE 101, 1985. 33-ft narrow beam racer/cruiser. Fractional rig, well maintained. Yanmar, low hours. See boat pics, specs, history and references: <www.van-zuiden.com/101> Call Jerry (650) 941-6387.

PEARSON ALBERG 35. Excellent condition and great brightwork. Boat has been well maintained and has many upgrades. She needs a new engine and bottom paint. Owner is retiring. Great price at \$14,700. (510) 528-0562.

36 TO 39 FEET

TAYANA 37, 1987. Moving to mountains. Boat in Florida, ready to sail back to Caribbean. Original owner, continuously maintained. New Awlgrip. No teak decks, no cast iron tanks. \$115,000. Photos/info: <www.tayanalaes.com> or call (904) 891-6744.



BLACK & McANDREWS 38, 1976. Converted to cruising 1984. Two singlehanded circumnavigations by all five southern capes. Set up for singlehanded. Extensively proven in harsh conditions to be strong and fast. See <www.rockisland.com/~fliit/> Lying Orcas Island, WA. \$47,800. (360) 376-7661.

MORGAN, 382, 1980. Well equipped, good electronics, GPS, hard dodger, Perkins 4-108, Autohelm, Monitor windvane, electric windlass, Adler-Barbour. Asking \$62,500. For specs please call (213) 500-0009 or (213) 999-1450 or email: oukiva80@hotmail.com.



NEW YORK 36 SLOOP, 1983. Draft: 6'4", 10,000 lbs, HD polyester fiberglass construction, fin keel spade rudder, Volvo Penta 15 hp diesel. Good condition. Richmond Marina. \$32,000. Call for survey report. (925) 683-4539 or rodney.franks@usa.net.

CATALINA 380, 2000. Loaded, full electronics. Leisure furl boom, Vectran mainsail, electric winch and windlass, inverter/charger, ultra leather interior. Yanmar engine, 130 hours. Glass Mat batteries, full cockpit canvas, electric head, much more. Alameda. Asking \$155,000. (916) 632-9317.

ISLANDER 36, 1974. In very nice condition with beautiful interior. New 35 hp diesel engine, newer standing rigging, etc. Overall well kept. She has never been raced, does not blister. 2nd owner. \$45,000. (408) 591-8796 (days/eves). No brokers please.

HUGHES 38 SLOOP, 1970 with Monterey slip. S&S design, built in Eastern Canada. New Universal diesel engine, 60 hours. Pictures available. \$38,000. Call (831) 915-4984 or (831) 775-2475 (wk).



CATALINA 36 Mk II. Built in 2000, well maintained sailboat with a rare slip in Santa Cruz Harbor and added tax benefits, if desired, through the Pacific Yachting and Sailing Charter fleet, Santa Cruz, CA. \$116,000. (831) 461-1270. No brokers.

REPO: 1969 CHEOY LEE CLIPPER 36 ketch, located Mazatlan, a great live-aboard area. Boat needs TLC, but is priced right. Owner financing available if needed. Why suffer in California? Email: panamajackmzt@yahoo.com or call 011-52 (669) 988-0509.

UNION 36, 1983. Beautiful teak interior and recent electronics, refrigeration, rigging upgrades. Everything in excellent condition except she needs new bottom paint. Do-it-yourself and save \$\$ \$79,900/obo. (510) 551-4852.

IRWIN 37 Mk IV, 1980. Center cockpit cutter. 2 heads with showers, 2 cabins, hot pressure water, galley with propane stove/oven and small refrigerator. Rigging and boat in good condition, but not cruise ready. \$40,000. (415) 305-4256.

CATALINA 36, 1987. Universal diesel, new sails and standing rigging, self-tending roller furling headsail. Dodger and full cockpit bimini and enclosure. Loaded with every option including air conditioning. No blisters, like new, beautiful condition. \$69,500. (925) 228-2852.

PACIFIC SEACRAFT CREALOCK 37, 1997 cutter. Excellent condition and well equipped. See: <www.coug.net/boat> \$188,500. Call (206) 250-2527 (eves).



ISLANDER 36, 1980. \$45,000. Brand new mast, rigging, Harken furler. New epoxy bottom. Raymarine ST60 instrument package. Autohelm, Heart inverter, VHF radio. Pathfinder diesel, runs well. Hood Vectran main and 110% jib. Custom covers. Well-maintained interior. Call Sean (510) 864-8403 or email: sean@svendsens.com.

DOWNEAST 38, 1976. Epoxy bottom, Farymann diesel, full keel, needs TLC. Located Ventura, CA. \$29,500. (805) 676-1092 or (661) 245-2814.

ISLANDER 36, 1985. Very clean, well maintained. Great boat that sails well. \$63,500. <http://www.parkwebdesign.com/islander.htm> (619) 977-9584.

CATALINA 36, 1989. Very well maintained, new standing rigging, lifelines, Foss rudder, oversized wheel, all Harken gear. Quick vang, new bottom, fridge, head system, North sails, DVD, hot water, and much more. \$69,000. (415) 460-1365 or (415) 272-1228.

ISLANDER 36, 1980. Never raced, set up for cruising including 6-man Givens liferaft, hard bottom Zodiac and 10 hp 4-cycle Honda engine. Many extras. Excellent condition. Must see. \$55,000. (510) 881-7743.



BRISTOL 38.8, 1983. Aft cockpit. Modified fin keel with centerboard. Original owner. Professionally maintained. Clint Pearson builder. Ted Hood designer. Berthed Blaine, WA. Fully cruise equipped. \$129,000. For information and pictures call Dick Grier (707) 586-2994 or email: grierholm@att.net.

38-FT STEEL CUTTER. Vanderstadt design. Oco Steel, yard built, steel/alum topside, center cockpit. 85 hp Lehman diesel, low hours. Full keel, bluewater cruiser, all the gear. Cruise ready. San Diego slip. Must sell, please, serious inquires only. \$55,000/obo. Call (619) 994-0763 (lv msg).



CARRERA 38 SLOOP. Graceful and fast. 38 x 8 x 6.5 x 9,000-lbs. New Quantum sails, new Harken winches, new yellow Awlgrip topsides. \$42,000. Call (510) 524-9166 (eves).

C&C 37R, 1989. Fast cruiser/racer. Too many upgrades to list. Opportunity to own a great, fast boat at a great price. Has full survey with haulout. Asking \$46,500. Kevin (415) 305-9029 for pictures/info.

CAL 39 II, 1978. Well maintained classic performance cruiser. Perkins 4-108 diesel. Roller furling with 5 jib selections, plus drifter and spinnaker. New main 2002. Hydraulic backstay adjustment. Quickvang. Radar, depth, speed, EPIRB, windlass, dodger, holding tank, much, much more. \$72,000. Call (209) 465-9761 or email: marjfrries@sbcglobal.net for full information.

HUNTER LEGEND 35.5, 1989. \$46,500/obo. Excellent condition. New paint in April. Two-boat owner needs to part with one. Located Marina Bay Yacht Harbor, D-169. For pictures and equipment list email: dougot@aol.com or call Doug (707) 765-9248.

39-FT STEEL CUTTER, 1986. Serious cruiser, Folkes 39, factory built. Total refit in 2004/05, sandblasted, paint 2004. Yanmar 30GM 110amp Balmar alt. with smart Max-charger. New self-sufficient electrical system. Solar, Raytheon radar and tridata, SSB, fridge, watermaker, VHF. New plumbing and holding tank. Interior very clean and spacious, new varnish on all interior and exterior teak. Lots of storage, dry bilge. Ready to go. \$65,000. Pics and specs: <www.geocities.com/stal_delfin> or call Robert (619) 886-3940.

ESPRIT 37, 1978. Perry designed, Nordic built. Seaworthy cruiser and Bay sailer. Beautiful teak interior, rebuilt BMC 37 hp diesel, separate shower, hot water, refrigerator, windvane, windlass, rod rigging, electronics and more. Must see: <www.flyingcloud9.com> \$87,000. Call (415) 250-3592.



2002 C&C 110. 36 feet, navy topsides, full electronics package, many options, aluminum mast, saildrive, 2 headsails, jib furler, new mattress, fridge, CD, fans, immaculate. \$159,999. Call (650) 592-3742.

APACHE 37 SLOOP. Fast sailing, furling jib, gas engine, private head, galley, sleeps 6. Berthed at Pier 39, slip lease also available. \$17,500. Call Jim (209) 786-6003.



CATALINA 36, 1987. Excellent condition. Brand new standing and running rigging. Bow roller / lifelines new 2003. New bottom Nov. 2004. Professionally maintained. Just completed total engine service. 3 batteries, 2 new. Radar, GPS, wind, speed, depth, VHF, Autohelm ST4000. Self-tacking jib, Harken roller furling. New main, rigid vang. \$64,500/obo. Call (925) 408-6927 or email: pettyd@bsci.com.

40 TO 50 FEET

TASWELL 43, 1992. Center cockpit cutter. Excellent condition. New dodger, Autohelm 7000, Furuno 24-mile radar. ICOM SSB, GPS, chartplotter. Balmar smart charger, inverter. Glacier Bay refrigeration, watermaker, davits, dual racors, liferaft, oversized electric windlass, cruising spinnaker. Sausalito. \$299,000. (650) 804-6218.



THE ELEGANT LORD NELSON. LOA 41 feet. Final hull #27, 1988. Original owner. Continuous refinements and upgrades. Perfect balance of immense strength, spacious accommodations and storage. The ultimate traditional world cruiser offering style, comfort and safety. A truly beautiful thoroughbred. Documented. Incorporated, offering tax advantages and liability protection. Located in San Diego. See: <http://www.turtleheadmarina.com/LordNelson.htm> \$137,500. Jack Crockett (619) 865-0831.



COLUMBIA 45 SHOAL KEEL KETCH, 1972. Hull #3. Solid and clean motorsailer. Perkins 4-107 with 425 hours. 200 gal fuel, 200 gal water. Independent hydraulic inside steering station. Paneled wood interior throughout. Tiled shower, galley and heads. Great liveaboard or go anywhere. Additional photos and info at: <http://www.msnusers.com/Columbia45Hull3> \$65,000. Call (415) 420-4299 or email: eprincipe01@hotmail.com.

SPENCER 42, 1966. Fully equipped ocean cruiser, just returned from Mexico. Fiberglass hull, Yanmar 44 hp, 210 gal diesel, 110 gal water. ICOM SSB and VHF, Pactor III, Furuno radar and GPS, Spectra watermaker, CPT autopilot, Aries windvane, EPIRB. Force 10 stove and BBQ, fridge. Ideal windlass, 5 anchors, 3/8" chain, 3 solar panels, inverter, 7 sails, dodger, full awnings, 2 dinghies, 25 hp ob. Located San Rafael. \$75,000. Call (530) 470-0450 or elkebrown@sbcglobal.net.



HALLBERG-RASSY 42 KETCH, 1982. Lying in Florida. 53 hp Volvo, very well equipped for bluewater sailing with updated electronics, autopilot, GPS. Rebuilt motor and transmission, 7' draft, new sails. \$130,000. Call (401) 261-3714.



CHEOY LEE 40 MIDSHIPMAN. New Yanmar engine, new canvas in enclosed center cockpit, ketch rigged, fiberglass, new systems. New Force 10, aft stateroom with head/shower, forward stateroom with head/shower. \$79,900. Call Bob (510) 719-7153.



KETTENBURG K-40, 1959. Classic in excellent condition. Galley, head, V-berth, sleeps 6. Nav station with electronics. Westerbeke 30 diesel. Self-steering Hydrovane, Autohelm, new transmission and prop shaft. Engine gone through. \$28,900. San Diego. (760) 344-6480.

GARDEN MARINER 40, 1965. Mahogany planked, roomy, comfortable, standing headroom throughout, ss propane galley, wood stove, rowing dinghy, davits, anchors, chain rode, sails, hard dodger, many extras. Fixer-upper, needs a new life. First \$20,000 takes it all. Mark (650) 952-2269.



HUDSON SEAWOLF 44, 1979. Cutter rig, full keel, center cockpit ketch. Fiberglass deck, recent new aluminum masts, standing and running rigging, hydraulic windlass, bow pulpit, roller furling. Dodger, windvane, refrigerator, freezer, TV, stereo, DVD, instant hot water, inverter, radar, SSB, aft stateroom, solar powered and more. Bluewater cruiser/veteran. Elegant and solid, classic Garden design. \$85,000/obo. Scott (760) 504-5781 or Colette (760) 504-5782.



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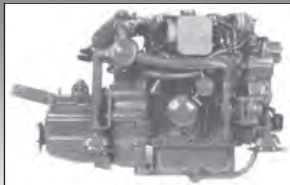
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CAL 43, 1970. Proven cruiser with great gear. <<http://users.adelphia.net/~anchrvtch/SummerWind/SummerWind.html>> Price now \$65,000/obo. (360) 636-9262.



RHODES 41 BOUNTY II. The ultimate plastic classic, keeps her great looks and legendary strength without the headaches. Very clean and uncluttered with underdeck Aries vane and huge tankage. She's ready to go anywhere, rigged to sail famously without drama. Just hauled, fresh survey, insured and on her mooring in the Virgin Islands. One owner loved last 32 years. \$65,000. Email: Warren@StrykerRealEstate.com for additional photos and equipment list or call (340) 776-2697.



CATALINA 42, 1989. 3 cabin, 2 head, fin keel and upgraded Mark II rudder. Less than 510 hours on a 44 hp Yanmar. Lifelines and standing rigging replaced 2004. Details at: <<http://smitten4sale.com>>

1982 HARDIN KETCH. Hull #120. A real bluewater cruiser. No teak deck, but lots below, aluminium spars, recently and fully equipped for extensive liveaboard cruising, and really ready to go. Extensive inventory. Will deliver/help. \$129,000. Email: shellback8067@yahoo.com.



1981 HUNTER SAILING YACHT in a berth at the Ala Wai Small Boat Harbor in Honolulu. She is set up with 2 cabins each with in-suite head and shower, new 76 hp Yanmar engine, 670 hours, and her standing rig was replaced this April. Please call Chris (661) 304-3779 or look up this fine vessel on yachtworld. I am not a broker, I am an owner in this boat.

WAUQUIEZ CENTURION 40, 1986. Upgraded. Excellent condition. Cruise ready. Located Ionian Islands and Croatia's Dalmation Coast. Engine rebuilt 2005. AC, watermaker, MaxProp, Heart 1000 inverter/charger, separate shower, Raymarine 6000 autopilot. Shoal draft/Scheel keel allows transit European canal systems. \$135,000. Email: mahalo1dg@yahoo.com for pictures and complete inventory.



CUSTOM STEEL CUTTER. 50'6" x 11'6" x 6'4". 64 hp Ford diesel, propane stove, diesel heat, hot and cold pressure water. Separate head, shower. Insulated hull, new construction, needs ceiling and rig. Documented. \$60,000. Coos Bay, OR. (541) 888-0930.

CUSTOM BREWER 46 KETCH, 1972. Teak hull, center cockpit. Major upgrades in last five years including new 76 hp diesel. Large equipment inventory. \$125,000. Located in San Diego. See details at: <www.custombrewerketch.us>



SUPERB 45-FT OFFSHORE KETCH. Designed by Huntingford and custom built for us with 1" solid fiberglass hull below waterline, insulated non-skid deck, U-shaped galley, large aft cabin, vast storage lockers, all built to highest standards for safety and comfort as proven and maintained by us over the last 14 years. 80 hp Cummins, solar, wind, Kubota diesel power, all electronics and multi-anchor systems. \$176,000 US, a real value. Email: djbyrne@shaw.ca or call for full details, inspection and familiarization. (604) 898-4432.



STEEL ADAMS 40, 1985. Cruise ready. Located San Diego. \$89,500/obo. (619) 297-3209.



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FORMOSA 50, 1977. Recent disability forces sale. Rock bottom price \$89,900. Needs some TLC. Located in San Diego, CA. Email: LAZURIN21@aol.com.



BALTIC 42 DP, 1981. Racing/cruising sloop. Equipment inventory and sailing gear were upgraded for the 2002 Pacific Cup, including new standing and running rigging, major engine overhaul, new sails. This pedigree Baltic is perfect for the serious racer or family cruiser. Spacious teak interior throughout with teak and holly sole. Recently surveyed. Foreclosure sale. Price has been reduced to \$114,000. (831) 684-0802 or (831) 234-6788.



SLOCUM 43, 1984. Bluewater cruiser. \$145,000. Perkins 4-108 diesel, radar, GPS, VHF, ICOM 710, autopilot, solar panels, inverter, windvane, Windbugger, diesel heater, watermaker. Berthed at Brick Yard Cove, Pt. Richmond. (708) 343-6641 or email: clark@ensolv.com for photos and equipment list.



GREAT OPPORTUNITY. Lots of boat for the money. 46-ft ferro-cement ketch. Hawaii and Mexico veteran. Setup for singlehanded sailing. Center cockpit, diesel, radar, GPS, autopilot, electric windlass. Beautiful wood interior. Located Vallejo, CA. \$47,500. rbybarra@aol.com or (510) 928-9100.

41-FT RHODES BOUNTY II, 1959. Fiberglass sloop, classic beauty, excellent condition. Solid fiberglass construction. Universal diesel, radar, hydraulic wheel steering, propane stove/oven, VHF, EPIRB406, SSB with tuner, windlass. 9 sails, new upholstery, inflatable. Much more. \$45,000. San Diego. richardshp@hotmail.com or (858) 483-8697.

NORSEMAN 447, 1985. Center cockpit. Truly Bristol. Cruise ready. Includes huge inventory of cruising gear and spare parts. See: <www.norseman447.com> for photos and details. \$260,000. (714) 305-8936.

JADE 48, 1978. Aluminum offshore cruising boat. Built by Metalu in France. Center cockpit, ketch rig. Chose this boat after our first circumnavigation for a Pacific loop with our family. \$169,000. Call (503) 723-4401.



HUNTER PASSAGE 450, 2001. *Catalyst* is an extraordinary 45' center cockpit for family cruising. Main and jib furling. 76 hp Yanmar and 8kw Kohler gen, less than 200 hours on each. Two-zone AC and heat. 2 FPD TVs, DVD player in stateroom and PlayStation2 and VCR in salon, Sony stereo system. Raymarine (ST60) electronics, RL70CRC+ color radar/GPS, 2kw Radome, Autohelm 7000+. Fully integrated and slaved computer built into chart station running Raytech Navigator 4.1 software. DSL hardware, wireless network and printer making a perfect remote office. Avon tender and 5 hp Merc and much more. Pristine condition. \$239,000. Call for pictures and full details: (925) 447-6442.

MORGAN OUT ISLANDER 416, 1982. 2nd owner, tall ketch rig, walk-through to rear cabin. Center cockpit, Perkins diesel, Westerbeke genset. Two jibs, freezer. Clean survey in 2003. Excellent condition. All records. San Leandro Marina. \$85,000/firm. Dale (510) 517-9572.



41-FT YAWL, 1960. Sparkman and Stephens. Double planked mahogany on oak. Teak decks, cabin, interior. Spruce spars. Full sail inventory, ground tackle. Recent paint and bottom paint. 6'3" headroom. \$29,500. Call for more information. (503) 708-0817.

FARR 40 ONE TON. Ocean race modifications. All gear required for Pacific Cup and OYRA offshore racing. Berthed in SF. \$75,000. Call Mike (916) 769-0299 or email: mcaplan@golyon.com.

J/40, 1986. New Yanmar 3JH4E 2004, 3-blade Maxprop, autopilot, radar, inverter, battery package, solar panels, Muir windlass, extra ground tackle, MOB gear, liferaft, Profurl, Navtec hydraulics, dodger, bimini, lots of cruising gear. New bottom August 2005. \$146,000. (510) 339-1445.

ACAPULCO 40 under advanced construction by Al Fuller, yacht builder/master craftsman. Deck plus forward cabin teak work installed. Main cabin framed and insulated. Extensive inventoried equipment, Volvo Penta engine and fittings included. \$42,500/offers. (209) 966-5338 or (619) 296-1180 or mas@yosemite.net.

VALIANT 40, 1983. HULL #245. Mexico vet. New engine and main, Trimble GPS, W-H autopilot, solar, ProFurl, inverter, micro, electric windlass. All lines led to cockpit for singlehanding. Monitor, ICON SSB, watermaker, 24-mi radar. \$155,000. (530) 308-8000.

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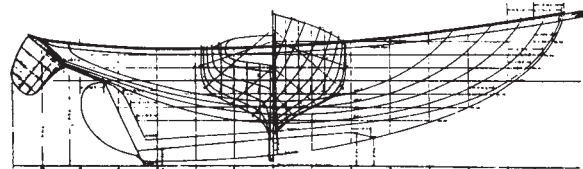
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ADVERTISERS' INDEX

A to Z Marine Services..... 101	Bo'sun Supplies..... 241	Diesel Fuel Filtering 38	Golden State Dsl Marine... 241	Landfall Navigation..... 93
AB Marine 107	Boat US 153	Dimen Marine Financing..... 6	Grand Marina 2	Landing School, The 242
ABC Yachts 250	Boat US Insurance..... 167	Discovery Yachts 244	H.F. Radio 173	Larry R. Mayne Yacht &
Agape Villages..... 195	Bottom Liner 236	Downwind Marine 112	H&S Yacht Sales 26,27	Ship Broker..... 243
Alameda Prop & Machine. 107	Bottom Sidlers 216	Doyle Sails 75	Hanse North America..... 15	Larsen/Neil Pryde Sails 114
Almar Marinas 163	Boy Scouts Pacific Harbors. 246	Easom Rigging 137	Hansen Rigging 193	Lee Sails 232
Alpha Marine Systems..... 240	Boy Scouts San Francisco... 248	Edensaw Woods..... 90	Harken 58,70	Lemest Yacht Sales 244
American Battery 238	Brisbane Marina 23	EM Design 241	Hayn Marine..... 111	Lewmar Marine..... 79
Aqua Marine..... 146	British Marine 28	Emery Cove Yacht Harbor.. 101	Haynes Sails 242	List Marine Enterprises 222
Aquatic Protection Agency. 245	Brookes & Gatehouse..... 111	Emeryville Marina..... 113	Heineken Regatta..... 34	Loch Lomond Marina 175
Bair Island Marina 78	Cabrillo Yacht Sales 248	Encinal Yacht Club 146	Helms Yacht & Ship Brks .. 245	Lowrie Yacht Harbor..... 220
Baja Ha-Ha Sponsors 48,49	Cal Maritime Academy..... 106	Ensenada Cruiseport Vlg ... 168	Helmut's Marine Service ... 234	Maine Cats 205
Baja Naval 216	CC Rigging 240	Essex Credit Corp. 85	Hogin Sails 52	Makela Boatworks 239
Baja Schooner Cruises..... 205	City Yachts 17	Fago, Margaret - Artist 234	Holmes Marine	Marina Bay Yacht Harbor ... 30
Ballena Bay Yacht Brokers... 16	Clipper Yacht Harbor 194	Farallone Yacht Sales 12	Specialties..... 169	Marina de la Paz..... 166
Ballena Isle Marina Coop ... 24	Club Nautique..... 42	Flying Cloud Yachts..... 25	Hood Sails 67	Marina El Cid..... 218
Bay Island Yachts 11	Coast Marine 195	Foam Creations 162	Hydrovane 170	Marina Las Hadas..... 172
Bay Marine Boatworks..... 83	Conch Charters 204	Footloose Yacht Charters... 200	Hylas Yachts..... 8,9	Marina Mazatlan..... 225
Bay Marine Diesel..... 239	Corinthian Yacht Club..... 30	Forespar 92	Island Yacht Club 36	Marina Palmira..... 174
Bay Propeller 113	Costa Cardonal 242	Fortman Marina..... 56	J/World 77	Marina Puesta del Sol..... 221
Bay Risk Insurance 55	Cover Craft 162	Fowler Insurance Agency .. 236	Jack Rabbit Marine 111	Marina Real 224
Bayside Boatworks 240	Coyote Point Marina 196	Fridge Freeze 143	Jiffy Jax..... 236	Marina San Carlos..... 143
Beneteau..... 7	Cruising Charts..... 238	Garhauer Marine..... 97	Katadyn..... 171	Marina Village 147
Berkeley Boat Sales 243	Cruising Direct Sails 142	Gentry's Kona Marina 240	Kissinger Canvas 32	Marine Engine Co..... 232
Berkeley Marina 38	Cruising Specialists 82	Gianola & Sons 44	KKMI Boat Yard 20,21	Marine Lube..... 136
Berkeley Marine Center 73	CYOA Yacht Charters..... 203	Glacier Bay..... 115	KKMI Engines 225	Mariner Boat Yard..... 220
Beta Marine Engines 108	Danard Marine Products... 219	Glen Cove Marina 219	KKMI/Nautor's Swan 53	Mariner's General Ins. 40
Bluewater Insurance 109	Desolation Sound Charters. 205	Go Cats/Tahiti Yacht Charters .	KKMI Yacht Sales.....	Mariners Choice..... 44
Bluewater Network..... 239	DeWitt Studio 152 202 22,30,32,34,74	Maritime Institute..... 217



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ADVERTISERS' INDEX

Marotta Yachts..... 249	Orange Coast College 91	Roanston Marine, Inc. 84	Society of Accredited Marine	Ventura Harbor Boatyard.. 222
Mazatlan Marine Center/ PV Yachts 28	Owl Harbor 44	Rooster Sails..... 192	Surveyors/SAMS 196	Voyager Marine..... 54
McGinnis Insurance..... 234	Outboard Motor Shop..... 105	Ryan's Marine 234	South Beach Harbor 37	Watermaker Store, The 225
McGrath Pacific..... 64,65	Oyster Cove Marina..... 143	Sail California 60,61,62	South Beach Riggers..... 39	Watski 238
Minney's Yacht Surplus 247	Oyster Point Marina 96	Sail Exchange 240	South Beach Sailing Center 39	Waypoint..... 173
Modern Sailing Academy ... 94	Pacific Coast Canvas..... 109	Sail Warehouse, The 243	Southern California	weatherguy.com 240
Monterey Bay Canvas 22	Pacific Marine Foundation. 197	Sailing Pro Shop 33	Yacht Sales..... 34	Wedlock, Stone & Ramsay
Monterey Bay Marine..... 240	Pacific Yacht Imports..... 13	Sailrite Kits 68	Spectra Watermakers 112	Marine Surveyors 240
Mortgage West..... 157	Paradise Village..... 89	Sailtime 47	Spinlock..... 194	West Marine 19
Musto and Dubarry 72	Passage Yachts 4,5	Sal's Inflatable Services ... 153	Spinnaker Sailing of	West Marine Bargain Ctr.. 107
Mystic Stainless & Aluminum, LLC 109	Passage Yachts	San Diego Yacht Club..... 179	Redwood City..... 98	West Marine Boat Svc 31
Napa Valley Marina 76	Brokerage 245	San Francisco Boat Works.. 197	Spinnaker Shop, The 179	West Marine Books/Charts 104
Nelson Yachts/Sydney	Pearson Yachts West..... 87	San Francisco Estuary	Starbuck Canvas..... 100	West Marine Rigging..... 45
Yachts 18	Peter Crane Yacht Sales 246	Project 29	Sunsail Charters..... 201	Westwind Precision Details.. 39
Nelson's Marine 252	Pineapple Sails 3,72	San Leandro Marina..... 35	Svendsen's Boat Works..... 41	Whale Point Marine Supply 50
New Era Yachts 247	Playitas Club del Mar 175	Sausalito Yacht & Ship..... 243	Svendsen's Metal Works 88	White, Chris Designs..... 236
Norpac Yachts 251	Point Loma Publishing 175	Scanmar International..... 101	Swedish Marine..... 10	Wichard, Inc. 115
North Beach Canvas 39	Port Townsend Shipwrights . 95	Schaefer Marine 153	Swiftsure Yachts 103	Windtoys 224
North Sails - San Francisco . 57	Pusser's Rum 99	Schmidt, Charlotte Yachts.. 244	Tartan/C&C Yachts 14,232	Wizard Yachts, Ltd. 248
NCMA, Northern California	Quantum Pacific 43	Schoonmaker Point Marina .. 80	The Mexican Inn 242	Wooden Boat 28
Fall Boat Show 59	R-Parts 241	Scullion, Jack D.	Tim's Zodiac Marine..... 179	Wooden Boat Foundation ... 38
Northwest Yacht Brokers	Raiatea Carenage Services	Yacht Services..... 115	TMM/Tortola Marine	Wright Way Designs 218
Assn./Sailfest Northwest.. 51 156	Sea Frost..... 113	Management 204	Yachtfinders/Windseekers .. 22
Ocean Marine 246	Randall Burg Yacht & Ship 244	Sea Scouts of Marin 243	Tradewinds Sailing 63	Yachtright..... 243
Oceanus Marine, LLC 100	Reliable Marine	Sea-Power Marine..... 105	Trident Funding..... 69	Yale Cordage..... 192
OCENS Weather 170	Electronics 102	Seacoast Marine Finance.. 110	UK Sails..... 81	
OCSC Sailing..... 71	Richardson Bay Marina 223	Seashine 46	Vallejo Marina..... 32	
	Rigworks..... 66	Seatech 238	Van Isle Marina 247	
	Rodgers & Assoc..... 232	Selden Mast, Inc. USA..... 86	Vaughan, William E. 239	

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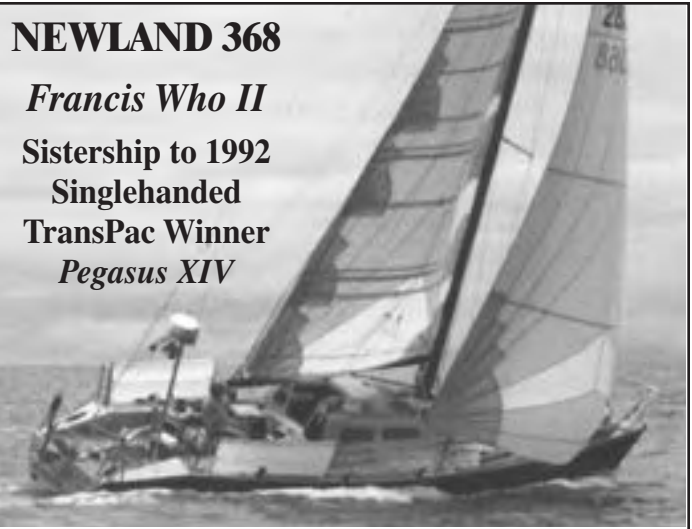


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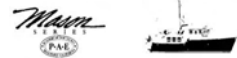
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41' NEWPORT, 1979, a strong, beautifully designed performance cruiser designed by C&C, \$51,500. Also: 33' NEWPORT, '84, \$36,500



30' NONSUCH, 1982
Wishbone rig, Hinterhoeller design. \$57,500



CT 54 P.H., 1980
4 strm, watermaker, bow thruster, inside helm, blue-water cruiser, liveboard slip S.F. Bay. \$241,000



37' IRWIN (2), 1973
Real clean, new sails—and a 1979 (pictured). Slip in Sausalito. Both \$40,000

SAIL		POWER	
55' Marco Polo '83	40,000	34' Hunter '85	41,000
53' Amel ketch '98	440,000	33' Newport '84	36,500
52' Hartog schooner... '99	195,000	32' Nantucket yawl '71	16,500
51' Jeanneau '94	169,000	32' Pearson Vanguard '63	24,000
50' Gulfstar, Mex. '77	89,000	31' Hunter '98	53,900
49' Gus March Cust. '91	195,000	30' Catalina 2 from	29,900
48' C&C '73	199,000	30' Isl. Bahama 4 from	20,000
47' Vagabond '80	150,000	30' S-2 CC '78	26,000
44' Hylas '86	185,000	30' Pacific '71	15,000
43' Swan '86	235,000	30' Catalina '83	29,900
43' Slocum '84	149,500	30' Pearson 303 '85	30,500
43' Hans Christian '88	219,000	30' Nonsuch '82	57,500
42' Bavaria '05	235,000	30' Baba '79	60,000
41' Newport '79	51,500	29' Gulf Pilothouse '84	23,000
40' Brewer PH '88	129,000	29' Van der Stadt '69	16,000
40' Cheoy Lee MS '75	79,000	28' Isl. Bahama '82	19,000
40' Newporter '62	25,000	25' Pacific Seacraft '78	18,000
38' Ericson '81	45,000	28' Fiberform '76	10,000
38' Ingrid '74/'84	95,000	27' Sea Ray '83	14,000
38' Colin Archer '51	58,000	27' Sea Ray 270 '88	28,900
37' Irwin CC (2) '73/'80	40,000	26' Calkins '63	15,900
36' Hartog '92	24,500	26' Star Fire '86	25,000
36' Islander (3) '76/'78	49,500	26' Lobster Boat '86	35,000
36' Steadfast '49,500	49,500	24' Olympic '97	Call
34' Islander '75/'85	31,500	24' Bayliner '98	25,500
		24' Regal 242, trailer... '98	37,000
		24' Slipjack '76	14,000



JEANNEAU 51, 1994
Fast, safe, dependable cruiser. \$169,500



35' & 30'
BABA's - 35', 1979, \$77,500
30', 1979, \$60,000 (pictured) new sails & motor. Both in Sausalito.



40' MARINER KETCH, 1974
Garden design, Perkins, Roberts AP, Furuno GPS. \$49,400



40' BREWER PILOTHOUSE CUTTER, 1988
Ted Brewer design, large open salon area with galley. Cruise equipped pullman berth plus V-berth. \$129,500



SLOCUM 43, 1984
Turnkey cruiser. Best priced one on the market. \$149,500



BAJA HA-HA IDEAS
37' VAGABOND...\$150,000 (pictured)
32' RHODES TRAVLER. Well equipped...\$42,500
30' CATALINA. SSB, Monitor...\$26,900
29' GULF PH, 1984...\$23,000

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53' GRAND BANKS (pictured)



HATTERAS 58 (pictured) and HATTERAS 38
Two 34' TOLLYCRAFTS
34' CHB



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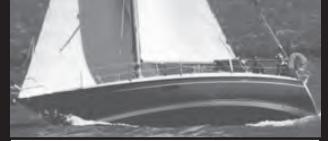
35' MARINER KETCH by Wm. Garden. '66 Far East Yachts launch. Major refit near done. Copper-riveted, dsl, wheel, new sails. Well-built traditional bluewater cruiser. **Try \$17,200**



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34' DUFOUR SLOOP. Dsl, spinnaker, full lifelines & pulpits, wheel steering, teak & holly interior, sleeps 6, enclosed head, galley, dinghy, stereo/TV/VCR, more. Great sailer, nice shape. **\$34,000**



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50' GULFSTAR KETCH. Center cockpit. Loaded w/cruising gear, much new—too much to list. Dsl, dodger, genset, radar & much more! A big, comfortable bluewater cruiser in great shape w/all the amenities! **Ask \$124,500**



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22' CHRIS CRAFT CAVALIER cuddy, inboard, beautifully restored... 12,500

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32' loa, ALDEN MALABAR JR. Lovely classic auxiliary sloop by John G. Alden. 1/B, mahogany, bronze & oak. Cut away forefoot, full keel, full lifelines. Rare offering of a famous design by a master. **Asking \$17,000**

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