

Latitude 38

Latitude 38

VOLUME 359 May 2007

WE GO WHERE THE WIND BLOWS



MAY 2007

VOLUME 359

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In March *Green Buffalo* won her division in the Doublehanded Lightship Race, sailed by Jim and 16-year-old son Andrew, and also won her division in the Doublehanded Farallones Race, sail by Jim and his wife, Mary. According to Jim, he and Mary are still married after blowing the jibe at the South Tower of the Golden Gate Bridge, creating a major spinnaker wrap, and realizing the spinnaker survived the ordeal just fine.

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57**



BENETEAU 49



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BENETEAU 323



**40C ■ 41PS
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See our brokerage ad on p. 245

SERVICE

We are committed to meeting or exceeding our clients' expectations. As the only Bay Area new boat dealer with a full-time service department, we are dedicated to delivering you a well-prepared new yacht – and servicing your yacht long after the sale closes. Our annual service program will keep your yacht in top condition and maintain its beauty. If you need extra cruising equipment or to upgrade any systems, our service department can handle just about all your needs.

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- A yacht that is designed by qualified naval architects using today's latest design technology.
- A yacht design that takes advantage of current materials to increase its strength and ease of use and reduced maintenance.
- A manufacturer that uses the best hardware for the job and specs that meet the demands of the world's sailing conditions.
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ISLAND PACKET 485



BENETEAU 57



**WAUQUIEZ 55
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BENETEAU 46

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Charles Tobias, Chairman

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Cover: Lisa Zittel, on the spinnaker run back from Yelapa to Puerto Vallarta, has a little fun atop the seagull striker on *Profligate*. It's hot in Mexico, even on the water, so a bikini is the garment of choice for most young cruising women. You may remember that we polled our readers through *Lectronic* on the suitability of this photo for the cover of *Latitude*. All but one of the responses from male readers were enthusiastically in favor, and all of the responses from women - there were almost as many as from men - were just as vocal in favor. So let's not hear any complaints!

Photo by: Latitude 38/Richard

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



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38' ATHENA, 1998.....	\$185,000
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POWER CATS

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37' MARYLAND, 2002.....	315,000

45' BREWER, 1979



OUR DOCK

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- CATALINA 34
- BENETEAU 405
- HUNTER 430
- SPINDRIFT 43
- ERICSON 30+
- IRWIN 46
- ISLANDER 37
- COMPAC 25
- NONSUCH 30 (2)
- HUNTER 29.5
- ERICSON 28
- O'DAY 30
- HUNTER 45 (2)
- CATALINA 27
- PEARSON 32

35' SCHOCK, 1994



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40' HUNTER LEGEND



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HUNTER 29.5, 1994



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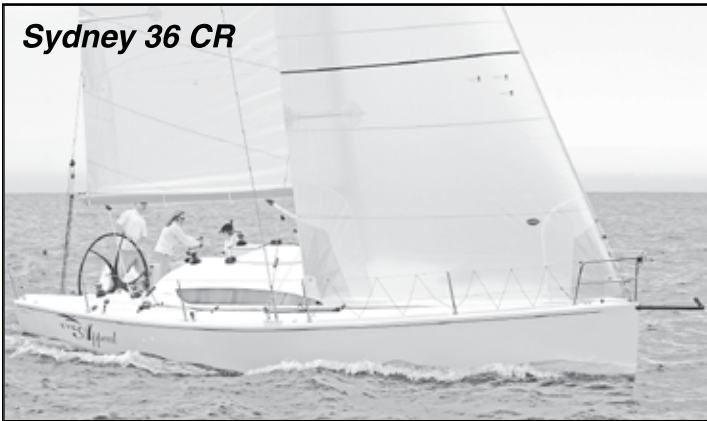
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Latitude 38

"we go where the wind blows"

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3 stateroom**



CATALINA 440



CATALINA 470

OPEN BOAT WEEKEND • MAY 12-13



Catalina 470, 2000



Catalina 42 Mk II, 2006



Catalina 34, 2005



Catalina 400, 2004



Truant 370, 1981



Catalina 270, 2004

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- Catalina 400
- Catalina 350
- Catalina 34
- Catalina 320
- Catalina 309

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Catalina 42 MkII	2004	195,000
Catalina 400	2004	209,000
Catalina 36	2002	Sold
Catalina 36	1998	94,500
Catalina 36	1985	53,500
Catalina 34	1986	53,500

Catalina 34	2005	139,900
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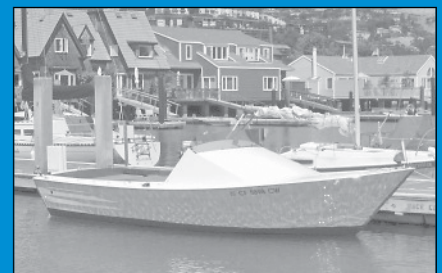
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42' Bertram
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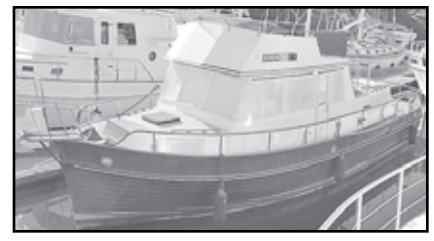
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DAN NIESSEN

Dan comes to the helm of the Alameda store as a 25 year veteran cruiser/racer with experience on every big boat out there. The owner of a Morgan 24, he's also raced competitively on Lasers, J24s and is currently entering the Flying Dutchman fleet. His key ingredients in helping make Alameda the Bay Area's elite sailing destination store boil down to two things; products and people. To build his crew he looks for associates who know how to communicate what goes on in the sailing world. "I look for high-energy people who know the products, use the products and share that same love of sailing our customers have," Dan says. The second part, he adds, is about "carrying the products every cruiser needs, and offering what every sailor can truly believe is the best selection of products available anywhere."



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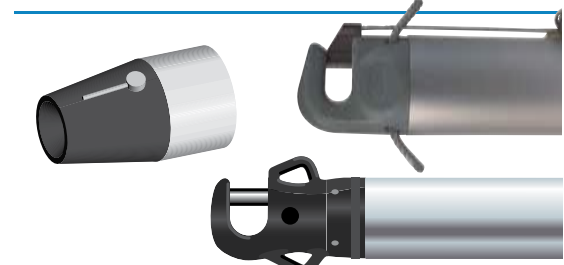
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For Ed, an avid cruiser with more than 12 years of experience, there's nothing like a bareboat cruise to the Caribbean or Mexico. Ed and his wife have been cruising three weeks a year for about as long as they've been together. In fact, they were married on a beach in the British Virgin Islands during a bareboat trip in 1995, and plan to spend their lives as full time cruisers in about five or ten years time. It is this experience and enthusiasm, coupled with Ed's background in electronics engineering, that make him one of the store's top experts on boat systems and electronics needed for long distance voyages. Ed's aptitude for onboard gadgets has even made him a reputation in the store. Says Ed, "Usually if there's a GPS question from a customer, other associates will say 'let's find Ed!', and I'll know how to help."



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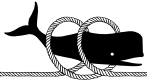
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RYAN NELSON

Ryan is described by his manager as a "complete racer," and a go-to guy in bringing that knowledge to like-minded customers. After learning to sail with his parents, he became an avid racer in high school and at the Richmond Yacht Club. He races his own boats (a Laser and a 505) in addition to crewing on an Express 34 and an Olson 30, where his specialty is working the foredeck. Ryan says it is his racing background and hands-on experience that allow him to connect with customers. "If it's a race boat, chances are I'll know it," he says, adding that he also has extensive product knowledge that translates well to customers looking for input on what to buy. "I've bought most of it and tried out most of it, whether it's foul weather gear or a pair of gloves I don't like, I can always offer my perspective."



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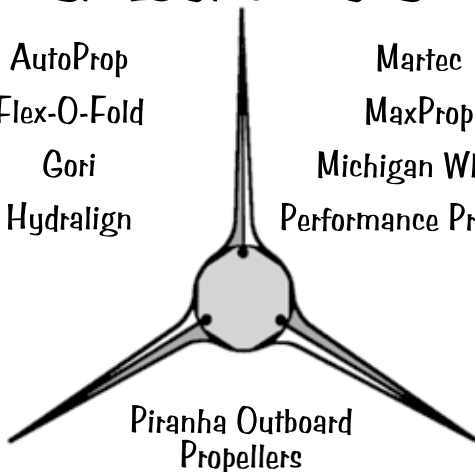
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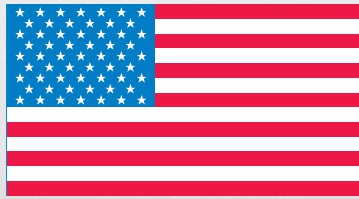
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**“Actually, it’s the
‘Award of Excellence’.”**



“I’m Mike Haley, and actually it’s the Award of Excellence that we’ve received from the American Boat Builders & Repairers Association (ABBRA). For 33 years, I operated Richmond Boat Works, and what I saw at KKMI impressed me. Our goal is always to achieve Excellence in the eyes of our clients, but I am equally proud to be part of the Team that has been recognized by our industry as the very best.”

“I like to do things right.”



“I’m Butch Florey, owner of Tradewinds Sailing. I like to do things right the first time, that’s why I come to KKMI. I always get great advice, the crew is totally professional, and I meet my ultimate goal, which is having a dependable fleet for my members to sail on the Bay.”

“That was good. I feel good.”



“I’m Charlie Weress, and *Wherever* is my Ganley 63-ft steel cutter. On the recommendation of friends, we went to KKMI. The quality of the work, particularly the custom metal work, was fabulous. When was the last time you had a business transaction when you said to yourself, ‘That was good. I feel good.’ That’s how I felt.



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“You’re BOTH right.”



“Greetings, I’m Jock MacLean, and Bob and Mike, you’re BOTH right, and I too am very proud of our accomplishments. It has been our dream that some day we could create a world class service facility on San Francisco Bay. It would appear as if our dream has come true! It’s very rewarding to be a member of the very first Team to win this prestigious award in Northern California.”

“We came in first!”



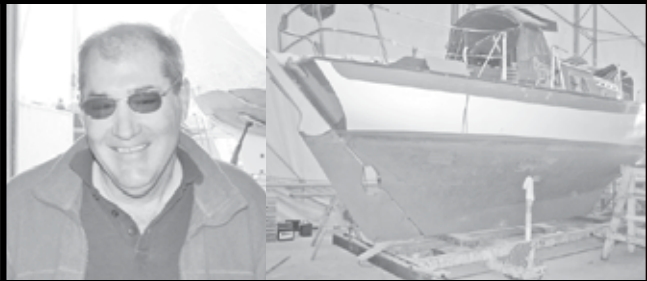
“My name is Kim Desenberg, and I too have spent my entire life in and around boats. For me, there’s still nothing more rewarding than crossing the finish line and celebrating the success of the Team. As in anything, winning doesn’t come easy, it takes hard work and dedication. It is an honor to work with such a talented group of professionals and craftsmen at KKMI. GREAT JOB TEAM!”

“I look forward to going there.”



“I’m Steve Coleman, and recently I had the mast on my Swan 42 painted and the Navtec rigging replaced. I had wonderful advice from the well-seasoned professionals at KKMI. I have peace of mind that the rig is sound. My experiences with KKMI have been fantastic.

“I’m glad I sailed this way.”



“I’m Jim Orey, and my boat, *Nandi*, is a Herreshoff H28 built in 1961. I needed expert help to put her back into shape. The skill level of their master woodworkers, as well as the other craftsmen at KKMI, continues to impress me every day. It’s been an honor, and I’m glad I sailed this way.”



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CALENDAR

Non-Race

May 2 — Full moon on Monday night.

May 2, 9, 16, 23, 30 — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m., \$13.50. Enjoy lunch and a dynamic speaker every Weds. Any YC members welcome. More info under the 'Events' tab at www.stfyc.com.

May 2, 16 — Pt. Fermin Single Sailing YC invites singles to two monthly meetings. 6 p.m. at Acapulco Restaurant in San Pedro. Info, (310) 427-4817 or www.pfsyc.com.

May 3, 5, 8 — GPS for Mariners taught by USCGA Flotilla 17 at Yerba Buena, 7:30-9:30 p.m., lab on May 5, 10 a.m.-Noon. Info, sue.fry@sbcglobal.net or (415) 399-3411.

May 4 — Cal Sailing Team Auction and Gala at UC Berkeley, starts at 6:30 p.m. A fundraiser to help maintain the fleet. To RSVP, contact Joss Giddings at jossgid@berkeley.edu.

May 5 — America's Boating Course taught by Palo Alto USCGA in San Jose, 8 a.m.-4 p.m. \$40 text fee. Pre-registration required. Info, (408) 489-0184 or rob@robmalkin.com.

May 5 — Call of the Sea's Sailing season kick-off and Cinco de Mayo party at the Bay Model in Sausalito, 4-6 p.m. \$25 donation. Info, (415) 331-3214 or www.callofthesea.org.

May 5 — Tour the SF Maritime Park's Small Craft Collection. Info, (415) 561-6662 ext. 30.

May 5 — 10th Annual Delta Loop Fest. Enjoy a variety of family activities along a 10-mile stretch of the Delta, 10 a.m.-4 p.m. Info, www.deltaloop.com.

May 5 — Nautical Swap Meet at Owl Harbor Marina in Ingleton, 8 a.m.-2 p.m. Call Shawn at (916) 777-6055 for info.

May 5 — Sailing Education Adventure (SEA) Sail Camp Open House at Marin YC in San Rafael, 12-4 p.m. Learn about summer sail camp sessions with this non-profit sailing school. Info, (415) 775-8779 or www.sailSEA.org.

May 5 — Bay Fest at McGrath Yachts in Sausalito, 10 a.m.-5 p.m. Food, music and boats! Info, www.mcgrathyachts.com.

May 6 — Oakland YC Open House for prospective members, 9 a.m.-noon. Check out the "friendliest club on the bay"! RSVP to (510) 522-6868 or cwong@oaklandyachtclub.com.

May 6 — Elkhorn YC Nautical Flea Market in Moss Landing, 7 a.m.-4 p.m. Food and live music. Info, (831) 724-3875.

May 6, 20 — Cal Sailing Club will give free sailboat rides at Berkeley Marina, 1-4 p.m. Info, www.cal-sailing.org.

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

May 10 — If you want to meet other single sailors, learn to sail or need crew, Single Sailors Association's monthly meeting is at Oakland YC, 6:30 p.m. Info, www.singlesailors.org.

May 11 — Meet Pirates of the Caribbean skipper Paul Cayard at West Marine in Alameda, 4:30-6:30 p.m. See footage of *Black Pearl* followed by Q&A. Info, (510) 521-4865.

May 12 — How the Tides Work for You seminar by Kame Richards at the Bay Model in Sausalito, 12 p.m. Learn how to use the Bay's currents, \$15 donation. For reservations, contact Jim at jimtantillo@worldnet.att.net or (408) 263-7877.

May 12 — KFOG KaBoom Concert and Fireworks Show off Piers 30/32. See www.kfog.com for details.

May 12 — Let's Go Sailing class taught by USCGA Flotilla 12-2 at Oakland YC, 9:30 a.m.-3 p.m. \$30. Register via email to nancy@windwave.com or (510) 601-6239.

May 13 — Take Mom sailing today.

May 15, 16, 22, 23 — Boat Smart class by Marin Power & Sail Squadron in Novato, 7-9 p.m. \$35 fee for textbook (can be shared by two family members). Info, (415) 883-6777.

May 19 — Open House for the new Johnson Hicks Marine Electronics store, across from Sausalito West Marine. Info, (415) 331-3166.

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J/105, *Wianno*, 1998

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40' J/120, '98, <i>Adios Pantalones</i> *.....	New Listing \$259,000
40' J/40, '86, <i>Full Circle</i>	Sold

40' Beneteau 40.7, '02, <i>Tout Suite</i>	Pending \$179,000
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34' J/105, '99, <i>Roadster</i> **.....	\$119,000
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28' Alerion, '02, <i>Flying Machine</i> **.....	Pending \$78,900
26' J/80, '00, <i>Risky Business</i> **.....	\$34,900
22' J/22, '88, <i>Becky</i> **.....	\$12,000
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CALENDAR

May 19 — Free boat safety inspections at Coyote Point Harbor courtesy of USCGA. Info, realty@billmanolis.com.

May 19-20 — Tartan C&C Yachts of San Francisco's In-The-Water Open House at Marina Village in Alameda. Info, (510) 769-9400 or www.tccsf.com.

May 19-20 — Corinthian YC presents their Women's Basic Sailing Seminar. CYC members, \$160; non-members, \$170. Info, www.cyc.org.

May 19-25 — North American Safe Boating Week. PFDs only work if you wear them! See www.wearitcalifornia.com.

May 19, 26 — Tour the *Grace Quan*, the replica of a Chinese shrimp junk built at China Camp, for free at Hyde St. Pier, 1 p.m. Part of the Asian/Pacific American Month at SF Maritime National Historical Park. For a full schedule of programs, go to 'Events Schedule' at www.nps.gov/safr.

May 23 — Pt. Reyes Bird Observatory & the Farallon Islands presentation by Melissa Pitkin. Find out what it's like to live on the Farallones in this talk at the Bay Model in Sausalito, 7 p.m. \$15 fee. Call (415) 332-3871 for reservations.

May 23 — GPS Class taught by Santa Clara Power Squadron, 7-9 p.m. Info, call DeWayn at (408) 255-6097 or go to www.usps.org/localusps/santaclara/PE.htm.

May 26 — Golden Gate Tall Ships Society members sail for free during the Master Mariners Race. Info, (415) 331-1009 or www.ggtss.org.

May 26-27 — Half Moon Bay YC Memorial Day Bash on the Beach. Info, reservations4MemorialDay@hmbyc.org.

May 27, 1937 — The Golden Gate Bridge was opened to traffic on this day.

May 27 — Brisbane Marina Nautical Flea Market and BBQ, 8 a.m.-3 p.m. Info, (650) 583-6975.

May 28 — Observe Memorial Day.

May 31, June 5 — GPS for Mariners taught by Flotilla 17 at Yerba Buena Island, 7:30-9:00 p.m. Lab June 2, time TBD. Info, sue.fry@sbcglobal.net or (415) 399-3411.

June 1-3 — 17th Annual Wauquiez Owners Association Rendezvous in Poulsbo, WA. Contact Ken Greff at (206) 295-8055 or kgreff@w-link.net.

June 2 — GPS for Mariners/Chart Reading course by USCGA at Bodega Bay Community Center, 9 a.m.-4 p.m. \$25 fee. To register, call (707) 838-1353.

June 2-3 — 24th Annual Classic Mariners' Regatta in Port Townsend, WA. For wooden boats of classical design. Go to www.woodenboat.org for more info.

June 3 — Minney's Swap Meet, Newport Beach, 6 a.m. to Noon. Info, (949) 548-4192 or minneys@aol.com.

June 9 — Corinthian YC presents their Women's Intermediate Sailing Seminar. CYC members, \$80; non-members, \$90. Info, www.cyc.org.

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

June 23-24 — Summer Sailstice Fundraiser for Treasure Island Sailing Center. Racing both days, photo scavenger hunt a cruise-in to Clipper Cove, and a party on Saturday. Live music, food and drink, raffle and auction benefitting TISC's Youth and Adaptive Outreach Sailing Programs. Tickets to the party are \$25. Info, www.tisailing.org or (415) 421-2225.

June 24 — Master Mariners' Wooden Boat Show at Corinthian YC, 10 a.m.-4 p.m. \$10, kids under 12 free. Surf on over to www.mastermariners.org for more details.

Aug. 4 — Flea Market & Maritime Celebration at Galilee Harbor in Sausalito, 8 a.m.-6 p.m. Info, (415) 332-8554.

Racing

May 5 — South Bay YRA Summer #2, CPYC course. Info



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CALENDAR

at <http://sbyra.home.comcast.net> or regatta@cpyc.com.

May 5-6 — J/120 Regatta in South Bay, South Beach YC, (415) 409-1071.

May 5-6 — The 107th annual Vallejo Race, the biggest inland race in the U.S., which also serves as the YRA season opener. Info, (415) 775-9500 or info@yra.org.

May 8-12 — Melges 24 World Championships. Santa Cruz YC, www.scyc.org or www.melges24worlds2007.com.

May 12 — Annual El Toro Flight of the Bulls, Foster City Boat Park. Info, morrillgreg@aol.com or (408) 348-3385.

May 12 — Interclub Race #2, Treasure Island YC, (510) 339-9451.

May 12 — Moore 24 Regatta. TYC, www.tyc.org.

May 12 — Mercury NorCal Series. EYC, (510) 522-3272.

May 12 — YRA-WBRA #3 & 4. BYC, www.yra.org.

May 12 — YRA-OYRA Northstar. EYC, www.yra.org.

May 12 — Elite Keel Regatta for Etchells, J/24s, Express 27s and AE-28s. SFYC, (415) 789-5647 or www.sfyf.org.

May 12-13 — J/105 Mayfest Regatta. StFYC, (415) 563-6363 or www.stfyf.org.

May 12-13 — Dinghy Invitational for Bytes, Lasers, Snipes and Thistles. RYC, www.richmondyc.org.

May 15-19 — 43rd Congressional Cup. One of the oldest and most prestigious match racing events in the world. Long Beach YC, www.lbyc.org or (562) 598-9401.

May 19 — YRA-ODCA South Bay. EYC, www.yra.org.

May 19 — YRA-WBRA #5 & 6. SFYC, www.yra.org.

May 19 — YRA-HDA Knox. SYC, www.yra.org.

May 19-20 — Svendsen's Summer Splash (BAYS #1), for all junior sailors on Lasers, Radials, 4.7s, 420s, CFJs and Optis. EYC, (925) 283-3182 or sgrove01@pacbell.net.

May 19-20 — Stone Cup for PHRF, Islander 36s, other one designs, and IRC. StFYC, (415) 563-6363 or www.stfyf.org.

May 19-20 — Lake Yosemite SA Annual Regatta in Merced. Info, www.lakeyosemitesailing.org or (209) 723-8630.

May 20 — Fremont El Toro Relays on Lake Elizabeth. FSC, www.fremontsailingclub.org.

May 25 — Spinnaker Cup, leaving Knox Buoy at 11 a.m. and arriving in Monterey by midnight (hopefully). SFYC, (415) 789-5647 or MPYC, (831) 372-9686.

May 26 — Master Mariners Regatta at Encinal YC. A must for woody-philies. Info, www.mastermariners.org.

May 26 — 64th Swiftsure International Yacht Race, the big one for Northwest sailors. Six different race courses ranging from 78 miles to 140 miles. Info, www.swiftsure.org.

May 26-27 — Whiskeytown Regatta, WSC. For more info, www.whiskeytownsailing.org.

May 26-27 — Lake Washington SC's Jazz Cup. Info, (916) 204-6361 or www.lwsailing.org.

May 26-28 — Access Liberty, 3.03 and 2.3 USA Championships hosted by BAADS. Info, www.baads.org.

May 31 — If you only do something 'once in a blue moon', do it today.

May, 1977 — It Was Thirty Years Ago from the article *Nordic Folkboats San Francisco Cup Regatta*:

"We've got a lot to learn," was the way Sven Svendsen put it, reviewing the results of the San Francisco Cup, where the foreign Folkboaters clearly came away with victory. Several Americans were surprised that the foreign entries did so well, particularly since most of them hadn't been sailing since December, when they took their boats out of the water.

The Danes simply ran away with the series, taking the top two spots, and five of their six boats finished in the top nine or better. Sorensen, the winning skipper, won two races, came in 2nd in another, and had a 6th for his worst finish.

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CALENDAR

Members of the U.S. team dominated the middle of the fleet, taking every position between 10 and 22 except for 11th and 16th. The only other U.S. boat finished last. In individual races, Otto Schreier had a 2nd, and Sven Svendsen and Don Wilson each had 3rd-place finishes.

Despite the disappointing finish by the U.S. boats, there was overwhelming agreement that the event was a stunning success. Again and again, remarks were made about how well the series was organized and executed. There was nothing but praise for the way the race committee handled the event, from the starting lines, to the way the courses were laid out, to the way protests were heard and handled.

To a number of U.S. entries, the races were just one part of a fantastic week. Don Kieselhorst claimed to have "as much fun on the town as the race course" with his three German houseguests. After traveling for 27 hours straight to get here, they wanted to get out sailing as quickly as possible, "chomping at the bit" to try their sails and to sample Bay conditions. That first morning, they ate at Sambo's and were astounded to find they could get a New York steak and two eggs for \$2.35. Not only that, one could get it 24 hours a day. They ate at Sambo's every day they were here.

When Svendsen said the Americans had a lot to learn, he was speaking primarily about experimenting with sail shape and leads. The foreigners all brought their own sails, which were flatter at the top and fuller at the bottom. The jibs had more shape on the leach, and were sheeted in farther than any of the Americans' sails. In fact, a number of foreigners drilled holes in the boats to put in new leads. In the light conditions that prevailed, 10 to 15 knots except for the third race, they seemed to point higher and go faster than the U.S. boats. Only in the third race, when it blew up to 25 knots with a heavy chop, did the foreigners' sails seem to fail them. All the top finishers in the series had their worst finishes in the third race.

The Folkboat has an extremely competitive class in Europe, and the winning skippers must constantly improve or they won't be competitive for very long. Many of the Folkboats in Europe are partnerships, and the partners stay together for years, becoming well-honed crews, working together with the utmost efficiency.

It was a great week for Folkboats, and the owners seem more happy with their boats than ever. As Chuck Kaiser put it, "After 15 years, I can still say I made the right decision by buying a Folkboat."

June 2 — In the Bay Race. SSS, www.sfbaysss.org.

June 2 — Delta Ditch Run. RYC/SSC, (510) 237-2821.

June 2 — YRA-HDA City. BVBC, www.yra.org.

June 2-3 — 'Go for the Gold' Regatta for one design classes, PHRF and Portsmouth boats on Scotts Flat Lake, Nevada City, CA. Info, Lynn at (530) 0511 or www.gcyc.net.

June 3 — South Bay YRA Summer #3, CPYC course. Info at <http://sbbyra.home.comcast.net>.

June 3 — YRA-WBRA #7 & 8. SYC, www.yra.org.

June 9 — Women's Regatta. CYC, www.cyc.org.

June 9 — YRA-OYRA Drake's Bay I. CYC, www.yra.org.

June 9 — YRA-ODCA. SYC, www.yra.org.

June 9-10 — J/120 Regatta. SFYC, www.sfyrc.org.

June 10 — RegattaPRO Women's Summer Series #2. For info, call Jeff Zarwell at (888) 313-8338.

June 10 — Spring Regatta on Lake Elizabeth. Fremont SC, www.fremontsailingclub.org.

June 10 — YRA-OYRA Drake's Bay II. CYC, www.yra.org.

June 16 — YRA-HDA South Bay. BVBC, www.yra.org.

June 16-17 — J/105 Regatta. SFYC, www.sfyrc.org.

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CALENDAR

June 21 — Coastal Cup, a 277-mile sprint to Santa Barbara. EYC, (510) 522-3272 or www.encinal.org.

June 22-24 — South Tower Race, Stockton to YRA #16 and back. SSC, www.stocktonsc.org.

June 22-24 — Acura Ullman Sails Long Beach Race Week, Alamitos YC and Long Beach YC. Info, www.lbrw.org.

June 23 — South Bay YRA Summer #4, CPYC course. Info at <http://sbyra.home.comcast.net>.

June 23 — YRA-HDA Summer Sailstice. SBYC, www.yra.org.

June 23 — YRA-ODCA Summer Sailstice. SBYC, www.yra.org.

June 23-24 — Summer Sailstice Regatta at TISC (BAYS #2). Juniors: Optis, CFJs, 420s, Lasers, Radials, 4.7s and 29ers. Adults: J/24s, Vanguard 15s, Express 27s, Flying Dutchmen and Lasers. Contact Amy at (415) 421-2225 or youthsailing@tisailing.org.

June 27 — SSS LongPac, a qualifier for next summer's Singlehanded TransPac. Info, Rob Macfarlane (510) 521-8393 or www.sfbayss.org.

June 30 — Ladies Day Regatta. MPYC, www.mpyc.org.

June 30-July 1 — 40th Marina del Rey to San Diego Race. Info, www.smwyc.org or www.southwesternyc.org.

July 9, 12, 15 — 44th L.A. to Honolulu Race, better known as 'The TransPac'. Info, www.transpacificyc.org.

Summer Beer Can Regattas

ANDREAS COVE YC — Spring Series, two races per day: 4/28, 5/19. Terry Lee, (916) 549-1462.

BALLENA BAY YC — Friday Night Grillers: 4/27, 5/11, 5/25, 6/8, 6/22, 7/13, 7/27, 8/10, 9/14, 9/28, 10/12, 10/26. Sarah, (510) 685-0021.

BAY VIEW BOAT CLUB — Monday Night Madness Spring Series: 5/14, 5/28, 6/11, 6/18. Peter McCool, (415) 864-4334.

BENICIA YC — Thursday nights: April-June and July-September. Ron Lee, (707) 554-8613.

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

CAL SAILING CLUB — Year-round Sunday morning Lido 14 races, intraclub only. Ed, racing_chair@cal-sailing.com.

CORINTHIAN YC — Every Friday night through 8/31. Allyn Schafer, (415) 435-4812.

COYOTE POINT YC — Every Wednesday night through 6/27 & 7/11-10/17. Mark Misura, (650) 347-1505.

ENCINAL YC — Spring Twilight Series, Friday nights: 5/11, 6/1, 6/15. Rodney Pimental, (510) 572-3272.

FOLSOM LAKE YC — Every Wednesday night: 5/9-9/26. Mark Eldrich, (916) 685-4869.

FREMONT SC — Sundays on Lake Elizabeth: 5/6, 5/20, 6/10, 6/24, 7/15, 7/22, 8/26, 9/9, 9/30. Roy, (408) 735-8765.

GOLDEN GATE YC — Friday nights: 5/11, 5/25, 6/8, 6/22, 7/6, 7/20, 8/3, 8/17, 8/31. Gary Salvo, (916) 363-4566.

HP SAILING CLUB — El Toro Races on Stevens Creek Reservoir. Every Wednesday night through 10/31. Dan Mills, (831) 420-3228 or www.hpsailingclub.org.

ISLAND YC — Spring Series, Friday nights: 5/4, 5/18, 6/8, 6/22. Joanne McFee, (510) 521-7442.

LAKE TAHOE WINDJAMMERS YC — Every Wednesday night: 5/2-10/24 (Intergalactic pursuit race 7/11). Kurt Rasmussen, (530) 541-1129.

LAKE WASHINGTON SC — Every Thursday night: May-September. Richard, (530) 304-7038 or rhljlon@pacbell.net.

LAKE YOSEMITE SAILING ASSN — Every Thursday: May-Sept. Craig Anderson, canderson@planada.k12.ca.us.

MONTEREY PENINSULA YC — Sunset Series, every Wednesday night through 9/26. Bob Furney, (831) 372-9686.

OAKLAND YC — Sweet 16 Midweek Series, Weds. nights: 5/2-6/27 & 7/25-9/12. Steve Shaffer, (510) 368-5427.

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CALENDAR

RICHMOND YC — Wednesday nights: 5/2, 5/16, 5/30, 6/6, 6/20, 7/11, 7/18, 8/1, 8/15, 8/29 9/5, 9/19. Eric Arens, (510) 841-6022.

ST. FRANCIS YC — Every Wednesday night: 5/2-8/29. John Craig, (415) 563-6363.

SANTA CRUZ YC — Wet Wednesdays, every Weds. night during Daylight Saving Time. Larry, (831) 423-8111.

SAUSALITO YC — Spring Sunset Series, Tuesday nights: 5/8, 6/5, 6/19. J. Rigler, (415) 332-6367.

SEQUOIA YC — Every Wednesday night through 10/10. Ron Brown, (650) 430-5567.

SOUTH BAY YRA — Summer Series: 5/5, 6/2, 6/23, 8/4, 9/8, 10/13, 10/14. Larry Westland, (510) 459-5566.

SOUTH BEACH YC — Friday Night Series: 5/4, 5/18, 6/1, 6/22, 7/6, 7/13, 7/20, 7/27, 8/3, 8/17, 8/24. Nancy, (415) 409-1071.

STOCKTON SAILING CLUB — Every Wednesday Night: 6/6-8/22. Peggy, (209) 956-8488.

TAHOE YC — Spring Series, every Weds. night: 5/30-7/11 (no race 7/4, make-up on 7/5). Spring Laser Series, every Mon. night: 5/28-7/9. Darren Kramer, (530) 581-4700.

TIBURON YC — Friday nights: 6/8-8/24. Otto Shreier, pando@sonic.net or (415) 388-9094.

VALLEJO YC — Every Wednesday night through 6/27 & 7/11-9/26. Jerry Halterman, (707) 643-1254.

Mexico

May 3-6 — Loreto Fest. Have fun and raise money for charities in Loreto. Visit www.hiddenportyachtclub.com.

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

May Weekend Currents

date/day	slack	max	slack	max
5/05Sat		0019/2.0F	0251	0636/4.4E
	1028 2146	1331/3.0F	1711	1912/1.6E
5/06Sun		0100/1.8F	0327	0721/4.2E
	1114 2231	1420/2.8F	1806	2002/1.4E
5/12Sat		0059/3.2E	0443	0729/2.6F
	1023 2252	1312/3.4E	1645	1947/3.4F
5/13Sun		0149/4.1E	0534	0828/3.4F
	1131 2329	1410/3.3E	1733	2031/3.5F
5/19Sat		0014/2.8F	0256	0629/5.6E
	1030 2214	1337/4.1F	1711	1914/1.9E
5/20Sun		0106/2.4F	0346	0720/5.0E
	1125 2319	1434/3.6F	1807	2008/1.7E
5/26Sat		0129/2.8E	0503	0802/2.3F
	1040 2245	1328/2.2E	1653	1959/2.6F
5/27Sun		0202/3.3E	0548	0851/2.7F
	1140 2319	1419/2.1E	1737	2034/2.5F
5/28Mon		0234/3.7E	0628	0934/3.1F
	1233 2351	1501/2.0E	1816	2106/2.4F

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LETTERS

↑↓NOTHING BUT THE UNVARNISHED TRUTH

I need an honest answer to an honest question. Can a single 60-year-old guy with an Islander 30 and years of sailing experience go cruising on a Navy pension of \$910/month, deposited directly, as his sole income?

Charlie Ellery, U.S.M.M. ret.
Gusto, Islander 30
San Diego

Charlie — Here's the truth, soldier, we hope you can take it! Things like your age, the method by which money gets deposited in your bank, and your marriage status are irrelevant to how much it costs to cruise. The simple truth is that if you get \$910/month, and you're both a little handy and parsimonious, you've got enough money to cruise comfortably just about anywhere but the States, the South of France and Sardinia. You can still do it in those places, too, but your quality of life won't be as grand as your neighbors aboard the 200-ft yachts.

However, with \$910/month you can cruise Mexico, Central America and Ecuador, and darn near live like a king. It will re-



LINH GOBEN

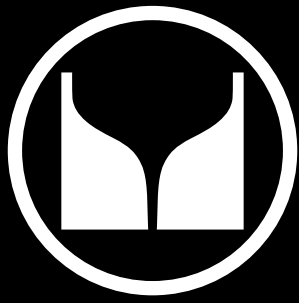
If you get \$910 a month, you can live like a king at places like Isla Carmen's Vee Cove. There's no place to spend the money and there are plenty of fish in the sea.

require that you mostly dine with the locals instead of at Carlos 'n Charlies, that you live on the hook in one of the fine anchorages instead of in a crowded marina, and that you be able to diagnose and repair a burned-out lightbulb rather than hire an expert to do it for you, but you can do it. In fact, on an income like that you'll even be able to take great inland trips to the cool mountains or back to the States during the hot summer months. Medical and dental care in places like Mexico isn't that expensive either. A gringo friend stepped on a nail recently, so he stopped by a clean and well-lit local clinic. The treatment cost \$2 — not a typo — and the medicine was free. Just like Blue Cross, right?

Some people have a hard time getting their heads around it — probably because it sounds too good to be true — but if you own your boat, you can enjoy a wonderful cruising life in Mexico on less than the poverty level here in the States. Not only that, the people and the weather are warmer in Mexico. If you don't have strong family ties or other commitments keeping you in the States, you've got to be nuts not to engage in a little 'globalization' of your own.

↑↓I FEARED FOR MY LIFE NEAR PT. BLUNT

Is it ever safe to sail inside the Pt. Blunt buoy off the southeast tip of Angel Island? I'm well aware that it is a restricted area for all races on the Bay, as is the buoy off Alcatraz. But it's my recollection that about 10 years ago, George Sayre's Knarr struck a rock close to the buoy and took on so much water that he was forced to ground his boat on the shore to await rescue by the Coast Guard. I haven't actively raced in many years, but it seems that the present buoy is further out from the island than it was before.



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LETTERS

I bring this up because I recently did a mid-week sail with a close friend, an experienced senior sailor, aboard his 23-ft boat. There was no wind and smooth seas, so we motored around Angel Island, intending to anchor for lunch on the eastern shore. It was early in a strong ebb, so I presume it was pretty close to high tide. I objected strongly when it appeared the skipper intended to pass well inside the mark. He told me that he was the skipper, it was his boat, and that I should keep my opinions to myself.

If the distance between the nearest visible rock and buoy is 300 feet, I guess we passed within 100 feet of the rocks. Frankly, I feared for my life, as there were no other boats on the Bay to render assistance. However, it was high tide and we were moving quite slowly as a result of the strong ebb. We passed without incident, had a nice lunch, and then a great sail once the wind came up. He never explained why he chose to go inside the buoy. It probably only saved us 5 to 10 minutes.

Is it good seamanship to sail into a restricted area with known hazards capable of sinking your boat — even though it is probably safe due to the actual tide and seas? How do you handle it when you think your skipper is taking unnecessary risks and chooses to ignore your warnings? Does anybody know what's under the water between the buoy and shore at Pt. Blunt? A single rock, a few rocks, a rocky shoal?

Bill Coverdale
Killer Rabbit, Olson 30

Bill — There are buoys on the Bay that we've sailed inside of many times — including the one at Belvedere's Peninsula Point,



LATTITUDE / JR

To put a sharp point on it, you sail inside Pt. Blunt at your own risk.

the one at Pt. San Pablo, and even the one at Angel Island's Pt. Stuart. We have never, however, sailed inside of the Pt. Blunt buoy because the way the point comes out suggests to us that there could be underwater hazards. It means we've had to make several heavy air jibes we would have preferred not to in order to stay outside the buoy, but that's life. Fortunately, some readers know more about Pt. Blunt than us, and their responses follow.

What to do if you think a skipper is putting your life in danger by entering a restricted area? Fletcher Christian had the answer — mutiny!

↑↓ BEWARE OF 'THE PINNACLES' INSIDE OF PT. BLUNT

I was a deckhand on various boats out of Berkeley during my high school summer years. When the striped bass were running, we'd sometimes fish right in close to the rocks at Pt. Blunt. More than once I remember bumping a rock, about 50 yards southwest of the point, that the skipper referred to as the 'Pinnacles'. Prior to the Yacht Racing Association (YRA) making Blunt a restricted mark, I recall many races where we sailed inside of the buoy to get out of the flood. If you sailed



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LETTERS

too close in, you got into a softer breeze. If you sailed too far out, the flood would slow you.

Nicholas J. Gibbens
San Francisco

↑↓ IT SOUNDED LIKE A CANNONSHOT

I crewed in the Big Boat Series in the late '70s, and the boat I was on was just ahead and to leeward of the S&S 50 being skippered by San Francisco sailing legend Tom Blackaller. We passed outside the Pt. Blunt buoy, but Blackaller stayed inside. It was breezy, as usual, and when they hit a rock, the boat came to a full stop. It was an aluminum boat, and the bang of contact sounded like a cannonshot. Good times.

Steve Washburn
www.stevewashburn.com

↑↓ THE BOSS ISN'T ALWAYS RIGHT

A few years ago, my wife and I were out with my boss aboard his Valiant. When it became clear that he was going to attempt to sail inside the Pt. Blunt buoy, I asked if we should go in there. "I do it all the time," he said. Right as he finished speaking, the boat came to a stop with a loud THUD. We had struck a rock. Fortunately, the chop lifted us off and we were on our way again.

Gary Scheier
Serenisea, Hunter 28
San Rafael

↑↓ MAYBE KIALOA CRUSHED THE ROCK

During a Big Boat Series many moons ago, the 80-ft maxi *Kialoa* was tacking up along Angel Island just ahead of those of us aboard the 72-ft *Windward Passage*. Kilroy and the boys on *Kialoa* knew they had to leave Pt. Blunt to starboard, but they took one last tack in and — BONK! — they hit a rock and stopped dead. With everyone on *Passage* grinning slightly, we sailed on — only to misjudge the ebb on the Harding Rock buoy. BONK! We put a hole in the boat big enough to stick your head through, and *Kialoa* sailed on by as we rerounded. Their crew were outright laughing at our predicament, which made us so mad that we ground them down and nipped them at the finish line. Anyway, there are definitely rocks inside of the Blunt buoy.

For many years I was the captain on the Larkspur ferry, and I did a lot of cringing watching sailboats cut between the buoy and land. But I never saw any of them get hung up. Maybe *Kialoa* crushed the rock the buoy is supposed to mark.

Mik Beattie
Larkspur Ferry Captain, retired

Readers — While it's obvious that some boats have made it safely between the Pt. Blunt buoy and shore, others haven't. We don't know about you, but we're going to play it safe.

↑↓ TWO HUMANS AND TWO DOGS IN SEARCH OF A CAT

Here is yet another letter from that "weird" couple with their two unsalty dogs. As I mentioned in a previous letter, having aborted our cruise after a couple of days and sold our boat because of concerns that our dogs wouldn't be happy, we spent a year travelling by truck through Central America. After finishing our overland trip in Panama, we returned to Austin to sell our truck with the plan of relocating to Belize. But oddly enough, our truck took much longer to sell than our boat did. During the three-month wait in Texas, we had plenty of time to think — and for Mark to realize that he was dying to get back on the water. And what better way to ac-

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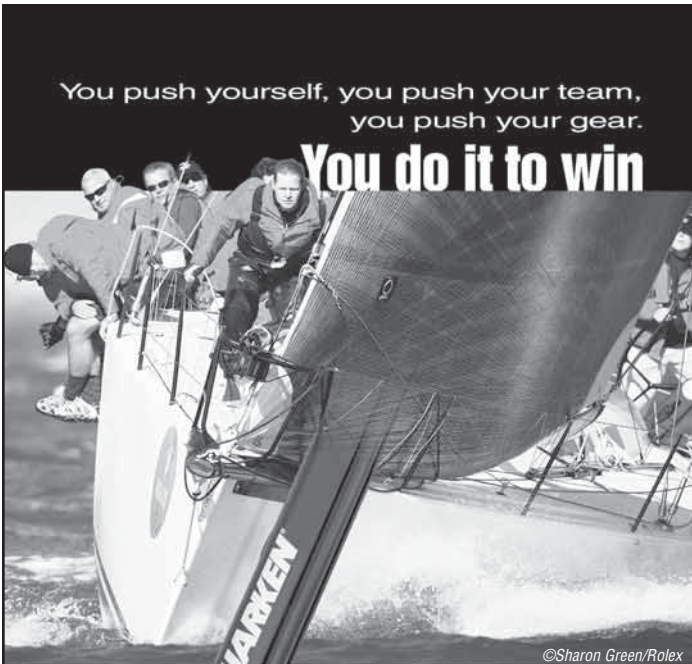
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LETTERS



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compish this than with our own boat?

Since we tried a monohull, we decided that a catamaran might be the solution. We figure that a cat could make life a lot happier for the dogs, and will be easier on my seasickness. I have to admit, just doing research on cats and looking at the photos online got us pretty excited. Nonetheless, as you can imagine there is a risk that even a catamaran won't work for our dogs and us. So before investing a huge amount of money in another boat, we decided that it would be wise to do a trial on a cat.

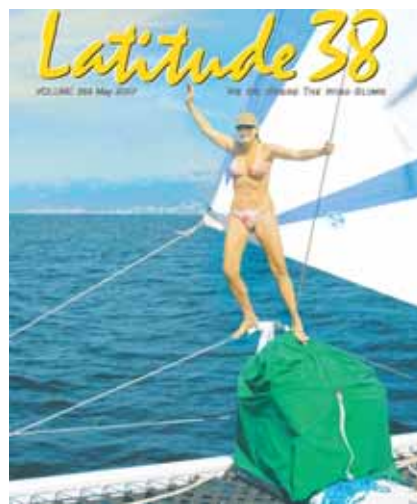
The reason I'm writing is to try to find somebody who would be willing to give the four of us — Mark, myself and our two dogs — a trial ride on their catamaran. Anywhere from the coast of Texas to the East Coast would work out fine for us. This would be a huge favor to a stubborn young couple such as ourselves and our two beautiful and friendly dogs. Whoever would do this would no doubt earn lots of good sailing karma. We can be reached at liesbet_collaert@yahoo.com.

Liesbet Collaert
Emeryville

Liesbet — Given that catamarans have so much more space for their length than do monohulls, and because they sail flat and roll less at anchor, and because most have transom steps that are easier for animals to climb, they are inherently more canine friendly. We can recall that Michael and Layne Beatie of the Santa Cruz-based Miki G had two big dogs they cruised with from California to Florida aboard their Gemini 105 catamaran. It looked a little tight to us, but seemed to work out pretty well. Last month we noticed that John Haste of the Perry 52 cat Little Wing arrived back in Banderas Bay with a beautiful new Husky. The dog seemed very happy — and why not, it was as though it had its own small country to guard over.

↑↓ LEAVE SOMETHING TO THE IMAGINATION

I vote 'no' on the question of whether or not the picture of Lisa Zittel should be used for the cover of *Latitude*. Your cover girl leaves nothing to the imagination — it's a very unladylike



"Healthy, active, fun" — Latitude readers voted overwhelmingly in favor of it.

pose. I'm sure that you will recall two charter company advertisements that ran for a long time. One had a photo of a girl sitting on a beach with her back to the camera. Even though she wasn't wearing a top, it left a lot to the imagination! The other ad also had a photo of a girl, but she was on the bow, looking away from the camera, partially covered by a sarong. Again, it left a lot to imagine, drawing the viewer to the photo and giving him something to think about. But the photo you proposed for your cover is strictly 'take it or leave it'. So if you want to start putting pretty girls on your cover, leave something for us to think about.

P.S. My current boat is my third and last. Yes, I named



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53' 1999 J 160
\$719,000



40' Delphia, 2006
\$203,206

2006	65'	J/65, <i>Brand New Day</i>	Call for pricing	2002	40'	C&C 121 Xpress, <i>Anasazi</i>	\$229,000
1999	53'	J/160, <i>Ruffian</i>	\$719,000	1998	40'	J/120, <i>Shenanigans</i>	\$209,000
1997	53'	J/160, <i>Medusa</i>	\$549,000	1996	40'	J/120, <i>Jabberwocky</i>	\$185,000
2003	48'	J/145, <i>Baraka</i>	SOLD! \$639,000	2006	37'	Delphia.....	Base price \$152,127
1990	46'	Wylie, <i>Stardust</i>	\$349,000	2004	35'	J/109, <i>High Flyer</i>	\$224,900
1983	46'	Swan, <i>Equity</i>	\$309,000	2004	35'	J/109, <i>Good Jybrations</i>	\$234,500
2005	43'	J/133, <i>Rum Funny</i>	\$525,000	2001	35'	J/105, <i>Scaramouche</i>	119,000
1987	42'	Hinckley SW, <i>Alcyone</i>	\$329,000	2007	33'	Cross Current, <i>Electra</i>	Call for pricing
2005	42'	Renzo PT Runner 4.0.....	Call for pricing	2005	33'	J/100, <i>Faster Horses</i>	(Just reduced) 129,900
2006	42'	Renzo Express 4.0.....	Call for pricing	2007	33'	Delphia.....	Base price \$130,823
2006	42'	Renzo Coupe 4.5.....	Call for pricing	1995	32'	B-32, <i>IOTA</i>	SOLD! \$32,000
2006	42'	Renzo Coupe 4.0.....	Call for pricing	1993	30'	J/92, <i>Tangaroo</i>	SOLD! \$59,995
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LETTERS

her after myself, as my wife has no use for it and I don't have a girlfriend.

Robert Zimmerman
Zim, H36

Robert — We appreciate your opinion, but are a little confused about this imagination stuff. You're not supposed to be imagining anything. After all, Lisa, the cover girl, is married.



ELECTRONIC / RICHARD

Lisa was obviously raised well by her parents because she remembers to clean the sand off her feet before stepping into the cockpit.

And so are you! Our cover realistically depicts the healthy, active, fun, sailing lifestyle as enjoyed in Mexico, which is exactly what we intended. And the "healthy, active, fun" business is absolutely

key. There's another sailing magazine that specializes in having women on their covers who are, unfortunately, usually posed to look about as wooden and out of place on a sailboat as a cigar store Indian. We like to think we did better than that.

We also have to inform you that you're the only person who voted against the photo of Lisa being on the cover. Among those who enthusiastically voted in favor were nearly as many women as men, Lisa's father- and mother-in-law, and even her father. Actually, her dad preferred the shot in which she was cleaning her feet off the transom of the boat. For those who didn't see it in 'Lectronic, here it is.

↑↓ HEARING-IMPAIRED WHALE?

The image of a whale impaled on the bow of a large ship in February's *Changes* reminded me of my own close encounter with a whale last October. I was motorsailing north from Pillar Point in 8 to 10 foot seas, about five miles west of Sail Rock. I'd just been getting comfortable after tacking, and was looking west to eye some of the bigger seas off my beam — when I suddenly spied a black shape from the corner of my eye. It was a 35-ft humpback whale crossing directly in front of me, a little more than a boatlength away.

After a momentary shock thinking that it was some rocks — which aren't out there, of course — I glanced down at the drawer in the cabin where I keep my camera. Instantly realizing there was no time to capture the whale on film, I looked up again to see a tail fluke as wide as my boat rising up just half a boatlength in front of me. I put the tiller down, and the magnificent beast disappeared behind my sails. When the patch of water I had been about to run over came into view over my starboard coaming, it was all glassy and turbulent, just as you'd expect when a big fish is swimming away hard.

Whales navigate by sonar. Is there such a thing as a deaf whale?

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LETTERS

Xenon — We're not whale experts, but it's our understanding that only toothed whales, as well as orca and bottle-nose dolphins, use echolocation — which is sort of like sonar — for hunting and navigation. Baleen whales, such as humpbacks and blues, primarily use their 'songs', which usually last for about 10 minutes and can be heard as far as 100 miles away, for communication. How they can 'sing' without vocal cords is a mystery.

We assume that you're wondering if your noisy boat was only able to get so close to that whale because the whale was deaf. We don't believe this was the case, because encounters between whales and boats are so common. There are several contacts in every Ha-Ha, and, if you travel around Banderas Bay, where whales are everywhere from December to March, they never make any effort to get out of the way. Apparently, whales don't feel threatened by the approach of large objects making diesel-like noises.

Years ago there were attempts to create noise-makers that would encourage whales to get out of the path of vessels. To our knowledge that technology was never successful. Some cruisers resort to playing loud music in the presence of whales, and report that hip-hop is what makes whales turn tail the most.

↑↓ AS THE WAVE PERIOD LENGTHENS, YOU GET MORE DANGEROUS CONDITIONS

Your response to an April inquiry on how to predict safe wave conditions outside the Golden Gate is not correct. I live in this area and mountain bike the Marin Headlands on a daily basis. I have seen extremely large waves breaking out as far as the eye can see on days when the winds were light. This normally happens in the period from January through March, although it admittedly is a rare event. The condition that causes these killer waves is not so much the height of swell, but the period. As the period lengthens and approaches 20 seconds, you have a very dangerous condition. This is when the folks at Mavericks make the phone call for their yearly big wave surfing contest.

There is much more energy present in a long period swell than a short, choppy swell. The area from the Golden Gate to the Farallones is still on the continental shelf, even if you're not in the Potato Patch or South Shoal. You may remember the large sailboat that went out on one of these killer days, pitchpoled, and was lost in front of the Cliff House. I saw them go out. If a local resident hadn't watched the incident unfold and called the Coast Guard, all five crewmembers would have perished.

Contrary to your advice, people *should not* go outside the Gate when there is a swell period in the 15 to 20-second range. If they do, they are courting an encounter with a wave with their name on it.

Tony Badger
Kingfish

Tony — Nonsense. Are you really suggesting that if people sail out the Gate when there is a swell period of 20 seconds but the swell is only 1 foot that there will be a wave with their name on it? And would you rather be sailing in a 10-ft swell at a period of 5 seconds or 20 seconds? Or a 20-ft swell at a period of 5 seconds or 20 seconds? For any given swell height, the longer the period, the less dangerous the sea condition is going to be.

While a very long swell period is generally a good indicator of relatively benign sea conditions, one obviously can't ignore the size of the swell. It goes without saying that, even with a

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LETTERS

20-second period, a 20-ft swell is something to be avoided — although not as much as a 20-ft swell at 10-second period.

↑↓BAMBOO YOU!

Does anybody know of a company that has used, or will consider using, bamboo for the cabin sole? Since bamboo is a renewable resource and currently used in homes very effectively, I was wondering if it has been incorporated in boats yet.

Randy Ross
San Diego

Randy — Funny you ask now, because we were just in Mexico visiting Tabu, the spectacularly beautiful new Farr 44 cruising boat built by Richard and Sheri Crowe of Newport Beach. Tabu's cabin sole was so unusual and gorgeous that we had to ask what kind of wood it's made of. "Bamboo," said Richard. Gorgeous and renewable — what a great combo. Sheri told us that bamboo is being offered on the Hylas line of boats, and there may be others.

↑↓BASHING BLUNDERS

While I'm sure that *Crystal Wind* had the fuel problems that forced her skipper to ultimately request help from the Mexican Navy during a recent Baja Bash, as reported in the *April Changes*, I don't think it's so obvious what the source of the bad fuel was. The skipper naturally assumes that he'd gotten bad fuel in Turtle Bay a short time before. But as a veteran of over 100 Baja Bashes, I think there could be other explanations.

I'm not saying that nobody has ever gotten bad fuel at Cabo, Mag Bay or Turtle Bay, but you'll find that almost everyone who has fuel problems after one of those places is heading north, into the seas, instead of south, with the seas. And in the over 100 Baja Bashes that I've done with sportfishing boats, I've never gotten bad fuel in any of those places or had a fuel problem. The same cannot be said for the sailboats I've done Bashes with.

Why might there be a difference? I think it's because sportfishing boats get used on a regular basis, and they pound hard in pursuit of fish. Algae, water and sediment don't get a chance to accumulate in the tanks. In addition, almost all sportfishing boats have large Racor or similar fuel filter systems, the filters of which get changed regularly. In the cases of sailboats that I've taken north, many of them hadn't been used much or in rough weather. While some sailors are good about changing fuel filters, others — such as myself — might hesitate if a filter only has 50 hours on it at the start of a trip.

In addition, sailors tend to think that having their fuel polished means they have clean fuel and clean tanks. But fuel polishing is only good for particles that are suspended in the fuel. In order for tanks to be really clean, all the fuel has to be pumped out and the tanks have to be opened up and physically swabbed out. And unless there is access to every nook and cranny, dirty fuel gremlins can hide in inaccessible corners of tanks and then break loose when bashing into big seas.

And just because a sailor finds water in his tank doesn't necessarily mean it came from the fuel sold by a vendor. Mariners need to check where their fuel fill is located, and that it's truly watertight. In addition, how many of us know where the fuel tank vent is located? Some manufacturers put such vents in the worst possible locations, so that when your boat is playing 'Victory at Sea' during a Bash and is periodi-

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LETTERS

cally half-submerged, it's possible for Neptune to be peeing into the vent.

I've had to turn back with sailboats at nearly the same spot as *Crystal Wind* started to have problems. I think it's partly because once you go north of Turtle Bay, it's generally calm up to Eugenia and in the lee of Isla Cedros. But once you leave the north tip of Cedros, you have to cross the large but not very deep Vizcaino Bay, where ground swells combined with windchop can make for rough going — at least until you make it the 30 or so miles to the 1,000-fathom curve. In fact, you tend to get slammed most of the time until Punta Baja.

There are several things that can be done to help sailors making the Bash avoid problems. Although I've never used one myself, I recommend using a Baja Filter to make sure the fuel you take on is clean. I also recommend installing a second Racor-type fuel filter with a quick switch valve, so if one filter gets clogged you can throw a lever and make the other one active. In addition, try to make sure the boat's tanks are as clean as possible before starting north.

You also want to change filters before hitting rough weather, and have plenty of spare filters. By plenty, I mean more than you could ever possibly need. The spare filters should be kept in Seal-A-Meal vacuum bags so moisture and humidity don't get to them. But be careful not to use too much vacuum pressure or you will collapse them. And use 10 micron filters, not 2 micron.

By the way, boats just don't have fuel problems south of the border, as many boats heading north from San Diego have had to turn around because of similar problems. I don't claim to be an expert, as after 40 years on boats I'm still learning and trying different methods of eliminating fuel problems that can make bashes dangerous and unpleasant.

By the way, when Lupe and I were in Bocas del Toro, Panama, with our Catana 47 *Moon and Stars*, we met the owners of a 90-ft by 40-ft power catamaran. They invited us aboard and we accepted. What a big mistake! When Lupe returned to our cat, so small by comparison, she announced that we'd have to get a bigger cat. When we started shopping for cats two years before, she wanted a Catana 58. But with the help of the publisher of *Latitude*, I was able to talk her out of that. Well, at least I thought I had. Having seen that big powercat, Lupe wants what she wanted in the beginning. As a result, we've put our Catana 47 up for sale and hope to take delivery of an F/P 60-ft Eluethera catamaran late this year. If it all comes to pass, we'll have our work cut out for us, for we'd be selling the house in Puerto Vallarta and moving aboard the new boat. At least we'd get to spend a lot more time on the boat and sailing. In any event, *Moon and Stars* is advertised in *Latitude*, so having just completed our long and leisurely cruise from Florida to Puerto Vallarta, she's likely to have other happy new owners soon. Actually, it seems like *Latitude* is responsible for a lot of things in our life. For it was through *Latitude* that Lupe and I met six wonderful years ago.

J.R. Floyd Beutler
Moon and Stars, Catana 47
Guadalajara / Puerto Vallarta

↑↓ SKIPPERS BEHAVING BADLY?

In the *Letters* section of the March 2006 issue, Barbara Brown of Los Angeles wrote a very negative letter about me. Since the subject hasn't completely gone away in all that time, here's my rebuttal:

In December of '05, I wanted to sail my Hunter Legend 34 to Puerto Vallarta, but I needed three people aboard to satisfy insurance requirements. So I allowed Ken, a friend, and

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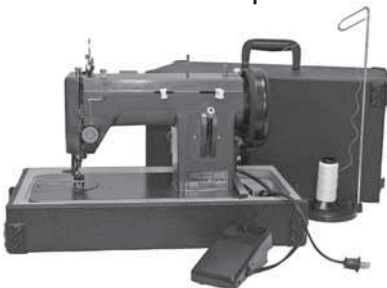
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LETTERS

Barbara, to do the trip with me. It had been Barbara's lifelong dream to do an offshore passage, and she could cook.

The night before we left San Pedro, I had a last safety meeting with my crew, at which time I stated that my number one rule was that nobody was to leave the cockpit at night without wearing a safety harness. I think this is a reasonable rule and, in fact, is a requirement or strong recommendation for many sailing events.

We had an uneventful trip until 20 miles north of Turtle Bay, when I discovered that both water tanks were bone dry. I've sailed over 50,000 miles in my life, and this was the first time it had ever happened. I don't think it was me who used up all the water, particularly since Barbara, in her letter to *Latitude*, claimed that I "stunk like a goat." When my fiancée and I are aboard, showering every other day, the same amount of water lasts 2.5 weeks.

Barbara complains that I slept six hours at a time and she never slept for more than 2.5 hours. I took the middle of the night watch so that, when Barbara got up at 6 a.m., she could make breakfast. Then she and Ken would be in charge of the boat until I got up again about noon.

I was accused of using bad language. Barbara would violate my number one rule, by leaving the cockpit in the middle of the night without a safety harness on to go the bow, a glass of wine in her hand, to watch the dolphins. Twice I asked her nicely to return to the cockpit. Unfortunately, the only language she would respond to was guttural.

One time I relieved Barbara from the helm and noticed a big puddle of red fluid in the cockpit sole. I was really worried because I figured that I must have a major hydraulic leak. Then I remembered that I don't have any hydraulics on the boat. I don't drink and neither does Ken.

As for the much-talked about foul weather gear, I've made seven trips down the Baja coast and six trips back up, all between the months of November and April. Every time it's been extremely cold at night, and you need foul weather gear to keep the moisture off the clothes you are wearing beneath. So I bought Barbara Atlantis knock-offs from West Marine. Her sea boots came from Big 5 Sporting Goods. With proper undergarments, the foul weather gear and boots combo do a good job.

When I got to Puerto Vallarta, I called my son to let him know that I was still alive. He asked me why I'd kicked Barbara off my boat in Cabo and stolen her passport and all her money. What?!! My boat papers prove that Barbara arrived in Puerto Vallarta aboard my boat.

It's not like I don't know how to get along with crew. Back in '68, I sailed across the Atlantic to St. Lucia with a go-go dancer. We had a great sail and no problems.

The only reason that I'm responding to all this nonsense is to demonstrate it's not just crew who have problems with skippers, as skippers can have plenty of problems with crew. Having said this, that trip to Puerto Vallarta was one of the easiest sails I've had to Mexico. And the sailing technology these days sure makes it easy to get from point A to point B. In fact, I figure this will allow me to continue cruising well into my 70s.

By the way, I enjoyed Bill Taylor's *History 101 of the Sea Wolf Ketch* that you ran, and was glad to learn that he's still kicking. It was back in '68 or '69 in Bequia's Admiralty Bay that we used my gaff schooner to step the main mast on his Hillard 40. I thought I did the first ever Antigua Sailing Week in '68, but you report that it was in '62. Well, it was still a riot! In '69, the schooner *Lord Jim* was chartering out of St. Thomas in the U.S. Virgins along with another 15 or 20 fine

“Keeping us safe and sound”



“I’m Rick Pearce, captain of the Swan 61 *Hasty Heart*. KKMI has been taking care of her for more than a decade. During that time, we’ve taken *HH* to Acapulco eight times, Hawaii four, and KKMI at least that many times. I think the whole crew has worked on her at one time or another. Hart Smith and I are both very grateful to the team at KKMI for keeping *HH* safe and sound (and pretty darned comfortable!).”



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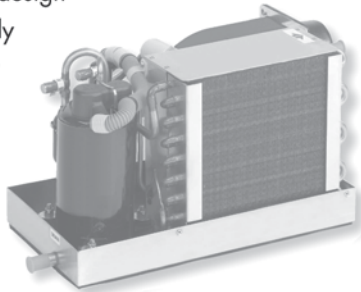
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LETTERS

wood yachts. I lived there at that time doing maintenance on charter boats. What a great era!

I careened my 51-ft LOA gaff schooner up the *estero* in Puntarenas, Costa Rica. But since I wanted her upright, we set her up against an old wooden pier. When careening a boat you need two things that you didn't mention — a good tide and a good pair of boots that won't come off in sticky muck. Then the only other things required are patience waiting for the tide to go out, at which time you work like hell, then hope like hell that all goes well at the next high tide.

Tom Kolleuk
Hunter Legend 34
Capo Beach / Puerto Vallarta

Readers — We feel like Judge Judy trying to adjudicate some petty squabble on television. Both Barbara and Tom made damning accusations about the other, often throwing in little tidbits that are as irrelevant as they are nasty, and generally failing to respond to accusations made about them. The bottom line is this: There are situations in which the skipper and crew don't get along because neither one of them tries hard enough, but there are also cases where the skipper is almost entirely to blame, and other cases where the crew is almost entirely to blame. What happened during the cruise of Tom, Barbara and Ken? We weren't there, so how the hell would we know?

The more people sail, the more they tend to get along on boats. It's not that there are less 'oil and water' situations, but that experienced sailors — like our glorious world leaders — know the importance of avoiding conflicts.

↑↓ THAT WAS NICE, BUT . . .

I was inspired to write about the picture of the burning boat in a March *'Lectronic* and the April issue of *Latitude*. When Patricia, my wife, and I were looking through the March issue, we came across the photo of the burning boat. I said, "This sure looks like a Morgan 51." She took one look and said, "Oh my



DAVE LEWIS

"The boat we were gonna buy sure looks hot in this photo!"

God, that's *Relentless!*" The caption says that the burning boat was a 45-ft ketch but, in fact, she was the Bay Area's own Morgan Out-Island 51 *Relentless*. She had been berthed at Pier 39 for the last 12 years or so, and before that had been based out of Alameda. She formerly had a blue hull with her name in large red letters on both sides.

Patricia and I tried to buy *Relentless* about 15 years ago, but couldn't swing it. But we did get to sail around the Bay on her with her owner at that time, and took a lot of photos. Those pictures were hung up all over our house, talismans of another lifestyle and better times to come. In the meantime, we bought another sailboat, a 37-ft Chris Craft Apache that my wife named *Kemosabe*. Over a period of six years we restored the boat to better-than-new condition. In fact, one Fourth of July *Latitude's* Wanderer showed up at the Napa Valley Boatyard and took a photo of *Kemosabe* that appeared

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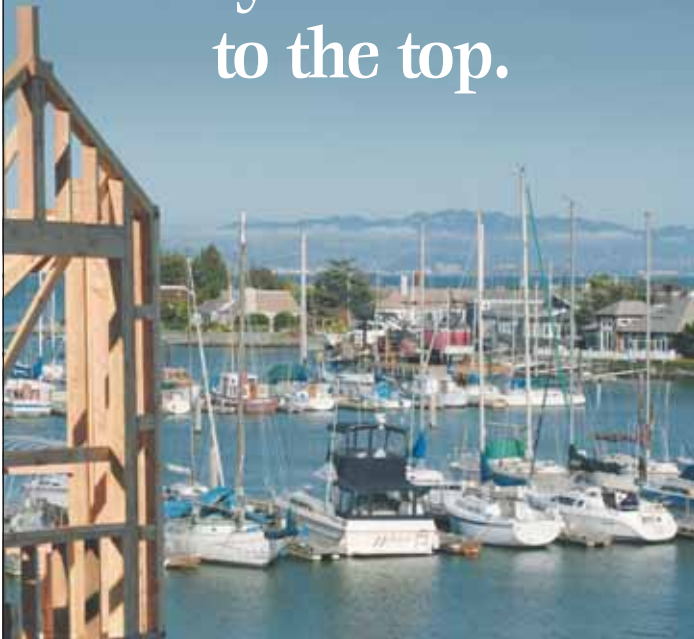
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in the next issue.

But all during the time we worked on the Apache, we still held onto our dream of one day owning a boat such as *Relentless*. There were times that we almost lost hope, but we'd look at the photos on our walls, and we'd be reenergized. When we finally completed our restoration of *Kemosabe*, we took her out for a 10-day sail. "That was nice," my wife said when we got back, "but we need a Morgan Out-Island 51 if we're going to do any long-term cruising."

So she started searching. Lo and behold, she found that *Relentless* was on the market once again. I went to Pier 39 and spent most of a day crawling through her, doing my own survey. She had been neglected for years, and it showed. I made a low-ball offer that was turned down. We were heart-broken that *Relentless* had fallen into such disrepair that it would take more time and money than we wanted to invest to bring her back to life.

Our search for a Out Island 51 continued, and we finally found another one, *Valhalla*, in New Jersey. We worked out a deal and had her trucked out here last year. She has a few issues, but basically is in good condition. About that time — naturally — the owner of *Relentless* contacted us and offered her to us at our original low-ball offer. We loved *Relentless*, but there was no way we could justify having two Out Island 51s — in addition to the other six boats between 9 and 45 feet that we own.

Relentless was eventually sold to a fellow from Poland who, if we remember correctly, is named Bernie. He originally travelled from Poland to San Diego to buy an Out Island 51 there, but she was sold by the time he arrived. So then he found *Relentless* in San Francisco. He worked out a deal to buy the boat, but told us it had been more money than he'd wanted to spend. In fact, he was wringing his hands over all the work she needed and how much it was going to cost. He told us that he decided to sail down to Mexico in hopes of getting the work done for less money.

We kept looking in *Lectronic* to see if there was any mention of *Relentless* sinking or having to be rescued — the boat was in that bad condition. Bernie apparently made it to Mexico and was working on her when the fire broke out. He told us that the boat represented his life savings, so we would assume that the poor guy lost everything in the fire. He'd previously told us that he'd worked his entire life to fulfill his dream of sailing a big boat around the world.

We still have pictures of *Relentless* in our house, and plan on changing a few interior features on *Valhalla* to match the way *Relentless* had been. It took months for us to quit calling our own boat *Relentless*, and even longer to decide not to rename our Morgan that — especially after Bernie abandoned the name. Although *Relentless* is gone, and even though we have a better Out Island 51 that we are very happy with, we still have a soft place in our hearts for her.

I want to also take this opportunity to thank the Wanderer and *Latitude* for keeping up our hopes — over all these years — of getting the right-for-us boat, and maintaining our dream of casting off and going for it. We are on the home stretch of our plan to head out, and hope that we can be a part of next year's Ha-Ha fleet.

Mark and Patricia Barmettler
Valhalla, Morgan Out Island 51
Napa Valley Marina

Mark and Patricia — It's remarkable how passionate people can become about boats and sailing dreams. As for Bernie, we sure hope something works out for him. Maybe he'll end

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LETTERS

up sailing around the world in a smaller boat than he thought, but find it just as fulfilling.

↑↓IT'S NO PROBLEM GETTING A TIP IN LA PAZ

With regard to the report that a ship's agent in Puerto Vallarta wants to charge boatowners \$400 to get a Temporary Import Permit (TIP), we had a very different experience. We got ours in La Paz shortly after last year's Ha-Ha. Including the fairly long cab ride from Marina La Paz to the government office in Pichilingue, it cost us two to three hours of time and about \$75 U.S. The officials were competent and friendly, and did a very efficient job of handling a long line of cruisers who spoke little or no Spanish. Anyone who applies for a TIP should remember to bring copies of all the important boat and clearing documents, and be aware that the *Banjercito* only accepts cash.

Craig and Lamia Alger
Page One, Beneteau First 42
Emery Cove

Readers — The next bunch of letters are all about TIPs. We're running a selection of the responses we received because they demonstrate a basic truth about Mexico — that things are done differently in different places. While the cost of the TIPs is reported to be pretty much the same everywhere, you'll see that the process varies greatly, from a few clicks on a computer to a multi-day procedure that requires the inspection of your boat.

↑↓SOME FISH TACOS WITH YOUR TIP?

We got our TIP in Manzanillo in February. It cost about \$50, but took two days to complete because our boat had to be inspected and photos had to be taken. But there was a bonus — riding around with fellow cruisers and being introduced to the Sonrisa taqueria. Yum!

Anne Slater
Walkabout, Allied Luders 33
Richmond

↑↓THE NICE FELLOW TOOK PHOTOS OF MY ENGINE

I got my import permit in January of this year at the *Aduana's* (Customs) office in Manzanillo. I had tried to get it online, but the site wouldn't accept my credit card. I took all my records with me to *Aduana*, as there is no posted info about what officials want to see. A very nice young man took the information that he required, made copies, then drove me back to my boat, which was anchored off Las Hadas, *in his pickup*. We dinghied out to our boat — which made him very nervous because he doesn't know how to swim. Using his camera, I took pictures of the boat from all angles, including interior shots and a shot of the engine and boat numbers. He then gave me directions to the *Banjercito*, and told me to go there the next day after 11 a.m. When I got to the bank, I paid 575 pesos to the teller and received my permit. All in all, it was a very interesting experience.

Leonard Bisgrove
Vallee Cachee
San Diego

Readers — Based on the responses we received, Manzanillo is the only place you are required to have officials inspect your boat and take photos to get a TIP. Why they feel this is necessary — when it's obviously not when getting a TIP online — is beyond us. Nonetheless, we'd probably put Manzanillo at the bottom of the list for places to get a TIP.



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LETTERS

It's noteworthy that Bisgrove specified that the person from the Aduana office was "a very nice young man." One of the most dramatic changes we've noticed in Mexico in the last few years is the increase in the professionalism on the part of civil servants and government employees. They all seem to be good-looking, well-dressed, and eager to help. Some U.S. civil servants should take note.

↑↓ **JUST HALF AN HOUR AND \$50**

We got our 10-year permit in La Paz in November of last year after the Ha-Ha. We went out to *Aduana* at the ferry terminal in Pichilique, where the process took about half an hour and cost \$50. Instructions on how to get a TIP are available from Marina de La Paz.

Richard and Roswitha Hutson
Paradise Express

↑↓ **I GOT MINE IN 2.5 HOURS IN MAZATLAN**

I did the Ha-Ha last year, but didn't get my TIP until February in Mazatlan. It was easy. I took a short bus ride to the *Banjercito*, provided them with all my boat documentation and clearing papers, paid them 585 pesos, and had my permit in about 2.5 hours.

Jim Ellis
Rondeau Bay, Passport 40
Paradise Village Marina, Puerto Vallarta

↑↓ **GETTING MY TIP ONLINE WAS EASY AND QUICK**

We did the Ha-Ha last year, and had a great time, too. Prior to sailing down, I got our TIP online. It cost \$55 and only took about four days to arrive in the mail.

Jay Sousa
Gypsy Soul, Cal 34
Merced

↑↓ **FEDEX DELIVERED OUR TIP IN JUST FOUR DAYS**

We got our TIP online at www.banjercito.com last October before leaving San Diego. I went online on a Saturday, and completed the form and paid by credit card. Our permit was delivered to us by FedEx the following Tuesday. Talk about service! And it only cost \$45. We recently returned to Mexico by car, and were able to get our TIP for it at the Mexican Consulate in Phoenix. Once again, the price was \$45.

Myrna Keitges
Blue Moon, Pearson ketch
Mazatlan

↑↓ **ONE TIP PER PERSON?**

I recently got a 10-year TIP in Ensenada, for which I paid \$49. It might be worth noting that a person can only have one TIP in his/her name at a time. If you want to get another permit for a second boat, the first one needs to be cancelled. In my case, I imported the boat for the owner, as it was going into the Gran Peninsula Boatyard. Gran Peninsula is now part of Baja Naval, which recently took over the commercial Synchrolift that operated as *Industrie Naval*. It's a first class operation. The boat I got a TIP for is a familiar sight to San Francisco Bay sailors, the *California Spirit*, a 100-ft Westport that has been doing charters on the Bay for almost 20 years.

Michael Rogers
Mexico

↑↓ **IS THERE REALLY A LIMIT OF ONE PER PERSON?**

When we came down with the Ha-Ha, we paid \$50 for

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Summer Sailstice Event Schedule

Saturday, June 23rd

Club Nautique Photo Scavenger Hunt – **All Day**

10am – Children's Treasure Hunt – TIYC

1-3pm - Free Boat Rides – TISC

4-9 pm - **Main Event** – TISC

4pm to 7pm – Silent Auction

6:30pm – Welcome/Intros

6:45pm – YRA Trophy Presentation

7pm – Live Auction and Raffle

7 to 9pm – Dancing, Dinner, and Live Band

Sunday, June 24th

Club Nautique Photo Scavenger Hunt – **All Day**

8am – Pancake Breakfast - TIYC

1-3pm – Free Boat Rides – TISC

5pm – Sailstice Regatta Trophy Presentation

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LETTERS

our TIP at the just-opened *Banjercito* in Cabo, plus another \$3 for some other fee. We later brought down a J/24 for the J/24 Worlds that were held out of Paradise Marina, and paid the same price for her TIP in Nogales. There seemed to be a problem with our getting a TIP for two boats in Mexico, but thanks to a pile of official-looking letters, they let us do it.

Joel & Mary Thornton
360°, Passport 41
Seattle

Readers — Here's another truth about Mexico: If officials in one place won't give you what you want, be patient, as they will sometimes change their minds. Alternatively, try to get the license or permit elsewhere. It's been our experience that some Mexican officials take pride in issuing permits or licenses that other officials have declined to give.

↑↓JUST \$50 IN SAN CARLOS

We just had our 34-ft boat trucked to San Carlos, where it cost \$50 to get our TIP. If someone in Vallarta is charging \$400 for the permit, they must be smoking funny cigarettes.

Jim Schwartz
M/V *High Jinx*

Jim — The only possible explanation we can think of for an agent in Puerto Vallarta charging so much to get a TIP is that it's not a port of entry and/or it doesn't have a Banjercito, which would mean that the agent would maybe have to arrange for the paperwork to be done somewhere else, such as Mazatlan. But even if this were the case, would it not be more ethical for the agent to recommend the boatowner simply get the permit himself/herself at a port of entry and spend the other \$350 on a big fiesta?

To review, there are three reasons to get a TIP: 1) They make it legal for the owner of a boat to return to the States without his/her boat — not that anybody has enforced the law in years. 2) In theory, boatowners with a TIP are allowed to import replacement engine and boat parts duty-free. Unfortunately, many custom's officials aren't aware of or don't respect this provision, so it's often no help at all. 3) Many marinas say they won't admit boats that don't have a TIP — although they often don't enforce their own rule either.

Our recommendation is to try and get a TIP online prior to leaving for Mexico because it's the least expensive and most convenient method. But if you can't get the website to work, don't sweat it, as you can pick yours up in Ensenada, Cabo, La Paz or Mazatlan. Just so there is no confusion, all TIPs issued now are for 10 years, and you only need to get one, even if you take your boat back and forth between the U.S. and Mexico every year.

↑↓YOU GET THE GREEN LIGHT TO CONTINUE SOUTH

I have a possible job opportunity in Costa Rica, starting in a year or so. I just finished a four-year restoration of my Calkins 40 cutter and am wondering, if I did the Ha-Ha, would it be wise to continue on south? At a casual pace, of course.

My boat has been *completely* rebuilt, and all the systems are new — engine, electrics, sails, rigging and so forth. I had planned on spending a few years in Mexico, but if this job comes through, I'll have at least five years of work in the Golfoito area of Costa Rica.

By the way, the huge Bahia Escondida Marina project in Golfoito has hit a small glitch. Some of the fill imported for grading was shit, and now they are going to have to fix it. But the Tico foreman was really excited to describe the scope of

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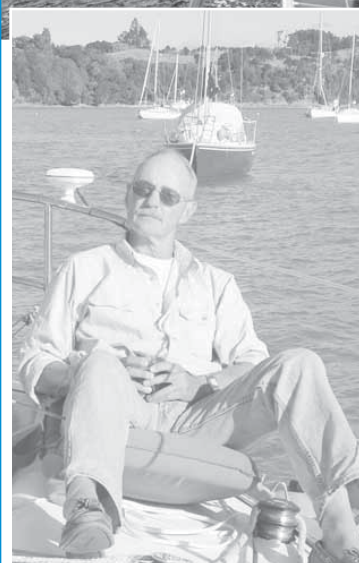
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— Webb Chiles
4-time circumnavigator
and well-known author

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LETTERS

the project, as it's going to be big! They're at least four years out from what I can see, but what a beautiful bay. Gulfo Dulce is a sailors' paradise, with steady winds and no swell. Plus, it's huge.

Joe Moore
Hejona, Calkins 40
Carlsbad

Joe — We presume you're asking if it would be wise, in terms of weather, to continue south to Costa Rica following the conclusion of the Ha-Ha in early November. The answer is yes. You'll want to watch out for the very slim possibility of an out-of-season hurricane off the south coast of mainland Mexico, respect the Gulf of Tehautepec, and be aware that you might get slapped around by Papagayos, but it's the time of year to make that trip.

Developers say the Bahia Escondida project will consist of 400 hotel and condo rooms and a 217-slip marina. For comparison, Paradise Marina in Nuevo Vallarta has just under 200 berths, and the new marina in La Cruz will have over 400 berths. Bahia Escondida is selling the berths, starting at \$225,000 for a 50-footer. Thank God there are good places to anchor. But then Bahia Escondida, the old Chiquita Banana site, is next to the legendary Pavones surf spot, said to be home to the world's longest lefthander.

↑↓ ONE YOUNG MAN WAS DETERMINED TO RESCUE US

About 15 years ago, we had occasion — the key to the prop sheared just as we started the engine to enter Agate Pass here in Puget Sound — to lay our Westsail 32 *Chaika* on the beach. We pulled this off by sailing over to an anchorage for the night,



WILL MILLER

Although this careening took place 15 years ago, the basic principles still apply.

and, after scrutinizing the tide tables and charts, found a perfect beach nearby in the entrance to Port Madison. We sailed over on the morning high tide and anchored in six feet of water, one more than *Chaika* draws. After first touching bottom, we ran a line from the masthead to the beach to insure that *Chaika* would lean toward shore.

Replacing the key on the propeller took only minutes. We spent the rest of the day on the beach waiting for the tide to come up, having to fend off continual offers for help and expressions of sympathy for having dragged anchor and gone aground. One young man, yelling instructions from the beach as the tide refloated us, was so determined to rescue us that we finally had to give up trying to explain that we had done it on purpose and just ignore him.

We had always wanted to try careening, and were pleased at how straightforward it was. Our boat sat on the turn of her bilge, and her high freeboard prevented any water from getting on deck or even into the scuppers. We laid her to port



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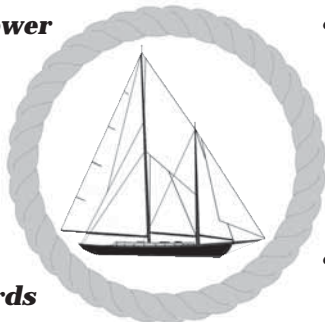
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It's A Mariner's Fact:

'Bamboozle' is a nautical term from the 17th
Century describing the Spanish custom of hoisting
false flags to deceive (bamboozle) enemies.

LETTERS

as we were concerned about diesel leaking out the air vent on the starboard side. If we had laid her on the other side, it would have been necessary to have clamped off the diesel vent hose.

Will and Joan Miller
Chaika, Westsail 32
Seattle

↑↓'CAREENING' A MULTIHULL

I saw in *'Lectronic* that you were seeking information from people who had careened their boats. The accompanying photograph illustrates what I suppose might be called multihull-



BOB SMITH

For a quickie 'careening', catamaran owner Bob Smith doesn't even bother to use his custom jacks.

style 'careening'. My 40-ft *Pantera* carries four dismountable and telescoping aluminum tripod stands, and each year I put the stands in place and beach

her at high tide. Then I prep the bottom that day, and apply the antifouling the next day.

The photo actually just shows a quickie careen. During a lunch stop on the beach in the Sea of Cortez, we scrubbed the bottom and did a little beach clean-up.

The ease of 'careening' a multihull is just another benefit not available to owners of tippy boats. Note, too, my boarding ladder between the trampolines.

Bob Smith
Pantera, Custom 40 Cat
Vancouver, British Columbia

Bob — That's a terrific feature of which we're very envious. That's not something that could be done with Profligate — or a lot of other cats — because she doesn't have any protection for her props. Our Leopard 45 charter cat 'ti Profligate, on the other hand, could be beached without a problem because she has protection for both her rudders and her props.

By the way, we've also seen photographic evidence of a 35-ft trimaran having been 'careened' in Cat Harbor on Catalina a few years ago. We're here to tell you that if anybody else does that, they can expect to find themselves in unusually hot water for that island.

↑↓PROMISING CHANGES AT SINGLAR

I want to first thank everyone involved in making the 2006 Baja Ha-Ha event a memorable one. My brother Bruce and I left Port Townsend aboard *Far Fetched* in early June, and spent two months on a shakedown cruise in the beautiful Pacific Northwest, reaching points just north of Desolation Sound. We headed down the coast from Washington to San Francisco in early August, and then harbor-hopped down to San Diego, arriving the last week in October for the Baja Ha-Ha festivities. Then we sailed to Cabo with the '06 Ha-Ha fleet. It was a dream come true — a full moon to steer by, dolphins off the bow, warm weather, and the great company



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LETTERS

of the other cruisers. Next for us was the Sea of Cortez for a winter of exploring. As the name of our boat implies, we have many great tales to tell, but that's for later.

Since Cabo is way too expensive, we started heading north to La Paz buddyboating with Randy Ramirez on the Flicka 20 *Dulcinea*, the smallest boat ever to have sailed in the Ha-Ha fleet. On our way up to La Paz, I think our two boats became the first ever to anchor inside the outer breakwater at the site of the new Los Cabos Marina, which was still under construction. Randy "had connections" with somebody at the project or we wouldn't have been able to do it.

When we got to La Paz, we spent several weeks at Costa Baja, a first class facility, which is the benchmark of the marinas we've seen in Baja so far. January found us in Puerto Escondido, and we had our first experience with Singlar, which operates the 11 marina facilities developed by Fonatur, the Mexican tourism development agency. While it was nice to have the fuel dock there, the overall marina — actually a mooring field — lacks amenities and was soon to be lacking even boats when their price increase went into effect. This left all of us anchored in the 'Waiting Room' just outside Puerto Escondido, scratching our heads and wondering, "What is Singlar thinking"? And by price increase, I don't mean just on the mooring balls. They want to charge for cars in the parking lot, slap a surcharge on fuel, and charge a fee to use the fuel dock — as was written up in the February issue of *Latitude*. By comparison, Costa Baja in La Paz, a first class facility with real docks, water, electricity, internet to the boats, access to swimming pools and exercise rooms, and a shuttle into town, was considerably less expensive!

A dozen or more anchorages north found us crossing over and anchoring in San Carlos in late March, where Randy was having *Dulcinea* hauled. He had been joined by his girlfriend Tanja and her two cats for the latter part of his voyage, and they were getting ready to head north to complete the purchase of a bigger boat. I guess they needed a bigger boat so the cats would have more room to roam. Tanja's car was at the ferry terminal in Santa Rosalia, so we offered to take them across on our way up to Bahia De Los Angeles. This brought us to our second Singlar experience, as we are currently berthed in their new marina in Santa Rosalia.

I can't say enough good things about the Singlar staff at their Santa Rosalia facility. If you have a need or concern, the



BRUCE ALBERT

Baja cruisers and Mexican officials gather to celebrate the beautiful new Singlar docks at Santa Rosalia.

staff will address it in a friendly manner. And you can't walk through their facilities without getting a smile and wave from at least one of the staff. As for the marina itself, while it's just starting up, it has most of what we cruisers need and expect from a marina — including docks.

But what really impressed us, and led us to believe there will be some positive changes in Singlar's future, was the visit yesterday of the new Director General of Singlar, M.C. Gerardo



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LETTERS

Ferrando Bravo, Santa Rosalia's Operations Director, Carlos A. Cota Bareno, told me Gerardo had assumed his new position just the previous Tuesday, and was already out visiting Singlar's marinas to have a firsthand look at their operations. During his visit, he took the time to walk the docks and talk to us yachties about our perceptions about Singlar, and our concerns — including about their price structure. Ferrando attended Stanford University, and his command of English is excellent. I felt that his questions and comments were both to the point and sincere. The local staff is very hopeful about this change in leadership, but only time will tell if the pricing becomes more cruiser friendly.

And speaking of being impressed, we also recommend Santa Rosalia as a destination. It's the first town north of La Paz on the Baja side where you can berth your boat and walk into town to provision, visit an Internet café, or have a meal. The town has an interesting history, decent stores and restaurants, and is very clean. It also has a famous church designed by Gustave Eiffel of the Eiffel Tower in Paris. And don't miss the bakery.

Steve Albert
Far Fetched, Beneteau Oceanis 390
Port Townsend

Steve — Thanks for the kind words about the Ha-Ha, but also about the changes at Singlar. As most Latitude readers know, Fonatur has spent a lot of money by building some excellent infrastructure for mariners in 11 locations in and near the Sea of Cortez including San Felipe, Puerto Peñasco, Santa Rosalia, Puerto Escondido, La Paz, Topolobampo, Mazatlan, San Blas, and Santa Rosalita among others. The problem is that the prices at Puerto Escondido, the only Singlar facility that's been in operation for more than a year, have been — as Albert reported in his letter — absurdly high. That's why Puerto Escondido, which, prior to Singlar, was almost packed with boats, is almost empty, and why the 'Waiting Room' anchorage, which is free and just outside of Puerto Escondido, is packed with boats. Having graduated from Stanford, we like to think that Singlar's new Director General knows that it's foolish to have new facilities go to seed because you've priced your customers out of being able to use them. Marina facilities in Mexico aren't cheap, but mariners have proven they are willing to pay even relatively high prices for facilities. They've also proven they are not interested in being gouged, which Singlar has attempted to do in the past.

↑↓ IT WAS LIKE GODZILLA VERSUS BAMBI

It's a pleasure to pick up a copy of *Latitude* — whenever I can remember to tack my old '55 Ford pickup to the local West Marine store and pick one up. I enjoyed reading the April issue *Calendar* section reprint of *Latitude's* coverage of the first Singlehanded Farallones Race back in April of '77, the one in which Bill Lee drove the then-brand new 67-ft *Merlin* to a 3.5-hour victory over the second boat, Paul Slivka's Piver 30 trimaran *Harmony*.

On my early passages around the Pacific in the mid '70s aboard my Piver 46 *Antigone*, my family and I sailed, off and on, alongside Slivka and his family aboard *Harmony*. Cruising was great fun in those days — cheap, challenging, and sometimes crazy. We were all out to see the world from the decks of our homebuilt plywood multihulls before the whole world looked like Los Angeles. While we didn't get to see all of the world, we didn't miss much in the Pacific. Seven more years on my one-off 40-ft trimaran *Sugar Blues* took care of most of the places that I'd missed.

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SUMMER / FALL 2007

VOYAGES FROM PACIFIC WEST COAST

PACIFIC WEST COAST

Golfito	08/07	→	La Paz	09/07
Golfito	08/07	→	Vancouver	09/07
La Paz	05/07	→	Golfito	05/07
La Paz	05/07	→	Vancouver	05/07
La Paz	09/07	→	Vancouver	09/07
Vancouver	05/07	→	Golfito	05/07
Vancouver	09/07	→	Golfito	10/07
Vancouver	05/07	→	La Paz	05/07
Vancouver	09/07	→	La Paz	09/07

PACIFIC WEST COAST TO EAST COAST USA

Ensenada	08/07	→	Port Everglades	08/07
Golfito	06/07	→	Port Everglades	06/07
La Paz	05/07	→	Port Everglades	06/07
La Paz	09/07	→	Port Everglades	10/07
Vancouver	05/07	→	Port Everglades	06/07
Vancouver	09/07	→	Port Everglades	10/07

PACIFIC WEST COAST TO CARIBBEAN

Golfito	05/07	→	Martinique	06/07
La Paz	05/07	→	Martinique	06/07
Vancouver	05/07	→	Martinique	06/07

PACIFIC WEST COAST TO MEDITERRANEAN

Ensenada	08/07	→	Toulon	09/07
Golfito	05/07	→	Toulon	06/07
La Paz	05/07	→	Toulon	06/07
Vancouver	05/07	→	Toulon	06/07

VOYAGES FROM THE EAST COAST USA

EAST COAST USA TO MEDITERRANEAN

Newport	06/07	→	Marmaris	07/07
Newport	06/07	→	Toulon	07/07
Port Everglades	05/07	→	Genoa	06/07
Port Everglades	06/07	→	Toulon	07/07
Port Everglades	08/07	→	Toulon	09/07
Port Everglades	09/07	→	Toulon	10/07

EAST COAST USA TO NORTHERN EUROPE

Newport	06/07	→	Cherbourg	06/07
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EAST COAST USA TO CARIBBEAN

Newport	05/07	→	St. Thomas	05/07
Newport	01/07	→	Freeport	10/07
Port Everglades	07/07	→	Martinique	06/07

EAST COAST USA TO PACIFIC WEST COAST

Port Everglades	08/07	→	Golfito	08/07
Port Everglades	08/07	→	La Paz	09/07
Port Everglades	08/07	→	Vancouver	09/07

VOYAGES FROM THE MEDITERRANEAN

MEDITERRANEAN TO EAST COAST USA

Genoa	09/07	→	Port Everglades	09/07
Genoa	09/07	→	Port Everglades	10/07
Marmaris	09/07	→	Port Everglades	10/07
Palma de Mallorca	09/07	→	Newport	11/07
Palma de Mallorca	05/07	→	Port Everglades	05/07
Palma de Mallorca	06/07	→	Port Everglades	06/07
Palma de Mallorca	09/07	→	Port Everglades	10/07
Toulon	08/07	→	Port Everglades	08/07

MEDITERRANEAN TO CARIBBEAN

Marmaris	09/07	→	St. Thomas	10/07
Palma de Mallorca	09/07	→	St. Thomas	10/07

MEDITERRANEAN TO PACIFIC WEST COAST

Toulon	08/07	→	La Paz	09/07
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VOYAGES FROM SOUTHEAST ASIA

SOUTHEAST ASIA

Yantai	06/07	→	Kaohsiung	06/07
Kaohsiung	06/07	→	Hong Kong	06/07

SOUTHEAST ASIA TO SOUTH PACIFIC

Hong Kong	07/07	→	Auckland	07/07
Hong Kong	07/07	→	Brisbane	07/07
Kaohsiung	07/07	→	Auckland	07/07
Kaohsiung	06/07	→	Brisbane	07/07

SOUTHEAST ASIA TO PACIFIC WEST COAST

Hong Kong	07/07	→	Ensenada	08/07
Kaohsiung	06/07	→	Ensenada	08/07

SOUTHEAST ASIA TO EAST COAST USA

Hong Kong	06/07	→	Port Everglades	08/07
Kaohsiung	07/07	→	Port Everglades	08/07

SOUTHEAST ASIA TO MEDITERRANEAN

Hong Kong	07/07	→	Toulon	09/07
Kaohsiung	06/07	→	Toulon	09/07

VOYAGES FROM THE SOUTH PACIFIC

SOUTH PACIFIC

Brisbane	07/07	→	Auckland	07/07
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SOUTH PACIFIC TO EAST COAST USA

Auckland	07/07	→	Port Everglades	08/07
Brisbane	07/07	→	Port Everglades	08/07

SOUTH PACIFIC TO PACIFIC WEST COAST

Auckland	07/07	→	Ensenada	08/07
Auckland	02/08	→	Ensenada	02/08
Brisbane	07/07	→	Ensenada	08/07

SOUTH PACIFIC TO MEDITERRANEAN

Auckland	07/07	→	Toulon	09/07
Brisbane	07/07	→	Toulon	09/07

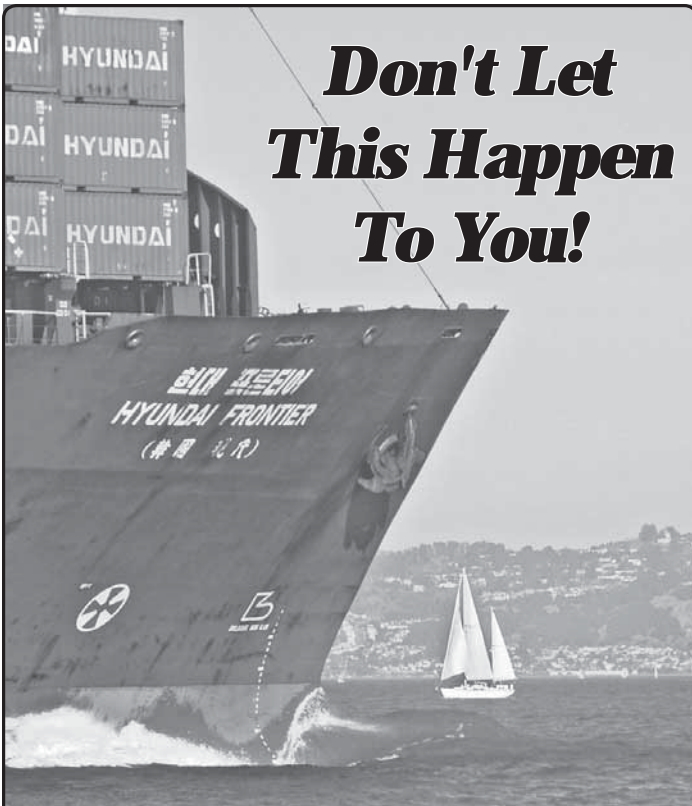


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LETTERS

From our cruising together, I do remember Slivka talking about his second place finish in that first Singlehanded Farallones Race. Perhaps the haze from duty-free rum made me forget the caliber of the first place boat, but at the time it's more than likely that I had no idea who Bill Lee or *Merlin* were. Besides, I was more intent on trading a t-shirt for something my wife and two kids could eat. We were cruisers.

If there was a controversy surrounding multihulls in those days, it was lost on us. We were too busy having fun. *Antigone*, my Piver 46, survived 40,000 miles in the Pacific, but was destroyed by hurricane *Hugo* in St. Croix in '89. Of course, *Hugo* got 700 other boats, too, and by that time I'd gotten 18 good years out of her, so I'm not complaining.

I saw that in the original article you reported that *Harmony* came in "nearly 3.5" hours after *Merlin*. Granted, Bill Lee did a marvelous job of singlehanded his 68-ft boat, but, considering that Paul's Piver was a homebuilt tri with the old V-hulls and didn't have a centerboard or daggerboard, I would have been tempted to write that she arrived "a mere 3.5 hours later."

I used to see Slivka, now a marine surveyor, when I would spend seasons in Brisbane aboard *Sugar Blues*. Then a few years ago, he got me a year's ride around the Pacific aboard *Pat's Cat*, a very fast 48-ft Schionning-designed catamaran. That was a unique experience aboard a great boat. The development of multihulls since the early days is amazing, but I was struck by the fact that I couldn't have afforded the cat — even if Pat had given it to me! The first time it came time to replace the \$15,000 main, I wouldn't have been able to afford it.

Many of us old geezers look at our time cruising in the '70s and '80s as something special. I am reminded of Thomas Tata, a 15-year-old Marquesan, who swam out to visit us aboard *Antigone* in Taipivai. We became good friends and spent many hours listening to him play Polynesian songs on my old guitar. Some 18 years later he swam out to my next tri, *Sugar Blues*, picked up the same guitar, and played reggae and country music.

Our message to all those who will be making their first passage through the South Pacific is that it will still be magical. So go kick the anchovy right in the teeth and tell the docksiders, "We sing a song you've never heard."

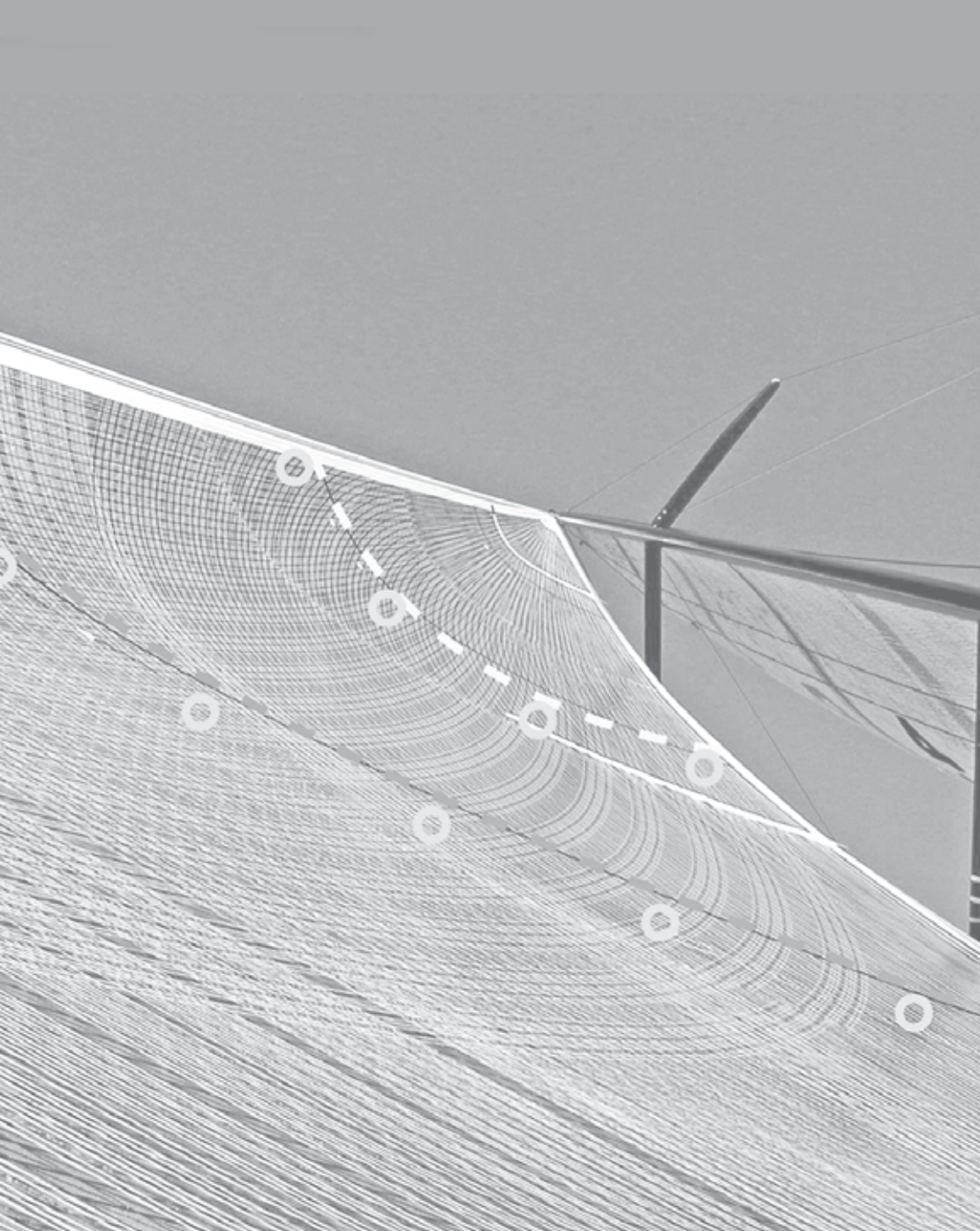
Harry and Mary Abbott
Pacific Northwest

↑↓ DON'T BELIEVE ONE MAN'S RANTS

My husband and I recently purchased Neptuno's Restaurant and Bar at Las Islitas Beach on Matachen Bay in Mexico, which is both home to many local fishermen and a popular stop with cruisers. We're originally from Canada, but have been in Iraq and Afghanistan for the past few years working with the Department of Defense. What we saw and experienced in those countries left us needing a change of scenery and a quieter way of life.

Since coming to San Blas, we have met many locals who have opened their hearts and homes to us. We experienced the full extent of their goodwill during the busy Easter holiday, the busiest time of year on the beach in Mexico. People from the other *ramadas*, who in theory were our 'competition', stopped by and offered any kind of help we might have needed, from food and supplies, to change, to temporary employees. It was amazing, and showed us just how wonderful the people of Mexico are.

Because of our location, we also had the pleasure of meeting cruisers who anchored off our restaurant — and they've been great, too. But suddenly, all the cruisers stopped visiting.



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LETTERS

Then a Canadian cruising couple stopped by to inform us that a gentleman by the name of Norm Goldie, who is originally from New York but who has lived in San Blas for many years, had been telling cruisers to stay away from our establishment! Goldie apparently claimed that we didn't have proper licensing and that we were taking jobs away from the local people. It was very upsetting because neither of the accusations were true, and they were being made by a man we'd never met. But after all we'd seen in the Middle East, my husband and I agreed that we wouldn't get into a squabble.

But on March 11, Eduardo, a local fisherman who is also a friend, came to our home to ask for help. He told us that Goldie had sent an email to Greenpeace to complain that local fisherman didn't have licenses to fish the waters near and around San Blas. For reasons that are still unclear to us, the Mexican government hadn't issued fishing licenses to the owners of small vessels, although they had still allowed them to fish. But Eduardo was understandably upset, stating that Goldie had singlehandedly taken away the livelihoods of the entire village, the population of which relies on their daily catch to survive.

Eduardo asked us to join a protest the next day in Tepic, the state capital, where the issue would be taken up with the government. My husband and I agreed that we would. After all, it's one thing for somebody to try to destroy the business of people like us who could afford such a loss, but we couldn't stand by and watch a *gringo* do something that would take food from the plates of the families of subsistence fishermen.

So on March 12 we sat in a government meeting room while more than 100 local fishermen from San Blas asked for the right to make a living for themselves and be able to feed their families. Justice was swift. In less than two hours the locals had regained the right to fish. The fishermen later addressed the problem of Norm Goldie among themselves and with us. We were told that this man has attacked the character and businesses of the good people of San Blas for many years. We had been unaware of the problems and mischief this man has caused until person after person came before us to voice their concerns. The locals told us that this man from Brooklyn has called them thieves and liars, and had used his radio to divert cruisers from their businesses to other businesses, getting kickbacks for doing so.

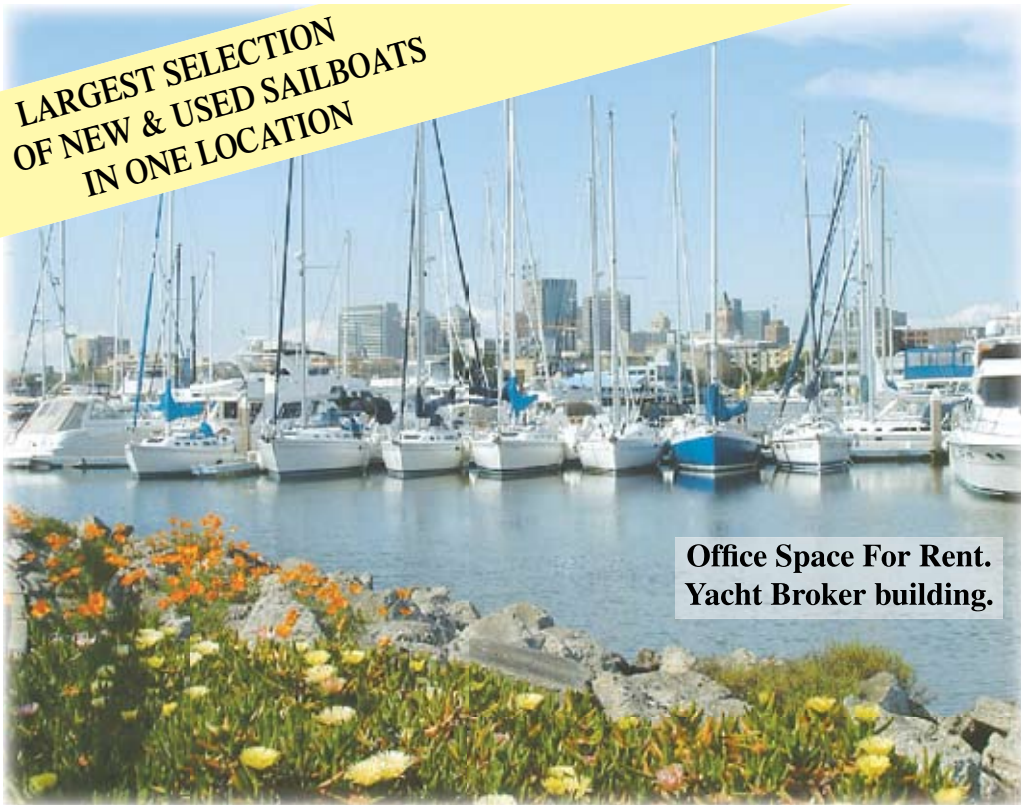
We have no way of knowing if all the accusations are true, but because of the meeting in Tepic, Goldie got a lot of apparently unwanted attention in the newspapers and on television. And the local people have apparently had enough, as they've asked the government to look into his status, and hope that he will be deported. San Blas and the surrounding area is filled with hard-working and trustworthy people who have gone above and beyond to make my husband and me feel welcome. We are proud to call these people our friends and neighbors, and trust anyone who visits here will feel the same. We hope that cruisers will not take the ranting of one man as truth, and still frequent this beautiful place in the world, and our restaurant.

Fay Corbiell and Marcel Gall
 Neptuno's Restaurant
 Matachen, Mexico

Ray and Marcel — Oh no, not again! Over the years, we've been everything from a friend to an enemy of Goldie's, who seems to be his own worst enemy. There is no denying that he's helped a lot of cruisers, but he's also infuriated many, many others, who either haven't wanted his help, thank you, or felt he was sticking his nose in other peoples' business.

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LETTERS

One of the biggest furors took place about five or six years ago, when the clearing regulations were different, and it was unclear whether cruisers anchored in Matachen Bay needed to clear with the San Blas port captain and whether they had to hire a very expensive ship's agent to do the clearing. Many cruisers told us that Goldie would get on the radio, pretend to have some sort of quasi official status with both the U.S. and Mexican governments, and threaten those who hadn't checked in. Goldie became a reason that many cruisers bypassed San Blas for a number of years.

About a year ago, we were forwarded a copy of a San Blas newspaper that featured a front page headline saying that Goldie had been charged with illegally having antiquities and other things, and said he was in big hot water. Nothing big, apparently, came of it.

As he's old and in declining health, we have no idea why Goldie continues to get involved in such squabbles. Like you, we think he means well, but just can't get it straight. In any event, the next time we're anchored in Matachen Bay — a bay with a spectacular jungle backdrop — we'll be sure to stop at Neptuno's.

↑↓ A NEW STANDARD FOR CATAMARANS?

On monohulls, the tradition has been for there to be a sculpture of a maiden or mermaid on the bow. But with the March



ELECTRONIC / RICHARD

28 *Lectronic Latitude* photo of Alicia dangling from the starboard transom of *Profligate*, was the Wanderer establishing a new standard for cats by having a maiden on

Proper placement? Rubbish! Alicia's just having a little fun back on the transom.

the transom, too? If so, is the proper placement to starboard or to port — or both? Of course, I suppose a matching pair of twin sisters would balance the cat for the best sailing.

Anyway, great job with the magazine and *Lectronic*. I enjoy every edition.

Corky Stewart
Brigid, Islander 36

Corky — You're trying to apply logic to a merely serendipitous situation. We and 10 or 15 other folks, most of whom had done the Banderas Bay Regatta, decided it would be fun to do a daysail on *Profligate* from Paradise Marina to Yelapa and back. The sailing conditions were lovely on the way back — as they usually are on Banderas Bay — so we put the kite up and were giving everyone a chance at the wheel. We really enjoy sharing *Profligate* with others like that.

As we were sailing along, we got to thinking that the covers of the recent *Latitudes* had been looking kind of similar, and that something entirely different would be nice. So we asked Lisa Zittel if she'd mind posing while standing atop the seagull striker with the spinnaker in the background. She jumped at the opportunity, and the result is this month's cover. Alicia, Lisa's crewmate in the recent regatta, also expressed interest

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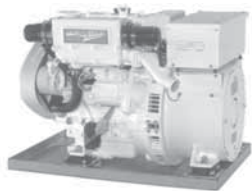
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LETTERS

in being photographed and maybe appearing in the magazine. Since, in addition to having worked on boats like the 100-ft canting keel racing sloop Maximus, Alicia is also a big-time surfer, we decided to have her pose in a 'hanging five' stance on the transom. It's as simple as that. A boat sailing on Banderas Bay, a couple of gals who enjoy being photographed, and the tortured mind of a sailing magazine publisher straining to come up with something different for the cover. No new traditions, no establishing anything, no proper this or that. By the way, all aspects of the shooting were conducted in carefully controlled conditions by professionals on a closed course. Do not try them yourself.

↑↓ YOU DON'T HAVE RESPECT FOR ANYTHING HAM

With regard to your problems with your Icom 802 SSB, operating a marine SSB radio without SWR meter is like operating a marine diesel without oil pressure and coolant temperature gauges. Besides, at no time have you mentioned your antenna and RF ground systems, which are the life blood of your HF signal. Incidentally, ham model radios all come with built-in SWR and power-out meters, but you don't seem to have too much respect for anything ham.

Besides, as the Dear Leader of over 100 boats in the Baja Ha-Ha, many of them relative novices, you should be ashamed of yourself for not having a back-up radio and tuner. You can pick up an Icom M700 for relative peanuts, especially because this trusty workhorse does not support Pactor controllers.

Peter Hartmann

Ahaluna, 52-ft Custom Michel DeRidder sloop
Blaine, WA

Peter — Not having an SWR meter for an SSB radio is not at all like not having oil pressure and coolant temperature gauges. Those gauges warn against conditions that will cause the destruction of the engine — which is why they are found on all diesels. An SWR meter doesn't do anything to prevent damage to a radio — which is why they don't come as a standard feature. An SWR meter is much more analogous to a tachometer on an engine, and we all know it's easy to live without a tachometer.

We've always had plenty of respect for ham radio operators, although we've never agreed with those who insisted that learning code ought to be part of the licensing process. We viewed learning code as a waste of time and hazing on the part of some 'ham nazis' — a belief reinforced by the fact that the requirement to learn code has been dropped. On the other hand, we could see the merit in a test requiring that HF operators understand the basics of HF radio before getting a license. That would make sense because, unlike learning code, it would tend to improve radio operation and etiquette, and wouldn't be forgotten the next day.

Although we're going to carry a backup SSB in future Ha-Ha's, we're not the least bit ashamed for not having carried a backup in the past. All Ha-Ha entrants are clearly advised that the event is only "for skippers and boats who would have sailed to Cabo even if the Ha-Ha didn't exist," and that the event is absolutely not an offshore handholding service. In other words, each entry always needs to be prepared to complete the course on their own. Indeed, while the Ha-Ha recommends that all boats have an SSB, they are not required, and about 35% of the fleet does not carry them. But because there are so many boats, and the legs are relatively straight and short, it's rare that anyone is ever out of VHF contact with less than a half dozen boats. (For what it's worth, we've made a number of trips to Mexico on our boats with nothing more than a VHF.)

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LETTERS

The other reason an SSB backup is not necessary was clearly demonstrated in last year's event. Within minutes of our Icom going down, Bill Finkelstein of the Valiant 50 Raptor Dance immediately stepped in and took over net responsibilities. He did a great job with the roll call, weather reports and all the rest. If he hadn't been there, others could have filled in.

Since you and others have questioned the qualifications and the procedures used by those who troubleshot the 802 on Profligate during the Ha-Ha and later in Puerto Vallarta after it had supposedly been repaired by Icom, we hope the following letter to Icom will suffice:

"While on the Baja Ha-Ha last November, I was asked to help diagnose a problem with the relatively new Icom 802 radio aboard the mothership Profligate. The issues were a very weak signal, clipping of the audio, and, when we tuned the radio, it would go to 'Thru' mode, indicating that it did not tune.

"I diagnosed the system using an SWR meter, an Icom IC706Mk2G, and an AH4 tuner. We tested the RF cable from the radio to the tuner, and tested the Icom-supplied 10m tuner cable from the radio to the tuner with an ohm meter. Both were fine. The antenna, a 23-ft whip, worked fine with the 706MK2G and the AH4.

"We made an adapter cable and used the AH4 with the M802, and all worked fine. We used the IC706MK2G with the AT140, but it did not tune, just like the M802. So we concluded that the AT140 was bad.

"The owner returned the radio, head and tuner for repair. Icom tested it, upgraded it to current ECOs, and returned it. The repair paperwork states that the AT140 tuner was tested with the radio. I recently reinstalled the radio on Profligate. Guess what? We had the same problems as before. The tuner did not tune!

"I tested the cables again, and all were good. So I borrowed an Icom AT140 tuner from another boat located in the marina, installed it, and the radio worked fine. Again, it pointed to a bad AT140.

"When the owner called Icom service to explain what happened, he was told that the problem was still with his installation and not with the tuner! Apparently, your tech support folks don't believe that anyone else is capable of diagnosing issues with the system. Icom makes great products. The M802 is a great radio. You do not need this type of negative press.

"Who am I? I am part of the Winlink development team that indirectly sells a lot of marine SSB radios. And I own seven SSBs myself. For 13 years I was a vice president of engineering at Qualcomm, where I ran the engineering department that developed the Globalstar satellite system as well as the OmniTrack mobile satellite system. Prior to that I was VP of Engineering at Linkabit, Inc., where I developed commercial and military communication systems. During my seven years at the U.S. Naval Laboratories in San Diego, I did ELF, VLF and HF propagation research. I've also been a licensed ham radio operator for over 30 years."

It was signed Tom Lafluer of the San Diego-based Swan 53 Mistress.

⇕ ICOM SHOULD HAVE A SHOP IN MEXICO

We have an Icom 802 on our boat in Mexico and, luckily, we haven't experienced any clipping problems yet. But we are waiting for them to start.

The reason we're writing is that we feel Icom should have a radio shop in Mexico that could do the necessary repairs. It's a huge hassle to lug that large radio base back to the U.S. And it's also a huge hassle to get it through Customs upon return.



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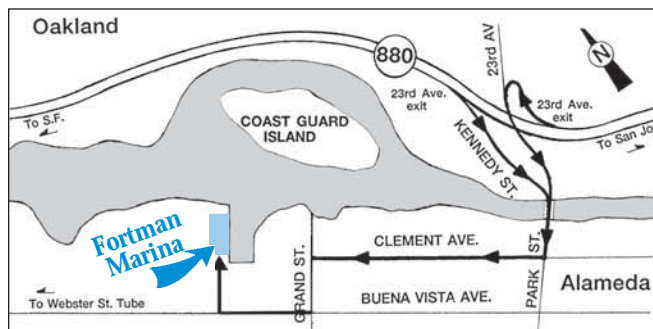
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LETTERS

Icom has major mud in their eyes over this — especially after refusing to believe anyone actually had a problem. That's our two cent's worth.

Chuck Houlihan and Linda Edeiken
Jacaranda, Allied 39
Barra de Navidad, Mexico

Chuck and Linda — Returning all or part of the 802 package from Mexico to Icom in Washington is indeed a pain, and requires some fast talking with Customs in Mexico in order to avoid duty. We know, because we've had to bring all or part of our 802 back twice.

There is some disagreement as to whether 802s that have been working fine need to get the modifications — now up to Mark III — or not. We suggest you contact your HF radio retailer — and hope they are SSB experts — for advice.

If you find yourself in an emergency and your 802 starts clipping, we're told that the problem may be less severe on some frequencies than others. In addition, Jim Corenman tells us that if you speak in a monotone, with as few vocal peaks as possible, there will also be less clipping. In the case of our radio, we had no problems with reception.

As for Icom opening a repair facility in Mexico, we doubt that's going to happen.

↑↓ I THINK THE 706 MK2 IS BETTER

With regard to the discussion about whether people would be better off to buy an Icom 710 or Icom 802, I use an Icom 706 MK2. It's about a third the price of the others, and based on my experience, a superior radio. It's not marinized, but my 15-year-old radio has only had to be serviced once, mostly because of a degrading plug. It cost \$135 to repair. I have traveled across the Pacific with the radio, and when I'm asked "How copy?" the common response is "You're booming in." I've opened the radio to allow VHF and ham use as well. It's a different way to do things.

Paddy Barry
Zafarse, Baltic 42 DP
San Diego (currently in New Zealand)

Readers — It's our understanding that, when modified and working properly, the 802 is the best of the Icom radios because it's the most powerful and has the most features, but that the less expensive Icom 700 series does 99% of everything a cruiser needs, and very well. They are less expensive, too. However, as mentioned above, not all of them have Pactor capability, which is critical for those who want to use SailMail. Consumers need to contact an HF radio retailer, preferably one who is a specialist, to determine the correct SSB for one's needs.

↑↓ SO CLOSE TO CRUISING HE CAN TASTE IT

We sold the office and escrow closes soon. I'm an 'employee' for the next 5.5 months, and then we're out of here. Both my parents passed away in the last three months. What a tragedy and mess. My dad had really been looking forward to sailboat rides in the sunny South Pacific.

With regard to the Icom 802, you should ask Shea Weston, one of the premier SSB radio guys on the coast, about my experience. The one I have now works fine, but the first 802 radio and AT140 tuner I got were lemons. I was completely frustrated trying to figure out why they didn't work, so I swapped them out with a friend's. That's when I learned that both the radio and tuner were bad. I sent a long letter to Icom. They didn't argue, just replaced both pieces. I haven't had any problems since. But the saga had gone on for 18 months.

Poop.

It feels kind of dirty, that poop just hanging out there, doesn't it?

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LETTERS

Our last official big project is our awning, which will be up in a few days. Our new AIS receiver is fabulous, but the new Leisure Furl boom is perhaps the best upgrade of them all! To replace the lost sail area from having to raise the boom — because of the bimini — we just extended the boom 2.5 feet, and didn't lose any sail area at all. My wife now raises, lowers, and reefs the main by herself in less than five minutes. Our new and larger 525 watts of solar panels really puts out the juice — 20-30 amps at peak sun in 12 volts.

Scott Stolnitz
Beach House, Switch 51 Catamaran
Marina del Rey

Scott — The message about it taking 18 months to get your radio right, even with the help of an SSB professional, is that folks who are going cruising need to get all their gear installed and tested in real life situations as far in advance of taking off as possible. We know this is almost never done, but it's a goal to shoot for.

Speaking of goals to shoot for, two of your recent improvements ring a bell with us for Profligate. We can't wait to finally get a big bimini for the cockpit, which would make life much nicer in the tropics, and we're eager to make a major investment in solar power. There's a lot of sun in the tropics, and it's been crazy of us not to use it to keep our batteries charged, run our refrigeration system and so forth. A simpler and easier way to set and strike the main and, even more important, avoid having to take the mainsail cover off and put it back on, would also be terrific improvements. But you can't have everything.

↑↓WE DIDN'T EVEN HAVE A VHF

When we cruised in 'the old days', we didn't even have a VHF. Can you imagine? As for your having replaced a perfectly good SGC SSB with the newer Icom, 'if it ain't broke . . .'

Steve Dashew
Wind Horse, 83-ft 'Unsailboat'
On The Way To the Pacific Northwest

Readers — About 25 years ago a San Jose couple went cruising aboard one of Robin Graham's old boats and wrote a series of articles for us under the title Innocents Aboard. Wanting a 'pure' cruising experience, they took off without a VHF. It was the first thing they bought when they arrived in Cabo.

↑↓A MARK III MODIFICATION ON THE 802

We recently received a copy of the following email from David Masters aboard his yawl *Endeavor* in La Paz. His boat has more or less been the major test site for Icom techs with regard to the Icom 802.

"Icom engineers have come up with a more sophisticated modification for the M802, and we just finished testing it aboard my yawl *Endeavor*. The 'Mod3' has a lot more changes than the previous ones. Some might recall that the 'Mod2' involved changing a resistor and adding a capacitor — which cured almost all the problems. Although the radio was totally usable, there was still a little clipping on some frequencies.

The 'Mod3' involves swapping out some parts, adding some parts, and rewiring some circuits. It's definitely a more complicated and thorough fix than the previous two. We tested it this morning, and talked with Don on *Summer Passage* on 4,6,8 and 12MHz. We couldn't get the radio to clip. We even took a manual tuner and drastically detuned the antenna so that the radio was seeing a very high SWR. It still didn't clip. In addition, it also maintained a very high power output.



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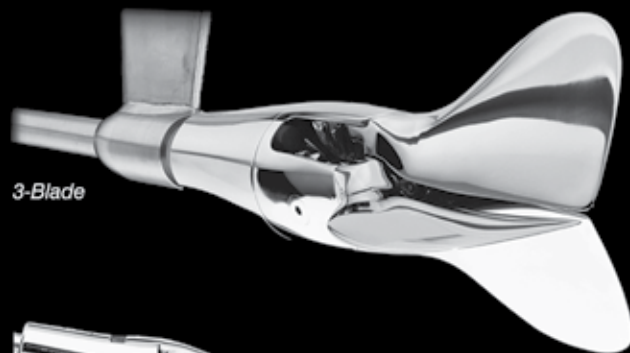


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ATTENTION Icom M802 SSB Owners

For a while now, Icom America has received isolated reports of audio “clipping” during transmit regarding the Icom M802 SSB. The exact symptom is when the operator speaks, on certain voice patterns, the receiving party may hear part of the word being cut out and then the transmission quickly comes back. The operator may hear a few more words and then the symptom would repeat.

After considerable research into this issue, Icom has identified that this occurs when the radio’s antenna system is generating an SWR of 1.6 or more. Proper installation and maintenance of an antenna system may help reduce your SWR and if you have any questions about your antenna system, please consult a qualified marine electronics dealer.

But there are antenna situations where the SWR may be higher than 1.6 (depending on a number of factors). Icom has discovered an improvement that will make sure the radio will not “clip”, no matter the SWR.

If you would like to have this improvement installed in your M802, contact Icom America’s service department for further information.

e-mail: service@icomamerica.com [Anytime]
phone: 425-454-7619 [M-F, 7AM-5PM PT]

Please be aware that this modification will help with the “clipping” issue only. If you have other issues, again, please consult a qualified marine electronics dealer. Also note that this improvement will be in all future M802s.

Thank you for using Icom radios!



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LETTERS

Don reported a good signal and good voice quality. This is the fix people want, as the problems seem to have been totally eliminated.

Rodney Grim, the tech guy at Icom, tells me that 'Mod3' is going to be the new factory fix, and that all the new radios coming off the line will have the fix — although I'm not sure when this will start.

Don of *Summer Passage* deserves a big 'thank you' for all the recordings he made that documented the 802 problems, which were a critical piece in getting this problem addressed. Rodney Grim at Icom also deserves thanks for working this problem through the bureaucracy and keeping Icom's attention focused for the last six months while the problem was identified and finally resolved."

The email was signed David Masters.

Don Melcher
H.F. Radio Onboard
Alameda

Readers — The good news is that the 'Mod3' fix seems to be the real deal. Jim Corenman of SailMail tried a 'Mod3' on his 802 and told us that it seems to have fixed all the problems. For more on the 802s, and whether or not it makes more sense to buy a 710 instead, see this month's Sightings.

↑↓ I CAN DO FAKEYS AND OLLYS . . . CAN YOU?

Thanks for the photo of us and our short report on our new cat and Belize in *Latitude*. For us, it seems as though we've finally achieved star status! All our sailing friends are asking for autographs. Well, not quite, but we really enjoyed it.

We saw the letter in *Lectronic* from Mark and Liesbet, and their dogs Kali and Darwin, and just wanted to say that: 1) We think that Placencia is awesome. So, of course, we immediately started looking for property. And 2) We agree with their assessment of our new cat. Former dog parents — we had golden retrievers K.C. and Hobie — we can relate to their dilemma of wanting both to have dogs and to cruise. Our dogs passed away — happily of old age — just as our kids were starting to steal the show. While our dogs loved the water, they weren't keen on sailing.

If Mark, Liesbet and their canine crew end up spending time in Placencia, we would highly encourage them to hook up with a jungle guide named Percy in Monkey River Town. We



THE PETTY FAMILY

Learning how others lived, members of the Petty family became friends with a jungle guide and his family.

got to know him, his family, and a number of the fewer than 200 residents of the village. Those folks survive at the mouth of the Monkey River, just south of Placencia, by running tours upriver, teaching, and raising environmental awareness about their jungle. And Percy is a phenomenal guy.

In fact, we're in the process of putting together a program to adopt Monkey River Town's only school, to donate school

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LETTERS

supplies and set up pen pals for the kids there with kids in our schools here in Pleasanton. Back in the day, Monkey River Town was a waypoint for the transfer of bananas brought downriver to be loaded aboard ships for transport to various ports for trade. But a hurricane and later an epidemic all but wiped out the village. By the time an even meager recovery had begun,



One of the Petty's favorite places in Belize was palm-lined Ranguana Caye.

a highway had been built and all the bananas were being shipped by truck. Today Monkey River Town has no running water, and electricity a few hours a day if the generator is working. Nonetheless, the residents are some of the happiest people we've ever met. They don't have TV, they don't have the internet, but they do have lots of nature.

It was really cool watching our kids interact with the locals. My 10-year-old son was trading stories, such as, "I've got a really cool skateboard and can do fakeys and ollies . . . can you?" To which the local kid replied, "I can do a standing back flip and free dive to 40 feet, and hold my breath for three minutes. How about you?" And so on and so on. The experience was a real eye-opener for my well-protected and a bit spoiled offspring!

If anyone is interested, here's our short list of favorite anchorages in southern Belize:

1) Ranguana Caye — A totally awesome place and by far our favorite. It offers beautiful snorkeling, great fishing, and all three of the locals are fabulous. 2) Nicholas Caye — We anchored in 10 feet of water behind the barrier reef that drops to 3,600 feet. There's a fabulous wreck just east of Hunting Caye in less than 10 feet of water and great snorkeling. 3) Lime Caye — The southernmost point in the Sopadilla Cayes. It has a nice beach and friendly locals. We missed Seal Caye on our return, but hear that's fabulous, too.

Anyway, be sure to tell Mark and Liesbet that they're more than welcome to keep an eye on our cat *Hope*. We're headed back next year over the Christmas holidays, at which time maybe we can meet in person.

Doug, Leslie, Taylor, Spencer and Cooper Petty
Hope, Moorings 4600 cat
Pleasanton (currently in Belize)

↑↓ CLEVER LITTLE ASIDES

Latitude 38 is usually informative and entertaining. But I just don't get the publication's gratuitous jabs at "government" such as those that appeared in the current article about the screw-up with the Ayala Cove moorings.

"As so often happens with government-run projects . . ." the reporter notes, "there were delays and postponements . . ." And don't hold your breath about getting a quick fix because "we're talking about government agencies here . . ."

If there is some kind of government lapse or malfeasance in this case, it might be useful to know who's at fault and how much it's costing us. But I suspect that the writer was more interested in making a clever little political aside than presenting useful factual information. And private organiza-

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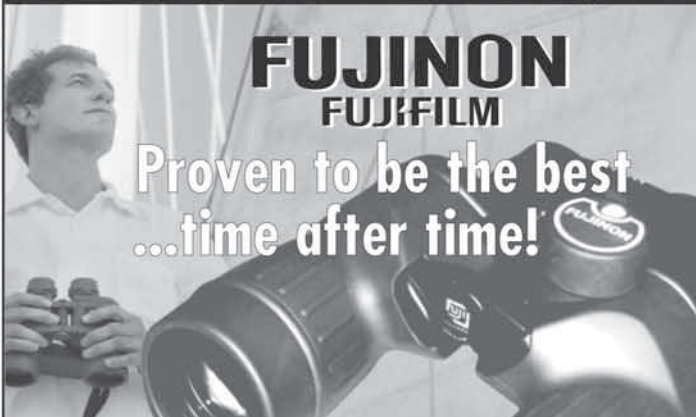
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LETTERS

tions never have annoying or costly screw-ups, do they? Maybe the writer should read up on Halliburton, Enron, PG&E, the phone company, etc.

Phil Kipper
San Francisco

Phil — See if reading the next letter changes your mind.

↑↓ COMING TO YOUR RESCUE WITH A CRACKED HULL

Does the government drive you as nuts as it does me with the spectacular way in which they waste taxpayer money?

If you read the article in the April 17 *New York Times*, you know that, in 2002, the Coast Guard, Lockheed and Northrop entered into the 'Integrated Coast Guard Systems' partnership to modernize and manage a \$24 billion Coast Guard fleet of ships and airplanes over the next 25 years. And you know that, so far, it's been a total disaster.

The partnership has worked on three classes of ships so far, all of which have had problems. The largest is the 123-ft patrol boats, all eight of which got \$100 million renovations. Unfortunately, shortly after they were launched they developed large cracks in the hulls and decks! The ships were so unseaworthy they had to be taken out of service! When it was learned that it would cost another \$50 million per ship to repair them, they were permanently retired.

Admiral Thad Allen of the Coast Guard said that the so-called Deepwater program had "stumbled" because the Coast Guard and contractors had put more emphasis on trying to honor a construction schedule than worrying about the cost and performance of the ships being built. As if the important thing was not that the ships would float, but that they be 'completed' on time.

But what really infuriates me is that Allen then said, "We relied too much on contractors to do the work of government." What he should have said is that the Coast Guard, and other members of government charged with watching over the spending of taxpayer money, completely failed to live up to their responsibilities. When a private owner has a large private yacht built, he always has one or more rep(s) overseeing the work and costs. Where was our government in overlooking the expenditure of taxpayer money in this case?

Despite the disastrous start to Deepwater, a spokeswoman for Integrated was quoted by the *Times* as saying the program's failures and comments of the Admiral didn't mean there would be any significant changes, and that Lockheed and Northrop would continue to build ships, aircraft and communication systems for the Coast Guard. What do you think of that?

Michael Harten, Jr.
San Francisco

Michael — We think that if average citizens ever came to realize how stupidly and irresponsibly their tax money was being spent on the state and national level, there would be a revolution that would make what happened in France in 1789 look like a tea party.

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

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

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

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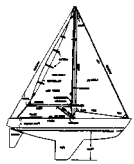
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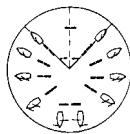
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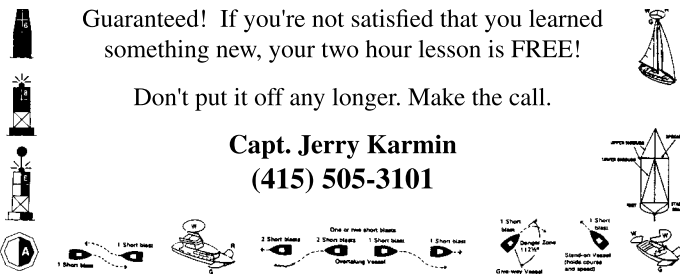
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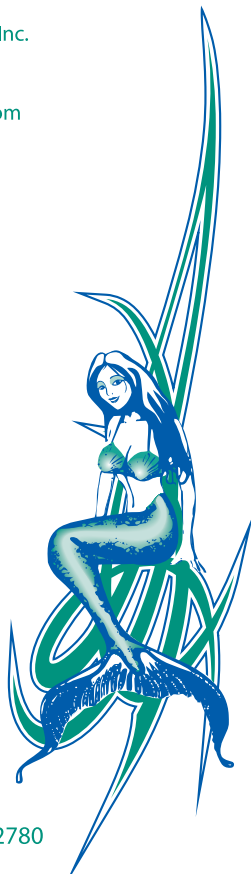
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In much the same way that Hunter S. Thompson invented gonzo journalism, Gary Clifford and Jonathan Livingston 'in-



Gary Clifford, man of many colors.

vented' gonzo sailing. The year was 1984, and the two decided to double-hand Hunter's Express 27 *Light N' Up* in that year's Pacific Cup. (In fact, it was Clifford who successfully lobbied for the Pac Cup to include a doublehanded division — and lower the size limit from 29 to 27 feet.) Our own Shimon Van Collie did the debrief after the race, compiling it into an article called *The Squallbusters*. Some highlights:

* The first day, under storm jib and reefed main, *Light'N Up* did close to 260 miles. Their best day's run on the 11-day crossing was 320 miles. Remember, this is on a 27-ft boat.

* After four days and 1,100 miles — an 11.5-knot average — they were

only 50 miles behind *Merlin*, the fully-crewed 67-ft ultralight. *Merlin* would go on to set a new Pacific Cup record of nine days and change. *Light'N Up* would finish two days later, again in the company of much larger boats.

* Unlike Hunter Thompson's chemical-fueled journey, Gary and Jonathan "had cocktails the first night out, but the bottle never came out again. A glass of alcohol required two hours of rest and we couldn't afford the time." The only 'substances' in which they indulged from then on were caffeine and adrenaline, the latter produced out of stark fear. "At night we were in total blackness," said Gary, "and the boat was just going *vrooom*. It was like the Space Mountain ride at Disneyland, only you could never get off."

* (from a tape recording made during the race) "I can truthfully say I've never been so terrified in my entire existence. . . We're clicking off 22 coming down a wave now. I can't see shit. Just blasting into the night. . ."

* "We had never doublehanded before," said Gary. "On the eighth night we had to jibe for the first time. We said, "What the hell do we do now?" Jonathan handled the bow. I was in the back and in the process of releasing the foreguy, the boom blasted me in the head. It was just a little cut but it looked like 40 gallons of blood all over the cockpit. Jonathan thought I was dead!"

Gary continued to sail *Light'N Up* — hull #3, which he bought new in 1981 — in many local events, always leaving the dock and returning to it with the same big smile, no matter how well or badly he did. He may also hold the record for the number of people introduced to sailing and/or Express 27s, because he took *everybody* out. And when he couldn't go, he was known to 'throw the keys' to someone else with just two rules: take anyone out who wants to go, and — have fun.

We are sorry to report that Gary Clifford passed away on April 7 after an 18-month battle with cancer. He was 68. View a tribute to him at <http://www.youtube.com/watch?v=TL5oYGF-Nss>.



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LOOSE LIPS

Wish I were there.

"Greetings from the desert! Looks like you have a great boat show coming up. I wish I could be there to meet the Pardeys, and Charles and Corinne Kanter."

— *Morgan Goring*
former Bay Area
liveaboard



Morgan — We wish you were here, too. Please stay safe. Also please let us know when you return and we'll do what we can to arrange a meeting with the Pardeys and Kanter. By the

way, how well do those 'ships of the desert' (behind you) go to weather?

Outward Bound gets new design

For reasons we've never fully understood, many 'outdoor' organizations persist in using ancient designs to introduce kids to sailing. Not that there's anything wrong with restoring or sailing traditional craft, but how much sense does it make to introduce kids to this great sport in old, leaky, slow, open boats that were probably outdated back when Nantucket had sleighrides?

So we were pleased to learn that Outward Bound, the national, nonprofit outdoor adventure-education organization, announced last month that it's finally replacing its '60s-vintage wooden pulling boats with . . . a *new* design! The first new boat commissioned by Outward Bound in 42 years is a 30-ft fiberglass cat schooner, drawn by Rodger Martin Design and called the Outward Bound 30. According to the PR, "the design will highlight the many changes seen in boat technology over the last 40 years, while respecting the traditional characteristics of the original Outward Bound pulling boat and reflecting the evolution of its sailing program throughout the years." Translation: the boats will be built of fiberglass, have a modern hull shape and modern conveniences, like a head. They will carry six students at a time and, in case it's becalmed, six carbon fiber oars. Alas, there is no engine. Don't want to get *too* modern, after all.

Two boats are currently under construction in Southport Island, Maine, and will launch in June.

Kudos to KKMI.

The Keefe Kaplan Maritime, Inc., boatyard in Richmond received 'Boatyard of the Year' from the American Boat Builders and Repairers Association last month. This is first time any Northern California boatyard has won the ABBRA's most coveted award, no mean feat considering the number of excellent yards and marine facilities located here.

Founded in 1996 by Paul Kaplan and Ken Keefe (and located on the site of the former Sanford-Wood Boatyard), KKMI has always focused on quality and efficiency, even down to relocating their supply store to the middle of their property so workers and clients don't have to walk so far to get to it. New this year is a floating Service and Repair Center — a steel barge with 2,000 square feet of workspace designed specifically to make vessel repair more efficient.

Yet another use for duct tape.

It's old news now, but we thought you'd still enjoy the case of the M/V *Warrior*. On March 6, a court in Oakland found the

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LOOSE LIPS

owner of the 39,000-ton bulk carrier was grossly negligent in the operation of a vessel after they admitted to allowing the vessel to cross the Atlantic Ocean last September with two large cracks that had been covered with tape and painted over.

Twilight Marine Ltd. of Malta pleaded guilty to the misdemeanor charge and agreed to pay a \$50,000 fine and \$100,000 in restitution to a local environmental agency. They also agreed to abide by an environmental compliance program which required crewmembers to actually be properly trained.

Donate your boat to science.

Well, *here's* a new one. Under a grant from the Coast Guard, the National Association of State Boating Law Administrators will be purposely crashing boats into each other later this year to better understand the dynamics of boating accidents.

And they need people to donate those boats.

Specifically, they're looking for "a variety of powered, trailerable watercraft from bass boats, open runabouts and pontoon craft, to small cabin cruisers and personal watercraft." As you note, sailboats were not mentioned. The very good reason is that most boating accidents do not involve sailboats. But who knows, if you're a *CSI* junkie like us and have an old jet ski gathering dust, maybe you might be interested in contributing it.

All donated craft need to be in operating condition and be on operable trailers. You will also need to produce legal ownership paperwork. Those who donate craft will receive a fair-market verification, which will allow you to write the donation off your taxes. For more on the types of boats NASBLA is requesting, or exactly how to go about the donation process, call (859) 225-9487 or email info@nasbla.org.

She's back!

The lumber schooner *C.A. Thayer* returned to her Hyde Street Pier berth on Wednesday, April 18, gleaming after a three-year, \$14 million restoration at Bay Ship and Yacht in Alameda. Gone are the rotting planks, weeping rust and her horribly hogged keel — the 'new' *Thayer* looks as good as when she slid down the ways at Fairhaven (near Eureka) in 1895. (Well, except for the lack of a rig and bowsprit — those will be refitted this summer.) During her 50-year career, the 219-ft (LOA), 400-ton three-master hauled the West Coast lumber that was used to build the burgeoning cities of Oakland and San Francisco. In her later years, she was converted to fish for cod in the Bering Sea. One of only two survivors in a fleet of 900 lumber carriers, the *Thayer* also has the distinction of being the last commercial sailing vessel to operate from a West Coast U.S. port. She was acquired by the San Francisco Maritime Museum in 1957 and opened to the public in 1963. Rechristened the day after her arrival, the reborn *Thayer* is once again open to the public.

Stormy weather claims sailor off Newport.

Stormy weather in mid-April once again closed out the entrance to Newport Beach as heavy surf pounded the coast. Unfortunately, a sailor trying to make safe harbor ended up crashing into the outside of the west jetty — an area known to surfers as The Wedge because even moderate size waves are 'wedged' into huge breakers by the breakwater. The 30-ft boat was reportedly smashed to pieces and sank within 15 seconds. The next day, divers identified the boat as belonging to William Ott, 61, of Arizona, who remains missing at this writing. On Wednesday morning, April 19, in winds gusting to 35 knots, Ott departed San Pedro intending to sail to Santa Barbara. He hit the breakwater later that afternoon. The wind and sea conditions were so rough that debris from the wreck was reportedly found as far away as Laguna Beach.

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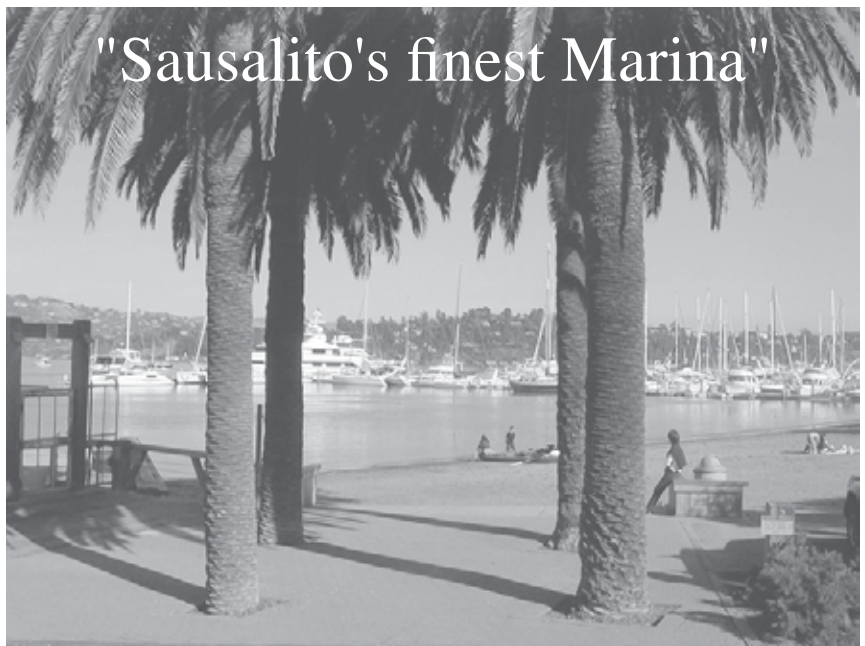
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SIGHTINGS

ha-ha 14 slated for october 28

Six-hundred-and-fifty sailors did it last year aboard 184 boats — most of them from the West Coast. Is this your year?

We're referring, of course, to the 750-mile Baja Ha-Ha Cruisers' Rally from San Diego to Cabo San Lucas, with R&R stops at Turtle Bay and spectacular Bahia Santa Maria. Ha-Ha Honcho Lauren Spindler recently announced that this year's event will start with the West Marine-sponsored Ha-Ha Kickoff and Halloween

LATITUDE / JR



Above, the charge of the Ha-Ha brigade. Spread, the gang's all here at Bahia Santa Maria. Inset, no Ha-Ha event would be complete with a conga line.

Costume Party on October 28, and finish with the Cabo Marina-sponsored awards ceremony on November 10.

The goals of the Ha-Ha are for everyone to reach Cabo San Lucas safely, and have a lot of fun along the way. If history is any indication, chances are good that you'll meet scores of great people who will not just become friends for the event, but for the season — if not a lifetime. In fact, if you're single and not careful, one of them may end up becoming your spouse.

To qualify for the Ha-Ha, a boat must be at least 27 feet in length and have been designed, built and maintained for open-ocean sailing. Experienced offshore sailors with smaller boats may apply for special dispensation. Monohulls and multihulls are welcome, and each year four or five powerboats have joined in, too. Last year's fleet ranged in size from 20 to 84 feet. The average boat length was 42 feet and the average boat age was 17 years.

Every entry must have a minimum of two crew who have overnight offshore and navigation experience. Last year's participants ranged in age from 15 months to 81 years — but fortunately the little one and the old fella weren't doublehanding the same boat! While two crew are the minimum, the Ha-Ha recommends three or four, ideally with at least one who has done a Ha-Ha before. "A lot of couples find out that doublehanding the 360-mile first leg is exhausting," says Spindler, "and that having extra crew would have resulted in their getting more rest, being more relaxed, and having more fun."

While the typical Ha-Ha skipper has had more than 20 years of sailing experience, for more than half of them it was their first long-distance cruise. On the other hand, a few of the Ha-Ha skippers had been sailing less than a year, and several of them continued on to New Zealand — and perhaps around the world.

While weather conditions along the west coast of Baja have historically been relatively benign in late October and early November, nobody should kid themselves. By doing the Ha-Ha they are potentially exposing themselves to the full fury of the Pacific Ocean. If your goal is to get to Cabo with maximum comfort and minimum risk, you should buy a ticket on a cruise ship. But if living an adventure is your goal, and you're prepared to assume the risks, you might consider the Ha-Ha.

There have been a total of 39 legs in the previous 13 Ha-Ha's, and all but two of them have been downwind. There have only been two

continued on outside column of next sightings page

atlantic

Construction is underway in the Netherlands for the recreation of one of ocean racing's most famous yachts — the splendid 185-ft (LOD) three-masted schooner *Atlantic*. This was the vessel which gained enduring fame in the 1905 Kaiser Cup. Not only did she win the race across the ocean whose name she bore, but, under legendary skipper Charlie Barr, she set a 12-day, 4-hour record which would stand for 75 years until Eric Tabarly's foiler trimaran *Paul Ricard* beat it in 1980. The race record would stand for 100 years — it was beaten only two years ago by another schooner, the 145-ft *Mari Cha IV*. (You may also recall, if you have read previous mentions on these pages, that Barr pushed the boat and crew so hard through gale conditions that the owner came on deck to almost beg



LATITUDE / ANDY

lives again

him to slow down so his terrified guests would not lock themselves in their cabins praying for their lives. Barr basically ordered him back below, noting, "You hired me to win this race, sir, and that is what I'm trying to do!")

The original *Atlantic* — owned by several successive captains of industry who entertained all manner of rich and famous personages aboard — met an undignified end. Abandoned in Norfolk, Virginia, in 1982 she was cut up and hauled to a landfill. But the legend lived on, and Dutchman Ed Kastelein — owner and/or creator of several large classic yachts, including the 125-ft Grand Banks schooner *Zaca a te Moana* and the 137-ft *Eleanora* (a recreation of Nat Herreshoff's famous *Westerly*) — commissioned the

continued in middle column of next sightings page

ha-ha — cont'd

legs in which it blew more than 30 knots for more than a few minutes. Typical Ha-Ha conditions are 5 to 18 knots of wind from aft, with small to moderate seas. Weather reports from Commander's Weather will be broadcast to the fleet each morning during the roll call.

It's critical that everyone understand that the Ha-Ha is absolutely not an offshore handholding and/or rescue service. "The Ha-Ha is only open to boats and crews that would have been ready and willing to do the trip to Cabo on their own, and are prepared to be self sufficient," says Spindler. "People also need to realize that there are no tow or medical services between Ensenada and Cabo." That having been said, the Ha-Ha has a long history of people helping others, from the smallest to the biggest problems.

It goes without saying there are no marine stores between Ensenada and Cabo. However, West Marine founder Randy Repass assured the event's Grand Poobah that the company's SC40 *Promotion* will be doing this year's Ha-Ha. We wouldn't be surprised if her crew brought along some catalogs and order pads.

One of the coolest features of the Ha-Ha is that you're rarely if ever alone. With over 150 boats sailing a straight course of 360 miles or

continued on outside column of next sightings page



ELECTRONIC / RICHARD

SIGHTINGS

ha-ha — cont'd

less, there are usually half a dozen or more boats in sight, and many more than that near the starts and finishes of each leg. With a program that provides bios of each entry, it's fun to identify your neighbors. A second cool feature is that each day of the Ha-Ha the air and water get warmer. It's cool if not cold when the fleet leaves San Diego. Three days later in Turtle Bay, air temps are usually much warmer and the water's often warm enough for swimming. From Turtle Bay south, weather has always been wonderfully warm.

If you'd like to receive an entry packet, please send \$20 to Baja Ha-Ha, 401-F Miller, PMB 140, Mill Valley, 94941. Note that this is a new mailing address. The entry packets, with all the sponsor discount

continued on outside column of next sightings page

atlantic

Van de Graff yard in Hardinxveld-Giesendam, Netherlands, to build *Atlantic*. This after four years of combing archives all over the U.S. for original drawings.

One of the most modern vessels of her day, the all-steel original *Atlantic* was designed by William Green and launched in New York in 1903. She had a heating system, hot and cold running water and even refrigeration. Under power alone, she could do 17 knots. While the new *Atlantic* will adhere faithfully to the original scant-



— cont'd

lings, modern mechanical and electrical systems will shave about 30 tons off the 395 tons of the original. Accommodations will also be tailored more toward her eventual use as a charter vessel, with sumptuous staterooms for 12 guests, and the captain's and 10-person crew quarters forward. In terms of usable space, there will be no comparison to the old days when 39 crew and officers lived aboard year-round.

continued in middle column of next sightings page



Breezin' along — clockwise from above: 'Valhanna' tries to catch every little zephyr; big boats aren't the only ones who enjoy the fine spring days; 'Corto Maltese' scoots along at hull speed; a lovely little Pelican glides through Richardson Bay; hunkered down and hanging on aboard 'Alchemy'.



LATITUDE / JR. LADONNA & SUTTER

ha-ha — cont'd

offers, will be mailed out around June 1. The actual entry fee is \$325 per boat, which is about 75% less than similar two-week events. For all that moola, you get a number of discounts on everything from berthing to marine products, lots of swag, including T-shirts, hats, burgees, beach balls, frisbees, sunglasses and a copy of *Latitude 38's First-Timer's Guide To Mexico* — plus free food and drinks at the Kickoff Party, and we can't remember what else. If you're young and have a small boat, inquire about the 'We're Young and Have A Small Boat' discount.

The deadline for entries is September 10 — although there are three reasons to sign up early. First, the folks at Cabo Marina save all their vacant slips for the Ha-Ha fleet, and those slips are given out based on the order in which people signed up for the Ha-Ha. If you don't sign up promptly, don't whine in November when you're at the bottom of the list for a slip. (In fact, don't ever whine on the Ha-Ha, it's against the rules.) Second, *Latitude* has published the bios of all the Ha-Ha entries in the past, but because of limited editorial space and an increasing number of entries, late entries might not make the cut. You'll be in the program, but it's not certain you'll be in the magazine. Third, the Ha-Ha reserves the right to limit the number of entries to 200. If the magic number is reached before you get your entry in, you'll be out of luck. The Ha-Ha doesn't anticipate getting that many entries — but then it didn't anticipate getting 184 last year, either.

Why do the Ha-Ha? You'll most likely have an extremely memorable, if not life-changing, two-week adventure. If you don't believe us, ask someone who has done one. Or four or five.

The volunteer Ha-Ha event management team — the Wanderer as Grand Poobah, Banjo Andy as Assistant Poobah, and Doña de Mallorca as Chief of Security — will return again, bringing with them a total of more than 25 years of Ha-Ha experience. "We wouldn't miss it for our lives," they say in unison. And once again, *Profligate*, *Latitude's* 63-ft catamaran, will be the mothership. Speaking on behalf of all the Ha-Ha volunteers, we can't wait to sail south with you!

— RS

a cure for the 802 blues

It looks like the fix is in. The Icom M802 marine SSB fix, that is. And that would be a very good thing.

Based on the opinions of people who we believe really know marine SSB radio — Jim Corenman of SailMail; Don Melcher of H.F. Radio Onboard in Alameda; Shea Weston of Offshore Outfitters in San Diego; and radio expert Tom LaFleur of *Mistress* — the Icom M802 is basically a superb radio. Perhaps that's why, according to radio guru Gordon West, the 802 easily outsells all its SSB competitors combined — at least in the United States.

Unfortunately, the 802s had a glitch in certain situations and installations, a glitch that Icom later admitted they perhaps didn't identify and solve as quickly as they could have. The glitch was that on some boats the 802s would clip transmissions and not transmit with as much power as they should have.

After working on the 802 aboard David Easter's *Endeavor* in La Paz, the Icom techs came up with what was called 'Mod2'. It eliminated almost all the clipping — although there was still minor clipping on some frequencies, and the radio didn't transmit with quite as much power as it should have. Nonetheless, Easter wrote friends that he could certainly live with the improvements made by 'Mod2'. And Icom encouraged those with bad 802s, such as ourselves, to return their radios for the fix.

continued on outside column of next sightings page

SIGHTINGS

802 cure — cont'd

Unknown to us, Icom didn't stop there, and continued to work on Easter's radio. Recently their techs came up with 'Mod3' which, we've been told, not only solves all the clipping issues on all frequencies, but also allows the 802 to transmit with all the power that it's supposed to. Jim Corenman has a 'Mod3' on his radio, and is satisfied that it takes care of all the problems. All future 802s are going to have 'Mod3'. For those with radios that haven't been modified, or only got 'Mod2', Icom is recommending that we send them back again. Nobody has to tell us what a pain it is to ship radio gear back and forth between the U.S. and a foreign country, but if that's the price we have to pay to get an excellent radio to work perfectly over the long haul, we can live with it.

Some *Latitude* readers, including many who are starting to outfit their boats for fall cruising, have been asking us which SSB they should buy. Since almost all cruisers have either the Icom 710 or the 802, and they are both acknowledged to be great radios, we think that it's smart to stick with the Icom brand. For if you're new to SSB, it's nice to have lots of friends who can show you how to use your radio and get the most out of the various features. But should you get the 710, which never had a clipping problem, or the 802, a radio whose problems — we trust — have been solved once and for all? We turned to Don Melcher, Icom's biggest dealer in the U.S., who sells about 150 SSBs a year, for a recommendation.

"Operationally, there is very little difference between the M710 and the M802," says Melcher. "For example, there is no difference for email. Marine nets are channelized, so there is no difference there. Weatherfax is channelized, so there is no difference there. Ham nets are effectively channelized, so there is no difference there, either. However, if you're on a ham net, and you and a buddy on the net want to go to another frequency to chat, it's a pain in the butt with a 710. I've done a mod to the 710 that makes such changes tolerable, but it's far easier to do with the 802."

If there is virtually no operational difference between the 710 and the 802, why would anybody get the 802 radio and tuner combo, which is \$400 more expensive than the 710 radio and tuner? For example, during the recently completed Strictly Sail Boat Show in Oakland, Melcher sold 19 Icom SSB radios, of which 17 were the more expensive 802s. How come?

"The biggest difference is that the 710 comes in a very big box," continues Melcher. "The height and width usually don't pose installation problems, but the 16-inch depth does. They used to make a separate head for the 710 so that it didn't matter that the radio itself was so big, but they don't do that anymore. If you can fit a 710 into your boat, that's a great choice. But if you can't, you almost have to go with the 802, which comes with a VHF-size head separate from the radio, and that makes them so much easier to fit on sailboats. So even though the 802 costs \$400 more, and operationally is almost the same as the 710, almost all sailors go for the 802 out of necessity. The 802 also has a DSC feature, which requires an additional \$200 antenna, but I wouldn't consider that a primary reason to get an 802."

There are two SSB radio experts for sailboats, Melcher and Shea Weston of Offshore Outfitters in San Diego. It's nice to know that Weston is in complete agreement with Melcher's assessment.

The one thing all SSB radio experts say is that buying and installing an SSB radio is a much more complicated decision and process than buying a VHF, because there are some considerations that aren't so obvious. For example, not all Icom 700 series radios work with Pactor modems that are necessary for email, so you can't just go looking for one on eBay. In addition, installing a VHF is about as complicated as installing a car radio, while the installation of an SSB is more difficult and tricky. Make a little mistake and you've got nothing.

—RS

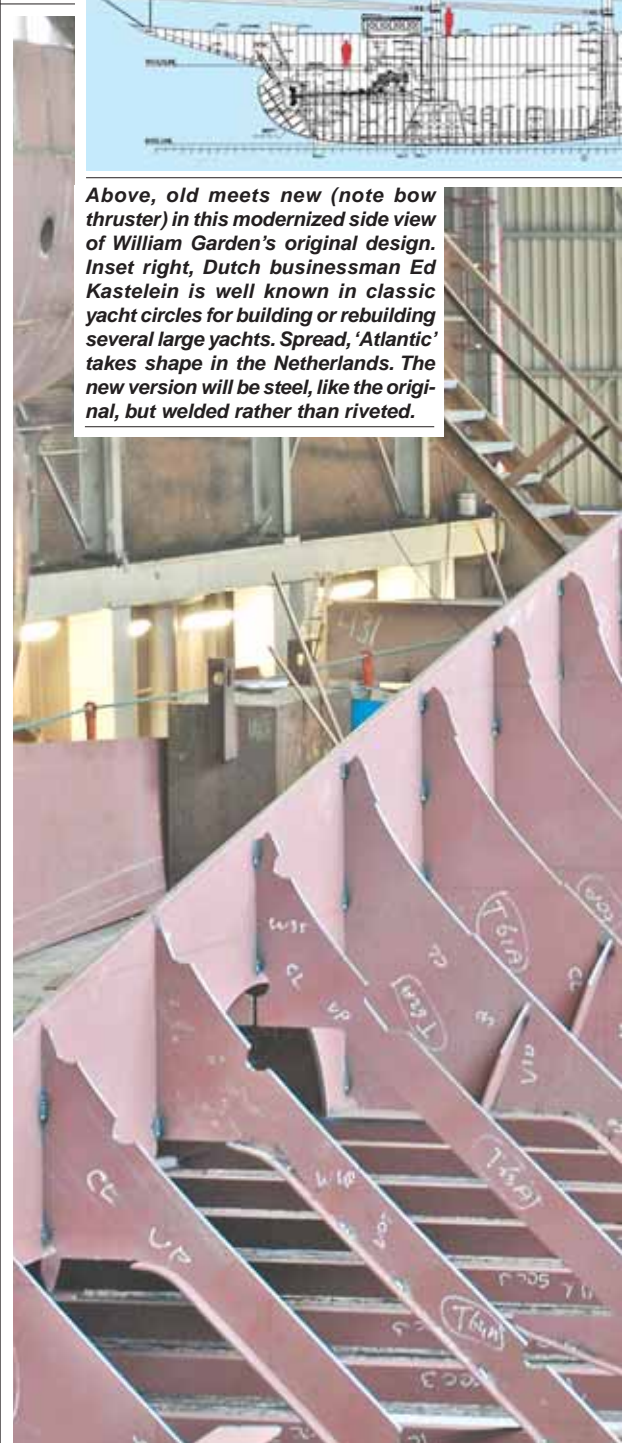
atlantic

Among the legions of people involved with the new boat are famed San Diego designer Doug Peterson, who is on board as a consulting naval architect.

As you can see, construction is modular and well underway. The schedule calls



Above, old meets new (note bow thruster) in this modernized side view of William Garden's original design. Inset right, Dutch businessman Ed Kastelein is well known in classic yacht circles for building or rebuilding several large yachts. Spread, 'Atlantic' takes shape in the Netherlands. The new version will be steel, like the original, but welded rather than riveted.



— cont'd

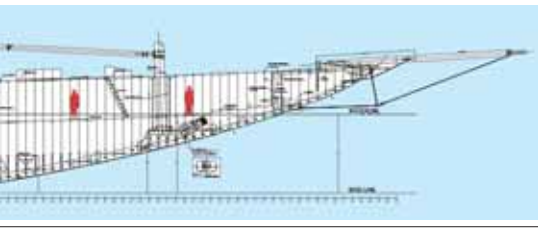
for launching the bare hull at the end of the year, with fitting out being completed sometime in 2009. For more on this fascinating project, visit www.schooner-atlantic.com.

— jr

new way to lure crew

Anyone looking to recruit crew may want to take a page from Rowan Fennell's book. Fennell was having a hard time convincing his older brother, Forrest, to join him on his Moore 24 *Paramour* for the Doublehanded Farallones Race on April 7. Forrest, a successful racer back in his junior sailing days, gave it up years ago to join RRA — Recovering Racers Anonymous. While he's been known to fall off the wagon on occasion, these days you're more likely to find him

continued on outside column of next sightings page



COURTESY SCHOONER 'ATLANTIC' PROJECT

SIGHTINGS

lure crew — cont'd

with a fishing rod in his hand than a tiller. Suffice to say, he had no desire to spend all day racing to a fragrant rock pile and back.

That changed, however, when Rowan — a fisherman himself — realized that the DHF coincided with the opening day of salmon season. Forrest was hooked, so to speak, and the two brothers set off for the starting line. About two-thirds of the way to the Farallones, they finally

continued on outside column of next sightings page

olin stephens

Legendary yacht designer Olin Stephens celebrated his 99th birthday on the luckiest of days: Friday, April 13. Stephens' name has been synonymous with quality and beauty since he began his career 80 years ago. Designs by the self-taught sailor include everything



turns 99

from the Lightning to TransPac, Fastnet, Whitbread, and America's Cup winners. His firm, Sparkman and Stephens, which he founded with his brother Rod in 1931, remains one of the preeminent design houses in the country. Stephens 'retired'

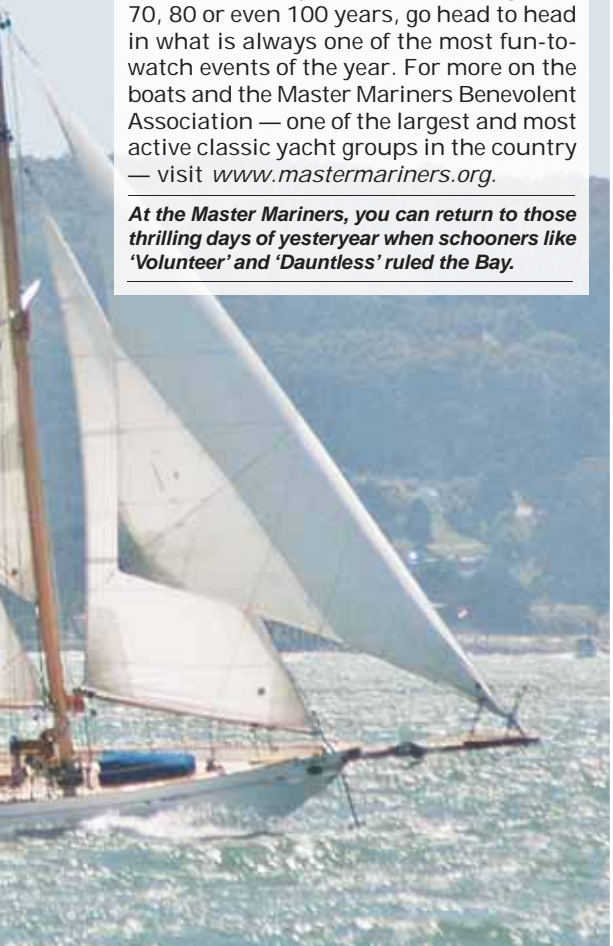
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grand masters

If the America's Cup venue were picked solely on the basis of dependable wind, forgive our bias, but it would come to San Francisco and never leave. (Go *BMW/Oraclé!*) So while everyone in Valencia was watching paint dry last month (or writing suicide notes, in the case of TV producers), it was windy business as usual here on the Bay.

Speaking of windy venues and colorful sailing contests, if you spectate only one sailing event all year, we suggest the Master Mariners Regatta on May 26. Seventy or more classic yachts, some dating back 70, 80 or even 100 years, go head to head in what is always one of the most fun-to-watch events of the year. For more on the boats and the Master Mariners Benevolent Association — one of the largest and most active classic yacht groups in the country — visit www.mastermariners.org.

At the Master Mariners, you can return to those thrilling days of yesteryear when schooners like 'Volunteer' and 'Dauntless' ruled the Bay.



LATITUDE / JR

lure crew — cont'd

cast their line and, within a half hour, the long, slow race got exciting when they hooked a barely legal 10-lb, 27-inch king salmon.

"You should have seen the fire drill," Rowan says. "We cracked our first beers of the day and a couple minutes later, zing! I handed my beer to Forrest, who was then doublefisted, and asked him to take the helm while I grabbed the rod and dragged the fish in. There wasn't anybody to get the net so I just grabbed the leader and hoisted the fish aboard. After all that, you can imagine that the two beers were somewhere on the cockpit floor and not in their 'full, upright position'. I think I'll have to invest in a few more drinkholders!

The fish wasn't the only prize of the day. In the final mile of the race, the Fennells took the outside track and planed their way from fourth to second among the 21 other Moores in their class. They finished seventh overall, the fourth monohull.

The Fennells are pretty sure they were the only racers that day with a fishing line out, but they want to know — as do we — if anyone else has multi-tasked during a Farallones race before. We're not looking to expand our coverage to fishing, but if you have a good fishing-while-racing story, send it to sutter@latitude38.com.

— SS



The Brothers Fennell and friend.

COURTESY PARAMOUR

hail to the rounders

The second Circumnavigators Get-Together — hosted by *Latitude* aboard the tallship *Lynx* at the Strictly Sail Pacific boat show on Friday, April 20, was, regrettably, a 'quickie.' We only had about an hour and a half on the ship, which was scheduled for a sailing charter later in the afternoon. That barely left time to press the flesh and snap a few photos of the two dozen amazing people who have sailed around the world starting from the West Coast — some, like Don Sandstrom and his family, more than once.

Short and sweet it may have been, but there was still much good news. For one thing, it was about the only day of the show that nobody got rained on. We also made some great contacts for a future article tentatively titled 'Circumnavigating — Then and Now'. And finally, the President was there to sign each Circumnavigator's Certificate of Achievement. That would be President of the Pacific Ocean Merl Petersen, whose own eight-year circumnavigation took place aboard his lovely schooner *Viveka*.

We congratulated them there and we do it again here:

Sandstrom Family — *Anduril*, Cross 40 (tri), 1975-1980 & 1988-1989

Sigmund and Carol Baardsen — *Mary T*, Cheoy Lee 40, 1992-2005

Berger Family — *Windflower*, (type not noted), 1995-2000

Hans Bernwall/Carl Seipel — *Fia*, 30-ft Alden cutter, 1970-1976

Robert Case — *Suntrekka*, Endurance 37, 1998-2001

Emil and Susan Dopyera — *Rachel B. Jackson*, 70-ft schooner, 1986-1989

Harley and Jennifer Earl — *Manu Kai*, HC 41, 2004-2006

continued on outside column of next sightings page

SIGHTINGS

rounders — cont'd

Steve Faustina/Mike Holtz — *Solitaire*, Barnett 42, 1998-2002
Tony Johnson/Terry Shrode — *Maverick*, Ericson 39, 2001-2003
Merl Petersen — *Viveka*, 75-ft schooner, 1965-1996
William Peterson — *Kamera*, Newporter 40, 1996-2005
Jill and Karl Matzke — *Moondance*, Kennex 445 (cat), 1997-2000
Bruce Schwab — *Ocean Planet*, Wylie Open 60, 2003 & 2004-2005 *
Stan and Carol Sutton — *Marinka*, Westsail 43, 1981-1989

* Bruce completed his solo circumnavigations in races — the 2003 Around Alone and the 2004-2005 Vendée Globe. Obviously, these races did not start and end on the West Coast — but he started out here and the boat was designed here. That's close enough for us.

— jr

stephens — cont'd

in the 1980s, but he continues to closely follow developments in modern-day sailing. He can still even be seen on the race course occasionally. We've never met him personally, but we're told he's as 'with it' as he ever was.

By the way, if you know a 'Sailing 70' or even a 'Sailing 80 and beyond', email John Riise at johnr@latitude38.com with a short bio and contact information.

— ss



first t-boned, then shafted

Among the 165 boats which started last fall's Baja Ha-Ha Cruisers' Rally, one was conspicuously absent at the finish line. The 1972 Islander 36 *Phileas Fogg* arrived safely at Turtle Bay at the end of the first leg but when a crewman suddenly jumped ship, French-born owner Pierre-Alain Segurel decided to stay put and weigh his options.

On the morning of Friday, November 10, while the rest of the Ha-Ha fleet was in Cabo recovering from a big night at the notorious Squid Roe dance bar, *Phileas* was one of only a half-dozen vessels anchored in the 8-mile-wide Turtle Bay anchorage. At about 8 a.m., the skipper and his remaining crew, Canadian Guylaine Bosse, were awakened by the roar of nearby engines. When Pierre-Alain looked out a port light, to his horror he saw the bow of a huge, tri-level motoryacht headed directly at him. He and Guylaine had just enough time to dash to the starboard side of the boat before the fully powered-up 47-ft yacht T-boned *Phileas* amidships, striking the shrouds with such force that the chainplates ripped right out of the deck. Although this vintage Islander was very strongly built, her side deck and cabin were crunched in by the impact. Luckily, neither Pierre-Alain nor Guylaine were injured.

It turned out that the motoryacht's owner and crew had just left the fuel dock. They'd set the autopilot on a course leading out the bay's broad entrance, and were stowing gear for their imminent offshore trip when they steamrolled into poor *Phileas* — they'd neglected to notice that she was anchored directly in their path. To his credit, the owner took full responsibility for the accident, apologized profusely, and gave Pierre-Alain his insurance info, assuring him that he would call in a report, explaining the nature of his negligence. "I don't really blame him," says the Frenchman, who prefers to protect the motorboater's anonymity. "These things happen."

Unfortunately, Pierre-Alain's luck only got worse. With his boat holed, and in no condition to sail either north or south, he borrowed enough cash from some new acquaintances in the village — there is no bank or ATM machine in Turtle Bay — to get back to the U.S. Having left *Phileas* anchored in the bay, his plan was to return as soon as possible with a truck and trailer in order to tow his boat home for repairs. As this was to be the beginning of a long-term world cruise, the 36-ft sloop and her contents comprised virtually everything that Pierre-Alain owned.

Three weeks later, he was headed south again with a newly acquired truck and trailer when he heard the news that a big storm had lashed the Baja Coast. Upon arrival at Turtle Bay, he learned his boat had dragged onto a beach during the storm and had been completely stripped. He was devastated. He had now lost everything.

Adding insult to injury, the insurance carrier for the Newport Beach-based motoryacht offered Pierre-Alain only \$24,000 for the damage, disavowing any responsibility for leaving the boat stranded in foreign waters with no means of local repair or a safe harbor to berth her in. (Pierre-Alain's own policy was only for liability.)

"I paid \$30,000 for the boat," he says, "and I'd put \$16,000 into her the last three months before the trip. And, of course, I had all my personal belongings aboard."

A typical American sailor in this circumstance would probably file lawsuits against both the boat owner and his insurance firm faster than you can say "show me the money." But Pierre-Alain, 36, who works in the tech industry, is hardly in a position to do so. He's broke and, since immigrating from France a few years ago, has always lived on a cash basis, so he has no deep sources of credit to finance a protracted legal battle.

We can only hope that if the insurance Goliath can't be convinced to pony up a more reasonable settlement amount, perhaps serendipity will intervene. Anyone out there have a seaworthy cruiser that's in need of a new home? If so, this shipwrecked sailor would certainly love to hear about it (pierre-alain@danknox.com).

— at



With a stroke of the pen, President of the Pacific Ocean Merl Petersen was there to make it official.



LATITUDE /JR

SIGHTINGS

uhuru abandoned off baja

Uhuru, the Vanguard 32 that Mike Miller cruised in Baja for five years before selling it, was abandoned off the Baja coast on the night of April 18 when the Coast Guard rescued her skipper, who'd fallen overboard, and first mate.

The weather was fairly rough, with 30-kt winds and 12-ft seas when Craig Johnson and Carol Hayes were sailing *Uhuru* about 50 miles or so northwest of Cedros Island. "We were on our way to Turtle Bay and doing fine," Hayes recalled. "The USCG cutter *Sherman* had contacted us earlier, as we were passing, and I told them everything was okay. Soon after, we were knocked down by a 15-ft wave right on our beam. Craig and I both happened to be below at the time. He was thrown across the cabin and hit his head. When the boat righted, he got thrown back and hit his head again. I have bruised ribs and many marks, but otherwise I'm okay."

The boat took on some water in the knockdown, so Johnson made

continued on outside column of next sightings page

china joins

Officials from Volvo Ocean Race and the Chinese Yachting Association announced last month that the next VOR will stop in China during the spring of 2009. With millions of dollars at stake in tourist revenue and international prestige, competition to host a stopover is tight. In addition to providing financial incentives for the right to host a stop, many candidates are being asked to guarantee a team in the race. So few were surprised that CYA also announced that it would organize a Chinese entry.

Chinese cities are still lobbying for the privilege of hosting the three-week stopover, which will coincide with the

I'd like to say that this photo is of my Beneteau First 36s7 *Wildberry* having been deliberately careened in the Delta. Alas, the truth is a little more embarrassing. A couple years back, I cut the corner at the famous Middle Ground bar — located just west of the Naval Weapons Station in Suisun Bay — a little too close.

While putting my boat aground was not deliberate, it meant I had an extra day in the Delta while waiting for the tide to come back in with sufficient wind to bounce my boat back into deeper water. Seeing an opportunity, I cleared the prop and most of the bottom — it really needed it!

Now that I've experienced my boat gently laying down without any damage I would feel comfortable doing it on purpose, should the need arise. The water never came over the rail and, with pressure on the sails as she was settling down, it was no problem putting the high side towards the wind and waves.

While I'm sure I will get some humiliating guffaws from a few of my friends, for them and the rest of your readers, let me say that this made me much, much more disciplined about matching my position with a chart location. I haven't done it again.

— *rob berry*



the vor

country's spring festival and include an in-port race.

The announcement brings the tally of 2008-09 VOR teams to four. Last fall, Ericsson and a yet-unsponsored team headed by Dutch racing machine Peter De Ridder said they'd have boats in the next race. In March, athletic apparel company Puma announced its sponsorship of a new entry headed by East Coast sailmaker Ken Read. At a time when popular theories claim that the world is getting flatter by the hour, it won't be long before that old comic comes to life and someone sails right over the edge.

— SS



uhuru — cont'd

sure the bilge pumps were running before heading outside to check on the boat. It seems, in all the confusion, he neglected to clip in. "Craig doesn't remember going in the water and I was down below, so we don't know how that happened," Hayes said.

Hayes stepped into the cockpit moments later and stopped dead in her tracks when she realized Johnson was no longer on the boat. In an amazing display of grace under pressure, she quickly deployed *Uhuru's* liferaft in hopes her husband would find it. "We're not sure how long Craig was in the water, but he says he was really tired when he reached the raft."

After calling a *Mayday*, Hayes realized the windvane had become jammed in the knockdown. Unable to free it, she did her best to steer the boat in the rowdy conditions but it was nearly impossible. At 7:15, about an hour after she called the *Mayday*, the Alameda-based Coast Guard cutter *Sherman* pulled Hayes off *Uhuru*.

The cutter's helo immediately lifted off in search of Johnson. After four hours — "The longest of my life," Hayes said — the helo finally spotted the raft's strobe 15 miles away. "They probably wouldn't have found him so quickly if it hadn't been for that strobe," noted USCG Lt. Randall Black.

Sadly, the seas were too dangerous for the *Sherman* to take *Uhuru* under tow, so she was left adrift. The cutter dropped the couple off in San Diego on their way back to Alameda where officials offloaded more than 20 tons of cocaine seized by the crew during three separate busts near Central America in the last few months. "I can't say enough about Capt. Diaz and the entire *Sherman* crew," Hayes said. "They made a horrific situation better."

Sadly, Johnson and Hayes sold everything to go cruising and were on a "bit of a shoestring," so they didn't carry insurance on *Uhuru*. "She's our heart and soul," Carol said. "She's our life. All our possessions are on board. Craig did everything to make her our perfect home and he succeeded."

The couple still have hope *Uhuru* will be found intact, and are hoping *Latitude* readers may have some suggestions. "She may be hove to with a triple reefed main and just a few feet of headsail unfurled — the tiller was tied off and the windvane was jammed," detailed Hayes. "I'm trying to find out how to hire a plane to search for her. The Mexican Navy has her on their hot list, I put her info out on the Baja net, and have calls into the Ensenada and Turtle Bay port captains. We're heartbroken and want to do everything we can to find her."

Carol and Craig ask that anyone transiting the area near 28° 47'N 116° 06'W keep an eye out for *Uhuru*. She has a white hull with green canvas and was moving about 3.5 knots at 175-200°. If you have any information on *Uhuru's* whereabouts, or suggestions on hiring a search plane, contact the couple at uhuru321@dc.rr.com.

"I just want to say," Carol added, "you read about this kind of thing in *Sightings*, but never expect it to happen to you. We were fine. She was riding great and then . . ."

— Id

lessons learned from the lightship

Gary Kneeland had better things to do on March 31 than get tangled up with the Lightship buoy. It was the perfect day for a trip to the Lightbucket and Kneeland's *Orion*, like the 23 other J/105s and J/120s that raced there and back that day, waited as they prepared for the 12-mile surf safari back home. But as they say, stuff happens.

And so it did when Kneeland unsuccessfully tried to "shoot the mark" as he rounded the Lightship, snagging his backstay on the buoy and taking his mast and one of the buoy's radars down in one big, expensive heap of metal. Instead of 15-knot surfs home, *Orion*

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lightship — cont'd

limped home under motor at just four knots over ground, the engine at full throttle as they fought the ebb for several long hours.

Kneeland unabashedly admits that his entanglement was an operator error, and he was kind enough to share some of the lessons he's learned in the hopes that others can avoid a similar fate.

Lesson #1: Take it easy. As the fleet approached the Lightship, "conditions were starting to get a little hairy, but nothing too drastic," Kneeland recalls. Winds were from the northwest in the 17- to 21-knot range, with the occasional gust over 25. Waves were four to eight feet, and the ebb was flowing out of the Bay like the Rio Grande. "Everyone was chomping at the bit to make the turn and take the wild ride back in." he says. On the run back to the Bay, boats saw sustained speeds in the high teens and even an occasional 20 knots, and *Orion's* crew were looking forward to hop on the thrill ride home. In hindsight, Kneeland feels he may have been too eager to join the parade. "When you've been sailing upwind for three hours, you just can't wait to turn the corner. But there was probably no good reason to push it. It's not as if you're going to gain a position. By the time you're that far out, the fleet is pretty spread out."

Lesson #2: Like Texas, everything's bigger in the ocean. Coming into the buoy, Kneeland could see that it was going to be a close rounding. The boats ahead of him had to throw in an extra tack to get around the mark. A few hundred yards shy of the buoy, Kneeland decided he'd pinch up around the mark instead, just as he'd have done in a Bay race. But the Lightship buoy is a lot bigger than he thought. "Out in the ocean, with nothing to measure it by, it's impossible to get any perspective on its size," Kneeland explains. "It looks identical to any navigation buoy on the Bay, but it's like the Harding Rock buoy on steroids."

Lesson #3: As soon you think it's going to be close, get out of there. The trick to shooting a mark is to keep your speed up, and Kneeland was able to do that just fine. But his timing was off, and waves stopped *Orion* dead in the water. The boat got stuck in irons, and, when Kneeland tried to tack, the helm went neutral and *Orion* slowly backed down into the mark. "We just eased right into it," he said, still amazed at how graceful the motion was. As they tapped the buoy, the backstay tangled with one of the buoy's radars, and, before the crew could do anything about it, the top of the mast came tumbling down. "Go ahead and put in the two extra tacks," Kneeland advises now. "It's hard to think about it when you're so close to the mark to and other boats, but the risk is not worth the reward, or in this case, the consequences."

Lesson #4: Bolt cutters. Don't leave home without them. At this point, the backstay was still hooked on the buoy, and waves continued to suck *Orion* back to it. The mast had come down just above the spreaders, falling to the lifelines and mangling the pushpit, but avoiding the wheel and the hull itself. What was left of the rig came down within minutes, breaking at the deck and leaving a mess of rigging that needed to be cut away. But Kneeland had left his bolt cutters in his storage unit. "I was going through the list of required items the day before the race, and I remember looking right at the bolt cutters and thinking, 'Nah, I won't need them,'" he says in disbelief. "I looked *right* at them!" Stuart Taylor on *Larrikin*, one of four boats who'd witnessed the dismasting and was standing by, sent his over. "Stuart had only his main up at this point and was still doing 10 knots," Kneeland says. "But he did a spectacular hand-off." With the proper tools in hand, the *Orion* crew cut away what was left of the sails and the rig, watching helplessly as it all sank beneath them. The entire rig went over the starboard side, taking one of the buoy's radar domes with it. "We called the Coast Guard right away, and, as far as I know, they've made the repair," he said.

"I've rounded the Farallones and the Lightship several times, and

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young puddle jumpers

They say you can't always judge a book by its cover. Apparently the same is true for boats. Like a Fabergé egg wrapped in brown paper, the *Islander 34 Tuscany*, from the outside, looks like just another well-maintained vintage cruiser. Step inside, though, and you'll think you've been transported into the belly of a brand-new custom-made woodie.

After buying *Tuscany* in Florida seven years ago as a fixer-upper, shipwright Ciel Tierra literally ripped out every



are traveling in style

square inch of interior structuring and replaced it with beautifully crafted ash and mahogany joinery.

Since Angie — a nurse by profession — entered his life a few years ago, the pair have been adding finishing touches in preparation for jumping off for the Marquesas this month, directly from the California coast. At 30 and 29, respectively, Ciel and Angie are this year's youngest Puddle Jumpers.

— at

lightship — cont'd

never had anything like this happen," Kneeland says. Hopefully it won't happen again, either.

The good news is that no one was hurt. And it appears that the J/105 fleet, long known for requiring its skippers to attend a rules seminar each year, may institute an annual safety seminar, as well, under the auspices of a new safety committee that would, among other things, reiterate best practices for mark roundings and outline additional safety equipment — like bolt cutters and hack saws — to be carried on board for certain class races.

Obviously, there are cheaper ways to learn these lessons. The mast and rigging will need to be replaced, not to mention a full set of rac-

continued on outside column of next sightings page



Yeah, Ciel got a bit carried away. But what an amazing result. Among 'Tuscany's interior features are a triple-beveled fridge seal, a hinged flat-field monitor that disappears behind a pull-down cover, a roll-out computer drawer and a fold-away mahogany table with inlay of a sailboat approaching the Golden Gate. Let's hope they don't scratch any of it on their 3,000-mile passage.

LATITUDE / ANDY

SIGHTINGS

lightship — cont'd

ing sails. Kneeland still hasn't received a bill from the Coast Guard for the cost of replacing the radar but he knows it's coming. He was well within the bounds of his insurance policy during the race, and he expects the insurer will cover all expenses. But then there's that priceless time factor. "We'll be lucky to be up and running again by mid-June," he sighs.

— ss

donna lange does the deed

Spunky 46-year-old grandma Donna Lange, who set off from Rhode Island in 2005 aboard her Southern Cross 28 on a solo circumnavigation, crossed her outbound track in Tortolla on March 29, unofficially completing her circumnavigation.

After staying in New Zealand for several months, Lange began the second leg of her journey last December. She weathered the same January storm that ended Ken Barnes' solo attempt, stopping in Puerto Williams, Chile, for repairs, then moved on to Tortolla.

Lange set out again on April 5 only to run into a monster storm — the same one that ended Graham Dalton's Velux 5 Oceans bid (see *Race Notes*) — that snapped her storm anchor and damaged her steering gear, forcing her to hand steer *Inspired Insanity* for 36 hours in storm-force conditions before she reached port.

Lange flew back home last month for a party in her honor, but will return to Bermuda for the final leg of her amazing adventure.

— ld

short

ANGEL ISLAND — Stephen Johnson and Paul Zwimpher, aboard the latter's Bavaria 42 *Z'amre*, stopped in Ayala Cove on April 10, and spotted this large sea otter swimming in the mooring field and happily munching shellfish. "Neither of us had seen or heard of sea otters here in the Bay and enjoyed the visit with our special guest," Johnson told us.

Angel Island Park Superintendent Dave Matthews was also surprised by his new tenant. "This is the first I've heard about the little guy," Matthews admitted. "I'm not sure if there's more than one, but I hope so!"

Though southern sea otters used to number in the 20,000 range, early-20th century fur trappers brought them to the brink of extinction. They've since increased their numbers — from a shocking estimated population of 50 to a more comfortable 2,000 — but are highly susceptible to disease, shark attacks and boat props.

Sea otters are not often found in the Bay — some experts believe the Great Whites are a major deterrent, while oth-



sightings

ers think it's pollution — so it's especially exciting to find such a healthy specimen. Just one more reason to keep the Bay clean.

SANTORINI, GREECE — The still-active volcanic caldera that forms the bay at Greece's Santorini Island appears to have claimed two more victims when, on April 6, the Greek cruise ship *Sea Diamond* struck a rock and sank. Most of the 1,195 passengers and 391 crew were rescued by local military, fishermen and other cruise ship crews as large crowds watched from the city of Thera, high above the water. But at this writing, two pas-

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"What are YOU lookin' at?!" Sea otters' coats boast about a million hairs per square inch, while humans only have 20,000 hairs on their entire head — if they're lucky.

STEPHEN JOHNSON

the crazy frenchman of portobelo

"See that boat with the sails up? Don't anchor near him — he's crazy!" This was shouted at us from a small powerboat as we tacked up into diminutive Portobelo Bay on the Caribbean coast of Panama in early March.

We had noticed the ketch in question — with both the main and mizzen fully hoisted. It stood out from the other 40 or so cruising boats anchored in the bay. By the time we had found a place well away from it in the quieter northern side of the bay, we had discussed ourselves dry of all possible explanations as to why the sails were set, as the boat was clearly at anchor. We had also written off Mr. Warning Man as just another cruiser zealot stricken with that annoying habit of needing to dispense advice to anyone within earshot.

The centerpiece of our group — literally smack in the middle of the bay — was the 150-foot power yacht *Triton*, complete with a fleet of matching white kayaks, two lime-green jet skis, a red helicopter on a landing pad aft of the bridge and several pert, uniformed crew.

After dinner, we sat in the cockpit finishing a bottle of wine and enjoying the quiet night and full moon. Around 7:30 p.m., someone's voice came on the VHF cruiser hailing channel. . .

"Attention the fleet: The Frenchman is on the move!"

Well, this was certainly an odd announcement. Frenchman? It didn't take long for a chorus of clarification to echo around the bay as boats turned their radio volumes way up so they could go out on deck to watch. The master of ceremonies soon continued.

"Attention the fleet! Attention the fleet! The crazy man with the sails up has weighed anchor and is sailing through the anchorage!" (By now we had figured the crazy Frenchman meant the ketch with the sails up — the boat that the powerboater had warned us about.) "Everyone, I suggest standing watch to see what he does because he's already set two boats on fire."

He *what?! Panache*, one of the boats evidently set on fire, seized this opportunity to pipe up, "Yes, he is, um, mentally unstable and set my boat on fire yesterday."

Whoa!

"Twice."

WHAT!?

Joshua and I were soon passing the binoculars back and forth and had also turned on the handheld VHF so we could eavesdrop on off-channel conversations. We saw that the boat with the sails up was moving through the anchorage at maybe one knot, as there was very little wind that evening. Behind his sailboat trailed a couple of dinghies on very long painters. There was a blizzard of VHF static and chatter and, as we scanned the anchorage, we noted that everyone on a boat was standing on deck watching the Frenchman with their binoculars. The feeling that something exciting was about to happen was certainly in the air. We just didn't know what yet.

The ketch emerged from the southern cluster of boats and pointed slowly for the north side, toward *Triton*. A clear voice rang out from the handheld:

"Large poweryacht anchored in Portobelo — please be advised that there is a mentally unstable man headed in your direction!"

A flurry of clarification followed. "I think they are called *Triton*." "I think they monitor 16." Then an audible click as every single boat in the anchorage changed their VHF channel to 16 to eavesdrop.

"Thank you very much Captain, we are on top of the situation," came the crisp reply from *Triton*.

The French-flagged ketch didn't change course and, after a few minutes, it looked like it was going to ram the big yacht. We could hear the skipper shouting obscenities in French and sometimes English: "Ahss-hull!" We could also see uniformed crewmembers running up and down stairs on *Triton*.

A minute or so later, the ketch actually did ram the big yacht

continued on outside column of next sightings page

SIGHTINGS

crazy frenchman — cont'd

— again at only 1 knot, but a collision is a collision. We heard intensified shouting and the sharp reports of two flaregun or small pistol shots. We saw the ketch pushed off the yacht by *Triton* crewmembers and slowly move away amid continued yelling. There was more VHF activity and *Panache* was back on to commiserate,

"Power Yacht *Triton*, Power Yacht *Triton*, this is the good sailing ship *Panache*." The tight British accent with a palpable note of hurt and indignation continued: "I'll have you know I, too, was attacked by this vessel. That man aboard is totally out of his head — I mean to say he is unstable and can act unpredictably. He set my own vessel afire with gasoline not two days ago. I suggest keeping someone on watch at all times with him around!"

Again the cool voice from the big boat. "Thank you Captain, we've, uh, come to the same conclusion and I believe we have the situation under control." Five minutes later, *Triton* pulled anchor and steamed out of the harbor.

The Frenchman weaved unsteadily off and finally ran aground on the south side of the harbor.

"I believe the crazy man is aground! Good riddance!" someone announced. Then others started adding commentary. "Is that black guy still on the boat with him?" (We found it very weird and somewhat disturbing that the Frenchman's local friend was always referred to as 'that black guy,' as nearly everyone here was black except for the *gringo* tourists.) "Well, they may have had a falling out after that black guy pushed him overboard."

What the hell?! This was just getting weirder by the minute.

After half an hour, the Frenchman towed himself off the rocks with his own dinghy, pulled the sailboat back to where he started, and dropped his anchor. The VHF fell quiet with only a few peeps now and again from those unable to get comments in earlier.

The next morning we woke at dawn to find a solitary dinghy floating free in the bay. Someone from one of the other boats went over to retrieve it and discovered it did in fact belong to the Frenchman. Not wanting to attract unwanted attention, but unwilling to let a dinghy just drift off to sea, the good samaritan tied it to a nearby wreck and split. Later that day, 'the black guy' fetched the dinghy and brought it back. For the next few days, the Frenchman's boat lay silent, and I never saw anyone out on deck. Sometimes we noticed that one of the dinghies was gone, or that the mainsail had been taken down — though never the mizzen.

When we hauled out the zoom lens for our Crazy Frenchman of Portobelo portrait, we were surprised to discover that he was actually out on deck — putting his mainsail back up. We also noted that, in addition to his national and Panamanian courtesy flags, he also flew the 'Q' (quarantine), 'N,' and 'C' flags. We joked that the latter were probably code for "*En garde! Tonight I strike!*" At any rate, we were sure to keep our radios on.

And strike he did. Around 4 a.m. the next morning when the roosters and birds were just starting to make noise, I woke up to a radio blip thinking I heard the word 'fire,' so we popped out of the cabin to check things out. Across the anchorage, the nearest boat to the Frenchman was in flames — major flames. A police car sat on shore with the lights flashing, but, as far as we could see, no other action was being taken. The Frenchman's boat loomed nearby in the darkness, main and mizzen fluttering but otherwise silent. The victim was not one of the full-time cruising boats and nobody was aboard, so a nearby boater dinghied over with a bucket to put the fire out. Once that was done, the police left and no action was taken — as, apparently, no action against the Frenchman had ever been taken. Where crazy Frenchmen were concerned, Panama's jurisdiction happily ended at the shoreline. And, so we heard, the French embassy had also expressed little interest in rectifying the matter. As with *Panache*

continued on outside column of next sightings page

shorts

sengers — a 45-year-old French man and his 16-year-old daughter — were missing and presumed lost.

It was unclear at presstime whether the ship struck a charted rock or a new underwater formation. The caldera itself was formed by an eruption 3,500 years ago which some experts say was the most violent in human history — 120 times more powerful than Mount St. Helens. In addition to blowing 14 cubic miles of magma into the air, the Santorini explosion is thought to have generated a tsu-



Above, pretty Portobelo is located northeast of Colon and is famous for having been sacked by the pirate Henry Morgan. Below, anchored or underway, the crazy Frenchman flew his sails. Right, the morning after a suspicious boat fire.



— cont'd

nami so large that it washed completely over the island of Crete 70 miles away, obliterating the Minoan culture literally overnight. After sophisticated ruins were uncovered beneath 100 feet of ash on Santorini in the 1970s, it became fashionable to postulate that Santorini was the real site of the fabled Atlantis — and indeed the basis of much of Greek mythology.

Unlike any other Greek island, the bay of Santorini is very deep — 900 to over 1,800 feet. So it is unlikely that the

continued in middle column of next sightings page

crazy frenchman — cont'd

and *Triton*, there was no provocation whatsoever for the attack. And unfortunately, this boat was a total loss with the entire cabin inside burned and the decks spongy.

It turns out (according to the rumor mill) that the burned-up boat belonged to an Italian ex-pat. It's unclear whether he had the clout to get something done, or the severity of these 'serial' attacks finally forced some action. But the next day the Panamanian Navy came and removed the Frenchman from his boat, literally kicking and screaming. He never returned, and we heard he was deported. His boat was towed from the bay a couple of days later by the Panamanian Coast Guard.

— *cheyenne weil*
Time Machine, *Brown Searunner 31 tri*
currently in Belize



COURTESY 'TIME MACHINE'

jake wood — last of the old school

One of West Coast yacht racing's last old-school gentlemen passed into history last month, effectively ending an era. Jacob 'Jake' Wood suffered a heart attack on March 27 while a passenger in his own Gulfstream jet high above Texas. Rushed to a hospital upon landing, he died two days later at age 74.



Living large — Above, Jake Wood at the '99 MEX-ORC. Right, just about everyone rode the rail on 'Sorcery' at one time or another.

Jake went to work for a Southern California engineering firm while still in high school in the 1950s. By the mid-'70s, he ran the show, eventually founding Republic Fastener Manufacturing Company, which supplies internally threaded fasteners and special locknuts to the aerospace industry. He also ran a commercial cattle company. But that was work. He did his playing on the water, in a series of boats named *Sorcery*.

One thing that set Jake apart from the many owners that come and go through the ranks of various fleets is that he held onto boats he enjoyed. So, long after the IOR maxi fleets were gone, Jake still sailed his beloved red Mull 82 — which was built in the Republic factory around 1980 — racing her always with a huge crowd aboard in just about every Southern California, Mexican or Hawaiian event at one time or another.

As with all those bigger than life, the line between fact and legend sometimes blurred when it came to Jake. But there was nothing fictitious about The Roll, one of the most hellacious dismastings in the history of sailing. It occurred aboard the C&C 61 *Sorcery* on the way back from Japan in the late '70s. After a week of hard running through an endless series of North Pacific gales, at 0100 on May 8, what was later thought to be a huge rogue wave spun *Sorcery* sideways and rolled her 360 degrees. She came up without a mast and with two men overboard. Fortunately, everyone lived to tell the tale.

Through the years, just about everyone sailed with Jake. Famous, infamous or none of the above, he welcomed them all. When he was gone, they all fondly recalled the big man with the lust for life.

— "I sailed with Jake in the last race of the 1978 MEXORC on his C&C 61 *Sorcery*," wrote Bill Lee. "Yachting was different then. After the race, we had some trouble getting a turning block apart for overhaul, so someone went below and produced a full-size sledgehammer. Jake was one of the great big boat yachtsmen in that amateur era between the paid crews of the '20s and the paid crews of the '00s."

— "Jake was a certifiable character, and one of the most genuinely generous men I have known," recalled Fred Sampson. "He could smell bull from a mile away, had no patience with fakers, but if you were up front and reliable, you earned his trust and respect forever. I'm proud to say he was my friend, and I shall miss him."

— "We were sailing south of Cedros on the '99 PV Race, at night in building breeze. Patrick O'Brien, the sailing master, had given us strict instructions that the 1.5-oz kite had an apparent wind limit of 18 knots and we should not exceed it," says G. Kelly. "About 0330, we were flirting with the limit and the chute let go. Well of course there was a huge fire drill while we pulled down the remnants, but

continued on outside column of next sightings page

shorts

469-foot *Sea Diamond* will be salvaged. Clean-up crews have rigged booms to collect fuel oil which continues to seep from the wreck.

SAN LEANDRO — Another year, another marina slated to be razed to make room for shoreside high-rises. The latest target in the developers' sights appears to be San Leandro Marina, located just south of the Oakland Airport. The current proposal is to remove the 462-berth marina and build a small convention center — with the marina itself perhaps becoming a lagoon suitable for kayaks or small sailboats. The current marina



— cont'd

is having financial woes, mainly over the extensive dredging it needs to survive. According to one source, while a typical Bay Area city might spend \$300,000 to dredge a marina every four or five years, San Lendo last dredged in 2001 at a cost of \$3 million — due in large part to a lengthy 2-mile-long entrance channel and the need to temporarily 'store' the dredging spoils ashore. Nowadays, storing the spoils alone would cost an estimated \$5.7 million. In the past, about half the City's dredging costs were covered by the Corps of Engineers. But that money had mostly gone away, too. Stay tuned.

jake wood — cont'd

no comment from Jake. It was like he wasn't even aware it had happened. A couple of days later, around the big table on *Sorcery*, Jake cleared his throat during a pause in the conversation and said, "Who was driving when you blew up my favorite chute?" I waited as long as I dared, then confessed. He never brought it up again."

— I remember sailing on *Sorcery* with Jake (and about 25 others) in the 1986 MEXORC, going upwind from Tenacatita to Careyes," recalls Brad Avery. "*Sorcery* was cranking along at 9 knots, with about 20 knots over the deck. Everybody was on the rail with their feet over, and Jake comes and sits with us wearing a big foul weather jacket — kind of odd for a hot day without much spray. He sat for a while, squinting out to sea, and then reached into one of the jacket's big pockets and quietly pulled out a beer. He had about four or five beers in that jacket, which taught me a lesson about wearing the right gear offshore."

— jr



SPREAD: LATITUDE / RICHARD INSET: ROB MOORE

SCHOONER LORD JIM

"After bringing the boat to a crunching halt on the rocky shore of Meros Island," recalls *Lord Jim's* longtime skipper, Holger Kreuzhage, "my next concern became the main engine, which I shut down immediately — just before the water reached the air intake."

As reported last month, the famous 72-ft Alden schooner, which calls Sausalito home when not zigzagging across the world's oceans, struck an uncharted rock off the coast of Brazil March 8 and sank.

"There was no doubt in my mind that the boat was going down, but there was already some small ray of hope that we might bring her back up.

"Watching her actually slip under the water was almost a religious experience. She was so slow and graceful, taking her time to say goodbye; the early morning sun dancing in her rigging. Gently, she rolled onto her port side with the

masts still high out of the water. No way were we going to leave her like that!"

The determination and clever thinking of Holger, 69, and his longtime partner Tracy Brown, 57, coupled with assistance from 30 local divers, sailors and commercial seamen, resulted in the venerable gaffer's resurrection two days

light streaming down upon her. Diving on her within hours of the sinking gave me this incredible *déjà vu* feeling. I knew all the spaces of this 'shipwreck' so well. But, of course, I had never before experienced them under water!



Top to bottom: The Alden schooner lies in 40 feet of water at Meros Island; the long process of positioning the barrels begins while epoxy patches are applied; 'Lord Jim' flops over to starboard before equal balance is achieved; finally, she rises to the surface, high enough so that a gas-powered pump can be mounted.



later. The process, although fascinating, is one we hope none of our readers ever have occasion to repeat. (As you can see, Holger managed to save his camera.)

Tracy, who is an ac-



complished scuba diver, made countless dives during the ordeal — first to retrieve prized possessions and later alongside a team of seven locals, laboriously positioning and repositioning the dozens of plastic drums used to re-float the hull.

"As you can see in the photos, she looked like an underwater schooner chapel with the rays of morning sun-



ALL PHOTOS HOLGER KREUZHAGE

— THE RESURRECTION

"Forty-eight hours after the sinking, marine life had already started growing, with the first thin layers of algae attaching themselves to all the surfaces: bulkheads and lockers, halyards and electronics. Seaweed was caught pok-

ing out here and there. The nav station clock had stopped at 10 minutes to 10 o'clock."

With the help of a local contact, salvage operator Marcelo Zenobio was contracted to perform the near-miracle

of refloating this 72-ton vessel (that's before the added weight of the water within her belly). He and his crew of divers arrived on scene late the second afternoon aboard their barge, *Topa Tudo*.

The next morning they laid out four sets of slings under the hull. Then lines were attached, in stages, to roughly 150



Thanks to the exhaustive efforts of 30 rescuers, 'Lord Jim' was finally floating high enough to be towed to a safer anchorage.

SCHOONER LORD JIM

drums. They were first partially filled with water, then sunk and attached to the massive girdle. One by one they were filled with air by divers, while another team repaired hull damage with underwater epoxy. By late afternoon the great schooner rose to the surface, allowing the team to mount a gas-powered pump on her cabintop and begin drying her out.

It was dark by the time she was stable enough to begin the five-hour tow — with her decks still awash — to a more protected anchorage.

"The pump ran all night and the next day," recalls Tracy. "In the early afternoon we were finally able to go down below, as the water level was at last even with the cabin sole. Once she



LATITUDE/ANDY

Seen here back in Sausalito, showing off their newly gold-leafed name board, Holger and Tracy have weathered many storms together.

was truly afloat, the drums were methodically removed while a single diver continued to apply more underwater epoxy."

The final sigh of relief, however, would not come for several more days. After the patching had stabilized the leaks, the 71-year-old schooner was successfully towed 30 miles to a small boatyard at Mangaratiba. Then, after several more days of waiting for a favorable tide, she was finally hauled out on a cradle.

There were literally no cruising sailors around at the time, but a number of local mariners came to *LJ's* aid. Among them, Holger and Tracy are most

grateful to Antarctic voyager Amyr Klink, who rushed out to help the first day in his 120-ft aluminum schooner and later offered berths to the stranded crew; his brother Timur, an architect, who used his engineering talents in the refloat process; Luiz Pizao of Marina do Engenho for logistical support and Canadian charter skipper Marcus of *Torcorime*, a Brazilian-built wooden schooner, whose skills as a translator were invaluable.

The good news is that with the excellent woods and craftsmen available in the area, *Lord Jim's* hull is currently undergoing top-quality repairs. However, replacing all of the boat's interior systems, and bringing her back to her 'pre-bath' status, may prove to be more than these well-traveled salts can handle. They're soberly facing the fact that it may be time for a new owner — but only "the right owner" — to take on the stewardship of this storied vessel.

— latitude/at

The owners may be contacted via: moanarere.marine@yahoo.com.

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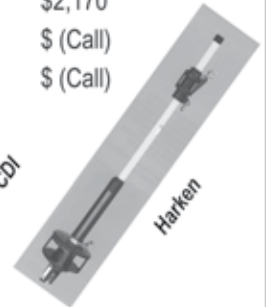
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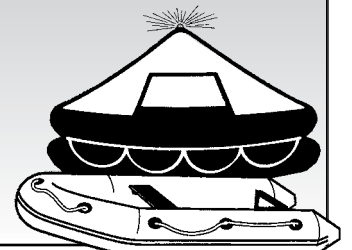
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LOST ON THE

March 9 started out like a perfect sailing day along the Central coast of Baja for Michael Carroll and Carolyn Bowman, with 10 to 15 knots of wind from the northwest. The couple were aboard *Surfergirl*, the 51-ft on deck ferro-cement ketch that Carroll had bought in the Northwest in '98, completely refit, and then sailed south to San Francisco and Southern California. He'd lived aboard the boat for the last nine years, often off Catalina, and had made several surf trips to Baja with her. Four months before, the couple had quit their Catalina jobs to cruise Baja.

After lengthy stops at places like Ensenada, Cedros and Turtle Bay — during which time they'd often been buffeted by the strong winds of winter — they were now on the 70-mile passage from the Abreojos anchorage to San Juanico. By 1 p.m., the perfect sailing conditions had become less than perfect, with winds gusting up to 30 knots and the seas building. Two hours later, it was gusting to 45 knots. Carroll shortened sail to main alone and, for one of the few times in his 20,000 ocean miles, put the pots and pans in the oven to keep them quiet.

Because of an injury to Bowman's elbow, and a system problem that prevented the use of the autopilot, Carroll had to steer continuously in the rough conditions. As such, fatigue may have been a factor in what happened next. "Shortly after 2 a.m., with the wind still blowing hard and the seas huge, one of the GPS units indicated we were only 1.5 miles offshore, about 10 miles north of Punta San Domingo," he remembers. "Just as I was checking my position and thinking we should head further offshore, *Surfergirl* hit a sandbar!"

It's unclear what Carroll was doing so close to the coast, as it's long been common knowledge that the dated charts of the Mexican coast, from Baja to far down the mainland, are often inaccurate by well over a mile. As such, boat positions as depicted on GPS charts cannot be trusted.

Carroll immediately started the boat's

170-hp diesel to try to head back to deep water. But as soon as it started, *Surfergirl* was slammed in the stern by the first of a series of large waves. Everything on the stern, including the stern hatch, was washed away, and in less than a minute the engine was silenced for good. Bow-

man twice battled the darkness and waves slamming into the boat to try to retrieve documents and money, but had to give up, as the waves were

relentless. Carroll was unable to assist her, as he was on deck, fighting his own battle just to stay aboard the crippled ketch.

In just minutes, at 2:30 a.m. on March 10, *Surfergirl* sank on the sandbar, 200 yards off the Baja coast.

With the boat heeled over at 60 degrees, Carroll and Bowman climbed atop the pilothouse, which in normal times was 11 feet above the surface of the water, and dug their fingernails over the edge to hang on. "Our backs were to the waves that continually washed over us throughout the black night," remembers Carroll. "Three times I had to grab Carolyn by the shirt to keep her from being washed away."

The air and water along the Central Baja coast are very cold on March nights, and, with the couple repeatedly getting drenched and the strong wind robbing them of critical body heat, it's a wonder they didn't die of hypothermia.

About 5 a.m., the couple managed to get ashore using a 15-ft kayak. The two slumped on the beach from fatigue and their desperate situation. Although Bowman's elbow was still hurting and Carroll was suffering from a broken ankle and torn tendons, they both felt relieved to at least be back on land. Far from anywhere, they found their ditch bags, which were packed with food,

bottled water, a mirror, a knife and other life-saving tools. Before noon, they'd gathered enough supplies to, if necessary, build a shelter and survive for at

"I had to grab Carolyn's shirt to keep her from being washed away."



'X' marks the spot where 'Surfergirl' met her unfortunate demise.



least a week.

By the middle of the day they knew they weren't going to be stranded long, as three panga fishermen, who had seen their mast from the lagoon and walked over the dunes, were coming their way. "They were glad to see we were alive, and took us to their house for coffee, food and clean clothes. We brought the ditch bags with us and opened them in the house. The family — a wife and two kids — took all the food — meats, tuna, oranges, nuts, beans and other survival foods — and started eating them. Grateful to be alive and warm, but still in shock, we didn't object. We had a backpack that contained our iPod, two cell phones, a hair brush, shampoo, sunblock, and so forth. The kids keep asking to have the iPod — for keeps. Before long, the chips to our cell phones had disappeared along with our emergency knife."

In the following days, things didn't get much better. "The next morning we returned to the site of the wreck with the two panga guys. There was lots of stuff on the beach — two surfboards, three wetsuits, some plywood and such. We



Above, 'Surfergirl' rode her last wave onto this sandbar 10 miles north of Punta Santa Domingo. Inset, Michael Carroll and his helpers salvaged as much as they could.

gathered all we could in piles and carried a panga load of it over the dunes. We thought we were going to die, as the sand was so deep that we fell many times in our desperate race to save what we could. That night more of our stuff in the house disappeared."

"The next day the whole family went out to the wreck. I dove on the boat and was able to untie a genset, my bike and the 18-hp Nissan outboard, and drag them — underwater — to the beach. By now we had nine big containers of purified water, 30 gallons of good gas, 15 gallons of diesel, one spinnaker and a storm jib. I was also able to get a couple of winches and a wind generator. Later, the family demanded the wind generator in return for "saving us." They also wanted \$500 to help us gather our stuff on the beach and take it to their house. Furthermore, our 80-watt inverter, GPS, spinnaker, my new wetsuit and other stuff had disappeared from their

house."

Carroll couldn't get to the seven-mile-distant wreck site for the next two days because the fishermen said they had to fish. He didn't object, as both he and Bowman needed rest. By the second day, it dawned on him that the fishermen were stripping everything from *Surfergirl*. "We hadn't been held prisoner," he says, "but for two days we couldn't get to the wreck to protect our stuff."

Eventually, Carroll was able to get a VHF in the house to work and call for help. He reached two yachts off the coast, who were able to relay a message to Oscar, a good Mexican friend in San Juanico. Oscar drove for 2.5 hours over a washboard road to reach the couple. Eventually, they got three quads, a dive compressor, and a 20-ft trailer to return to the site of the wreck. But, as one might expect, by that time the boat was stripped of everything of value — the solar panels, the outboard, two gensets, a motor scooter, four anchors, blocks and line, papers, passports and just about everything. When Carroll later spotted his solar panels in pangas, he wanted to get them. His Mexican friend advised him not to, telling him that the fishermen

had pistols and knives.

All in all, it was a nightmare. The couple not only lost their boat, but all their valuable gear, their money and Carroll's passport. Carroll was particularly disappointed in the skippers of three 'buddyboats', who showed up four days after *Surfergirl* had gone on the beach. According to Carroll, all three promised help and money, but all left the next day, never to be heard from again. "But we have many people to thank," he says. "The many helpful Mexicans and Americans in San Juanico, 'Baerbel', who jumped ship from a boat to help out, 'S' and 'B' from the Redondo Beach-based *Camaraderie II*, and others. And last but not least, Rick, Deb and Jason in Oregon, who provided us with a home for a month."

"The Baja coast is no picnic!" Carroll concludes. "The reason to go offshore is because of adverse winds, tides and swell. The shelf is up to 15 miles out and shallow, creating waves that stack up, plus backwash from the shore. And there are very strange currents around Central Baja. The night we went ashore there were west to northwest winds of 35 to 45 knots, big swells from the northwest and south, and a very strong onshore current. All combined to put us in dire peril. Had I gone west two minutes earlier, none of this would have happened."

The unfortunate truth — and the hard lesson to be learned from this incident — is that the tragedy never would have happened had *Surfergirl* been much further offshore. When you're transiting a coastline on a black and stormy night, where GPS is known to be inaccurate, and the only helmsman can't help but be fatigued, 10 miles is what we would consider to be the minimum distance a vessel should be kept from shore. But it's not as though Carroll is the only one who has made this mistake. We can think of at least three sailboats that, for no good reason, have gone up on Baja beaches in the last year. For folks heading down the coast of Baja in the future, be aware that you can't rely on GPS for anything more than a very general position which, to us, means a circle of at least 10 miles or more at night. As such, we think the most important electronic navigation tools are radar and depthsounder. But when in doubt, go out!

Carroll and Bowman are determined to get on with "the adventure of rebuilding their lives." If you'd like to give them a helping hand, you may contact them at surfergirladventures@yahoo.com.

— latitude/rs

SINGLEHANDED FARALLONES



Left to right, 'Shamrock' feeling lucky; 'Green Buffalo' on the way to her third division win in a month; medium south-westerlies meant nice reaches coming and going.

If one were to assign a theme to the 30th annual Singlehanded Farallones Race, held on the rainy Saturday of April 21, it might well be, "First time's a charm." Despite a preponderance of veter-

eran soloists in the record 64-boat fleet, most of the winners were not only sailing their first Singlehanded Farallones, but their first solo ocean race ever.

"I think my main secret to doing so well is that no other multihulls entered," says Thom Davis of the Corsair 24 *Puppeteer*. First-timer Thom not only took first to finish, but fastest elapsed time *and* first overall on corrected. He made



— SOMETHING OLD, SOMETHING NEW



PETER LYONS/LYONSIMAGING.COM



Left to right, 'Puppeteer', the race's only multihull, won bigtime; Jim Fair on the new 'Chesapeake'; waterlines rule! — Wayne Meretsky aboard the S&S 47 'Moonduster.'



COURTESY THOM DAVIS

the 52-mile round trip in a hair over seven hours, enjoying a spirited drag race to the finish with the J/120 *Twist*, which finished three seconds behind.

"Seriously, I have a hard time taking credit," says Davis, manager of a biotech company in Hercules. "All I did was just sit there — one tack out, one tack in. Oh yeah, I guess I did roll out my cutter jib as I approached the Farallones. That's an old jib that I lengthened the luff on so I could fly it from the sprit. It gave me 2-3 more knots."

Yes, that's right: Thom modified the sail himself. In fact, he made *all* of *Puppeteer's* sails himself. "I got one of

the Sailrite books a few years ago and took up sail-making as a hobby," he says.

Thom Davis.

While her lightness certainly aided *Puppeteer* in the medium breeze (8-10 at the start, building to 15-18 near the islands), waterline was king for the monohulls. And big, heavy boats like Jim Quanci's Division 3-winning Cal 40 *Green Buffalo* just reveled in it, charging

through the sloppy cross swell like a battleship while smaller boats got beaten into submission.

"Cal 40s like it bumpy and messy," laughs Jim, who's really on a roll with the *Buffalo* this spring. "My son and I

Westbound and down — the solo Farallones fleet clears Land's End and heads out to sea.



SINGLEHANDED FARALLONES

won our division in the Doublehanded Lightbucket, and my wife and I won our division in the Doublehanded Farallones," he says. "So it just seemed logical to enter this one, too."

Like Thom Davis, Jim admits to not working very hard for the win. "I had the number one up the whole way and I think I hand steered for about half an hour total — the first 15 minutes going out, the last 15 minutes coming in, and about 5 minutes for the tack at the islands."

Adam Spiegel was yet another newbie winner, taking Division 2 with his J/105 *Jam Session* over some pretty tough Farallones veterans. Unlike those other two slackers, Adam actually worked for his win.

After starting 10 minutes late ("I'm still not used to how darn long it takes to get the boat out of the slip when you're by yourself!"), Adam picked off boats one by one on the rainy, bouncy reach out, and by the time he rounded Southeast Farallon, he was up with the Division 2 leaders. With the wind clocking even

more south, there was no point in setting a spinnaker. So like everyone else, he reached all the way in, hand-steering the whole way to get the most out of the boat. When the breeze went light under the Bridge, he set a kite and passed six or seven boats on the homestretch to the finish line off Golden Gate YC.

It wasn't fun and glory for all this year's first timers. Closing the back door this time was Rob Tryon sailing the new-to-him Contessa 26 *Tess*. Rob is one of the newest members of the race-sponsoring Singlehanded Sailing Society, and he's been working like a rented mule over the past few months to prepare *Tess* for solo ocean races, including next year's Singlehanded TransPac. This was *Tess*'s maiden voyage into the ocean and, well, let's just say it's a good thing he wasn't heading for Hawaii. As soon as *Tess* leaned into the first few waves, it became apparent that the caulking in the hull-deck joint had gone bad, as water started pouring into the boat. Making sure there were no other structural issues, Rob de-

ecided to complete the race — and spent most of the next 12 hours steering with one hand and pumping like mad with the other. He finished shortly after 9 p.m., physically spent, aerobically pumped, and wearing as big a grin as any of the winners.

— *latitude/jr*

DIVISION 1 (multihull) — 1) **Puppeteer**, Corsair F-24 Mk II, Thom Davis. (1 boat)

DIVISION 2 (PHRF <99) — 1) **Jam Session**, J/105, Adam Spiegel; 2) **Arowana**, Diva 39, Larry Riley; 3) **Twist**, J/120, Timo Bruck. (13 boats)

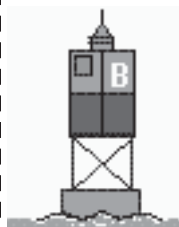
DIVISION 3 (PHRF 100-160) — 1) **Green Buffalo**, Cal 40, Jim Quanci; 2) **Sail A Vie**, Ericson 35 Mk II, Phil MacFarlane; 3) **Bad Puddy Cat**, C&C 37, Charles Watt. (19 boats)

DIVISION 4 (PHRF >161) — 1) **Tchoupitoulas**, Santana 22, Stephen Buckingham; 2) **Sea Witch**, Yankee 30, Robert Boynton; 3) **Eyrie**, Hawkfarm, Tom Condy. (9 boats)

DIVISION 5 (non-spinnaker) — 1) **Even Keel**, Catalina 320, William Meloy; 2) **Krissy**, Ericson 35-3, Allen Cooper; 3) **Surf**, X-332, John Hendricks. (13 boats)

DIVISION 6 (Sportboats) — 1) **Mirage**, Black Soo, Ben Mewes; 2) **Simba**, Express 27, Skip McCormack; 3) **Elise**, Express 27, Nathaniel Bossett. (7 boats)

Complete results: www.sfbaysss.org.



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BOATYARD TOUR

Spring has been lovely on the Bay so far this year, giving area sailors plenty of opportunity to air out their boats, shake the birds' nests from their sails, and perform every boater's favorite ritual: the yearly haulout.

Okay, saying a haulout is a "favorite" chore may be a bit of a stretch, but every sailor we talked to during our annual boatyard tour seemed to be in fine spirits, regardless of the work ahead. Some had light loads — fix a few blisters, slap on a coat of bottom paint and splash — while others had already negotiated long-term storage rates with their yard. Most were somewhere in the middle.

In a normal year, we set out one fine day, toting our notebook and camera bag, hit every boatyard on the Bay and come back with a slew of stories. This year was odd in that we couldn't track down any DIYers at a few of the yards we visited.

Not to be deterred, we walked the docks and found a couple folks hard at work. And everyone appeared to be enjoying themselves immensely. It seems that sappy saying about messing around in boats isn't so far from the truth.

If you dread the thought of digging out the sander, stocking up on blue tape, making ump-teen trips to the chandlery, and walking stiff for days, maybe the following sailors will inspire you to don the most important item during your next haulout: a smile.

— latitude/ld



Hooligan, Westsail 11.8 — Sausalito boatwright Rudy Salazar was getting ready to repair a minor gouge in *Hooligan's* gelcoat when we stopped by. Since he hauled out for an insurance survey, he only had a few small items on his to-do list, so he was more than willing to chat and pose for a portrait.

Even though he just bought the classic Bob Perry-designed cruiser a few months ago, he's intimately familiar with *Hooligan*, having lived aboard with the boat's previous owner, Alice Martin, several years ago. Their relationship may have ended, but their friendship remained strong. So strong, in fact, that Martin welcomed Salazar aboard as crew in last year's Pacific Cup, where they placed second in their division and won the 'Best First Passage' award.

"Alice is retiring," Rudy told us, "so she and her partner bought a boat on the East Coast to go cruising in the Caribbean and Europe." When the time came to find a buyer for *Hooligan*, Salazar was first in line. As a well-respected boatwright — he trained at Arques and maintains a shop there — Rudy is too busy to go cruising at the moment, even though *Hooligan* is ready for it. "Now I have bills," he laughed. "But when I do go, it'll be south."

In the meantime, Salazar will cruise the Bay Area aboard *Hooligan* while continuing to race his "fun boat," the Moore 24 *US101*, painted an eye-catching shade of highway sign green. "I'm usually at the bottom of the fleet," he laughed, "but I'm building experience."

— ALL SMILES



ALL PHOTOS LATITUDE / LADONNA

Frolic, Bear Boat — 'Piper Dan' Porter (left) gets the prize for the longest haulout, having been on the hard for the last six months. When we spoke to him, he was hoping to splash *Frolic*, his 'new' 1942 Bear Boat, within a week.

An electronics technician by trade, Porter is also a talented jeweler, which proved helpful when he needed to fashion a new rudder cap. "It's made of special copper," he explained of the gleaming *objet d'art*.

Throughout the process of rebuilding *Frolic* — repacking cotton, rebuilding the transom and spreaders, replacing several bow planks, building a new hatch, and installing 12 sister ribs — Dan was helped by his long-time pal 'Brother Tom' (right). The Michigan natives met in Arcata in 1976 and have been buds ever since. They count themselves fortunate to have been coached through the rebuild by in-demand wooden boatwright Rick Mercer.

Though he hasn't sailed big boats in years, Porter is a transatlantic vet. "When I was a teenager, I sailed with my parents on their 42-ft Atkin ketch *Tanaquill*," he recalled. "We sailed from New York to Greece to the West Indies."

His family sold the boat many years ago, but Porter hopes to find her again someday. "It was a very unique boat. It was built by Abeking and Rasmussen in Germany sometime in the '50s," he said, "and it had 32 ports." If you have info on *Tanaquill*, Porter can be reached at danporter@yahoo.com (note there is no 'e' in his email).

Oriole, Bird Boat — Daniel McLean is another Sausalito boatwright who has a long history with his boat, having learned to sail on *Oriole* when his uncle owned it. The family fascination with Birds didn't stop with his uncle though. "My dad was funny about Bird Boats when I was growing up. He compared every boat to a Bird." McLean caught the fever and, in 2001, fulfilled his lifelong dream of owning *Oriole*.

Though the boat was built in 1929, she was well maintained through the years, leaving McLean little to do in the way of major repairs, aside from installing a new foredeck. But, as anyone who's owned a wooden boat knows, that doesn't mean he hasn't had his hands full. "For every 10 hours of work, you get 1 hour of sailing," Daniel chuckled.

It's ironic that, when we caught up with him, McLean was kicking back while he watched his wife Linda and buddy Chris Burke apply a coat of *Oriole's* signature yellow paint. An arm injury put a crimp in his yearly haulout plans, he explained, and forced him to play Tom Sawyer. But his work crew didn't seem too bothered. "I provide lots of 'liquid motivation'," he joked when we pointed out a bucket of empties.

To say that McLean is a confirmed Bird fanatic is putting it mildly. Not only is he an avid racer — "We're back to back season champs!" — he's also the President of the San Francisco Bird Boat Association. "It really is an illness."



BOATYARD TOUR



Brigadoon, Herreshoff 50 — "If you want to sail on *Brigadoon*," says Terry Klaus, who's owned the famous 1924 gaff schooner for over 30 years, "you have to work on *Brigadoon*."

When we ran into him, just a handful of his 20 or so potential workers had shown up, including three guys he's been sailing with for 25 years — pictured from left to right: Robby Fouts, Klaus, Merv Nichols and Ed Bennet.

If you've ever been out on the Bay — or read the pages of *Latitude*, for that matter — you've probably seen *Brigadoon* strutting her stuff at one time or another. As Staff Commodore of the Master Mariners Benevolent Association, Klaus is heavily involved in classic yacht racing, such as the spectacular Master Mariners Memorial Day Regatta and the "WOW!"-inspiring Jessica Cup, which he helped develop in the '80s.

Brigadoon isn't just a show boat, though. Terry's two kids grew up on her, the family taking many summer vacations in the Delta, not to mention sailing the Bay. "My daughter usually brings a bunch of her young friends during the haulout," Terry noted, "but she's in Mexico right now."

Until she returns, Klaus will have to 'make do' with a scurvy crew that includes Olympic sailors, circumnavigators and the president of the company from which he retired. "I have some very good friends."

Laylah, gaff ketch — Not everyone we spoke to this year was on the hard. We found Stefan Szenoner hard at work on another boat's ceiling strips in front of his own striking ferroceement gaff ketch *Laylah*. Szenoner, a retired journalist for a German publication — he claims the late Frank Zappa as one of his good friends from those days — stays busy now as a marine woodworker (check out his ad on page 233).

"*Laylah* was designed and built in 1978 by a local doctor," Stefan told us. "He died in '85 on Kanchenjunga [the world's third largest mountain] and I bought the boat from his widow in '99."

Since that time, Szenoner has spent countless hours completely restoring the interior — installing cabinets, a teak and holly sole, and a whole passel of other nifty conveniences. In fact, he's getting ready to take *Laylah* to Europe on an open-ended cruise.

"I'll leave next year and go to the Sea of Cortez," he said. "Then I'll go to Costa Rica, through the Panama Canal and to Cuba." In Cuba, Szenoner will have a tough decision to make about his future: head off across the Pond to Greece or to Spain. "I haven't decided yet." No matter which route he takes, Stefan is determined to travel the rest of his life. "I'm just going to keep going."



— ALL SMILES



Serendipity, Cal 29 — Phil Hyndman (left) and Craig Moore bought *Serendipity* from the Richmond YC Foundation just six months ago, having sold their previous Cal 29 *Whirled Peas*. "We used to race against her in the old Cal 29 fleet," Hyndman noted wryly of their new-to-them boat.

Serendipity's previous owner, Tom Bruce, had her for 29 years and was a seven-time YRA champ. "Now I crew on his new Beneteau First 36.7 *Serendipity II*," Phil said. It's too soon for the pair to say if they'll race *Serendipity* — for now they're just focused on painting her hull and setting up the boat for Bay cruising.

Hyndman, a Sausalito-based architect, and Moore, a sales manager for a winery, met through *Latitude's* crew list a few years back and became boat partners. For Moore, the situation is ideal. "I travel 25 weeks of the year," he explained, "so my sailing time is limited." The drive from his home in Sebastopol also cuts into his schedule, so owning a boat by himself doesn't make sense financially. "Partnerships are the way to go!"

Scotch Mist, Lapworth 32 — John Farley was busy stripping the cockpit varnish when we interrupted him. Taking a break from the fumes, Farley reminded us that we ran a short item on him in August 2005 when he bought *Scotch Mist* — one of four Dasher-class sloops built by Hank Easom in the '60s — and had her trucked back home to Sausalito.

"She's perfect for the Bay," he said with a faint Irish lilt. Having grown up sailing, he freely admits that he prefers sailing *Mist* over working on her, but he's still done plenty. The major work — rerigging the mast, upgrading the electrical system, tuning up the engine — was done right after he bought her. The brightwork is another story.

"It never ends," he chuckled. "Plus it keeps you out of trouble." As a painting contractor, he has the skills to bring her back but he's taking his time. "I'll do it bit by bit. She may look a little tardy this summer," he said with a smile, "but I don't care."

Farley hopes to one day sell up and go cruising, but he's still trying to convince his wife. "She's a landlubber from northern Louisiana," he joked. "All they have are swamps and alligators!"

But for now he's planning on some summer beer can racing and, of course, the Master Mariners Regatta and the Jessica Cup. Beyond that, he'll do some area cruising, but mostly he just enjoys being aboard *Scotch Mist*. "This is my escape from the fog and the city. It really is a labor of love."



BOATYARD TOUR

Whitecap, IOD — Three years ago, Hank Hernandez (pictured) and his stepdad Robert Garant became the second owners of one of the most recognizable boats on San Francisco Bay: the varnished mahogany International One Design *Whitecap*. "She was built for a Norwegian boat show in 1961," explained Robert, "but she never made it." Tom Allen bought her and had her delivered to the Bay where he raced extensively for the next 40 years.

Garant, a structural engineer and home builder, and Hernandez, an organizational change partner, are Florida Keys transplants who claim to have moved here for the wooden boats. "They don't do so well in the Florida heat," Hank chuckled.

When Hank saw a listing on Craigslist (not *Latitude*?! for *Whitecap*, he and Robert decided to become boat partners. "One of the criteria of buying her was to keep up her varnish," Hernandez said. Though a brand wasn't stipulated, they continue to use the same brand Allen used. Not only that, they also keep her in the same slip in San Francisco's West Harbor. "She's been there since '61 so



why move her?"

Since buying her, Hernandez and Garant have raced *Whitecap* extensively and, this summer, will be representing San Francisco in the IOD North Ameri-

can Invitational in New York. While you might think this is their greatest accomplishment, in regards to the boat, you'd be wrong. What *is* their greatest accomplishment? "Affording it!"

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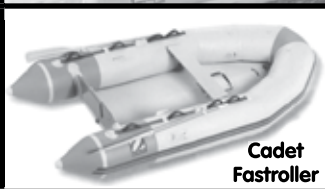
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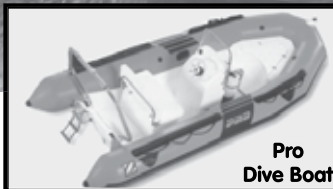
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AMERICA'S CUP —

It was like a practical joke gone horribly wrong: They can't start the America's Cup because there's no wind. Ha ha ha. Very funny. But wait, they were *serious*. On April 16, the first scheduled day of racing in the Louis Vuitton Challenger Series, there wasn't enough wind off Valencia to keep a cigarette lit, so the races were cancelled. Well, okay. One day is no big deal, right? But on the second day, same thing. Third day, ditto. Fourth day. . .

Wait a frickin' minute — wasn't Valencia picked *because* it had dependable wind? We almost felt a pang of longing

for the New Zealand's Hauraki Gulf, the *other* most unreliable venue on earth for consistent breeze.

We tried to invoke analogies that would give some kind of perspective — the Winter Olympics with no snow, perhaps. The Indy 500 minus gasoline. No footballs at the Superbowl. The Kentucky Derby sans horses. All seemed too absurd to even contemplate. And so was this — sailing's Main Event with the whole world watching and, well, it *was* more exciting watching grass grow.

When this issue was being planned, this space was slated to contain a review of Round Robin 1, which should have been over on April 21. However, at this writing, exactly five races out of 24 planned ones had been sailed. Fully seven of nine days in Round Robin 1 had been cancelled due to light or no wind. (By mutual agreement, the teams do not race in less than 7 knots.)

If mere journalists such as ourselves



ROUND ROBIN 1

were frustrated, imagine what the sailors felt like. Or the syndicate heads. Or sponsors. Or the tens of thousands of people who came to Valencia to watch some boat races. Or the celebrity '18th men'. Or TV people, who are hard enough to get interested in sailing in the first place.

The first full day of racing in Round Robin 1 finally occurred on Friday, the fifth day. Six matchups — two match races on each of three different courses — were completed, followed by one more

round of single matchups on Saturday before. . . you guessed it: the wind died again for two more days. As this issue went out the door, normal wind patterns seemed to have finally made an appearance off Eastern Spain.

If so, it remains to be seen whether the embarrassing false start will now be forgotten, or whether it will come back to

At presstime, Larry Ellison's 'BMW/Oracle Racing' was the only undefeated syndicate in Round Robin 1 racing. Here, they put away 'United Internet Team Germany'.

haunt the proceedings somewhere down the road. We're sure the lawyers are busy drawing up briefs just in case.

The first high drama of this year's official America's Cup countdown occurred earlier in April when there was still actual wind blowing. This was Act 13, the last of a series of fleet races which were sailed all over the world in the last four years to keep the America's Cup spectacle in the public eye. Although the Acts were primarily exhibitional, in the last few events, the top boats ac-



GILLES MARTIN-RAGET/BMW ORACLE RACING

AMERICA'S CUP



GILLES MARTIN-RAGET/BMW ORACLE RACING

crued points that were carried over into the Louis Vuitton series. Also unlike the current challenger series, the defending America's Cup champion *Alinghi* team could join in the fun.

Well in Act 13, they not only had fun, they stole the show, winning four of the seven races in Act 13.

That aforementioned drama involved the *+39* syndicate, one of three Italian teams in attendance. In the first race, the notoriously underfunded, one-boat team came charging out of the gates to amass a 48-second lead over the fleet before a broken spinnaker pole on the last leg hamstrung them to 10th.

Then, on the third race, the port-tack *United Internet Team Germany* tried to duck *+39* but the rigs clipped and down came the Italians' one and only generation-5 spar. Although *+39* won the protest, their options looked bleak. They had an old generation-4 mast, but with the new high-roach 'gaff' mainsails on the current crop of AC boats, the older masts are just not competitive.

In a scene reminiscent of the old *Wind* movie, *UITG* offered *+39* their extra gen-5 spar, but it was disallowed by the other challengers. *+39* was allowed to accept a gen-4 rig from *Alinghi*, which somehow was better than the one they already had. So they put that in the boat and were able to at least keep practicing while repairs progressed around the clock on the broken mast. Ironically, the delays

What hell looks like to sailors . . . and TV producers.

at the start of Round Robin 1 could not have worked out better for *+39*, who were finally able to fix their gen-5 spar and get it back in the boat. Whether they'll pull off a surprise comeback like in the movie is unlikely, though. Where's Jennifer Gray and the Whomper when you need them?

In fact, at this writing, after five races, there are few surprises to report. Topping the leaderboard with 5 straight wins and 13 points (2 point for each win and 3 carried over from wins in the Acts) is the USA's undefeated *BMW/Oracle Racing* team. They're followed in second and third by *Emirates Team New Zealand* (4 races, 3 wins, 10 points) and *Luna Rossa Challenge* (5/3/9). Three teams are tied for fourth with 3 wins and 8 points apiece: Italy's *Mascalzone Latino-Capitalia*, Sweden's *Victory Challenge*, and — yes, there is one surprise in the LVC so far — *Team Shosholozza* from South Africa, who dealt the *Luna Rossa* their only defeat so far. Rounding out the remainder of the 11-boat fleet from 9 countries are Spain's *Desafio Espanol* (4/2/7), France's *Areva Challenge* (4/2/5), *United Internet Germany* (5/1/3) and the so-far winless *China Team* and *+39* syndicates.

In Round Robins 1 and 2, each team races each other team once. The top four boats then go on to the semi-finals. Although it is pretty much foreordained that *BMW/Oracle*, *Emirates* and *Luna Rossa* will be there, the big intrigue and excitement of this Cup, at this stage, is who makes the cut for fourth.

As the much-delayed RR1 schedule threatened to collide head-on with the scheduled start of RR2, laydays as well as most of the 'intermission' between the two rounds went out the window. At presstime, the plan was to complete RR1 as quickly and efficiently as possible, then segue right into RR2. By the time you read this, Round Robin 2 *should* be well underway.

By May 8, seven teams will be packing for home and the big four will be tweaking for the semi-finals, which begin May 14. The two top boats from that series move on to the final round, which begins June 1 and runs through about the 10th. The winner of *that* matchup earns the right to face *Alinghi Challenge* in the 32nd America's Cup races, which begin June 22.

All this assumes, of course, that the wind off Valencia becomes a bit more dependable than it's been so far.

To follow the Louis Vuitton Cup online, log onto www.americascup.com.

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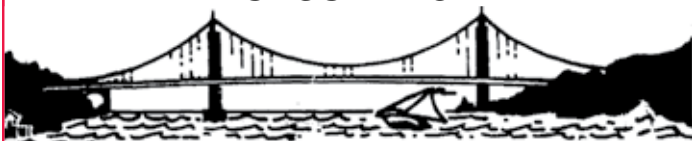
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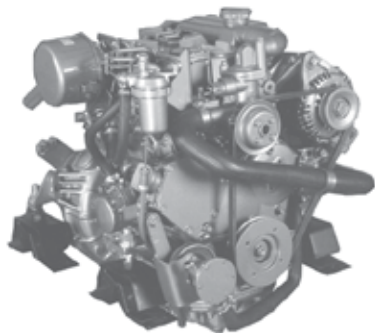


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ODYSSEY OF RAGMEG

In the March issue, we introduced you to Bob Germann, who at age 80 decided to singlehand his gaff-rigged 27-ft St. Pierre dory Ragmeg, all the way from Nova Scotia to his homeport of Oceanside, California. In the first installment, he made it as far as South Carolina. In this second and final article (which had to be bumped from the last issue due to a scheduling change — our apologies) we rejoin him, adrift on a windless Caribbean, somewhere off Cuba. . .

This wasn't the way it was supposed to happen. We should have been in Mexico more than a week ago. But here I was, somewhere in the Caribbean with a broken engine, a broken boat and, as the poet once observed, miles to go before I sleep.

You may recall that this odyssey began in Nova Scotia in 2002, where an impulse buy had made me owner of a lovely, schooner-rigged 27-ft St. Pierre dory. Now it was June, 2004, and after many starts and stops in my singlehanded voyage to sail *Ragmeg* back to Oceanside, California, I was finally bound across the Caribbean to Mexico.

Or perhaps I should say *trying* to sail to Mexico.

My problems started soon after departing Cuba. Against most advice, I had sailed directly there after departing U.S. waters (Dry Tortugas) on June 5. I anchored in small protected coves a couple of nights — never landing and, in fact, never seeing another person, although I had tried to radio my arrival several times.

On June 9, we had gotten underway at 7 a.m. for the 'short' 100-mile crossing of the Yucatan Channel, bound for Isla Mujeres in Mexico.

The first trouble occurred only a few hours later when the cadence of the engine changed. All appeared to be normal on inspection, including oil pressure and temperature, but the old Lister diesel definitely had a different sound, and it worried me. If I had engine problems, should I return to Cuba? Could I find help on the island's remote southern coast? I decided to press on. After all, if the engine failed, *Ragmeg* was a sailboat. We'd get there with the wind.

That evening, just before dusk, the engine quit and, with just 42 miles to

were almost 90 miles away and there was still no wind. A thorough inspection of the engine revealed that two motor



Lights, camera, action — Bob Germann's ever-ready camcorder produced a few memories he'd rather forget.

mounts were broken, and that the entire engine had shifted forward an inch or so and fallen down into the bilge. Revival was out of the question until I found a decent mechanic.

By lunchtime on June 11, we were 147 miles north of Isla Mujeres. The good news was, there was finally enough wind that we were sailing due south un-

der main and foresail — barely making headway against the 4-knot current. But barely was better than nothing! I once again gave silent thanks to the folks at Snyder's Shipyard who convinced me to put a centerboard on the boat before

leaving Nova Scotia. Without it, we would not have been able to point at all, and might have been swept all the way to Corpus Christi, Texas!

On Sunday we had a bit too much wind, resulting in a splintered throat on the foresail gaff. I tried several different combinations of main and 'scandalized' foresail, but it was obvious that whatever pointing ability we had before was now gone. So I changed course for Cabo Catoche at the northeast corner of Yucatan. Above all, I needed to avoid the prevailing easterlies blowing us west of the Yucatan Peninsula and into the huge expanse of the Western Caribbean. I wasn't sure I had enough life support on board to be caught hundreds of miles from land.

To conserve electricity — which I could only generate when the engine was running — I started bailing manually. The boat has always 'made' a bit of water (primarily through the shaft bearing), but the Whale Gusher pumps dealt with it easily. One irony of the situation was that, while my trusty dory seemed to be stumbling, my own health and spirits hadn't been so good in years. My body seemed to be responding well to the demands placed on it. I felt stronger than when I left, and as a diabetic, was pleased to see that a toe infection had cleared up rapidly.

Ten days after leaving Cuba, our 100-mile journey finally came to an end at the fishing village of Rio Colorado. There, with the help of kind (and strong) *pesCADORES*, we were able to get the engine back on its mounts and restarted. But more importantly, I was finally able to phone my wife, Mary Ellen, to report I was okay.

Life continued to throw curve balls. I finally made it to Isla Mujeres only to find that the boatyard adjacent to the Puerto Isla Mujeres Yacht Club — highly recommended by my cruising book — turned out to be a big disappointment. This was really a shame, as it was a nice, modern facility. I found out later that some work they claimed to have completed was never done, and some parts — along with the mechanic who went off to find them — never did show up. I decided to cut my losses. I paid my bill and headed for Belize, which, I'm happy to report, had an excellent yard at Cucomber Marina that does top notch work.

But even better, this detour led to

*For the first time in two years,
I swung the tiller to head north.*

go, the sails went up. Then the trouble *really* began.

First there was the current. With no wind, the current drove us north. By the next morning, we were 32 miles north of our destination. By that afternoon, we

der main and foresail — barely making headway against the 4-knot current. But barely was better than nothing! I once again gave silent thanks to the folks at Snyder's Shipyard who convinced me to put a centerboard on the boat before



'Ragmeg' glides along off her new homeport of Oceanside. Her two-year odyssey to get there took her through 12 countries.

me meeting John Oliver, a Canadian boater who shared my appreciation of both the schooner *Bluenose* (which had been hauled at the same yard in Nova Scotia as *Ragmeg*), but of my classic Saint Pierre dory that was built there.

We became instant friends, and his involvement with the local Rotary Club and familiarity with Belize helped secure the right mechanic, carpenters and other sources for preparing *Ragmeg* for the rest of our journey. Among the work done: *properly* replacing the engine mounts, which the Mujeres yard had charged me for but never did.

The Guatemalan coast is not long, but it more than makes up for this in its beauty. The impressive mountains rising behind green foothills offered an abrupt and pleasing contrast to the low-lying, featureless coast of Belize I had left behind the day before. Pulling into the small fishing village of Livingston, at the mouth of the Rio Dulce, we entered a paradise of forests and palm-fringed beaches. The temperature was 89, there were no bugs, the breeze was warm and pleasant, and flying fish erupted out of the smooth water as we approached the anchorage. This had to be as close to the Garden of Eden as it gets!

Or so I thought. As we hopped up Central America through Honduras, Columbia, Panama and the San Blas Islands, each new place revealed even more wonders. There were the Howler Monkeys of East Cabo Sal. Or anchoring in Punta Graciosa Dios — named by a thankful Christopher Columbus after a hard passage to get there. Or Isla Providencia, where I discovered the 'seven colors of the sea' — blue, green, cobalt, indigo, violet, crystal clear, emerald. All applied, but none, even lumped together, did justice to the beauty.

At the same time I was enjoying these natural wonders, I was also aware that the big hurricanes of 2004 were already starting to pound Florida. Although I would have liked to linger longer in the Western Caribbean, I felt the tug of time and weather windows myself.

Our jumpoff point for Panama was Isla San Andrés in Columbia. There I was lucky enough to connect with a fellow who introduced himself as "Bush, the Columbian, not Bush the American." As part of his very helpful services, I connected with a mechanical and electrical wizard named Leo. This wizard not only restored my rusting autopilot and its remote to perfect working order, he also restored an old Tillermaster I had on board. Oddly, Leo suffered from a rare condition which makes it physically painful to be out in the sunlight. It took me awhile to realize that's why he usually showed up very early in the morning or late at night — but rarely during full daylight.

The morning before my final departure from Nene's marina, I was sitting in the cockpit when — *wham!* — it felt like the world exploded. I ducked instinctively as a high-speed motor launch smacked into *Ragmeg*, climbed over her cockpit and

ODYSSEY OF *RAGMEG*

stopped inches above my head. I crawled out from beneath the launch realizing that I had narrowly escaped being cut in two!

In the hours and days following, I discovered that incidents like this were not that unusual. The outboard motor-powered launches that ferry fishermen in and out of Nene's Marina all do so at top speed. And seeing how the drivers stand up and steer with a flimsy lanyard — sometimes just a bit of string — attached to the motor, it wasn't hard to see why accidents happen.

Despite damage to *Ragmeg* (mostly cosmetic) I harbored no ill will toward the young native driver, and in fact felt sorry that the incident might harm his opportunity to make a living. The Port Captain understandably takes a dim view of hot dogging and will never allow this young man to operate a launch in the marina again. Nene, the owner of the marina — and a true friend of cruisers — directed me to two skilled craftsmen who repaired *Ragmeg's* damaged toe rail and split samson post on the port side. Thank goodness for Peter Willis' sound construction on my well-found dory or the launch surely would have run right through the cockpit — and me.

The delay in Isla San Andreas underscored our need to keep moving. During the two weeks I spent there, Hurricane Charlie had wreaked havoc in Florida. Ironically, the overall effect of a hurricane to the north is to suck all the energy out of the southern Caribbean, giving us an ideal weather window to make a safe passage to Panama. However, the closer we got to September, the greater the risk of more hurricanes. And now September was only a week away. When Nene, who along with everything else is the local weather guru, said to go, on August 29 we went, traveling in company with an Australian couple, David and Rosanne, aboard their 46-ft ketch *Chardonay*.

Ten days later, I was anchored in Colon, Panama. As if the crime there wasn't bad enough, I got the worst news of the trip so far: After 5,000 miles and



line handlers and pilot which I was required to have aboard.

But you know what they say about being handed lemons. I quickly ran through the Plan Bs in my head: 1) Take *Ragmeg* around Cape Horn. Hmm, don't think so. 2) Unrig the boat and ship it overland to the Pacific by truck. Yes, that's doable. But wait. There might be one more possibility. *Ragmeg* had worked her magic on many an admirer in my journey so far. Perhaps if I tied her up front and center in front of the Panama Yacht Club. . .

"You can't dock there," said Roger the harbormaster looking out the window from the office where I had gone to pay my docking fee. "That dock is reserved for boats with deep draft."

But then he looked out the window again. And again. "Come with me," he announced, heading out the door. "We'll find you another space." On the way down to the boat, I told him I had arranged a flatbed truck to take the boat across the isthmus.

By this time we were standing on the dock in front of *Ragmeg*. He stared at



"Bob, after this boat has done all that, why would you want to miss taking her through the Canal?"

I started to explain that I couldn't meet the accommodation requirements, but he stopped me in mid-explanation.

"I want to see this boat go through the Panama Canal!" he announced. "Meet me here in the morning. And oh, by the way, leave her right where she is. I like the way she looks there!"

And so it was that on September 11, 2004, I was on my way through the Panama Canal with Jimmy Wong — the

"Did you really bring that boat all the way from Nova Scotia?"

months of voyaging to get there, I wasn't going to be allowed to transit the Canal! *Ragmeg* was too small to provide the required food, water, sanitary facilities, shelter and sleeping quarters for the four

the boat for a moment, then turned to me and in a hoarse voice asked, "Did you really bring that boat all the way from Nova Scotia?"

I nodded.



the bank.

I first noticed the two young men, one in his early 20s, the other probably still a teenager, standing next to a parked semi truck. I saw that they were watching me and immediately sensed trouble. I tightened my grip on the camcorder as I walked past. Sure enough, the older one went for the camcorder. In the struggle, my watch was stripped from my left wrist. While down on the ground, I grabbed a rock and held it up in a threatening way. When they briefly backed off, I rolled under the semi trailer and out onto a frontage road. This was separated from the main road by foliage and, through breaks in it, I could see

the older guy keeping pace with me as I ran along. I could also see up ahead that the frontage road and main road converged.

At the next dense part of foliage, where neither of us could see the other, I ducked through the bushes behind him and slid down a long embankment, hurrying to a gas station where other people were gathered.

By the time I hailed a cab and got to the bank, I was a mess. My left arm was covered with blood from where my watch had been stripped off. It wasn't a large laceration but my anti-coagulant therapy allowed a fair amount of blood to soak my arm and

clothes. I looked a lot worse than I was, but I certainly got the attention of the armed guards at the front door of the bank!

To add insult to injury, I had forgotten my passport, so I had to return to the boat, then back to the bank! Luckily, I was escorted to and from the cab by armed guards and the process was completed without further 'excitement.'

As most cruisers know, the Panama Canal cuts through that country in more of a north-south direction than east-west, and before heading north up the Pacific Coast, you need to travel about 150 miles south and west to clear the Peninsula de Azuero, its outlying is-



Scenes from the odyssey scrapbook (clockwise from above) — Pacific pit stop with the 'Stuttgart Express'; Kuna Indians in San Blas; the bank at Rio Colorado; bird with turtle friend; welcome home rainbow over Oceanside; locking through the Panama Canal.

most sought-after pilot on the Canal — aboard, along with four friendly linehandlers, who all happened to be friends of Roger's from his high school days. To top it all off, when I asked what they'd like to eat or drink, they said, "Don't worry Captain Bob — just give us some money for Kentucky Fried Chicken and bread and lunchmeat . . . we'll make our own sandwiches — and yours, too!"

After a few adventures and a short delay due to mechanical issues on *Ragmeg*, we descended into the Pacific at the Mira Flores locks on September 14.

Finally, back in the Pacific!

Unfortunately, I did not quite escape crime-ridden Panama unscathed — and I don't mean just the exorbitant transit fees. On my way into town to withdraw money from the bank to pay my linehandlers and pilot, I ran into trouble. In retrospect, I probably should have left my camcorder on the boat, but I used it so frequently to document the trip that I automatically grabbed it. My second mistake was deciding to walk to

ODYSSEY OF *RAGMEG*

lands and reefs, and finally Punta Burica, on the tip of a narrow peninsula which forms the border between Panama and Costa Rica.

One of the big days for *Ragmeg* and me came on September 22 when I cleared Punta Burica and — for the first time since leaving Nova Scotia the year before — swung the tiller to head north. It was an exhilarating moment. We were finally headed home!

From then on it was a matter of harbor hopping up the West Coast of Central America while keeping a sharp eye on the busy shipping. For this I had two reliable alarms to awaken me at one-hour intervals. The main one was my battery powered alarm. The equally reliable backup was my bladder. After 80 years, it needs emptying every hour — and there's no option of sleeping through it. There are *some* advantages to reaching my age.

The last big hurdle of the trip was crossing the infamous Gulf of Tehautepec in Southern Mexico. Adjacent to the Gulf, a dip in the Sierra Madre mountain range allows winds generated in the Caribbean to squeeze through and blast across the water here with periodic gale-force offshore winds.

As with every other part of my passage, I sought the advice of experts for transiting this area and was told "Keep one foot on the shore." In other words, hug the shore. The wind might still blow like stink, but there was not enough fetch for any sea to build up. This is not a 'lee shore', so you can get in very close to shore (it was recommended that I follow the 5-fathom line) without fear of being blown onto the beach. To the contrary, you must sometimes fight to stay in close or be blown out to sea!

When I'd left to head down the East Coast months before, there was no way I could have planned this odyssey so that we would arrive in Puerto Madera — the jumping off point for crossing Tehautepec — in November, the best month of the year to do such a crossing. But that's how it turned out. Even so, we had to pick our weather window carefully.

As it turns out, that window 'opened' the same day I cleared into Mexico, November 10. I had no more than gotten my paperwork stamped than I readied the boat and took off at sunset for the 190-mile crossing, which would be mostly under power as, when there is no 'Tehautepec'er blowing, the conditions



Bob and Mary Ellen together again.

are usually glassy calm.

We almost made it.

I was about halfway across, having avoided any severe weather, when, at 10:30 at night, I smelled burned rubber and shut the engine down. It turned out my raw-water cooling pump had stopped working, which overheated the exhaust hose and melted it. I allowed the boat to drift in the medium breeze while I analyzed the problem.

I found that one of the bolts securing the pump to the engine had come adrift, allowing for slack in the belt. I was able to find it in the bilge and tighten everything up again, but no amount of duct tape could secure the leak in the melted hose. Instead of blowing heated exhaust water out the exhaust pipe, it was pumping it into the bilge. But I needed that engine. We still had 75 miles to go before we could enter safe haven at Puerto Angel. Fortunately, my electric bilge pump worked well. So we continued on in rather bizarre fashion: the engine pumping exhaust water into the bilge and the bilge pump emptying it out.

Everything went fine (relatively speaking) until 4:30 the next morning when, only 50 miles from our destination, the engine quit and would not restart.

This was beginning to look like a repeat of my earlier problems in the crossing from Cuba to Yucatan — except that here the wind blew a lot harder.

But, once again, *Ragmeg* is a sailboat. So up went the main and foresail. Most of November 14 was spent adrift in nearly no wind, but on Monday the 15th, I had one of the most incredible sailing days of my life. I was on an easy (and ideal)

northwesterly heading, boiling along at a steady 8.5 to 9 knots over the bottom according to the GPS. We slowed slightly through the day, but never got under 4 knots until darkness fell. Best of all, steering was by sail adjustment only. The rudder seemed only to be along for the ride!

If Monday was a 'high', Tuesday was counterpoint. The breeze had fallen to almost nothing, and I was again faced with the prospect of being unable to generate power for my bilge pump, GPS, radio and other electrical gear. (*Ragmeg* did have solar panels, but they had been working only sporadically for most of the trip.) At least I was fairly certain I had made enough

northing to be out from the threat

of a full-strength Tehautepec'er.

But instead of frustration, I passed the next few windless days full of awe and thankfulness. Out here, 100 miles from land, the weather was perfect — well, for everything but sailing. I was aboard my classic wooden boat, floating on an exquisitely beautiful blue ocean, absolutely free of any obligation other than to savor it all. And the wildlife — the sea was just alive around the boat. There were rarely fewer than a dozen sea turtles nearby, partaking of the myriad schools of fish flashing. For them, *Ragmeg* was just another large kelp paddy. I even saw brilliantly-colored snakes hunting below the boat. I felt this experience alone was worth the 'price of admission.'

By the end of the week, even the natural wonders were beginning to take a back seat to the urge to get moving again. I even started eyeing the EPIRB, which I knew was only for emergencies. Luckily, before I could act on the temptation to set it off, I spotted a ship headed my way over the horizon. Because of my low battery power, I waited until I could read the name, then I hailed them.

"*Stuttgart Express, Stuttgart Express*. This is *Ragmeg*, the small sailboat off your starboard bow. Come in, please."

"This is *Stuttgart Express*. You must be the sails we see."

And so began yet another highlight of my journey. After explaining that I was engineless and adrift without wind, the Captain of the ship radioed, "Stand by, we will back our engines."

An hour or so later — it took them several miles to slow down and turn around — what looked like the Great

ALL PHOTOS COURTESY BOB GERMANN

Wall of China pulled abeam of *Ragmeg*. Then a door opened in the side and a rope ladder tumbled out as crewmen

Ragmeg's odyssey came to an end on March 3, 2005, when I finally sailed

I passed the next few windless days full of awe and thankfulness.

took my bow and stern lines.

Then, to my amazement, three men in spotless white coveralls climbed down the ladder and into my cockpit. They introduced themselves as the First Mate, Chief Engineer and Assistant Engineer. The Captain had sent the top three members of his crew to fix my engine!

Three hours later, the engine was running, the melted hose had been replaced and the Captain himself had climbed down to step aboard *Ragmeg*.

"I don't know how to thank you," I said. "You saved my life, you know!"

He smiled and said, "Captain, you must remember that I am a sailor, too."

into Oceanside Harbor. I knew many friends were coming out to greet me, but I was surprised at the size of the flotilla, from which flew the flags of the 12 countries we had visited in our two-year odyssey. As soon as I sailed the final few yards into the harbor, they shot off rockets and gave me a conch shell 'salute'. And then, as if scripted in a Hollywood movie, a rainbow appeared, perfectly bracketing the main channel of the harbor. The best, of course, is that Mary Ellen met me at the boat to celebrate the conclusion of our long separation and anticipate the rest of our lives together. The best is yet to be.

Some final thoughts on *Ragmeg's* odyssey. There are many prudent sailors out there who might have suggested I should have 'known better' than to do what I did. I would be the first to agree with that notion. But if one were to dwell on the many negative possibilities of the voyage, it never would have happened. It's also been pointed out that I was lucky, and again, I agree. But I also believe that, to a certain extent, one can make one's own luck — or at least improve the odds. There is risk in everything we do, and we must always balance it against the benefits. I guess the bottom line for me is that I decided the risks were worth the experience. And it turned out to be the right decision, because I did make a successful singlehanded passage.

Well, almost. As one wise Mexican fisherman observed when he visited *Ragmeg*, I didn't do it completely alone.

"Solo?" he said, asking if I had come all this way by myself.

"Sí, solo," I replied.

He smiled and said, "Solo — con Dios." (alone — with God)

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GUIDE TO



BAY SAILING



There is method to the devine madness of sailing San Francisco Bay. One way to learn it is to throw the sails up and blunder around for about five years until you figure it out. This can be fun if you are young and looking for thrills. However, for those of a more mature or efficient nature, there is a better way, and you're holding it in your hands. It is a grand tour of the Bay, done in style and comfort. We call it The Perfect Daysail, and it goes something like this . . .

Start anywhere east of Alcatraz at about 11 a.m. — at which time the fog is beginning to burn off and a light breeze is filling in. From Alcatraz you're going to be sailing *counterclockwise* around the Bay. Begin your grand tour along the backside of Angel Island and up Raccoon Strait. (If there's a strong flood in the Strait, you may need to motor through this part.)

Once around Belvedere Point — you *do* have a chart aboard, right? — you can reach off toward Richardson Bay and the Sausalito waterfront. If you bear way off to hug the west shore of Belvedere, be careful not to stray past Cone Rock or you'll run aground. The Sausalito side of Richardson Bay is dotted with everything from floating trash to megayachts and is worth a pass. Stay in the channel though, as the northeast side is shallow and the bottom is riddled with debris.

Sailing back out the Sausalito Channel, hug the shoreline and enjoy the Mediterranean look of southern Sausalito. Generally, the closer you stay to this shore, the flukier the wind — until you get to Hurricane Gulch. It's not marked on the charts, but you'll know when you're there.

Once you round the corner at Yellow Bluff, you'll have little Horseshoe Cove on your right and the magnificent Golden Gate in full view ahead. If the conditions are right (slack water or a moderate flood), you might want to slip under the most famous bridge in the world and enjoy the unspoiled scenery of the Marin Headlands. If you're on a small or slow boat, however, make sure you're not rocketing out on the start of an ebb or it will take you forever to get back in.

Now comes the best part: turn around. If everything has gone as planned, you've gone as far to weather as you're going to. With the breeze approaching its maximum strength about 2-3 p.m., there's no better time to start reaching and running.

Go ahead and cross over to the San Francisco side of the Bay. If you seized the day and sailed seaward as far as Point Bonita, aim for Mile Rock, then cruise along the Baker Beach shore (not too close) and aim for the red South Tower buoy. Don't take your eye off that buoy, because for a stationary object, it sure seems to get involved in a lot of 'collisions' with boats.

It's possible to sail between the South Tower

continued on page 162

If you're a sailor, it just doesn't get much better than San Francisco Bay in the summer.

GUIDE TO

Chill Pill

One thing sailing on San Francisco Bay is not in the summer is warm. We don't care if it's 100 degrees in San Rafael, it will always be cold on the Bay. So you need to dress for the occasion, but leave the Levis at home. The correct method is 'layering' with modern synthetics, which not only insulate better, they wick moisture away from the skin. So go for undergarments of polypropylene, then polyester, and a top layer of quality foul weather gear (those made with Gore-Tex are best if you can afford them). Too warm? Remove a layer. Not warm enough? Add a layer — this isn't rocket science. As with most things, the more you spend on quality gear, the more comfortable and dry you will remain. We also strongly urge all boaters to wear flotation. If you fall in our cold local waters without a lifejacket, all the layering in the world won't keep you from going hypothermic quickly. And it's all downhill from there.

Flat Water Sailing

The main Bay offers great sailing, but you're going to get wet doing it. If you want some of the best flat-water, stay-dry (well, dryer, anyway) sailing of your life, head down the Oakland/Alameda Estuary. Again, it's best to beat to windward early in the day, then downwind sail back, perhaps stopping at one of the many waterfront restaurants that has a dock out front. Short of being kidnapped by the Swedish Bikini Team, there is simply no better way to rejuvenate your soul after a tough day at the office — even if it was the unemployment office.

Counterclockwise for Comfort

If your plan of the day calls for a grand tour of the Bay, always do it in a counterclockwise direction. It makes no difference if you start from the Estuary, Pier 39, Berkeley or Sausalito — and it's doubly applicable if you start in the afternoon rather than morning.

Sausalito

Richardson Bay

Golden Gate

Hurricane Gulch

Belvedere Point

Tiburon

Raccoon Strait

San Francisco

Angel Island

Alcatraz

THE SLOT

Bay Bridge

Clipper Cove

Yerba Buena

Treasure Island

Oakland Estuary

That's Easy for You to Say

"If you can sail in San Francisco," the saying goes, "you can sail anywhere in the world." While that may be stretching the truth a bit, the reverse is certainly true: "You can sail anywhere in the world on San Francisco Bay." We're speaking figuratively, of course. Check it out:

Caribbean — Reaching back and forth behind the Tiburon Peninsula on a hot September afternoon feels an awful lot like the Caribbean.

Mediterranean — A few passes from Richardson Bay to Hurricane Gulch and back are just like the Med: There's either way too much wind or practically none, and it comes from all directions.

Roaring Forties — Sail out to the Farallones and back on one of those 40-knot days. Cape Horn will seem like a piece of cake.

South Pacific — Sail up to the Delta around July and you'll get a taste of what sailing the tradewinds is like. When the wind shuts off, you'll also get a good idea of what the South Pacific bugs and humidity are like.

BAY SAILING

Fogbound

One of the weather phenomena most associated with San Francisco is our famous fog. We once brought an out-of-towner to the Marin Headlands who was actually disappointed because he could see the Golden Gate.

A couple of things sailors should know about fog: 1) The classic Bay stuff comes through the Golden Gate and streams down the Slot toward Berkeley. It pretty much stays right there, so all you have to do to get out of it is sail perpendicular to the flow. 2) Even when the fog is in, you can sail most of the Bay in perfect visibility if you just avoid the Slot. In fact, one of the most spectacular sails you can ever make is in the early evening between sunny Sausalito and Angel Island as a thick carpet of fog streams over the Marin hills and through the Gate. A true Kodak moment.

Cruising

Whether you have a week or a weekend, there are plenty of cruising destinations in and around San Francisco Bay. For the weekenders: Angel Island, the Petaluma or Napa Rivers, or even across the Bay to the Oakland Estuary or Sausalito. For those with more time: the Delta, or perhaps out the Gate and south to Half Moon Bay, Santa Cruz or Monterey.

Richmond
Bridge

Red
Rock

The Delta



Dreams and Nightmares

Two scenarios: 1) You want to introduce the man/woman (circle one) of your dreams to sailing; or 2) Your incredibly irritating mother-in-law has been whining for a year because you've never taken her sailing. Here's the best way to deal with them both. For the boy/girlfriend, follow the advice under 'Counterclockwise for Comfort,' ending with a quiet anchorage behind Angel Island. Break out some crackers, cheese and a bottle of vintage Merlot and he/she will be putty in your hands.

Now for the mother-in-law. Leave Berkeley at 2 p.m. and head for the South Tower. Don't reef! Plan to be there at max ebb. Then reach back and forth across the Golden Gate until she begs for mercy. If that doesn't work, sail her out to the Potato Patch via scenic Point Bonita. When she feels the need to "call Ralph on the porcelain telephone" make sure she does so over the leeward side — just as you punch through another breaking wave.

If you're somewhere between these two extremes, say out for an afternoon with the boys from work, or your daughter and a few of her friends, just take things slow and easy. As soon as you perceive the slightest fear or hint of seasickness, crack off and head downwind to a less windy area.

Richmond

Little/Big Boats

We hate to burst anyone's bubble, but in our opinion, boats under 20 feet are too small for sailing the open Bay. There are exceptions, of course, notably organized races sailed by properly attired small boat sailors where 'crash boats' hover nearby to help anyone who gets in trouble.

On the other end of the scale, San Francisco is a vibrant maritime port, and all manner of commercial shipping comes in and out at all hours. The main thing to remember is that big ships always have the right of way. If one of them gives you more than four blasts on its horn, it means, "I don't understand what you're doing and it's worrying me." It's probably time to tack and go the other way.

BAY SAILING GUIDE

and shore — if you know where the rocks are. If you don't, we suggest you sail through the main span of the bridge. And remember to give the South Tower Demon his due: a wide berth as you pass the South Tower. If you don't, he'll steal your wind, redouble it and throw it back at you, in which case you may find yourself momentarily heading straight for the tower's cement cofferdam. Whee-ha, we're having some fun now!

Once back inside the Gate, the Wind Machine will probably be in high gear and whitecaps will ruffle the Bay. But you won't care because you're sailing downwind at what should be close to hull speed. The proper etiquette is to wave and smile beatifically at the cold, wet sailors pounding upwind past you. And at the sailboarders and kiteboarders who, on weekends, will be whizzing by you like a swarm of angry killer bees. Don't worry, they won't hit you. At least not too often.

This part of The Perfect Daysail will afford you one of the great views of San Francisco, the place locals call "The City" (never "Frisco"). If any greenhorns

aboard felt queasy earlier, roust them out from their bunks below now and tell them to enjoy the view. No one pukes downwind.

Want an interesting detour? Jibe out toward Alcatraz. The likes of Al Capone and Richard 'The Birdman' Stroud once gazed out from behind those forbidding walls. The prison closed in 1963. Now Hollywood goes there to make movies. The 1996 flick *The Rock* even opened there in the old prison yard!

Once you've checked out Alcatraz — no landings allowed for recreational boats — jibe back and jog over to Pier 39. Follow the curve of the shoreline around toward the Bay Bridge. The wind will usually drop quickly, giving you an easy and relatively warm sail while you enjoy the Manhattan-like skyline along the Embarcadero.

From here on, you have a number of options. You can power reach across the Slot to either the lee of Angel Island or the Tiburon Peninsula, where you can drop your hook for the afternoon or

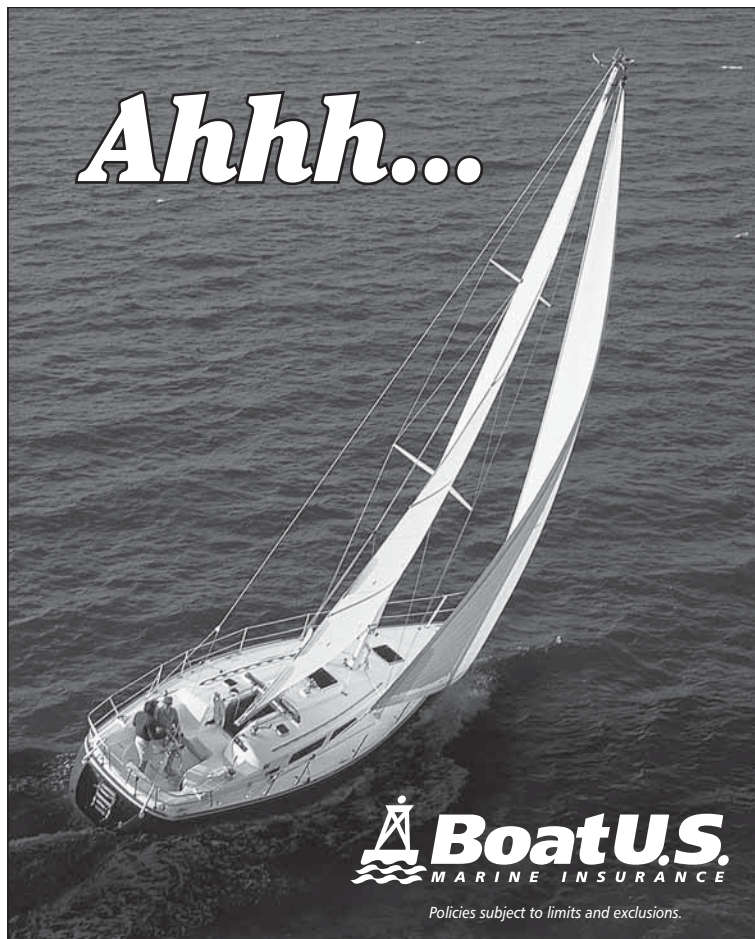
the whole evening and celebrate cheating death once again. Or you could slip around the backside of Yerba Buena and into Clipper Cove. If you're looking for a warm and gentle downwind run, keep right on going down the Oakland Estuary — an especially good destination if you happen to keep your boat there.

As you might have surmised by now, the secret to the Perfect Daysail is to get as far to weather as you're going to go before the wind really starts honking. (Most days, that's about 2 p.m., with max breeze around 4.) Remember to reef early and make sure your guests are dressed warmly — terrorizing chilly friends by sailing rail-down for extended periods is the fastest way to become a singlehander.


If you (or they) didn't bring warm enough clothes, definitely head for the warmest place on the Bay: the northeast (lee) side of Angel Island.

If you're not quite up to The Perfect Daysail yet, practice up on the lighter-air, flatter-water Richmond Riviera or behind Treasure Island/Yerba Buena.

Enjoy!



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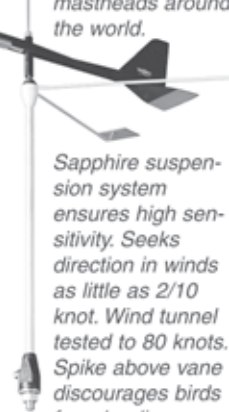


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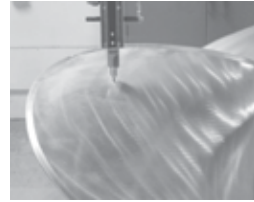
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PACIFIC PUDDLE JUMP '07, PT II

"Puddle Jump?" you ask. "What the heck is the Pacific Puddle Jump?"

With every passing year, we're reminded that there are a lot more things that we *don't* know about than we *do* know about. However, it just so happens that we *do* know the exact etymology of the curious phrase, 'Pacific Puddle Jump'. You see, we coined it 10 years ago to describe the annual springtime migration of sailors from the West Coast of the Americas to the fabled anchorages of French Polynesia.

If transiting the Atlantic is 'crossing the pond', we reasoned, then why not call a passage across the Pacific, the Puddle Jump? The phrase caught on, and these days sailors from Panama to Papeete are using it to refer to this ambitious 3,000-mile passage.

Even so, we should explain that the Pacific Puddle Jump is not to be confused with a yacht race or a cruising rally. Unlike the former, there is no organized starting date, no one to record the finish times and no pickle dishes to win for finishing first. This is not about competition.

On the contrary, the 'prizes' earned



Ginger won this black pearl at the Zihua fete. Now she and Peter will sail to its home waters on 'Marcy'.



here are a shared sense of accomplishment and the camaraderie between fellow passage-makers that invariably results.

Unlike a cruising rally, Puddle Jump participants don't all start or make landfall at the same places, and their only contact with one another for months may be via the radio waves.

What is a common denominator for all, however, is the challenge of crossing one of the largest patches of open water in all the world's oceans. Due to the enormity of that challenge, we feel it's appropriate to give members of each year's fleet their 15 minutes of fame in these pages. While last month's installment introduced you to the contingent leaving from Puerto Vallarta, this month we'll salute those leaving from Zihua, La Paz, Galapagos and California. Here's wishing them all fair winds, and grand adventures!

As noted last month, Rick's Bar hosted our Zihuatanejo Puddle Jump Kickoff Party, co-sponsored by the Tahiti Tourisme organization. At least a half dozen boats jumped off from there:

Bold Spirit — Passport 40 Kathi Bailey & Jeff O'Neill Seattle, WA

If this couple looks familiar, it's probably because they were profiled with last year's fleet. They headed west alright, but when serious engine troubles developed 1,000 miles out, they made the tough decision to abort the trip. Sadly, they had just reached the trade winds.

"It's funny," says Jeff, "before we left last year, I would look out over the horizon and say, 'That looks intimidating.' Now, when I look out there I can't wait to go again."

Both he and Kathi have



ALL PHOTOS LATITUDE / ANDY EXCEPT AS NOTED

Engine or no engine, this time Kathi and Jeff are determined to go the distance.

been around the water all their lives, and claim they were both born with a sense of adventure. They both learned to sail in college and, before heading south from Seattle in the spring of '05, they'd tested the waters of the Med, Caribbean and the Pacific Northwest.

A complete circumnavigation has always been in the back of their minds, but, as Kathi explains, "We think taking on one ocean at a time is probably a good strategy."

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

"My theory," says Ginger, "is that anybody willing to do this has somebody in their past that planted the seed — someone who dreamt of doing it themselves."

"In our case," explains Peter, "it was my dad, who had a longtime dream of sailing around the world but never did it. Maybe that had something to do with why we're here."

"We think taking on one ocean at a time is probably a good strategy."

Beyond that, they say they were inspired to head out by "the dark wet winters of Seattle, a vacation to Hawaii and a couple of reminders — such as the premature death of a close friend — that life is short."

Having spent less than a year in Mexico — which they love — they're

— POLYNESIAN RENDEZVOUS

anxious to experience "the culture and history of the South Pacific Islanders and the snorkeling along the way." With an open timetable, a full circumnavigation may be in the cards for them.

Their proposed itinerary is a bit different from most. As Janet was originally from Kenya, their route will extend far beyond the South Pacific.

*"Now, we're finally going the right way."
"West into the tropics!"*

Reflections — Hallberg-Rassy 42 David & Janet Fosh, Portsmouth, UK

David, an Englishman who worked as a director in 'real life', explains that he quit work in 1994, and he and Janet left Portsmouth for the Caribbean shortly afterwards. As with others in the fleet, they credit books they read decades ago with kindling their cruising dreams.

Both longtime sailors, they polished their skills in the waters of France, Spain, Britain and Scandinavia before crossing the Atlantic to sunnier climes. They spent six years in the Caribbean, followed by three years in the Pacific Northwest and Alaska. "Now," says Janet, "it's time to see the rest of the world."

They plan to spend a good deal of time visiting places like Mombassa, Tanzania and Zanzibar before rounding the Cape of Good Hope and sailing up the South Atlantic to the Caribbean. There, of course, they'll cross their tracks, completing the big circle!

Splinters Apprentice — Saltram 36 Bone & Beth Bushnell, Maryport, UK

Sometimes it's the most unassuming folks who have the most impressive stories to tell. After years of pipedream-

It's hard not to have a good time at Rick's Bar in Zihua — especially during the Puddle Jump Party. Down in front are Laurent (left) and Stephanie (right) who came all the way from Tahiti to welcome this year's fleet.



Larry and Trinda of 'Katie Lee' have come a long way from their former life as ranchers.

ing about cruising the world — inspired by the Hiscocks' books — Bone and Beth left England in 1994 on an east-about circumnavigation. During the 13 years since, their route has taken them through the Red Sea, across the Indian Ocean to Thailand and Borneo, on to the Philippines and Papua New Guinea, south to Australia, across the Tasman to New Zealand, up to Tonga, Samoa, Hawaii, Victoria and Alaska before heading south to Mexico.

"Now, we're finally going the right way," says Beth, a medical practitioner. "West into the tropics!"

"We had a 10-year plan to go cruising," explains Bone, who worked as a mechanical engineer. "But after eight years we said, 'Oh bugger this, let's go.'" With any luck this heavy, double-ended full-keeler will be 'out there' for many more years to come, as Beth and Bone have no plans to bury the anchor any time soon.

Katie Lee — Passport 45 Larry & Trinda Littlefield Belfair, WA

Not all world cruisers grew up around the water. Take Larry, for example: "I grew up on a cattle ranch in eastern New Mexico and was afraid of the water," he admits.

Trinda, however, is quick to add: "Not me! I actually always



PACIFIC PUDDLE JUMP '07, PT II

liked the ocean."

Decades ago, the couple had no intentions of exploring the world under sail. But when one of Larry's coworkers invited him to crew on a trip from

is shorter than you think."

When you learn about their background, you know they speak those words in all seriousness. After cruising the Western Pacific with their then-young daughter during the mid-80s, they lived in Asia for 15 years, eventually becoming anxious to get back into the cruising life. They were all set to go again a few years ago when Debbie became very sick. They sold the boat and ditched the cruising plan.

Today, though, thanks to the miracle of modern medicine, they've rekindled the dream. "Now that I've got my new ticker (artificial heart valve), we're finally ready to go again," says Debbie in her cheerful Aussie brogue. The plan is to sail *Volare* home to Bateman's Bay, a day's sail south of Sydney, by Christmas. They bought this comfy Catalina on the West Coast sight unseen less than a year ago. Next season they hope to explore Vanuatu, Fiji and perhaps the Marshall Islands.

Magnum — Peterson 44 Uwe Dobers & Anne Crowley San Francisco, CA

Uwe and Anne used to be regulars at the Golden Gate YC Beer Can Races, but apparently that wasn't quite enough

excitement for them. In the late '90s they flew to Australia, bought a 52-ft gaff-rigged yawl in Darwin, and set off on a circuit that led them through Indonesia, Micronesia, Palau, Truk and the Solomons before returning to 'Oz' ("broke").

They came home to the Bay Area to replenish their cruising kitty — he is a general contractor — and bought this vintage Peterson in 2000. When we met them in Zihua in March, they'd only been back in the cruising life a few months. The notable addition to the crew this time 'round is sweet little Cara, who is 4. "We needed crew and couldn't find anyone," jokes Uwe, "so we made our own."

With their sights ultimately set on New Zealand this season, Uwe and a friend, Maxime Genauzeau, will make the crossing to the Marquesas, where

Anne and Cara will fly in and join *Magnum* for the rest of the adventure. Like their last cruise, they plan to keep traveling until they run out of money.

Talerra — Cape George 38 David & Melanie Boots Shelton, WA

"Our cruising dream started 30 years ago with a letter of proposal," says Melanie. She and David, both then in their 20s, had fallen in love not long after he returned to California from an eight-year circumnavigation with his family. David pitched what, at the time, seemed like a perfectly workable plan: She would move up to Washington state with him, they'd work hard for a year or two, save up about \$10,000, get a boat and go cruising.

"Of course real life set in," she explains, "including careers, houses, raising a son and building our ideal boat, a Cape George 38, all of which required a bit more time than the letter mentioned!" He is a contractor and she's a teacher.

Cruising has changed enormously since David's 69 - 77 trip — we hope to share some of his insights in a future article. For now, though, he and Melanie are off to create some new memories, hoping to reach New Zealand by the end of the season — a place David's family lingered when he was a teen. We'd bet that *Talerra* will eventually complete a full circumnavigation.

Anne and Cara will skip the passage, but will fly out to meet Uwe and 'Magnum' in the islands.



Unlike most Jumpers, Debbie and Greg of 'Volare' are simply heading home.

San Diego to La Paz, he found that he really liked the sailing life. Back home in Tucson, he and Trinda sharpened their sailing skills on a couple of small Catalinas. Then later, after moving to Seattle, they went a giant step further by trading their house for this boat, and began their cruising adventures.

After two seasons in Mexico, they intended to head west in 2000, but a stock market disaster wiped out their savings. They were forced to leave the boat on the hard at San Carlos and go back to work.

Today, they're a bit older, but a lot wiser, and they're thrilled to finally be chasing the sun over the horizon. Larry's brother Don will crew on the passage west.

Volare — Catalina 42 Greg & Debbie Cockle, Sydney, AUS

"Go now," advise Greg and Debbie, who are both native Australians, "time



— POLYNESIAN RENDEZVOUS



Aboard 'Talerra', Melanie will help David retrace the steps of his earlier circumnavigation.

Arriving only recently in Puerto Vallarta, Papillon missed our coverage last month of PV departures:

**Papillon — Crowther 50 cat
Jim & Julie Parker, Bokeelia, FL**

This big cat is the only multihull we know of that's making the crossing this year — and she's a beaut. Custom built as a world cruiser in 2001, her Loch Crowther design incorporates many of the owners' specifications.

This Florida couple should be an inspiration to new sailors: "Neither of us had sailed before taking Steve Colgate's Learn to Sail and Bareboat Charter course in 1994," explains Julia. She followed up with an Indian Ocean passage with offshore instructor Nancy Erley, and that same year they began planning the construction of *Papillon*.

Since setting out in 2003, they've logged over 14,000 miles, including a circuit south from Charleston, west across the Caribbean, up to Hawaii via the Galapagos, across to B.C., and



PAPILLON

south to Mexico.

With their careers as middle managers in manufacturing now a distant memory, they intend to eventually complete a full circumnavigation, via South Africa. They obviously love the cruising life, although Julia observes, "Before going cruising, I never had to wax my house!"

Although it's not commonly done, this year, several boats jumped off from La Paz:

**Infinity —
Cape George 31
Susan Travers
& Elba Borgen
San Francisco CA**

If Susan and Elba were politicians, they might be branded as 'flip-floppers'. They'd originally planned to jump off this year, but worries about the El Niño effect had them threatening to delay. Ultimately, though,

they embraced the attitude that 'it'll be what it'll be'. After all, is there really any such thing as normal weather anymore?

Having bailed on successful entrepreneurial endeavors in real estate and small business while still relatively young, Susan, Elba and their Havanese

Jim and Julie have logged over 14,000 miles aboard 'Papillon' since 2003.

pup, Lola — who is *really* young — have a long list of 'must see' destinations for their open-ended cruise, including some in the Med. They're not comfortable promising that they'll sail all the way around the world, but they can guarantee that they'll be "sailing around" for the foreseeable future.



INFINITY

Elba, Susan and their mascot, Lola, are keeping their plans loose aboard 'Infinity'.

**Sand Dollar — Crealock 34
Don Pratten, Beaux Arts, WA**

"You only live once," notes Don, "so why pass on with regrets?" With that in mind, this retired dentist apparently began seriously considering this South Pacific adventure only after arriving in Mexico two years ago.

We don't have a lot of background on Don, but we do know that he has sailed the Northwest extensively during the past 30 years. Recently, though, Don seems to have developed an affinity for sunnier climes. Sailing solo, he plans to island-hop to New Zealand this season, then reassess his options.

**Irie — Tahitiana 33
Christian & Poki Breeding
Eliza Island, WA**

Considering that they're still in their mid-30s, both Christian and Poki already have a lot of adventures under their belts.

Christian has had the cruising bug ever since he accepted an offer to crew from Jamaica to Panama aboard the Dufour 31 *Waterhoen*, back in 1992. The next year he rejoined the boat in New Zealand for a loop up to Vanuatu and down to Australia. Somewhere out there he met Poki, who is English. They did a South Pacific circuit together, toured New Zealand and returned to the U.S., broke but happy.

"We got married, found *Irie* as an unfinished, forgotten project, rusted

PACIFIC PUDDLE JUMP '07, PT II



Poki and Christian are feeling 'Irie' about returning to their old stompin' grounds.

through on deck and sinking on the hard, bought her for a song in '97 and we've been preparing for this trip ever since." They set sail from Washington state in '03, doing a shakedown trip to Alaska before heading south to Mexico. Now, they intend to reach New Zealand

by the end of the season. Advice to others: "Enjoy yourself, it's later than you think."

**Odessa — Westsail 32
Rob Garney & Melissa Closson
San Jose, CA**

Rob and Melissa are 30-something dot.comers who "retired" from the Bay Area scene three years ago to begin a radically different chapter of their lives. They bought this stout double-ender (their first boat), sailed her to San Carlos, where they worked on her for a solid year — yeah, even in summer — then spent the past two years cruising the Sea of Cortez.

Now, they're ready to take the next big leap, out into the vast South Pacific. "We hope to visit the smaller, out-of-the-way islands," says Melissa. "For hurricane season, we're still up in the air as to whether we will head down to New Zealand or up to the Marshall Islands."

To would-be cruisers back home, Rob and Melissa offer this food for thought: "The most expensive item on

any boat is time. Smaller boats with the basics allow you to go sooner. . . Don't listen to all the 'should dos' and 'must

After two years in the Sea of Cortez, Melissa and Rob are ready to make new landfalls.



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— POLYNESIAN RENDEZVOUS

haves' that you hear all the time."

A number of boats will be heading to French Polynesia via the Galapagos Islands this year. We were only able to correspond with one, however: Fetching Light.

Fetching Light — Hylas 46
Judy Fontana & Phil Holland
Santa Barbara, CA

Although Judy has been sailing since age 20, Phil got into the sport only 10 years ago — but he *really* got into it! Together, they bought a 34-footer for Channel Islands cruising and chartered overseas. John consumed dozens of nautical books and took an instructional offshore course with John and Amanda Neal. "Finally we did the financial homework and decided to purchase and outfit a boat for extensive cruising," recalls Judy, a self-proclaimed cruising addict. "I could not have been more delighted!"

They bought *Fetching Light* in September of '03, did the Baja Ha-Ha rally a month later, then did a circuit from

P.V. to Hawaii, north to Kodiak, Alaska, eventually returning to Mexico. This past New Year's eve they left Zihua and sailed nonstop to Salinas, Ecuador. With the boat safely berthed at the Puerto Lucia YC, they then toured Ecuador and Peru for six weeks before setting sail with crewman Mike Wapner. *Fetching Light* should be in New Zealand in time for the summer season there.

Last, but not least, are two boats leaving directly from California.

Kosmos — Nordhavn 43
Eric & Christi Grab, San Diego

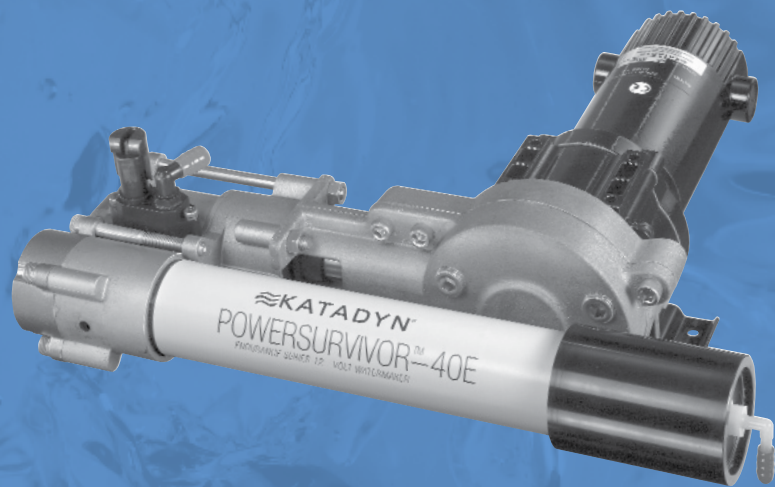
There are few unique things about



this Puddle Jump attempt. First, *Kosmos* is a motoryacht. In the decade that we've been keeping tabs on this annual westward migration we can't recall another motoryacht ever attempting the crossing.

"Please don't hold it against us," asks Eric. "We're different from the normally loud, bouncing, fuel guzzling wake monsters you see along the coast." This 43-footer was built for ocean cruising,

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powered by a single 105-hp diesel with a range of 3,300 miles. We assume she'll make it safely to the Marquesas, but we wouldn't want to pay her refueling bill once she gets there!

Unfortunately, we have little other info on this crew, but we wish them the best of luck and mild seas.

**Tuscany — Islander 34
Ciel & Angela Tierra
San Francisco, CA**

A lot of Islander 34s have gone off cruising during the past 30 years, but we'll bet none of them were quite like this one.

Ciel, who was trained as a marine woodworker, bought this boat as a bargain fixer-upper seven years ago and, well, he's the first to admit that he got a bit carried away. From stem to stern, he has replaced every bit of her original guts with fine ash and mahogany joinery. With Angie's help, he's given *Tuscany's* formerly modest interior the feel of a custom wooden yacht. Among her unique features are a roll-out computer drawer, a disappearing flat-field moni-



ALL PHOTOS LATITUDE/ANDY

Angie helped Ciel convert *'Tuscany'* into a nautical work of art.

tor, and a double-hinged mahogany table with marquetry inlay of a sailboat approaching the Golden Gate.

Angie, a registered nurse from the midwest, was new to the sailing world when she met Ciel a few years ago. But she quickly bought into his long-held dream of bluewater cruising. At 30 and 29, respectively, Ciel and Angie are probably the youngest owners jumping the puddle this year. "We want to have this big adventure," explains Angie, "before we have kids and a mortgage!"

Their unconventional route plan is to sail from San Francisco to Santa Barbara as a shakedown, then head directly from there to the Marquesas. Future plans are open-ended.

We hear through the coconut telegraph that at least 60 boats are 'jumping the puddle' this year — although some slipped under our radar.

Look for a recap with all the details of this year's crossing in an upcoming issue.

— latitude/at



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MAX EBB

We don't know who invented the self-tacking jib but we know where they sailed: In a narrow channel where the wind and tide were usually in the wrong direction.

"Ready about," I called wearily for the umpteenth time, and Lee jumped up from the chart table to crank a jibsheet while I released the old sheet from the opposite winch with one hand, steering the boat through yet another tack with the other.

"This is, like, soooo lame," she declared. "Max, is the number four on board?"

"It's in the forward cabin," I said. "The wind's building, but we're still fine with the big jib. Am I wearing you out with all these tacks,?"

"No way. But like, I want to show you something you can do."

Lee was not on the boat to exercise her winch-cranking arm, but to help calibrate my new electronics. At last, after years of shopping, researching, waffling and stalling, I had bought a new instrument system at the boat show. Along with the usual true wind data, this one could also take the over-the-bottom course and speed from the GPS, compare it to the course and speed through the water from the knotmeter and electronic compass, and display the current set and drift.

"You mean the current speed and current direction," Lee had to correct me whenever I used "set" and "drift" to refer to the speed and direction of the current. "Set and drift are the longitudinal and transverse components of the boat's motion caused by the current. Not the same as the true current speed and direction, which have, like, nothing to do with the boat's orientation."

"Okay, get all pedantic on me," I said. "You're always telling me that sailing jargon is a living language and I just have to deal with it."

Either way, the new gadget displayed the most important bit of information for strategic sailing on the Bay: the actual true current direction and speed.

"You mean the magnetic current direction," Lee corrected. "Your system is set to display all directions in magnetic, even what you call the true wind direction."

"Whatever," I sighed. "The point is, once this system is calibrated, it displays the current direction and speed, and the

wind direction and speed, on any course or point of sail."

Calibration was the tricky part, though, and that's why Lee was aboard. The frequent tacks were actually just what she wanted to get everything set up just right.

"Once this is dialed in," she promised, "the numbers will hardly change at all from tack to tack or from beat to run."

She disappeared below to find the small jib, and was back on deck a minute later with the sailbag, three snatch blocks and a jibsheet.

"What are the blocks for?" I asked. "We have lead blocks already on the tracks. And don't you need two jibsheets?"

"You don't mind a bald-headed switch, do you?"

Without waiting for an answer, she pulled down the old jib and set up for the new one. We were at one edge of the channel so I tacked the boat with the jib down.

"Sheeting to the rail?" I questioned as she attached a block to each toe rail just behind the mast.

But when she rigged the single sheet I started to get an inkling of what she was up to. The sheet led from the starboard cockpit winch to the snatch block on the starboard rail, then through

a block shackled to the clew of the sail, then to the snatch block on the port rail, and back to the cockpit winch on the port side. She hoisted the small jib, trimmed in the sheet, looked at the sail and congratulated herself on making a



good guess on the lead position.

"Lee, we have to tack again," I said. "Ready about?"

"Any time," she answered without moving a muscle.

I put the helm down and turned the boat through the wind. The jib luffed, then crossed the boat and filled on the new tack, all by itself. It wasn't what I would describe as good trim — the clew was way too far inboard and there was too much twist in the sail, plus we were a little underpowered compared to the way we had been sailing with the big jib. But it was fast enough to make good progress against the flood tide, and certainly fast enough for a daysail.

"Now I can, like, get back to work

"You don't mind a bald-headed switch, do you?"



LATITUDE / ANDY

A simple self-tacking jib set-up could make it easier to trade tacks on the Estuary.

without interruption," she announced as she went back down to the chart table.

For the next few tacks I didn't even bother to change sides. All I did was move the helm and everything took care of itself. Meanwhile three or four boats motored past with roller-furling jibs, probably heavy 120% or 130% sails rolled up on their furlers.

Lee eventually announced that the calibration was complete, and that the current speed and direction were "now playing" on the primary cockpit display.

"0.9 knots at 117 degrees," I called back. "This is great! Let's see how it varies across the channel."

But something wasn't right.

"Lee," I yelled down. "I don't think the calibration is correct. The tide isn't flowing in the direction of the channel, according to this."

After the tack I was able to compare it to the reading on the previous tack.

"Same on both tacks," Lee confirmed from her instruments at the chart table. "The calibration is, like, totally dead on."

"But how can the current direction not line up with the channel?" I asked. The inbound channel heading is 90 but this thing says the tide is flooding at 117. The water can't flow right through the

seawall."

Lee poked her head up through the companionway to look around. She checked the magnetic compass, checked the reading from the digital compass, looked out down the Estuary to the open Bay, and assured me that the indicated tide direction, which was at least 15 degrees out of alignment from the straight, parallel and impermeable sides of the Estuary, was correct.

"Can't be," I insisted.

"Can," she answered with a sneaky grin.

"Uh oh," I thought, "here comes the lecture."

"Because rotation is, like, pre-served."

"Rotation?" I asked, even though I should have known better than to engage her in another incomprehensible technical discussion. "What is rotating here?"

"Max," she said impatiently. "Rotation is net vorticity. In frictionless flow it's impossible to produce it, but once it's there, it's impossible to make it go away."

"Ready about!" I said, thinking that was a better alternative to trying to figure out what she had just said. All morning those words had made her jump — but they didn't have any effect on Lee now that her self-tacking rig had been set up.

"Imagine you're holding a large frying pan full of soapy water," she continued. "Now imagine sitting on a swivel chair, rotating 90 degrees. Watch the bubbles. The soap, except maybe around the edges where there's a lot of friction from the side of the pan, shows that the water does not turn with the pan. In fact, without friction, there's no way to make the water have any net rotation at all. You can't twist a frictionless liquid."

This seemed intuitively wrong. Maybe I had her, for once.

"What if you stir it with a spoon?" I asked. "I can get water in my frying pan to rotate very easily with a circular current."

"If it's, like, a frictionless spoon, then the vortices spilling off the sides of the spoon will be exactly equal and opposite to the rotation of the main circular current, and net rotation will still be zero."

"Where can I buy a frictionless spoon?"

"Obviously you can't," admitted Lee. "That's why real-world flow can, in fact, be rotational. Take the flood current into the South Bay, for example."

"I was wondering when we were going to get back to tidal currents."

"Okay, like, the flood current into the

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South Bay is maybe one mile wide by an average of 30 feet deep. We think of distances in miles and depths in feet, so our perception is sort of off, but it's a really, really thin layer of water — on average maybe several hundred times wider than it is deep. And there's lots of friction as the current flows along the bottom, over all those rocks, sunglasses and winch handles, slowing down the water along the bottom but not on top. This is what causes rotation in the flow field, rotating about a horizontal, transverse axis."

I tried to visualize this, and Lee helped me out.

"Think of the water as a bunch of very long logs, reaching from Oakland to Yerba Buena Island, rolling into the South Bay. The water goes faster on the surface than on the bottom because of bottom friction.

"Okay, got it. Except that your analogy isn't really correct, because the current

right along the bottom is still flooding, not stationary like the bottom of a rolling

log."

"The logs

are sliding into the South Bay at the same time they're rotating. So there's, like, a rotational component to the flow in addition to the main translational flow. If you were moving with the water somewhere between the bottom and the surface, the water above you would be going faster and the water below you would be going slower so it would seem like the water was rotating around you."

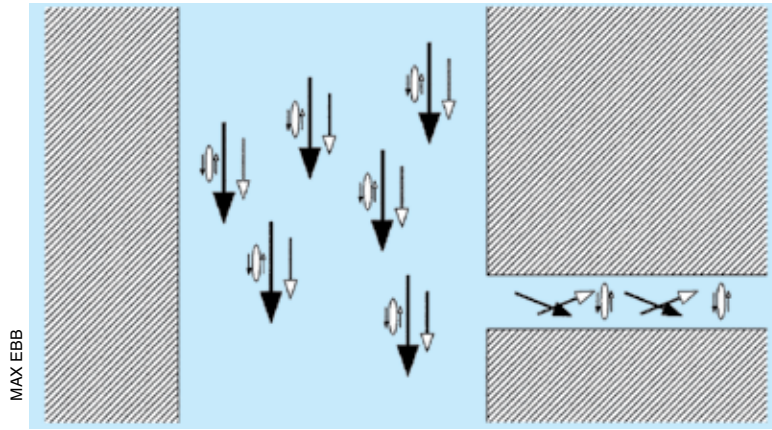
"All right, I'll buy that."

"Now the good part.

Think what happens when the water makes the sharp left turn into the Estuary."

"The logs make the same left turn and start rolling east?"

"No way! Rotation is conserved, and the direction of the rotation is conserved



Current flowing into the South Bay is faster on the surface (black arrows) and slower along the bottom (white arrows) due to friction, producing rotational momentum in the water. When the water turns the corner into the Estuary, rotational momentum is conserved and the result is helical flow with the surface current angled to the south.



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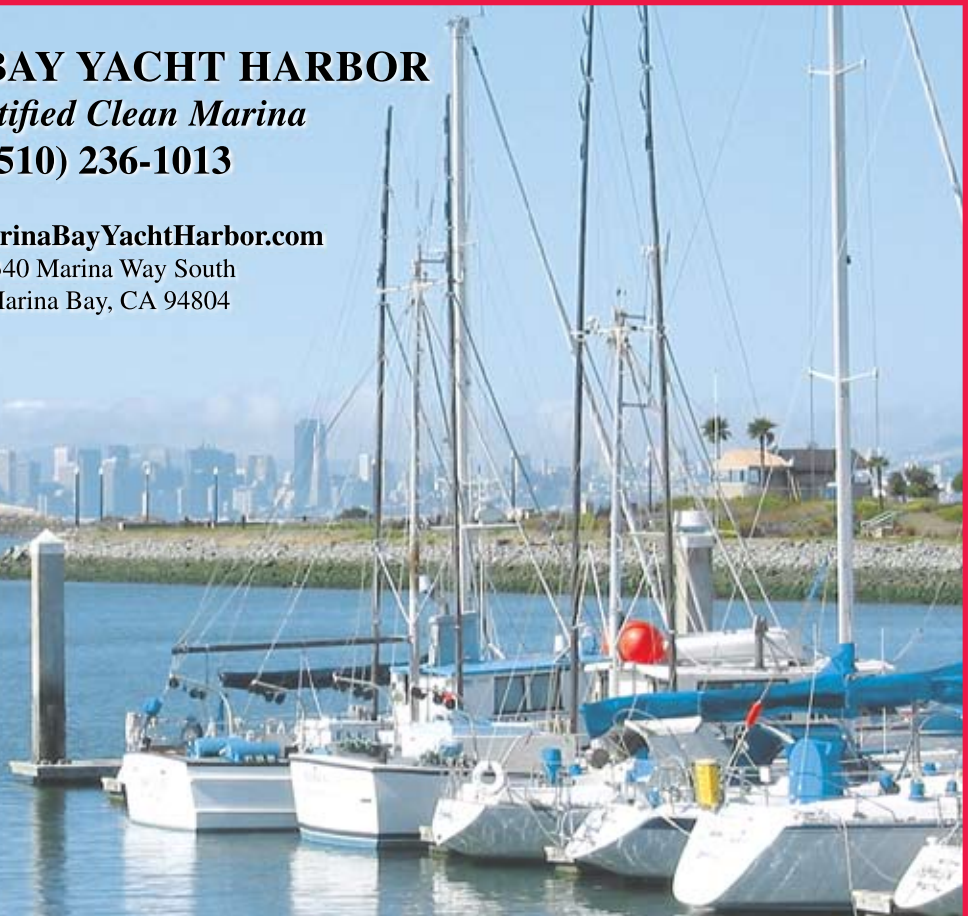
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even when the water turns the corner. The logs slide sideways into the Estuary, but they keep rolling to the south because of all that rotational momentum that's been accumulated. So like, the water in the Estuary flows mostly east, but more north to south on the surface and more south to north along the bottom."

She paused to let this sink in. I could visualize rolling logs, I could visualize the logs sliding up the mouth of the Estuary, and I could visualize everything getting stuck because the logs were too long to make the turn.

"Remember that the logs go into the Estuary end-on," she explained. "But they keep rolling in the same direction they had been rolling before making the turn."

"So we get a spiral flow up the channel?" I finally realized.

"At last!" she threw up her hands in thanks. "But, like, it's a helix, not a spiral. A spiral is a two-dimensional shape, and this is totally 3-D."

"So the current really does run at an angle to the sides of the Estuary, at least at the surface. Good work, Lee, figuring that out. I would have been trying to recalibrate my electronic compass all day."

"Actually," she said, "this effect was

"So the current runs at an angle to the sides of the Estuary."

first described to the sailing community by John Clauser, of the IOR 1-tonner *Bodacious*, at a dinner meeting/lecture at Berkeley Yacht Club. It explains a lot of interesting things you can observe around the Bay."

"Ready about," I said when it was time to tack again.

"Think of a strong ebb rounding the

corner of the Cityfront," Lee continued after watching the jib tack itself again. "The water turns the corner but the residual rotation from the long south to north flow up the shallow South Bay is still there, so the surface water flows away from the shoreline and we get upwelling that makes smooth spots, sometimes mistaken for patches of early flood in the middle of a strong ebb."

"That could explain why we didn't gain big when I was sure we were in tide relief on that last Cityfront race," I grumbled. "You weren't on the boat for that one but, maybe with the new current data display, it will be easier to figure these things out."

I was having so much fun with the self-tacker while everyone else seemed to be motoring that I was almost sorry to reach the end of the Estuary.

"Why do people insist that roller furling saves work?" I asked. "Seems to me that, in a day of sailing, I tack a lot more often than I hoist the jib."

"For sure," confirmed Lee. "And be-

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cause it's such a pain to change a sail on a furler, it pretty much guarantees that you always have the wrong sail up. The typical all-purpose roller furling jib is too heavy and too short on the hoist to be good in light air, and too big for heavy air."

"Well, to be fair," I pointed out, "a good roller-furling system can be reefed down for heavy air."

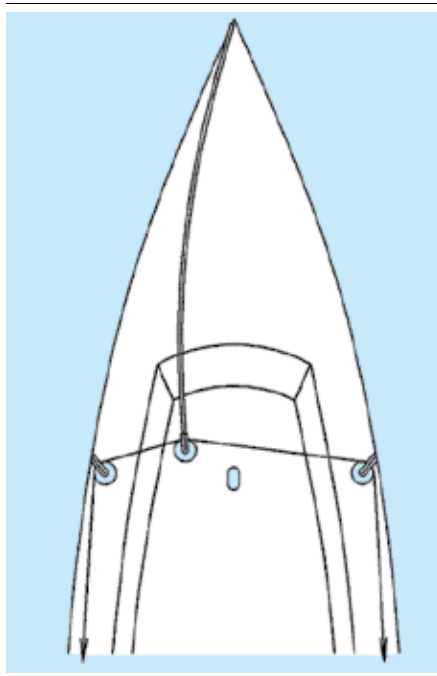
"But you still have to, like, change the position of the jibsheet leads, and you still end up with overlap, so self-tacking doesn't work."

"So you would rig a cruiser with a self-tacker? Wouldn't that be pretty boring in light air?"

"No way. You could have a self-tacking working jib, designed for the purpose, with a big clewboard and long battens to support the roach that just barely doesn't touch the mast. With a curved track, rigged like on a Soling or a Star boat, the jib trim can be just as perfect.

"But the boat would die in light air."

"I dunno, I think a self-tacking full-hoist number three can be as powerful as



MAX EBB

A proper self-tacking jib involves a curved track or boom arranged so the sheet is tighter on centerline and slightly looser at each end of its travel, causing the car or boom to naturally snap all the way to one side or the other. If you don't mind a lot of twist in the sail, you can jury rig one with three snatch blocks and a sheet.

a roller-furling high-clew 120. Especially if you tack it to the end of an anchor sprit, which is also a good thing to have on a cruiser. And, along with the short bowsprit, to keep the helm balanced, you could lower the gooseneck or lengthen the boom or increase the mainsail roach. Then for really light air, you could have a really big full-hoist 150 with a strong enough luff so it wouldn't need jib hanks for luff support. That way the self-tacker would stay hanked on all the time for easy changes up and down."

"Sounds good, but I'm not ready to put this boat into cruising mode just yet.

We eased sheets and turned back into the channel. Lee went below again to check the readings downwind one more time. She came up a few minutes later with the spinnaker bag.

"Lee," I protested. "There are only two of us, and the wind's coming up."

"No worries, Max. I just want to, like, show you a new way to jibe . . ."

— max ebb

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THE RACING

With reports this month from the soggy **Bullship Race**; a half-dozen fairly mild **Ocean Races**; a wild **J/Fest**; a monster of a **Big Dinghy**; a gale of fun at the **Camellia Cup**; the holy grail of **Beer Can Racing**; the heavenly **Resin Regatta**; a **new fleet** in town; jam-packed action in **Box Scores**; and all the delightful trivia we could cram into **Race Notes**.

Bullship Race

In politics, it's the Kennedys and the Bushes, in Hollywood it's the Douglasses and the Barrymores, and in El Toros it's the Paxtons and the Nashes — family legacies that keep coming back, one generation after another.

Will Paxton and his dad, Fred, stole the show April 14 at the 54th annual Bullship Race (itself a legacy). They finished one-two, youth winning out over experience. Nipping at their heels were Gordie and Nick Nash, an uncle-nephew duo who placed third and fourth respectively. (Nick's dad Chris was a bit further back in the fleet.)

After a light start near Sausalito, the 29 Toro diehards who braved driving rain and variable breeze found good westerly winds for the stretch across the Golden Gate to the Cityfront. Boats swept down current toward Alcatraz found favorable wind and tide conditions near the San Francisco shore, finishing generally

other multi-generational El Toro dynasty. Karen Howard was the first maiden voyager and the tail-ender (in Toro-speak, that's halfway back plus one) was John Dukat. Lots of other special awards were presented. For a complete list and full results, go to www.eltoroyra.org.

- 1) Will Paxton; 2) Fred Paxton; 3) Gordie Nash;
- 4) Nick Nash; 5) John Pacholski; 6) Buzz Blackett; 7) Art Lange; 8) John Liebenberg; 9) Skip Shapiro; 10) Chris Straub; 11) Eric Beckman; 12) Mike Quinn;
- 13) John Amen; 14) Dennis Silva; 15) John Dukat. (29 boats)

Ocean Races Aplenty

It was rush hour at the bar last month — the San Francisco Bar, that is — with six races heading out the Golden Gate over five weekends. Fortunately or unfortunately, depending on your tolerance for adventure, conditions proved fairly benign for all. The only weekend without a scheduled ocean race, April 14-15, was the only weekend when gale force conditions prevailed.

For Island YC's Doublehanded Light-



Shiploads of winners — Above, Will Paxton won this year's Bullship. Right, Doublehanded Lightship winners Tim Nutt and Pete Trachy.

ahead of the skippers who chose to cross near the bridge. The younger Paxton, a Santa Cruz sailmaker, finished in just under 50 minutes. Not a record-setting pace, but mercifully quick for an 8-ft dinghy in unpleasant conditions.

The first woman to finish was once again Vickie Gilmour, representing an-



ship Race and the OYRA's fully crewed version, which ran simultaneously on March 24, there was plenty of breeze inside the Bay for the start, but a lack of wind made life uncomfortable the rest of the way to the Lightbucket. Lumpy seas caused a few competitors to retire and one — Greg Nelsen's Azzura 310

Outcast — to consider the option. Nelsen stuck with it, however, and was the first monohull to finish. The first boat home was Hunt Stookey's 32-ft catamaran *Lightspeed* with Trevor Baylis steering. Posting an elapsed time of three hours, five minutes, they finished second overall on corrected time.

The overall winner was ocean racing rookie Pete Trachy, who raced his Santana 22 *Maguro* with Tim Nutt in Trachy's first race outside the Bay on his Tuna. A mild case of beginner's luck may have been involved (Trachy and Nutt admit their only strategy was to go as fast as their boat would allow), but you can't call it a fluke. Two other Tuna 22s — Sally Taylor's *Auggie* and Pat Broderick's *Elaine* — also finished in the



'Cal' leaves little to the imagination after wiping out near the South Tower during the Doublehanded Farallones. Above, race winners Ray and Amy Wells.

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top 10, and the three boats swept their class.

In the crewed edition, Lani Spund's customized Santa Cruz 52 *Kokopelli*² posted the fastest elapsed time — like *Lightspeed* in the doublehanded race, completing the 25-mile course in just over three hours.

Adding a layer of complexity to the day, the Olson 25 class was scored time-on-time, while every other fleet was scored time-on-distance. In the former category, Reuben Rocci and Nesrin Basoz's Olson 25 *Sweet Ness* had the best corrected time. Although they were one body short on crew, Rocci said good teamwork and a decision to sail mostly south of the Bar channel both out and back made for a quick trip. Of the 54

time-on-distance racers, George Ellison's Schumacher 30 *Shameless* took the cake.

The following weekend, conditions were nearly perfect for St. Francis YC's 'private' ocean race to the Lightship for J/105s and J/120s. Nearly, we say, because, although the sun was out and the wind was just on the cusp of comfortable with gusts to 25 knots, the fleets had to battle a flood current on the way out and an ebb on the return trip. Maybe that's why the other Lightship races were scheduled for the previous weekend.

Along with the breeze and adverse current came the good (plenty of opportunities to surf) and bad (broaches and a few shredded kites). "The 105s that made it around the turn were coming

back doing high teens and an occasional 20 knots," reported Gary Kneeland. Unfortunately, Kneeland didn't get to savor the fun himself. His *Orion* motored home after snagging its backstay on the Lightship buoy and dismasting. (More on that in *Sightings*.)

Two weeks later, the course was longer and the crews were smaller for the Doublehanded Farallones. Just over 100 boats came for what turned out to be a mostly one-tack and one-jibe race in relatively flat seas and calm breezes that never got above mid-teens. You don't usually hear "fun" and "Farallones" in the same sentence, but that seemed to be the consensus for the April 7 race.

"There were challenging moments," claimed DHF rookie Eamonn Markham, who sailed on Caleb Everett's Express 37 *Stewball* to a second in class. But the challenges were minor — dense fog was about the biggest complaint we heard from racers — for an event that has seen far worse in recent years. "It's hard not to smile after a day like that," remarked Markham.

First back was again Trevor Baylis on *Lightspeed*, this time with Stan Schreyer as his other set of hands. Their elapsed time of four hours, 46 minutes gave them a third place on corrected time. But it was the father-daughter team of Ray and Amy Wells on their F-27 trimaran *WingIt* who won top honors.

With flat water and no breakers as they rounded the Farallones, the Wellses had time to smell the roses — or rather, the wildlife — which this year included a few shark-ravaged seal carcasses. The only casualty on *WingIt* was a shredded kite — inside the Bay of all places. "I made the mistake of sheeting in hard in a dead zone near the St. Francis," a slightly sheepish Ray explained. When the wind came back, the spinnaker exploded from the top down. *WingIt* crossed the finish line with a genoa, thanks to Amy's quick call to fuggeddaboutit and hoist a new sail.

Second overall and the top monohull was Dave Hodges' excellently sailed Farr 38 *Timber Wolf* with Scott Parker as crew. Two other multihulls (appropriate for a race sponsored by the Bay Area Multihull Association) and a pack of Moore 24s and Express 27s rounded out the top 10.

The rush hour came to an anti-climatic finish on April 21. Once again, it was calm outside the Gate, and the

THE RACING



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OYRA Duxship fleet had mild weather out to the Duxbury Reef, over to the Lightship and back to the Bay. Although most boats avoided the impending rain, the southerly breeze that preceded it also meant they kept their spinnakers packed for what is usually a good ride home. The few that tried flying kites only kept them up for a few minutes during the six-plus-hour race. The same could be said for the record number of Singlehanded Farallones racers, who had an equally

Slippery when wet — Conditions for the StFYC-hosted J/Fest on the Cityfront offered a bit of everything, but mostly it was wet and wild. All photos latitude/sutter unless noted.

auspicious trip to the rocks and back. Look for complete coverage of the SHF's big 3-0 elsewhere in this issue. Make your way to Box Scores for results.

J/Fest

Whether by sky or sea, the St. Francis YC-hosted J/Fest thoroughly doused racers under rain and clouds, but, by the third

race that day, the wet stuff was coming from the Bay as conditions became more akin to a late summer afternoon, with the ebb and 30-knot winds making for wild rides along the Cityfront.

Several boats ran into trouble — or had trouble run into them — as the conditions turned nuclear. Collisions, a grounding, racers overboard, and countless wipeouts made for good fodder back



LATTITUDE / JR



at the bar on Saturday night.

"The highlight of my day was that everyone on our boat was so in tune with getting the swimmer out of the water," said Steve Madeira, whose *Mister Magoo* tried to retrieve a man overboard from fellow J/120 *Grace Dances* at the start of the third race. (Right as Madeira was on the approach to pick him up, a race committee boat swooped in to do the duty and *Magoo* returned to race mode.) No doubt Madeira's good spirits were helped

by the strong performance he and his crew turned in all weekend long, winning their class by a comfortable margin.

Racers were rewarded for their hard work the day before with Chamber of Commerce conditions — a more consistent breeze and sunny skies — on Sunday. It was still wet, but a little less white-knuckled.

Hands down, the weekend's top performance was Ed Walker's *Casual Contact* in the J/24 fleet. His straight bullets

gave him a 12-point margin in the five race series over the second-place boat. You do the math.

J/105 — 1) **Aquavit**, Tim Russell, 19 points; 2) **Donkey Jack**, Scott Sellers, 21; 3) **Brick House**, Kristen Lane, 28; 4) **Natural Blonde**, Cooper Deisinger, 32; 5) **Jam Session**, Adam Spiegel, 40; 6) **Wonder**, Tom Kennelly, 46; 7) **Arbitrage**, Bruce Stone, 46; 8) **Alchemy**, Walter Sanford, 47; 9) **Spartan**, Patrick Doyle; 10) **Advantage³**, Pat Benedict, 51; 11) **Risk**, Jason Woodley, 55; 12)

THE RACING

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Good, clean fun at Richmond YC's Big Dinghy Regatta March 31 and April 1.

Lulu, Don Wieneke, 59; 13) **Cal Maritime**, Charlie Arms, 60; 14) **Strangelove**, Justin Oberbauer, 68. (27 boats)

J/120 — 1) **Mister Magoo**, Steve Madeira, 11 points; 2) **Chance**, Barry Lewis, 14; 3) **Desdemona**, John Wimer, 16; 4) **Dayenu**, Don Payan, 22. (8 boats)

J/24 — 1) **Casual Contact**, Ed Walker, 5 points; 2) **Little Wing**, Luther Strayer, 17; 3) **TMC Racing**, Mike Whitfield, 22; 4) **Renaissance**, Nina Bohlen, 23; 5) **On Belay**, Don Taylor, 24; 6) **Nixon Was Cool**, Chet Chauhan, 25. (11 boats)

J/CRUISER — 1) **Merry J**, J/42, Rob & Teri Moore, 2 points; 2) **Ione**, J/30, Peter Jermyn, 4. (4 boats; 2 races)

Full results — www.stfyc.org

The Big Dinghy Regatta

Richmond YC's Big Dinghy on March 31 and April 1 wasn't just big, it was gargantuan. Emulating the format of its namesake, the Big Daddy, 92 boats had several short course races on Saturday and a longer pursuit race on Sunday.

This year marked the debut of an inside course area in the Potrero Channel for the El Toros and Opti classes, and it proved to be a raging success. All 52 boats — 26 in each class — had four "perfectly run races in winds and wave conditions that cannot be matched anywhere else near RYC," according to El Toro matador Gordie Nash. "The 18 boats in Keller Cove did not experience such great sailing conditions." Word is that the cove fleet (Snipes and an open class for smaller boats) will be moved into the inside course for the Total Dinghy Regatta in late September. The Southampton racers (Lasers, I-14s, Thistles, 29ers,

Wabbits, and an open class for skiffs and larger dinghies) will stay put.

On Sunday, about half as many boats came out when the breeze kicked up to the 10-20 knot range. Those who braved it saw high readings on the wet and fun meters and more than a few crashes. The 'big' dinghies were sent on a marathon course around Red Rock, Southampton and Brooks Island. Okay, so it was only a half-marathon — 13.5 miles, but it sure seemed like a marathon to some. Top spots in the Pursuit Race went to Jim Malloy (Wylie Wabbit), Finn-Erik Nielsen (29er), and Del Olsen (IC). Over on the short course, Tom Burden (Laser) won the circumnavigation of Brooks Island, followed by Doug Cefali (Laser), and Doug's daughter Lauren (Opti), who held her own against a largely adult, and even more largely male, crowd.

OPTI — 1) Will Cefali, 8 points; 2) Trevor Rowedder, 14; 3) Henry Keenen, 14; 4) Kyle Larsen, 19; 5) Lauren Cefali, 27; 6) Domenic Bove, 28; 7) Lola Bushnell, 28. (13 boats)

EL TORO SR. — 1) Fred Paxton, 6 points; 2) Gordie Nash, 7; 3) John Pacholski, 14; 4) Buzz Blackett, 22; 5) Dan Cook, 23; 6) Greg Paxton, 24; 7) Skip Shapiro, 25. (14 boats)

SNIPE — 1) Michael Mack, 10 points; 2) Andy Goodman, 15; 3) Tom O'Neill, 16; 4) Vince Casalaina, 19; 5) Packy Davis, 20. (10 boats)

OPEN (Keller Cove Course) — 1) Julia Paxton, CFJ, 7 points; 2) Steve Lowry, Day Sailer, 7; 3) Trish Sudell, Byte, 11; 4) George Wilson, Sunfish, 23; 5) Mark Dawson, Lido 14, 24; 6) Laurie Davis, Byte, 26. (12 boats)

LASER — 1) Tom Burden, 3 points; 2) Doug Cefali, 9; 3) Ryan Nelson, 13; 4) John-Bernard

Duler, 14; 5) David Rasmussen, 16. (9 boats)

INT. 14 — 1) Kirk Twardowski, 5 points; 2) Lawrence Henderson, 7. (4 boats)

OPEN (Southampton Course) — 1) Mike Molina, Lightning, 6 points; 2) Kiersten Vance, unknown, 10; 3) Mike Radziewski, IC, 14; 4) Del Olsen, IC, 16; 5) Steve Cameron, Wing Dinghy, 16. (11 boats)

THISTLE — 1) Dean Iwahashi, 4 points; 2) Michael Gillum, 5; 3) Dave Keran, 9. (6 boats)

29er — 1) Ian Simms, 3 points; 2) Finn-Erik Nilsen, 6; 3) Max Fraser, 9. (6 boats)

WABBIT — 1) **Mr. McGregor**, Kim Desenberg, 5 points; 2) **Kwazy**, Colin Moore, 13; 3) **Bad Hare Day**, Erik Menzel, 13; 4) **Keala**, Ron Tostenson, 17. (7 boats)

SHORT PURSUIT RACE (4.7 nm) — 1) Tom Burden, Laser; 2) Doug Cefali, Laser; 3) Lauren Cefali, Opti; 4) Jack Barton, Opti; 5) Bob Cronin, Sunfish; 6) George Wilson, Sunfish; 7) Tom O'Neill, Snipe; 8) Trevor Rowedder, Opti; 9) Steve Lowry, Day Sailer; 10) Dick Loomis, Snipe. (27 boats)

LONG PURSUIT RACE (13.5 nm) — 1) Jim Malloy, Wabbit; 2) Finn-Erik Nilsen, 29er; 3) Del Olsen, IC; 4) Max Fraser, 29er; 5) Kirk Twardowski, Int. 14; 6) Michael Gillum, Thistle; 7) Brian Bauman, Thistle; 8) Ian Simms, 29er; 9) Dean Iwahashi, Thistle; 10) Erik Menzel, Wabbit. (26 boats)

Full results — www.richmondyc.org



COURTESY FLYC

Camellia Cup winners Anne Jaeschke and David Rumbaugh.

Camellia Cup

David Rumbaugh of Sacramento and crew Anne Jaeschke of Alameda won the 41st annual Camellia Cup April 14-15 on Folsom Lake, overcoming wind so strong that it ripped the rudder off their Coronado 15.

Winds in the 8 to 12-knot range on Saturday allowed the race committee to run double courses, and racing contin-

ued after 4 p.m. despite drenching rain and chilling breezes. Although Sunday was drier and seemingly warmer, the winds quickly built from 10 to 15 to 20 knots with gusts double that and swells up to 5 feet. Carnage included Rumbaugh and Jaeschke's crushed rudder, wire outhauls snapped in half, flipped Coronado 15s and at least one mid-jibe round-up on a Santana 20. It was no longer racing, but surviving. Principal Race Officer Steve Galeria called it "the most challenging two days of sailing on Folsom Lake in years."

The regatta — which marks the opening of the boating season in the Sacramento area — attracted 63 boats ranging from 13 to 25 feet, and sailors from as far away as Eugene, Oregon, all of whom seemed to take the conditions in stride.

Berkeley YC beer can racers beat to windward during an early season race last month. Summer evenings were made for scenes like this, so get out there and enjoy them.

"It was the most amazing thing," reported John Poinmiro. "Despite the cold, wind, rain and damage to a few boats, I've never seen competitors so alive and happy. These were miserable conditions, but the sailing was a great test of ability and the sailors met that challenge in such good spirits."

BANSHEE — 1) **Leave It To**, Jerry Beaver, 3 points; 2) **2 Slick**, Steve Galeria, 6; 3) **Yahoo!**, Bob Backer, 11. (5 boats)

CATALINA 22 — 1) **Late Start**, Tom Page, 5 points; 2) **Dumbo**, David Torrisi, 9; 3) **Sirius**, Michael Rayfuse, 10; 4) **Criosaidh**, Greg Rohde, 11. (8 boats)

CORONADO 15 — 1) David Rumbaugh, 3 points; 2) Kevin Wasbauer, 7; 3) Steve Fishman, 17; 4) Kerry Johnson, 17; 5) Craig Lee, 18. (10 boats)

DAY SAILER — 1) **Long Gone**, Dean Iwahashi,

9 points; 2) **Vieja**, Dave Keran, 9; 3) n/a, Mike Gillum, 12. (5 boats)

LIDO 14 — 1) **Flip Flop**, Butch Michel, 8 points; 2) **Lidocaine**, George Koch, 8; 3) **Double or Nothing**, Charles Witcher, 14; 4) **Common Abnormality**, Mark Dawson, 14; 5) **Topogriegio**, Richard Leijonflycht, 18. (9 boats)

MULTIHULL — 1) **Hobie Miracle 20**, Todd Craig, 12 points; 2) **Hobie 20**, Mark Lewis, 15; 3) **Hobie Tiger 18**, Karl Engellenner, 15. (6 boats)

OPEN CENTERBOARD — 1) **Raven**, n/a, Pakhtun Shah, 5 points; 2) **Tippecanoe**, Thistle, Dan Clark, 9; 3) **Imagine**, Megabyte, Charlie Hess, 12; 4) **Sand Dollar**, Megabyte, Erich Bauer, 14. (7 boats)

OPEN KEEL — 1) **Poco-a-poco**, J/22, Rob Koch, 5 points; 2) **Te Natura**, Wavelength 24, Phil Hodgson; 3) **Ruff**, Catalina 25, Ben French, 8. (5 boats)

SANTANA 20 — 1) **Sea Bear**, Jason Crowson, 6 points; 2) **Atomic Duck**, Jerald Skeen, 7; 3) **Fusion**, Mark Erdrich, 8; 4) **Pip Squeak**, Aaron Lee, 11; 5) **Chicken Boat**, Rick Gilstrap, 21; 6) **Diana**, Jarian Westfall, 22. (12 boats)

CAMELLIA CUP — David Rumbaugh.

OPEN CENTERBOARD PERPETUAL — David Rumbaugh.

TOP CAT — Todd & Barbara Craig.

TOP KEELBOAT — **Sea Bear**.

Beer Can Racing

The return of Daylight Savings means 'beer can' season is here at last! If you're new to the game or if it's been a long winter, we've dusted off our ten sacred rules for casual weeknight racing. If you haven't signed up for your local series, it's not too late. You can usually register for individual races, and many yacht clubs divide the season into several parts so you don't have to commit to an entire series. With more than two dozen to choose from, there are no excuses! See the calendar section for one in your corner of the Bay. And don't forget Latitude 38's Beer Can Challenge. Anyone who survives five consecutive beer cans races in one week receives fame (your photo and a write-up in the magazine), fortune (a Latitude T-shirt) and the admiration of sailors far and wide. So get out there!

The Ten Commandments of Beer Can Racing

1) Thou shalt not take anything other than safety too seriously. If you can only remember one commandment, this is the one. Relax, have fun, and keep it light. But stay safe. Like the ad says, "Safe boating is no accident."



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THE RACING

2) Thou shalt honor the racing rules if thou knowest them. The Racing Rules of Sailing 2005-2008, unless specifically stated elsewhere in the Sailing Instructions, is the rules bible, although few sailors we know have actually studied it cover to cover — it's about as interesting as reading tax code or the phone book. For beer can racing, just remember some of the biggies (port tack boats shall avoid starboard ones; windward boats shall avoid leeward ones; and outside boats shall give room at the mark). Stay out of the way of bigger boats, pay your insurance premiums and keep a low profile unless you're sure you know what you're doing. Like most things, it boils down to common sense.

3) Thou shalt not run out of liquid refreshment. Beer is the beverage that lends its name to 'beer can' racing; obviously, you don't want to run out of the frothy nectar. But you can drink whatever you want out there. Of course, there's a reason these things aren't called milk bottle races, Coca-Cola can races, hot chocolate races or something else.

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

5) Thou shalt not amp out. No screaming, swearing, or overly aggressive tactics. Save that stuff for the office or, if you must, for Saturday's 'real' race. If you lose it in a Friday nighter, you're going to run out of crew — not to mention friends — in a big hurry.

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

7) Thou shalt not mess up thy boat. Everybody knows some hardcore week-



LATITUDE / SUTTER



LATITUDE / SUTTER



Resin Regatta revelry— From top, 'Bones' seeks fresh breeze in the Melges 24 fleet; 'Shark on Bluegrass' picks up the slack in the Olson 25 fleet at the bottom mark; Gary Sadamori gets that guy way out on Skip McCormack's chartered Express 27 'Simba'.

end warrior who ripped his sails up in a Friday night race and had to sit out the Saturday's big race. It's not worth risking your boat and gear in such casual competition: like the song says, you got to know when to hold 'em, and know when to fold 'em. If you have the luxury of two sets of sails, use the old ones.

8) Thou shalt always go to the yacht club afterwards. Part of the gestalt of beer can races is congratulating the winners, and buying a round of drinks for your crew at the yacht club bar afterwards. Besides, the bar is a logical place to see old friends and make new ones. However, when meeting new sail-



LATITUDE / SUTTER



More Resin action — Top left, an Express 27 charges to windward while, right, a trio of Alerion Express 28s charge downwind, and bottom, the Etechells fleet charges toward the weather mark. All photos latitude/jr unless noted.

ors, avoid the gung-ho, overly serious types who rehash the evening in such gory detail that the post mortem (yawn) takes longer than the race. As much as we enjoy a quick romp around the cans, there's more to life.

9) Thou shalt bring thy significant other, kids, friends and whoever else

wants to go. Twilight races are great forums for introducing new folks to sailing, such as your neighbors, out-of-town visitors, co-workers or maybe even the family dog. And don't just make the newcomers watch — give them a job on the boat. Get everyone involved.

10) Thou shalt not worry; thou shalt

be happy. Leave the cellular phone in the car, bring the ghetto blaster. Lighten up, it's not the Big Boat Series. Have fun, and we'll see you out there!

Resin Regatta

Resin Regatta racers had what amounted to a beautiful weekend overall near the Berkeley Circle April 14-15. Saturday morning's rain gave way to a sunny, albeit shifty afternoon with good

THE RACING

racing in all fleets.

Turns out it wasn't just the wind that was shifty. Inconsistent sailing instructions led to some confusion in race two about how to round the leeward gate. Everyone figured it out for race one, and nearly everyone had it sorted for the second race. But several confused Alerion Expresses passed both gate marks to port and then sailed upwind between the marks. We're confused just thinking about it! Unfortunately, one of the AE28s, in his haste, literally crossed paths with a Melges 24, resulting in damage to the Melges' starboard rail. With a temporary patch back applied at the dock that night — that can't be why they call it the Resin Regatta — the Melges was back out the next day.

And what a day it was! Flat water and steady breeze for the final two races — heaven can wait. Everyone went home a winner after a day like that, but none more so than the three boats that posted perfect records for the weekend: Alan Field's California YC-based Melges 24 *WTF* (in town tuning up for the PCCs and worlds), Chuck Eaton's AE28 *Eagle*



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In their last big race before the worlds in Santa Cruz this month, 33 Melges 24s lined up on the Berkeley Circle April 21-22 for their PCCs. Scoring four firsts, a fourth, and a discarded 18th, Brian Porter used the San Francisco YC-hosted event to serve notice that he's a force to be reckoned with. Dave Ullman was second, followed by Shark Kahn in third and local boy Don Jesberg in fourth.

and Russ Silvestri's *Etchells Leverage*.

MELGES 24 — 1) **WTF**, Alan Field, 4 points; 2) **Rock N' Roll**, Argyle Campbell, 11; 3) **680**, Douglas Forster, 17; 4) **Grinder**, Jeff Littfin, 19; 5) **Ego**, Don Jesberg, 23; 6) **Taboo**, Steve Pugh, 25; 7) **Matilda**, Richard Leslie, 29. (14 boats)

ETCHELLS — 1) **Leverage**, Russ Silvestri, 4 points; 2) **Dr. Funkenstein**, Wayne Clough, 13; 3) **Down Under**, Andrew Whittome, 15; 4) **JR**, Bill Melbostad, 19; 5) **1085**, Burroughs Blind, 22; 6) **Mr. Natural**, Ben Wells, 25. (12 boats)

EXPRESS 27 — 1) **Simba**, Skip McCormack, 8 points; 2) **Magic Bus**, Paul Deeds, 11; 3) **Strega**,

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Larry Levit, 11; 4) **Witchy Woman**, Tom Jenkins, 14; 5) **Xena**, Mark Lowry, 23; 6) **Mirage**, Terry Cobb, 26; 7) **Ergo**, Chris Gage, 27. (14 boats)

ALERION EXPRESS — 1) **Eagle**, Chuck Eaton, 4 points; 2) **Scrimshaw**, Michael Maurier, 10; 3) **Lizbeth**,

Michael Land, 13. (5 boats)

OLSON 25 — 1) **Vivace**, Larry Nelson, 12 points; 2) **Sweet Ness**, Reuben Rocci, 13; 3) **Balein**, Dan Coleman, 15; 4) **Pearl**, Tom Blagg, 16. (8 boats)

Full results — www.sfyc.org

Old Blood, New Fleet

A new fleet will be joining the ranks of ODCA racing this season, and we couldn't be happier to announce it. The

new SF 180 fleet will feature still-active boats from the Newport 30, Catalina 30 and Cal 29 fleets, all of which rate (what do you know?) 180. "These are all really solid old timers who have been racing One Design for 25-30 years," says Bill O'Connor, point man in organizing the new group and securing YRA's blessing. But time takes its toll, and these are also fleets which can no longer muster the requisite five boats to sustain an ODCA fleet — thus the idea for a combo-plate.

The creation of the fleet was partially inspired by the success of HDA's SF 30 fleet of similar-size (though differently rated) boats, and the '99er' division occasionally seen in such events as the Great Pumpkin and Big Daddy.

The new SF 180 fleet will base its coming year of racing on the 8-race schedule for the Newport 30s that already appears on the YRA calendar, with the addition of two races (ODCA Knox on 5/19 and ODCA Cityfront on 8/25).

If the idea works out as hoped, Bill says other fleets of similar size and/or ratings may be invited to join the fleet

next year — Ranger 29s, Tartan 30s and Islander 30s would all qualify. (For more on the SF 180 fleet, contact Bill at occonnoradrservices@sbcglobal.net.)

Box Scores

MELGES 24 PCCs (SFYC: April 21-22: 6 races)

1) **Full Throttle**, Brian Porter, 8 points; 2) **Pegasus 505**, Dave Ullman, 16; 3) **Pegasus 492**, Shark Kahn, 19; 4) **Ego**, Don Jesberg, 19; 5) **West Marine Rigging**, Chris Larson, 23; 6) **Monsoon**, Bruce Ayres, 27; 7) **Taboo**, Steve Pugh, 37; 8) **Rock N' Roll**, Argyle Campbell, 44; 9) **Pegasus 678**, Philippe Kahn, 45; 10) **WTF**, Alan Field, 48; 11) **Average White Boat**, Kent Pierce, 51; 12) **All or None**, Chris Doubek, 59; 13) **Gannet**, Othmar Mueller von Blumencron, 63; 14) **Derivative**, Mark Surber, 68; 15) **Pegasus 575**, Mark Christensen, 68; 16) **Lounge Act**, Loren Colahan, 70. (32 boats)

Full results — www.sfyc.org

MOORE 24 PCCs (SCYC: April 21-22: 7 races)

1) **Adios**, Scott Waleka, 14 points; 2) **Morphine**, Brad Butler, 22; 3) **Cal**, David Albright, 23; 4) **Bruzer**, Chris Watts, 27; 5) **Flying Tiger**, Vaughn Seifers, 30; 6) **Tortuga**, Bill Erkelens, 33; 7) **Par amour**, Rowan Fennell, 43; 8) **Gruntled**, Simon Winer, 55; 9) **More Uff Da**, Ben & Jennifer Braden, 57; 10) **Spike**, John Kernot/Scott Sorensen, 61; 11) **Mercedes**, Joel Verutti, 64; 12) **Moorigami**, John



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Siegel, 68. (24 boats)

Full results — www.scyc.org

ESTUARY CUP (EYC: 4/22)

DIV. I — 1) **Take Off**, Laser 28, Joan Byrne; 2) **Wile E. Coyote**, Express 27, Dan Pruzan; 3) **Taboo**, J/105, Rich Pipkin. (5 boats)

DIV. III — 1) **Mischief**, Islander 36, Katherine Munn; 2) **Destiny**, Catalina 42, John Foy. (3 boats)

Full results — www.encinal.org

DUXSHIP (EYC: 4/21)

MORA — 1) **Bloom County**, Mancebo 31, Tony Basso; 2) **Desperado**, Express 27, Mike Bruzzzone; 3) **Ragtime**, J/90 Mod, Frank Slooman. (6 boats)

PHRO IA — 1) **Cipango**, Andrews 56, Rob & Bob Barton; 2) **City Lights**, Santa Cruz 52, Tom Sanborn; 3) **Kokopelli**², Santa Cruz 52, Lani Spund. (6 boats)

PHRO I — 1) **Recidivist**, Schumacher 39, Ken Olcott; 2) **Melange**, Express 37, Jim & Petra Reed; 3) **Stewball**, Melges 32, Caleb Everett; 4) **Zamazaan**, Farr 52, Charles Weghorn; 5) **Phantom Mist**, Beneteau 40.7, Gary Massari. (10 boats)

PHRO II — 1) **Cirque**, Beneteau 42s7, Louis Kruk; 2) **Aleta**, Peterson 46, Keith Brown; 3) **Voyager**, Beneteau 345, Steven Hocking. (6 boats)

SHORTHANDED — 1) **Tivoli**, Beneteau 42s7, Judy & Torben Bentsen; 2) **Shanti**, Olson 911SE, Jon Eberly. (4 boats)



PAUL KAMEN

John Kernot brought home the Wheeler Cup on 'Elan' for owner Bill Riess, who was MIA for that weekend.

Full results — www.yra.org

WBRA #1 and 2 (StFYC: 4/21)

BIRD — 1) **Widgeon**, Donald Camero, 6 points; 2) **Oriole**, Daniel McLean, 11. (4 boats)

FOLKBOAT — 1) **Windansea**, Don Wilson, 3 points; 2) **Thea**, Chris Herrmann, 7; 3) **Polperro**, Peter Jeal, 8; 4) **Elsie**, Michael Goebel, 10; 5) **Faith**, Brock DeLappe, 10; 6) **Emma**, Eric Kaiser, 13. (11 boats)



PAUL KAMEN

It was another 'Clean Sweep' for Tom Nemeth, this time in the City of Berkeley division of the Wheeler Regatta.

KNARR — 1) **Three Boys and a Girl**, Chris Perkins, 5 points; 2) **Lykken**, Robert Fisher, 5; 3) **Sophia**, Tom Reed, 9; 4) **Svenkist**, Sean Svendsen, 11; 5) **Snaps III**, Knud Wibroe, 11; 6) **Peerless**, Lawrence Drew, 14; 7) **Pegasus**, Peter Noonan, 15; 8) **Flyer**, Chris Kelly, 18; 9) **Narcissus**, John Jenkins, 20; 10) **Gossip**, Steve & Mark Taft, 21; 11) **Gjendin**, Graham Green, 22. (22 boats)

Full results — www.yra.org



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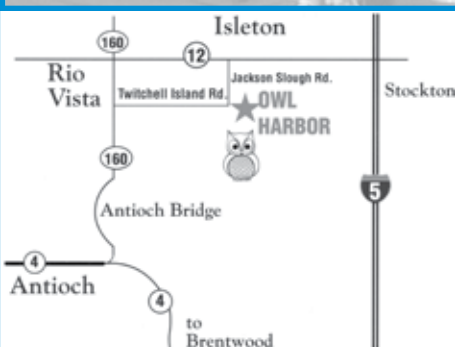
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CHRIS-CRAFT SKI/SAIL CHAMPS (TAHOEYC: 4/13-15)

LASER — 1) Jim Granger, 5 points; 2) Stan Eriksson, 6; 3) Don Blythe, 6. (6 boats)

VANGUARD 15 — 1) Matthew Sessions/Avery Patton, 6 points; 2) AJ Crane/Alex Millie, 7; 3) Chad Gray/Cindy Keppel, 7. (10 boats)

Full results — ralph@skisail.com

INTERCLUB #1 (TIYC: 4/14)

FLEET 1 — 1) **Vitesse Too**, Hobie 33, Grant Hayes; 2) **Galatea**, Aphrodite 101, Ken Viaggi. (3 boats)

FLEET 2 — 1) **Wuvulu**, Islander Bahama 30, John New; 2) **Flotsam**, Yankee One Design, Brad & Geoff Clerk. (5 boats)

CATALINA 34 — 1) **Queimada**, David Sanner; 2) **Mottley**, Chris Owen; 3) **Crew's Nest**, Ray Irvine; 4) **Sea Spirit**, Larry Baskin. (7 boats)

FLEET 4 — 1) **Mimiya**, Catalina 350, Mark Koehler; 2) **Flyer**, Peterson 33, John Diegoli; 3) **Keteau**, Beneteau 32, Jim Catto. (5 boats)

FLEET 5 — 1) **Dominatrix**, Santana 22, Heidi Schmidt; 2) **La Maja**, Islander 30, Ken Naylor. (3 boats)

MULTIHULL — 1) **WingIt**, F-27, Amy Wells; 2) **Three Sigma**, F-27 Square Top, Chris Harvey; 3) **Humdinger**, Greene 35, Larry Olsen. (5 boats)

Full results — www.sfbama.org



College sailors came by the dozens for Stanford and StFYC's Collegiate Regatta on March 31 and April 1.

SBYRA SUMMER RACE #1 (SPYC: 4/14)

DIV. A — 1) **Fermanagh**, O'Day 34, Frank Johnson; 2) **Lazy Lightning**, Tartan 10, Tim McDonald; 3) **Sandpiper**, San Juan 24, Kevin Hartig; 4) **CL2**, Cal 25, Dylan Benjamin. (8 boats)

DIV. B — 1) **Zingara**, Islander 36, Jocelyn Swanson; 2) **Hot Ice**, C&C 110, Mike Haddock. (3 boats)

Full results — www.sbyra.home.comcast.net

SPRING FEVER (SBYC: 4/14; 2 races)

PHRF <120 — 1) **Josie**, Dehler 39, Don Sellers, 3 points; 2) **Jazzy**, 1D-35, Bob Turnbull, 3; 3) **Gig**, HB30, Gil Sloan, 6. (5 boats)

PHRF >121 — 1) **Highlighter**, Islander 36, Bill Hackel, 2 points; 2) **Outrageous**, Catalina 30, Paul Caturegli, 4; 3) **Travieso**, Ericson 30+, Daniel Alvarez, 6; 4) **Fancy**, Ericson 33, Chips Conlon, 8. (7 boats)

Full results — www.southbeachyc.org

COLLEGIATE REGATTA (StFYC/STANFORD: 3/31-4/1; CFJS: 11 races)

1) USC, 87 points; 2) UC Irvine, 90; 3) Stanford Women, 129; 4) Stanford Coed, 141; 5) Univ. of Hawaii, 172; 6) UC Santa Barbara, 190; 7) Univ. of Washington Coed, 200; 8) UC San Diego Coed, 202; 9) Univ. of Oregon, 213; 10) UC Berkeley, 221; 11) UC Irvine Women, 223; 12) Cal Maritime, 236. (24 teams, 11 races in both 'A' and 'B' div.)

WINNING TEAM — USC: Greg Helias, Christy Tatchell, Clark Fonda, Melanie Roberts, Vanessa DeCollibus

Full results — www.stfyc.org

DH FARALLONES (4/7: BAMA)

MULTIHULL — 1) **WingIt**, F-27, Ray Wells; 2) **Lightspeed**, Lightspeed 32, Trevor Baylis; 3)

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THE RACING

Three Sigma, F-27, Christopher Harvey; 4) **Gaijin**, C-24 Mk II, Pete Adams. (8 boats)

DIV. II — 1) **Serena**, T1150, Dave Kuettel; 2) **Great Sensation**, 1D-35, Mario Yovkov; 3) **Sapphire**, Synergy 1000, Dave Rasmussen; 4) **Equity Kicker**, Santa Cruz 52, Karsten Mau. (8 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Will Paxton; 2) **Witchy Woman**, Tom Jenkins; 3) **Simba**, Skip McCormack; 4) **El Raton**, Ray Lotto; 5) **Magic Bus**, Sarah Deeds. (10 boats)

DIV. IV — 1) **Jam Session**, J/105, Adam Spiegel; 2) **AFM**, Hobie 33, Sean McBurney; 3) **Bloom County**, Mancebo 31, Tony Basso; 4) **Wife Not Happy**, J/105, Michael Hall; 5) **Pain Killer**, J/80, Eric Patterson. (9 boats)

MOORE 24 — 1) **Spike**, Scott Sorensen; 2) **Paramour**, Rowan Fennell; 3) **Tortuga**, Bill Erkens; 4) **Eight Ball**, Scott Eason; 5) **Gruntled**, Simon Winer; 6) **Absinthe**, Dan Nitake; 7) **Morphine**, Brad Butler; 8) **Numa Boa**, Mark English; 9) **Flying Tiger**, Vaughn Seifers; 10) **E9**, Peter Shoen; 11) **Double Trouble**, Kevin Durant. (22 boats)

DIV. VI — 1) **Timber Wolf**, Farr 38, Dave Hodges; 2) **Stewball**, Express 37, Caleb Everett; 3) **Auspice**, Schumacher 40, Jim Coggan; 4) **Spin-drift V**, Express 37, Larry Wright; 5) **Escapade**, Express 37, Greg Mitchell; 6) **Tivoli**, Beneteau



COURTESY PACIFIC CUP YC

Anna and David Rasmussen gave the 2006 Pacific Cup a thumbs up. Their dad Dave Rasmussen has already signed 'Sapphire' up for the 2008 race — his third straight one!

42s7, Torbin Bentsen; 7) **pHat Jack**, Express 37, Bob Lugliani. (12 boats)

DIV. VII — 1) **Green Buffalo**, Cal 40, Jim Quanci; 2) **Bad Puddy Cat**, C&C 37, Matt Siddens; 3) **Valhalla**, Beneteau First 38, Joshua Rothe; 4) **Carmelita**, Catalina 42, Chris Lewis. (8 boats)

DIV. VIII — 1) **Silkye**, WylieCat 30, John Skinner; 2) **Lynx**, WylieCat 30, Steve Overton;

3) **Nicole**, Orion 35, Mel Morrison; 4) **Bravo**, Pretorian 35, Aaron Wangenheim; 5) **Shanti**, Olson 911S, John Eberly; 6) **Plus 16**, Olson 911S, Paul Disario. (12 boats)

DIV. IX — 1) **Loose Lips**, Merit 25, Phill Mai; 2) **Eyrie**, Hawkfarm, Synthia Petroka; 3) **Bonito**, Santana 22, Mike Andrews; 4) **Greatest Thing In The World**, Santana 22, Tim Nutt; 5) **Sailfish**, Merit 25, Lee Parsons; 6) **Speed Racer**, Merit 25, Teresa Scarpulla. (11 boats)

OVERALL — 1) **WingIt**; 2) **Timber Wolf**; 3) **Lightspeed**; 4) **Motorcycle Irene**; 5) **Three Sigma**; 6) **Spike**; 7) **Paramour**; 8) **Tortuga**; 9) **Eight Ball**; 10) **Witchy Woman**. (107 boats)

Full results — www.sfbama.org

J OCEAN RACE (StFYC; 3/31)

J/105 — 1) **Aquavit**, Tim Russell; 2) **Good Timin'**, Chris Perkins; 3) **Donkey Jack**, Rolf Kaiser; 4) **Risk**, Jason Woodley; 5) **Brick House**, Kristen & Peter Lane; 6) **Akula**, Doug Bailey; 7) **Spartan**, Pat Doyle. (14 boats)

J/120 — 1) **Chance**, Barry Lewis; 2) **Mister Magoo**, Steve Madeira; 3) **Desdemona**, Brian Gauny; 4) **Dayenu**, Don Payan. (7 boats)

Full results — www.stfyc.org

WHEELER REGATTA (BYC; 3/31-4/1; 2 races)

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1D-35 — 1) **Great Sensation**, Mario Yovkov; 3 points; 2) **Jazzy**, Bob Turnbull, 5; 3) **Tabasco**, Gary Fanger, 6. (5 boats)

DIV. A (Wheeler course) — 1) **Mintaka 4**, Farr 38, Gerry Brown, 3.5 points; 2) **Bodacious**, Farr 40 One Ton, John Clauser, 4; 3) **Wicked**, Farr 36 OD, Richard Courcier, 4.5; 4) **Howl**, Sydney 38, Peter Krueger, 8; 5) **Hot Betty**, Olson 30, Dave Clawson, 10. (9 boats)

EXPRESS 37 — 1) **Elan**, John Kernot, 2 points; 2) **Stewball**, Caleb Everett, 5; 3) **Expeditious**, Bartz Schneider, 6. (5 boats)

DIV. A (City of Berkeley Course) — 1) **Clean Sweep**, Olson 25, Tom Nemeth, 2 points; 2) **Fire Drill**, Tartan 10, Serge Bisson, 5; 3) **Shenanigans**, C&C 36, David Fiorito, 7; 4) **Sweet Ness**, Olson 25, Nesrin Basoz, 8. (8 boats)

DIV. B (City of Berkeley Course) — 1) **Tappa Piccolo**, Cal 20 Mod, David Bacci, 4 points; 2) **Latin Lass**, Catalina 27, Bill Chapman, 4; 3) **Fast Frieght**, Newport 30, Bob Harford, 4; 4) **Bluejacket**, Cal 29, Bill O'Connor, 10; 5) **Fandango**, Cal 2-27, Alan Weller/Tom Loughran, 11. (10 boats)

CITY OF BERKELEY (overall) — **Clean Sweep**.

WHEELER (overall) — **Elan**.

PURSUIT RACE — 1) **Alpha Puppy**, 1D-35,



Bernard Stamm punches out of the starting blocks of the final leg in the Velux 5 Oceans.

Mark Witty; 2) **Bodacious**, Farr 40 One Ton, John Clauser; 3) **Tabasco**, 1D-35, Gary Fanger; 4) **Diablita**, 1D-35, Gary Boell; 5) **Wicked**, Farr 36 OD, Richard Courcier. (23 boats)

Full results — www.berkeleyyc.org

DH LIGHTSHIP (3/24: Island YC)

DIV. A — 1) **1st Impression**, Santa Cruz 27, Rick Gio; 2) **Naked Lady**, Olson 30, Michael Brannan; 3) **Nina**, Olson 29, Robert MacDonald; 4) **Taz!!**, Express 27, George Lythcott; 5) **Dragonson**, Olson 30, Sam McFadden; 6) **Moonshine**, DP 26, R.B. Ward. (11 boats)

DIV. B — 1) **Timber Wolf**, Farr 38, Dave Hodges; 2) **Basic Instinct**, Elliott 1050, Jan Borjeson; 3) **Outsider**, Azzura 310, Greg Nelsen; 4) **Lightwave**, J/105, Richard Craig; 5) **Spindrift V**, Express 37, Larry Wright; 6) **White Fang**, Beneteau 40.7, Mark Howe. (12 boats)

DIV. C — 1) **Green Buffalo**, Cal 40, Jim Quanci; 2) **Lilith**, WylieCat 39, Karin Knowles; 3) **Vent Vitesse**, J/30, Tony Catruccio; 4) **Razzberries**, Olson 34, Bruce Nesbit; 5) **Cassiopeia**, Islander 36, Kit Wiegman; 6) **Shanti**, Olson 911S, John Eberly. (10 boats)

ONEDITION

DIV. D — 1) **Maguro**, Santana 22, Pete Trachy; 2) **Auggie**, Santana 22, Sally Taylor; 3) **Elaine**, Santana 22, Pat Broderick; 4) **Speed Racer**, Merit 25, Teresa Scarpulla; 5) **Tricaps**, Ranger 26, Warren Wilson; 6) **Wuvulu**, Islander Bahama 30, John New; 7) **Strike Slip**, Merit 25, Brad Cameron. (14 boats)

MULTIHULL — 1) **Lightspeed**, Lightspeed 32,

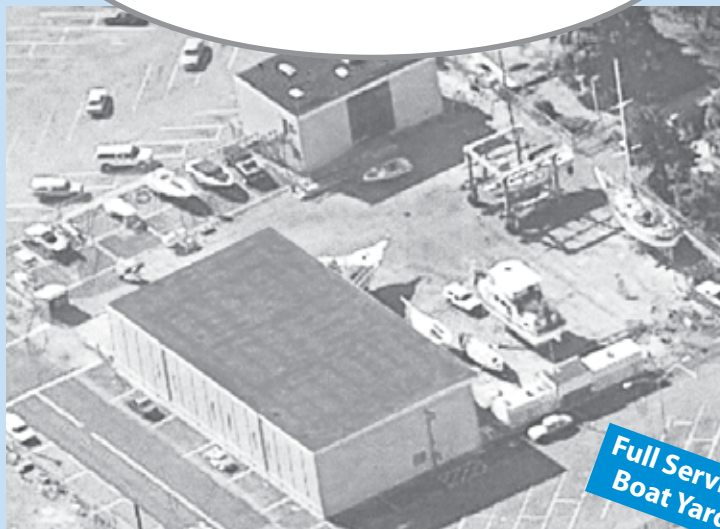
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THE RACING

Trevor Baylis; 2) **Humdinger**, Walter Greene Acapella 35, Larry Olsen. (4 boats)

OVERALL — 1) **Maguro**, 2) **Light-speed**, 3) **Timber Wolf**, 4) **Auggie**, 5) **1st Impression** (51 boats)

Full results — www.iyc.org

SAN FRANCISCO CUP (StFYC v. SFYC; 3/24; Etchells; 4 races)

1) San Francisco YC; 2) St. Francis YC

WINNING TEAM — Craig Healy, Jim Barton and Dave Gruver.

Full results — www.sfy.org

OYRA LIGHTSHIP I (3/24; StFYC)

OLSON 25 — 1) **Sweet Ness**, Nesrin Bazo/Reuben Rocci; 2) **Samba**, Bob Gardiner. (3 boats)

MORA — 1) **Shameless**, Schumacher 30, George Ellison; 2) **Shenanigans**, Express 27, Bill Moore; 3) **Luna**, Antrim 27, John Roberts; 4) **Hot Betty**, Olson 30, John Scarborough/Dave Clawson. 5) **Desperado**, Express 27, Mike Bruzzone; 6) **El Raton**, Express 27, Ray Lotto; 7) **Always Friday**, Antrim 27, John Liebenberg; 8) **Xena**, Express 27, Mark Lowry. (15 boats)

PHRO IA — 1) **Kokopelli**², Santa Cruz 52, Lani Spund; 2) **Serena**, T1150, Dave Kuettel; 3) **City**



COURTESY SFYC

Team SFYC — Etchells sailors Craig Healy, Dave Gruver and Jim Barton wrested the San Francisco Cup back from StFYC in late March.

Lights, Santa Cruz 52, Tom Sanborn. (6 boats)
PHRO I — 1) **Alpha Puppy**, 1D-35, Mark Witty; 2) **Sapphire**, Synergy 1000, Dave Rasmussen; 3) **Recidivist**, Schumacher 39, Ken Olcott; 4) **Zsa-Zsa**, 1D-35, Stan Glaros; 5) **Petard**, Farr 36, Keith Buck/Andy Newell; 6) **X-Dream**, X-119, Steen Moller; 7) **Escapade**, Express 37, Greg Mitchell; 8) **Mer Tranquille**, Jeanneau Sun Odyssey 34.2, Larry Morales. (16 boats)

PHRO II — 1) **Shaman**, Cal 40, Steve Waterloo; 2) **Far Far**, Cal 40, Don Grind; 3) **Cirque**, Beneteau 42s7, Louis Kruk; 4) **Voyager**, Beneteau 345, Steven Hocking; 5) **Irish Lady**, Catalina 42.5, Mike Mahoney; 6) **Aleta**, Peterson 46, Keith Brown. (11 boats)

SHORTHANDED — 1) **Sail A Vie**, Ericson 35 Mk II, Phil Macfarlane; 2) **Eyrie**, Hawkfarm, Sylvia Seaberg/Synthia Petroka; 3) **Tenacity**, Santa Cruz 27, Paul Nielsen. (6 boats).

Full results — www.yra.org

Race Notes

And then there were four: For anyone who still cares, the end is in sight for the **Velux 5 Oceans** race.

The four remaining skippers had just departed Norfolk, Virginia, for the third and final leg as we went to press. Of course, anything could have happened by the time you read this, but if our crystal ball is clear, **Bernard Stamm** will win the race by a large margin, with Japanese favorite Kojiro Shiraishi firmly in second. Spanish rookie Unai Basurko is expected to retain his third-place spot over veteran Sir Robin Knox Johnston, who is facing a leaky boat and weather woes.

Absent from this last leg is **Graham 'Not Another Stop' Dalton**, who at the time of the start was still en route from

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Brazil after an unplanned visit that ultimately included replacing his keel bulb and recovering from an illness that left him incapacitated for several days.

Race rules gave Dalton a seven-day grace period after the official start to re-join the fleet. It seemed his luck had turned for the better when a raging storm on the Eastern Seaboard postponed the start by another four days, which gave him a bigger cushion to arrive in Norfolk and reprovision during the required 72-hour in-port layover.

But with the clock ticking loudly, Dalton made his sixth pit-stop of the race, this time in Bermuda to repair a ripped headsail and a bruised body. He restarted yet again after his 48-hour penalty for receiving assistance but was still 400 miles away from Norfolk when the appointed time passed for him to be in port to start leg three within race rules.

Dalton's options were to proceed as planned and risk protest by the race



COURTESY ST. PETERSBURG YC

Team SFWMRT — from left, **Karina Shelton, Lee Icyda, Liz Baylis, and Suzy Leech (holding match racer in training, daughter Nicole)** — annihilated the competition at the Rolex Women's Match.

committee or fellow racers for breaking the rules, or to drop out after arriving in Norfolk. One week after his competitors departed for leg three, Dalton crossed the leg two finish line, vowing to continue on to the race finish in Spain regardless of the fact that he was no longer racing. "There'll be snow on the Equator before I give up," he said.

Lucky 13: **Liz Baylis** and her San Francisco Women's Match Racing Team won the Rolex Women's Match in St. Pe-

tersburg, Florida, by a landslide last month. Baylis and her crew of Lee Icyda, **Karina Shelton** and Suzy Leech went undefeated through all 13 of their matches in the Grade 3 regatta. The victory gives them an automatic invitation to the Grade 1 Rolex Osprey Cup back in St. Petersburg in

October. Next up for the SFWMRT (with the addition of **Melinda Erkelens**) was the Women's Match Race Criterium in Calpe, Spain. They were on the plane as we went to press, but you can follow the team's progress, and that of the general state of women's match racing, at www.wimra.org.

Pre-planning: There are already 20 "pre-entries" for the **2008 Pacific Cup** race from San Francisco to Kaneohe Bay next July. All early entries share the bragging rights associated with being the first boat to sign up, but we have it on good authority that three-peater Dave Rasmussen was the first to sign up. Other pre-entries include a 35-ft boat still

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Sale boat of the month: **Mike Reed, Steve Klein and Tam Fung** joined forces on Express 27 #80, **Partial Magic**. The boat hails from Chesapeake Bay by way of a brief layover in Redondo Beach. Reed, Klein and Fung (sounds like a law firm, doesn't it?) will use beer cans near their homeport in Redwood City to acclimate to the boat. They're hoping to migrate up the Bay once their other racing commitments are out of the way.

More sales: Sausalito's **Steve Pugh** likes his Melges 24 so much that he's adding a Melges 32 to his **Taboo** stable. Never mind that he has yet to sail a 32 — he bought it sans test-drive on the basis of his experience with the 24, and he's eager to take it for a spin. **Taboo** will be the second current-generation Melges 32 on the Bay.

Speaking of which, **Richard Courier, John Courda, Lou Basile, Jerome Lenninger,** and **Don and Betty Fulda,** own-



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Byron Cleary lets it hang off Crissy Field. Unlike sailing, watching kiting can be nearly as big an adrenaline rush as doing it. Nearly, we said.

ers of the Tahoe-based **Merlin** — a 'first generation' Melges 32 that winters on the Bay — have upgraded to a bright red Farr 36 OD called **Wicked**. They've added **Jim Yates** to the partnership (bigger boat = more owners), and are having a blast with their new toy, saying it doesn't just look like a Ferrari, but sails like one,

too. They'll keep the same schedule for the new boat: Vallejo Race, Spinnaker Cup, summer racing in Tahoe, and then back down for the midwinters. Meanwhile, **Merlin** is still on the market.

What did you do over spring break? If you were like us, you spent it in an office. But if you were SFYC's **Danny Cayard** and **Max Binstock**, you were winning the CISA Clinic Regatta in Long Beach. Cayard and Binstock, who were part of a contingent of two dozen NorCal juniors and coaches that travelled down to Alamitos Bay YC, won the 29er division during the regatta portion of the clinic.

Another Marin junior sailor racked up an impressive win during his spring break. **Antoine Screve** finished second at the Optimist South American Championships in Niteoi, Brazil. Out of 185 boats, Screve finished two points out of first place.

Go fly a kite: If you want cheap entertainment on Thursday evenings, head to Crissy Field at around 5:30 p.m.,

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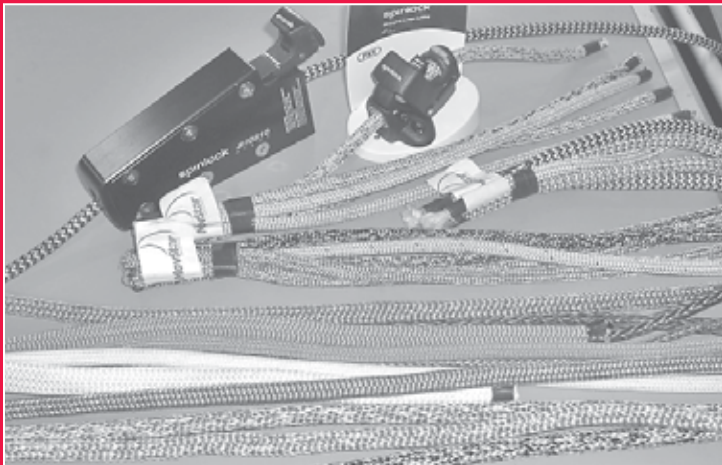
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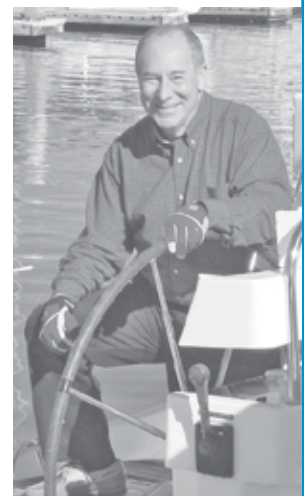
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WORLD

With reports this month on a novel approach to **Semi-Exclusive Boat Use**, an East Coast charterer's report on **Crashing the Heineken**, and miscellaneous **Charter Notes**.

Fractional Sailing: Extending Access to Time-Challenged Sailors

It's a sad fact that most Americans — especially here on the West Coast — are so hopelessly overextended that they can barely find time to mow their lawns and keep their cars washed, let alone maintain a sailboat.

That's why day chartering has long been a viable alternative to boat ownership for many work-weary wage slaves. These days, however, there's a clever — and potentially appealing — variation on that theme: a concept dubbed fractional sailing. The basic idea is that eight individuals become members of a carefully structured partnership which guarantees them at least seven half days of sailing per month aboard a new or nearly new boat for a standard monthly fee. They never pay a penny more for fuel, slip rent, maintenance or insurance and are never expected to do a lick of maintenance or repair work, other than leaving the boat clean and ready to sail.

The two such companies operating in the Bay Area are SailTime, which offers Hunter yachts exclusively, and WindPath, which uses Catalinas. It's safe to say that this relatively new concept is gaining substantial momentum: SailTime started eight years ago and now has 40 bases in the US, UK and Med, while WindPath has grown to eight US bases in just 2.5 years.

Although the fractional sailing concept was spawned from similar arrangements with aircraft ownership, an

Below: Being able to call a brand new boat — like this Hunter — your own, is a thrill for any sailor. **Right:** A typical SailTime base.



ROBY HYDE / SAILTIME

important difference is that fractional sailboat members are only buying use of their boat, not *equity*. Reps of both companies would explain that it's a cleaner and cheaper deal that way for their customers — and there are never arguments over when to sell and at what price.

If, however, a potential member would prefer to be gaining equity, perhaps with the idea of someday owning the boat outright and going cruising, they can become what's called an owner-member. Each boat in these programs has one owner-member, plus seven regular (use-only) members.

For owner-members, the deal is equally simple and sweet: After ponying up a 20% deposit and obtaining financing for their brand new boat, the management company makes all mortgage, insurance, slip and maintenance payments for five years. At that point, an owner can either sail it away or sell it — and perhaps buy another new boat to put in the program. Similar to putting a new bareboat in a traditional charter fleet, this is a great way to have use of your boat while someone pays down



ROBY HYDE / SAILTIME

the inevitable depreciation.

The difference, fractional sailing proponents would argue, is that only eight partners ever use these boats, and they are maintained to very high standards. So, in theory, they're in much better shape than a bareboat would be at the end of a typical five-year management contract. "Our members really show



BELOW & RIGHT: WINDPATH



pride of ownership," claims SailTime skipper Roby Hyde. "They think of the boat as their own, not like a rental car that they abuse or a charter boat that they could care less about. Some even end up having hats made with their boat's name embroidered on them."

With both SailTime and WindPath, new members are charged a fully refundable security deposit, plus a non-refundable initiation fee which covers at least a one-day orientation and checkout on their new boat.

With both companies, members are guaranteed at least seven slots per month for their exclusive use — either morning to late afternoon or late afternoon to morning. Time slots can be combined, should they want to take, say, a three-day getaway, or they can book

OF CHARTERING



Spread: WindPath members blast along on their spanking clean Catalina. Left: It's richly appointed interior is comfortable for overnighting.

the boat for a recurring event such as a series of Wednesday night beer can races. Calendars are kept and updated electronically via company websites. Both companies claim that scheduling conflicts are rarely an issue as few members find the time to use all seven slots, despite their best intentions to do so. They're just as overextended as the rest of us. But at least they don't lie awake at night feeling guilty about letting their varnish go. Market research tells us, by the way, that typical boat owners only use their boats two or three times a month.

For those who do have extra time on their hands, these programs can be particularly appealing. "With our program," says WindPath's San Francisco base manager Claude Drugan, "you can take your boat out as many additional times as you want free of charge if it is just sitting in the marina unreserved." Another benefit to membership is having privileges to book boats at other base

locations for a relatively low fee.

At the recent Strictly Sail Pacific boat show we had a chance to chat with owner-member Ed Bouwhuis, who is one of SailTime's extremely satisfied customers. He started out as a member, but upgraded to owner-member status last fall, with the purchase of a brand new Hunter 41DS. "I love it!" he says with a telling smile.

Owner-members like Bouwhuis, as well as dues-paying group members, are really investing in a lifestyle. Knowing they have paid for boat use, we're told they tend to block in sailing dates, then plan their lives around them. Contrast that with the guy who never even goes down to look at his boat anymore due to the daunting results of his 'deferred maintenance program'.

Drugan makes an argument that's hard to rebut: "If I gave you a brand new Catalina 34 right now, free and clear, it would cost more for you to sail that boat than to sail with us. A Sausalito slip fee and a little bit of insurance would be more than our fee, which includes the slip, fuel, detailing twice a month. . .

everything!"

You might think Catalina (or Hunter, in the case of SailTime) would be down on the fractional sailing concept. Quite the opposite; it's typically a win-win situation. Every boat brought into these programs means a sale the dealer wouldn't have made otherwise, a boat the manufacturer wouldn't have had an order to build. As WindPath founder Ian Treibick points out, "part of our market is taking eight people who never would have bought a boat on their own, and giving them access to the sailing lifestyle."

By contrast, highly experienced sailors who've owned boats in the past are another strong source of members. Knowing how much time, money and effort an owner-maintained boat requires, headache-free fractional sailing aboard a slick new boat is a winning idea.

As further evidence that the concept of fractional access and/or ownership is gaining momentum, The Moorings announced a new program this month which offers fractional ownership — actual equity ownership — in their luxury 74-ft motoryachts. Each of 10 co-owners gets four weeks of cruising time aboard the yacht annually, including the services of a professional crew and gourmet chef. Mind you, the buy-in is \$430,000 — a 1/10th share of the full sticker price of \$4.3 million. So your typical Cal 20 owner probably will not be interested, but we suspect this new offering might signal an emerging trend in the bareboat charter industry.

In any case, in this fast-paced era

Having consistent use of the same boat and gear is an ideal way to develop cruising skills like flying an asymmetrical chute.



ROBY HYDE / SAILTIME



AMY REINHART

ole and sophisticated French cuisines, lively island people and exceptional sailing await you in the waters of the Caribbean's Leeward Antilles.

While our Salem, MA-based Islander 34, *Slip Away* slumbered through the New England winter on the hard, we decided that island hopping through the Caribbean's Leeward Antilles, timed to coincide with St. Maarten's Heineken Regatta, March 1-4, would provide a therapeutic break. We'll leave it to others to provide regatta coverage. Ours is more of a 'deck-level' perspective.

when free time is so precious, 'fractional' seems to be a buzzword appropriate to the times. Thanks to the outside-the-box thinking of SailTime and WindPath, you could find yourself at the helm of a boat far nicer than you ever thought you'd call "my boat."

— latitude/at

Ah, Gustavia. The massive yachts of the rich and famous descend on St. Barth during winter. But there's room for bareboats too.

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OF CHARTERING

We transited four countries in an afternoon before arriving at last in Anguilla, British West Indies, having quickly passed through San Juan, Puerto Rico, as well as Dutch and French Saint Martin. Anguilla offers an immediate and effective 'chill pill' for afflictions resulting from the high-pressure lifestyles that too many of us have adopted.

The capital, Road Bay, combines a delightful beach, off which a number of

Well protected from ocean swells, Oyster Pond, on the French side of St. Martin is home to several bareboat charter fleets.



AMY REINHART

cruising boats were moored, with an entertaining variety of port activities to watch from the sand or deck. We met a Dutchman who had sailed his 43-ft X Yacht from northern Europe, having joined the massive ARC Rally to St. Lucia, and subsequently working his way northward. He was then joined by three generations of his family who had flown in. At night, there was no better partying than at The Pumphouse where the Musical Brothers rocked an overflow crowd with sweet reggae 'riddims'.

The pace picked up quite a bit as we bounced over trade wind-driven swells and chop crossing the Anguilla Channel to St. Maarten. We passed fairly close to a number of boats participating in the Saturday round-the-island race, this being the third day of the 27th annual St. Maarten Heineken Regatta. Several boats were involved in tacking duels, as



AMY REINHART

Boating chores never end. The author and his niece, Jocelyn, adjust the wind sock just before sunset.

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WORLD



AMY REINHART

Jimmy Buffett's new go-fast daysailer, 'Groovy', a Toufinou 9.5, awaits the parrot prince on the quay of Gustavia's inner harbor.

they beat hard toward a windward mark between Marigot and Grand Case. Last year, the Sunday races were cancelled due to lack of wind. But there were no such worries this year. The French newspaper headline said it all: "Ils Voulaient Le Vent, Ils En Ont Eu." (They Asked For

Wind, They Got It).

The entertainment ashore was as hot as the racing: the #1 Trinidadian soca band, led by Shurwayne Winchester, played on the Marigot waterfront Saturday night. After the Sunday evening awards presentation Damien and Stephen Marley put on a knockout show on Simpson Bay's Kim Sha Beach.

No trip to this corner of the Caribbean would be complete without spending some time in St. Barth — long referred to as the jewel of the Caribbean.

The seas were quite lively on the passage from St. Martin across to this tiny French isle. Upon arrival, however, all was as it should be. Magnificent vessels lined the quay, as did the tender to *Mirabella V*, at 247-ft, the largest single-masted boat in the world.

We enjoyed a fine *plat du jour* for lunch alongside Gustavia Harbor, then snorkeled at nearby Shell Beach. Above picture-perfect Baie St Jean, the small

propeller planes bored in for white-knuckle landings at the island's beach-front airstrip, practically grazing the sunbathers lying on the sand. Later in the day, a *ti' punch* (or two) at the famous Le Select bar was the right prescription while watching the richly varied locals and visitors pass by on every possible type of road transport. Sadly, we could not send post cards, as the postal workers were *en greve* (on strike).

Sailors can launch their Leeward Islands odysseys from the fine charter base at Oyster Pond, in French St. Martin. The facility at Captain Oliver's hosts The Moorings and other operators, while offering provisioning, dining and shoreside accommodations.

We toured aboard a brand-new Moorings 4600 cat which had just been fitted out for its first charter. The spacious 4-cabin, 4-head design offers plenty of privacy while still maximizing interior and exterior common space. With a little planning, you could be at the helm of one of these catamarans as you and your crew leave the salt pond for open water. No matter which direction you turn, fine

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— *andrew j. ritchie
quincy, ma*

Andrew — Many thanks for your report. We assume St. Maarten did not run out of cold 'Heinies'.

Readers — Be aware that the Heineken Regatta, slated for March 6-9 next year, has huge bareboat fleets for those who like to race instead of simply spectate. Although bareboats aren't designed for such purposes and don't carry spinnakers or poles, there's always plenty of exciting boat-for-boat competition.

The BVI Spring Regatta and Antigua Sailing Week are also scheduled in early spring, and each has special divisions for bareboaters.

Charter Notes

Since spring has definitely sprung and summer is fast approaching, it's high time you nailed down your **summer get-away plans**. If bareboat sailing vacations are your favorite form of escape, you're in luck because many of the world's most

alluring bareboat bases enjoy their **best weather** during our late spring, summer and early fall.

Close to home, boats can be rented for trips to the **Channel Islands** at a half dozen SoCal harbors. The myriad isles of the **Pacific Northwest** offer breathtaking landscapes, relatively easy sailing, rustic marine parks, plus picturesque towns and villages. Down in **Mexico's Sea of Cortez** it's cookin' hot during summer, but some folks love it that way — the water is as warm as a bathtub.

The prime tropical charter bases of the South Pacific, **Tahiti and Tonga**, both enjoy idyllic weather during the summer months, when many of their



LATITUDE / AT

Breathtaking panoramas are a predictable part of sailing in the Pacific Northwest's Gulf and San Juan Islands.

most prominent cultural events are scheduled. Charter fleets are small in these places, so lock in your booking early in order to avoid disappointment.

In the **Caribbean**, summer is synonymous with hurricane season, but thousands of vacationers take the gam-

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WORLD OF CHARTERING

ble, especially in early summer, as the odds of fine weather are strongly in your favor and many places are downright sleepy compared to the hub-bub of the prime winter season. Air temps vary only about 5°-10° between seasons, and the trade winds blow year-round.

Although **Europe** is expensive these days due to the dollar's lousy exchange rate against the euro, the continent's endless attractions make it easy to rationalize a little splurge. We can think of no more satisfying vacation plan than to combine a stint of land touring, museum hopping, wining, dining and walking with a week or more on a sailboat.

The possible combinations are virtually limitless, as travel distances are always relatively short in Western Europe, and the coastlines are peppered with the



KIRIACOULIS MEDITERRANEAN

In Malta, you can't turn around without bumping into reminders of this island nation's rich cultural history.

bareboat charter bases of reliable, long-established firms.

Many small operations offer boats in **Scandinavia** and the **British Isles**, while one or more of the 'big three' — **The**

Moorings, Sunsail and **Kiriacooulis** — offer late-model boats along the mainland coasts or offshore islands of **Spain, France, Italy, Croatia, Greece, Turkey** and — the latest addition, and one of the most culturally complex — **Malta**. (Offered by Kiriacooulis.)

So many choices, right? But that's not all. For those in search of destinations that are truly exotic, consider hopping on a flight to Bangkok, **Thailand**, then on to either

the island of **Koh Samui** or the new mainland coastal base at **Koh Chang**. Both access the Gulf of Thailand, east of Phuket. (Sunsail bases.) Last but not least, our summer months also coincide with the best sailing season in Nha Trang, **Vietnam** (Sunsail's newest destination). How's that for exotic?

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CHANGES

With reports this month from **Velera** and her not-dead skipper in Panama's San Blas Islands; from **Sea Angel** on the tribulations of leaving your lady for six months a year; from **Sea Wolf** on an engineless trip down the coast of Baja and one to come across the Pacific; from the **March sailing madness** on Banderas Bay, including a big photo spread; from **Aquarelle** on getting knocked down three times off New Zealand; and an extra large serving of **Cruise Notes**.

Velera — Tartan 37 Ray Durkee I'm Not Dead (Alameda)

Some of my friends might be wondering what has become of me and my Tartan 37 *Velera*. I was going to truck my Tartan from California to my summer home in Maine, but decided to sail her around via Panama instead. This made for my first dilemma — was I on a delivery or a cruise? The two are very different, as one has an objective and involves speed toward a destination while the other is about taking your time and the journey being more important than the destination. I've learned that the two don't mix, as I've either had to pass up places to make a schedule or fell hopelessly behind in making any progress toward my destination. I'm behind right now, but I am making progress.

I left Alameda on December 2 of '05, and made my way south, stopping at all the usual places — Cabo, Mazatlan, Puerto Vallarta, Acapulco, Zihua, Huatulco, Barillas in El Salvador, Golfito in Costa Rica, and Balboa in Panama — as well as a lot of nice stops in between. I transited the Canal in May of last year, then left the boat at Bocas del Toro, Panama, for the rainy season. I'm now at Chichime Cay in the San Blas

Because Durkee spent three weeks in the San Blas with Kunas such as this, folks back home worried that he'd passed on.



ELECTRONIC/RICHARD

Islands, where the aquamarine-colored water, white sand beaches and palm trees are right out of a photo calendar. I'm besieged daily by kids wanting candy or Kuna women wanting to sell molas — oops, there's someone knocking on my hull as I write.

I've had a lot of adventures. Among the highs were the 34+ knot winds that took us from San Diego almost all the way to Cabo San Lucas in just a few days; nice evenings in Mazatlan, Zihua, and Panama City; but nothing beats the San Blas Islands and the nice Kuna people who have somehow managed to preserve their culture despite welcoming visitors. The biggest lows have been equipment failures. If you can possibly carry a Hypalon hard-dinghy bottom, do it, as lesser dinghies are a real liability. And don't buy a Satphone before checking with other cruisers that it will work in Central America. Some don't — no matter what kind of coverage the manufacturer claims. My other equipment failures probably should have been expected. The 4,200 miles from San Francisco Bay to Panama is no daysail. We did more motoring than I had expected, but we did have some glorious sailing.

Another major factor in how enjoyable a cruise will be is how well things go between you and your crew on longer passages. I had very good luck with the folks who joined me, but getting to places to meet their airplanes — coming and going — makes you tempt the weather gods and pass up nice spots. I've decided that I would prefer to take my chances single-handing — with the 20-minute kitchen timer to periodically wake me — than to force myself into a finite schedule. Based on my experience, it's safer — and more enjoyable. But I do want to give special thanks to Jim Ballou, who has done the trip more than once aboard his own boat, as well as others, who gave me a lot of guidance on where to stop and where to avoid.

There haven't been any really big surprises on the trip — as long as you don't count the crazy French sailor aboard the very nice Amel sailboat in Portobello, Panama. He rammed three boats and then tried to set them on fire two nights after I anchored next to him there. So some dangers aren't what you would imagine.



I will be starting north to Florida in April, and hope to reach Maine by June. I'm going via the islands of San Andreas, Providencia, Guanaja, and Isla Mujeres to Florida. It will be a major slog for a singlehander. I will stop on the East Coast, but my goal is to be in Maine by June. I've done about 4,500 miles, and figure I have less than 2,700 to go, so I have that in my favor. What's my rush? I'm going to be the new harbormaster in Castine, Maine, for the summer. I think it's one of the most beautiful harbors in the world — although I'm naturally prejudiced.

By the way, there was talk going around back home that I was dead. I was just out of touch, and am fine, thank you.

— ray 04/05/07

Sea Angel — Peterson 44 Marc Hachey 'Girl Problems' In The Caribbean (Auburn)

IN LATITUDES



ALL THREE PHOTOS COURTESY OF MARC HACHEY

Three views of Hachey's 'Sea Angel'. Spread; strutting in the Caribbean trades. Insets; anchored off the Pitons, and with a ripped sail.

It seems that the longer that I leave my girl *Sea Angel*, the more problems she gives me. I had her high and dry in the yard at Peakes Yacht Services in Trinidad for last season's June to November hurricane season, making it the fourth in a row that I've done that. I didn't splash her again until November 10th, which means that she was out of the water almost six months to the day. Just to prove that cruising isn't all fun, I'm going to tell you about the work I did to get her ready for the new season.

It's much more comfortable to do as many projects as possible while the boat is in the water as opposed to being on the hard — especially in the tropics. First off, it's much cooler without the radiant heat from all that dirt surrounding the keel, and I can run my water-cooled refrigeration so I'm not having to buy bags of ice every day for the cooler. In

addition, the beer is much colder next to the cold plate, not to mention the fact that there's plenty of space to keep a good supply of healthy food stores. Both beer and healthy food are essential to long, hard days of working on a boat. And in the early morning hours, when Mother Nature calls, it's so much nicer to simply step off the stern rather than have to climb down a 12-ft ladder.

Upon my return to Trinidad, I spent the first couple of days cleaning and airing out *Sea Angel*. I had to wipe down the complete interior with a solution of water, bleach and vinegar to kill the mold. I also discovered that over the course of the summer, her 15 tons had caused the large wood blocks under

her keel to settle into the dirt — which, of course, turned to mud because of all the rain that falls in Trinidad. As a result, the bow settled slightly, so the rainwater which had found its way down the mast and into the bilge did not all flow aft to the bilge pump in the engine room. This standing water in the bilge added to the humidity level inside the boat, which made for an environment more conducive to the formation of mold.

I had left my boat with four 110-volt fans set on a timer to run 18 hours a day to prevent the mold. Alas, the motors on all four of them burned out. My fans had worked perfectly the previous two years, so I suspect that there was a power surge that damaged the motors. I also left bowls of bleach around the inside of the boat to inhibit the growth of mold. But last year I learned not to use stainless steel bowls for bleach, because when I did, the bleach literally dissolved the bottom of the bowls, damaging the teak shelf on which they had been sitting. Living this cruising lifestyle is definitely a learning experience!

Some cruisers choose to leave an air-conditioner or dehumidifier running while on the hard, although it increases the cost of storage by about \$1/day for electricity, plus the cost of renting or purchasing a machine. If you have something like this running on your boat, you must then hire someone to look after it on a regular basis. Locating a dependable person to undertake this task is not easy in Trinidad — at least based on what fellow cruisers have told me.

I'm always amazed at how filthy *Sea Angel's* decks get after she's been in a boatyard for a period of time. I leave her with a canvas cover from bow to stern, but the area between the lifelines and

Hachey enjoys hiking in the Caribbean as much as he enjoys sailing. He took this photo during a trek above Soufriere, St. Lucia.



SEA ANGEL

CHANGES

the toe-rail is open for ventilation. This area allows dirt in the air as well as debris from other boats to settle on my deck in the cockpit. About one day has to be invested to clean this mess so part of it isn't tracked into the just-cleaned interior.

With that done, I'm ready to start on some real projects — ones where I will be able to feel the satisfaction of a job well done. For example, this year I decided to replace my original Combi wind and speed instruments with new B&G equipment. That's because I could not find parts for the damaged windspeed and direction sensors on the masthead a few years ago while still in Mexico. I also decided to install an Interphase forward-scanning depthsounder. To do so, I removed all the old wiring in the bilge, removed the old transducers for the speed and depth sensors, and filled the hole for the depth transducer. I then had to enlarge the hole for the new speed transducer, so I first filled the hole with a two-part epoxy putty. After this hardened, I was able to locate a new center hole for the hole saw, the latter a tool I brought with me from the States.

With the new transducer installed and the old depth transducer hole filled, faired and sealed with waterproof epoxy, I was ready to start giving my boat a fresh bottom job. But first I needed to polish my hull to protect what is left of my original and worn gel coat. This is a task I complete each year by hand. It takes about one day per side of polish-on, polish-off, over and over again. At the end of those work days something a little stronger than beer is required to mask the pain emanating from the shoulders. Thank god for rum!

Sea Angel's bottom is in very good condition, so all I had to do was lightly wet sand before applying new bottom paint. The reason I choose to wet sand is to avoid toxic dust, which means I don't have to wear a respirator. Although I **Marc has many lady friends in the Caribbean, but is still searching for that special one to go cruising with.**

know better, this year I only wore a pair of work shorts, a tank top, head wrap and tennis shoes while doing the messy task. I thought I was doing a good job of rinsing off any drops of water and bottom paint, but I discovered otherwise that night after my evening shower. I had a rash on my arms, legs and face — especially around my eyes — which felt like I had a particle of fiberglass in every little bump. They hurt and itched at the same time, making it impossible to sleep in my hot and humid aft cabin. It took at least three days for this rash to settle down, so believe me, I won't make that mistake again.

After 10 long days of hard and unpleasant work, *Sea Angel* was ready to go back in the water. Launch day is always both exciting and nerve-wracking, the latter because you always worry there will be some leak or some mechanical problem will pop up because the boat hasn't been used in six months. I had connected a water hose to my raw water intake and started the engine while on the hard, so I was confident my Perkins would perform — and she did. But last year I had discovered that my raw water impeller was damaged prior to being picked up by the Travel-Lift. As a result, I was able to replace the impeller and remove the pieces from the heat exchanger tube in advance.

After a successful launch and getting my boat secured to the jetty, I was now ready to begin my next list of projects, those which could only be completed while in the water. I had just removed my canvas covers the day before, so I was able to get serious about cleaning the decks, cabin tops and dinghy, the latter having been stored upside down on the foredeck.

A few years ago, I had repainted the smooth areas of my decks with Petit Easypoxy. I decided it was time to repaint, as that was the only way I could get rid of the unsightly stains. In a country where it rains just about every day, any kind of painting is difficult, but especially the decks and cabin tops. I had learned this lesson the hard way my first year in Trinidad. What I discovered was that if I did a small section each day, and started very early in the morning, the surface had a chance to dry before the rain



started. Fortunately, there is usually a brief shower, and that's it for the day, but such showers are just enough to damage any fresh paint.

I was lucky on my first day of painting, as I had great weather. I was able to paint the entire forward cabin top, being careful to cut in around all the teak handholds, portholes, hatches and miscellaneous deck hardware. It was very time consuming and required lots of concentration, as I brush the paint on without masking anything off. Alas, when I checked the job the next day, it wasn't the bright white it was supposed to be, but had a slight peach tint. Apparently, the can of unopened paint I'd kept dry and dust free in my paint locker had gone bad! So it took another week to get that job done right.

After a few trips to the top of the mast with my new wind instruments and a custom on-site fabricated mounting bracket, the cables were installed and my



IN LATITUDES



ALL PHOTOS COURTESY OF SEREIA

if *Sea Angel* has been infected with some kind of gremlin or she just doesn't want me to leave her for so long, as this has been the hardest start-up in years.

— marc 02/15/07

Sea Wolf — Warner Cutter Adam Stone & Jessica Adams Migration down the Coast of Baja (Berkeley)

Hurricane *Katrina* drove us from our home of New Orleans in the fall of '05, so we decided to transform our lives by taking advantage of the qualities that we liked best about ourselves. We moved to the Bay Area, but it was while we were in Astoria, Oregon, that we found *Sea Wolf*, a beautifully maintained 32-ft gaff cutter without an engine. She'd been designed by Winthrop Warner and built in Port Townsend in the late '80s. We bought her and set off for Mexico and beyond in November of last year.

Our initial thought was to make a quick trip to the Mexican mainland, making only the normal cruiser stops at Turtle Bay, Mag Bay, and finally Cabo — the latter rumored to have 80-degree water even in January. We wanted to get south fast because it was so cold in Ensenada that there was snow on the low mountain at the edge of town. The locals said they hadn't seen snow on Punto Banderas in 30 years. We got another surprise — we were expecting a baby.

Instead of a fast cruise down the coast of Baja, we ended up taking 45 days to cover the 750 miles, and we did it daysailing with three other boats that formed our 'Armada': *Petra*, from Tacoma, *Madeline* from Portland, and *Folie Douce*, from San Francisco. There are so many great places to stop along the Baja coast, but one of our favorites was the Benitos Islands, which are out-

No engine, no problema. At least that's how it has been so far for Adam and Jessica. It might be more difficult in the South Pacific.

When you go cruising, not all the attractions are on the water. On their way to the southern hemisphere, Peter and Antonia Murphy of the Pt. Richmond-based Mariner 35 ketch 'Sereia' stopped by the Corcovado National Park in Costa Rica. These are some of the animals they saw in the wild.

new instruments were working, I had not yet installed my new speed transducer in its thru-hull because I didn't want it to get fouled at the dock. Chaguaramas Bay, Trinidad, is notorious for oil spills, as the adjacent commercial shipyard is known for simply pumping the bilge water of large ships directly into the bay. This year was no exception, and within two days of being on the jetty I had a black and gooey stain above the waterline on my just-polished hull. Oh good, another project! So I got to go around the entire hull with a degreaser to clean off the stains — which appeared to remove most of the new wax I'd just put on. Then one of my four 8D gel batteries was defective after being replaced just 2.5 year ago, so I decided to replace it while under warranty. That's turned out to be a full day's project and — thanks to the

Marine Warehouse, where I purchased them originally — the replacements cost almost the same as what I'd originally paid for the batteries. Some warranty!

After re-tuning my standing rigging, installing my sails, provisioning *Sea Angel* with food supplies for the upcoming months, including dry goods and filling the freezer, I was about ready to untie my docklines. I'd been working every day for 34 days. My first trip was to be a short one, just a three-mile motor to Scotland Bay. But before I made it, I'd destroyed the cutlass bearing. I'm trying to figure out



COURTESY SEA WOLF

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side of Cedros Island not quite halfway from San Diego to Cabo. We anchored near a camp where abalone divers and *langosteros* live for the months of their shifts before returning to their homes on Isla Cedros, which is visible in the distance. Initially, three men came up in a *panga* to chat and offer us fresh lobster and dried abalone. One gregarious fisherman told us the lobster they'd given us were too small to be sold, but they wouldn't survive anyway because the fish had bitten their legs off while they were in the traps. "Lobster legs are like candy to fish," he said. The fisherman spoke English wonderfully, having learned from magazines, visiting cruisers — and the music of Huey Lewis!

The Benitos Island beaches favored by elephant seals were littered with the rotting bodies of dead baby seals. Italian students, who wear beautifully coordinated clothes and clean shoes, and who sleep in elegant tents pitched at even intervals among the rocks overlooking the anchorage, have come to study the problem. It is they who have, using hydrogen peroxide, written Italian names on the hides of the seals.

And people say Italians have a lot of style. What about the fishermen of Baja, who seamlessly mix the religious, the beat up and the funky?



During a visit to the lighthouse, the local jefe points to one of the graves in a nearby graveyard, and tells us that's where the architect of the lighthouse is buried. He was murdered by his two laborers — "Indians like me." The architect had apparently been as cruel as he was talented, and one evening the three of them had been sitting around a card table on which a loaded pistol lay. The architect apparently said something, causing one laborer to pick up the pistol and fire. The architect remains on this windswept and forlorn island, unmourned by abalone divers and *langosteros*, but remembered by the lighthouse keeper.

The lighthouse keeper told us that he has felt the presence of the workmen who, like the architect, are buried beneath the floor of the old lighthouse. The widening cracks at the edges of the grave, he says, were made by the hands of dead laborers clawing at the dirt, their anger at the architect still unappeased. We went into his brightly colored kitchen, where he offered us abalone that had been drying under the hot sun for a long time, protected from the birds by netting. A clock radio played in the background.

Climbing the peak above the fish camp, we looked out over the anchorage at our armada — a cutter, a yawl, a sloop and a ketch. The boats were 26 to 48 feet in length. Ours was the smallest and the only one without an engine. But in the 20 to 40-mile days our armada typically did, *Sea Wolf* sometimes took the lead, and was never far behind.

By February we'd reached Turtle Bay, where we anticipated an abundance of grocery stores and restaurants. Far from the beaten track, the little fishing village is more humble than we expected, and the one restaurant we'd heard about was mediocre. But when we asked the owner of the *deposito* where to find a *comida buen precio*, he did us a favor by directing us to a taqueria near the baseball field. They served delicious *carnitas* and *carne asada*.

While at Asuncion, we



bought huge fragrant local oranges. We also saw a long, low building with a tin roof where villagers, working for a Japanese company, make clamshell buttons. Broken windows in the building revealed a mountain of shells with uniform holes. We were told that nobody would be working at the factory until May when the surf clams have grown large enough to harvest.

We learned about our next stop, Abreojos, from a friend who loves to surf. Something about the place seemed instantly familiar. Maybe it was all the Americans living in trucks and campers on the hill, who spent most of their time in wetsuits sliding along in the waves. There was also a cantina with wireless internet full of ex-pats eating hamburgers. One part of Abreojos is a posh — relatively — gringo settlement and the other is a basic fishing village. One morning the guys from our armada stopped to visit a fishing boat, which had taken shelter from the high winds. They were invited aboard for lunch prepared by the captain. Later, the same captain



While you folks in California were suffering through dreadful weather in March, Duane and Dorothy Alexander, who finished off 'Raven', their lovely Alameda-based Ingrid 38 cutter, from a bare hull and then did the Ha-Ha in '98, were enjoying a wonderful afternoon anchored at Mexico's Tres Marietas Islands. Making it even better was the fact that their daughter and her guy had joined them for a week. The air was about 85°, the water was about 82°, and the sky was all blue. You wouldn't have wanted to be anywhere else. Duane and Dorothy are '66ers'. They spend about six months a year cruising in Mexico, and about six months a year at their cabin on Donner Lake.

made them a present of pounds of fresh fish that he himself had cleaned.

After an overnight in Bahia Santa Maria, we headed south to Cabo, which we'd heard was awful, which made us determined to enjoy it. After weeks along the sparsely populated Baja coast, it was a shock to see all the fishing boats rushing about, the fake schooner Buccaneer Queen packed with tourists speeding past, and a small boat pulling a paraglider. Once we were ashore, the time-share folks solicited us from their kiosks. What the heck, in exchange for several hours of our time, plus a couple of hard sells, we received prizes, got to enjoy elaborate breakfast buffets, cash — and even hot showers. We love Cabo! At least we did for a few days. Before long, the haranguing vendors and jet ski

operators wore us out.

Before leaving Cabo, Jessica found an inexpensive but competent obstetrician, who said all was well. We then sailed down to Banderas Bay, and are now about to set sail for the Marquesas — with fond memories of the serene anchorages and stark landscapes of the Baja coast.

— adam & jessica

March Sailing Madness Banderas Bay, Mexico

If you thought your bottle of *cerveza* was half empty, everything was wrong with this year's 15th Annual Banderas Bay Regatta. The wind didn't blow hard enough to sail the long courses, the skies were overcast, the local Catalina 37 fleet decided to play with them-

selves on another part of the bay, and nowhere near as many cruisers participated as should have. If, however, your bottle of *cerveza* was half full, everything was right for the 15th annual BBR. The wind was more consistent than for the America's Cup, the racing in almost all six divisions was very close, the overcast skies prevented anyone from getting sunburned, and the regatta was so intimate that, by the time Philo Hayward and his band blew the doors off the Vallarta YC during the awards ceremony, just about everybody knew everybody else.

The BBR was, as usual, based out of the wonderful facilities at Paradise Resort and Marina, and was managed by the Vallarta YC, located in Paradise Marina, in conjunction with the *Regatas Y Deportes Maritimos*. Before we get any further, we've got to pause to salute these folks for having made their mark in hosting everything from local to top international regattas. In February, they put on Mexico's J/24 Nationals and the Governor's Cup, and in early March they hosted the prestigious J/24 Worlds, with over 70 boats from 17 countries. Despite the fact that it was a huge production, the yacht club and marina combined to put on what many veterans of previous J/24 Worlds said was the best one ever. Despite everyone being a little burned out, they still rallied to host the 15th annual Banderas Bay Regatta, and this July will be hosting the Optimist Worlds, with over 200 young sailors from 20 countries. Of course, none of this would have been possible without the great cooperation of Graziano, owner of Paradise Resort and Marina; Harbormaster Dick Markie and his staff; and the Vallarta YC and its many volunteers. On behalf of everyone who benefited from all your tireless efforts, thank you!

One of the world's deepest mysteries — other than peoples' interest in Paris

Mark and Clair Rommel — he's in the blue hat — and all their crew were jacked about taking first in their division with 'Platinum'.



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Hilton — is why more cruisers don't participate in the fun and free Banderas Bay Regatta. At it was, there were only 28 entries in six divisions. They ranged in size from a San Juan 24 that is a hurricane *Kenna* survivor, to *Latitude's* 63-ft catamaran. Even though the winds and participation were light, the close competition and the fact all the competitors became good friends made for an event that punched well above its weight.

For the record, Kevin Reath's *Something Wicked*, a Beneteau 40.7, ran away with Class 1, with Frank Glassner's *J/120 J/World* finishing second. In Class 2, John Haste's Perry/Antrim 52 cat *Little Wing* bested Eric and Dana Jones' Seawings tri *Seawings*. In Class 3, *Platinum*, Mark and Clair's N/M 45, tied with Craig Alger's Beneteau 42 *Page One*, but took honors via the tie-breaker. In Class 4, the "one and only" Eugenie Russell, and her crew of Greg Dean, Molly McMahon, and Mark Passis on *J/80 #5* bested the other two *J/80s*. In Class 5,

March Sailing Madness on Banderas Bay — the sailing, the sailors, the buffoonery ashore. Everyone knows the guilty parties.

Charles Naslund's Catalina 30 *Saber Vivir* 30 nipped Paul Whitfield's Islander 36 *Casablanca* by just a few seconds to earn a quarter point victory. In Class 6, Jody Ward's lovely wood Lapworth 36 *Eros*, sailing with local kids, bested Nicole Bachmann's San Juan 24 *Mita's Pizza* for top honors.

As usual, the Banderas Bay Regatta was preceded by two days with *Latitude's* Pirates for Pupils fundraising spinnaker run from Punta Mita to Paradise Marina. About 10 boats participated in ideal conditions, with nice wind, brilliant blue skies and typically flat seas. About \$1,000 was raised by folks who came aboard the various boats, and another \$1,000 was chipped in by members of last year's Ha-Ha. Thanks to everyone for their contributions. And wasn't the 'first day of spring' parade, with all the local kindergarteners dressed up in gaudy

prom outfits, a hoot?

With the opening of the 450-berth La Cruz Marina expected for about December of this year, Banderas Bay, one of the best places to pleasure sail in the entire world because of reliable wind, flat water and great nearby sailing destinations, will have three major marinas within a 10-mile stretch. If there isn't an increase in cruiser racing and cruiser cruising on the bay, plus growing rivalries between the marinas, we'll be surprised. We've also learned that Eugenie Russell, Commodore of the Punta Mita Yacht and Surf Club, and *Latitude 38* have decided that the Pirates for Pupils fundraiser will become a three-day North Shore Cruisers' Rally on December 6, 7 and 8. The first night will be to La Cruz for a noisy night of music and dancing at Philo's, followed by a cruise the next day to Punta Mita for surfing and more music and dancing at the Punta Mita Y&S Club, followed on

IN LATITUDES



PHOTOS BY THE CREW OF PROFLIGATE, JAY ALLWORTH AND BILL VACCARO

Saturday by the traditional spinnaker run back to Paradise Marina. Best of all, the event will feature three days of racing between the destinations, pitting John Haste's Perry 52 cat *Little Wing* and Lisa Zittel's J/80 *J/World* representing the Vallarta YC, against *Latitude's Profligate* and Eugenie Russell's J/80 *J/World 2*, representing the Punta Mita Yacht & Surf Club. If you like fun, you might want to be there.

The Banderas Bay Regatta will be held in early March.

— *latitude 04/15/07*

Aquarelle — MT-42 Cutter Ken and Diane Kay Heavy Weather (Long Beach)

We had to return to Nelson, New Zealand, after departing for Australia and running into bad weather that caused a lot of problems. Here's what happened:

We finished with Kiwi Customs early on April 12 and, along with our crew Graeme, headed for 1,000-mile-distant Sydney in calm conditions. The forecast had been for 15 knots until Friday — the 13th — afternoon when winds were to peak at 30 knots along with 10-ft swells. Late that night it was supposed to ease back to 15 knots.

The 30-knot winds arrived early Friday evening, so we decided to furl the staysail and put a triple reef in our main. Despite the forecast of winds to just 30 knots, it built to gusts of 40 knots with 12-ft seas. Ken took the helm at 11 p.m., at which point the wind increased to 55 knots with ever-growing seas. Two hours later, he was violently ill, vomiting every few minutes until he was down to the dry heaves.

Graeme came on watch at 3 a.m., at which time the wind was blowing 58 knots and the seas were upwards of 30 feet. An hour later, our Taiwan-built Ted Brewer design took her first knock-

down. The sound was unbelievable! The wind had been howling so loud that we could barely hear each other inside the salon, and out in the cockpit it was horrendous. The wave that broadsided us had sounded like a bomb going off! We couldn't believe that our rig — a new mast, LeisureFurl boom, and two furlers that we put on before leaving California — was still standing.

By then Ken was lying helpless in the dinette, stuffed in between some pillows. At least when he was on his side he stopped writhing. But even for Graeme and me, it was impossible to stand — and even crawling was extremely difficult. I had taken a few pills during my early evening watch, but about the time of the first knockdown I'd become violently seasick myself. Even though our companionway had been closed, the knockdown flooded our boat via hatches and the Vetus vents. And unknown to us at the time, a port up in the V-berth area had burst open, allowing water to

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continually pour into the boat.

Because *Aquarelle* had been on a port tack at the time of the knockdown, gallons of water had flooded the instrument/electrical panel and much of everything else. It was a real mess, as the cupboards had all opened up and emptied their contents out. The sole of the boat was covered with a watery mess that included food — a dozen broken eggs plus other stuff — charts, the contents of the cupboards, and, of course, vomit. By this time there wasn't one dry thing on the boat. Every cushion, mattress, book, piece of clothing, blanket and towel had been drenched.

When I clipped into my harness at 7 a.m. on Friday morning, I was experiencing sheer pee-in-my-pants terror, as the sea was just a series of frothy white mountains of breaking water. Wave after wave pounded *Aquarelle*, and the way she shuddered unnerved me. I began to shake and felt as though I was going to become hysterical. By then we were approximately 100 miles off New Plymouth, and I shouted down to Ken and Graeme that I wanted to turn back.

Moments later *Aquarelle* was knocked down a second time. Again the boat filled with water. Ken managed to crawl from his berth to the radio, where he attempted to call Maritime Radio for a weather update. It was then that we realized that we'd lost all our electronics. The computer was gone, too, sloshing around in the saltwater slop on the sole. The SSB, radar, and all the other electronics in our nav station had been knocked out. Only our old VHF radio had managed to survive, but the signal from Maritime Radio was very weak.

The three of us agreed that we should

After a relatively uneventful South Pacific crossing, an inaccurate weather forecast resulted in the Kays taking three knockdowns.



head back to Nelson. Ken, Graeme and I all gathered in the cockpit in our foulies, which by this time we'd been sleeping in. We'd been under power for a number of hours, and Ken noticed that a running backstay line was dragging in the water. Clipping into a jackline, Graeme volunteered to leave the cockpit and get the line before it fouled in the prop, which would have left us helpless in the massive seas. After successfully retrieving the line, Graeme started to return to the cockpit. But just as he unclipped his tether and leaned over the coaming, *Aquarelle* was knocked down a third time — and Graeme was washed head-over-heels off the boat! Ken scrambled to grab onto Graeme, who was hanging onto the lifeline as the boat rolled once more. Somehow, he was able to pull Graeme back aboard as *Aquarelle* righted herself. It was incredible!

By then we were all scared out of our wits. The wind was gusting to well over 60 knots and there were 35-ft swells — Force 12. The following hours were pure hell. With no navigation equipment, our paper charts lost to the sloshing slop, and the storm still raging, we crawled into our small and wet holes to wait out another terrifying night. Ken and Graeme 'stood' their watches by lying on the floor of the pilothouse in full foul-weather gear, sliding back and forth as *Aquarelle* was punished by the seas for hour after hour. Every 20 minutes they'd crawl up the companionway to make sure we still had a rig. By this time I was in a state of shock, shaking with fear and vomiting violently.

Saturday dawned with lighter winds — just 48 knots — and Ken and I were no longer sick. We were all still badly shaken from the ordeal, particularly Graeme going overboard, but we were beginning to think we

might actually make it back to New Zealand. We made more attempts to reach Maritime Radio for waypoints, which we were able to put into our handheld GPS, our only remaining piece bit of electronic navigation equipment.

We finally approached the Nelson breakwater shortly after 9 p.m. on Saturday. But when we



asked for a heading into the harbor, the officials declined to give it to us! They said it would be "illegal" for them to do so. Thus we bumped along the breakwater wall in the dark until we found the right spot. Fortunately, I was able to recall the layout of the harbor and get us back to the dock. New Zealand Customs was, naturally, right there to greet us and made us go through the entire clearing procedure again. At this time we are cleaning up the boat and taking stock of the damage, but will be flying back to the States to decide where we want to go from here. But at least we're still alive and *Aquarelle's* rig is still up.

— diane 04/18/07

Diane — Three knockdowns in just a couple of hours? We can't remember the last time a cruising boat reported conditions that bad to Latitude. We're glad that you and your boat made it through so well.



PHOTOS COURTESY BLUE BANANA

Sam and Bill atop Siguriya, the rock fortress that used to be the capital of Sri Lanka. It's 1,200 steps to the top of King Kasyapa's old digs.

Cruise Notes:

"We've survived 'Pirate Alley' and the Bab el Mandeb (Gates of Hell) at the southern end of the Red Sea, and are now north of Massawa, Eritrea, making our way north toward the Med," report Sam and Bill Fleetwood of the Monterey-based Gulfstar 50 ketch **Blue Banana**. "We went through the 'Bab' in 35 knots of wind and huge seas, but at least they were from aft. Ever since then, we've been sailing into northerlies. Sometimes it's light enough that we can sail, but often we're up against 25 knots and big, close-together seas that almost bring our 20-ton boat to a halt. Sometimes we venture out for a few hours, and make a few miles, but have to turn back. After we had our paint job/refit done in Phuket, we suffered from terrible leaks during

heavy rains or when pounding into big seas. We weren't sure where the water was getting in, but after seeping through the lockers, there were actual rivulets of water running across our new teak sole! We lost a lot of clothes, food and books. So while in Aden, Yemen, we took all 14 chainplates apart and dug out all the Sikaflex. We put new Sikaflex in, covered it with a slice of Bill's old neoprene wetsuit, then put the chainplates back on. We haven't had any leaks since. We hope this tip might help some *Latitude* readers.

While at Strictly Sail in Oakland last month, we bumped into Jerry Morgan of the San Francisco-based Trintella 53 **Sumatra**. He looked significantly leaner, healthier and younger than he did during the Ha-Ha two years ago. "It's the cruising life," he laughed.

"Originally we were going to go to Europe, but it's so expensive over there that we cruised down to Bahia Caraquez, Ecuador, instead. It's fabulous! The people are wonderful, we anchor out for free, and all the food and restaurants are very inexpensive. It costs us less to cruise than it did for us to live and work back in the States. In addition to our travels on the water, we've made a number of inland trips to the capital of Quito, Peru's Machupicchu, and other great places."

For the last decade, Ecuador has had a new president about every 35 minutes, and right now it has parallel groups claiming to be Congress. Morgan says that kind of political infighting two miles high in the capital hasn't had any effect on life at sea level. He also reports that everybody *flying* to Ecuador's Galapagos Islands now has to pay \$100 as soon as they step off the plane, as the government is trying to reduce tourism to stop its deleterious effects on those fabled islands. Yachties, however, haven't yet had to pay the \$100/person fee and have been allowed to stay for two weeks. After a visit to the Galapagos, *Sumatra* will cross to the Marquesas.

While cruisers are still being welcomed at the **Galapagos Islands**, it's hard to tell what the future holds. Under pressure from UNESCO, the United Nations Educational, Scientific and Cultural Organization, Ecuador's new President Rafael Correa is considering various options, including limiting tourist permits, to fight the environmental degradation of the islands. There's no doubt that the Galapagos, located 620 miles off the coast of South America and famed for inspiring Charles Darwin's Theory of Evolution, are facing major

When Jerry did the Ha-Ha in '05, he looked like this, with a roundish face. Thanks to the cruising life, he's much leaner now.



LATITUDE/ANDY

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ecological problems. And small wonder. When we first started *Latitude*, hardly anybody went to the Galapagos by any means, and hardly anybody lived there. Massive tourism and the jobs it creates have changed all that. The Galapagos are now home to 25,000 not-very-neat residents, including 5,000 people who are there illegally, and including some government officials and military officers who have allowed illegal fishing. Although yachts are still being welcomed to the Galapagos with limited restrictions, don't count on that being the case for much longer.

Speaking of Ecuador, Dave Crane of the Oceanside-based Freeport 41 **Revenir** reports that Saiananda is a new facility for cruisers and others in the Bahia Caraquez area. "The facility is run by Alfredo Harmsen, a biologist who has turned his rambling riverfront home into a B&B eco resort, and amenities include moorings, a floating dinghy dock, hot showers, and lots of animals on the grounds. Saiananda is located six miles up the estuary from the mooring buoys at the established Puerto Amistad



COURTESY REVENIR

'Revenir', an Islander Freeport 41, as seen anchored off the Saiananda facility for boats up the river from Bahia de Caraquez.

cruisers' yacht club, and the owners have recently installed new helical screw anchors directly into the river bottom so the moorings can handle boats from 30 to 60 feet. When we first arrived, we

moored *Revenir* at Puerto Amistad, but moved up to Saiananda two years ago. It's more isolated from the sometimes all-night noise of boisterous Bahia, yet is only an 18-cent, 15-minute bus ride from the heart of the city. Harmsen can be contacted at Saiananda@bahiacity.com. We've been in and out of Bahia Caraquez for three years now, enjoying the San Diego-like climate, and the location's ease of crossing to and from Panama and Costa Rica and its proximity to the Galapagos.

Does anybody remember Eli and Sara Bottrell, the young San Francisco couple who bought **Geja**, the Bay Area-based Islander 36 that Dick and Sandy Shirley sailed most of the way around the world over a period of 15 years? What made the deal interesting is that the price was low, just \$10,000, if we remember correctly. What made the deal more interesting is that the boat was on the hard in Spain, so most folks who were going to bid on the boat were going to have to do it sight unseen. We at *Latitude* thought that even if *Geja* was pretty badly trashed, she'd



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still make a great deal for a young couple seeking a low-cost sailing adventure in the Med. The Bottrells agreed and immediately bought the boat. They've now been in Spain for a few weeks, and despite a mountain of work and cleaning up that has to be done, have gotten lots of help from locals and the members of the San Francisco Bay Islander 36 Association, and are very happy with the deal. They hoped to get the boat back in the water before the beginning of May, and we hope to have a report in the next issue.

It's rare for a cruising cat to flip, but even rarer for one to be flipped twice. Nonetheless, that's apparently what happened to **Paradox**, a cat that started life in '96 as an F/P Tobago 35, and was mostly recently owned by Tom and Stanna Galbraith of Durango, Colorado. We're not sure how the cat came to be upside down in Belize's Rio Hondo in '01, but it's our understanding from some fascinating video on the couple's website that, using a small tug, they managed to have the cat righted. As the boat had

been upside down long enough for there to be growth several inches long throughout the interior and on the deck of the boat, it was a disgusting-looking mess, and you can imagine the condition of the wiring and electronics. But the Galbraiths obviously saw possibilities and, after what had to be endless months of dreadful work, ended up with a cat, stretched to 38 feet, that looked smashing. And based on other photos on their website, they had a ball cruising the western Caribbean.

However, according to reports on the web and from the Coast Guard, things went south on April 11 when the couple were sailing from Key West to Tampa. They were hit by a squall which increased



'Paradox', looking good after her lengthening and complete restoration. But it must have been a monster of a job.

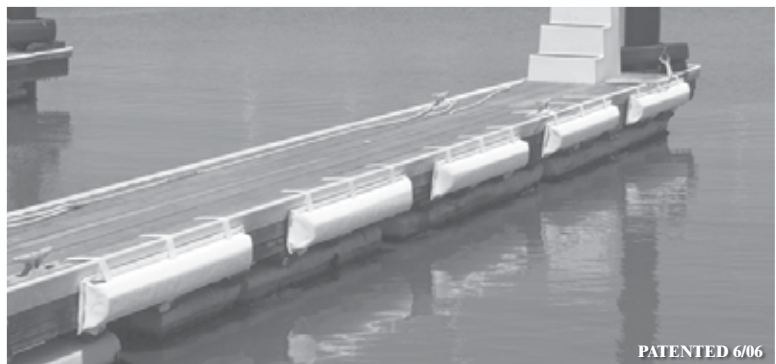
the windspeed from 11 to 48 knots, immediately flipping the cat. The 60-year-old Tom grabbed his wife and pulled her into the hull where they kept the tools and wetsuits. While it had to be creepy inside the overturned hull, they knew the cat wasn't going to sink, and there was plenty of air. Having heard only one ping

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CHANGES

from the EPIRB, Tom realized that the EPIRB signal wasn't getting out. So the next day he drilled a hole in the bottom of the hull — which was now above their heads — and stuck the EPIRB antenna out. The EPIRB immediately started pinging away. Coast Guard Miami got the signal and launched a search plane at 5 p.m., finding the overturned cat an hour later some 171 miles southwest of Tampa. A rescue helicopter arrived on the scene at 8:30 p.m. and hoisted the couple aboard. Neither Tom nor Stanna were in need of medical treatment, but had only managed to come away with \$1,500 and some papers. Family members report they have no interest in restoring the cat a second time.

The last six months have been hard on the reputation of catamarans. Last December, the Voyager 440 **Catshot** was flipped and beached during a furious storm — that was forecast well in advance — during a delivery from San Francisco to Seattle. None of the three crew were found. A short time later, a 45-ft catamaran being delivered from France to Annapolis was flipped in another very bad storm, this time near Bermuda. The



COURTESY PARADOX WEBSITE

Thanks to clear thinking and being resourceful, Tom and Stanna — seen here enjoying the Caribbean — survived the flipping.

delivery skipper died of hypothermia as a rescue helicopter arrived, but the two crew survived. And now *Paradox* is flipped and likely lost. If you're thinking of buying a catamaran, we, who

have owned a catamaran for more than a decade, want to leave you with two thoughts. First, the size of a cat really does contribute to stability. According to multihull designer Chris White's book on multihulls, if you double the size of a cat, the stability increases 16 fold, all else being equal. Second, if you're on a cat and the wind is very strong or a squall is approaching, somebody must have their hand on the mainsheet and/or traveller, ready to ease at a second's notice. Being badly overpowered on a monohull can result in a knockdown that might bruise you and make a mess of the interior of your boat, but being badly overpowered on a cat can turn your whole world upside down.

Despite the rash of well-publicized reports of problems with cruising cats, the desire for catamarans continues to increase. Charter companies around the world are increasing the percentage of cats in their fleets, and more private parties on the west coast and elsewhere continue to express an interest in moving over to the dark side.

"We just submitted an ad to *Latitude*

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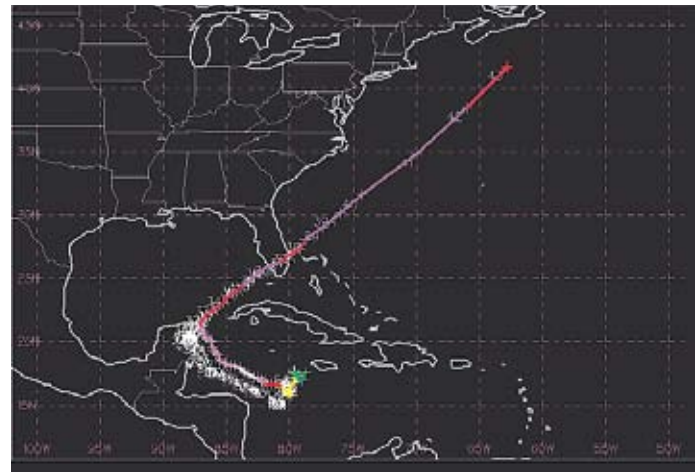
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that starts off: **Jellybean** is for sale!" writes Marlene Verdery, co-captain of the Sausalito-based Pearson 36 *Jellybean*. "We're buying a Manta 40 cat, currently located in St. Augustine, Florida, and are flying back there to bring her down to Panama, through the Canal, and up to La Paz by late June. We've obviously been bitten by the cruising bug, and hope to be 'out there' indefinitely — except for summers when Roy will continue working as a hospitalist."

Congratulations on your new boat! We know you didn't ask, but delivering a new-to-you 40-ft cat from Florida to La Paz in two months is a very ambitious plan, particularly when the second of those two months is in part of hurricane season in Mexico. If we might be so bold, we suggest that you consider sailing your cat to Panama and leaving her at Bocas del Toro for the summer while Roy works. Then, in October or November, you can cruise to the San Blas Islands, a place we bet you'd love to spend a month or more, then begin working your way north to Central America, Mexico and the Sea of Cortez.

Another sailor who has gone over to the dark side is Bob Willman of Golden, Colorado. He did the '00 Ha-Ha board his Islander 37 **Viva!**, then often cruised in company with Steve Cherry of *Witch of Endor*, taking four years to reach Ecuador. Two years ago, both of them came through the Ditch to visit the Caribbean side of Panama, the San Blas Islands, and Cartagena. But five years to the day after Willman started his sailing career, *Viva!* fell victim to a hurricane that formed over Isla Providencia, where he and Cherry were anchored. Willman spent the next six months as a "privileged guest" aboard the *Witch*. "I finally left the *Witch* in Florida to begin a full-time search for a catamaran, and found the right boat, an '89 F/P Casamance 44 that had been



Not a lot of hurricanes form in the western part of the Caribbean Sea, but 'Emily' did, and so did the one that claimed "Viva!"

stretched to 47 feet. I love the cat — but it did take me awhile to learn to feel the wind without heeling. The new *Viva!* is more performance-oriented than most of the catamarans on the market, and definitely a better sailor than I am — which isn't saying that much. Eventually I will introduce my new *Viva!* to the Sea of Cortez — the best cruising grounds I've ever found. And a place where I can get

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CHANGES

my *Latitudes* regularly."

We became green with envy when we received this report. Annibale 'Ni' Orsi, formerly of Stockton, reports that he is now on his way from Aracaju, Brazil, where his new Dolphin 460 catamaran **Finalmente** was built and fitted out with air-conditioning and other stuff, to Italy by way of the Azores. Along for the lengthy trip and Atlantic crossing are Ray Hawkins of Modesto, Randy Sparks of Santa Cruz, and Roberto Lux Teixeira of Sao Paulo. While in the Azores, they will be joined by Urban Gomes of Angel's Camp. Upon reaching the Med, they will drop by Valencia to try to catch some of the America's Cup action, then continue on to Santa Margherita, gateway to Portofino, Ni's new home, which they expect to reach by May 17th. At that point, they'll have the entire summer before them on the Italian Riveira. *La dolce vita*, baby! Ni says he plans to stay in Italian waters for two years.

To be honest, we had no idea if Annibale was a man or woman, so we had to sheepishly inquire. "My Italian name comes from Hannible, the man who rode



LATITUDE/RICHARD

Once 'Ni' and 'Finalmente' reach Santa Margherita, they'll be able to enjoy nearby anchorages such as this one near Portofino.

elephants over the Alps," Ni responded, "and my wife is Krissy. Although I was a member of the '60 U.S. Waterski Team, and placed the highest of any American in the '64 Winter Olympics in downhill

racing, I've had boats my whole life. Jeff Canepa got me started in Hobie 14s, 16s and 18s, Ray Hawkins and I are longtime Columbia 5.5 racers from the Stockton Sailing Club, and my Cal 27 pop-top is a past winner of the Stockton to South Tower Race. And I still own **Miss Pam**, a Garwood Commodore 20 classic speedboat that my father bought new in 1946. Ciao!"

"Plop, plop, fizz, fizz!" writes Steve Cherry of the San Diego-based big **Witch of Endor**, a Vagabond 47. "Yesterday was a red-letter day for me. First, little *Witch of Endor*, the Formosa 41 that I cruised for so many years, finally sold. It's a relief to be back to only owning one cruising boat again. I hated to see the *Little Witch* sitting on the hard, exposed to the ravages of the Northeastern weather, and now she'll get back in the water and get the attention she deserves. Second, the results from my mid-term cat scans showed no indication of any kind of cancer. After four more biweekly chemo infusions, all my treatment will be history. Third, my new boat, *Big Witch*,



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is sitting on the hard at Indian River Boatworks in Fort Pierce, Florida, and the engine has been overhauled, she's gotten a new shaft, new cutlass bearing, and new motor mounts have been installed. The new dodger is almost on, the masts have been pulled and painted, and a new Muir windlass will soon be installed. Also coming are the refrigeration, radar, roller furling staysail and a lot of other odds and ends. When that's all done, I'll be expecting to meet up with my longtime buddyboating friend Bob Willmen as he sails north to the Chesapeake Bay in May or June aboard his new-to-him catamaran. We'll muster again in November or December, maybe in Beaufort, South Carolina, then head down to the Caribbean via the Bahamas, Luperon in the D.R., then down the Eastern Caribbean to Venezuela, then Cartagena — where I'll get a new gelcoat put on — to Bocas del Toro, Panama, then through the Canal to the Pacific. Once there, we'll bounce back and forth between Panama and Mexico as the hurricane seasons dictate. Hey everyone, get

that colonoscopy!"

The first of this year's Puddle Jump group turned out to be the father and son team of David Kelly and his 20-year-old son Patrick, assisted by the self-described "boat wench" Carly Dennis of the Cal 30 **No Regrets**. Up until two years ago, David and Patrick were longtime powerboaters who had honed their skills in the Santa Cruz Sea Scouts. Nonetheless, they made the P.V. to Marquesas passage in 23 days.

Puddle Jumpers Steve and Susan Chamberlin, along with crew A.J. Benham and John Gillespie, set a rapid crossing standard with their Pt. Richmond-based Schumacher 46 **Suprise**.



It was no surprise that Susan and Steve — who got 'Photoshopped' by somebody — had a very fast crossing to the South Pacific.

The veterans of five crossings with the boat already, they completed the 2,800 or so miles to the Marquesas in 16 days. "Our whomper, a 165% jib top, had us sailing as fast as the wind in light reaching off the coast, as we made 189 miles in 24 hours in just 8 to 10 knots of wind."

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The boat had no real problems until after they anchored at Tahauku on Hiva Oa. While they were anchored to check in and get provisions, the rudder slammed down hard on the bottom during a large swell at night. The impact shattered the master link in the steering gear and badly twisted the autopilot mounting bracket. The rudder, which has many layers of carbon fiber, was undamaged and, using the emergency tiller, the Chamberlins were able to motor to a calmer anchorage and make repairs.

Jonesy and Terry Morris of the Chula Vista-based Gulfstar Sailsmaster 50 **Niki Wiki** report there is apparently a new marina in the offing near Zihua. Miami-based Related International announced they will be building a resort on a three-mile stretch of beach between the Zihua airport and downtown that will include "a 180-room hotel, 400 residences, an 18-hole golf course and a marina." There was no word on the size of the marina, which is one part of Related's \$1 billion investment in Mexican coastal properties.

"One of the best-kept secrets in the



TANOSHII

Is this a lonely looking Travel-Lift or what? It's new at the Performance Marine yard in Ixtapa, and was about to pick up an 83-ton boat.

Zihua area is the haulout facility at Marina Ixtapa and its 130-ton Travel-Lift," reports Dick Locke of the Walnut Creek-based Tayana 47 **Tanoshii**. "I'd been in Zihua for three weeks before I'd ever

heard of it. I have a friend who was about to make a pre-Puddle Jump trip all the way back up to Puerto Vallarta because he hadn't heard about the yard either! The yard, operated by Performance Marine, just opened, and there's not much more there than the level concrete surface, jackstands, and the Travel-Lift. But they have hired a few workers away from the Opeqimar yard in Puerto Vallarta, and seem to be making a serious effort to become a success. It's great to have another pleasure boat-oriented yard on the west coast of Mexico."

Thanks for the report. The only downside for do-it-yourselfers hauling their boats in Marina Ixtapa, as opposed to P.V., Mazatlan or La Paz, is that Marina Ixtapa, tucked back from the sea, is very hot and humid, even in the dead of winter.

"What brings former cruisers the warmest memories of their cruising years?" rhetorically ask Jan and Signe Twardowski of the Gig Harbor-based Sundeer 64 **Raven**. "For most of us, it wasn't so much the places we went — al-

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though they were wonderful — but the people we met along the way. We have such fond memories of Jean-Marie and Emiliane and their family in Makemo in the Tuamotus; Teata, our dinner hostess in Fatu Hiva; Becko the pearl carver; and so many others. As for our fellow cruisers, they became like family, as we shared exotic adventures, joyous celebrations — as well as difficulties at sea, illness and injury. For us, that was our 'real world', never to be forgotten, and always a pleasure to recall with close friends.

"Our **Puddle Jump Class of '02** was a pretty tight group," continue the Twardowskis. "We got organized in P.V. before jumping off and going our own ways through the islands, but had reunions all over the South Pacific — Hiva Oa, Nuku Hiva, Fakarava, Moorea, Vava'u, Auckland during the America's Cup, and at Musket Cove. Heck, we had reunions at just about every other island through the South Pacific. Five wonderful years later, almost all of us have or are heading back to the West Coast,

either by sailing uphill, Dockwise-ing, or selling our boats in New Zealand or Australia. Two of the best-known exceptions are Pete and Susan Wolcott of Hawaii, who have replaced their SC52 **Kiapa** with a new M&M 52 custom cat built by Schooner Creek in Portland, and who, after cruising Alaska this summer, will be heading across the Pacific again. And, Keith and Susan Levy of the Richmond-based Catalina 47 **C'est La Vie**, who can't wait to get back to their boat in Australia early next year to resume cruising.

"Those enjoying the festivities in San Diego included Paul Zack and Mary Taylor of the Long Beach-based Tayana 37



Who says women don't like to cruise? Jan Twardowski took this photo of women on cruising boats anchored in Moorea.

Avventura; John and Arianna Flook of the Passport 40 **By Chance**; Keith and Susan Levy of the previously mentioned **C'est La Vie**; Debbie and Al Farnor of the Richmond-based Valiant 40 **Different Worlds**; Clark and Suzie Straw of the San Diego-based Mason 54 **Final Straw**; Adrian and Paula Fournier of **L'Eau Life**; Dave and Gay Rutter of the

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Seattle-based Perry 57 **Mobisle**; John and Diane Anderson of **Rag'n Dragon**; John and Lynette Flynn of the Grand Soleil 46 **White Hawk**, and us. We all loved the cruising life and vow to keep the reunions going in the future. We relish every copy of *Latitude* to help us continue leading this 'real life', even if vicariously, and thank you for all the information, encouragement and support that you provided. By the way, we sold our *Raven* to a Tucson couple who are friends of Steve and Linda Dashew, and she's still cruising the South Pacific."

"I thought I'd say 'hello' to let everyone know that I'm off on another sailing trip," writes Quinn Closson of the San Diego-based Roberts 53 **Tequila**. "I sailed her to Australia two years ago after the Ha-Ha, and soon I'll be sailing her home. In fact, if you know any cute girls looking for some adventure, I'm their guy. I've already been down to the boat for 10 days to survey her for the trip, although while there, I bumped into some local girls and somehow a lot of rum got consumed. By the way, I'm sure many of the folks who did the '05 Ha-Ha with us will remember



LATITUDE/ANDY

Quinn Closson of the San Diego-based 'Tequila' is about to sail across the Pacific a second time. He was a novice at the start of the '04 Ha-Ha.

Mike. He not only played a key role in all our shenanigans, but sailed all the way to Australia with me."

Closson is one of those folks who was pretty much a sailing novice before the

start of the '04 Ha-Ha. In fact, once he and *Tequila* were almost to the first stop at Turtle Bay, their experienced crew claimed it was too rough, and made him turn around and sail all the way back to Ensenada to drop them off. But Quinn and Mike were undeterred and, despite having to sail about 300 extra miles, managed to catch up with the fleet as it was about to depart Turtle Bay.

We always love to hear about folks making great voyages in small boats. By the time you read this, singlehander Jack van Ommen of the Gig Harbor, Washington-based *Naja 30 Fleetwood* should be far past St. Helena in the South Atlantic and have made landfall at Brazil. He doesn't have that far to go to complete a circumnavigation.

From bikes to boats for the Bash. We bumped into **Richard Owens** of Mill Valley, who was getting ready to do a bash from Puerto Vallarta to San Diego with his *Norseman 525*. Knowing it would be cold north of Cabo, he'd bought a biker's electric heating vest — the kind that normally gets plugged into a motorcycle's

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electric system. "I put a 12-volt plug into my cockpit console, so when I'm in the cockpit I've got my heated vest, my Ipod and my autopilot." We think that noise is Bernard Moitessier rolling over in his grave. By the way, when not sailing, Owens is into golf, not bikes.

If you're going to be keeping your boat in **Venezuela** for the hurricane season, you'd better keep your eye out for inflation — and meat! President Chavez's so-called 'Bolivarian Socialism' has raised the real incomes of the poor — who comprise 58% of the population — by 135%. That's a wonderful thing. However, thanks to foreign exchange controls, inflation, and to a tiny degree the fact that President C is giving fuel subsidies to some poor Americans, inflation is rampant and has therefore provoked conspicuous consumption. The results are sometimes humorous, such as Governor Luis Acosta Corlez, a Chavez supporting, blasting critics by saying, "Don't revolutionaries have the right to own Hummers, too?" The noise you hear this time is Che rolling over in

his grave. A Hummer, by the way, costs \$180,000 U.S. in Venezuela. The not-so-funny part of inflation and price controls is that beef is almost impossible to find in the stores. Why? Because butchers can sell it on the black market for four times the official price. That's the downside of un-free markets. We wonder if there are shortages of bottom paint, too.

Tom Perkins of Belvedere took **Maltese Falcon**, his 289-ft Dyna-Rigged giga-yacht, to St. Barth for the 'Bucket' in early April to duke it out — in friendly fashion — with 30 other yachts, most of which were well over 100 feet. He reports that he was very pleased with his boat's "wow factor", but even more so with her starts. Perkins reports his football field-long yacht was never more than two seconds



'Maltese Falcon', the length of a football field, thunders across the finish line of the St. Barth Bucket at 18.8 knots. What a bow wave!

late in crossing the line. "If we do say so for ourselves, we think that's awesome!" But what we really would have liked to see in person was **Falcon** crossing the finish line doing 18.8 knots! **Maltese Falcon** is already on her way back to the Med, where she'll race in the Palma Superyacht Regatta in June.



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24 FEET & UNDER

WYLIE WABBIT: Lightly used in a lake. 1982, excellent condition, no bulkhead. Sail # 21. \$4,200. (530) 896-7455 or jachiapellamd@hotmail.com.

RANGER23, 1974 HULL. 2003 North main and 125% class lapper. Nissan 4-stroke 6-hp longshaft, knotmeter and depth-finder 2005, GPS, new halyards. \$3,750. (415) 459-7254 or x@orionlog.com.

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1982 HOBIE HOLDER 14-FT daysailer. Main/jib, all good condition. Great little boat. Includes trailer. \$750. Please call (916) 600-3199 or email: dean.deyoung@sbcglobal.net.



CAT YAWL BY SHELL BOATS, 2005. 12'11" long. 1/4" Philippine mahogany hull, 100 lbs, 55" beam. Dacron sails, spruce masts. Oars, cover, dolly, lift system. \$4,820. rkleishman@hotmail.com or (949) 400-9856.

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SAN JUAN 24. The perfect, easy-to-sail, racer/cruiser for the beginning sailor. Like-new Nissan 5-hp, 4-stroke LS outboard, 3 headsails, 2 spinnakers, 2 mains, newly refinished teak. Berthed at VYC. \$3,995/obo. Email: harry@napavalleyloans.com or call (707) 224-2500.

HUNTER 23.5, 1995 with trailer. Roller furling jib, spinnaker with rigging, Auto-helm depthfinder/knotmeter, anchor with rode, alcohol stove, Porta-Potti, 8-hp Mercury outboard, sterndial seats, AM/FM/CD, cockpit cushions. Never been saltwater sailed. \$11,795/obo. (925) 875-1645. We will provide photos via email.

PACIFIC SEACRAFT DANA 24, 2002. Integrated Raymarine wind / depth / GPS / radar / chartplotter/ autopilot. Refrigeration, 200 hrs on Yanmar, maintained in truly bristol condition and absolutely immaculate, like new condition. \$93,000. (415) 596-4884 for complete specs.

MELGES 24, LIGHT BRIGADE. Fully equipped and ready to race. Bottom cover, trailer, Tack Tic, 4-hp Johnson. Lots of sails and spinnakers, new North spinnaker, unused and in the box. Pt. Richmond, CA. \$24,500/obo. (510) 329-3773 or (510) 654-8289.

CATALINA 22, 1981. S/K. M/J, 6 hp, pop-top, dodger, standing/running good shape, kick-up rudder, bulkhead compass, anchors, rode, clean, white hull, lt. blue topside. Includes trailer with new tires. Raced in C22 2006 Nat'l's. \$4,000/obo. Call (916) 788-0997 or email: fsteinhart@comcast.net.



MONTGOMERY 17, 2005. Like new, used twice. Galvanized trailer, outboard, mast-raising system, extras. \$17,400. Dan (951) 678-4696.

HUNTER 23, 1990, with trailer. Wing keel, roller furling jib with sock, anchor and rode, alcohol stove, Porta-Potti, 5-hp Tohatsu outboard, new tires on trailer. Cockpit cover protects brightwork, keeps cockpit clean. Never saltwater sailed. \$4,500. Email: roy@mjlaw.com.

25 TO 28 FEET

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CATALINA 25, 1983. Swing keel with trailer. Boat in excellent condition with newly added gelcoat, Harken roller furling system, Lewmar self-tailing winches, 9.9 Mercury outboard 4-stroke. \$10,800. Call Dave (209) 985-6221 or email: cookeez1@sbcglobal.net.

SEAFARER 26, 1983. Solid pocket cruiser. Out-of-state owners need to sell. Unused for 2 years, needs clean up and she's ready to go. \$4,000 without motor. Honda 8-hp 4-stroke available. Located Berkeley Marina. (801) 510-5972.



RANGER 26, 1971. Roller furling jib (2/ea) and spinnaker. VHF, GPS, Porta-Potti and stereo/CD. 8-hp Honda 4-stroke. \$4,000/obo. Matt (650) 504-4270.

SANTA CRUZ 27, #130. Great condition, light use. Beautiful dark green LPU topsides and bright refinished interior. Full inventory (11) of good-condition sails, new outboard, new standing and fresh running rigging. Good single-axle trailer included. \$1,200/obo. Call (650) 279-8262 or zib019@yahoo.com.

OLSON 25, 1987, HULL #106. Santa Cruz-built. Race ready or solid Bay sailer. Dual-axle trailer, 9.9-hp outboard, full newer sail inventory. Excellent condition. \$12,800. Call (650) 591-8998 or email: ralph@kirbergmotors.com.

PEARSON 28-1, 1978. Clean, attractive, William Shaw design, quality built. New in 2006: Bottom paint, topsides polished, professional top overhaul on Atomic 4, alternator, two AGM batteries and built-in 3-stage charger, Ritchie bulkhead compass and cover, galley foot pump. Interior roomy, attractive, 6' headroom, good cushions, enclosed Monomatic head, holding tank. Navico tiller/pilot, not installed. ST Lewmar sheet winches, heavy-duty sun awning and mainsail cover, CG-compliant flares, pfd's, extinguishers, etc. See at Sausalito slip. \$8,900. (415) 887-9268.

COLUMBIA 28 WILLIAM CREALOCK racer/cruiser. Strong, fast hull, fin keel, spade rudder, 2 spinnakers, North main/jib, Navico autopilot, dodger. New bottom, compass, knotmeter, fenders, docklines. 14 hours on rebuilt engine, plus enclosed head. \$8,500/obo. Call (510) 754-0455.

ERICSON 27. Race or cruise. Lines led to cockpit. Many good cruising sails. Autopilot, three Pineapple racing sails, new spinnaker, ground tackle, 9.9-hp outboard, electric start. Racing instruments. Berkeley Marina. \$2,900. (925) 776-4344.

PACIFIC SEACRAFT 25, 1977. Pocket cruiser. Well maintained. Complete repower with Beta 13.5-hp diesel and phythondrive. 2004 2-axle custom Triad trailer. Exterior teak redone. Fleming self-steering. Many new items and warranties still active. \$35,000/obo. (530) 887-9186.

NOR'SEA 27, 1980, \$60,000. Rare aft-cockpit model in excellent condition. Less than 4 years in the water. On her circumnavigation remarks of "the prettiest boat in the marina" were common. For information and photos go to: <www.organdonationforlife.com> or call (507) 725-2661.

CATALINA 270, 1994. 190 hours on 30-hp Perkins, new bottom and Martec folder in 2006, all sails in excellent shape, cruising spinnaker with Tacker and Chutescoop, teak cockpit table, new batteries, CD player with remote. Freshwater only. Well maintained, turnkey boat. \$28,500. (530) 873-9221 or medinage@butte.edu.



ERICSON 27, 1979. Clean and shiny, beautiful cabin, furling jib, all lines aft to cockpit, flotation avoids sinking, two electric motors, 6 deep-cycle marine batteries require much less maintenance, no oil or fumes in bilge. \$6,000. (650) 571-8024.

HARD TO FIND BAYFIELD 25, 1985. Canadian-built, full-keel, pocket cruiser on custom trailer. Yanmar 1GM10, six sails, Newport propane heater and more. \$22,000. Call (707) 764-3536.

BRISTOL SAILSTAR CORSAIR 24'7", 1966. Santa Cruz Lower Harbor. Fair condition, full keel, needs cosmetics, Yamaha 6 hp, Autohelm selfsteer, main, jib, drifter, lapper, life preservers. \$3,200. (831) 423-7718.

SPIRIT 28, 1979. Tiller steering, inboard 15 hp Yanmar, roller furling jib, detachable baby stay with 70% storm jib, double-reef main. New bottom, new hatch, excellent Bay/Delta cruiser. Many extras. \$7,950. Evenings (916) 967-8522.

RANGER 26, 1972. Good condition. 10 hp Honda, fixed keel, full batten main, 4 bags of sails, full winter cover. Trailer. Freshwater boat, Tahoe. Double forestay, CB radio. \$5,500. John (530) 541-2442.

HUNTER 25, 1978 with 8-hp Nissan outboard. All in very good condition. Sails well. Very nice interior including cushions and cockpit cushions. Sausalito berth. \$5,350/obo. (415) 577-9901.

SANTA CRUZ 27 with trailer located in Santa Cruz. Turnkey race ready. North inventory with 3DL upwind sails, total 16 bags. Racing electronics, past national champion, dry sailed. \$12,000. Call (916) 508-2494 or jpc4jpc@earthlink.net.

ERICSON 27, 1979. New Yanmar 2GM20, prop, shaft, cutlass, fuel tank. Includes new refrigeration, dodger, radar, knot, depth, roller reef, autopilot, pressure water. Galley remodeled, recent canvas and upholstery. Ready to sail. \$16,500. (510) 364-1984 or email for more photos: ddozier@net.com.

DUFOUR 27, 1974. Coastal/Bay cruising boat. Well maintained, clean, fully equipped, 2 mainsails, 4 headsails, VHF, inboard 10-hp freshwater-cooled Volvo diesel. Full galley, standing headroom, enclosed head. Berthed Coyote Point. \$12,000. Call Dick (408) 358-0384.

NOR'SEA 27, 1993. Factory finished, aft cabin model, all equipment for cruising, Yanmar 18 hp, furling genoa, tanbark sails, dodger and bimini. Lying now in Guaymas, Marina San Carlos, on the hard. Price \$55,000. Call (916) 835-5513 or email: naftulifurman@yahoo.com.

CATALINA 27, 1984. Original owner. Two trips to Cabo and beyond. Smallest Boat Award Baja Ha-Ha '97. Diesel, Harken furler, dodger, bimini, Autohelm, stove, oven, refrigerator, inflatable, 4-hp outboard, ground tackle. \$14,000/obo. (510) 236-9849.



BIANCA 26/28. Elvstrom designed, Danish built. Former 1/4T World Champ. Yanmar diesel. Five sails. A real eye-catcher in very good condition. Reduced to \$9,950. Located LA. Jim (310) 702-6543.

MORGAN 28.5 1974 OUTISLANDER. New 13.5-hp Beta diesel, 150 hours. \$20,000. Permanent mooring in 'Waiting Room' at Puerto Escondido, Baja. For photos and schematic, look for *Popeye* on website: <www.hiddenportyachtclub.com> Email Ron Wagner: rontanaw@hotmail.com.

PEARSON TRITON 28.5, 1962. A gem. 1st place Classic winner So-Bay OP-Day, 2006. 18 hp Yanmar, freshwater cooled. 7 sails including spinnaker. Barient's, autopilot, standing headroom. Haulout 4/05. Located Redwood City, CA. Reduced to \$13,500. (650) 327-0190. Will email photos: cdroth2@sbcglobal.net. Certified check only.

ALBIN VEGA 27, 1969, #169. Cutter rig. Excellent condition, well equipped, very clean, fully provisioned for offshore passage. 6mm Dyform, Quick Attach and Hayne fittings; running backstays for staysail, F/B main, 5 oz. 150% jib; North composite 85%, 1.5 oz. drifter, storm jib, trysail, anchoring sail. Barient 17 S/T winches. Nissan 9.9 2-stroke. Two 37-watt solar panels. Rutland 503 wind charger, Lewmar manual windlass. 3 GPS's, 3 VHF's, JRC radar; fathometer; weather station. EPIRB 406, full safety gear, fixed fire suppression system. 2-burner propane stove; solid fuel heating stove, composting head. 8' Avon Redstart, and much more. Ready and waiting in San Diego. Must see to appreciate; must sail to believe. \$19,500. Call Larry Bryant (415) 259-7100.

CATALINA 27, 1972. Good condition, good outboard. Needs gold hull rubbed out, but ready to sail. Good sails: 2 mains, 3 jibs. Located near Rio Vista. A real steal at \$3,000. Call (916) 393-2221 or (916) 715-0563 or Liberty-Maritime@msn.com.

SANTANA 525. Fixed keel, freshwater boat, lots of sails, all good and two are near new. Six winches, well rigged, digital knot and depth. 2-hp 2-stroke outboard. Trailer. \$6,500. Keith (916) 933-1565.

CATALINA 25 WING KEEL. Real clean 1987 C25, Hull #5606. Hood roller furler, 2 jibs, VHF, Standard/Horizon depth-sounder and knot/log, Lewmar self-tailing winches, Honda 7.5-hp 4-stroke longshaft outboard, Raytheon autopilot, dual-axle trailer and many more extras. Most sailed in fresh water and stored during winter. Now on trailer in Los Altos, CA. \$13,900. Barely used inflatable and Merc 4-hp 4-stroke outboard for additional \$1,750. Call (530) 623-5418 or email: hammer@snowcrest.net.



RANGER 26, 1972. Standing rigging 2005. 15 hp Merc outboard with electric start. Mast strut, reinforced cabin overhead. New windows 2002. Jiffy reef, lines led aft. 2 anchors. Bottom job 2006. VHF 2005. \$5,500. (925) 284-2118. RYC.

NOR'SEA 27, 1980. New gelcoat, tanbark lug mainsail, jib, keel-stepped mast, Yanmar diesel, Monitor windvane, windlass, four anchors, aft cabin, Ham, shortwave, VHF, Avon inflatable, 2 hp Evinrude, and more. San Diego Bay transferable marina slip. \$24,500/obo. Call (619) 420-5316 or elance@sbcglobal.net.



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CAL 3-30. Best boat for the Bay or Delta. Recent cushion, all rigging, Dodger, furling, d strong. Sausalito berth (415) 412-91



29 TO 31 FEET

PACIFIC SEACRAFT MARIAH, 1979. LOD 31', LOA 36', LWL 25', beam 10'9", draft 4'5", displacement 16,000 lbs, ballast 6,000 lbs. SA 596 sq ft, headroom 6'5". Fiberglass hull double-ender, full keel, cutaway forefoot. Wheel steering or emergency tiller. Staysail, roller furling foresail, fully battened mainsail. 30 hp Yanmar diesel, serviced 10/06. New standing rigging 9/03. Bottom paint 4/07. Radar, GPS, VHF, SSB/Ham, Muir windlass, more. Loch Lomond Marina. \$79,000/obo. Richard (415) 927-2765 (MWF 10 am-noon or M-Th 7-9 pm).

BABA 30. Photos of this Robert Perry go-anywhere, cutter-rigged double-ender can be seen at website: <http://members.aceweb.com/m32b64> Delivery available. \$52,500. captainkirk@charter.net or (805) 773-5512.

NEWPORT 30, Mk II, 1976. Price reduced, going back to school full-time and tuition is due. Professionally maintained. Interior and exterior both in good condition. Race ready. \$13,500/obo. Call (707) 645-0538 or email: bvmcgowan@sbcglobal.net. Photos available upon request.



ISLANDER BAHAMA 30, 1979. Great family cruiser/racer, standing headroom, sleeps 5, enclosed head, pressure water, dodger, wheel, diesel, stereo/CD, new 130% jib on furler, \$18,000, owners bought up. See: <www.freewebs.com/bahama30/> Call (415) 254-9973 or bonedaddy@aol.com.



ERICSON 30+, 1985. Bruce King designed racer/cruiser, fast and strong. Wheel steering, Universal diesel (runs great), new fuel pump/Racor filter system, new head, pressure water, 2-burner propane stove/oven, new Profurl furler with offshore-rated genoa, double-reef main, new cover, new rope clutches, self-tailing winches, lines led aft, 2 anchors, VHF, depth/knot meter, stereo. All records including original blueprints. 2006 bottom paint, no blisters. Many extras. Located Alameda, slip available. \$32,000/obo. Call (408) 203-0409.

ERICSON 29, 1972. Yanmar 2GM18, roller furling, Raytheon auto-tiller, recent bottom job and service, new prop and CV joint. \$12,500. (925) 691-7734 (eves).

CAL 2-29, 1978 with 16-hp, 2-cylinder, freshwater-cooled Yanmar engine, low hours. Spacious, comfortable interior. Head with holding tank. Roller furling jib, all lines led aft. Generally good condition. Some completion fiberglass repair needed to starboard bow. 2006 survey values at \$15,000. Asking \$9,500. (415) 577-9288.



OLSON 30, 1983, FAMILY HOUR. Turn-key boat. Stiff hull and all class approved stiffeners. Clean. Double spreader rig. 23 bags of sails. Keel and rudder faired. Trailer. One of the most winning Olsons on Bay. \$20,000. (925) 934-6926.

CAPITAL NEWPORT 31, 1979. Very nice condition, handles excellent. Ready for weekend getaways to Catalina. Always maintained and serviced professionally, all service records available. Inboard 2-cylinder diesel. \$18,880/obo. Call Ramon (714) 381-4272 or ramon.padilla@sbcglobal.net.

HUNTER 29.5, 1996. Excellent condition. Roller furling, Yanmar diesel, bottom paint 2006, Autohelm, AM/FM stereo, dodger, refrigerator, H/C pressure water, charger. Berthed in Alameda. Working out of country. Must sell. Asking \$39,000 but willing to negotiate. wkcho@ix.netcom.com or voicemail: (510) 870-8654.

COLUMBIA 29, 1965. Sparkman and Stephens design, built in Costa Mesa. Sleeps 6, great Yanmar engine with 500 hours, new main, 4-year-old rigging, boomvang, 12 gal fuel tank, 22-gal water tank. Very solid boat. \$8,500. Call Larry (510) 508-1359.



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CATALINA 30 TALL RIG, 1978. \$21,500/obo. New: main and 110% jib, CDI furler, Spectra running rigging, Harken carbon mainsheet blocks, Forespar whisker pole, Garmin 172C GPS, Raymarine ST2000 tiller pilot and ST40 speed/depth, propane system. New BBQ, locker, solenoid and sniffer, Rule auto bilge pump and Whale manual gusher, Lewmar Delta anchor, LED anchor, steaming, bow lights, lazy-jacks, mainsail cover, Universal 11-hp diesel low hours, 2002. Standing rigging 2002. Mast painted: Awlgrip LPU 2002. Ari: aroostifer@yahoo.com or call (510) 290-6329.

J/29 FRACTIONAL OUTBOARD, 1984. As-new condition, a freshwater boat. Lots of new equipment, upgrades and refinishing. 10 sails, 2 poles. Fully equipped and ready to race, or daysail. Trailer available. \$27,000/obo. (208) 683-0376.



BRISTOL 29.9, 1977. 29'11-3/4" x 10'2" x 4'6". Yanmar 2QM20, Stream Stay roller furling, Stalock standing rigging, 125% genoa, 180% drifter, cruising chute, Hood main with 2 reefs, self-tailing winches, spinnaker gear, dodger, dual lifelines, mahogany interior with teak/holly sole, 4" cushions, gimbale 3-burner stove/oven, 68-gal H&C pressure water, 25-lb plow, 22-lb Danforth, Navik vane, Zodiac dinghy, Bomar hatches plus two 4" cowls on Dorade boxes. This one-owner-since-new boat has been meticulously maintained. She is not a project, but a well-equipped boat ready to cruise. I am moving from the Bay Area and am forced to sell her because of slip price/availability in SoCal. \$35,000. Email: dewitkowski@sbcglobal.net or call (925) 785-6248.

CAL 30, 1966. Atomic 4, blue hull, Monitor vane, Avon Redcrest. Replaced standing rigging. Full keel. Fast Boat. \$6,000. Bill (650) 948-2560.

ERICSON 30, 1968. 60 hours Kubota diesel. New rigging, thru-hulls and holding tank, \$9,500. Also 36-ft slip at Pier 39 for sale, C-5. Best location, close to everything. Excellent Marina facilities and parking, \$12,000. Both, \$20,500. (925) 228-4635 or: singemarc@yahoo.com.

CATALINA 30, 1980. Wheel steering with pedestal controls, Garhauer traveler, furling jib, self-tailing winches, asymmetrical spinnaker, dodger, recent canvas, beautiful interior, Universal diesel, great Bay cruiser, excellent condition. Berthed in Berkeley. \$25,900. (916) 443-7393.

HUNTER 30, 1990. Excellent condition, original owner. Barrier coated at commissioning, and professionally maintained. Dodger, roller furler, extensive electronics, full interior amenities. \$32,000. Web page: <www.csum.edu/faculty/z/dzingale/flatbushflyersale.doc> Berthed at RYC. Call Don Zingale (510) 215-7760.



CATALINA 30 TALL RIG, 1978. Yanmar deisel, Furuno radar, roller furler, Autohelm, new halyards, new running rigging, rigid vang, lines led aft, self-tacking jib, Doyle main and 120, 3 kites, full dodger, bimini, Taylor heater, refrigeration, pressure water, custom V-berth mattress, propane barbeque and range, wheel or tiller steering, shower, double sink, VHF, stereo, TV, DVD, 2 Danforths, 120-volt wired, charging system, saloon style companionway doors, recent survey, second owner, too much to list. Freshwater boat, located Stockton, CA. \$22,500. (209) 570-0501.

ISLANDER 30, 1971. \$8,500. Loaded with electronics and upgrades. Fresh engine rebuild on Atomic 4. Newer premium bottom paint, rebuilt tiller steering and survey in 9/04. Full-batten main, roller furling, spinnaker with sock. San Diego area. (619) 318-6179.

COLUMBIA 30. Fun boat, ready to sail. Dependable, stiff boat. Helm is tiller. Very clean, traditional interior, huge cabin. Gas engine starts up right away. Sails are old and good. Dish network installed. Great deal. \$8,500. Best deal. Email: jeroledredic@yahoo.com.

CATALINA 30, 1976. Tiller, roller furling, electric head. Atomic 4, needs work. 3 sails, good boat. South Beach. \$8,000/obo. (415) 296-0396 or (510) 893-0718 (eves).

32 TO 35 FEET

CHALLENGER 32 SLOOP. \$30,000. Full complement of sails. Recent rebuilt engine. Sleeps 6. Many extras. CPYC in San Mateo. (650) 619-2099 (cell) or (650) 347-4257 (hm).

PACIFIC SEACRAFT 34, 1996. Crealock sloop. Rigged for singlehanded offshore cruising. Oversized winches, Seafoam 12V refrigeration, propane stove, microwave, B&G instruments, ST4000 A/P, ICOM402 VHF. Berthed Shelter Island, San Diego. \$135,900. For detailed info call (949) 489-1529.

PEARSON 32 RACER/CRUISER, 1979. New custom 19-gallon aluminum fuel tank, two new batteries, 1,250 hours on original Universal M-15 (formerly 5411) diesel. Add-ons (early 1990s): Navtek Series 7 backstay adjuster, Harken jib roller furler, miscellaneous electronics: Standard communications GS2300S Galaxy marine radio, Furuno model 1621 radar, WM Vector II Lorán-C, Autohelm ST4000 autopilot. Documentation: All original manuals, 1995 hull and engine surveys, maintenance and add-on records since my purchase in 1995. \$24,000. (510) 525-2754.

SOVEREL 33-2, 1985. Flexi Flyer is a winner. Fast, beautiful, well maintained, new bottom, fresh sail inventory. <http://flexiflyer.blogspot.com/> \$31,000. (408) 656-9919.

BRISTOL 32, 1977. Fiberglass, Gray Marine. \$18,000. leewilliam@aol.com or (831) 239-4993.

COLUMBIA 5.5 METER. Impatient is completely restored from keel up, better than new. Classic fiberglass sloop, superb daysailer for family to play on or learn on. Newly painted heavy-duty 4-wheel trailer. Call Captain Bill Jarvis (510) 521-8075 or capt207@aol.com.



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CATALINA 320, 1993. Pristine condition. Very little wear on new engine and rig. Motivated seller. \$65,000/obo. Call or email for pics and details. (510) 548-9986 or 320@ideasoup.net.

33-FT DOUBLE-ENDED GAFF KETCH, Al Mason. Oceania design, 1968. Cedar/white oak. Good condition. Cruise equipped. Comfortable liveaboard. 6'3" headroom. Current survey. Located Poulsbo, WA. For details, pictures, contact info, go to: <www.chrisnkt.users.sonic.net/lucida> \$54,000.



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WYLIE 34, 1980. Ready to race, equipped to cruise. 6' 4" headroom, 4 new race sails plus 2 dacron sails and 3 spins (1 new). Recent paint two tone topsides and hull, autopilot, CNG stove, furler, new bottom, newer Yanmar diesel, AM/FM/CD and too much to list. Excellent condition. \$34,500, loaded. Email for more info: redhotlead@yahoo.com or call (707) 315-0484.

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CORONADO 34, 1969 with aft cockpit. Proven cruiser. Ready to sail the Bay or live aboard. Sails, engine, decent shape. Must sell, you won't find more boat for the money. Lying Sausalito. \$6,000/obo. (415) 246-2143.



CATALINA 34 Mk II, 1998. Double berth aft, Large v-berth forward, Teak and holly flooring, VHF radio with remote mic, knot-meter/depthsounder. Pineapple mainsail 2001, 3 jibs, one Pineapple 130%, one 130% Kevlar and a Pineapple 95% jib 2005. Pineapple asymmetrical spinnaker, whisker pole with mounting tracks, adjustable backstays, two-blade folding prop. Dodger, new bottom paint 2005. Well maintained. Must see. \$93,500. (707) 252-3369.



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36 TO 39 FEET

COLUMBIA C-36 SLOOP, 1968. Ready for Bay sailing, offshore sailing or living aboard. Crealock design and 30-hp Atomic 4 engine. 2,000-watt Honda generator, dinghy with 15-hp Mercury outboard included. New electronics. Located in San Francisco. \$35,000/obo. Call Nick (714) 330-5427.

GULFSTAR 37. Perfect couple's coastal cruiser: Fin keel, skeg rudder, keel-stepped mast, masthead sloop rig, 51-hp Yanmar, standing headroom. Safe, comfortable, 150 PHRF. Full recommission summer 2005 and 2006: Thru-hulls, Raymarine electronics, furler, main, anchors, interior. 2006 Baja-Haha vet, available now. See: <<http://sitich.org/sailing/>>



ERICSON 39, 1972. Universal diesel engine. Complete set of sails, including roller furling. Very good. Hauled & located Pier 39, available for \$ (415) 308-ames@aol.com.



MORGAN 38-4, 1983. Fin-keel sloop. Excellent condition, \$69,900. Perkins 50-hp diesel. Cruising equipped, SSB, Monitor vane, hard dodger, solar panels, 10-ft Avon, 8-hp Mercury, Adler-Barbour refer/freezer. Many spares. Call (602) 690-9198. See photos at: <www.nevares.com/bamboleo/forsale>

ISLANDER 36, 1975. Well maintained racer/cruiser that's ready to sail. *Morning Star* has a Perkins 4-108 with low hours. Recent upgrades include new rigging, lifelines, fuel tank, high amp alternator, freshwater holding tank, recent complete bottom job, and newer roller furling jib. Includes electric windlass, dinghy and motor, refrigerator, CNG stove, spinnaker, and much more. Not raced. Located in Alameda, CA. Reason selling, we have moved to the foothills. \$39,000/obo. Please call Bob (209) 736-6723 or email: Sawyerathome@comcast.net.

HUGHES 38-FT SLOOP. Built in 1970 in Canada. 60 hours on new engine. Pictures available. Asking \$36,000. Possible Monterey slip. Call (831) 915-4984 or (831) 775-2475.



CAPE GEORGE 36, RESTLESS. Strong, comfortable bluewater/coastal cruiser. Hasse sails, Brion Toss rig, teak decks, bronze fittings, self-tailers. 205 gallons water, 126 gallons diesel. Custom finished 1989. Major refit 2002. Continuously upgraded; outstanding condition. Moorage. Seattle. \$155,000. (206) 527-9143.

JELLYBEANIS FOR SALE. Pearson 36-2, 1986, \$90,000. Fully loaded, outfitted for cruising. Sails, rigging, dodger, bimini, windlass, radar, chartplotter, autopilot, wind and speed, VHF, SSB, solar panels, Force 10 stove, Spectra watermaker, and numerous other upgrades all new since 2002. 2004 Ha-Ha vet, been in Mexico ever since. Currently in La Paz. Please call (415) 987-6477. If no answer, email: marlene1938@yahoo.com.

CATALINA 36 Mk II. All the right gear and ready to go. Roller furling, radar with transom mount, solar panels, autopilot, dodger, spin pole at the mast, microwave, stereo, depth, knot log. 35# CQR, 100-ft BBB chain, 200-ft rode, 21# Danforth, 13# Danforth. Open transom. Ready to go. Priced to sell at \$66,500. Tom (760) 310-7318.

FREYA 39 HALVORSEN steel sloop. Insulated, new rebuilt 85 hp Ford diesel. Autopilot, radar, GPS, fridge, shower, hot water. Hood rollerfurl, hydraulic windlass, sounder, dodger, refurbished aluminum mast/boom. Recent haulout, sandblast, paint 8 coats. \$63,000. Pics: train@adelphia.net or (805) 200-6089.



ISLANDER 36, 1975. Yanmar diesel. New: standing rigging, mast step, lifelines, bottom paint, Maxprop, backstay adjuster. Large wheel, great sail inventory with spinnakers, two spinnaker poles. Well maintained and documented. \$55,800. (650) 906-1713. SF Marina slip possible.

CATALINA 390, 2002. Original owner. Bluewater outfitted, tested, proven, and ready. Includes: 2006 Yachtsman RIB with 2002 Mercury 15 hp. Standard rig, wing keel, folding autoprop, dodger, bimini, full canvas, Winslow offshore liferaft, Spectra watermaker, diesel generator, AGM batteries, upgraded autopilot, Raymarine radar/chartplotter with 10" display at wheel, 7" repeater below, asymmetrical spinnaker, air conditioning, heaters, vacuum flush head, Oyster ultra-leather interior, CD changer, Bose speakers inside/out. Must see. Location: Newport Beach. \$150,000/obo. Mike (805) 889-3929.

CAL 39, 1978. Rebuilt engine and transmission, new tapered double-spreader mast, new refrigeration, radar, windlass, below-deck autopilot, headliner and port lights. Hard dodger and bimini with new canvas and solar panels. Much more. \$79,000/obo. (209) 327-0274.



MORGAN 384, 1983. Ted Brewer design. Well maintained, equipped for ocean cruising. Upgraded radar, GPS, Simrad autopilot, Force 10 propane stove. Perkins 4-108 50-hp diesel engine. 3 headsails, spinnaker. New dodger, bimini. 2006 survey available. Santa Barbara. \$65,000. (805) 698-3760.

EXPRESS 37, 1986. Carl Schumacher design, racer, cruiser. Large sail inventory. Race ready. Yanmar diesel, wheel, Autohelm, radar, roller furling. Comfortable for cruising. Located in Long Beach, CA. \$74,500. Call Bob (714) 749-8407 for details, spec sheet.

C&C 38 1974. Freshly painted mast and boom. New rod rigging and roller furler. Diesel engine. Good sail inventory. New interior cushions. Recent bottom job. Boat is mechanically sound and in good shape. Priced to sell. \$40,000. (510) 864-8403 or sean@svendsens.com.

CATALINA 36, 1984. Mexico vet, cruise ready. Radar, new plotter and instruments integrated with pilot, new VHF with remote mic, wired for SSB and solar, 90-amp alt, inverter, mast and bottom refit, new windlass, 3 anchors, 2 spins, spare main, 7 winches, all systems upgraded. Elegant interior, 3 solid teak tables, custom wood and amenities, revarnished sole, new cockpit cushions and table, BBQ, new canvas, much more. Berkeley O Dock slip. \$59,000. Specs and pix at: <www.travelorion.net/gitane> (510) 697-0525 or email: lorion@sbcglobe.net.

HALLBERG-RASSY 39, 1994. Frers design. Lived aboard and Bay sailed, never cruised. In-mast furling main, furling jib. 700 engine hours. Excellent condition. Likely the best-built boat in the world. <http://youtube.com/watch?v=t5M3GyEGYac> \$295,000. Specs/more info by email: hboat@yahoo.com or (510) 215-7424.



ISLANDER PILOTHOUSE 37, 1975. Bruce King-designed, fin keel, spade rudder, 20,000 lbs, Perkins 4-107. Dual-helm stations, dinghy davits, autopilot, roller furling, radar, depthsounder, VHF, CD/stereo. \$34,000. More info at <www.seaservice.us> or call James (805) 674-0678.

ERICSON 39, 1971 glass flush-deck sloop. New: Yanmar, shaft, prop, stove, fridge, 120%, main, Profurl. Six sails. Needs: Woodwork, paint and running rigging choices. Located in San Rafael, CA. \$15,000/offers. (415) 532-5775.

HUNTER 36, 2004. Dark blue hull which I believe is the only one on the Bay. Furling jib and main, dodger, nice interior, well maintained. She is a real beauty. \$135,000. Email: snw56x@yahoo.com.



OHLSON 38, DARK HORSE. Totally restored and ready for singlehanded sailing. See website: <www.frequentlywrong.com/boat.html> \$187,500. (510) 521-9268 or email: cjscon@pacbell.net.

CATALINA 36 Mk II, 2001. All top-of-the-line Raytheon electronics. Dodger, bimini, full canvas. Child netting. Roller furler, Dutchman main, cruising chute. 10-disk CD changer with Ipod hook-up, 2000w inverter. 600 hours. 11-ft rigid dinghy with 15-hp 2-stroke. No brokers. \$119,500. Dave (310) 625-6541.

CHUNG HWA MAGELLAN KETCH 36, 1977. In Mexico. Proven coastal cruiser, great liveaboard. Fiberglass, 2003 new masts/rigging, 2001 re-decked/re-cored. We did the hard work for you. Located Marina Mazatlan. Reduced to \$49,900. Detailed specs/pictures available. (775) 841-0522 or taomin@fastmail.us.

BEAUTIFUL INGRID 38 located in La Paz, Mexico. Drydocked, rebuilt rudder, is an excellent cruiser. \$20,000/obo. Email: info@coastmarine.biz or call 011-52 (612) 121-6738.

WANTED: 1981 to 1985 CATALINA 38. SF Bay Area preferred. Properly maintained including: diesel servicing, electric, plumbing, standing/running rigging, bottom paint, sails, interior. Prefer upgraded winches, roller furling, dodger, electronics. Cosmetic work OK. Must pass surveys. Cash available. Call (415) 637-4011 or email: jontalk@yahoo.com.

TAYANA 37 Mk II CUTTER. Original owner, launched in 1988. Complete records and manuals. Tapered Isomat mast, Yanmar 44 diesel, Lewmar hatches and many additional upgrades. Alameda Marina berth 740. Asking \$118,500. Call (510) 299-1072 for complete details.



FAST PASSAGE 39. Legendary cruising yacht. Two-time Hawaii, three-time Mexico vet. New engine, prop, dinghy, dodger, gennaker. Much much more. \$150,000. For details, email: DRJY2K@aol.com.

CAL 39, 1979. Excellently maintained, lightly used. Equipped for ocean cruising. Like new sails, roller furling jib. Perkins 4-108, 1400 hours runs like a top. NEW ITEMS: GPS, VHF, batteries, breaker panel, refrigeration, faucets, waterpump, water heater, hoses, head, shower sump pump. Also new interior cushions. Has recent bimini/dodger/sailcovers. Lewmar hatches, CD AM/FM, Bose speakers Ipod hookup. Also: Monitor Windvane and Autohelm autopilot, radar, depth, speed and wind instrumentation. Dickerson heater, wine closet. New bottom paint and buffing. 2007 brightwork including sole. Recent survey available. \$85,000. Call Capt. Greg Snead (415) 846-6919 or (415) 706-1686 or at sailonbaby@gmail.com.



ISLANDER 37. New Graymarine engine. Some new sails including main and drifter. Located Richmond Yacht Club, D Dock, Berth 16. \$27,500. Jim Burris (925) 283-3741.



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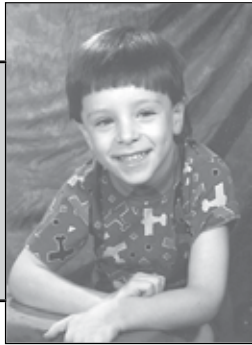
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ENDEAVOUR 37 SLOOP, 1981. Hull #385, A Plan. Major refit in past few years including new canvas, new sails, stack pack, hard dodger, Lofrans 1000 watt windlass, ground tackle, 1.25% prop shaft, cutlass bearing, feathering prop, Awlgrip, fresh Seahawk bottom, Schaffer 2000 furler, Beckson ports, holding tank, lifelines, Plastimo 6-man offshore liferaft, interior and cockpit cushions. Solid glass hull. Perkins 4-108 with Hurth transmission, teak interior, two wide quarter berths, large forward double, AC/DC refrigeration, Autohelm, propane stove and oven, Force 10 heater, boom tent, spares. Great for livaboard or Baja Ha-ha. \$48,500. Located San Diego. Call Dan (760) 550-0707 or Monte (619) 571-5446.

40 TO 50 FEET

ISLAND PACKET 44, 1995. Gorgeous, bulletproof. Half the price of new 44' at \$229,000. Only one on West Coast. Loaded for cruising including davits, dodger, bimini, 3 anchors, Dutchman, main, genoa, staysail, trysail, A-sail, mast-mounted whisker pole, Autoprop, watermaker, solar panels, liferaft, para-anchor, more. Slip available in SD. Call (858) 272-0122 or email: andrew_constantine@yahoo.com.



EASY STREET, FREEPORT 41, 1975 ketch. 75-hp Chrysler Nissan diesel. 3kw Onan, autopilot, windlass, documented, Harken furler, 3-speed primaries, Raytheon radar, 2 heads, shower, custom factory hard dodger. 10' Achilles inflatable. Liveaboard berth possible. \$54,500. Frank (925) 935-6238.

J/40, 1986. Offshore ready. SSB, watermaker, fridge, Autohelm radar and EPIRB and more. \$136,000. Flathead Lake Montana. Call (406) 253-5566. For pictures email: J22racr@hotmail.com.



PETERSON SERENDIPITY 43. A winner, racing or cruising. Sleek, spacious, wedgedeck, two stateroom/head layout, airy, ash/ok interior, recent upgrades to electronics, sails, hardware, st winches, diesel, GPS, radar, rf jib and more. \$76,000. For more details call (408) 952-9339 or dhh5064@sbcglobal.net.

HYLAS 44, 1986. New electronics/radar 2005, 1,600 engine hours, German Frers-designed fast cruiser. Wallas diesel heater, Autohelm 6000AP, Freedom inverter. (206) 463-3581 for description and photos.



CHOATE 40. Transpac ready. Totally refit from bow to stern. All new: Sails, transmission, engine, windlass, watermaker, hot shower in/out, autopilot with wireless remote, radar/chart, alum wheel, walk-thru transom, radar arch with davits, stereo, BBQ, bait tank. Bought a bigger Choate. \$79,000. See: <<http://www.slagerman.com/choate/index.htm>> Please call (310) 569-1594 or chris@slagerman.com.



ALDEN 48 KETCH, 1979. New 50 hp Volvo diesel, full keel, built-in fridge, full galley, fireplace, new hot water heater, shower, heads with holding tank. Must see. Napa Valley Marina. Must sell. \$25,000 or trade. (650) 207-8914.

1986 HANS CHRISTIAN CUTTER. Excellent condition and impeccably maintained. 2005 renewed teak interior, 1996 76-hp Yanmar diesel. New Raymarine Nav systems, chartplotter, Autohelm 6000ST, 2 built-in Furuno GPSS, davits, 2005 new rigging, foresail, self-tacking staysail with new furling and sail. StacPac on main, MPS for downwind. Watermaker, Kiss wind generator, davits, AB aluminum inflatable, 15-hp Yanmar ob, much much more. Berthed at Harbour Village Marina, Bonaire. \$190,000/negotiable. Complete details email: captronbon@yahoo.com.



BENETEAU 45f5, 1991. Pristine. Never chartered. Elegance, power of Bruce Farr hull lines combined with design beauty of Pininfarina in legendary First Series. Racing around buoys or sailing across oceans, this is your boat. Three cabins, two heads, sloop tall rig, both Kevlar and Dacron sails, deep keel, B&G Network electronics, radar on stern tower, SSB, genset, watermaker, etc. Fully equipped to cruise or race. Located in Santa Barbara. Possible use of 50-ft slip. \$199,000. (805) 692-8856.



CATALINA 42, 1989. Tri-cabin. Yanmar 44, 350 hours, new rigging, lifelines, roller furler, tac-tick wireless, 2005. Radar, autoprop, elliptical rudder, large dodger with cockpit enclosure, one LectraSans, one manual head, microwave, oven. In Alameda. \$115,000. (209) 345-3463.



HUNTER 45CC, NEAR NEW with great slip. The first 45CC on resale market. Better than new condition. Fully loaded including elect. halyard, two nice cabins with large heads with showers. Replacement value \$390,000. Asking price \$300,000. A \$90,000 discount and assumable \$195,000 boat loan. 50 months left on factory warranty. 75-hp Yanmar diesel, 15 hours. Very well engineered and quality built, comfortable and easy boat to sail, maneuver and maintain. Now lying in preferred upwind slip at Tahoe Keys Marina, So. Lake Tahoe. Can easily be moved anywhere. You'd pay about \$3,000,000 for a Tahoe lakefront home. Here is the opportunity to have the whole lake and a two-bedroom, two-bath floating home for 10% of that number. Call Capt. Bruce (916) 972-0313.

ISLANDER 44. Lapworth design, 1975. Major refit 1997, upgrades 2005-06. Australia vet. Perkins, radar, SSB, Alpha AP, Windpilot vane, Balmar alternator, solar panels, roller furling. Givens liferaft, 2006 repack. Hypalon dink. Many spares, go now. \$76,000. Chris (831) 295-0393 or boatbrain@juno.com.



OYSTER 485, 1995 from boards of Hollman & Pye, built by Oyster at Windboats in UK. Second owner selling due to relocation to shallower waters. Caribbean, Atlantic and Pacific vet, over 30,000 miles mostly mom-and-pop doublehanded. Sloop rig, removable inner forestay, 2 storm sails, Hood main and Gowan (Oyster) genoa, NL 6 kw genset, watermaker, 10' RIB with 15-hp 2-cycle Johnson on Kato davits. 3 cabins, two heads, Force 10 four-burner propane stove plus BBQ on aft rail. Lying Newport Beach. Make the world your Oyster. Excellent condition inside and out. Full details at: <www.YachtWorld.com> \$440,000/obo. Carl Mischka (949) 500-7261.

MASON 44 CUTTER. Commissioned 1990. *Juliet* is possibly the finest Mason on the West Coast. She has a Yanmar 55 hp with 1,132 hours, 5kw generator with 341 hours, new in 2000 in-mast main furler, Harken headsail furler, Furuno radar, ICOM SSB and VHF, GPS, autopilot, 2kw inverter, B&G gauges. The teak joinery, Lewmar hatches and ss ports are like new. No teak decks (dry), inflatable with outboard and a liferaft. \$260,000. Call (206) 780-8984 or email: jam.mac@earthlink.net.



50-FT LOA FERRO KETCH. Permanent custom slip in Moss Landing, North Harbor. Workshop, engine room, wood stove. Sleeps 6-8. Great liveaboard with standing headroom. Illness forces quick sale. Needs some work. Ship and slip \$25,000/obo. Serious only. (408) 506-0858.



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HUNTER 41 DECK SALON, 2005. Raymarine radar, E80 plotter, full instrument package, Yanmar 56 hp, low hours, in-mast furling main, dodger, bimini, cockpit cushions, davits, outboard lift, 11-ft dinghy, 15-hp Honda. Excellent condition. \$220,000. Call (925) 337-2445.

OLSON 40. One of less than 30 built, *Spellbound* has competed in the Trans-Pac where she topped out at 17 knots, has raced successfully on the Bay, has been the cover girl for *Latitude 38*, and she is now for sale at \$75,000 or trade up for a larger, not longer, vessel. A truly great racer/cruiser. Call (415) 388-6686 or email: rowens@tdcsf.com.



MORGAN 43, 1985. Catalina model. Tall rig. Total refit just completed. New rigging including Hi-Mod turnbuckles, new interior, ports, wiring. Engine room re-insulated, low hours on Perkins 108. Plumbing replaced, new lifelines, new Raymarine electronics, Autohelm autopilot, A/C, refrigeration, windlass. Brand new, completely enclosing dodger. Extremely clean and comprehensive renovation. Turnkey and ready to sail. Pictures at: <http://new.photos.yahoo.com/capitolareef/albums/> \$128,500. (831) 840-4609 or email: capitolareef@yahoo.com.



HUNTER 40.5, 1996. In-mast furling, 2 headsails, cruising spinnaker with sock. Volvo 50 hp, 1,000 hours, Autohelm 7000, ST50, Furuno 1621 radar, AM/FM/CD/DVD. MarineAir reverse-cycle air/heat. Windlass, fresh bottom, 8' Zodiac with Honda 5 hp. Email: sixt5tiger@yahoo.com or call (310) 823-3491.



BEAUTIFUL BENETEAU 411 with 50-hp Yanmar, 5'7" draft and fully loaded for cruising in sail-away condition including new Garmin chartplotter, Spectra watermaker, Heart inverter, KISS wind generator, solar panels, liferaft, sat phone, and lots of spare parts. (707) 495-7024 or email: gardners5@sbcglobal.net.



COLUMBIA 45 KETCH, 1973. Original owner offers due to his, not the boat's advancing age. Coastal sailed extensively, never a liveaboard. Special features. Not a project boat. \$75,000. (530) 753-3144 or bwest69@pacbell.net for detailed brochure and pictures.

PETERSON 44 CENTER COCKPIT cutter, 1977. Two staterooms, two heads. New Yanmar, LP, fuel tanks. Robertson autopilot, radar, dinghy, outboard. \$119,000. San Carlos, Mexico. Call or email for complete list and photos. (520) 742-2727 or svubetcha@aol.com.



BALTIC-CENMARINE MAGNUM 42DP, 1985. Doug Peterson design. Fast, safe passagemaking in comfort and style. Two cabins/heads. Large owner's stateroom aft with centerline queen. AC/heat. Full electronics at cockpit and navstation. 10' RIB/15-hp outboard. Liferaft. Maxprops. Six sails. Radar arch with dinghy davits. Two solar panels. Beautiful condition inside and out. Cruise ready. Lying San Diego. Drastic price reduction. \$129,500. Call Keith (520) 591-8023 or email: kdemott@gmail.com.



WESTSAIL 43. In preparation for 2-year cruise to Mexico, complete refit undertaken: Awlgrip paint job, new rigging, new ground tackle, new Maxwell windlass, Spectra watermaker, Glacier Bay refrigeration, solar panels, dodger, bimini, refinished interior, upgraded electronics and much more. After cruising Mexico, *Shearwater* has been shipped to the Chesapeake, where it is now offered for sale. \$148,000. See more photos of *Shearwater* at <www.westsail.com> (804) 462-3162 or shearwater2@ocens.net.

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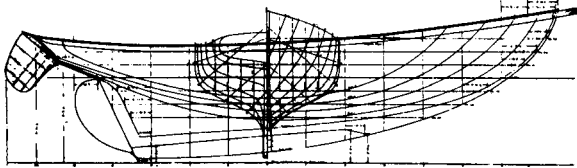
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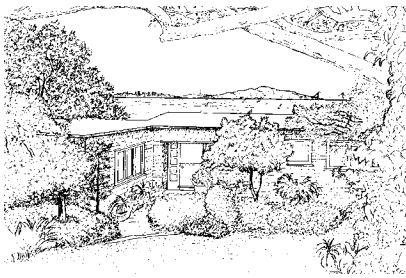
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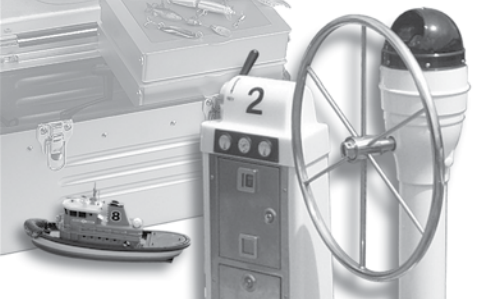
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ALDEN 54 CENTERBOARD YAWL, 1970. Recently restored world cruiser, mahogany/white oak, Ford Lehman engine, low hours. Furling main, newer sails, teak deck, beveled glass, dinghy, sleeps 8, teak/mahogany interior, cover. \$90,000/obo. Call (510) 633-2125 or (510) 332-4900. No brokers.



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MULTIHULLS

42-FOOT CATAMARAN. Fiberglass, open deck, no pilothouse, small crew space in hulls. Sails, 4-stroke Nissan. In Delta. \$3,900. (209) 931-4030.



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CROSS 42 MK II PILOTHOUSE Cutter, 1984. *Little Wing* is sleek, fast, runs and sails like the wind. Deck needs paint and cosmetics, otherwise very solid, sound boat. Nice interior. Price reduced to \$69,000. See <www.waynehendryx.com> for pictures and details or call (415) 467-3844.



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1983 PROUT 50 QUASAR CUTTER. Canadian registered, U.S. duty paid. 2 brand-new 65-hp Pathfinder diesels. Speed 8 knots. Maxiprops, new TwinDisc transmissions, 200 gals fuel, 55 freshwater. Watermaker, hydraulic steering. 45-lb CQR and Danforth anchors. Windlass, 300-ft 5/16" chain. 18-ft sea anchor. 600-ft rode. Hood inboom furling. Profurl genoa/staysail furling, includes main, 200% drifter, 150% genoa, 125% genoa, staysail, spinnaker, whisker pole. Dodger. ICOM710 SSB/MF/HF 2 VHF/DSCs, radar/chartplotters. 3 GPSs. Anemometer. 2-location engine instrumentation. Sounder. Sumlog, autopilot, generator. Ceramic stove, convection microwave, fridge/freezer. Pressure hot water system. 120 volt/heat, chart table/chart storage. 4 double cabins, en-suite head/shower. Holding tanks, 360-degree saloon. Walker Bay RID plus sails. Rebuilt 2005/06 US\$250,000. Email: Roarsong2@hotmail.com or call (604) 596-3055. Vancouver Island.

CORSAIR F-27 TRIMARAN, 1988, #45. \$43,000. For complete info and additional pictures: <www.littlepeanut.org/f27> New sails and spinnaker, electronics and furler in 2004. Includes trailer. Email: andrew_wood77@yahoo.com or call (415) 269-7704.

CATANA 472, 2001. This high-performance, fast, comfortable, roomy and easily handled catamaran is now for sale. A beautiful boat, perfectly maintained. Now in Panama going to Puerto Vallarta. Take a vacation and come see her. Info via email: cat47moon@yahoo.com. See details on Yacht World. Fully equipped with extras. Caligo design model with one hull as the owners cabin. Beautiful cherrywood interior. Asking \$780,000.

CORSAIR F31 TRIMARAN, 1999 #122. Square-top main, rotating mast, jib on furler, screecher on bowsprit furler, 10-hp outboard, bimini, custom raised seats aft, 12v refrigerator, trailer, tiller/pilot, UHF, DF, inflatable dinghy, documented. \$88,000. Located OR. bcoshow@earthlink.net or (503) 625-6318.



IROQUOIS 32 Mk IIA CATAMARAN, 1977. Cruising cat with 28 Johnson outboard, main, 150% genoa with furling/reefing, spinnaker, wheel steering. 2 dbls, 2 singles, propane stove/oven, pressure H2O, stereo. At Port Sonoma Marina, Petaluma River bridge. \$27,900. (707) 255-8066 or dhafeigh@yahoo.com.



38-FT CROSS TRIMARAN. Recent refit, new: Full batten sails, roller furling, rigging, masts, 800 Maxwell windlass, diesel and water tanks, bottom job, 3-cylinder Perkins, 1800-watt inverter, Autohelm 3000, 2 Bruce, 1 CQR, spinnaker, much more. \$47,000. (702) 493-4287.

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MARPLES 44 TRIMARAN. \$35,000. Project boat, needs new owner. Hull 90% completed. Top quality. Located So. Cal. Includes boat, tools, materials, container. Can be complete on site. See: <http://groups.msn.com/MarplesTrimaranCC44> (909) 437-5691.



PRICE REDUCED \$70K BELOW survey value: 47' x 27' Mayotte, 1994. Great condition, never chartered. 4 cabins, 4 heads/showers, large salon, galley. Many spare parts, 2 Yanmar 38-hp diesels, radar, 500gpd watermaker, SSB, 2 marine band, 7kw generator, 2 AC heat pumps, EPIRB, water heater, 8cf fridge/freezer, freezer box, microwave, 360w solar, 14' hard-bottom dinghy, 25-hp Yamaha. 8-man Avon liferaft. Fully equipped, ready to cruise Caribbean, 7 Seas. St. Pete, FL. \$260,000. Email: brsarch@comcast.net for complete specs/survey or call (503) 810-4435.



43-FT HORSTMAN PILOTHOUSE trimaran. Cold molded. New sails. Recent Yanmar 37-hp diesel. Club jib. 2 queen beds. Standing headroom in all 3 hulls. New bronze windlass. 45-lb CQR, 200' chain. Aries windvane. Santa Cruz. Sublet available. \$59,000. (831) 840-6065.



26-FT CATAMARAN, 2000. 26' x 15'. Core Cell construction, open solid bridgedeck, 9.9 4-stroke electric start, sleeps 4, bimini with 3-sided enclosure. Located near Rio Vista, CA. Asking \$26,000. (916) 203-8517.



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65-FT WOOD CLASSIC, 1939. Heavy built ex-trawler. GMC 12V-71, 21-kw generator. Full electronics. Lots of equipment. Ready to go. Would make great conversion. More pics/details: ancona@mcn.org. Asking \$112,000 or any reasonable offer. Call (707) 964-5423.

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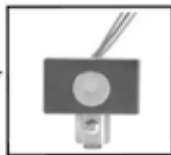
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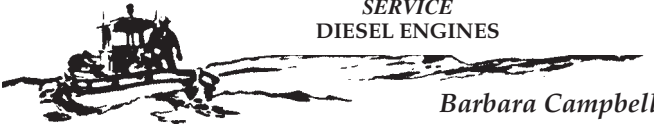
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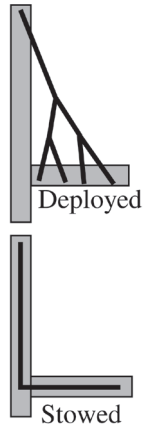
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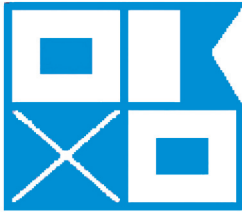
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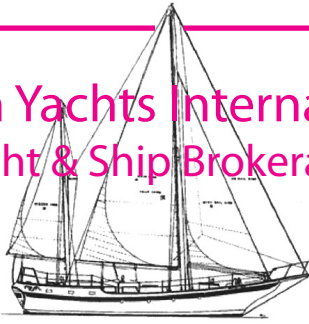
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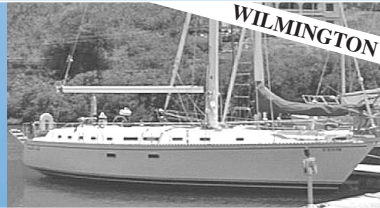
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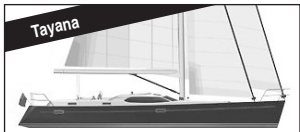
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48' DUTCH CANAL BARGE, 1950

This little gem was built in Holland by De Vries Leutsch and has all the charm you'd expect on a vessel with such a pedigree. Construction of black iron (25 tons of it!) and brought over to the states at great expense 20-some-odd years ago, *Zinkvis* today shows very nicely and will make an ideal liveaboard or weekend retreat.

\$229,000



See at:
www.marottayachts.com

SISTERSHIP

42' CHEOY LEE GOLDEN WAVE, 1984

Designed by Bob Perry to look like a Nautor Swan topside and like a Valiant 40 below. Never cruised, this particular example shows nicely – sails in fine shape, low time (less than 500 hours) on the trusty Perkins 4-108 diesel, heavy duty stainless steel, dinghy, davits/radar arch, electric windlass, radar, etc., etc., etc.

\$112,000



See at:
www.marottayachts.com

37' HUNTER 376, 1997

Cruising World Boat of the Year (Best Value) in 1997. Fresh water cooled Yanmar diesel with low hours, main with Dutchman system and electric self-tailing winch, all lines lead aft, huge cockpit with walk-through transom, substantial dodger. Three staterooms, 6'6" draft.

\$99,000

REDUCED



See at:
www.marottayachts.com

38' HINCKLEY, 1969

S&S-designed beauty, never cruised and extensively refit – repowered, new full batten main (2006), new high clew jib (2006) on new Harken roller furler (2004), replaced standing rigging (2004), completely rewired and replumbed (2002), updated electronics, etc. – and showing very nicely.

\$89,000



See at:
www.marottayachts.com

38' BENEteau, 1990

Moorings 38 model, designed around a modified First 38s5 hull and is a sleek and fast two-stateroom/two-head racer/cruiser, perennially popular on the brokerage market. This one is clean with a new suite of sails and a rebuilt Yanmar engine.

\$69,500



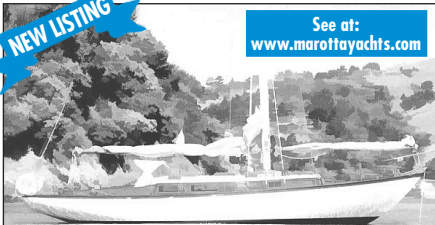
See at:
www.marottayachts.com

36' ISLANDER, 1983

The Islander 36 is one of the most popular 36-ft sailboats ever built, and this particular late-model example is VERY clean inside and out. With \$20,000 spent over the past several years (including a new heavy duty dodger, new North Sails full batten mainsail, new 135% North Sails jib, and new Garmin chartplotter), the boat needs nothing.

\$64,500

NEW LISTING



See at:
www.marottayachts.com

40 CHEOY LEE OFFSHORE 40, 1968

Ted Brewer said, "No one yacht is perfect, but this Philip Rhodes design comes very close..." Always a local California boat, this particular example is in very nice shape and lying in a transferable Sausalito slip – all in all a nice turn key package.

\$49,000



See at:
www.marottayachts.com

SISTERSHIP

30' HUNTER, 1990

For the price, it's hard to beat the Hunter 30: She has an attractive interior with a spacious aft cabin, combined with good sailing characteristics. It's difficult to find boats in this price range that offer these features, and this particular boat shows very well.

\$36,000



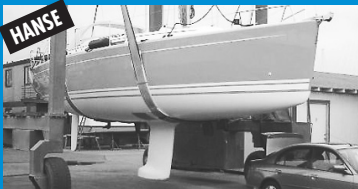
See at:
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29' COLUMBIA, 1967

This S&S classic has had only two owners since being built and commissioned here in California almost 40 years ago. Her current owner has loved her for almost 15 years, during which time he estimates he's spent upwards of 2,000 hours of his own time working on the boat; he still has the original Columbia factory brochure. Lying transferable Sausalito Yacht Harbor slip. **\$19,000**

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37' PASSPORT, 1986
Perry design, new sails '03, pullman berth,
beautiful teak joinery. **\$119,500**



39' CAL, 1979
Fully equipped for cruising. Beautiful shape.
Monitor windvane, dodger, bimini. **\$85,000**



42' CATALINA, 1989
Low hours (390). New elliptical rudder.
New electronics. **\$114,000**



43' HANS CHRISTIAN KETCH, 1982
New engine. **\$189,000**
TWO 38T CUTTERS, 1980/84, from \$114,500



36' CANADIAN SAILCRAFT CUTTER, 1981
Westerbeke 30 hp, RF headsail & staysail, FB main,
AP, radar, watermaker, solar panels, more. **\$65,000**



34' SCANDIA, 1983
New Yanmar diesel, cutter rig, full keel, and
comfort with teak interior.



36' SARNA, 1984
Swedish-made, performance plus, beautiful teak
joinery below. 2 staterooms. **\$87,500**



HANSE 34, 2004
Stack-pack, self-tacking jib, also new
140% genoa and new drifter, all new
electronics at the helm. **\$104,000**

SAIL		POWER	
52' Hartog schooner	'99 195,000	67' Stephens Alum	'80 895,000
49' Reliant Ketch	'91 149,900	65' Pacemaker, cert	'71 299,000
47.7' Bristol CC	'92 399,000	65' Elco Classic MY	'26 450,000
47' Hylas	'86 195,000	61' Stephens	'66 250,000
46' Chesapeake	'98 89,000	61' Hatteras TCMY	'73 330,000
46' Seastar 460	'82 135,000	58' Hatteras MY	'73...244,000/offers
44' LaFitte cutter	'80 129,000	57' Stephens MY, alum	'80 895,000
44' Hylas	'86 185,000	57' Chris Craft (2)	from 119,000
43' Swan	'86 215,000	51' Bluewater	'88 175,000
43' Hans Christian	'82 189,000	50' Stephens	'65 135,000
42' Catalina	'89 114,000	50' HiStar	'88 215,000
42' Spencer	'66 60,000	42' Grand Banks	'80 189,000
41' Kettenberg, F/G	'67 54,500	40' Bluewater	'79 45,000
41' CT	'76 79,000	38' Bayliner	'88 Reduced
41' Morgan O/I	'74/'73 from 75,000	38' Chris Craft, nice	'65 49,900
40' O'Day	'86 75,000	36' Grand Banks	'71 18,500
40' Seawolf (2)	'68/'73 from 65,000	34' Sea Ray Sundancer	'01 169,000
40' Hunter (2)	'95 from 116,000	33' Bayliner Montego	'78 19,950
39' Cal	'79 85,000	32' Bayliner	'78 45,000
39' Freya	'81 109,500	32' Silverton F.B., 370 hrs	'98 59,000
38' Hans Christian (2) '80/'84 from	114,500	31' Sea Ray 310 S.D.	'98 69,500
38' Catalina	'84 43,900	30' Sea Ray 305 DB	'88 59,900
38' Ingrid	'74/'84 95,000	30' Wellcraft Scarab w/trlr	'87 39,000
37' Rafiki, new engine	'77 80,000	29' Sea Ray Amberjack	'99 71,000
37' Endeavour	'77 39,500	29' Regal Commodore	'89 87,900
37' Irwin	'79 40,000	28' Sea Ray	'91 37,900
37' Hunter	'78 36,500	27' Carver flybridge cruiser	'90 35,000
36' Sweden	'84 87,500	27' Sea Ray 270	'88 26,900
36' Islander '85, '77, '76, '73 from	34,000	26' Osprey	'02 98,000
36' CS Cutter	'81 65,000	25' Sportcraft	'99 28,500
36' Rival	'86 97,500	24' Orca, inboard	'99 59,950
35' Fantasia	'78 69,500	24' Bayliner	'98 15,900
35' Ericson, nice	'79 36,000	24' Regal 242 w/trailer	'98 37,000
34' Scandia cutter	'84 45,000	22' Grady White 222 w/trlr	'02 59,000
34' C&C	'80 47,500		
34' Sabre	'83 49,000		
34' Hanse	'04 104,000		
33' Newport	'84 36,500		
32' Contessa	'76 41,000		
32' Catalina 320	'98 84,960		
31' Hanse 311	'02 84,000		
31' Pacific Seacraft Mariah	'79 79,000		
30' Catalina, new engine	'75 18,750		
30' Islander	'75 15,000		
30' Lancer	'80 36,000		



J/105, 1995
Pre-scrimp hull #120.
Race ready. **\$99,500**



36' ISLANDER, 1985. One of the last
ones built. Yanmar. Real nice. **\$67,000**
Also: 1977, \$55,000 & 1973, \$34,000



HYLAS 47 & 44, 1986. High quality,
Sparkman & Stephens design, comfortable cruisers,
3 & 2 staterooms. **\$195,000 & \$185,000**



31' HANSE 311, 2002
Very little use, shows better than new.
New sails & electronics.
\$84,000



33' MASON
As new. Ready to cruise.
\$114,500



40' HARDIN SEAWOLF, 1973
Lovingly restored, rebuilt Perkins,
without teak decks. Also a 1968.



32' WESTSAIL, 1977
Well cared for, low hours on
Volvo. Ready to go.

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30' S-2 CENTER COCKPIT. Aft stateroom sloop. Diesel, roller furling, wheel steering, autopilot, self-tailing winches, shower w/tub, enclosed marine head, galley & more!...Great buy! **Asking only \$18,500**



32' FUJI KETCH. Diesel, roller furling, enclosed marine head w/shower, galley w/oven, full cruising keel w/cutaway forefoot. Looks to be in excellent and well-maintained condition. **Asking \$19,950**



31' SEA RAY 310 SUNDANCER Express. 1998 twin mercruiser 350MPH Magnums. Twin shafts, props & rudders - not out drives. Very strong, clean & desirable. Comfort performance & seaworthiness. Priced right... **Asking \$64,500**



50' ADMIRALTY MOTORSAILER KETCH by the famous American Marine Yard. Robust TEAK construction, economical twin Ford-Lehman diesels, radar, GPS, etc. Shower, comfort, seaworthiness, genset, full galley & a lot more. **Asking \$119,900**



40' CHEOY LEE GULF 40 PILOTHOUSE Sloop. 56hp Yanmar diesel, varnished teak hull, copper rivet fastened. Good sail inventory including 2 spinnakers, AP, radar, chart/GPS, more! Great yacht in great shape. **Asking \$65,000**



41' HINCKLEY CUTTER. Classical tradition from one of our VERY best builders. Excellent condition & vastly upgraded. New diesel, refastened, teak decks, large sail inv., 6'6" headroom & much more. Must see! **Asking \$69,900**



ENGLISH ELEGANCE
66' THORNYCROFT CUTTER-RIGGED KETCH Classic 1923 design, well maintained. She's like a beautiful & comfortable private British club down below. Must be seen. Teak decks, diesel, genset, radar and more. Extremely charming and a great performer. **Asking \$199,000**



37' DE FEVER TRAWLER by North Sea Trawlers. Glass, Ford-Lehman diesel, bow thruster, radar, flybridge, 2 heads, full galley, mapping GPS, genset, 2 heads, showers, loaded & very nice! **Asking \$110,000**



30' WILLARD VOYAGER TRAWLER. Glass, diesel, cabin heat, well-respected design offering remarkable seaworthiness of a much larger vessel. USCG documented, colorful & attractive. **\$34,950/offers.**



35' SCHOCK SLOOP, 1985. Diesel, jib, genoa, main and spinnaker. Rod rigging, inverter, full galley, new cushions and upholstery, autopilot and more! Nice clean boat in SoCal. **Asking \$34,500**



CENTER COCKPIT
37' GULFSTAR cruising sloop. Double aft stateroom, furling, dodger, dsl, solar, full galley, 2 heads w/showers, teak & holly sole & more. New windows installed and more refit underway. **Ask \$49,950**



REDUCED
25' PURSUIT 2470 Walkaround Fisherman by highly respected S2 Yachts, Inc. 2001 model. Twin 150hp Yamaha V6 O/Bs. New Furuno radar & fishfinder, galv. trailer, head, transom door, sport fish pkg & more! **Ask \$49,500**



ALDEN MOTORSAILER
58' ALDEN BOOTHBAY Motorsailer Ketch. Aft S/R, PH-center cockpit, dsl, furling, AC, Onan, radar, inflate, lrg. sail inventory, etc. Loaded w/world cruising gear & amenities. Super boat! Must see! U.S. document. **Ask \$279,000**



35' PEARSON sloop designed by Carl Alberg. Glass, diesel, 3/4 full keel, windvane. Full lifelines & pulpits, wheel steering, dodger & more! This is a nice, clean craft from a great builder & a great designer. **\$21,950 Ask**

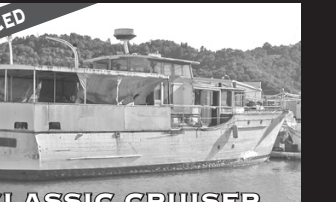
SAIL
47' VAGABOND ketch. Project...86,000/obo
47' STL COLIN ARCHER Ketch...Ask 55,000
40' BLOCK ISLAND Cutter. Dsl, good wood fixer, 1937 classic...Asking 9,950
40' ANGELMAN Ketch. A beauty in wood. Big & ready to cruise. Diesel, radar, etc...Asking 48,950
38' INGRID Cutter. Super strong double-ender, diesel, lots new, radar, vane, GPS & more...Asking 59,200
38' KETTENBURG Sloop. Dsl...Ask 49,500
38' C&C Sloop, world cruiser...Ask 39,950
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36' STEEL HARTOG ketch, double-ended cruiser, great potential & value. 19,500
36' NIELSEN classic 1918 Danish aux. sloop. Nice condition...Asking 15,000
35' COX BOATYARD Custom Ketch. F/G, diesel, PH, good inventory, strong & more!...Asking 14,950
33' ISLANDER Wayfarer Slp. Atomic 4 just rebuilt. Furling, AC & heat. Nice!...12,800
32' PEARSON VANGUARD slp, NEW inboard, NEW LPU, NEW sails, super clean example of a great design...Asking 10,950
32' RANGER Sloop. 1/B. Great Gary Mull design. Spinn., ++...Asking 16,500
30' CATALINA Sloop. Diesel, wheel & more! Nice one...Asking 24,950
29' PEARSON TRITON. New diesel. Total refit nearly done...Asking 15,950
27' CATALINA. Diesel, wheel & more!...GREAT DEAL @ 6,000
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140' CRUISE SHIP: Steel, twin diesel, recent MAJOR REFIT, would also make a great entertainment yacht. Must see. Check our website...Asking 1,000,000
63' FERRY conversion, 671 diesel, 19.5' beam, excellent condition. Ask 28,000
61' YTM STEEL TUG. 610 hp low hrs CAT dsl. Lots of gear. Good living accommodations 3,000 gallons fuel reported on board & much more...72,500
60' MATTHEWS MY, '65, twin diesels, big, comfortable liveaboard cruiser w/South SF berth...Asking 215,000
50' STEPHENS aft stateroom MY, twin diesels, flybridge, genset, great design from a great yard...Asking 128,950
45' STEPHENS 1929 classic...Try 75,000
40' CHRIS CRAFT, Aft S/R...Try 9,750
36' UNIFLITE. F/B, aft cabin, twins, radar, GPS and more!...Asking 59,950
36' CHRIS CRAFT CAVALIER. Aft cabin, flybridge, twin V8s, many recent upgrades, very nice...34,950

35' NORTHERN STEEL TROLLER. Reliable & economical Cummins dsl, good heavy weather boat set up to go to sea & stay there. There's more!...Asking 35,000
35' STEEL CHRIS CRAFT ROAMER, cruise/live, twins, rare & very desirable 1956...Asking 34,750
34' LAKE UNION Dreamboat. Classic 1928. Dsl, shower, beautiful design...14,950
33' SONIC Offshore Express...Ask 62,500
32' ROBERTS commercial fish w/HERRING PERMIT & more!...Asking 58,950
32' CARVER. Glass, twins, Sausalito live-aboard berth. Nice!...Asking 30,950
31' MONTEREY BAY EXPRESS PH utility, F/G, 1991, twin 130 Yanmars, trailer, USCG-documented, commercial quality gem...Reduced! Asking 34,950
30' CHRIS CRAFT Constellation, twin V8s, very nice 1967...Asking 14,950
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29' WELLCRAFT 2900 EXPRESS. Twin screw (not outdrives). Super clean & nice!...Asking 24,950



44' MAGELLAN KETCH by American Marine. Ford-Lehman diesel, aft stateroom, center cockpit, full dodger, bronze fastened mahogany, teak decks, radar, two heads with showers. Well laid out. **Asking \$38,900**



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Jeanneau 52

This well maintained beauty came in again for scheduled

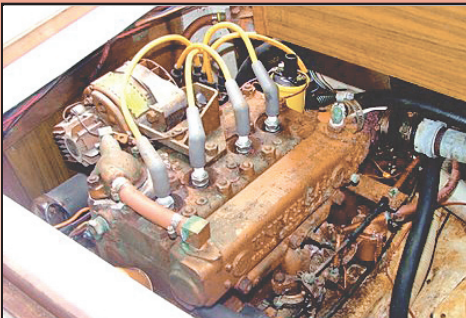
maintenance, cutlass bearing, valve check and bottom job. Ready now for a safe sailing season.



Newport 30

This Bay sailing classic was brought in for a quick prep and paint. The

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