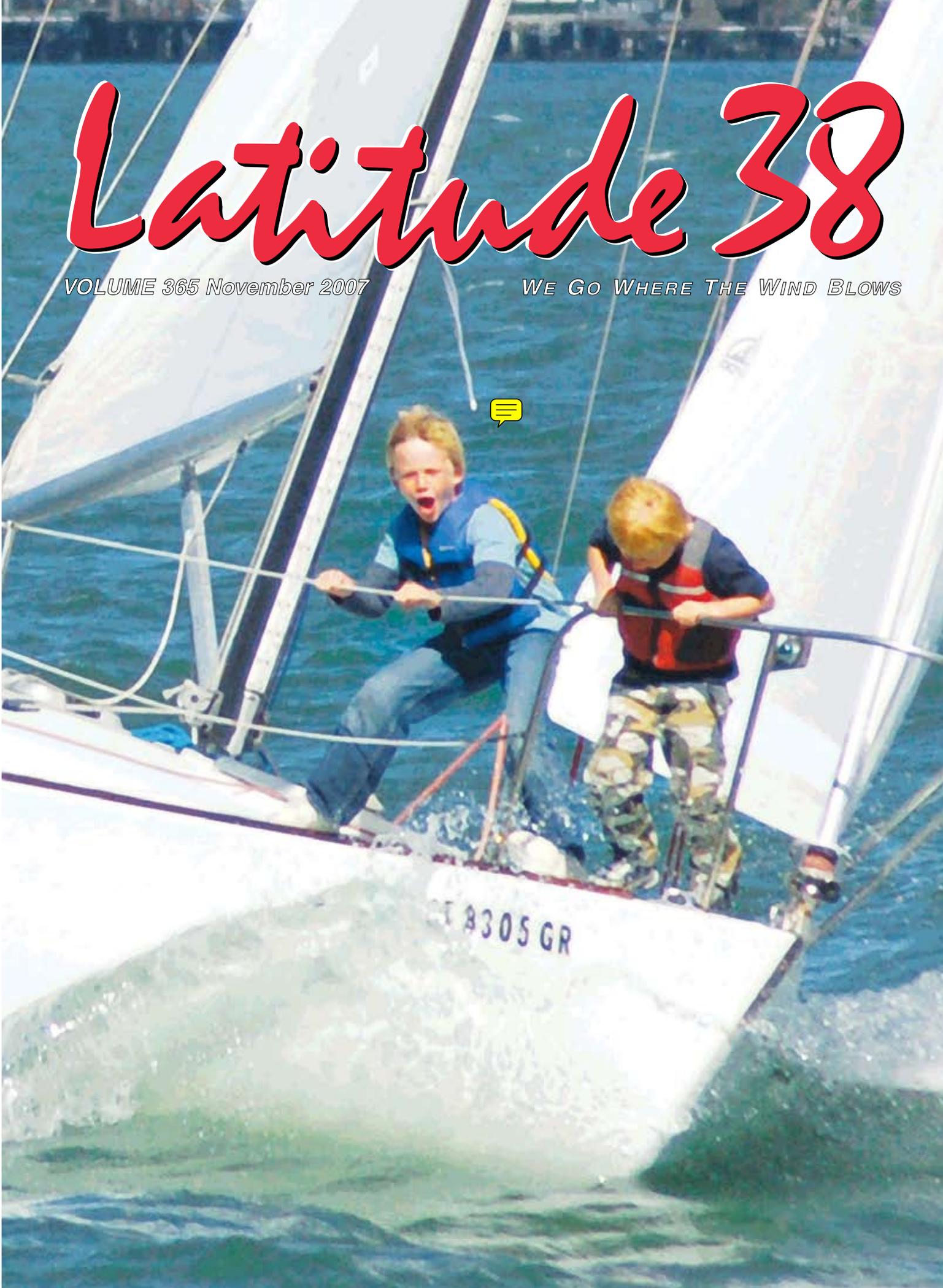


Latitude 38

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Latitude 38

NOVEMBER 2007

VOLUME 365

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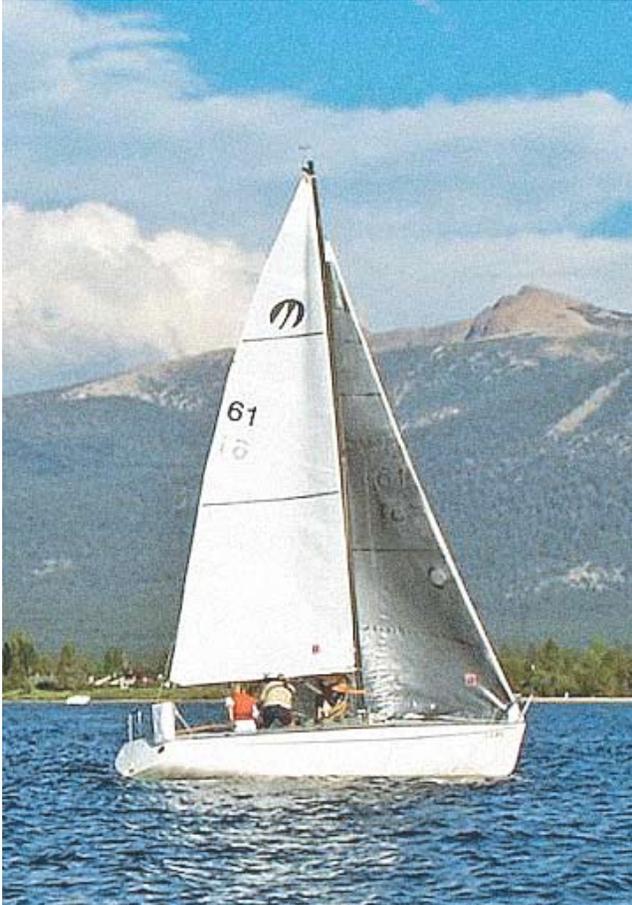
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Cover: The boys of summer.

Photo by: *Latitude 38/LaDonna*

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



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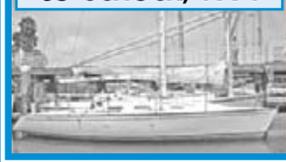
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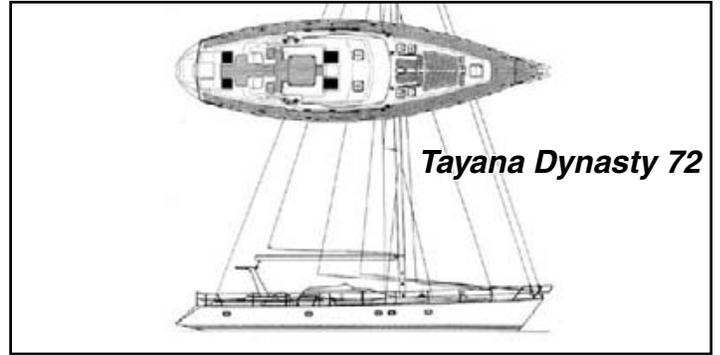
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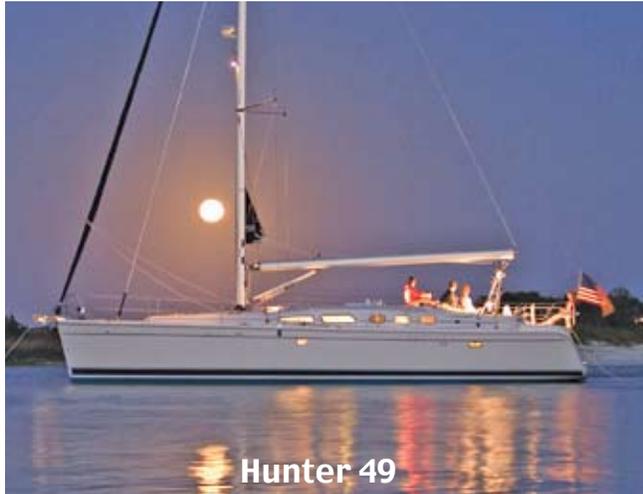
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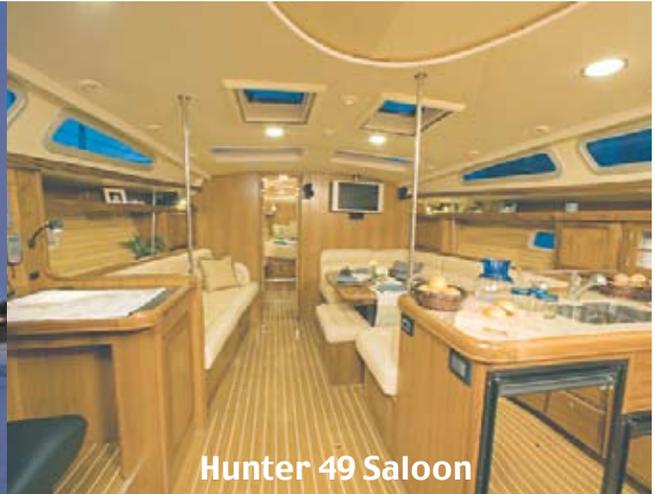
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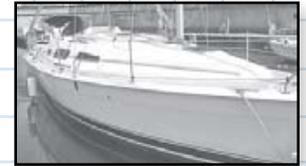
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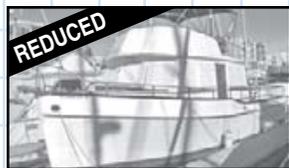
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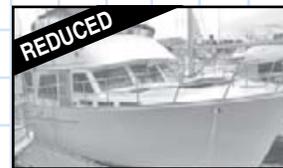
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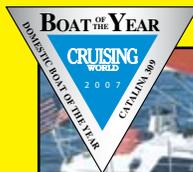
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Catalina 42, MkII, 2000



Mikelson 50, 1988



Nonsuch 30, 1981



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Catalina 30, 1990



3 to choose from Catalina 36, 2001



Jeanneau 37, 2000



C&C 36, 1981



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2004 Hunter 36	\$138,000

2000 Catalina 36 MKII	\$95,000
2004 Hunter 36	\$148,000
2002 Catalina MK II	\$134,950
1986 Catalina 36	\$57,500
2001 Catalina 36 MKII	\$125,900
1998 Catalina 36	\$89,000
2007 Hunter 36	\$166,000
1996 Beneteau 36s7	\$97,000
1987 Catalina 36	\$60,000
1999 C&C 110	\$139,995
2003 Hunter 356	\$132,500
2002 Tartan 3700	\$229,000
1994 Hunter 37.5	\$87,000
1993 Hunter Legend 37.5	\$86,500
2005 Hunter 38	\$199,500
2006 Hunter 38	\$192,246
1999 Hunter 380	\$120,000

1977 Downeaster 38	\$58,500
2005 Beneteau 393	\$179,000
2005 Beneteau 393	\$175,000
2007 Jeanneau 391	\$213,000
1997 Catalina 400	\$149,000
1996 Hunter 40.5	\$128,500
2004 Hunter 41 AC	\$229,900
1999 Hunter 410	\$169,000
2000 Hunter 410	\$165,000
1984 C&C 41	\$89,000
1999 Hunter 410	\$149,500
2005 Hunter 41AC	\$209,000
1987 Morgan 41	\$99,000
1997 Catalina 42 MK II	\$139,000
1994 Hunter Passage 42	\$139,000
1993 Catalina 42	\$134,900
1991 Hunter 42	\$139,000

1989 Irwin 43 Mark III	\$145,000
2001 Dufour Gib Sea 43	\$160,000
1990 St. Francis 43	\$199,500
2003 Jeanneau 43DS	\$229,500
1975 Nautor Swan 44	\$155,000
1999 Hunter 45	\$199,000
2000 Hunter 450	\$209,000
2004 Hunter 466	\$279,000
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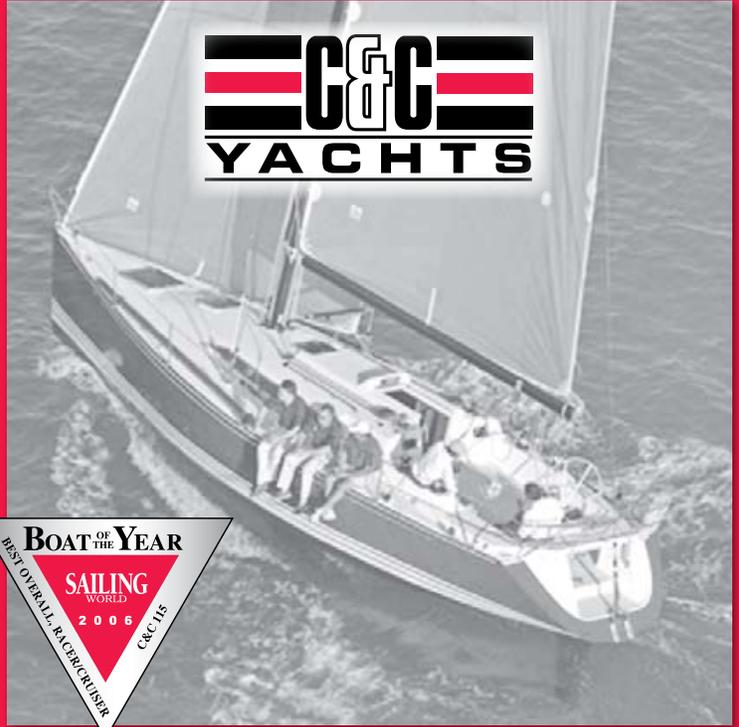
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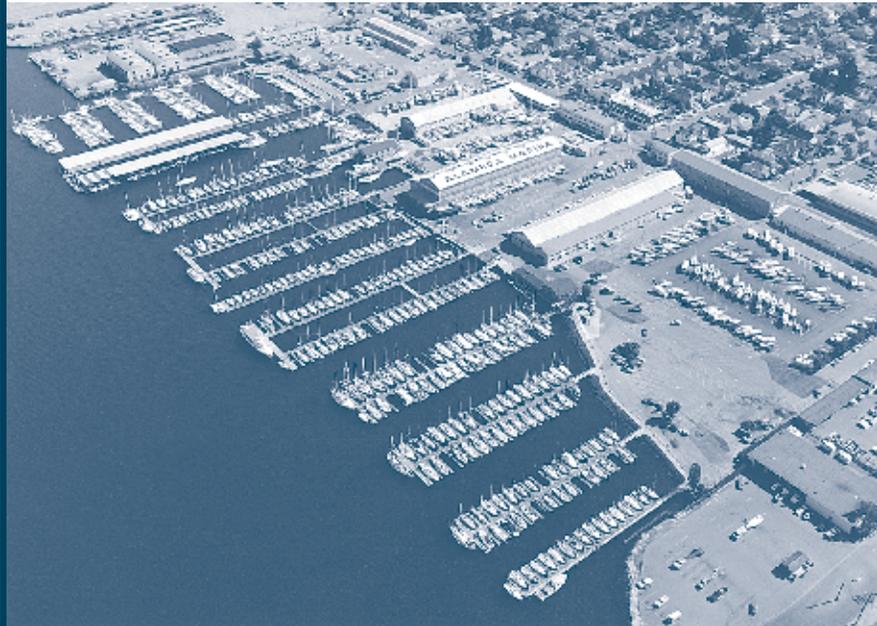


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- 1985 44' Sirena \$148,000
- 1987 43' Spindrift \$179,900
- 1999 43' Shannon \$499,000
- 2000 40' Pacific Seacraft \$299,500
- 1990 40' Hunter \$74,500
- 1987 39' Fair Weather Mariner \$139,000
- 1982 38' Morgan \$70,000
- 1999 37' Pacific Seacraft \$229,500
- 1985 37' Amazon \$157,500
- 1987 36' Catalina \$52,000
- 1981 35' Hinterhoeller \$69,500
- 1984 35' C&C \$42,500
- 1985 33' Nauticat \$134,000



50' 1987 SANTA CRUZ



33' 1985 NAUTICAT



39' 1987

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- 1997 48' McKinna \$497,000
- 1996 46' Viking \$362,500
- 2006 44' Sea Ray \$489,000
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- 1984 43' Bestway \$144,900
- 1984 40' Kha Shing \$139,500
- 1987 38' Riviera \$159,500
- 1965 38' Chris Craft \$47,500
- 2005 36' Meridian \$279,000
- 1980 34' Mainship \$49,500
- 1972 34' CHB \$42,500
- 2006 34' Meridian \$255,000
- 2006 34' Meridian \$239,000
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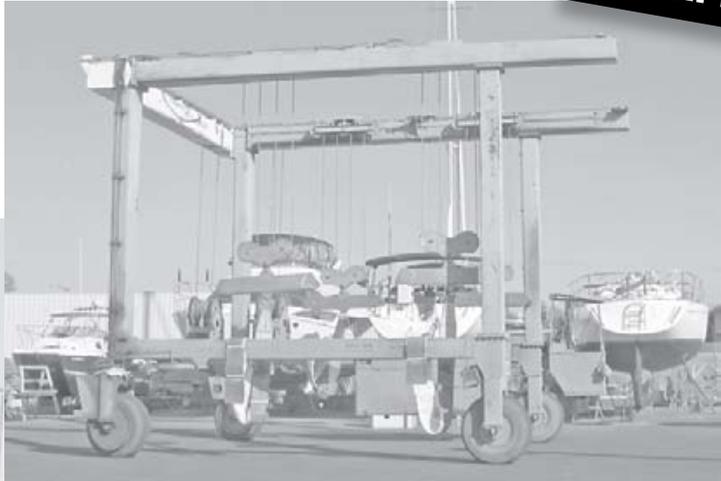
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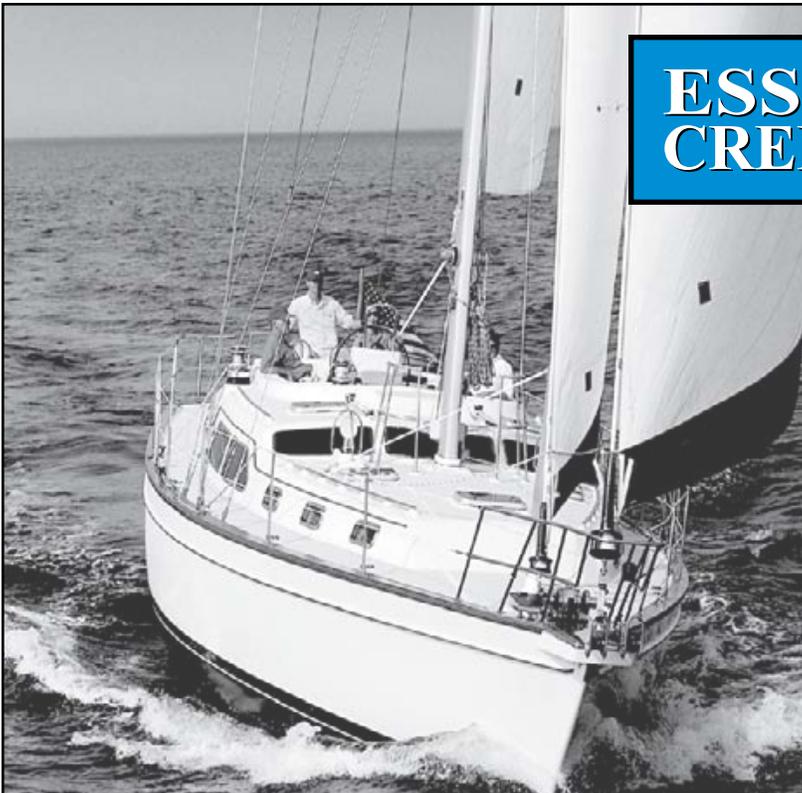


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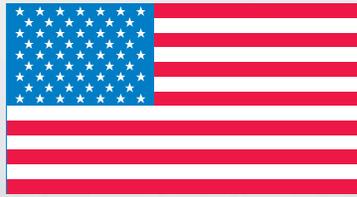
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As you read this, the 178-boat Baja Ha-Ha rally fleet is working its way down the Baja peninsula toward Cabo San Lucas.

Having started from San Diego on October 29, they are expected to arrive at Turtle Bay beginning on Halloween evening, at Bahia Santa Maria late on November 4, and at Cabo on the afternoon of November 8. The event will conclude with an awards party at Cabo Marina, November 10.

While en route, the Rally Committee — sailing aboard *Latitude's* cat *Profligate* — hopes to send occasional event updates to *Lectronic Latitude*, hopefully with photos. You'll find them at www.latitude38.com.

If you're disappointed that you're 'missing the boat' this year, there's always next year. Baja Ha-Ha XV will begin Monday, October 27, 2008.

For general info on this, and next year's, event see:

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IMPORTANT DATES
 Nov 1 — Fleet begins arriving in Turtle Bay.
 Nov 4 — Start of Leg 2.
 Nov 5 — Fleet begins arriving in Bahia Santa Maria.
 Nov 8 — Start of Leg 3.
 Nov 9 — Fleet begins arriving in Cabo San Lucas.
 Nov 11 — Awards presentations hosted by the Cabo Marina.

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CALENDAR

Non-Race

Nov. 1-20 — Get ready to go cruising by attending one of Downwind Marine's Cruiser Seminars on Tuesdays and Thursdays at Pt. Loma Assembly Hall, 7:30 p.m. Cost \$3. See full schedule at www.downwindmarine.com.

Nov. 3 — Free sail on gaff-sloop *Polaris* at Spaulding Wooden Boat Center in Sausalito. RSVP at www.spauldingcenter.org or (415) 332-3179.

Nov. 3 — Go behind the scenes to tour the SF Maritime Park's Small Craft Collection. Free. Info, www.maritime.org/cal-boat.htm or call (415) 561-6662.

Nov. 3, 17 — Sail a Pelican for free in Aquatic Park, 10 a.m.-3 p.m. RSVP to Madeline Eustis at meustis@maritime.org or (415) 797-2421.

Nov. 4 — Daylight Saving Time ends.

Nov. 4-10 — Downwind Marine's Cruisers' Week in San Diego, starting with a Cruisers' Kick-Off Potluck BBQ on Sunday from noon-4 p.m. at Shelter Island Beach. Details at www.downwindmarine.com or (619) 224-2733.

Nov. 4-25 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or www.baads.org.

Nov. 5 — Public brainstorming workshop for ecosystem protection/vessel usage plan in Tomales Bay, 7-9:30 p.m. at Pt. Reyes Dance Palace. Info, www.farallones.noaa.gov.

Nov. 7-28 — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m., \$13.50. Enjoy lunch and a dynamic speaker every Weds. All YC's members welcome. More info under the 'Events' tab at www.stfyc.com.

Nov. 7, 21 — Pt. Fermin Singles 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.

Nov. 8 — 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.

Nov. 10 — 19th Annual Sea Music Concert Series continues aboard *Balclutha* at Hyde St. Pier with singer Tom Lewis. Tickets \$14 (\$12 for SF Maritime Park members) or \$24 for the season. Call (415) 561-6662 ext 33.

Nov. 11 — Take a veteran sailing today.

Nov. 11-12 — Victorian Christmas Celebration at Angel Island's Civil War era Camp Reynolds, 11 a.m.-3 p.m. Demos, kids' crafts, unique holiday gifts, sweets and drinks. Tram ride \$3 with reservations. Info, www.angelisland.org.

Nov. 17 — Pigeon Point Lighthouse Interpretive Center grand unveiling, 4 p.m., followed by the annual relighting of the light between 6-8 p.m. The new interpretive center highlights shipwrecks, cultural heritage and natural history of the region. Info, carol.a.preston@noaa.gov.

Nov. 17 & 24 — Trekking the Bay Model in Sausalito, 1:30-3 p.m. Watch the tides ebb and flood in this free guided tour. Info, (415) 332-3871.

Nov. 18 — Cal Sailing Club will give free sailboat rides at Berkeley Marina, 1-4 p.m. Info, www.cal-sailing.org.

Nov. 22 — Work off all that turkey with a daysail.

Nov. 24 — Full moon on Saturday night.

Nov. 28 — Watermaker 101 Seminar at Spectra Watermakers in San Rafael. Info, (415) 526-2780.

Nov. 29 — Holiday Reception at DeWitt Art Gallery & Framing in Pt. Richmond, 6-9 p.m. Info, (510) 236-1401.

Dec. 1 — 31st Annual Lighted Yacht Parade on the Oakland/Alameda Estuary, starts at 5 p.m. Presented by Encinal YC, Oakland YC and Marina Village Yacht Harbor, this year's theme is 'A Child's Christmas'. Find out more and enter your boat at www.lightedyachtparade.com.

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29' Cal 2-29, '72.....	13,900
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CALENDAR

Dec. 1 — South Beach YC Lighted Boat Parade from McCovey Cove to the ferry Building. Chili and hot buttered rum at the YC after. Info, www.southbeachyc.org.

Dec. 8 — Vallejo YC Harbor Lighting Parade. Info, www.vyc.org or (707) 643-1254.

Racing

Nov. 2-9 — Long Beach to Cabo San Lucas Yacht Race. LBYC, www.lbyc.org, raceoffice@lbyc.org or (562) 493-5173.

Nov. 3-4 — Perry/Kelp Cups for Mercuries and Shields in Monterey. MPYC, www.mpyc.org.

Nov. 4 — Jack & Jill+1. Who says three's a crowd? With Jill driving, and plenty of crew, this is a great start to the Midwinter Estuary racing! It's also a qualifier in the 'unofficial' Latitude 38 Women's Circuit. IYC, www.iyc.org.

Nov. 10 — Commodore's Cup. CPYC, (650) 347-6730.

Nov. 10 — Appleton Nor-Cal #3 for FJs and Lasers. Info, www.pcisa.org or call SFYC Youth office at (415) 435-9525.

Nov. 11 — Lake Washington's annual Turkey Shoot Regatta. Info, (916) 204-6361 or www.lwsailing.org.

Nov. 13 — Emergency Steering for the Singlehanded TransPac seminar at Coyote Point YC. Info, www.sfbaysss.org.

Nov. 13 — YRA End of Year Awards Party at Richmond YC, 6:30 p.m. Info, www.yra.org.

Nov. 13 — The Big Sail: Stanford vs. Cal in J/105s. More fun than football! StFYC, www.stfyc.com.

Nov. 15 — YRA Year-End Trophy Party.

Nov. 17-18 — Pre-Holiday Regatta for PHRF and one design classes fielding five or more entries. SFYC, www.sfyc.org.

Nov. 23 — Wild Turkey Race. TYC, (415) 883-6339.

November, 1977 — It Was Thirty Years Ago from the article *Drakes Bay*:

Snuggled in the lee of Pt. Reyes lies the little cove where Sir Francis Drake sought rest and a safe refuge in which to repair his vessel, the *Golden Hinde*, following a successful expedition in the year 1579.

Almost 400 years later, 27 weary entrants in the second ocean race sponsored by the newly formed Singlehanded Sailing Society arrived at that same welcome harbor to recuperate from the first leg of the Drake's Bay singlehanded race.

We had been advised that the fleet, having left the foggy Cityfront at 10 a.m. on September 24, could be expected to arrive about 6:30 that evening. The sponsors had arranged a gala reception on the beach adjacent to the fishing docks, with hot dogs and beer provided for all.

Surprised and a little disappointed to discover that many of the boats had finished before we arrived, we nonetheless shouldered our gear and headed toward the fish docks in the increasing darkness. Part way there, we were advised by an earlier arrival that the site originally selected had been vetoed by the Coast Guard, and that a second beach about a half-mile away "as the crow flies," and accessible only via goat path, had been chosen for the reception.

Our half-mile "as the crow flies" path took us over the hill and down into a narrow ravine filled with hidden rocks, tangled underbrush and mini-mudslides. Clawing our way up the other side and toward the (rejoice!) rising moon, we were met at the top by a barbed wire fence. With a low but determined moan, we threw the first of the sleeping bags over the fence, and watched in growing horror as it continued down the hill and over a sheer 60-ft cliff, coming to rest a scant few feet from the bonfire lighting up the welcome party which was, by this time, in full swing. Eager to join in on the festivities, we somehow got through the fence, only to find that we had to

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Asking **\$239,000**



J/120, 1998
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This boat is 40' of fun, the J/120 can do it all: race and cruise. *Hot Tamale* is turn key to race in Winter Series. On our sales dock!

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45' Hunter 450, '00, <i>Fall Asea</i>	\$229,000
44' J/44, '90, <i>Phoenix</i>	\$239,000
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35' J/35, '90, <i>Unusual Attitude</i> **.....	Reduced \$59,900
35' J/35, '84, <i>Courageous</i> **.....	\$42,000
35' J/105, '99, Hull #255, <i>Rodster</i> **.....	\$119,000
35' J/105, '99, Hull #235, <i>Life Is Good</i> **.....	\$105,000
34' J/105, '98, <i>Wianno</i>	Reduced \$87,000
34' J/34, '85, <i>The Zoo</i> **.....	Reduced \$29,900
33' J/100, '04, Hull #9, <i>Brilliant</i> **.....	\$134,900
33' J/100, '05, Hull #14, <i>Crewcut</i>	Sale Pending \$129,900
33' J/100, '05, Hull #17**.....	\$125,000
32' Melges, <i>Emotional Rescue</i>	Reduced \$74,500

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29' J/29, '84, <i>Jolly J</i> *.....	\$25,000
29' J/29, '84, <i>Salsa</i> **.....	SOLD
29' Back Cove, '05, <i>Diamond Lil</i>	\$199,000
26' J/80, '00, <i>Risky Business</i> **.....	Reduced \$32,000
26' J/80, '01, <i>Flying J</i>	Sale Pending \$36,500
24' J/24, '05, Hull #5453**.....	SOLD
20' Harbor 20, '04**.....	\$26,500
20' Clark, '05, <i>Tahoe 20</i> **.....	\$44,000
19' Alerion Cat, '98, <i>Whiskers</i> **.....	Reduced \$19,000

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CALENDAR

go through it yet again to regain the "path." Speed mounting irresistibly as we went into the homestretch, we landed on the beach at a gallop, where we paused briefly to regain our breath and composure.

A resolve to begin our task and a terrible thirst brought us to our feet and onward towards the celebrants and that keg resting at the edge of the surf. With unfaltering accuracy, we approached a member of the group who, we learned, had been first-to-finish on this northbound leg — Norton Smith on *Eos*. (We arrived at the return leg of the race approximately five hours early — in plenty of time to see *Eos* again capture first-to-finish honors.)

Smith, the overall winner, is well-known among the sailing community and in several of the local fleets. A top name in windsurfing, he recently captured first place in the fourth annual Round the Rock (Alcatraz) Race, with a record-breaking time of "something like forty minutes." Norton is also active in the local Knarr fleet. Currently, Norton is finishing his first year as a 505 skipper, where he is known as 'Snortin' Norton'. Wharf-rats on the Sausalito waterfront refer to him (affectionately, of course) as 'Nearly Normal Norton'.

For the Drakes Bay Race, Norton decided in favor of his Ericson 41 over his windsurfer or 505, the same Ericson he took on the L.A. to Tahiti Race. When asked why he entered this race, he cheerfully responded, "For the fun of it." And did he think that the rough singlehanded Farallones Race (he finished sixth) was fun? "Yes, it was fun, except that I thought the finish should have been closer to the Cityfront. I was tired when I came under the Gate, and then had to flog all the way to Alameda. Otherwise, it was fun."

Will "Nearly Normal Norton" enter the Singlehanded TransPac scheduled for next year? Grinning modestly, he replied, "Well . . . I'd need a Tillermaster . . ."

Jan. 21-28 — Acura Key West Race Week, the best regatta in the country. Info, www.premiere-racing.com.

July 12 — 30th year anniversary of the Singlehanded Transpac from SF to Hanalei. If you've been wanting to prove your mettle, this could be your year. Find out more at www.sfbayssss.org.

July 14-19 — 15th Biennial Fun Race to Hawaii, a.k.a. the Pacific Cup. For details on the race and seminars, visit www.pacificcup.org.

Midwinter Regattas

ALAMEDA YC & ISLAND YC — Estuary Midwinters: 11/11, 12/9, 1/13, 2/10, 3/16. Joanne McFee, (510) 521-7442.

BERKELEY YC — Midwinters: 11/10-11, 12/8-9, 1/12-13, 2/9-10, 2/24. Bobbi, (925) 939-9885.

BERKELEY YC — Chowder Races: Sundays through March except when it conflicts with above. Paul, (510) 540-7968.

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

CORINTHIAN YC — Midwinters: 1/18-20 & 2/15-17. Allyn Schafer, (415) 435-4812 or racing@cyc.org.

ENCINAL YC — Jack Frost Series: 11/10, 12/15, 1/12, 2/09, 3/08. Charles Hodgkins, rearcommodore@encinal.org.

GOLDEN GATE YC — Seaweed Soup Series: 11/3, 12/1, 1/5, 2/2, 3/1. Gary Salvo, (916) 363-4566.

OAKLAND YC — Sunday Brunch Series: 1/6, 1/20, 2/17, 2/24, 3/2. Steve, (510) 373-3280.

REGATTAPRO — Winter One Design: 11/10, 12/8, 1/12, 2/9. Winter Keelboat: 11/3, 12/1, 1/5, 2/2. Jeff Zarwell, (415) 595-8364 or jzarwell@regattapro.com.

RICHMOND YC — Small Boat Midwinters: 12/2, 1/6, 2/3,

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3/2. Sue Hubbard, (510) 235-0184 or www.richmondyc.org.
SANTA CRUZ YC — Midwinters: 11/17, 12/15, 1/19, 2/16, 3/16. Info, (831) 425-0690.

SAUSALITO YC — Sunday Midwinters: 11/4, 12/2, 1/6, 2/3, 3/2. J. Rigler, (415) 332-6367 or race@syconline.org.



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SEQUOIA YC — Winter Series: 11/3, 12/1, 2/9, 3/1. J. Draeger, (650) 244-6529. Redwood Cup: 11/18, 12/16, 1/6, 2/24, 3/9. R. Brown, (650) 430-5567.

SOUTH BAY YRA — Midwinters: 11/3, 12/1, 1/5, 2/2, 3/1. Larry Westland, (510) 459-5566.

SOUTH BEACH YC — Island Fever Midwinters: 11/17, 12/15, 1/19, 2/16, 3/15. Info, www.southbeachyc.org.

VALLEJO YC — Tiny Robbins Midwinters: 11/17, 12/1, 1/6, 2/3. Info, (707) 643-1254.

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.

November Weekend Currents

date/day	slack	max	slack	max
11/03Sat	0328	0646/3.2F	0948	1254/2.3E
	1605	1855/2.1F	2126	
11/04Sun	0037/3.1E	0320	0634/3.3F	
	0930	1243/2.7E	1601	1856/2.4F
11/10Sat	0150	0359/2.0E	0714	0958/2.2F
	1240	1603/4.4E	2004	2307/3.3F
11/11Sun	0234	0438/1.8E	0745	1033/2.0F
	1311	1643/4.4E	2043	2345/3.1F
11/17Sat	0034	0345/2.9F	0720	0935/1.9E
	1309	1540/1.5F	1812	2139/3.5E
11/18Sun	0125	0435/3.0F	0801	1031/2.5E
	1414	1647/1.9F	1931	2237/3.3E
11/22Thu	0131/2.9E	0442	0741/3.3F	
	1033	1351/5.3E	1743	2045/4.1F
11/23Fri	0007	0225/2.7E	0530	0826/3.2F
	1114	1440/5.7E	1833	2138/4.5F
11/24Sat	0106	0318/2.6E	0618	0913/3.1F
	1157	1528/6.0E	1924	2232/4.6F
11/25Sun	0203	0411/2.4E	0708	1002/3.0F
	1244	1618/6.0E	2017	2325/4.5F

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LETTERS

MAN, AM I JACKED TO START CRUISING!

Back in '99, *Latitude* did a little story on me when I was an active duty Coast Guardsman on Yerba Buena Island. In the article, I indicated that I was just treading water for my last seven years of service so I could take my pension, retire, and go sailing. Well, it's happening this month — although I did have a bit of a bump in the road when, in July of '05, the Coast Guard decided to ship me back to Woods Hole on Cape Cod. If only the service had the patience to let me sail *Christa*, my 1975 Westsail 32 and home for the past nine years, to the East Coast via the Panama Canal. Of course, I probably would have failed to report for duty, as I would have already been out sailing, and that's all I really give a crap about.

It was also in July of '05 that, with a heavy heart and waves of jealousy, I watched my true amigo and fellow Coast Guardsman Tom Larson retire after 20 years. He and his lovely wife, First Mate Amy, bugged out on the '05 Ha-Ha aboard their Yorktown 35 *Sandpiper*, and now are in Indonesia. I've had the mental struggle of checking in on their blog for the past couple of years. I was very excited for them, but it made my daily rising and heading to work that much more challenging. I'm not sure which was more traumatizing: knowing I was two years behind Tom and Amy, or watching my much-loved Westsail leave KKMI shipyard on the bed of a tractor trailer. Like a nervous Nelly I called the driver daily for position and GPS reports. The thought of my boat transiting Donner Pass was almost too much.

Christa safely 'sailed' across our beautiful country, and landed safely at Silver Springs Marina in Wakefield, Rhode Island. Since then, I've sailed her up to Woods Hole, lived aboard her, and worked on her while bidding my time until retirement. I endured two New England winters aboard at Woods Hole, but who am I to complain? And this summer I had the privilege of living aboard at the Navy Base in Newport, Rhode Island, making last minute preparations for my upcoming circumnavigation.

This summer I took some leave and sailed *Christa* from Newport to the Rappahannock River in the Chesapeake Bay, via New York City, Delaware Bay, and the Chesapeake and Delaware Canal. Now I'm back in New England for my last 10 days



CHRISTIAN ALLAIRE

As the sun sets on Christian Allaire, his Westsail 32 'Christa' stands ready to head to the tropics.

in the Coast Guard. My retirement ceremony will have been on October 10, and October 11 will find me on *Christa* making tracks south toward the tropical latitudes. Man, am I jacked! I'm 40 years old, healthy as can be, my boat is paid off, I have money in the bank, and a life-long pension to boot. Now all I need is a first mate in a flowery sundress. But I couldn't be more grateful to the American public — and especially our troops in combat, past and present — for giving me this freedom. I certainly got the better end of this deal.

On the horizon, I see myself sailing (motoring actually) the ICW until Charleston, where I'll make the jump to Florida.

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- Kristen Lane



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LETTERS

Hopefully, I'll be celebrating Christmas in the Bahamas. I intend to spend the winter of '07/'08 in the Caribbean, and lay up in Cartagena for the '08 Atlantic hurricane season. Then it's onward to the western Caribbean for another season of bliss before transiting the Canal into the South Pacific. Sounds nice, doesn't it?

My connections to San Francisco Bay remain strong. I was stationed in the Bay at the Command Center on YBI, aboard the Cutters *Morgenthau* and *Point Brower*, both of which are homeported in the Bay. I even endured a tour at Lake Tahoe, where I purchased my first sailboat. Let's not forget that I lived aboard *Christa* in Horseshoe Cove and at the Sausalito Yacht Harbor for several years. I used to sail to work, anchor up in Clipper Cove, and take the dink the rest of the way in. What a life I have led thus far, and I'm just getting started. To solidify my Northern California connections, I even own a home in Sonoma that I intend to return to someday.

Christian Allaire
Christa, Westsail 32

Formerly of Sausalito / Heading to the Caribbean

↑↓ THE COAST GUARD WANTS TO WRITE AN APOLOGY

As captain of the Port, Federal On Scene Coordinator, and operational commander for all Coast Guard activities in the greater Bay Area, I would like to respond to several items that appeared in the September issue of *Latitude 38*.

In regard to the "We Apologize For Their Mistake" letter, both Mr. Spitz and *Latitude 38* are correct. The Coast Guard erred in citing Mr. Spitz for a Rule 9 violation on July 6, 2007. With no commercial traffic in the area that might be confined to the narrow channel, a Rule 9 situation could not exist. As Mr. Spitz' vessel *Sandpiper* was sailing and not under power, Mr. Spitz obviously had the right of way over recreational power vessels in the area. Coast Guard San Francisco has provided additional training for their Boarding Team on the exact requirements of a Rule 9 violation, and also on ensuring that all our members exercise the utmost professionalism and courtesy when interacting with mariners. I invite Mr. Spitz to provide my Chief of Enforcement, Lieutenant Command Sean Ryan, with a mailing address so that we may send a written apology.

In regards to the "I Got Here First, And I'm Not Moving" letter concerning boats anchored in Clipper Cove and Richardson Bay, the Coast Guard's jurisdiction for these issues is, according to the Code of Federal Regulations, limited to safety, security and hazardous materials. If a vessel is not a clear threat to navigation, a threat to the security of the port, or a threat to the environment, the Coast Guard has no authority

to take action. The state Office of Spill Prevention and Response (OSPR) is charged with protecting the water, fish and plants in state waters, but normally only responds to larger-scale acute releases



LATITUDE / LADONNA

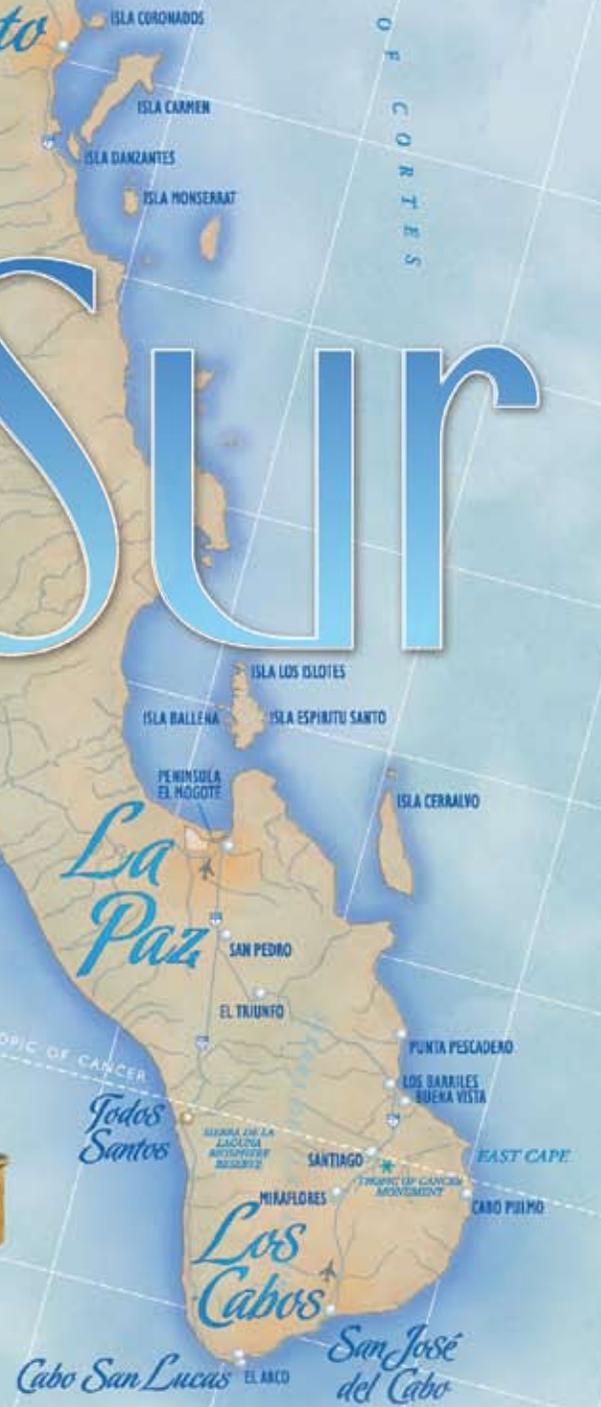
Tow boats go on 'red alert' when storm clouds gather over Richardson Bay.

of hazardous materials. The state Regional Water Quality Control Board (RWQCB) is charged with ensuring that facility and vessel discharges do not negatively affect the quality



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LETTERS

of waters inside the Bay and up to three miles offshore, but generally responds to larger-scale chronic releases of hazardous materials. It is left to the local agencies to enforce whatever regulations they have on the books regarding vessels anchored in their jurisdiction. That said, Coast Guard Sector San Francisco is well aware of the issues — liveaboards, crime, squatters and potential derelict vessels — in both Clipper Cove and Richardson Bay. During one storm last winter, CG Station Golden Gate retrieved 14 adrift vessels in Richardson Bay in a matter of hours. We are actively working with the state and local agencies to assist them whenever possible in enforcing their regulations, and to access possible funding available to dispose of boats officially deemed 'derelict'. The Coast Guard has increased our patrols three-fold in these locations, and we are constantly on the lookout for any signs of illegal activity.

Finally, two corrections on the *Loose Lips* entry regarding the reported collision between the M/V *Eva Danielson* and the F/V *Boucka Madre* near Pt. Reyes on August 13. While the official Coast Guard investigation is not yet complete, it's clear that the alleged collision took place at approximately 5:15 p.m., and while it was not in the designated Vessel Traffic Lane, the reported collision was in the well-established route that commercial vessel traffic takes when exiting the northern traffic lane and continuing west and northbound.

I appreciate *Latitude 38's* efforts to keep the maritime public informed of events around San Francisco Bay and the Delta.

W.J. Uberti
 Captain, U.S. Coast Guard
 Commander, Sector San Francisco

Commander — We can't tell you how refreshing it is to hear someone in government admit that a mistake was made and that steps are being taken to prevent similar ones in the future. This is particularly true after the Perdock/Hopkins debacle in Lake County, where it seems clear to us that the D.A. has been willing to play blind, deaf and dumb to the obvious facts, and charge the wrong man with a felony, all in order to protect a deputy from having to face up to what we see as his responsibility in the death of a woman on a sailboat.

But the thing that confuses us is how there can be so many boats/derelicts on the water that either aren't registered or documented, and/or don't meet the safety or environmental standards. Are these boats just never subject to safety inspections like other boats, and/or if they are and found in violation — no registration or documentation, etc. — why is nothing ever done to follow up? We ask because a disproportionate number of these boats end up on the shore in the winter.

↑↓ I AVOID THE JACK-BOOTED THUGS

I read *Latitude* with anticipation each month, and I appreciate your 'tell it like it is' approach without regard to political correctness. In the September issue, the letter from Ron Spitz described the unprofessional actions of a Coast Guard safety team in the Oakland Estuary. Such reports used to be common in *Latitude*, and it now appears that nothing has changed.

I have personally suffered the rudeness and threatening attitude of these boating safety inspectors, and I have no respect for them. Or for the Coast Guard hierarchy which continues to support it, and, in fact, appears to encourage more of the same.

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LETTERS

savers and helpers of mariners in trouble. One experience with the boating safety teams is enough to change this attitude to one of trepidation of any dealings with them. I was boarded years ago, and I have since looked at the Coast Guard as an anathema to be avoided at any cost.

For every life the Coast Guard has saved, there are 10 others who have had their boats boarded and been intimidated by what I call jack-booted thugs, and I will do anything to avoid further contact with the organization. When is someone in the Coast Guard going to wake up and correct this problem? All it would take is a little courtesy.

Cmdr. F.C. Taylor
San Diego

Cmdr. Taylor — We can't cite any statistics, but have a sense that relations between the Coast Guard and mariners are much better now than in the past, and for sure better than the bad old days of 'Zero Tolerance / Zero Intelligence'.

We think one of the problems is that most mariners — ourselves included — view the Coasties as sort of glorified lifeguards rather than what they really are, which are members of a branch of the military. Since they are the 'good guys', we feel we can be casual with them. Unfortunately, their orders and training don't permit them to be quite so chummy. As you say, they need to be courteous, but they have to be professional, too.

Like most mariners, we become somewhat annoyed when we're pulled over for a 'safety inspection'. "What gives them the right?" is the thought that always crosses our minds. Once we remember that, like it or not, the Coast Guard does have the right, we've simply cooperated as best we can. Maybe that's why we've never had what we'd describe as a bad incident. We and our crew were once held at gunpoint by a Coast Guard boarding team on the bow of our boat for 20 minutes or so in the Caribbean, but have to admit that they held us at gunpoint in a most professional manner.

This is not to say that a few of the leaders of the boarding teams don't get a little intoxicated by their authority from time to time. Nor are we trying to suggest that the Coast Guard never makes any mistakes. As you read in the previous letter, Sector San Francisco Commander Uberti acknowledged that his boarding team made a mistake in the Spitz incident, says the training will be improved, and that he wants to write an apology. We don't think that's an example of Coast Guard hierarchy perpetuating intimidation of mariners, and hope that Uberti's leadership is typical of all Sector Commanders.

↑↓HEY, GET YOUR HANDS OFF MY PORTERHOUSE

You mentioned a few months back that your somewhat jaundiced opinion of the theory of global warming/climate change was melting — pun intended — and you were beginning to believe in it, at least a little. Your skepticism was refreshing, and I would urge you to hold your ground because the jury is still out on this one.

Repetition simply does not make something true. The media love the theory because it is so negative, but the scientific data is not nearly convincing. The data indicate some changes. But remember, the only constant is change. The data indicate some temperatures increasing, some decreasing; some glaciers receding, some advancing; some ice melting, lots of ice increasing; none or precious little increase in ocean levels; and that precious little of the minuscule changes can be attributed to mankind. Reducing our CO₂ output to the levels stipulated in the Kyoto Treaty — even if we signed it, which I hope we don't, and if everyone adhered to it, which they won't



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LETTERS

— would have an insignificant effect on the overall climate of the world.

I believe we should conserve and recycle. Conservation is common sense. I am old and crotchety, and don't care



Does satisfying my carnivorous desires help destroy the environment, well...

very much what anyone else believes, especially as long as it does not affect me. But one of the articles on global warming indicated that we should do away with cattle because they produce so much methane. Doing away with cattle would affect me. I enjoy a good beef steak every now and then, and hope we stop short of doing away with cattle.

Larry Brown
Merlot, Hunter 426
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Larry — We're skeptical by nature, and by the fact that science has become so politicized that it's become very difficult to know who or what to believe. Nonetheless, there seems to be such a growing consensus that the earth is warming faster than it has in the past, and that man is the primary cause, that our skepticism is fading even more. The fact that Bjorn Lomborg, the Danish author of Cool It, The Skeptical Environmentalist's Guide to Global Warming, doesn't deny man-induced global warming pretty much seals the deal for us.

What's much less clear to us is what the macro changes will be, and whether they will amount to a net gain or net loss. This might sound preposterous, but we remember one big El Niño year in the '80s when all the California piers were damaged and half the houses fell off cliffs and into the ocean. U.S. officials initially estimated that the damage was something like \$6 billion. But when the effects of El Niño on the East Coast were included — meaning fewer hurricanes, warmer weather, fewer weather-related car accidents and deaths — there was an estimated net savings of something like 245 lives and \$9 billion. The way we see it, nobody has a clue what the net effects of global warming will be. There are so many weather and climate variables that we can't even come up with accurate predictions for a hurricane season — in the middle of the season, let alone years out.

But here's some really great news for true believers in global warming and skeptics alike! Even if someone is skeptical about global warming, there are two very good — and by that we mean selfish! — reasons to behave as though global warming were taking place. The first is financial, the second is security.

Experts agree that the best thing individuals can do to reduce their contribution to warming is to get better gas mileage. Even if a climate change skeptic doesn't believe that getting better mileage will have any effect on the planet, he/she should at least know that it's good for his/her pocketbook. We recently purchased a 50 mpg vehicle, which means that compared to folks who get the average 20 miles, our gas was only costing about \$1.25 a gallon. That's a significant savings, especially for road warriors. In addition to being good for one's pocket-



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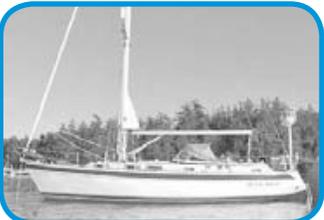
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book, the better gas mileage puts less money in the hands of individuals and countries who seek to destroy the Western world's relatively free way of living. After all, every time any of us fills up a tank, it's sort of like buying war bonds for Al Qaeda. As such, we kind of wonder at people who buy new cars that don't get at least 40 mpg. And while we're not inherently anti-powerboat, the same thing goes for anyone who would be interested in a boat that burns 20 or 30 gallons an hour.

But we also have to put those who oppose more nuclear power plants up there with folks who buy 10-mpg Hummers. We're all for conservation — we just got solar panels for our catamaran, believe in alternative energy, happily live in a land residence that's less than 600 sq ft, and invest in cars that get 50 mpg. But we're realists, too. Activists, senators and congressmen can call all they want for 40% of U.S. energy to come from alternative sources by 2025, but unless it's actually possible, their calls are doing nothing but adding more hot air to the environment. They might as well call for a cure to all cancers by next year, pigs to fly by 2015, and abolishing the laws of gravity by 2025.

As much as we support conservation and alternative sources of energy, we think only fools would stake a nation's future on totally unproven energy sources. The Europeans, for example, have already drastically cut back on the estimates of how much power they'll be able to get from alternative energy 20 years from now. Unfortunately, it's just not going to be as easy as everyone had hoped. Meanwhile, France gets 76% of their electricity power from 12 nuke plants located all around their lovely countryside, Japan gets 33% of its electrical power from 53 reactors, and we in the U.S. have been getting 20% of all our electrical power from 110 or so nuclear reactors. While not ignoring the potential dangers of nukes, it is a clean and proven alternative to coal and oil. We have no doubt that the number of people coming around to nukes will increase as the price of a barrel of oil levitates past \$100.

You often see people holding up placards saying "no blood for oil." They don't seem to understand that oil — a.k.a. energy — is just as critical to human survival as blood or oxygen. The relationship may not be quite as obvious or direct, but it's every bit as strong. Civilization as we know it has become wholly dependent on massive amounts of energy, and there's no turning back. After all, it's not like the 300 million people in the United States or the billion plus people in China are going to be able to return to agrarian lives. If the economy and social order were at risk because of the cost of or shortages of imported oil, we have no doubt that the United States, the Saudi Arabia of coal, would burn that filthy stuff like crazy, the possible effects — including maybe some flooding in Manhattan — notwithstanding. And so would the Chinese. There are 1.3 billion people in that part of the world who would happily roll the dice by having to live with the consequences of global warming rather than return to abject poverty.

Global warming and the growing shortage of clean energy presents a real challenge to the people of the United States and the world. Although it's still very early in the game in the sense that the problem has only recently been realized and accepted, the collective response to date deserves, at least in our minds, a D at best. After all, what percentage of the population has made or even intends to make any significant sacrifices in lifestyles?

Furthermore, we're not sure if anybody is more deserving of an F than some of those who claim to be the biggest friends of the earth. No matter if you think he's exaggerated the case or not, there is no doubt that Al Gore has done an excellent job of alerting the world to what looks to be human-caused global

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A



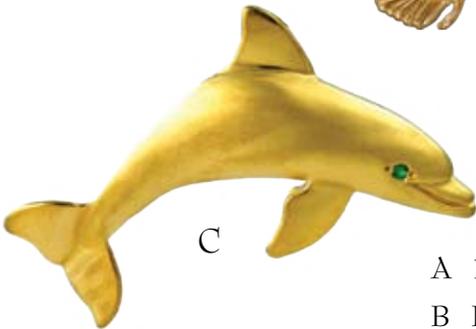
B



G



H



C



I

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C Hand made dolphin slide in 14kt with emerald eye in 14kt satin finish

D 14kt sea turtle slide with emerald eyes

E 14kt Thomas Point Lighthouse

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H 14kt hand made lifeline rigging bracelet.

I 14kt anchor shackle bracelet

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M Tri-tone turks head ring



D



J



K



E



L



F



M

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warming. But talk about a guy who is destroying his own credibility! The former Vice President continues to have several residences, one of them a 10,000-sq-ft monster that uses 20 times the U.S. average of gas and electricity. Furthermore, he's been documented as flying around in one of the dirtiest private jets



COURTESY GULFSTREAM

... you'd have to eat 4,721,013 steaks in order to create as much CO₂ as one hour of flying in this damn jet.

ever, when over 100 commercial flight alternatives were readily available, and then stepping into a gas-guzzling pig of a limo. And then there's environmental lawyer and eco-warrior

Robert F. Kennedy Jr., who has made a complete fool of himself by battling against a wind farm that would ever so slightly interfere with the view from the Kennedy family compound at Hyannis Port. Are we nuts or are these guys just as hypocritical as televangelists who cavort with hookers before getting in front of the cameras to preach to the masses about the virtues of fidelity?

If there is any hope of combating global warming, billionaires like Gore — who knew you could become so rich by losing the presidency? — are going to have to convince other billionaires and multimillionaires like Kennedy that they are really going to have to change their ways. There are now 10,000 private jets in the United States, and manufacturers can hardly build them fast enough. The demand for mega motoryachts, which burn 250 gallons or more an hour while cruising, is greater than ever. And despite the housing crisis, palatial homes are still being built by just about anyone who can afford one, even if they are hardly going to be used. As long as the 'little people' of the emerging nations of the world see the American high priests of the environmental movement wasting fossil fuels like there is no tomorrow, there is no way they are going to buy into the "earth in crisis" argument.

The way we see it, what governments and populations around the world are going to have to do is encourage/require a reduction in energy and resource consumption without destroying economic growth — at least until the earth's population starts to decline in about 40 years. Unfortunately, that's going to be as easy as swimming a mile without getting wet. On an individual level, we think the best response is to be very long on energy investments, while using as little of it as possible. And to be ready to adapt. After all, it's no longer 1923, when metropolitan Los Angeles produced 25% of the world's oil, and when the creation of CO₂ seemed to have no effect on the environment.

So what does this long-winded and highly opinionated editorial response have to do with sailing? Just that we can't think of a more energy and resource-efficient living space than a boat, a living space that can conveniently be moved to other climate zones. As for you, Larry, living on a boat leaves you with such a small carbon footprint that you can eat all the steak you want without any guilt.

↑↓ CRUISING TO SAVE THE WORLD

It occurs to me after hearing the news of Al Gore winning the Noble Peace Prize that we, as residents of planet earth, should all be working towards dramatically reducing our



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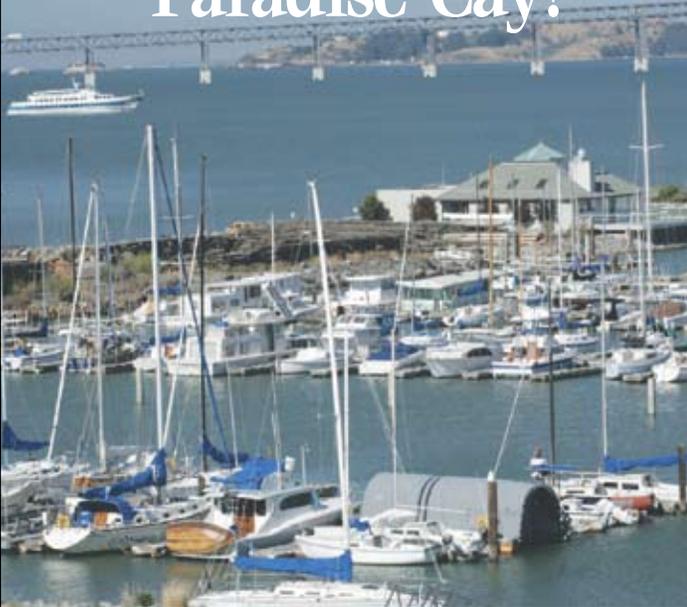


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carbon footprints. I've been thinking of adopting the cruising lifestyle for some time now, trading in our lake/river/bay cruiser for a real cruising vessel, one to live on and see the world.

I was thinking of doing this even before crewing on the good sailing vessel *Ursa* across some 6,500 miles of South Pacific, a trip which gave me a sense of the cruising dream many people have. But now, with the emphasis on the world's climate changing, and the question of what the heck we're going to do about it, I'm thinking that jumping into the lifestyle is perhaps my humanitarian duty! Think of it — a home completely off grid, powered at least for the most part by wind, for sailing and generating electricity; and sun, for both electrical power and sun tans.

Combine this with adopting a lifestyle that by its very nature pushes one to walk to cafés and bars instead of walking to the garage and getting into the SUV to drive there. In fact, I wouldn't even need a garage! Combine this with no workaday commute, which pumps out even more carbon just to earn a few more bills that aren't really needed other than for a bigger house to heat/cool or a bigger SUV to feed. Yes, I think it's my duty to cruise and save the world. Who knows, maybe I'll even get a prize!

Pablo Close
Another Snafu, O'Day 25
 Lake Tahoe

Pablo — If you were to buy a relatively simple existing sailboat, you could certainly enjoy a cruising life while having a



COURTESY GLENN TIEMAN

very low impact on the environment. Glenn Tieman of Southern California, who has always been one of our heroes, cruised the Pacific and Asia for 10 years aboard a 26-ft Wharram cat he built for \$3,000. He lived on \$1 to \$3 a day, and didn't

Given the right cruising boat, you can't help but have a miniscule carbon footprint.

have an engine in his cat or the outrigger canoes he used for dinghies, so his life was ultra low impact.

If his approach is a little too basic for you, consider Jack van Ommen of Gig Harbor, Washington, whom we've featured frequently in these pages. If memory serves us, Jack's cruised more than 4/5th's of the way around the world on his Najad 30 Fleetwood, and over the course of three or four years burned less than 100 gallons of fuel. And if you read this month's Changes, you'll learn that Garth Wilcox and Wendy Hinman, also of Gig Harbor, cruised the Pacific and Asia for seven years aboard their Wylie 30 Velella. They "sailed everywhere" because their boat only had a 10-gallon fuel tank. Surely this couple had a tiny carbon footprint, too.

You can be low impact and frugal on larger and more comfortable boats, too. For example, check out Evan Dill, the subject of this month's Latitude Interview. He's been cruising Java, the Crowther 48 cat he bought in Australia, from Oz to California to Mexico, living on between \$150 and \$350 a month. He's able to do that because he rarely motors, doesn't use an engine on his dinghy, and is a vegetarian who eats natural foods with



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LETTERS

locals. While Liz Clark's Santa Barbara-based Cal 40 Swell is slightly more power-hungry in the sense that she's got refrigeration and a watermaker, she's nonetheless very conscious of her impact on the environment. A vegetarian who also tries to eat local foods, she went a month in the South Pacific swimming or paddling between her boat and shore instead of using her outboard-powered dinghy.

We're not suggesting that everyone is cut out for this kind of simple, nature-based, low-impact way of life, but for many it's not only doable, it's the only way to live. Because of obligations to the magazine, we only get to do it about a third of the year, but for us, it's the best.

↑↓ MAYBE HE SHOULD SHUT THE HELL UP

I read the October 8 *Lectronic* report on Alinghi's Ernesto Bertarelli paying a visit to the St. Francis YC to argue for his new plans for the America's Cup — 90-ft box rule boats, one-boat campaigns, and the Defender match racing with the Challengers all along.

As you might recall, the New York YC used to hold a Defender's Challenge. If Bertarelli wants someone to race against prior to the Finals, there's nothing stopping some other Swiss consortium from building a boat and challenging for the right to defend. Lacking such a challenge, the man needs to shut the hell up.

On the other hand, I agree that changing designs is a good thing — provided that everyone is privy to the rule with enough time to build a competitive boat.

Nick Salvador
Richmond

Nick — We'd forgotten about the Defender challenges, as there hasn't been any for a number of years. Of course, we're not sure how thrilled the Challengers would be if they could only have one boat, but there could be Alinghi I and Alinghi II syndicates for the Swiss.

Like you, we don't see how anyone could be against faster and more exciting boats in the America's Cup, as long — as you stipulated — as everyone had enough time with the new rule to design and build a competitive boat.

We're not sure if you were at the St. Francis when Bertarelli



LATITUDE / RICHARD

spoke, but we thought he was a relatively sympathetic figure. He noted the positive changes that he'd made to the Cup — the Acts, which brought America's Cup action to many new venues, dramatically increasing the general public's interest, and sharing some of the revenues with the other syndicates.

And he outlined why he thought his other proposed changes would make the Cup even better.

It was also clear that Bertarelli has a genuine passion for sailing — but that the America's Cup has at times severely tried

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If you're looking for Anderson's woodworking guru Greg Smith this winter, you'll know where to find him. Over the next few months, Greg will be re-planking the hull of the only West Coast boat of its kind: his Haj, *Mako*. The design of the 32-ft Haj (Swedish for 'shark') pre-dates that of its cousin, the Knarr. The Finnish YRA and famed Åbo Batvarf boatyard began producing the Haj from local northland spruce and ash in the early 1930s. It remains the national class of Finland. Greg plans to use Douglas fir for *Mako's* hull, which he believes was the twenty-second one ever constructed, in 1935.

Mako recently arrived at Anderson's wood shop from the Camden (Maine) Yacht Club – home to the only Haj fleet in the States, with about 40 boats. They are still in production in Europe; about 350-400 exist worldwide.

Don't worry: Greg will still have time to handle that woodworking project on your boat. Call us today with questions.

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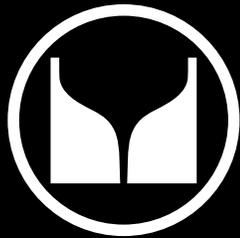
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LETTERS

his patience. He mentioned, for example, that he brought the Cup to his bedroom for one night after retaining it, and related that his wife said she didn't want to see it again. He also mentioned that he "hoped" he would be out of the America's Cup 10 years from now, clearly because it's just not that much fun to have all the responsibility. Finally, he also spoke of the difficulty of having to both put on a race and compete, likening it to being both a judge and a litigant in a legal case.

OPEN SEASON ON PINNIPEDS?

You might want to give your readers a heads-up on their rights regarding the increasing sea lion problem in Newport Harbor. The Northwest Regional Office of NOAA has published



EM BLACK

Sea lions may be a nuisance for Newport Harbor boaters but they're not fair game.

a guideline titled *Detering Problem Seals & Sea Lions (Pinnipeds)*. This can be found at www.nwr.noaa.gov/Marine-Mammals/Seal-and-Sea-Lions/Detering-Pinnipeds.cfm.

Contrary to what the Newport Harbor Sheriff's Department tells you, as the owner of the boat you have broad latitude in deterring the kind of problem the guy in the accompanying photo is encountering.

Em Black
Lani Kai
San Diego YC

Em — We hate to tell you this, but you're giving people bum advice. As we reported several months ago, the NOAA guidelines say that certain people in certain situations can use a variety of methods to deter sea lions. Included in these are things like rubber bullets, cattle prods, paint ball guns, slingshots, nontoxic mace or pepper spray, high pressure hoses, and things of that nature.

However — and it's a big 'however' — the guideline also



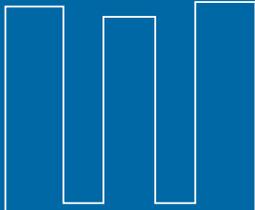
ELECTRONIC / RICHARD

Doña de Mallorca's sea lion deterrents for 'Profligate' break no laws, but so far have been effective.

goes on to say that "the use of some deterrence methods may be prohibited or restricted by federal, state or local governments." They also warn that, "It's your responsibility to check with the appropriate authorities

to ensure that any deterrence methods you use comply with local, state and federal requirements."

As such, we urge people to read the guidelines carefully



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LETTERS

before contemplating any action, then contact the local police or sheriff's department to find out if any of your plans would violate local ordinances. If you don't, you could find yourself in a heap of trouble. And nobody should even begin to get the notion that it's open season on sea lions, because it's not.

↓ FOLLOWING THE 'PEEDER' TRAINS THE DOGS

As a fairly new sailor, and a new cruiser in Mexico, I've always read with interest the letters about dogs on boats. We view our dogs as family members, and I can understand why some people would — and even have — discontinued cruising due to the fact they can't get their dogs to go to the bathroom on their boats. I've got some ideas that might solve their problem.

When Nelson, my husband, first hatched the whole boat ownership idea a couple of years ago, I was adamant that if the dogs didn't go, neither would I. He happily agreed — but I don't think either of us thought the bathroom issue would become so critical. We own McDougal and Maggie, Scottish Terriers, not exactly the breed that cleans up in obedience competitions. We had to deal with the inherent stubbornness issues that come with them. It's a Scottish thing!

When we left Vancouver southbound to Mexico in September of '06, we gunkholed all the way to San Diego. The dogs usually got to go to the bathroom on shore in the morning before we left and in the evening when we reached port. I also brought along a 2-ft by 5-ft piece of Astro Turf that I assumed they would use as substitute-land if they really had to go and we couldn't get them to shore. Boy, was I wrong about that assumption!

At one point between Eureka and Bodega Bay, we got caught in some strong winds and huge swells, and the dogs refused to use the Astro Turf. They suffered for 30 hours before we reached Bodega Bay. I felt really bad for them, and it became obvious that we'd have to take a more proactive approach.

One thing we had in our favor is that dogs are pack animals. Even a Scottie dog looks at you as the pack leader. I mean, really, look at what an efficient hunter you are. In just a few minutes every day, you rummage around in a cupboard, and *voila*, you come up with the day's kill, nicely presented in the house china. They also look at the boat as their den, and no self-respecting dog poops in its own den.

Anyhow, once we got to San Diego, we started to realize that, due to the size of the surf at the anchorages in Mexico, there was no way we were going to be carting dogs to shore in the dinghy for bathroom breaks. I decided to get the dogs to finish peeing by carrying them, midstream, so to speak, onto the AstroTurf, and have them finish there. I then rolled the wet stinky thing up in a garbage bag and took it with us.

Our first anchorage was Punta Colnett, so out came the turf, and we laid it on the bow. We then took the dogs out on a leash and let them have a good sniff, hoping they would pee. Wrong again! They looked up at me in bewilderment, wondering what the ridiculous exercise was all about. Well, remember the pack animal thing? After looking around to make sure there was nobody around for miles, I peed on Astro Turf. Yes folks, you read that right, I myself peed on it. After all, we were getting desperate.

Immediately afterward, McDougal decided that what was okay for the boss, was all right for him, — so he peed on it. Then Maggie got into the swing of things. Everyone got lots of praise and cookies, so even the Scotties were thinking that this was a pretty good gig. I left the turf out that night, and in the morning, the dogs got right at it, peeing and pooping. Hell,



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LETTERS

at that point we just about broke out the champagne, for our life had suddenly become a lot easier. I gave the turf a quick rinse this time, and hung it to dry. It was important to leave some scent on it for awhile so the dogs didn't get confused.

Since that day, we've only had to devote a few minutes each day to the elimination process. On long passages, we can heave to and run the dogs up to the bow — on their leashes, of course. In really rough weather, we've gotten them to go on the Astro Turf in the cockpit — and even in the dinghy while its been on the davits! But we always use the Astro Turf.

Another concern for dog owners is that many dogs



COURTESY STORMCAT

'Leader of the pack' Sandy Tilbury with her terriers Maggie and McDougal.

don't seem to drink enough water while underway, which can cause dehydration, constipation, and other problems. Fortunately, both my dogs like watermelon and cantaloupe, so I feed them lots of those, which keeps them well-hydrated. Some dogs will also be more inclined to drink water if you put a very small amount of milk

in it. I've had them drink it down like crazy after they'd turned up their nose at straight water.

I sure hope that some of this helps another dog-crazy person such as myself. But just remember to pick an empty anchorage for the peeing lessons, as I don't think humans will look upon peeing on the bow quite as favorably as your dogs.

Sandy Tilbury
Stormcat, Hunter 41 DS
Vancouver, B.C.

↑↓YOUR ADVOCACY IS WRONG-HEADED

I can recall when *Latitude*, back in the days of *Big O*, was an advocate for cruisers and critical of 'official interference' affecting the ability of cruisers to anchor as long as was necessary or as long as they wanted. Nowadays, *Latitude* advocates for a larger role by government in controlling how long and where we may anchor. It's not clear to me why this is so. Perhaps if you pulled out the stops and revealed your class bias by saying exactly what you think about the so-called 'anchor-outs' and 'liveaboards', I'd get it.

I'm not talking about the folks who leave their boats unattended long enough that they can be appropriately described as abandoned. Nor am I talking about moored boats — a pox on the face of the earth if ever there was one. I'm talking about cruisers. *Latitude* seems happy enough as long as cruisers are far away in Mexico, the South Pacific, and other far flung destinations. But what about those of us who are still plying, and yes, needing to anchor in U.S. waters? It is impracticable to believe cruisers, who must micromanage their cruising kitty, should be pushed into marinas or onto buoys with fees. Your suggestion that the retired guy who may want to spend a month at anchor is o.k., but anyone wanting to anchor out indefinitely reveals your shortsighted and biased take on the issue.

So far, most letters you publish regarding the matter are critical of those who choose to anchor over the long term. How about the letter I sent you last month? When I wrote

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LETTERS

that letter, I had not yet been to Clipper Cove. But I can now unequivocally state that the anchorage there is large enough to accommodate many boats — even though the ideally sheltered spots are mostly taken by long term 'anchor-outs'. A practical remedy to the moorage problem and inadequate sharing would be to require boats to move within the anchorage every 72 hours. Moored boats couldn't do so unless they had a system anchoring or mooring their boats that could be practicably weighed every three days. The Sausalito situation is a nightmare for anyone looking for a spot to anchor where their boat can swing with changes in tide and wind direction without having to worry about colliding with a 'moored' boat. It doesn't matter if your boat clears three out of four moored boats, the fourth is always the fly in the ointment.

So, you want more government regulation of anchorages?

I arrived at Clipper Cove last Wednesday and, after my experience there, I can say that I object to the roughshod way DPW (Department of Public Works) is treating people wanting to access shore from their boats. DPW has been seizing kayaks, dinghies and bicycles belonging to mariners without providing any kind of information regarding why this is happening and where the items are taken. It's clearly an effort to interfere with and harass anyone who dares anchor in the Bay. There are several boats apparently left unattended by their owners, but the DPW, under direction of Marc McDonald of the Treasure Island Development Authority, is indiscriminately targeting anyone who comes ashore.

My bicycle was recently taken by a DPW worker who broke or cut a \$30 lock securing the bike with a chain. No information concerning who was responsible for taking the bike or where it could be recovered was provided. The police told me the bicycle was probably taken by DPW. So the police assigned to Treasure Island are looking the other way when they must know what the DPW employees are doing is illegal. In fact, a police sergeant refused to provide a form for reporting the theft by DPW of my bicycle, and instructed another officer to not let me file a complaint! I had been in the cove for less than 24 hours. I have emailed Marc McDonald demanding the lock be replaced. DPW employees are obviously exceeding their authority when forcibly breaking or cutting devices meant to prevent theft of dinghies, kayaks and bicycles. Their justification for doing this is found in the minutes of the meeting mentioned below:

"Discussed a recent tour of the beach at Clipper Cove with DPW staff; much trash was found and now Clipper Cove is on the regular maintenance schedule for trash pick-up." To any reasonable person, kayaks, dinghies and bicycles would not be seen as 'trash'. To those who object to boats anchoring in Clipper Cove however, trash is what they say it is.

Proponents for government regulation can rest assured they will get what they want and more. More than they expect in the way of restrictions and interference by law enforcement. Sooner rather than later.

Bob Lorenzi
Armido, Nor'Sea 27
Fourteen-Year Liveaboard and World Cruiser

Bob — We don't believe that our view has changed at all. We think all boats should have to be either registered or documented, and that all need to comply with safety and anti-pollution regulations. We don't have anything against anchor-outs, as long as those who are semi-permanent be in organized fields and pay a reasonable sum for the use, upkeep and administration. But we're a little more open-minded than you in that we don't

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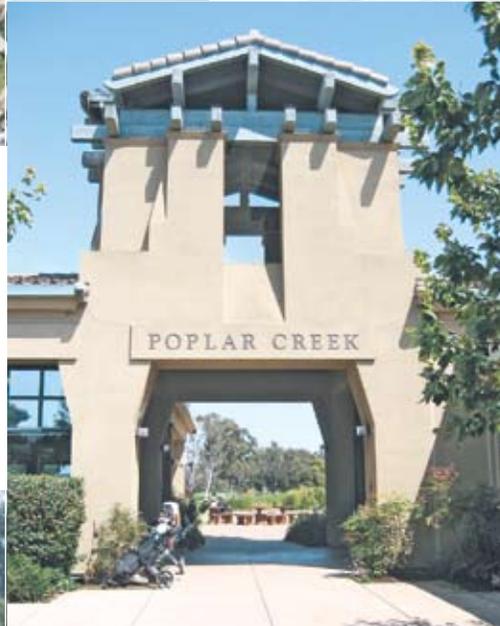


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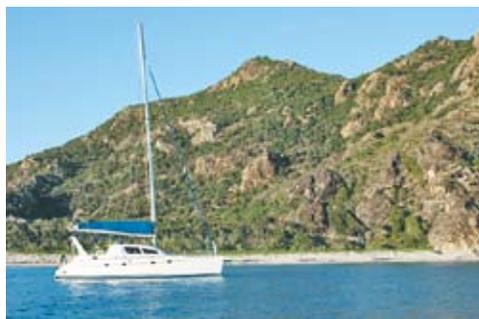
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necessarily have anything against moored boats, provided they meet all the requirements mentioned above and their owners pay a reasonable fee. After all, in many areas low-cost moorings are the only thing that allow medium income boatowners to be



ELECTRONIC / RICHARD

We can anchor for free at St. Barths Baie Grand Saline for as long as we want for free . . .

move on to the next one. Finally, we believe that there should be facilities for tying up dinghies, going to the bathroom, dumping trash, locking bikes, and so forth.

We're all for small government, but aren't so foolish as to think that society can function efficiently with no government at all. In fact, it seems to us that if the Richardson Bay Regional Agency followed our plan, they could get rid of the derelict boats and prevent boats from going ashore in the winter. There would also be much more room for liveaboards and cruisers to moor or anchor out, and there would be reasonable facilities ashore. It's not like this isn't done in many other places in the world.

Do we believe that people should be able to anchor anywhere they want, for as long as they want, for free? Sure, in the less populated areas of Mexico, French Polynesia and elsewhere. Why not? The reason 'why not' in places like San Francisco Bay, Santa Barbara, Marina del Rey, Long Beach, Newport and so forth is that you'd have chaos. People would get three or four



. . . but when we want to drop the hook at the crowded Corossol anchorage, we've got to pay, but we can still stay as long as we want. Seems fair to us.

derelict boats and take over entire prime areas, squatting in busy channels, denying the use of those waters to everyone else. We're not in favor of that anymore than we're in favor of allowing people to homestead on the side of freeways in broken down RVs or in tents in Golden Gate Park.

It's hard to argue that we have a class bias against anchor-outs when we liveaboard on the hook — and love it — a significant part of the year. When we do it in relatively crowded areas, we usually have to pay, and sometimes have to move along after a period of days or weeks. When we're out in the middle of nowhere, there is no charge and we can stay for as long as we want. It all seems very reasonable to us.

↑↓ WE'LL LEAVE THE LIGHT ON FOR YOU

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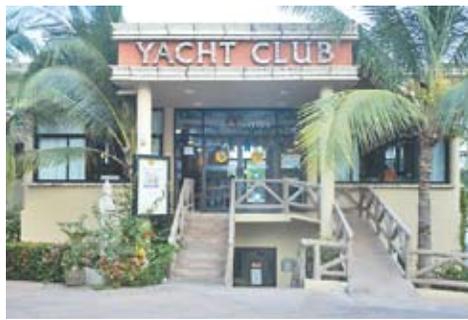
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ELECTRONIC / RICHARD

The welcome mat at the Vallarta YC is out for all cruisers.

ing, and lots of whales, turtles and other sea life. It also has a wide variety of destinations, such as the big city of Puerto Vallarta, the accessible-only-by-boat jungle village of Yelapa, La Cruz, Punta Mita, the Tres Marietas islands, and much more. In addition to great sailing, the bay also offers great fishing and some excellent surfing.

No matter if you're anchored out or tied to a dock, please stop by and enjoy the welcome and company of fellow sailors at our club. We host many sailing and social events during the season, capped off by the 16th annual Banderas Bay International Regatta for Cruisers in March. We hope to see you!

Laurie Ailworth
Vallarta YC

Paradise Marina, Nuevo Vallarta, Banderas Bay, Mexico

Readers — The Vallarta YC is a terrific club made up mostly of cruisers and retired cruisers. It has a great facility — sorry, no docks — lots of activities, and special memberships for active cruisers. Take note of their Chili Cook-off for Charity on December 1, and the Banderas Bay Blast on December 7, 8 and 9, an event to be held in conjunction with the Punta Mita Yacht and Surf Club.

Despite the following letter, cruisers and members of the Ha-Ha should expect a warm welcome throughout Mexico from, for example, the Club Cruceros and various communities based in the marinas in La Paz; the Hidden Port YC in Puerto Escondido; the communities at Marina Mazatlan and El Cid Marina in Mazatlan; the cruiser community in Tenacatita Bay; the cruiser community in the lagoon and in the marina at Barra; Rick's Bar and the cruiser community in Zihua; the good folks at the Acapulco YC; and many more.

↑↓ AND THE TRUTH SHALL SET YOU FREE

I'm compelled to write a follow-up letter to my wife April's 'Light Your Boat Up Like A Christmas Tree' letter that was published in the October issue. You may remember that it was about a *panga* hitting our boat while we were anchored off La Cruz.

Unfortunately, at my request, she had tried to remain vague concerning the issue of whether our anchor light had been on or not. When the edited letter was published, the issue of whether or not our light was on was misrepresented. I've read the letter she wrote, and can easily see how it could have been misinterpreted. But the fact is that our anchor light was off.

For reasons that were explained in the letter, we told the authorities that "we habitually turn our light on." But seeing

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LETTERS

what I know to be a blatant lie appear in *Latitude* has made me realize that I need to be upfront with myself, my wife, and the sailing community.

I know that *Latitude* would not have knowingly printed a lie, so I owe you and April an apology for having tried to hide the truth. I don't want cruisers to feel unsafe while cruising because they've read a story about a young couple who had their light on but still were hit by another boat. The truth is, accidents like ours are rare, and there are a lot of measures cruisers can take to make them even more unlikely.

Once again, I'm sincerely sorry to have misled you, and I hope that my letter can be helpful to other cruisers.

Matt Rollins
Soñadora, Catalina 36
Dana Point

Matt — Your case reminds me of when we were 16 and had had our driver's license for all of two days before we managed to flip a friend's parent's truck in the Oakland Hills. Miraculously, nobody was hurt, but there were reasons for letting the police believe that our classmate had been driving the truck rather than us. So we quickly gathered all the kids together and got the story straight for the cops. They believed it, too. But we could only live with the lie for about 10 minutes before having to fess up. Despite the short term pain, it was one of the best decisions of our lives, and turned out to be a valuable lesson for the rest of our lives.

The truth of the matter is we doubt that your having an anchor light on would have prevented your being hit. We love the pangañeros, but most of them are hot-doggers who love to hot-dog for their guests. That's why we always light the salon level of our boat up "like a Christmas tree" when in Mexico — and everywhere else, too. And when we're in our dinghy at night, we always wave a light around like crazy. Boats and dinghies getting hit by recklessly operated pangas or dinghies may not be common, but it's not rare enough.

↑↓ THE ANNUAL HA-HA WHINING LETTER

I'm writing this letter on behalf of several cruisers who have been sailing in the Sea of Cortez and mainland coast of Mexico for many years. Many of us have watched with both amusement and concern as the yearly migration of Baja Ha-Ha vessels enters this area. While in some way we applaud your efforts to organize such an event, the following are our observations having sailed 15,000 ocean miles in our collective 100 years of ocean experience.

We don't know about your group 10 years ago, but in the past few years we've observed more and more outrageous incidents perpetrated by the captains and crews of boats bearing your little yellow Ha-Ha flags. This includes shouting matches between boats in anchorages, extraordinarily rude and obnoxious behavior in local businesses by people wearing Ha-Ha shirts, and completely unsafe anchoring, docking and sailing procedures.

In speaking with many of these boatowners, we found many of them are inexperienced and from the Los Angeles/Southern California area. Unfortunately, they carry their home habits with them — they think they know it all, think they are very important people, and want to make sure everyone knows it.

The boats, the equipment they have on board, and most important, their ability to use it, are all highly suspect at best. I have met several Ha-Ha participants who would be much better suited to driving a motorhome than a boat. They had absolutely no idea about weather, tides, VHF or SSB use, mo-

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Who is Monty?



MONITOR

vs. UNDER DECK AUTOPILOT

My wife Gail and I have completed several trips to Bermuda and two Atlantic crossings. On both legs of our Atlantic crossing, our heavy-duty, under deck autopilot failed very early in the trip. Thank goodness for our Monitor windvane. We were able to totally rely on 'Monty' in both light air and heavy. While in the North Atlantic we had several bouts with gales, routinely sailing in Force 8 winds, with gusts to Force 9. Our Monitor kept us on course and allowed us to rest and retreat below, making our routine watch checks without the need to man the wheel. What a relief!

An even more entertaining story for us was the 2005 Marion-Bermuda Race. We crossed the starting line knowing that our autopilot was on the blink (again), and felt very comfortable relying on Monty once more. I would estimate that over the four-plus days it took us to get to Bermuda, our Monitor windvane handled the steering duties about 80% of the time. We have consistently found that a Monitor can steer a truer course in difficult seas and shifting winds than any helmsperson. I guess the best proof of this was our fourth place finish out of 70 boats (and we were only 13 minutes out of second!). Above you can see a picture of the entire crew. Monty is the one with the wool hat! I'm in the middle holding Monty. You'll have to guess which one is Gail.

Roy Greenwald
Valiant 42, Cordelia

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LETTERS

tor maintenance or repair, or even basic navigation skills.

We understand that you really can't control much of this, and undoubtedly your staff does its best, but it seems that you are much more interested in the partying and self-aggrandizing of your Grand Poobah status than screening your participants — and perhaps suggesting that they take up another activity or at least wait until they are better prepared.

We realize that in some cases you are helping people 'realize their dream', but you are also helping to clog the marinas and anchorages with a new group of 'mariners' who would be much better suited to trailer parks. Yes, this will always be the case, but your position as the self-appointed Mexican sailing god also places you in a position of responsibility that includes more than just organizing parties on your big party boat.

Lest you think that we're just a bunch of old fuddy-duddies in wooden boats, our ages are 36-51, on boats from 32 to 46 feet, and all of us elected to make our way south on our own or by joining a couple of friends' boats rather than join the circus. It's not an indictment of your event, just a simple choice. Our point is that perhaps you're better suited to promoting full-time partying at an RV park on land than running a boating rally to Mexico.

Enough said. We simply believe that sailing, while at times a wonderfully social pastime, is best left to those who have the guts and wisdom to do it on their own as well.

Jon Alden, *Allure*
Mike Canelli, *Migracion*
Susan Boucher, *La Dolce Vita*
Capt. Ken Corrock, *Looking Glass*

Jon, Mike, Susan and Capt. Ken — Whew! For a while there we almost thought we weren't going to get the annual whine about the Ha-Ha from a few grouchy 'master mariners' in Mexico. As usual, the whine comes from people who have surprisingly little cruising experience. After all, let's do the math together: 15,000 ocean miles in 100 years — that's an average of a whopping 150 miles a year among the four of you, or a mere 40 miles of ocean sailing a year per skipper. The average entry in the Ha-Ha sails many times that just to get to the starting line. You four aren't just fuddy-duddies — which, by the way, is a mental rather than chronological condition — you don't even sail much either, at least not compared to the crews on an average Ha-Ha boat.

Compare your experience, for example, with that of Mike Harker, a man you'd have banned from the Ha-Ha in '00 because he was so new to sailing. Harker then cruised Mexico by himself, singlehanded across the Atlantic, did the Med, recrossed the Atlantic, sailed to French Polynesia, Hawaii and California, and in the last six months has completed 15,000 miles — most of it singlehanded — of an 11-month circumnavigation. What sailing have the four of you, with all your "guts and wisdom," done with your boats in that period?

It's just a wild guess on our part, but we're betting you sailed to Mexico from somewhere in the States and have been pretty much collecting slime on your bottoms ever since. We've been cruising in Mexico since the late '70s, and think we know your type. Relieved to have made it to Mexico, and particularly the Sea of Cortez, any dreams of Central America, French Polynesia, and the Caribbean have faded, and now a 150-mile trip from La Paz to Loreto is a big deal, and would never be attempted without a huge weather window as forecast by Don Anderson.

But the funniest thing about the letters from whiners such as you is that they're always from people who have never done a



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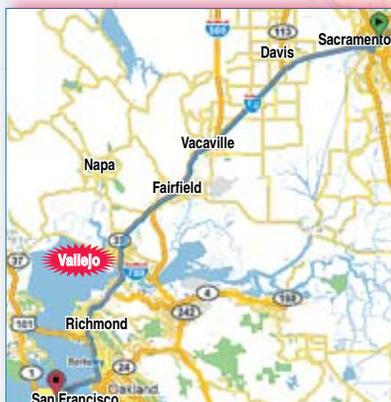
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LETTERS

Ha-Ha, and don't have any idea what they are talking about. What do you folks do in your spare time, review movies you've never seen, write cruising guides to countries you've never been to? Now would be a good time for the four of you to join hands and sing a few refrains of Jimmy Buffett's "don't try to describe the ocean if you've never seen one."

Let's consider some of the Ha-Ha facts instead of your ignorance-based generalizations. There is no telling what will



COURTESY MIKE HARKER

Mike Harker was a novice when he did the '00 Ha-Ha. Here he is at Cocos Keeling last month, halfway through his mostly-singlehanded circumnavigation. Is he gutsy enough for the 'fab four'?

happen in this year's Ha-Ha, of course, but in the 13 Ha-Ha's to date, a total of 1,713 boats have completed the 750-mile course for a collective total of 1,284,750 miles — or the equivalent of about 52 circumnavigations. Not one boat has been lost, and the only death was a woman who suffered a massive heart attack. While we have the utmost respect for both the Atlantic Rally for Cruisers (ARC) and Caribbean 1500, the Ha-Ha has a better safety record than both of them. As for you guys, when you've sailed 86 times as much

as you have now — it should take another 8,465 years — give us a call and we'll compare safety records.

One of your silly claims is that Ha-Ha participants "have absolutely no idea" about VHF and SSB use. Is that so? Then could you explain how 150+ boats check in with the Ha-Ha net each morning via . . . that's right, VHF and SSB radio? What's more, they do it extremely efficiently, despite the many relays involved, because there are so many boats and so little time. Similarly, if Ha-Ha participants know nothing about navigation and tides, how could all 1,713 of the finishers over the years have found all the finish lines? And how it is none of them have run aground in the event?

Perhaps your biggest misconception is the common one that the Ha-Ha is just a wild party. At the end of every Ha-Ha, we're approached by people who tell us they are so happy that they did it because they made so many great friends — but almost hadn't participated because people who had never done a Ha-Ha had told them it was just a frat party on the water. As anyone who has done a Ha-Ha can tell you, the kick-off party in San Diego, the parties in Turtle Bay and Bahia Santa Maria, and the beach party and awards ceremony in Cabo are just typical cruiser social gatherings. Sure, people drink beer and wine, but they are all G-rated, kid-friendly events. If alcohol ever became a problem, it would be the end of the Ha-Ha, because we're never going to babysit irresponsible people. The one party that can get a little wild and crazy is the unofficial one at Squid Roe the night everyone arrives in Cabo. And why not? It's the perfect time for Ha-Ha participants to celebrate their achievement and blow off a little steam, as it's in a totally controlled and supervised environment. Only people with Taliban-like mentalities could complain.

As for your claim that Profligate is the venue for wild parties, you're once again advertising your ignorance. We defy you to name a single wild party that ever took place on our cat. The reality is that we've often had lots of people aboard for charity

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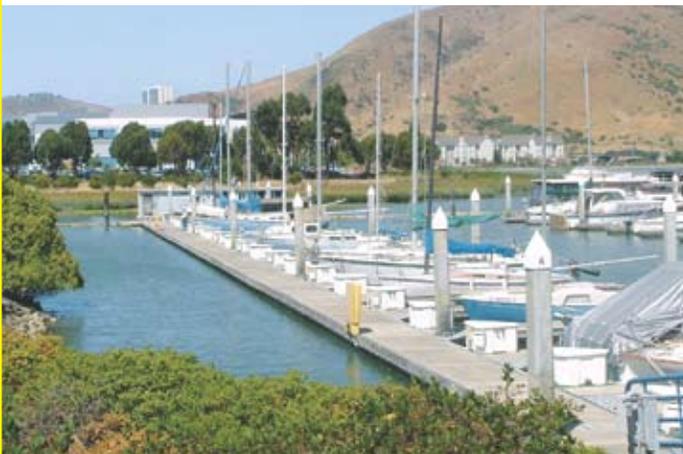
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fundraisers, such as the SailFests, the Pirates for Pupils, the Turtle Bay Cup, and so forth. We may have drinks, play music, dance and fool around, but our cat isn't ever going to be the party venue for irresponsible or drunken fools.

It's true that every year some of the Ha-Ha skippers are new to cruising and Mexico. Is that some kind of crime? Usually they bring a mentor, but even if they are just a couple relatively new to cruising, can you name a better time and place than the Ha-Ha to get their feet wet? With so many boats around them, new cruisers learn about the importance of anchoring etiquette and radio protocols. And most of all, they learn the basic cruising ethos — that you missed somehow — which is that you help rather than belittle your fellow cruisers. At the first stop at Turtle Bay, the Ha-Ha net goes on for an extra hour or so in order for newer and even veteran cruisers to ask questions and/or perhaps get assistance with radios, engines, autopilots, watermakers, refrigerator, spinnakers — everything you can think of. And it's always great to see how many experienced folks are happy to share their knowledge. The Ha-Ha way is to try and help other cruisers, not belittle them for trying to learn or make holier-than-thou comments about where they came from.

We love your line about Ha-Ha boats "clogging" marinas. If a Ha-Ha boat clogs a marina, what do your boats do when they take a slip? Or are you somehow cruiser-than-thou?

As for your accusations that Ha-Ha folks are evil boors, we're discounting that almost entirely. We know that the overwhelming majority of folks who have sailed in the Ha-Ha are wonderful and courteous people. And trust us, we've spent a lot more time with them than you have. Sure, there have been one or two incidents over the years of rude behavior, but when considered in the context of many thousands of participants, that's negligible.

As for your alleged little squabbles in anchorages with Ha-Ha boats, there are always two sides to every story, and it wouldn't surprise us in the least if you weren't the ones who provoked the incidents. There's something about the Baja sun that seems to dry up the brains of a few Mexico vets, and they begin to think they own the place. Let us give you an example. We pulled into Puerto Escondido about 18 months ago, and took one of the 150 or so vacant Singlar moorings. While we were hiking around, the 'Baja master mariner' on a boat on a mooring near ours came over and told our crew that we had to move. He



ELECTRONIC / RICHARD

New cruisers should be aware that there will be a few daft fuddy-duddies in Baja who will try to tell you there's no more room in an anchorage such as this one.

insisted that we were on "his mooring," and said that he no longer wanted the one he was on, or any of the other 149 others. Absurdly, he wanted us to move so he could have our mooring, even though we were going to be leaving a day later. We checked with Singlar, and they confirmed it was their mooring, that moorings are available on a first-come, first-serve basis, and that we'd paid the rent on the mooring. They advised us to ignore 'Mr. Master Mariner', and we did. But that's the kind of behavior Ha-Ha boats and other new cruisers in Mexico can

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LETTERS

expect from a tiny minority of old-timers, particularly up in the Sea. They'll tell you to re-anchor because you're blocking their view, because gigantic Caleta Partida isn't big enough for more than three boats, because they 'own' the anchorage, and other such nonsense. We try to humor them, but there are limits.

The Ha-Ha isn't for everyone, and there have even been a few people who didn't have as much fun as they thought they would. Fair enough. A few people have not liked us personally. That's fair enough, too. But the one thing we know for sure is that the Ha-Ha has brought thousands of people a great amount of pleasure, and more than a few have told us it's literally changed their lives. So if you think we're going to change the event to please the misconceptions of bigoted fuddy-duddies such as yourselves, you're mistaken. Besides, you "wise and gutsy" folks have had plenty of time in Mexico. Maybe it's time for you to move on to greater challenges. Got the guts for Central America or the Caribbean? How about the South Pacific or New Zealand? Why not try Thailand or the Red Sea?

Despite our little disagreement and your unsolicited advice on what we should do with our lives, we wish you the very best of cruising this winter.

↑↓ **AND THE DATES FOR THE '08 HA-HA ARE . . .**

I need to start planning right now if I'm going to be able to get off work for the '08 Ha-Ha. Do you know what day the fleet will be leaving San Diego next year?

Dave Weiss
Kaitline Marie, Catalina 34
South Beach Harbor

Dave — Ha-Ha Honcho Lauren Spindler says the current plan is for the 15th annual Ha-Ha fleet to depart San Diego on the morning of October 26, and the awards ceremony will be in Cabo on November 8. The dates will be confirmed with Marina Cabo San Lucas after this year's Ha-Ha, so please hold off making plans for a little while.

↑↓ **FADED BUT NOT FORGOTTEN**

It's been almost 10 years since you were so generous with our 1st place finish and award in the '97 Ha-Ha. When I was



COURTESY, MERINDA

in Cartagena last year, I had the interior of Merinda upgraded, so I temporarily had to remove the 'trophy' from the bulkhead. When I did, I noticed that some of the ink has dissolved from the ribbon. But that takes nothing away from the good memories that I have of the '97 Ha-Ha.

I'm currently in Bocas del Toro, Panama, but I plan to return to Columbia in October or November.

Don Marcy
Merinda, Cal 34
Olympia, WA

Although modest, the Ha-Ha 'trophies' serve as good reminders of great times sailing down the coast of Baja.

Don — It's great to hear from you, and we're glad to hear that you've still got your 'trophy'. In fact, it's pleased us no end over the years to see how many Ha-Ha participants continue to have them hanging in their nav station as a reminder of good times. We must admit, however, that we copied the idea



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1987	42'	Hinckley SW, <i>Alcyone</i>	\$329,000
2005	42'	Renzo PT Runner 4.0.....	Call for pricing
2006	42'	Renzo Express 4.0.....	Call for pricing
2006	42'	Renzo Coupe 4.5.....	Call for pricing
2006	42'	Renzo Coupe 4.0.....	Call for pricing
2006	40'	Delphia.....	Base price \$203,206
1998	40'	J/120, <i>Scamp</i>	\$220,000
1999	40'	J/120, <i>Blue Bayou</i>	\$195,000

2002	40'	C&C 121 Xpress, <i>Anasazi</i>	\$215,000
2006	37'	Delphia.....	Base price \$152,127
2004	34'	J/109, <i>Zephyr</i>	225,000
2007	33'	Cross Current, <i>Electra</i>	Call for pricing
2005	33'	J/100, <i>Faster Horses</i>	\$119,000
2007	33'	Delphia.....	Base price \$130,823
1984	29'	J/29, <i>Zulu</i>	\$25,000
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LETTERS

from Tim Tunks of Marina del Rey, who cruised Mexico many years ago aboard an Islander 37 named Scallywag.

↑↓DON'T FORGET THE SONRISA AND CHUBASCO NETS

Thanks for publishing Margaret Mathison's fine primer on using SSB/Ham radio nets in Mexican waters. After 10 years of cruising western Mexico, one of the most frequent comments we hear from new cruisers in Mexico is about their lack of familiarity with radio procedures and protocol. Margaret's primer should help.

We'd also like to add to the list a couple more nets that we've found to be very useful. The first is the Sonrisa Net (3.968 LSB, 1430/1330 UTC), which is managed by Rick Oliveira of *Tortuga*, who is also the weather guru *par excellence* of the Sea of Cortez. Rick understands the funneling and adiabatic effects of land on the Sea of Cortez winds that can account for the differences between general weather forecasts and actual local conditions. The second is the Chubasco Net (7.294 LSB, 1530 UTC), which not only provides general information, but also has net managers who will do phone patches back to the States for mariners who don't own a satellite phone and can't wait for email via Sailmail.

Both the Sonrisa and Chubasco Nets are ham nets. This means that, while everybody is welcome to listen, only those with ham licenses can transmit on them.

Jon and Nancy Doornink
Seadream, Morgan Out Island 37
Newport, Oregon / San Carlos, Sonora

Joe and Nancy — That new cruisers are unfamiliar with SSB/ham procedures and protocols shouldn't come as a surprise, as few if any of them had any use for SSB/ham radio in the 'real world'. As such, we agree with you, Margaret's primer — and encouragement for those new to SSB/ham not to be afraid of it — was very helpful.

We were also happy with Gordon West's An Idiot's Guide to SSB, which we customized for Latitude readers, and which also appeared in the last issue. It came out so well that even San Diego ham guru Shea Weston has requested reprints to hand out to all his customers.

↑↓THEY MAKE GREAT CHRISTMAS PRESENTS

I'm forwarding you some photos that you might want to use in your magazine. The story behind them is simple. I just returned from a



We're always impressed with the high quality of Thijs Heslenfeld's high-latitude photography.

returned from a 12-day trip to Spitsbergen aboard the Dutch top-sail schooner *Oosterschelde*. We had about every kind of condition that you could imagine, from windy to calm, to bright blue skies to heavy snowfall. We even made it north of latitude 80.

The folks with *Oosterschelde* have been doing trips to the high latitudes for a couple of years now, and it's a great way to visit this beautiful part of the world. Anyone interested can

Poop.

Poop.

Poop.

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

That's because it is dirty. Nasty. And stinky. It even sounds like what it is – **POOOOP**. And that's why it doesn't belong anywhere near our oceans or waterways. But can you believe that's exactly where lots of it is dumped each year by those masquerading as boaters and fishermen, but are actually the enemy of great Mother Nature herself? Not only is this material far from scenic, it can also spread biological contaminants linked to infectious hepatitis and can lead to diarrhea and dysentery. So join us, true boaters and anglers, lovers of the outdoors and all of its beauty – rise up against these offenders protect our beautiful oceans and waterways and spread the word: **DUMP AT THE PUMP**. To find a pump out station near you visit **DBW.CA.GOV**.

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Spithill started sailing when he was five. After winning the match race World Youth Championships twice, the 19 year old came to the world's attention during the 2000 America's Cup as the skipper of *Young Australia*. In 2005, Spithill and three AC teammates won the Melges 24 Worlds.

JAMES SPITHILL



Joy Dunigan Photo

"I've used Harken on both small boats and big boats. With the Melges being such a physical boat and boathandling being so important, it was great to be able to rely on our Harken deck gear—especially the ratchets."

—James Spithill



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LETTERS

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As for myself, I'm a Dutch travel photographer specializing in adventurous assignments and/or destinations. I'm happy to announce that my photobook of two Antarctic expeditions aboard the barque *Europa*, in '05 and '07, will be published in November. Titled *Cold*, the book will be 162 pages of the highest quality photos and the highest quality printing. I recommend them as Christmas gifts.

Thijs Heslenfeld
The Netherlands

Readers — Heslenfeld's work is absolutely superb. Check it out at www.thijsheslenfeld.com.

↑↓ THIS IS JUST A TEST

I try to check out every *Lectronic* and *Latitude* to see what's new or interesting. It's always worth a read.

But the October 3 *Lectronic* blurb — kind of an ad, actually — about Nobeltec seemed like something from a time warp of about 10 years ago. Heck, even Mac Addict magazine changed its name a while back to reflect the mainstreaming of the MacOS these days. Anyway, the tone of the article seemed to imply that this was how one would do navigating and charting on a Mac computer. It was very odd information at the least, and actually misleading.

I have used Nobeltec a little on a delivery, and it was alright, but a dedicated Mac navigation application such as GPSNavX does everything I need for about \$60 — or about 10% of the cost of Nobeltec. Plus, you would still have to have a legal copy of the current WinOS to run it on, even with a newer Mac. The total cost might be close to the price of a Mac laptop. While it might be easy to run this and other Win apps on one of the newer Macs, after paying for the WinOS license, it would seem quite inefficient and expensive.

Or was that article just a test to see who reads your web site?

Loren Beach
Fresh Air, Olson 34
Portland

Loren — It was actually a test to see if we really know what we're talking about when it comes to computers and navigation programs. Obviously, we don't know jack, so thanks for the correction and tip. Being in publishing, we're Mac people. So while Doña de Mallorca fools around with Nobeltec on her Toshiba PC on the Ha-Ha, we're going to order up a GPSNavX for our Mac Book Pro and compare the results.

↑↓ MAC NAVIGATION IS GREAT

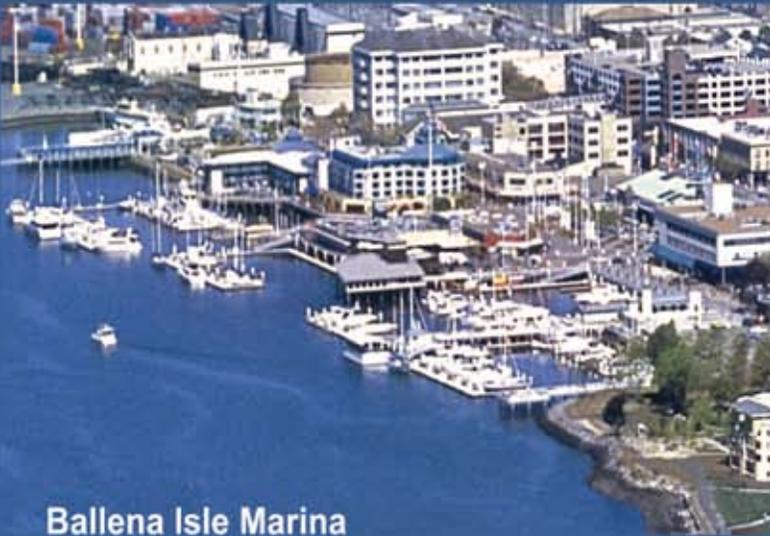
It's great to see Macs being recognized. I suggest you look into MacENC, a native Mac navigation program. You can find out about it at www.gpsnavx.com. I've been using it for two years in and around the Bay and like it. It interfaces with instruments and supports AIS.

Ray Irvine
Crew's Nest, Catalina 34
South Beach Harbor

↑↓ SOCIAL WEATHER CAN TURN ON A DIME

I took particular pleasure in reading your October 8 *Lectronic* item about the rough weather at Catalina, and was glad to hear that *Profligate* made it through another harrowing experience. But we at Sail Time Channel Islands also had an interesting experience with the weather in Southern California that weekend, which I wrote about in my blog:

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LETTERS

"Southern California is known the world over for its incredibly dull weather. Sun, sun and more sun. Clouds? If I'd been born here, chances are I wouldn't know what they are. Nonetheless, for mariners down here, things can get interesting without much of a hint. At least the talking weather heads on the television hardly ever give you a hint. They get excited about temperature fluctuations of three to five degrees from day to day, but they hardly ever see strong winds when they are coming.

"On October 4, a pitiful Small Craft Advisory was issued for a front to pass just to the north of us in the Oxnard/Ventura area. My favorite weather saying is, "It won't be the front that gets you, but the tail surely will." Fronts come through down here all the time, but they tend to be so weak you don't even realize it. But when the tail of a pressure cycle reaches us — bam! — we get hit hard!

"That Friday it blew in the 30s all day, with gusts into the high 40-knot range. As far as I'm concerned, this warranted a gale warning, which would have prevented many mariners from getting caught in it. Saturday was posted as a Storm day, which was followed by a Santa Ana condition beginning at 4 a.m. A Santa Ana occurs when the low pressure is replaced by a high that races into its place in the desert. This phenomenon causes a lot of friction. So there we were on Sunday, with offshore winds in the 20-knot range, gusting to the high 30s. Nonetheless, there was nothing but pitiful Small Craft Advisories once again.

"We had a member plan his ASA 104, which consists of a multi-day trip out to Santa Cruz Island. Captain Dan shows them all the great anchorages, and they work on their navigation skills and self-sufficiency aboard. We knew they might have some wind on Friday, but heck, NOAA posted nothing more than a Small Craft Advisory. So they went out to the island. They were lucky to escape back to the mainland on Friday, having gotten some heavy weather sailing experience thanks to the winds gusting to the 40s and the seas to 15 feet. They probably felt sheepish on Saturday for having come back, for the weather was fine. But they didn't know about the Santa Ana on Sunday, which hadn't been forecast until late Saturday night. What makes the Santa Anas tricky is that it makes normally safe anchorages unsafe in a moment's time."

We're now off to the British Virgins to lead a member flotilla. One of these days we'll get to the Ha-Ha.

Chris Tucker
Sail Time
Channel Islands

Chris — The NOAA forecast for Catalina that Friday was 20 knots with gusts to 25. Windy, but not that big a deal. However, it was already blowing 20 by 7 a.m. on Friday, and blew consistently in the high 20s and low 30s off Two Harbors. Out in the Catalina Channel, it blew in the mid-30s with gusts in the low 40s, which eventually resulted in the cancellation of all ferry and helicopter service to the island. One ferry captain said it was the roughest weather he'd seen in the channel in 15 years. In any event, NOAA's forecast had certainly underestimated the strength of the wind.

We're not sure about the Saturday and Sunday forecast for Ventura and Oxnard, but as early as Friday afternoon — with the northwesterlies still blowing at their peak — NOAA had already forecast mild Santa Ana conditions for the Los Angeles and Long Beach areas on Saturday and Sunday. Moderate Santa Anas usually mean 15 to 25 knots of offshore winds at the beaches, with the wind diminishing every mile further off-

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LETTERS

shore. The old hands at Catalina said the moderate Santa Anas wouldn't have any adverse affect on the island, and they were correct. There were very light Santa Ana conditions at the island



COURTESY NASA

Santa Ana conditions as seen from a NASA camera in space.

on Saturday, Buccaneer Day, which meant a light, warm, dry onshore breeze, and lots of sun and blue skies. It's interesting that there were 30-knot Santa Anas where you were further up the coast on Sunday, because it was even warmer and dryer at Catalina that day, and virtually dead calm. In fact, staff members said it was the island's finest weather of the entire year.

As you and other Southern California mariners know, strong Santa Ana conditions can be very dangerous for boats in the popular anchorages at the Channel Islands. The wind blows hard onshore, and the normally calm beaches can be slammed by waves. Most people have seen the historic photos of the mooring fields and beaches at Avalon being pounded by huge waves during Santa Anas. And older mariners will recall that strong Santa Ana conditions at Santa Cruz Island one Thanksgiving in the late '70s claimed something like 27 boats.

Of course, it doesn't take a weatherman to know when a Santa Ana is going to blow. The telltale signs are unusually clear skies along the coast and dry air. And there's no need to worry if you're at the islands. The best thing to do is go around to the backside of the island and drop a hook wherever you can reach bottom. Or you can heave to. It sure won't be a lee shore, and the further out you are, the lighter the wind will be. Another possible option is to make a dash back to the mainland. That's fine if you make it in time, but the closer you get to shore, the stronger the wind will be blowing on the nose.

By the way, October 5 wasn't a "harrowing" experience for us on Profligate. Cici Sayer, who was watching the boat for us, said it was tiring being on alert for so long, but that it had actually been "comfortable" on the cat. If a mooring hadn't suddenly become available, the obvious option was to just motor out into the channel and drift. After all, the cat had been through much worse weather with no problems.

SMALL CRAFT WARNINGS

Your October 8 *Lectronic* report of conditions at Catalina on Buccaneer Days Weekend made for good reading — and gave me a question for you. Long ago, when I was a young lawyer and non-sailor with a maritime insurance defense firm in Beverly Hills, I defended the skipper of a 25-ft sloop who was sued after a guest was injured when the boat was swamped at the entrance to Oceanside Harbor. After talking to the skipper, I was convinced the case was defensible. But when my boss learned that a Small Craft Advisory had been in effect, he declared the skipper negligent for taking such a small boat out of the harbor in those conditions. He told me to settle the case — much to the irritation of the skipper.

A year later, I moved to San Francisco and learned to sail with a friend aboard his Dana 24. When I expressed doubts about sailing with Small Craft Advisories in effect, he laughed

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LETTERS

and said that it would be a long wait for a day on the Bay when there wouldn't be Small Craft Advisories, and that sailing would be boring if they weren't in effect. I came to learn that he was correct. And until now, I chalked up my boss's advice to Southern California wussiness.

But *Profligate's* experience makes me wonder if all Small Craft Advisories are equal. For reference, Wikipedia says that Small Craft Advisories generally cover winds of between 22 and 33 knots, and Beaufort Scales 6 and 7. It sounds like *Profligate* faced the high end of that scale.

So does the sheltered geography of San Francisco Bay allow us to sail in conditions which would be dangerous elsewhere? Conversely, do the open ocean conditions and resulting long fetches for waves in Southern California make their Small Craft Warnings worthy of more serious attention, even if the winds are comparable to those we face every summer weekend?

Fred Walter
Healdsburg

Fred — The Small Craft Advisory business is, like a lot of government constructs, so nebulous that it's almost useless. For one thing, there is no legal definition of a "small craft." Even more bizarrely, NOAA tries to define it in reverse, saying that if your boat was "adversely affected" by weather when Small Craft Advisories were in effect, your boat is a small craft. Great. "Other considerations" in determining whether your boat is a small craft include "the experience of the operator, and the type, overall size, and seaworthiness of the vessel." In other words, depending on who is operating a boat, a Cal 20 isn't necessarily a small craft, while a Columbia 50 could be one.

Want more? Small Craft Advisories don't always mean the same thing. In fact, they differ in at least six areas. In some places, such as Minnesota and Ohio, advisories come into effect when sustained winds or frequent gusts (on the Great Lakes only) are between 22 and 33 knots inclusive, and/or seas and waves are greater than four feet. In the Caribbean, it's when there are sustained winds of 20 to 33 knots, "and/or forecast seas seven feet or greater that are expected in more than two hours." In the Western District, which includes Washington and California, it's when there are sustained winds of 21 to 33 knots, "potentially in combination with wave heights exceeding 10 feet (or wave steepness values exceeding local thresholds.)" In Hawaii and Samoa, the sustained winds have to be 25 knots or greater and the seas 10 feet or greater.

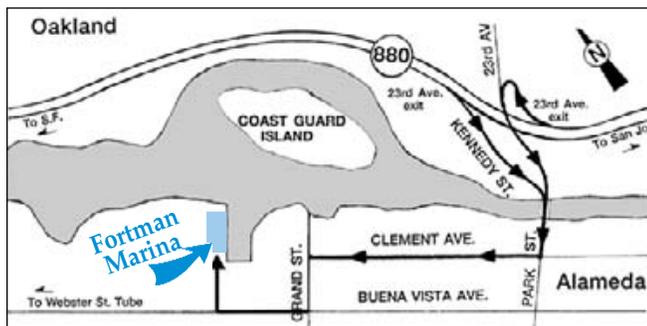
Honestly, have you ever read such useless definitions in your life? What makes it all the more bizarre is that the same definition of Small Craft Advisories is used on San Francisco Bay, where it commonly blows 25 knots, as for the quiet waters off Newport Beach, where it rarely ever blows over 15 knots.

When it comes to sailing when there are Small Craft Advisories, it makes a huge difference whether you are in relatively sheltered waters, such as San Francisco Bay, or in the open ocean, such as halfway between the Golden Gate and the Farallones. Most skippers and boats don't have much trouble sailing in 25 knots of wind in the relatively flat waters of San Francisco Bay, but if they get outside the Gate when it's blowing 25 and — more importantly — there are 10-ft seas, it's a different story.

As far as we're concerned, if you don't know that Small Craft Advisories are worthless, you probably shouldn't be sailing when they are in effect. But once you have a decent idea of what you're doing, you'll only care about the wind speed and size of the seas, and then make your own determination of whether it's safe, depending on where you'll be sailing.



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LETTERS

NOT UN-NORCAL CONDITIONS IN SOCAL

We did the Ha-Ha last year with our Beneteau 38 *Sea Fox*, and later learned that flat-bottom boats aren't the most comfortable for doing a Baja Bash. Anyway, we're in our 30s and still work, so we couldn't do another Ha-Ha this year. So we settled for *Latitude's* suggestion of the next best thing, a one-month mini-cruise from San Francisco to Newport Beach.

However, contrary to the usual articles — such as the September 26 *Lectronic*, in which it was maintained that there isn't much wind in Southern California — we found it just as windy as the Bay and with bigger waves. Specifically, on September 10, we had 20-25 knots of wind close-hauled all the way from Newport to Catalina. All three girls puked. On September 12, we motorbashed in 20 knots of wind the entire 50+ miles from Two Harbors to Oxnard.

On the other hand, our 4 a.m. rounding of Points Conception and Arguello were done in less than 10 knots of wind. In fact, we had pretty easy motoring from Conception all the way home — although we did spend a windy Wednesday waiting out the breeze at the Morro Bay YC.

Andrew Vik
Sea Fox, Beneteau 38
Northern California

Andrew — We were writing based on our personal experience this summer, the law of averages, and the fact that sailboat charter companies from Santa Barbara to San Diego routinely leave the sails up on their boats for weeks on end.

It's not uncommon, of course, to have 20 knots of wind between Pt. Dume and Oxnard, as it's one of the windiest places in Southern California. But 25 knots of wind between Newport and Catalina is well above the norm. The big snort in the Southland this summer was on October 5, when a surprisingly strong front came through with 25 to 40+ knot winds. While weather like that isn't common along the Southland's inshore waters, it does happen from time to time, so you always have to be prepared for it.

WHERE'S THE PUDDLE JUMP WEBSITE?

My wife Dawn and I sailed from Blaine, Washington, near the Canadian border, to Mexico in '06. Having now spent a year in Mexico, we're gearing up to do the Puddle Jump from Cabo in March of '08. I haven't been able to find a website for the Puddle Jump like there is for the Ha-Ha, but would like to know how to register and contact the other folks who will be running it.

Have a great time on this year's Ha-Ha. We'll be looking forward to seeing the members of that fleet this winter in La Paz and Mazatlan.

Tom & Dawn Baker
Warm Rain
Blaine, Washington

Tom and Dawn — Although Latitude coined the phrase "Pacific Puddle Jump" 11 years ago when we began acknowledging this annual migration to French Polynesia in print, it's quite different from the Baja Ha-Ha and other cruiser rallies, because there is no concrete starting date and no Rally Committee. However, Latitude holds two Puddle Jump Kickoff Parties, in Zihuatanejo (in February, right after ZihuaFest) and Nuevo Vallarta (also in early February), where potential passage-makers can get to know one another and compare notes. In the past two years we've had cooperation and input from the Tahiti Tourisme Board, which hosts a free Sailor's Rendezvous at Papeete and Moorea, aimed at welcoming the fleet to their



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LETTERS

spectacular islands (June 27-28 this year).

You should also know that, a few years ago, four-time Puddle Jumper Bob Bechler of the Gulfstar 44 Sisiutl set up a Puddle Jump group at Yahoo.com, which has become an amazing resource for Pacific voyagers, as it contains a wealth of useful



LATITUDE / ANDY

Join us for this year's Puddle Jump Party!

info while serving as a central data-base of each year's fleet. Go to <http://groups.yahoo.com> and type *pacific-puddlejump* in the 'search' line. Note also that Latitude's own Pacific Puddle Jump website will soon be up and running (reachable via www.latitude38.com).

Although the majority of each year's fleet typically jumps off from PV or Zihua, others start from Panama, the Galapagos and elsewhere, all converging on French Polynesia between April and June. A net is usually established so that the leader can relay weather info down the line. Hope you can make it to one of our kickoff parties so we can give you your 15 minutes of fame in the mag.

IT'S NOT THE MONEY, IT'S THE MANAGEMENT

We obviously totally disagree on the concept of privatization of things like the Ala Wai Yacht Harbor in Honolulu, but let me give you and other advocates a different perspective.

The current privatization craze was started by Ronald Reagan's administration when he was president. The idea was to cut taxes — which the rich and other selfish people always support — enough to starve government institutions so they wouldn't be able to function adequately. Then, the same people who caused this would announce that the institutions didn't work because government was incompetent, corrupt, or whatever, and that these institutions must be privatized in order for them to operate competently. This plan has been well-documented and is far from being a secret, though you might have to do some research beyond the corporate media to learn about it.

Privatization is nothing but theft of public goods and services by the rich, who own the businesses that profit from this theft. In this specific example, all the government has to do is to raise the ridiculously low slip fees at Ala Wai and use that money to fix and maintain it. (And charge powerboats a lot more than sailboats for slips — it's about time that people who take part in motorized recreation begin to be held accountable for all the needless environmental harm they've caused and are still causing.)

The Berkeley Marina is owned by the city and is one of the most desirable marinas around, proving that it's not necessarily who owns and operates the marina, but instead how much money the owner/operator has to operate that determines whether the marina is run in a competent manner.

And I certainly hope you were kidding, and not just 'almost serious' about "privatizing the government of Hawaii." Doing that would be the classic definition of fascism, which is when big business runs the government — some of us think this has already taken place to a large extent. At least we supposedly have a voice in government by voting and/or otherwise participating. We have no voice in how corporations and other businesses are run. They are completely tyrannical.

Jeff Hoffman
San Francisco

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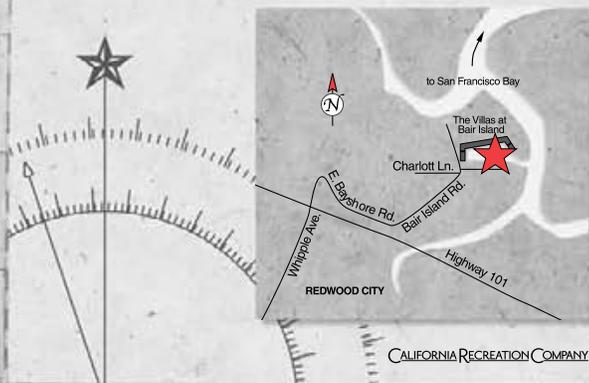
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LETTERS

Jeff — What would you recommend, another 30 years of monumental state mismanagement, during which time mariners, taxpayers, and the state would all continue to suffer? At what point would you agree that it would be time for a change? When the entire marina has been condemned? When the marina loses \$100,000/month of revenue? It always boggles our mind how long some people are willing to support government incompetence.

To say that the operational success or failure of something like a marina is dependent on the amount of money they have to work with — as opposed to the quality of management — is often wrong. The history of marinas — as well as businesses and even governments — is full of well-documented examples of management teams coming in and totally reversing the fortunes of marinas/businesses/governments. It's our contention that the 10th grade economics class at Punahou High School could have done a better job of running the Ala Wai than the State of Hawaii has for the last 30 years. How could they have done worse?

In any event, don't blame anyone but the State of Hawaii for not having enough money to run the Ala Wai properly. After all, despite having complete control over the berth rates for decades in a total monopoly situation, they insisted on charging some of the lowest rates in the entire country — despite having one of the most desirable marina locations. Why? Because they obviously don't have any idea what they're doing.

We're not arguing that no government bodies should run marinas. After all, many do a good if not excellent job. It's largely about the quality of management. But when an entity such as the state of Hawaii has tried management team after management team with nothing but failure to show for it, we think it's time for a change. By the way, when a private company does a poor job of running a government marina — and that happens, too — they get their butts kicked out as soon as the contract is over. Why not hold the government to a similar standard?

It's not uncommon for city or state governments to have private firms operate things — garbage collection, payrolls, computer systems, golf courses, marinas, and such — on their behalf.

And why not, as governments can't be expected to have expertise in everything. But to claim "the people" or government have "no voice" in how privatized operations are run is absurd. All the conditions in the world could be put on the way



ELECTRONIC / RICHARD

If the Hilton can spend \$15 million on their little lagoon next to the Ala Wai Yacht Harbor, you'd think Hawaii could come up with a few bucks to at least keep the flagship marina of the Pacific functional.

a privatized marina is run, from the slip rates to the number of employees to the schedule of maintenance, etc.

By the way, we think your dictionary is broken. Fascism is "an authoritarian and nationalistic right-wing system of government and social organization, and tends to include a belief in the supremacy of one national or ethnic group, a contempt for democracy, an insistence on obedience to a powerful leaders, and a strong demagogic approach."

As for our being 'almost serious' about privatizing all of the

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LETTERS

government in the state of Hawaii, we'd be completely serious if their handling of the Ala Wai was any way indicative of the skill with which they are able to carry out their other duties.

↑↓ I WOULDN'T WANT TO SHARE THE SAME ANCHORAGE

The September *Latitude* had an article about *Bruadair*, our boat, being boarded in Panama while we were aboard. *Latitude's* editorial made the following comment on our situation:

"When it comes to things that spook cruisers, having your boat boarded is, understandably, near the top of the list. Fortunately, things like that rarely happen. And it seems to us that it would happen even less often if boats had audio rather than silent alarms. As for being disappointed that other boats in the anchorage had their radios turned off, we have to say you'd be disappointed in us, too. For unless we're expecting a specific message at a specific time, we never have the radio on. After all, we go cruising to unplug, not to monitor the radio in the very unlikely chance that somebody needs help. If, on the other hand, we heard the repeated sounding of an air horn, we'd respond immediately."

The alarm on our boat is not silent by any means. It sets off a chime from the base unit on our boat, and a 120-dB piezo siren is attached to the 10-amp relay built into the base unit. We only utilize the siren when we are off the boat, as it's much too loud when we're on the boat.

I agree that air horns are great to have to notify other boats whether it's a boarding, theft, or even if a boat is dragging and the owner is down below sleeping — which happens more than you would think here in Bocas del Toro. But have you tried to buy an air horn in, say, Honduras, Colombia or even in the Bocas area of Panama? We tried in every port since Guatemala, but haven't been able to find any. And they'll be confiscated if you try to fly with them.

If I had the time to make repeated blasts with an air horn while trying to get an intruder off my boat, and you were in the anchorage, how would you be able to know what was going on aboard my boat? How would an air horn blast tell you if I had an intruder, a medical emergency, or any other emergency going on? I would not have had time to blast the air horn, wait for you to turn the radio on and explain my situation while trying to get this guy off my boat.

One quick call on the radio is all it took, because there were people who had their radio on. I understand wanting to be unplugged or to save a couple amps, but if I see someone stealing your dinghy or gas can, wouldn't you like to know? That happened here one night. We watched as a gas can was taken out of a dinghy while the boatowners slept. We tried calling, but there was little else we could do but try to alert them with a spotlight. And it's a shame that most radios are off when the wind pipes up to 30 knots and boats are dragging. I guess most people aren't concerned enough to want to be informed if a boat is dragging towards them, or even if they are dragging. With the wind howling, I would probably be able to hear an air horn, but I probably wouldn't be able to hear any voices to see what the commotion is about.

Yes, I've been in places where radio traffic at night is annoying, and then I just turn down the volume. That way I can still receive DSC distress calls. But here in Bocas, the amount of traffic on the radio between 8 p.m. and 8 a.m. is about one call every few days.

In the end, I'm happy to keep my radio on and to help others in need if the situation arises. At least I know that if there's an accident from a dragging boat involving my boat, having a radio on relieves much liability, just like having an

Photo: David Gartland



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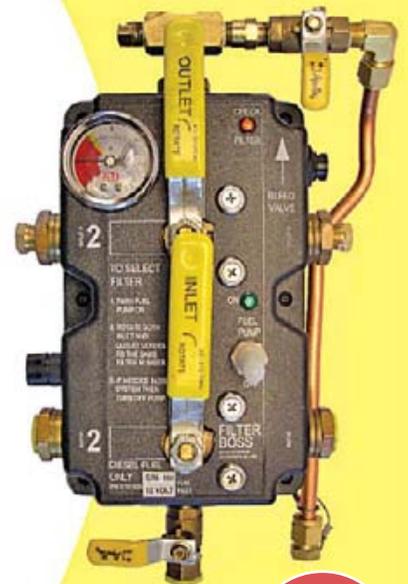
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LETTERS

anchor light on — have you checked the USCG regs regarding both the radio and anchor light rules? That's another subject I won't get into, as out of the 20 or so boats anchored here, only two boats bother to keep any light on whatsoever.

The great thing about the cruising lifestyle is that we can afford to make our own decisions without worrying about what others think. Unfortunately, sometimes these decisions put one or others at risk of not receiving help in a timely manner. While it's disappointing that some of one's neighbors prefer not to know what's going on around them, I'm sincerely glad to know that there are more responsible boaters who do care.

I'm not sending this email to create an argument in any way, I'm sending it to agree with you that I would be very disappointed if I were ever in the same anchorage as you.

Damon & David
Bruadair, Hans Christian 33T
Bocos del Toro

Damon and David — It wasn't an intent to be critical, but rather let readers know that in most anchorages we've been in — but not all — you'd be lucky to find anybody monitoring 16 after dark. In the busy places, they usually use a yachtie hailing channel other than 16, or people just turn their radios off after dark to listen to music or watch DVDs.

For what it's worth, VHF radios are not required on boats less than 65 feet, but international law requires that all boats over 40 feet be equipped with a sound-making device capable of being heard at least a half-mile away. While we suppose a whistle could suffice on calm days, you have to remember that a short blast is one second and a long blast is four to six seconds. Blowing an SOS or other warnings to vessels could leave you gasping for breath. And yes, we can imagine that air horns are all but impossible to find in the places you've been.

We're not trying to come off as pious. We know it's the law that we're supposed to monitor 16 when the radio's turned on. But the reality is that we — and many, many others — don't have it on in calm weather. But if it's blowing 30 knots and boats are likely to drag, we're certainly going to have it on.

To each their own. If you think you'd be best served by trying to make a call on the radio to perhaps a nonexistent audience while fending off an intruder, all the more power to you. Personally, we'd feel vulnerable trying to do both those things at once. We'd feel better trying to send a SOS with an air horn at the same time we'd be bashing the intruder with it, knowing for sure that somebody is going to hear it and that the intruder would also know that others would hear it.

If we heard an SOS with an air horn, or even short, insistent, repeated blasts, we wouldn't just sit there and not respond because we didn't know if it was a heart attack or a boarding, we'd just respond, knowing it was some kind of emergency.

If you would be very disappointed to ever share an anchorage with us, that's your business. As for us, we wish you pleasant and safe sailing, and wouldn't mind if you dropped your hook near ours. In fact, we'd even be happy to give you an air horn if you hadn't been able to buy one.

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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LOOSE LIPS

More accurate weather.

In an effort to provide mariners better and more focused forecasts, the National Weather Service is dividing up big weather



This NWS graphic shows four new weather zones (PZZ540, 545, 560 and 565) where once there were two. It all means more accurate forecasts for offshore local sailors.

zones into smaller, more manageable ones. Off the California coast those 'subdivisions' mean breaking the two large zones into four smaller ones. Previously, those two regions consisted of one area stretching from Point Arena to Pigeon Point, and the other from Pigeon Point to Piedras Blancas. When you realize that sailors or fishermen looking for wind and wave conditions at Point Bonita were actually listening to forecasts for an area from Half Moon Bay all the way up to Humboldt County — well, the problem is pretty obvious.

The new regions are: Point Arena to Point Reyes, Point Reyes to Pigeon Point, Pigeon Point to Point Piños, and Point Piños to Piedras Blancas. The zones 20-60 miles offshore remain unchanged as weather offshore tends to be more consistent.

The San Francisco Bay Area Forecast Office of NWS worked with local fishermen and others from the marine community to create the new zones. So now when you call up the weather on your computer, radio or even cellphone, the reports will delineate, for example, the typical conditions where winds often blow 20-30 knots north of Point Reyes — and 10-15 knots south of it.

Amazingly, NWS (which is run by NOAA) claims that the increased efficiency of the new system will actually *save* taxpayers money by providing more confidence (and likely less costly repairs) to those who make their livings on the water.

As mentioned, the NWS is in the process of redrawing other weather regions in the country — both along the coasts and inland — to better monitor and forecast dangerous weather phenomena such as tornadoes, severe thunderstorms, floods and other hazards. On an even larger scale, NOAA is working with the emerging Global Earth Observation System of Systems (GEOSS) to develop a global monitoring network.

— lc

Mystery boat's final resting place.

Along with a boatload of memories from their recent South Pacific cruise, Sam and Sally Peterson of the Downeast 32 *Moana* brought back some curious photos. "While exploring the outer islands of the Marshalls," they explain, "we found this interesting shipwreck at Maloelap Atoll. It's about 26 feet long, with a beam of less than 6 feet and a draft of 2-3 feet. Although there was no

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8'2" H RIB	\$2,599	\$1,949	
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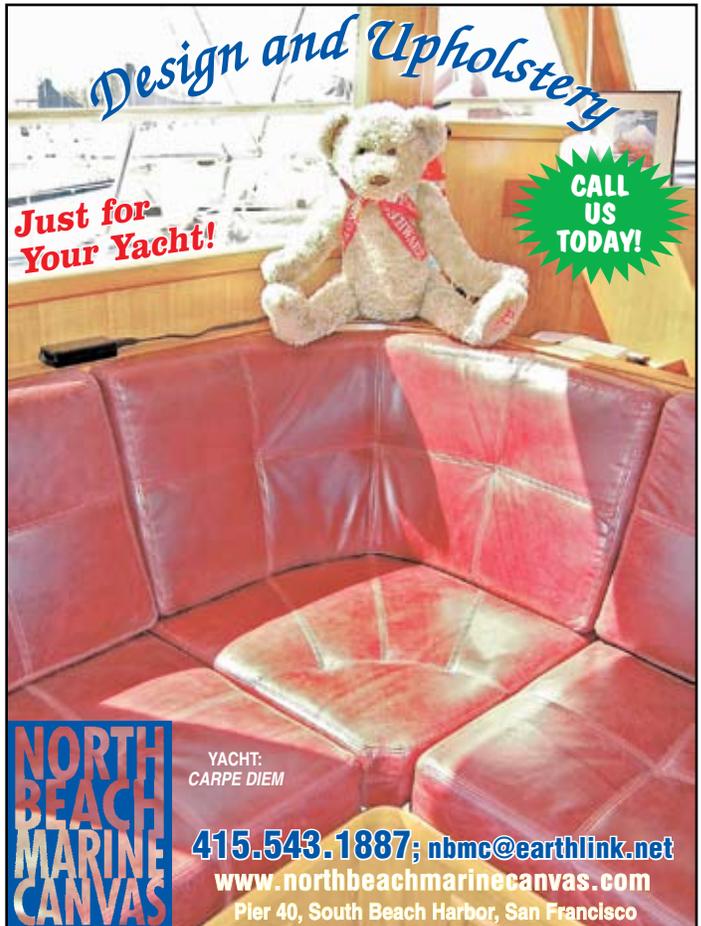


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LOOSE LIPS

name, we could see screw holes where there may have been a board with the vessel's name. The hailing port of San Francisco was clearly painted on both sides and there was a large red star



SALLY PETERSON

Ride Captain, ride upon your mystery ship . . .

on the transom. The boat appeared to have been on the beach for quite some time and is missing all hardware."

We asked readers of *Lectronic Latitude* if anyone had info on the mystery boat. Most who responded noted that it may not have been a Bay Area boat, as there are many 'San Francisco's in Mexico and Central America. Most doubted this odd-looking craft could sail all the way from the Left Coast to the Marshalls.

But the 'plot thickened', so to speak, when we heard from S.F. Bay sailor Will Green: "We also came across this vessel while there in the late '90s in our Pearson 30 *Coyote*. A little investigation turned up the following rumors.

"The couple who were sailing this vessel were, I believe, from Hawaii. Apparently they took on a male crewmember before setting off for the Marshalls. When the boat got there, the only one aboard was the crewman. Of course, the locals who helped the guy didn't know about the missing couple and the guy didn't mention them. It turned out that the crewman later went to Majaro, the capital, and got a managerial job in a supermarket.

"It seems his past caught up with him one day when a U.S. official investigating the disappearance of the couple arrived on the island. After a few questions he was directed to the supermarket. Upon hearing that the agent wanted to talk to him, the former crewman went up to his office and shot himself.

"These are the rumors and hearsay that I learned about the vessel. How true the story is, I can't say."

Luck is not a factor.

Most experienced mariners know better than to taunt the gods with boat names. For example, the world is not likely to ever see another ship named *Titanic*, no matter how big and grand she is. Even the name *Lucky* seems to be pushing this envelope, as evidenced by an incident in Thailand on October 7. Seems the owner of the wooden sailing yacht *Lucky* — an American who would only identify himself as "Mr. Smith" — ferried six friends out to the boat, which was anchored in Ton Sai Bay, for a nice daysail. According to a report in the *Phuket Gazette*, the group had just raised the sails when a strong gust of wind hit the boat and it capsized and sank. It was later revealed that the group had apparently forgotten to raise the anchor.

No one was injured in the accident and all seven men were pulled from the water by a police patrol boat that happened to be cruising by. (At least that part was lucky.) The boat was later raised and immediately transported to Phuket.

And if you thought *that* story was weird . . .

Over in the UK, Mike Watts managed to set his yacht on fire and sink it — all while trying to make a cup of hot chocolate.

According to reports, Watts had anchored his 30-ft Avocet sloop in the Moray Firth ('firth' is British for 'estuary'), and had

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the stove going and the water on, when all of a sudden "A curtain fell down behind the cooker and caught fire." The foam from a fire extinguisher didn't put it out, so he tried pouring a bucket of water back there, "but the foam prevented it from reaching the fire." Unable to control the blaze, Mike called for help and was rescued by a local cruise boat, from which he watched his boat become completely engulfed in flames and sink. Watts was a liveaboard, so everything he owned (except a personal computer he grabbed as he got off) went down with her.

Gettin' bombed.

From the 'history' section of the St. Petersburg YC website (www.spyc.org):

"Shortly after World War II started, B-17 bombers from MacDill Air Force Base occasionally used Mullet Key as a bombing range. SPYC junior sailors were also in the habit of using Mullet Key as a picnic site. Fate was smiling that summer day when Lew McMasters Jr., Sam Cary, Homer Allen, and Elliott Holland sailed four (small) boats to Mullet Key. They had hardly dropped anchor and gotten sail covers on when there was this "THUNK" out in the pass, followed by another and another, as wave after wave of B-17s moved in on the island. Sail covers were left in their wake as sails and anchors were raised and the four boats shot the bar and headed out Bunces Pass for the open waters of the Gulf Mullet Key was quickly placed "off limits" for the duration, but a bunch of wide-eyed teenagers had the story of a lifetime. And with each telling, the planes grew in size and number and the bombs got closer and closer."

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SIGHTINGS

what's in a name

We do love a good boat name that stimulates our curiosity. Take the Express 34 in the accompanying spread. She's named *Jane Doe*, and for all we know, the fellow driving her is named John.

'Jane Doe', of course, is the placeholder name in legal actions or discussions in the United States, and is also widely used to identify a corpse or emergency room patient. Doe is also used for anonymous or unknown defendants in legal cases, but so is Roe, as in *Roe vs. Wade*. Different countries, however, use different names for the same

continued on outside column of next sightings page

leave the swimming

It probably won't matter much to local sailors, but we thought you might be interested to know that Bolinas appears on *Forbes Traveler's* list of 10 Dangerous Shark Beaches — that is, the 10 places in the world where the odds are best that you might get chomped. Other U.S. beaches on the list included New Smyrna in Florida and Kahana, Maui. The rest were

Insets, from top down — We wonder if 'Lorelei' is named after the siren of the same name who lured lonely sailors to their deaths on the banks of the Rhine; the crew of 'Zalika' seem to agree she was 'well born'; everyone on 'Shindig' loves a party.



trunks at home

scattered from Brazil to Australia, with South Africa receiving the most mentions with three. The *most* dangerous place? Not noted, although we'd nominate Kosi Bay, South Africa, "where Zambezi sharks like to hunt for their food in fresh water lakes and rivers, making no body of water in this region safe." Terrific.

— jr

name — cont'd

purpose. In Canada, it's G. Raymond, while in China it's Heavenly. In Germany it's Erika Mustermann; India, Ashok Kumar; France, Madame X; the Philippines, Juanita dela Cruz; Russia, The Little Golden Calf, and in Switzerland, Frau Schweizer.

Of course, there's also the Jane Doe of London, makers of 'Classic and Couture Latex' fetish wear.

No matter where the name came from, the helmsman has *Jane Doe* looking good as she reaches along on a beautiful fall day on the Bay.

— richard



PHOTOS LATITUDE / LADONNA

SIGHTINGS

simplicity defined

Grace is defined as “simple elegance.” Perhaps someone should send Mr. Webster this photo as an illustration. *Grace Quan*, one of the



LATITUDE / JR

‘Grace Quan’s tanbark sail was finished by boiling the newly sewn cotton canvas in a vat of water and the “crushed dried bark of tanbark oak trees.” Simple!

most eye-catching boats on the Bay, was built by National Park Service staff and volunteers at China Camp State Park in 2003 as an homage to the traditional Chinese shrimp junks that once plied Bay waters from the mid-1800s to the early 1900s.

As is so often the case, “simple” doesn’t necessarily equal “easy.” Constructed using traditional Chinese boatbuilding methods — fire-bending the redwood planks, edge-nailing the planks together (with hand-forged nails, of course), and whipping up caulking from lime and linseed oil — the

42-ft *Grace* was even more of a challenge, as not a single example of the classic design floats today. Her lines were extrapolated from the sunken remains of a predecessor, as well as historic photos, and are believed to be quite accurate. Check out www.nps.gov/archive/safr/junk.html for more on her history and unique construction.

Grace spends half her time on display at China Camp and the other half at San Francisco Maritime National Historical Park’s Hyde Street Pier. If your timing’s good, you might just catch a glimpse of her simple tanbark lugsail out on the Bay pulling her into the past.

— *ladonna*

horseshoe cove marina faces closure

“I first came to the Presidio YC for a wedding in the late ‘90s and thought, ‘Wow! What an incredible place,’” recalls Louis Canotas. Within months he’d joined the Coast Guard Auxiliary so he could become eligible for a slip in the adjacent Travis Marina, a sleepy 65-berth facility tucked inside a well-protected cove in the shadow of the Golden Gate Bridge’s north tower.

Today, not only does Louis have a slip there for his Ranger 26, but he’s recently taken on the management of the clubhouse and docks, and has become enamored with the place’s colorful history as well as its future potential. During WWII the building which now houses the Club was used by the military to service the sub nets which protected the Bay, and for other defensive operations. In 1959 it was designated as a MWR (Moral, Welfare and Recreation) facility, administered first by the U.S. Army and currently by the Air Force. But both the marina and buildings are leased from the National Park Service.

During his brief tenure, Canotas has already done a lot to clean up the grounds and spruce up the clubhouse, and he’d like to do a whole lot more. Unfortunately, the marina’s lease runs out in less than two years, after which a National Park Master Plan calls for the slips to be torn out and the club to be turned into a museum.

While many Bay Area boaters see Travis Marina as a quaint Bay Area treasure, it’s long been in need of a facelift. No doubt its unglam-

continued on outside column of next sightings page

ken-ichi horie

Japanese sailing icon Ken-Ichi Horie is back in the news — or will be soon — with yet another weird new boat he intends to



SHERRY VANN

sail across the Pacific. Longtime readers will recall Horie as the first Japanese sailor to sail solo from his homeland to

Louis Canotas hopes the National Park Service will allow Horseshoe Cove’s Travis Marina to remain open.



rides again

San Francisco in 1962 aboard a 19-ft plywood sloop named *Mermaid*. He was 23 then. He is now 66 and still going strong. In the 45 years since that first voyage, Horie has recrossed the Pacific many times in many different types of craft ranging from a 9-foot sailboat to peddle and solar-powered boats to a 32-ft catamaran whose hulls were made of aluminum beer kegs welded together — the latter a nod both to his interest in recycling and his longtime sponsor Suntory breweries.

Like an old time magician, Horie tries to top himself with each new project. Improbably, he continues to succeed. Proof positive is his latest boat, *Suntory*

continued in middle column of next sightings page

horseshoe cove — cont'd

orous nature did not mesh well with the dreamy seascapes promoted by the upscale Cavallo Point lodge, now under construction on the adjacent Fort Baker property. Also problematic is the fact that throughout most of their history, Travis and the Presidio YC have been used exclusively by those affiliated with the military. Commenting on the decision to remove the slips, NPS Real Estate Project Manager Steve Kasierski, explains, "There are complicated issues when you have a private marina functioning within a National Park facility." In place of the slips, the master plan's vision is for public mooring buoys to be installed within the Cove, giving public access to boaters for lunch stops or overnights — like at Angel Island's Ayala Cove.

But Canotas is hoping for a compromise: "There's plenty of room out there for both moorings and the marina slips," he contends. He's also eager to let readers know that membership restrictions have loosened up substantially already, and plans are underway to drop restrictions entirely. Rather than tear out the marina, he and many of the facility's 240 members would like to see the docks be refurbished

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LATITUDE / ANDY

SIGHTINGS

horseshoe cove — cont'd

and the facilities upgraded.

Even now, the YC is open to the public. Live music on the weekends draws sizeable audiences from the surrounding community, and many a wedding is held at the Club due to its prime location beneath the Bay's most famous landmark. A guest dock is available to visiting boaters for overnights, and several small sailboats are rentable for daysails. Both the Tamalpais Outrigger Canoe Club and Bay Area Sea Kayakers currently launch their boats from the Club's beach.

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horie

Mermaid II, which he hopes to voyage from Hawaii to Japan starting next summer. This 31-ft aluminum catamaran is powered by wave action — the pitching movement of the boat causes hydrofoils beneath the bows to generate thrust "like the tails of dolphins and whales". The boat will also be fitted with an engine, mast and sails, but those will not be used in

We feel the need . . . the need for 'Lightspeed'.



— cont'd

the crossing.

We'll have more on the boat, the technology and Horie-San himself in future editions of *Latitude 38*. In the meantime, check out this website for more on the boat and a layman's summary of the technology: www.tsuneishi.co.jp/english/horie/index.html.

— jr

horseshoe cove — cont'd

"We'd like to ask *Latitude* readers to help us plead our case to legislators," says Canotas. "But I'm new to any kind of political action. Can anyone give us some ideas on how we can conduct a campaign to save ourselves?" If a genie popped out of a bottle and offered Louis Canotas a wish, he'd ask that every boater in the Bay Area sit down and write letters to Nancy Polosi, Lynn Woolsey, Diane Feinstein and others to save this historic gem. (He can be reached at (415) 332-2319 or via Travissailing@sbcglobal.net.)

— andy



SIGHTINGS

deleon gets life times two

Jennifer Deleon was sentenced on October 5 to two consecutive life sentences without the possibility of parole for her part in the 2004 murder of cruisers Tom and Jackie Hawks. Prosecutors claim that Deleon's husband, Skylar Deleon, John Fitzgerald Kennedy and Alonso Machain, posing as potential buyers for the Hawks' 55-ft trawler *Well Deserved*, accompanied the couple on a test sail out of Newport Harbor. The allegations are that, once well out to sea, the three men overpowered the couple and forced them to sign legal documents, then tied them to a large anchor and threw them overboard. Their bodies

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for your

You may not be able to judge a book by its cover, but we've always thought you could tell quite a bit about a sailor by his boat. For example, what kind of man do you think would paint the Bristol Channel Pilot Cutter in the accompanying photograph so colorfully?

An accountant, or a photographer?

A man who sails the Bay on Sundays, or a man who, halfway from Monterey to

While it may not suit everyone's tastes, we applaud Terry Nugent's eye for color.



TERRY NUGENT

eye only

Hawaii, had to be rescued from his 9-ft Boston Whaler Squall?

A man who always sails with crew and his lifejacket on, or a man who single-handed from Monterey to La Paz aboard a Montgomery 15 sloop at age 50?

We don't even have to tell you, do we, that the boat's owner, Terry Nugent of Monterey, was indeed rescued by the

continued in middle column of next sightings page

**deleon — cont'd**

have never been found.

Last November, a jury found 26-year-old Jennifer Deleon — who is now using her maiden name of Henderson — guilty of two counts of first-degree murder and the special circumstances of murder for financial gain and multiple murder. Though the pregnant Deleon was not aboard *Well Deserved* that day, prosecutors successfully argued that she knew full well of her husband's plan, and helped by bringing her baby daughter along on an earlier visit to help gain the Hawks' trust, cleaning the boat with bleach and lying to investigators. We wonder if she now regrets turning down the prosecutor's pre-trial offer of immunity in exchange for testifying against her soon-to-be-ex-husband.

The trials for Skylar Deleon and John Kennedy have been postponed several times and are now scheduled to begin in January.

Another notorious maritime murderer, Wesley 'Buck' Walker, now 70, was released from prison on August 28 after serving 22 years of a life sentence. The haunting chain of events which led to his incarceration was chronicled in the best-selling novel *And the Sea Will Tell*, by attorney Vincent Bugliosi and Bruce Henderson. Initially, Walker and his girlfriend Stephanie Stearns were only convicted of stealing the sailboat *Sea Wind* belonging to Mac and Muff Graham of San Diego in 1975. The owners' whereabouts remained a mystery.

It wasn't until six years later that another piece of the puzzle fell into place, when a box containing Muff Graham's charred bones washed up in the Palmyra lagoon. At the time, however, Walker had escaped from prison for the earlier charge, but was eventually caught and convicted of the murder. Represented by Bugliosi - who, when working as an L.A. Deputy D.A., put Charlie Manson behind bars - Stephanie Stearns was acquitted.

The sea has yet to reveal the fate of Mac Graham.

— *ladonna & andy*



Jennifer Henderson-Deleon.

leland's winter project

After spending 29 years building your dream boat, it's only natural to want to take a nice leisurely cruise south to Mexico or the South Pacific, complete with fruity drinks and plenty of down time. But Leland and Cecily Parsons like to shake up the status quo, so when they left San Diego last year on their 65-ft schooner *Frank Edmund*, they turned right.

Their plan was to winter in Sacramento to be closer to their new grandson but, the minute they entered Pillar Point Harbor, just north of Half Moon Bay, they knew they'd found their winter home. "It was like I was back in Gloucester," explained Leland, a native Massachusettsan.

Charmed by the harbor's hard-working fishing fleet and downright homey feel, the Parsons settled in for the winter. But Leland was antsy. "I needed a winter project." He found it when Harbormaster Dan Temko prepared to dismantle a repossessed and condemned Monterey fishing boat.

Having grown up in a fishing community, Leland knew how difficult it could be for fishermen to meet their family's basic needs, much less pay for advanced schooling. He could see that many of the Pillar Point fishermen were in the same spot. So when he realized that Half Moon Bay was lacking a common tourist activity — a harbor tour boat — he had a brainstorm: Start up a non-profit educational fund to benefit local fishermen and their families. And so the Pillar Point Educational

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SIGHTINGS

irene — cont'd

Fund was born.

Temko agreed to sell the 39-ft *Irene*, built in 1925 and looking every bit of her age, to Leland for a penny, and went so far as to foot the bill for the crane that pulled her from the murky waters after Leland accidentally sunk her (let's just say poor bilge pump hose placement was involved and leave it at that). The first thing Leland did was to invite five local fishermen to the boat (pre-sinking) to get their input on the idea. "It's the first time he ever saw five fishermen together smiling



'Irene' might not carry as many 'passengers' as she did in her heyday, but today's groups will probably have a better time while onboard.

and agreeing with each other!" Cecily laughed. Those five fishermen now make up the committee that will be responsible for dispensing grants.

The next step of the process was to get approval from the San Mateo County Commissioners to rebuild *Irene* on the waterfront. "I told 'em what

we wanted to do," Leland recalls, "and then said I had just three points they should consider: 1) The plan already had five fishermen smiling about it; 2) they all agreed to it; and 3) we weren't asking for money."

"Permission granted!"

The paperwork and legalities involved in starting up a non-profit organization were far more complicated than the Parsons could have guessed. "All the legal work took about six months," noted Cecily, "so we had to start with our own money." The cash is coming in now but not as quickly as hoped.

Work progressed quickly over the summer — "She'll be ready to launch by Christmas!" — with dozens of people volunteering their time for the project, all the while under the watchful and helpful eye of the Coast Guard. "They've been just great," Leland said. "We couldn't have done it without their help, especially on the scantlings (drawings) that were required to get approval to turn *Irene* into a passenger vessel."

Once *Irene* is up and running, Leland and Cecily believe the seasonal harbor tours will generate enough income to keep her running and still sock away a considerable amount for the educational fund. "We have enough in the bank to finish the hull," Leland said, "but we need another \$60,000 to buy the engine and electronics and still leave a little in the bank for maintenance." If you'd like to make a tax-deductible donation to the project — or just volunteer — go to www.projectirene.org or call (619) 507-5071.

Starting a non-profit organization at the beginning of an open-ended cruise may not seem typical, but Leland and Cecily are anything but. "It makes cruising a very unique experience," agreed Leland. So what kind of "unique experiences" are they planning after this "winter project" is complete? "We'll head north to Glacier Bay next summer, then down to Panama and eventually over to Europe. We'll cruise until

continued on outside column of next sightings page

eye

Air Force and a supertanker halfway to Hawaii in '77, that he singlehanded to La Paz in '93, and that he's made a living as a photographer.

As men get older, they tend to want larger boats, so it comes as no surprise that Nugent purchased the 26-ft Bristol Channel Cutter *Eye of Infinity IV*, which,



— cont'd

while you read this, he'll be sailing in the Baja Ha-Ha. Characteristically, he's ambivalent about his next big destination; it could be the Great Lakes, or it could be Ireland. Yes, the right side of Nugent's brain hasn't slowed down at all, and we think that's great.

— richard

irene — cont'd



we can't do it anymore," Leland said. "We told our kids," laughed Cecily, "when we're old and gray, we'll go to the Bermuda Triangle and see what it's all about."

— ladonna

Leland and Cecily Parsons started a non-profit educational fund for the fishermen of Half Moon Bay — in the middle of their world cruise.



westpoint marina taking shape

Work has been progressing swiftly and steadily at Westpoint Marina in Redwood City, the Bay's newest marina and possibly the only one ever built literally from the ground up. If you have followed the story in these pages over the years, you will know that developer Mark Sanders

conceived of turning an old Leslie Salt bittern pond into a marina way back in 1988. After Sanders spent nearly two decades jumping through legal hoops and employing a number of creative technologies to meet the

Westpoint Marina in Redwood City will have more than 400 slips when complete. Right now there's room for 120 boats.

endless legal and environmental requirements, the levee to Westpoint Slough was finally breached a year ago to flood the basin with 26 acres of 'new' Bay surface. Not long after that, some kayakers and sea lions beat Sanders to become the first official visitors.

Things have been moving fast since our last visit in February. Dockage for 120 boats (44-, 50- and 55-ft berths) are afloat at this writing, and utilities are being run as we speak. With rains on the way, Sanders hopes to get temporary roads in soon. The next big milestone: light it all up in a month or so.

Although Sanders is reluctant to predict when the first permanent berthers on the waiting list will start getting phone calls (his brother John maintains the list), it doesn't mean the place is deserted. Just a few weeks after the entrance was opened, a dinghy club held a race in the new lagoon, and several yacht clubs have held cruise-ins.

When completed, the marina — located at the eastern end of Seaport Boulevard — will have more than 400 slips (including more 60-ft slips — 70 in all — than any other Bay Area marina). There will be plenty of additional side-ties, covered docks and guest docks for smaller craft. The full-service marina will also have a fuel dock, boat ramp, pumpouts — basically all the modern amenities. Ashore you'll find the harbor master's office, restaurant(s), a boatyard, sail loft, canvas shop, chandlery, dry storage, retail shops, and plenty of parking.

For more information on Westpoint Marina, including the application form for slips, log onto www.westpointmarina.com.

— jr

passport rules being enforced

It's official — as of October 1, passports are now required for all airborne Americans traveling out of the country, including Canada, Mexico and the Caribbean.

The new rules were supposed to have gone into effect in January, but a massive influx of applications caused major delays at processing centers, prompting officials to postpone enforcement until later in the year. As millions of panicked travelers rushed to get their passports in time for their summer vacations, the backlogs got deeper and deeper, and the deadline was pushed back again and again.

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shhhhh . . .

If you were out on the Bay on October 20, you may have noticed two BMW Oracle Swedish Match Racing Boats looking as if they were practicing match racing starts. We couldn't help but notice that James Spithill, helmsman of *Luna Rossa* in the last America's Cup, was at the helm of one boat, and Russell 'Mr. America's Cup' Coutts, the new honcho for *BMW Oracle*, was at the helm of the other.

Despite the fact that it was a busy



Can you keep a secret? Am Cup vets James Spithill, left, and Russell Coutts, right, were not spotted match racing on the Bay. Not.



it's a secret

weekend of racing on the Bay, and the two were seen by hundreds of sailors, we were contacted and asked not to reveal this information. It was sort of like Britney not wearing panties to The Ivy restaurant and then having her publicist ask all the patrons not to tell anyone. Ridiculous. Couldn't *BMW Oracle* at least have spent a little money on Halloween masks for their skippers?

— richard

passports — cont'd

The screams of travelers and their legislators spurred the State Department to hire thousands of workers to tirelessly process the 18 million applications received in the last fiscal year. Though the wait time is back to normal — 4-6 weeks for standard processing and no longer than 3 weeks for expedited service — officials are expecting another glut of holiday applications.

Even if you only plan to travel by boat for the rest of your life, you're wise to get your passport now. The same rules will go into effect for boats and cars on January 31, 2008. For more info, go to www.travel.state.gov.

— ladonna



SIGHTINGS

new bones for lord jim

"All in all, we are about 60% finished with the structural portion of the reconstruction and repairs," reports Holger Kreuzhage, whose vintage gaff tops'l schooner Lord Jim struck an uncharted rock off the coast of Brazil in March and sank. Thanks to the ingenuity of local divers and mariners, she was quickly refloated. Since then, Holger

and partner Tracy Brown have been working tirelessly to refurbish their beloved 82-ft John Alden classic.

Initially, of course, they felt horribly dejected, continued on outside column of next sightings page

short

KEY WEST — When Hurricane *Wilma* hit Florida in 2005, Peter Halmos chose to anchor his 158-ft Perini Navi *Legacy* rather than take his chances on the open water. Surprisingly, *Legacy* survived the storm but wound up embedded in a huge 'meadow' of federally-protected seagrass. Two years of meetings and negotiations with government agencies later, Halmos has finally received approval to pull *Legacy* to deeper water with the promise he'll replant any damaged seagrass. Started in mid-September, the project is moving along — at the snail's pace of about 10 feet per day! *Legacy* should be free by the



PHOTOS COURTESY LORD JIM

sightings

end of the year.

Halmos, who made his millions by selling theft-protection to credit-card holders, claims he's shelled out about \$1 million a month maintaining the houseboat fleet he and his crew have been living on while protecting the \$16 million *Legacy* from scavengers. "Luckily, I have enough zeroes after my name that I can absorb it," he chuckled.

WEST SUSSEX, UK — Mike Golding received two prestigious awards last month for the Southern Ocean rescue of rival Alex Thomson in last year's Velux 5

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Spread, although Holger and Tracy were initially overwhelmed by the idea of making repairs in Brazil, the abundance of sensational hardwood and knowledgeable shipwrights has made the refit of 'Lord Jim' less painful. Inset, an eye opening view of new floors, frames and planking rising from a 71-year-old keel.

lord jim — cont'd

wondering how they would get her to a top-notch boatyard in the U.S. or Eastern Caribbean. But their spirits began to lift when they

realized they were in one of the few places on earth with an abundant supply of hardwood, and shipwrights who still practice the time-honored traditions of wooden boatbuilding.

"At this point we have replaced all the floors in the boat with new ones out of ipe. We are still working on some of the double-sawn frames on the port side; all frames on the starboard side have been replaced with angelim vermelho," says Holger. "When the port side is finished we'll have replaced virtually every frame in the boat with new ones in this fabulously strong wood."

You might say that, other than the keel timbers themselves, they're giving this old girl a completely new set of bones, which will probably make her stronger than ever. When she came out of the Massachusetts shipyard of George Lawley and Sons in the spring of 1936, her planking was of yellow pitch pine over doublesawn oak frames. Her new planking — which is 2 1/8" thick — is planed down from huge boards of a "flawless" wood called cumaru. "In this case, beauty will not just be skin deep," says the proud ol' salt.

Formerly based in Sausalito, *Lord Jim* has already made at least three trips around the world during her 71 years afloat. When the refit is complete, who knows, perhaps she'll be ready for another victory lap.

— andy



An Amazon shipwright shapes a new frame out of a massive plank of angelim vermelho.

flying tiger 10 — a group effort

China has been getting a bad rap lately, with multiple recalls on everything from toys to tires. But one group of people who haven't been complaining are the new owners of naval architect Bob Perry's latest creation, a surprisingly inexpensive Chinese-built 10-meter (33-ft) sportboat dubbed the Flying Tiger or FT10.

"It's the one product coming from China that you'd actually consider adding more lead to," joked the Seattle-based Perry, who's best known for designing the Valiant 40 and other production boats for Valiant, CT, Cheoy Lee, Passport and other manufacturers.

Oddly enough, FT10 came about as a result of Perry working on a 53-ft cruising boat project with builder Bill Stevens. To shake things up a bit, Stevens suggested they try something new, and Perry drew up the FT10, a boat aimed for the same niche as the J/100, Mumm 30, Bravura 32 and Columbia 32. After slipping to the back burner, the design showed up on a popular sailing website, where readers were asked to guess what it was. Thanks to the publicity, and the fact that the estimated price was to be much lower than any of her niche competitors, Perry received more than 100 offers to buy boats before he'd even completed a full set of plans. That doesn't happen often in sailing.

The concept that proved so popular is that of a high-performance trailerable one-design racing boat with a lifting keel and outboard

continued on outside column of next sightings page

SIGHTINGS

ft10 — cont'd

rudder that would come in under the "magic number" of \$50,000. The design was also well-received on the grounds that the low cost would attract not just the elite, but new blood, too.

The boat was designed to an unusual 'box rule' — the box being a common 40-ft shipping container. When tilted at a 30-degree angle, the FT10 just fits. Because the vacuum-bagged hull and keel weigh just 4,900 pounds, FT10s can be off-loaded and moved around with a forklift. As such, the FTs can easily be shipped to regatta venues around the country and the world.

Despite the terrific initial reaction to the design, not everybody was happy. For example, Perry was subjected to some verbal assaults for having created a boat that would be made in China. In addition, some sailors were skeptical about the quality of Chinese racing boat construction. The manufacturer is Xiamen Hansheng Yacht Building Company, and the FT10 is the first racing boat they've built.

As of now, 64 FT10s have been delivered around the world, three of them to San Francisco Bay. On the West Coast, the FT10 rates at between 42 and 57 PHRF. While there were some minor problems with the first few boats — as is common — owners seem to be happy with both the quality of construction and the boat's performance on the water.

When asked about any plans to design other racing boats to come out of China, Perry smiled and said, "It's a secret!" However, when the designer needed to visit the loo, we rifled through his desk drawers and discovered materials that lead us to believe he's about to announce Chinese-built 90-footers designed to meet new America's Cup rules, boats that will come complete with appendages, sails — and crew! — for under the new 'magic number' of \$1 million.

— lindsay & richard

making like boy scouts

Much like life, the Singlehanded TransPac is not a race for the unprepared. A broad spectrum of boats — from Wilderness 20s to Open 60s — have sailed in the 2,100-mile jaunt from San Francisco Bay to Kauai, but every one of them was well-outfitted for whatever they might see 'out there'.

With the 15th running of the event — marking its 30th anniversary — coming up next July, the Singlehanded Sailing Society began their monthly preparation seminar series last month with "Getting Started." Future seminars will cover emergency steering, communications, sails, electrical, rigging, provisioning, tactics and more. Exact dates and locations for upcoming seminars are posted on their website at www.sfbaysss.org.

It may seem surprising that, considering the 25 entries in this summer's LongPac (a qualifier for the TransPac) as well as the considerable turnout for the first seminar, there's only one official entry to date. "There are a number of folks who have indicated interest," explained Race Chair

Synthia Petroka, "but I can't tell you who in case they haven't gotten clearance from bosses or spouses yet."

So which lucky sailor has received the 'all clear'? That would be

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shorts

Oceans round-the-world race. The Shipwrecked Mariners' Society's Emily Robin Award is given to the master of a British vessel who's "braved the greatest peril in rescuing survivors at sea." He was also awarded with the Marine Society Thomas Gray Memorial Trust Silver Medal for "sacrificing his own chances of winning the race to help a fellow yachtsman." If he ever makes it to *Latitude 38 HQ* in Mill Valley, we'll buy him a pint!

MUMBAI, INDIA — Italian Pierpaolo Mori, 35, and his Israeli girlfriend Libi Belozerski, 27, thought the voyage from



JEANNE CRAWFORD



Robert Crawford is the first official entry in next year's Solo TransPac.

— cont'd

the Maldives to the Red Sea aboard their 55-ft sailboat *Gigo 2* should take about two weeks. But just a few days out of port, they ran into a late-season monsoon that pounded *Gigo*, eventually sinking it.

Thankfully, the couple — who were in year two of a planned circumnavigation — had a liferaft and ditch bag which sustained them, along with the flying fish and turtle they caught, for what had to be the longest eight days of their lives. The couple were picked up on October 3 about 500 miles off the Indian coast by

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shtp — cont'd

'94 race veteran Robert Crawford. Several years after finishing fifth in class on his Ericson 32 *Now or Never*, Crawford and his wife sold the boat and moved into the mountains just north of Yosemite.

"I thought I was done with sailing," he noted wryly. "After six months without a boat, I realized I wasn't as done as I thought, and set out to get the smallest — and therefore cheapest — boat I could that would allow me to sail with the SSS and still be seaworthy. That's how I ended up with *Black Feathers*." That was back in 2000, and Crawford's been tricking out the 1961 Cal 20 for the race ever since.

The entry list will undoubtedly soon begin filling up with race veterans and first-timers alike but, for now, the only other racer we're certain to see at the starting line on July 12 is Rob Tryon (we're certain because he's this writer's husband). An experienced solo sailor from

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COURTESY BOB PERRY

Spread, the FT10 'Forty Two' has a bone in her teeth in the Caribbean. Above, Bob Perry with the other passion in his life — his wife Jill.

COURTESY FORTY TWO

SIGHTINGS

shtp — cont'd

the Pacific Northwest, Tryon has dreamed of racing in the TransPac for as long as he can recall. "Life always got in the way," he said.



JEANNE CRAWFORD

Early bird — 'Black Feathers', the first Cal 20 to attempt the Solo TransPac, is ready for the flight across the Pacific. If you look closely, you can see the observation dome in the hatch.

"I immediately started planning for '08."

The most important part of the plan was, obviously, the boat. It had to be proven and seaworthy but cheap enough to fit his budget. Tryon found the boat last December in the form of a Contessa 26. For months, he slept, ate and bled that boat, getting her ready for the Singlehanded Farallones race in April. While the boat didn't perform as beautifully as he'd hoped — he finished dead last, two hours behind his closest competitor, a Catalina 22 — he did get a taste for what a long-distance race on it would be like.

So when friend Aaron Dunlap offered his new-to-him Valiant 32 for the TransPac, Tryon didn't take long to accept. "It takes a special person to let someone else sail his boat to Hawaii," he noted. In return for the use of *Feolena*, Tryon will do the majority of the prep work himself, in addition to delivering the boat to Dunlap's home waters of Puget Sound after the race. "I'm thrilled," Dunlap said. "I can't think of a better shakedown cruise!"

For now, Crawford and Tryon — and the rest of the prospective Solo TransPac'ers — are as busy as Boy (and Girl) Scouts preparing their boats and themselves for the long crossing to come.

— ladonna

mexico race season

Having held races to Mexico for over 50 years, the San Diego YC is dedicated to making their February 18-29 race from San Diego to Puerto Vallarta their best ever. They've even ordered up a full moon.

Although it's still early, 15 boats are already signed up in the ORR, IRC and PHRF divisions. Among them are Dennis Conner with his new-to-him Farr 60 *Stars & Stripes*, Jim Madden's R/P 66 *Stark Raving Mad*, Doug Baker's Andrews 80 *Magnitude*, John MacLaurin's Davidson 52 *Pendragon*, Jim Gregory's Pt. Richmond-based Schumacher 50 *Morpheus*, Dennis Pennell's defending champion the R/P 50 *Blue Blazes*, and others.

Make no mistake, there are several fine long-distance races to Mexico. For example, as this issue hits the streets, the Long Beach YC is holding their sprint to Cabo San Lucas, and on March 28 of next year the Balboa YC will hold their dash from Newport to Cabo.

The thing that makes the San Diego YC's race to Vallarta special is that it can easily be turned into much more than just a great ocean

continued on outside column of next sightings page

shorts

a Belgian tug, and transported to Kochi, India, where they were treated for dehydration and exposure.

CHICAGO — The four crew aboard the Chicago-based J/35 *Jason* were on their way to the boatyard on October 24 to haul out for the winter when a crewman fell overboard. A small craft advisory had been issued just hours before and the seas had built to 10 feet when the accident happened. Owner John Finn,

Rob Tryon only has a couple projects left before 'Feolena' is race-ready. Throw some rice and beans aboard, and he may just keep going, à la Moitessier.



— cont'd

45, called a *Mayday* and tried to rescue his crew but the steep seas slammed the boat into a breakwater, destroying it in a matter of minutes. Rescuers were on the scene quickly but were unable to retrieve Finn, Adam Kornen, 33, and the unidentified MOB for about 45 minutes. Autopsies will be performed to determine if they died of hypothermia or from injuries from the wreck — all four were wearing PFDs.

continued in middle column of next sightings page

mexico — cont'd

race. For one thing, it ends on Banderas Bay, which just happens to offer the best sailing and cruising conditions in all of Mexico. As such, it's a great place to have significant others/kids/friends fly down for a tropical vacation, to greet you as you arrive, and to join you for a cruise to places such as Yelapa, Punta Mita, the Marieta Islands and more. None of these are more than 15 miles from each other, and most are closer. By the way, tell them to forget the foul weather gear, as Banderas Bay is shorts/t-shirts/bikini sailing only.

In addition, the newly organized MEXORC will be held on March 1-8, not long after the finish of the race. With members of the San

continued on outside column of next sightings page



LATITUDE / LADONNA

SIGHTINGS

mexico — cont'd

Diego YC having recently been down to Acapulco to seal a relationship “in blood and tequila” with racers at the Acapulco YC, one of the best turnouts ever is expected. Complying with the wishes of previous participants, the MEXORC won't just be windward-leeward racing, but will include some random legs to keep things interesting. The event will be based out of the Vallarta YC, which earned raves as hosts of the J/24 Worlds last year. In fact, many participants said it was the best worlds they'd ever been to.

Members of both the San Diego and Vallarta YCs are going all out to make the social aspects of the event the best ever. For example, on Friday, February 29, the night before the small sleds and two nights before the big sleds start, the Mexican Tourism Department will be hosting a *calcutta* at the San Diego YC. A *calcutta* is a deal where

shorts

BOUNTIFUL, UT — John Bradley Egan's fiancée must have been frantic when she couldn't reach her man. After all, she wasn't with him on the drive from Salt Lake City to their new hometown of Tampa, and anything can happen on the road. She'd already tied up loose ends back home — selling her condo, furniture, car — flown to Tampa, and was just waiting for the love of her life to show up. The last time she ever heard his voice was on June 8, 2006.

It didn't take long for the woman — iden-

Paul Scripp's stunning 79-ft ketch 'Miramar', built in 1947, crossing the finish line off Punta Mita at the end of last year's 1,000-mile San Diego to Puerto Vallarta Race.



— cont'd

tified only as L.C. — to discover why. Seems Egan had cleared out her bank account and skipped town. A warrant was issued for his arrest but he'd disappeared.

Fast forward to July when Egan had mechanical troubles with his 35-ft sloop while sailing in Cuban waters. Cuban authorities quickly identified and arrested Egan, sending him back to Utah. He was charged on October 25 with bank fraud, computer fraud and aggravated identity fraud and faces 30 years in prison.

— *ladonna*

mexico — cont'd

you get to pick two boats, usually a fast one and a slow one, and by some not-quite-illegal means, get to bet on that pairing. It's an old San Diego YC Mexico race tradition that's been revived. Too bad the PHRF racers start on the Tuesday before the *calcutta*.

The Vallarta YC will be stealing a tradition from the TransPac, as they will be appointing a host family to meet every boat that arrives at their yacht club located in Paradise Marina. The hosts will be there with beverages, food, and warm Mexican-style hospitality. The event will wrap up with one of Paradise Village's famous parties on the beach.

For details, visit www.sdy.com or call Regatta Chairman Jeff Brown at (619) 709-0697.

— *richard*

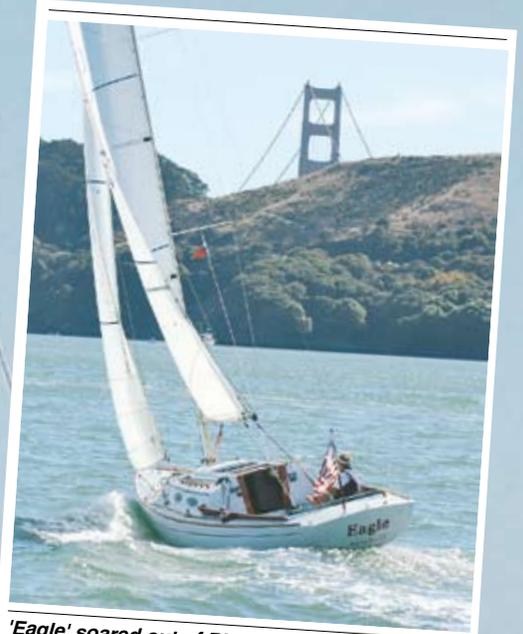


ELECTRONIC / RICHARD

EYE ON THE BAY



With colors flying, 'Osprey' found there was plenty of room on the water.



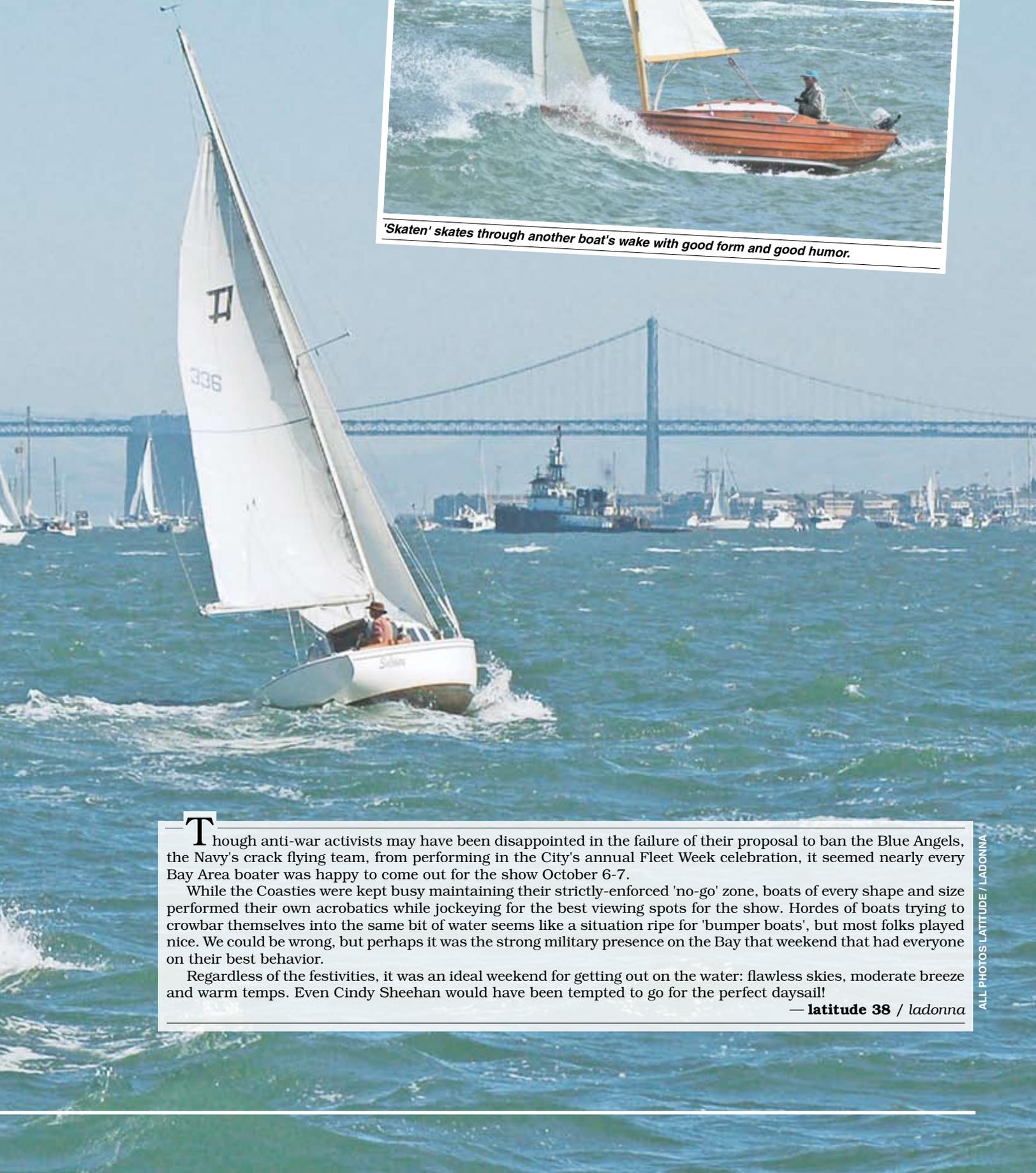
'Eagle' soared out of Richardson Bay.



— FLEETING GLIMPSES



'Skaten' skates through another boat's wake with good form and good humor.



Though anti-war activists may have been disappointed in the failure of their proposal to ban the Blue Angels, the Navy's crack flying team, from performing in the City's annual Fleet Week celebration, it seemed nearly every Bay Area boater was happy to come out for the show October 6-7.

While the Coasties were kept busy maintaining their strictly-enforced 'no-go' zone, boats of every shape and size performed their own acrobatics while jockeying for the best viewing spots for the show. Hordes of boats trying to crowdbar themselves into the same bit of water seems like a situation ripe for 'bumper boats', but most folks played nice. We could be wrong, but perhaps it was the strong military presence on the Bay that weekend that had everyone on their best behavior.

Regardless of the festivities, it was an ideal weekend for getting out on the water: flawless skies, moderate breeze and warm temps. Even Cindy Sheehan would have been tempted to go for the perfect daysail!

— **latitude 38** / *ladonna*

THE LATITUDE 38 INTERVIEW

Evan Dill

If you're looking for a role model for the simple-is-better, low-impact-on-the-environment cruising life, Evan Dill might be your man. At age 56, he signed up on the Ha-Ha Crew List to see if the cruising lifestyle was something that would appeal to him. Although, he didn't get a ride in the Ha-Ha, he did get a berth on the first of a series of boats that would take him thousands of miles down the coast and across the Pacific. Deciding cruising was the life for him, he travelled to Australia where he bought the cat he sailed back to California and more recently Mexico. Loving the cruising life, he has absolutely no plans of stopping anytime soon.

38: Let's start from the beginning.

Evan: I grew up in Santa Barbara, and from the time I was 14 or 15 I dreamed of sailing away on a boat. I graduated from high school in '63 and attended the Naval Academy at Annapolis because my parents thought I'd become a surf bum if I stayed home and went to U.C. Santa Barbara. After graduating from the Academy in '67, I was put on a tin can — destroyer — out of Honolulu. Then I became part of the BUDS (Basic Underwater Demolition/Seal) program. We were sort of the varsity of Navy frogmen.

38: What about Vietnam?

Evan: Lucky me, I got to go to Vietnam and become the leader of a combat team. Our mission was to "gather intelligence." So I snooped, gathered people, and otherwise attempted to coerce information out of them. Unfortunately, people died in that process. Before it was over, I was awarded a purple heart and the whole thing.

38: That must have had a big effect on your life.

Evan: I was an atheist before I went to Vietnam, but I became a 'battlefield convert'. I was leading a platoon when we walked into an ambush. I was shot in the back, but it was a situation similar to a Bible stopping a bullet. So I said, "O.K. God, if you let me live, I'll give you a try." And I turned into a believer.

38: Not all battlefield conversions stick. Did yours?

Evan: I'm not a strong Christian, but I'm strong spiritually.

After four years in the Navy, including six months of heavy combat in Vietnam, they wanted to send me back to Saigon to shuffle papers for purple heart candidates. I didn't want to do that. Since I was "serving at the convenience of the President," I had to write him a letter asking him to let me out of the service. President Johnson obviously never saw my letter, but I was let out.

I then attended Florida Institute of Technology to get a masters in physical oceanography. There's good surf in Melbourne,

times.

38: So how was it you came to live out at Santa Cruz Island?

Evan: My first job was as an ocean engineer for Delco Electronics, then part of General Motors, based in Goleta. They had the only underwater acoustic range on the West Coast out by Santa Cruz Island, and the bread and butter of the division at the time was audio 'signatures' of submarines for the Department of Defense. I loved those days because I got to spend a lot of time living at SCARF, the Santa Cruz Acoustic Range Facility at the Valley anchorage on the west side of the island. This was about a mile away from the Mar Meadows surf break. I worked nights, so most of my days were free. I kept a little inflatable with a 5-hp outboard in a gully near the facility, and used it to make surf runs.

When it came time for an acoustic signature test, another guy and I would dive on the sub — it was always at night — to attach a pinger to the sub. We'd have to find a grill on the sub and attach the pinger with a pinger body that I'd fabricated myself. It was tricky work because it required underwater night dives, but also because you can't stop a prop from turning on a sub. The 15-blade props are so heavy that if they ever stop turning, the shaft will bend.

38: What do they do when the subs are in drydock?

Evan: There is some special device that allows the prop to keep turning.

Anyway, it was wild stuff. I also learned the construction trade out at the island. In addition to being a diver and computer programmer for Delco, I helped build the SCARF site, using a backhoe, doing the foundations for the buildings, and all the rest. There's no trace of those buildings now, as they were required to clean them up when they left. All you can find are some underwater cables where we used to attach the microphones.

I did that kind of work for 3.5 years and loved it. But I was married and had two daughters, and never knew when or for how long I'd have to be out at the island. That made it tough on my family. So when Delco got out of that business in '77, I resigned and moved my family up to Cayucos, which was a town of about 1,300 with a pier about seven miles north of Morro Bay. We moved there because I didn't want my girls growing up in a place as big and affluent as Santa Barbara. Actually, there was a little more to it than that. After Vietnam I turned to meditation to get myself right again, and went to Cayucos to work for a company that did work in the meditation field.

But thanks to construction work I'd done on Santa Cruz Island, I soon got into construction, first working for other guys, then on my own. For the next 22 or so years, I did construction, ultimately specializing in erecting steel buildings and

"I loved those years living and working at the Valley anchorage on Santa Cruz Island."

Florida, although sometimes the swell would only come up for three hours before disappearing. The other good thing was that big schools of bluefish would sometimes come down the coast. So I had a rack atop my little VW bug with a fishing pole on one side and a surfboard on the other. It was 2.5 years of good



steel roofs all over the state. We got big, went small, got big again — all that kind of stuff. At the end, I specialized in high end steel structures. The last one I did was a funky little beer can-shaped bedroom for Brad Pitt at his home just north of El Capitan. I charged him enough to support myself crewing on sailboats for a year, so I signed up on the Crew List for the '00 Ha-Ha.

38: Had you done any sailing or owned any boats before then?

Evan: About 15 years before I'd owned a Columbia 30 that I kept in Morro Bay and would singlehand between Santa Barbara and Morro Bay. But I never had that much time to sail her, and always figured we could either have a house or a boat, but not both. Anyway, I signed up on the Crew List to see if the cruising lifestyle is something that would appeal to me.

38: So how did you like the Ha-Ha?

Evan: It turned out that another guy and I crewed on a boat for a guy who wanted to sail to Mexico, but after the Ha-Ha, so I missed that event entirely. The owner was a bit funny in that he wasn't even going to stop in Mexico at all, but finally did so at Zihuatanejo, which isn't a port of entry. When we got there, the other guy and I were accused of mutiny because we wouldn't go along with the owner's notions of things like not using running lights at night in order to save electricity. So we got off the boat. It just so happened that this was right at the beginning of the first Zihua SailFest, and *Latitude* was having that big welcome party aboard *Profligate* and Blair Grinols' *Capricorn Cat*. This was my first real experience with other cruisers, and I just couldn't believe it. I met this beauty who was selling raffle tickets, and talked to all kinds of other cruisers. "If this is what cruising is like," I said to myself, "I think I like it!"

38: So did you find a new boat to sail on?

the latitude interview:

Evan: Yes, she was something like a Liberty 49, and I crewed on her to Costa Rica and then across the Pacific to Tahiti. It was a fine trip. The owner and I didn't get along really well, but good enough. When I got to Tahiti, I jumped ship and hopped aboard

*"I'm a warm weather guy.
Cruising in British Columbia
has no appeal for me."*

Jerry Mosel's Oceanside-based S&S 54 *Charisma*. Jerry is one of those guys who just loves to be around good surf. Although he's been back a number of times, this was his first trip, and he found that there wasn't enough surf for him in Tahiti. So he wanted to head up to the Tuamotus, Fanning Island, and back to Hawaii in search of more waves. This was fine with me, and we spent four months making the trip, surfing as much as we could. We spent the longest time, about two months, at Fanning Island, which has great surf. It's sort of a funny place because Norwegian Cruise Lines has these ships that go between the Hawaiian Islands, but, because of the Jones Act, have to make 900-mile side-trip down to Fanning in order for everything to be legal. When they get there, they throw a big BBQ and have Hobie Cats and stuff for their passengers to play with. This was great for us, because ships would arrive once a week, and we were always welcome at their BBQs, where they had lots of fresh food that otherwise was hard to get at Fanning. We also got to meet some ladies, although most of them were older and from the Midwest.

By the time this trip was over, I was pretty sure how I felt about the cruising life, and told Mosel that I thought I was going to get a catamaran.

I came back to California, but a short time later got a crew position on a Canadian ketch that was supposed to go from Hawaii to Australia via the South Pacific. I had a good enough time, but got kicked off in Western Samoa. The owner wanted the three of us — there was another crewmember — to be like



'Java' at the Bay of Virgins in the Marquesas.

the Three Musketeers, but in my free time I just wanted to surf. We just didn't click in that and other ways, so I was off the boat. But I couldn't have ended up in a better place than Western Samoa. I love that place! I stayed until my credit cards

were maxed out. American Samoa sucks, but Western Samoa is a hidden treasure of the South Pacific. Too many cruisers pass it by.

38: Folks who haven't cruised much might be alarmed by what seems to be your always jumping ship or getting kicked off. But that's the norm after a few weeks or a few months, isn't it?

Evan: It's the nature of the beast when you're on the same small boat with somebody for extended periods of time. In the last case, there were also issues of me being a vegetarian and the owner of the boat being a meat-eater. I said that I'd be happy to pay for my share of the meat, and would even cook it, but I just wouldn't eat it. Somehow that difference between us seemed to bother him. And I don't think he liked the fact that I was probably a better sailor than he was. It's hard enough living with a woman 24/7, but it's even worse with guys. Leaving boats or being asked to leave boats doesn't mean you don't like the other person, just that it's time to move on.

38: Who do you have crew on your boat?

Evan: I try to just take women because they don't have so much testosterone. But I've also taken a lot of guys to crew with me as well.

Anyway, thanks to my various crewing opportunities, I got to know what it was really like 'out there', and realized that cruising is exactly what I wanted to do. And thanks to some brief sails on catamarans, I knew I wanted to cruise on a cat. They're faster, have more room, sail flat, and are generally more fun and less risky. Since I knew I would be doing ocean passages with folks who had never sailed before, getting a cat was really important to me. The other thing I learned crewing on other boats and making a land trip in New Zealand is that I'm strictly a warm weather and warm water guy. Cruising in British Columbia, for example, has no appeal for me.

Knowing that Australia is home to the greatest number and variety of cats, I headed there via a one-month visit to New Zealand. Our family had hosted an exchange student from New Zealand a few years before, so I had 'family' there, and was given a car to tour the islands. New Zealand is a great place, but it's not tropical, and they don't have many catamarans.

So I flew to Sydney and started heading north, figuring that I'd find a cat by the time I got to Cairns. And I did. While in Mooloolaba, I found a Crowther 48 that was the right size and kind of cat for me, and the price was reasonable. *Java* was 12 years old at the time and had been a home to a family of four who had never taken her outside the Great Barrier Reef. She needed a mast, boom and rigging, and some other work, but by the time it was all done, I had a fast oceangoing cat for a good price.

38: So we suppose you cruised around Australia.

Evan: Not really. I had to return to California to work out a settlement on the house with my ex-wife, and since cruisers kept raving about the Sea of Cortez, I decided to sail back to California and Mexico for a couple of years. The trip back did take us nine months.

38: How was that trip?

Evan: It started pretty poorly, as we had hellish weather all the way to New Zealand. We should have had off-the-wind sailing, but we ended up with 17 days of very strong wind on the nose the entire time. I had two novice sailors as crew, and had told them it would only take 10 days. Unbeknownst to us, their version of the Coast Guard had planes looking for us.

Then we got into trouble with Kiwi Customs. After rounding the north tip of the North Island, we pulled into a bay hoping to anchor and just get some rest. When we did, we got on the VHF and asked if it was possible to cross the bar into the river.

evan

They said no, but asked if we were the missing catamaran from Australia. We were instructed to continue on to the Bay of Islands immediately — no stopping. Well, the crew was beat up, and I'd already promised that I'd make them pancakes, so we didn't leave right away. When we finally pulled into the Bay of Islands, there was a Customs plane flying overhead, demanding to know where we'd been for the last two days. It turned out the little bay we'd anchored in is the primary place where dope was smuggled into New Zealand. It's also where the French commandos snuck into the country to sink the Greenpeace ship years before, so the Kiwis are particularly sensitive about it. The Customs guy was really nice, but told me I was lucky my cat hadn't been confiscated and that I hadn't been thrown in jail.

It had been a very long and hard 1,000-mile trip because the Tasman — or Tassie — is just a very rough sea. Of course, the next 2,200 miles to lower French Polynesia turned out to be even more exciting. We were headed from Whangarei to Rapa Nui in the Australs. With winter coming on, I decided to stay south, and we ended up getting caught in winds up to 70 knots with 30-ft seas. It always blew between 20 and 45 knots, and there were three days in which we made 160 miles — under bare poles! It was just a weird weather year. We'd left on the back of a low and should have had southeasterlies, but had headwinds the entire way instead. We should have known, as we'd left New Zealand in the middle of a hailstorm. The trip wasn't made any easier by the fact the autopilot failed the first night out.

38: Isn't there a better way to get to the tropics?

Evan: Most people get to the tropics from New Zealand by going up through the Cooks, but you have to sail upwind. I wanted to have the wind with us, but it was just a weird weather year, so we got it on the nose.

38: How did you get your crew?

Evan: I just put some notices up around Auckland and Whangarei. It said something like, "Catamaran leaving for Tahiti ASAP, if you want to crew and are willing to share expenses, email me." I got about six responses. I took two guys in their early 20s and a 20-year-old girl. The guys had been backpacking around to surf, and the girl had been working in New Zealand. Tahiti sounded good to all of them.

Unfortunately, one guy's father died in the middle of the trip, so he left in Tahiti. And the girl decided that she wanted to go back to New Zealand, so just one guy and I ended up sailing *Java* to Kona on the Big Island. We managed to arrive at the end of the swimming portion of the big Iron Man competition, and it was a bit of a mess. We went ashore to try to check in, and got trapped in everyone rushing to get on their bikes. The Customs folks told us they couldn't clear us in that day because they had to come from the airport, and the Iron Man had closed or jammed all the roads. We were told to stay on our boat until the next day.

38: Did you stay on your boat?

Evan: Of course not. We went in and had some beers. Even though they'd been novices, my crew had worked out well.

The most recent crew I had were a 34-year-old Scottish woman and a 30-year-old Brit that I met while in La Paz. When I met them, they were working like crazy on this 73-year-old Swedish guy's boat, getting ready to sail with him to Thailand — even though they had no sailing experience. When the Swedish guy had to leave to get some medical treatment, I asked if they wanted to come with me and get some sailing experience prior to committing to such a long trip. We ended up sailing together for a month, during which one learned that she is prone to seasickness and the other discovered she has

a balance issue. By the time it was over, they were rethinking their plans about sailing to Thailand with a less-than-nimble 73-year-old skipper.

My take on crew and crewing is something I heard Jerry



A key to Evan's parsimonious cruising is sailing rather than dieseling.

Mosel say a long time ago. "Let's just have fun for as long as it's fun. When it stops, we'll do something else." Ironically, although Jerry and I are friends, I probably wouldn't sail with him again or he with me. Remember that I told him in Fanning that I was probably going to get a cat and go cruising? Two years after that I pulled into Fanning with *Java*. He came over the next day and said, "Man, I thought that was you."

38: The cruising world is a small one, isn't it. Do you singlehand much?

Evan: It's not my favorite thing to do, but I do it when I don't have crew. I singlehanded for two or three months early this summer on the East Cape of Baja where I was doing a lot of surfing. Because I have a cat, I don't really need an anchorage, and can just drop the hook wherever there is surf. I had a great time down there because I got to meet a lot of people in the break and on shore. Most of them were older surfers like me, and before I knew it, I was getting invited over for dinner, to sleep on their hammocks when I had a little too much to drink, that kind of thing.

38: Do you find it hard singlehanded?

Evan: Not at all, and particularly not with a cat. I fly the chute all the time, and thanks to the wide bow, the spinnaker is easy to douse. The other key is that I heave to a lot, even when the weather isn't that bad. Heaving to is easy with my cat, I just roll up the headsail, let the main out a little, and put the rudder over in the other direction. I don't even take the main down or reef it. The windage on the bow equals the windage

"I singlehanded for three months early this summer in Mexico and did a lot of surfing."

on the main, so they cancel each other out. Actually, I usually make a little headway. If it's blowing 30 knots, I'll make about 10 miles to weather hove to during the course of a night. So if conditions become uncomfortable at all, I just heave to and go

the latitude interview:

to sleep.

Most cruisers don't think about heaving to anywhere near often enough. While in the Pacific, I met one couple in their 70s who had been cruising for years. They told me they heave to every night. "We never sail at night," they said. "We just heave



'Java' at another of the beautiful anchorages in the Sea of Cortez.

to, have a nice dinner, then turn in for the night."

38: Do you find cruising to be a healthy lifestyle?

Evan: Absolutely. I'm the healthiest that I've been in ages. I sail, surf, dive and just got a paraglider and a kite board. Most days I'm in the water at least three times a day.

38: What's the surfing scene like at the East Cape?

Evan: There are lots of places to surf and lots of uncrowded waves. Most of it isn't at all like San Jose del Cabo. I surfed with Mike Doyle and his lady all the time, and lots of other older 'name' surfers. But thanks to being right at the break

with my cat, I don't go out if there are more than 10 people in the water. I can wait until the crowds thin. It's also easy for me to be the first guy out in the morning or the last guy in at night.

38: How consistent was it?

Evan: I was surfing about six days a week. But when the hurricanes started to threaten, I went over to Mazatlan because it's easier to sail there than up to La Paz. I didn't get that much surf over there, but there are places to the north of Marina Mazatlan, and on both sides of the old harbor. Mike Doyle told me there are a lot of good point breaks even further to the north of Mazatlan that are only accessible by boat, but I didn't check them out.

38: Then you headed back across and up into the Sea?

Evan: Yes. The Sea of Cortez doesn't have any waves, of course, but it's beautiful.

38: We've heard some wild claims about how little money it takes to cruise in the Sea. What did you spend during a typical month?

Evan: When the two girls were with me, I hardly spent anything at all because they insisted on paying for all the food. But when I was by myself, I was living on about \$150 a month.

38: Are you serious? That's the lowest figure we've heard yet.

Evan: Well, I sail all the time, so I almost never have to buy any fuel. In fact, one of my engines broke down in French

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evan

Polynesia a long time ago, and I still haven't gotten it fixed.

38: And you obviously don't eat out much.

Evan: No, I do — just not at the tourist places. I actually prefer the little places where you get tacos, with all the goodies, for 80 cents each. But there is so much food right there for the taking. Thanks to the great diving, you get your choice of all kinds of different fish, and there are all the clams in the world. Once we had clams on the half shell five days in a row. I love the *chocolate* clams, and you can find them almost everywhere.

Evan: The only thing I didn't like about Mexico and the Sea of Cortez is that the sailing isn't that good. I love the South Pacific, largely because the 10 to 20-knot tradewinds make the sailing so great. You're sailing in the nice winds with a tradewind sea of five to six feet — which is nothing on a catamaran — weaving from island to island. It's perfect sailing.

38: How much more expensive was it to sail in the South Pacific?

Evan: It was about the same. Lots of food in French Polynesia was more expensive, of course, but things like baguettes, cheese and wines are subsidized. The baguettes, no matter where you go, are 43 cents each. And they are delicious. So in the South Pacific I was living on about \$250 a month. I had an engine conk out in the South Pacific, and when I eventually get that fixed it will cost some money, but it's not too bad. I've been without the engine for nine months, and it's currently in Mazatlan waiting for me to bring the necessary parts down to

repair it. By the way, parts in Mexico are so much more expensive than in the States that you really want to bring down whatever you'll need.

I also like the French Polynesian culture, as they are a very

"I love the South Pacific, mostly because the 10 to 20-knot trades make the sailing so good."

friendly and giving people. That's not to say the Mexicans aren't really nice, too, but I think they are a little too used to *gringos*. I liked the Tuamotus because the people there aren't used to visitors. Ah, the South Pacific — perfect sailing, beautiful diving, great fishing, and so many places to go. My favorite was the Marquesas. It's like Hawaii must have been 100 years ago. There are no roads, few cars, and there is so much pamplemousse and starfruit falling off the trees that they just give it away. Unfortunately, there's not much surf in the Marquesas — although two of us caught a swell at one place right beneath these 1,000 foot cliffs. The Tuamotus has lots more surf.

Another thing I like about the South Pacific is the greater consistency of the weather. You're out at sea with no big land masses, so the weather is more consistent. In the Sea of Cortez, you can get *chubascos* and other strong weather that comes up out of nowhere. In fact, a sudden strong blow just about

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the latitude interview:

claimed my cat off Loreto one night.

38: Tell us about it.

Evan: It started in the afternoon when we heard a mayday call — my first ever — from a guy in a 17-ft powerboat who was about seven miles out into the sea with two ladies. He couldn't get his engine going, so we went out and towed him back to Loreto. It was dark when we got back, so even though Loreto is strictly an open roadstead, I decided that that's where we would spend the night. Suddenly, it started blowing hard — 45 knots — and there were big, steep seas. We started dragging, and with just one engine, there was no way I could power out of there. I was with the girls, and gathered them around and said, "We're all going to pray that the boat makes it through this."

38: Did they pray?

Evan: Damn right they prayed! I let out all the chain that I had — fortunately I carry 330 feet — and hoped it would hold. We were right off the *panga* marina only about 100 yards from shore. People on shore knew that we were in trouble, and two police cars even came down and shined their lights on us. I told the girls they weren't in any physical danger, and that if my cat went on the beach, they'd just have to walk a few feet ashore. It was a very close call, but the anchor held — and two hours later it was only blowing 10 knots and the seas had settled down. You get that kind of erratic and unpredictable weather in the Sea, but not in the South Pacific.

38: Did you have any incidents with Mr. Shark in French Polynesia?

Evan: No. But sharks are everywhere, and you just learn to live with them. When you're diving, you have to be careful to get the dead fish out of the water right away, but that's it. You see mostly black or white tipped sharks, and the smaller ones are the more aggressive. But they don't want trouble, they just want your dead fish. Ironically, the worst shark incident I've ever had was with a great white shark near Santa Barbara.

38: The Marquesas and Tuamotus are rather primitive. Does it bother you to be away from the 'bright lights'?

Evan: I love being away from them! Having been gone from California for awhile, I found it very difficult to be back. You just don't need all the modern stuff people take for granted in order to be happy. I'd much rather be in the Tuamotus, with time to be with myself and the beauty and solitude of nature. And it's not like you ever get bored. I've been carrying a flute for four or five years now, and this is the year I'm finally going to learn to play. I never had time before. I don't have a TV or VCR, but I did get XM satellite radio, which I do like.

38: We had that service, but weren't happy with the reception, which we found to be erratic.

Evan: As you probably know, you're getting the service designed for the U.S., not Mexico, so it's not perfect. I learned that different stations come in better in different parts of Mexico. The other thing is that you have to make sure you have a six-inch diameter metal base around the bottom of the antenna.

38: We weren't aware of that.



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BETWEEN THE BAY AND THE DELTA
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evan

Evan: The metal base is very important.

38: You've told us that you're 62. What limitations does age impose upon you?

Evan: None at all. I eat a vegetarian diet except for fish, and fortunately, there are lot of delicious and really inexpensive fruits and vegetables available in the markets in Mexico. The lack of fresh fruits and vegetables is the only bad thing about long passages in the South Pacific. In addition, I get lots of exercise. You can't help it with a boat, and that's a good thing. It helps that my dinghy doesn't have an engine. So when I left my cat at Don Juan anchorage near Bahia de Los Angeles this summer, I sailed and rowed by dinghy to the beach. It was six miles, and there was only wind to sail a small part of it. It took me 4.5 hours, but I wasn't in any rush. Plus, I had a whale right in front of me and one right behind me, so that was fun.

38: How long did it take you to get back to the California border?

Evan: I had to take a taxi the 44 miles to Highway 1, the main highway. You just stand there — it was 115 degrees out in the sun — and try to flag a bus down. If they're not full, they stop. I got the first one, and it was a 10-hour ride to the border. Mexico has the greatest buses in the world. The taxi cost \$50 and the bus was \$60.

38: So you just left your boat on the hook?

Evan: Yeah, but I know a lot of the cruisers, and they stop by and check on my boat and even water my plants. There

are probably 30 boats in that general area, as there are lots of islands. Many of them are refugees from Puerto Escondido after they put in the moorings and started charging high prices. But Don Juan is the best hurricane hole in the Sea, and it's

"I figure I'll be doing this for another 10 to 15 years."

actually not as hot as Puerto Escondido.

38: One thing we skipped over was your trip from Hawaii back to California in '05. How was that?

Evan: Great. I got two crew, and we left on November 1, which is much later than people say you should sail back. But I think that time of year is better, as the High is smaller and has moved southeast from its position in summer. As a result, we never had to sail further north than the latitude of San Francisco. We had southeast winds from the beginning, and covered 1,000 miles in the first five days. It was blowing 18 to 20 on the beam, and we were doing 10s and 12s. After a 15-day passage we were in Morro Bay. It was a great trip, but I didn't continue down to Mexico until the following March.

38: You have a sign on your boat that advertises the fact that you give massages. How does that work out?

Evan: I don't always put the sign out, and I'm a man, so it's a little harder for me to get business. I also tend to keep moving

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the latitude interview:

rather than stay in one place, so that's hard on getting the word around and on repeat business. But if I'm where there's surf or cruisers, I do about two or three a week. I charge \$40, but I don't worry about time, and it usually ends up being about 90 minutes. I'm trying to get a woman masseuse aboard to work with me, as that would really help my business. But I don't spend much money, so I don't need much income.

38: Speaking of income, aren't you at the age when you can apply for Social Security?

Evan: Funny you mention it, as I just applied. I'm only going to get \$1,150 a month because I'm not waiting to get the higher amount. But for my lifestyle, I'm going to be able to live like a king! From now on, I'll have my margaritas made with Hornitos tequila, the good stuff. *(Laughter)*

38: Do you think you sail more than the average cruiser?

Evan: I know that I do. One of the reasons is that I have a very fast cat — not a luxury cat — so she sails really well. In addition, I'm not on a schedule. So if I want to sail to La Paz from Loreto, for example, I'll wait until there is wind. When the wind blows the right way, I'll go. But if the wind stops, I'll usually stop, too. Unlike most cruisers, who go from place to place, I just anchor along the way if the wind dies. With a cat, you can anchor in comfort just about anywhere. So I often stay on lee shores — particularly on the West Coast where the wind is predictable — for days at a time. And if the wind comes up at night, I just take off.

There are lots of places in California and Mexico to anchor that aren't established anchorages or mentioned in any cruis-

ing guides. For example, I know of five places to anchor at Isla Cerralvo, but the cruising guides don't mention any. I love to anchor where there is not anchorage. By the way, I'm not claiming to be the only one who does this, just that I like it. Too many new cruisers think you can only anchor where the cruising guides say you can.

38: What do your daughters think of what you're doing?

Evan: They know this is who I am, and that it's my time to be out here. It would be nice to have a woman with me, of course, but it's hard to find one who wants to enjoy this kind of life. So many of them just want to be in a smooth, protected anchorage, while I'm willing to put up with some discomfort in order to be around good waves.

38: Where do you head next?

Evan: I hope to crew on this year's Ha-Ha, then after the season in Mexico, plan to sail to South America — particularly if I can find crew.

38: Are you interested in hearing from people who would like to crew with you?

Evan: Sure. I love to teach people by example, and turn them on to the cruising lifestyle, and prove to them that they can live their dreams, too. I can be reached at revandill@yahoo.com

38: Any idea how much longer you'll be doing this?

Evan: I figure at least 10 to 15 years. There are still lots of waves out there with my name on them.

38: Thank you for your time.

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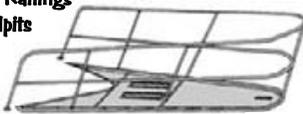
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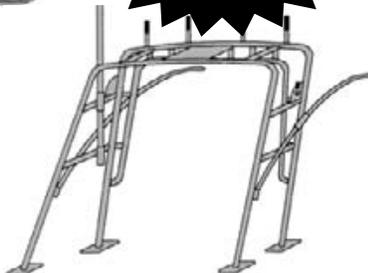


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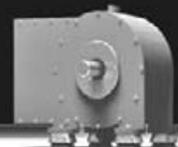
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DIESEL

Auxiliary engines on sailboats are a bit like in-laws: great to rely on when you need them but on the whole better out of sight, out of mind.

Such an attitude has strained many a marriage and killed many an engine.

The truth of it is, engines are wonderful things to have on boats. They get you in and out of slips and other tight spots. When the wind dies, they get you into port. They help maintain the will to live during long upwind passages like the Baja bash. In rough weather, they might help keep the boat positioned safely. They have saved people who have fallen overboard. They charge batteries. They pump bilges.

All while being treated little better than an inmate in a Turkish prison.

But there are engines, and then there are engines. While in our book any engine is better than none (sorry Lynn and Larry), gasoline-powered auxiliaries are at the bottom of the list. Yes, we know there are still lots of Atomic Fours still wheezing along. But for longevity, efficiency, power and safety, diesel is clearly superior. They even win on the 'green gauge', emitting less pollutants and carbon monoxide than gas, and able to run on renewable bio-fuels.

Rudolf Diesel is the father of the engines that bear his name. Although both gasoline and diesel engines work by 'internal combustion' of a fuel-air mixture, their big difference is how they ignite that mixture. Gas engines need a spark plug — and its attendant electrical circuit (coil, distributor, wiring). In a diesel, the mixture gets ignited by compression. It's the same effect you get when a bicycle pump gets warm as you pump up a tire — only multiplied several hundred times. So the basic premise and beauty of the diesel is that it doesn't need spark plugs. Indeed, once running, it doesn't even need a battery. (Well, unless it's one of the new computer-controlled models.)

The birth of the diesel was not an easy one. Uncle Rudy was nearly killed when one of the prototypes blew up. But he

engine shipped to the U.S. was used in a brewery.

Another bit of trivia, if not outright irony: Diesel's early engines ran on peanut oil.

The use of diesel engines became widespread after 1900. They were used in almost every application imaginable: automobiles, locomotives, electrical generation, pumps, tractors and ships. The only exception to the rule was aviation (which at that time meant mostly zeppelins in Germany). Because of the way diesels worked, they needed to be more robustly built — and therefore heavier — than equivalent gasoline motors.

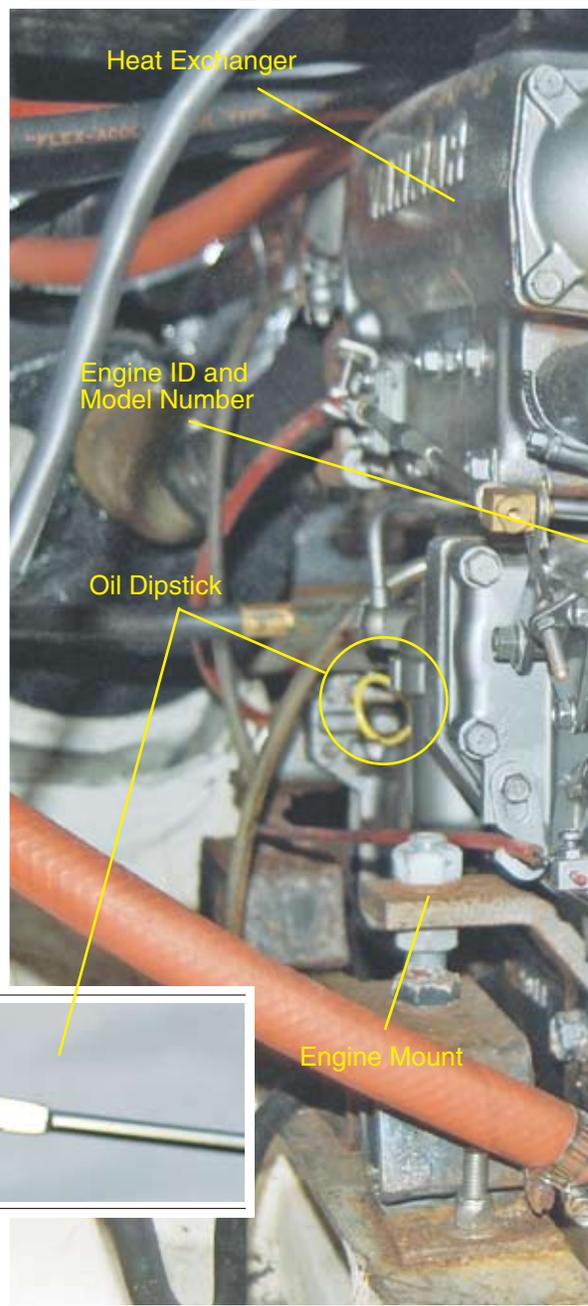
And while diesels were adapted specifically for marine use as early as the 'teens and '20s (even the German U-boats ran on huge diesels when on the surface), they were not widely used in recreational craft until much later.

After World War II, when Americans were switching from building tanks and bombers to more pleasurable things like sailboats — first of wood, later of fiberglass — someone noticed that a little flathead four-cylinder motor that powered military Jeeps also fit compactly in the bilge of a sailboat. A company called Universal started making a marinized version in the late '40s. They called it the Atomic Four, and before long it was



Oil level looks good, but kinda dirty. Time for an oil and filter change!

selling like donuts at a police convention. Boatbuilders on both coasts were literally buying them by the truckload. By the time Universal closed their doors in the mid-'80s, an estimated 30,000 to 40,000 Atomic 'bombs' had been installed in virtually every keelboat made in the United States under about 50 feet — and they



By the 1980s, diesels were making inroads into the boatbuilding industry. Yanmar was among the pioneers here, engineering small, efficient engines aimed more specifically at certain sizes and weights of boats than the 'one size fits all' mentality of the Atomic engines.

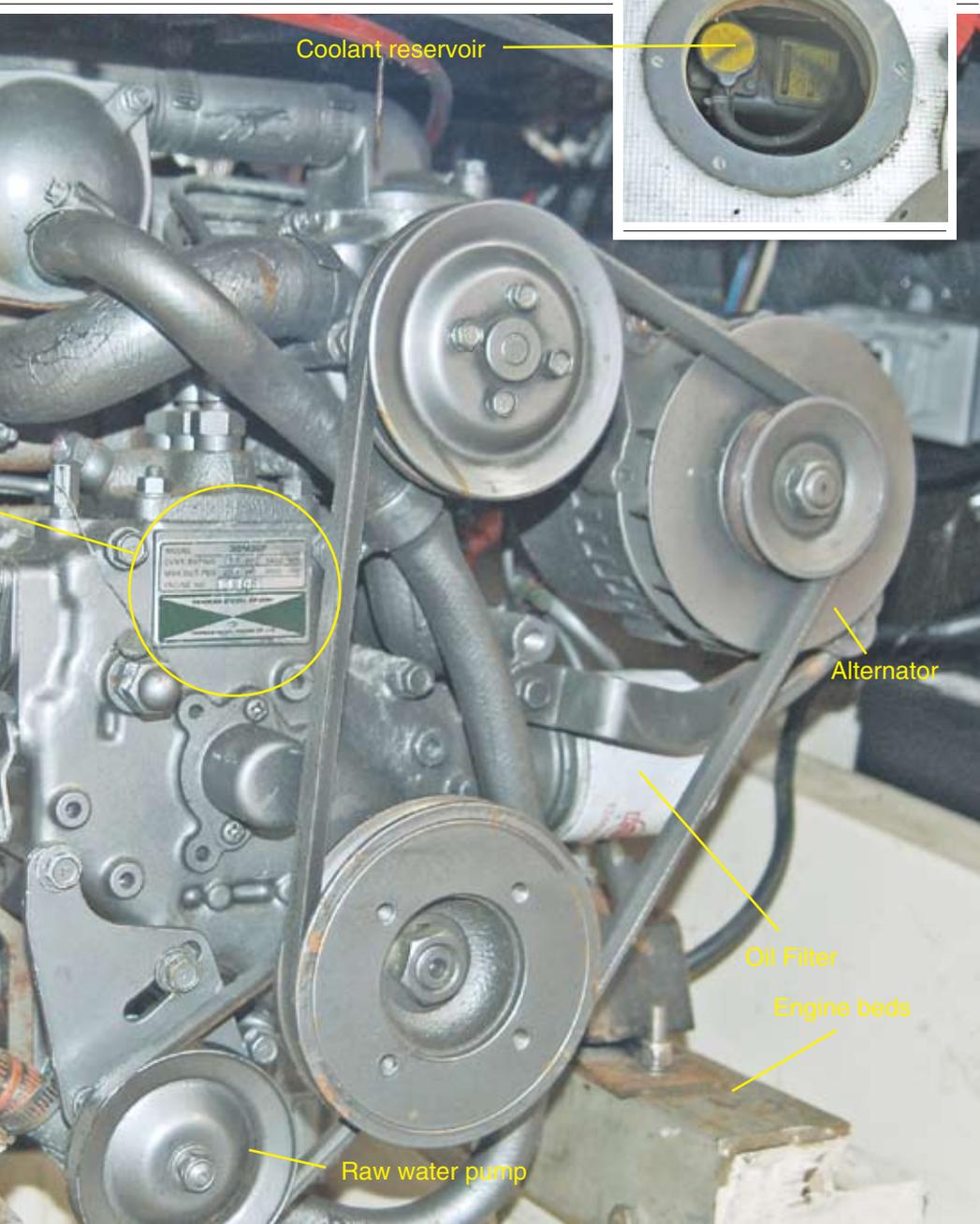
And not only were these small diesels pound for pound as powerful (or moreso) than A-bombs and the other gas engines of the day, they were much more efficient and long-lasting.

The numbers take a bit of explanation. If you read the propaganda, an Atomic Four was rated at 30 horsepower at 3,500 rpm. However, as any marine mechanic will tell you, the lifespan of

A little knowledge goes a long way toward keeping a diesel chugging happily along for years to come.

persevered and was granted a German patent in 1893. Sailors will be happy to know that the first commercial diesel

were in some of those, too. What they lacked in power, the 'bombs made up for in simplicity and economy.



A typical diesel auxiliary (this one's a three-cylinder Yanmar in an old Columbia 36) and some of its various components.

an Atomic Four at 3,500 rpm would be measured in seconds and you'd best be wearing a flak jacket when you timed it. In the real world, a 'bomb is most comfortable at around 1,800 rpm, where — if it's in good shape — it will put about 12-15 horsepower to the propeller shaft. It will use about one gallon of fuel per hour and have a serviceable life — assuming impeccable maintenance — of 2,500 hours. With a typical use of 100 hours a year, that's about 25 years.

By comparison, a two-cylinder Yanmar diesel has 16 horsepower, uses

half the amount of fuel and — again assuming regular maintenance — will last 25,000 hours, or 10 times as long. Plus if it springs a fuel leak, it causes a bothersome mess rather than the potential of a deadly explosion.

The new diesels are also quieter, smoother and lighter than they were even 20 years ago, and if you run a blend of bio-fuel (usually soy based) in the tank, they will have more of a French fry smell than the acrid stink that has set off so many bouts of seasickness over the decades.

Since this isn't a perfect world,

there are drawbacks. For one, diesels are very intolerant of dirty fuel. Even the tiniest speck of grit can bring the mightiest motor to its proverbial knees.

And they are expensive to buy and install. A rebuilt Atomic Four gas engine will run you about \$3,000 these days. A brand new two-cylinder Yanmar — the usual Atomic Four replacement on boats to about 25 feet — retails for \$8,600. That includes the engine mounts, gauge pod, fuel filters and so on, but not peripherals like the exhaust system, engine bed modifications, and the different propeller and shaft you will need.

But unless someone invents a usable hydrogen fuel cell tomorrow (or confirms cold fusion next week), diesels are the future for sailboaters. And they are a bright future. Whether you take the plunge and make the conversion in an older boat, or become a default diesel dude with a boat you buy (all new boats come with diesels), a little knowledge goes a long way toward keeping a diesel happily chugging away for years to come. To that end, we've compiled a list of common FAQs — frequently asked questions — about diesel motors. Obviously, with whole books written on this subject, we can only scratch the surface here. For more in-depth information, we suggest you take a class. These are held regularly in boatyards and marine engine shops around the Bay, many of whom advertise on these pages.

What are the top five complaints about diesel engines?

- 1) Hard starting or won't start
- 2) Overheats
- 3) Smokes (black, white, gray and blue can all mean something different)
- 4) Leaks (oil, fuel, raw water, coolant)
- 5) Unusually noisy or making 'funny' noises.

Diagnosing engine problems is beyond the scope of this article. Except for checking hoses and hose clamps in the case of fluid leaks (and making sure the fuel valve is 'on' in the case of no-starts), you should contact a diesel mechanic if your engine exhibits any of the above problems.

What's the proper pre-start checklist for a diesel engine?

- 1) Insure that the raw water valve is open (hang your ignition key on the handle).
- 2) Check the oil (not only the level, but the color, viscosity and smell).
- 3) If the engine has a heat exchanger, check the coolant in the expansion

DIESEL

tank.

- 4) Check the primary fuel filter bowl.
- 5) Check the seawater strainer.
- 6) Check all belts and hoses.
- 7) Give the engine a general overall visual inspection (looking for oil or water leaks, corrosion, etc.).
- 8) Insure that the shifter is in neutral.
- 9) Throttle at 1/4 or so.
- 10) Turn key to 'on' position and check that audible alarm and indicator lights are functioning.
- 11) Start the engine and make sure that water is spitting out the exhaust (watch for 15-20 seconds, not 2).

What spares should I carry?

It depends on the type of engine, the boat, what type of boating you do — and the owner's knowledge. (There's no point in taking spares if you don't know how or where to put them.) Some engine manufacturers offer 'spares kits', but the best route is to talk to a mechanic who is familiar with your engine. He should be able to help you put together the best

has a diesel with 300 hours and the other has 3,000 hours — I'd pick the 3,000-hour boat every day," says KKMI's Mike Haley.

Obviously, regular maintenance is also very important — follow the manufacturer's recommendations for oil, filter and belt changes.

What is the absolutely worst way to treat a diesel?

Short term, the most potentially

up through the exhaust and get into the engine. If that happens, it can bend a piston rod or actually destroy one or more pistons. If that happens, you're screwed. If the engine won't start after 30 seconds, *stop cranking* and get help.

Long term, the worst thing for diesels is to sit. Not only will condensation form in the tank — which can lead to the dreaded bacteria infestation — but it can also get into the engine itself and rust cylinders, valves and so on.

What about that algae? What is it and how do you get rid of it?

Well, again, it's not algae. It's bacteria. And here's an important concept: It lives in *water*, not diesel. It just feeds on diesel. Where does the water come from? As mentioned, condensation in a half-filled tank. Rainwater seeping through a bad O-ring in the fuel cap. Who knows? On a boat that's used a lot, the water and fuel slosh around together and the water gets trapped in the primary fuel filter/water separator. On a boat that sits at the dock, the fuel and water separate like oil and vinegar — fuel on top — and the bacteria can get going. Once it starts, there is no solution but to have the *entire* fuel system 'polished'. (Well, unless you consider changing fuel filters multiple times offshore in a howling gale when the engine keeps quitting a 'solution'.) In this process, a professional will come to your boat — often by water — and pump your fuel several times through a massive filtration system. He will also access your fuel tanks through the inspection ports to remove the filter-clogging sludge left by the bacteria.



damaging action an owner can do is to keep cranking a diesel that won't start — since water can back

The horrors page. Below, hot exhaust and cold salt water make short work of exhaust elbows. Plan on having yours replaced every few years. Left, a failed coolant impeller. Post-mortem should include retrieving every shredded bit from the pump casing. Above, this bent rod and broken piston were caused by water in the cylinder.



'kit' for your situation.

On a related subject, proper packing and stowage aboard is as important as having the right parts. It won't do you much good to carry a spare starter only to find it's turned into a blob of rust when you dig it out of a locker.

Also worthy of note: there are fewer spare parts to carry for a diesel than the equivalent gas engine.

What things can I do to keep my diesel healthy?

Use it! No kidding. Diesels love to run and are perfectly happy to idle for long periods (which anyone whose ever pulled into a truck stop can attest to.) In fact, diesel aficionados often adapt the opposite mantra of automobile fans. The latter don't like to see high mileage. The former do. "Given two exactly equal boats, down to the color of the upholstery, but one





Diesel installations vary from boat to boat. On this one, you access the coolant reservoir and oil fill through a deck plate in the cockpit. Make sure you know how to access all the vital fluids on your motor, be it gas or diesel.

Should I put biocides or other additives into the fuel tank?

Put in biocide only *after* your fuel has been polished. Putting it in a tank which has bacteria will kill the bacteria — and almost guarantee your engine will die the next time you use it. Why? Because all the sludge from the bacteria will settle to the bottom of the tank — right where the pickup tube is.

Fuel additives should be added to diesel fuel purchased in California. Unfortunately, the fuel formulation for diesel mandated by the California Air Resources Board (CARB) falls short of manufacturer requirements for many modern diesels, causing rough running. Fortunately, additives are inexpensive and widely available (at any marine chandlery — or truckstop) that will remedy this problem. See your mechanic for specific recommendations on brand and amount.

If there are no spark plugs and no electricals, how do you stop a diesel engine?

On older engines, you pulled a lever that actually released compression. On most engines nowadays, pulling on that lever (or cable or knob) simply shuts off the fuel supply. The engine should maintain pressure in its lines and startup should be immediate the next time.

Can I really use bio-fuels with a marine diesel?

Absolutely. There are boats navigating the Bay almost every weekend whose engines run *only* on biodiesel. However, most manufacturers recommend no more than a 20-25% biodiesel mixture. In addition to helping do your part for renewable fuels, you'll be happy to note that even that dilution

should be enough to burn cleanly and erase most of the obnoxious odor of 'regular' diesel.

(For more on biodiesel, visit the website of Point Richmond-based Cytoculture at www.cytoculture.com/Bdiesel.html.)

What does a typical conversion cost when going from gas to diesel?

Okay, talking general numbers, for a turnkey installation (the yard does it and you just jump aboard and motor away) 40% of the cost will be for the engine itself, 40% for labor and 20% for freight, taxes and peripherals. Owners can typically save about 50% on labor if they do some of the work themselves, and many yards are happy to provide guidance for willing owners. It's also worth noting that a yard who contracts to do a complete diesel installation will usually work with the owner to give him a bit of a discount.

Exact numbers are difficult to state since there are so many variables and so many different kinds of boats. But very broadly speaking for our 25-ft 'example' boat with the anemic four: Assuming the yard discounts that \$8,600 Yanmar two-cylinder to, say \$7,000 or so, and

assuming there are no weird installation problems, you should figure on about a \$17,000 bill. For a 35-ft to 40-ft boat with a 35-hp engine, figure \$30,000.

These prices normally do include the transmission, gauge cluster, cables and mounting hardware (which usually come packaged with the engine). They do *not* include possible extras like new fuel tanks. (Most fuel tanks made of stainless, monel or fiberglass can be used for diesel. However, diesel fuel reacts with galvanized steel, so those tanks must be changed.) And again, they assume no 'roadblocks' to a clean install.

What's this about air in the system and having to bleed the fuel system?

The fuel in a diesel engine is under high pressure at all times and the engine power varies according to how much fuel you 'feed' it with the throttle. The fuel squirts in through injectors

DIESEL MAINTENANCE SCHEDULE

To keep your diesel running well into the lifespans of your grandchildren, follow the manufacturer's recommended maintenance schedule. If you don't have that, here are some guidelines:

Every 6 months or 50 hours

- Change oil and replace filter
- Replace primary fuel filter
- Check transmission fluid
- Make a thorough visual inspection
- Clean up engine and touch up paint
- Check zincs (where applicable)
- Inspect exhaust system

Every 2 years or 200 hours

- All 6-month/50-hour checks
- Change transmission fluid
- Drain, flush and refill coolant
- Inspect/replace raw water pump impeller
- Inspect/replace air intake element
- Check engine alignment

Extended maintenance (600 hours)

- Rebuild/Replace raw water pump
- Replace all belts and hoses
- Check/adjust valve clearances
- Check head torque (to mfgs. specs)

and mixes in the proper ratio with air sucked in through the valves (or in the case of a turbocharged engine, air ramming in under pressure). However, if air somehow gets sucked into the fuel system upstream of the fuel pump, the pump will stop pumping and the engine will die. This necessitates a procedure called 'bleeding', which is nothing more

DIESEL FAQs

AND FURTHERMORE . . .

- Water is the enemy of diesel fuel and electrical components. Strive to keep your electrical system dry and your fuel clean and 'waterless'.
- Keep your engine clean and painted. Repair costs can escalate rapidly when a mechanic has to deal with rusted and frozen nuts and bolts. Corrosion is just as much a battle in the engine compartment as the rest of the boat — if not more so.
- Everyone on board should know how to properly bleed the engine's fuel system. (This procedure varies from engine to engine, but is detailed in an owner's manual.)
- A periodic and thorough inspection of the engine's intake and exhaust system can save lots of grief later. If you don't know how to do this, paying a mechanic a few bucks for this service can save you thousands of dollars later. Of particular note, ask about the exhaust elbow. This is where cold salt water mixes with the hot exhaust from the engine, which causes huge temperature variations and quick corrosion. There is no avoiding this, which means that all diesels need to have this piece periodically replaced. If the engine starts running warmer than usual or is a bit down on power, suspect the exhaust elbow — and call a mechanic.

than purging the air out of the fuel system. There are various ways to do this depending on the age and model of the engine. Some are easier than others but pretty much all of them will end up getting fuel all over you and the engine.

But once again, you might stink really bad, but you can't blow yourself up.

The most common cause of air entering the fuel system: insufficient bleeding

of air after a fuel filter change. So read your manual and do it right!

If I have trouble, what information should I have available when I call a mechanic?

In addition to the nature of the problem, it's important to know the *exact* model number of the engine. Don't even think about emailing or phoning from

Bongo Bongo for parts or help without this critical piece of information.

How do I learn more about diesel maintenance and troubleshooting?

We like Peter Compton's book *Troubleshooting Marine Diesels* (1998, International Marine). Compton and others also maintain diesel websites and forums online.

But you can only get so much out of a book. The best way to learn about the care and feeding of diesels is to attend one of many workshops around the Bay Area (indeed, around the country). Two of the best are run by Mike Haley at KKMI (yard@kkmi.com; 510-235-KKMI) and Tom List of List Marine in Sausalito (listmarine@yahoo.com; 415-332-5478).

And one more thing: when that diesel is purring and all is right with the world, why not invite those great in-laws down to the boat to go out for a sail.

— **latitude 38/jr**, with special thanks to Mike Haley and KKMI

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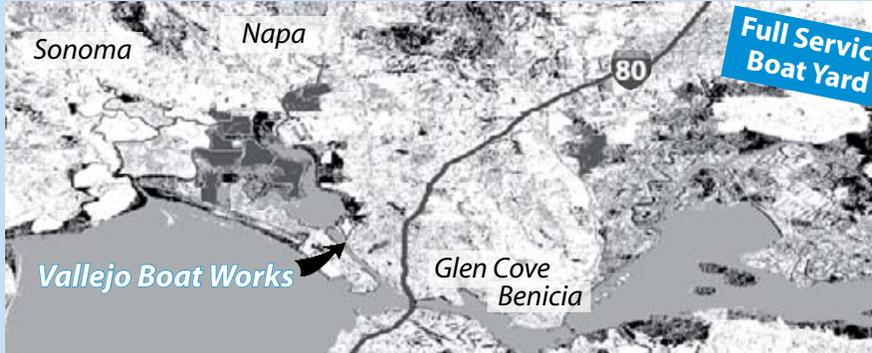
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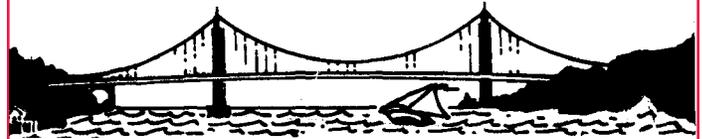
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BUCCANEER DAYS

It was midnight on October 6, and Two Harbors Harbormaster Doug Oudin and his wife Maureen were standing near the foot of the pier, looking pretty pleased. And well they should. For spread before them were some 4,000 wildly gesticulating, happy people, who had come to Catalina for Buccaneer Day, dressed up in wild pirate or wench outfits such as you see on these three pages. The throng was drinking, dancing, and laughing like there was no tomorrow. Thanks to problems with the Middle East, the environment, and the economy, these aren't the most carefree of times, so it's a good feeling to know that you — and your many very hard-working employees — can provide a perfect opportunity for thousands of folks to forget their cares for a night.

Although it was October, the midnight air was warm. Better still, the crowd was good-humored. Sure, it was jammed on the patio dance floor, at all the many lines to get drinks, and at the entrance to restrooms, but what an affable group! Inevitably, people got bumped into, had their feet stepped on, or had drinks spilled onto their pantaloons. In many party venues, these would have been excuses for throwing fists, slashing with knives, or worse. But it was as mellow as a Jimmy Buffett concert at Two Harbors, with everybody smiling and saying "excuse me" and "no problem". And these folks weren't just figurative lovers, either — not based on what we saw many couples doing on the little bulkhead above the beach.

Maybe the unusually festive atmosphere had something to do with the fact that it hadn't been easy to get to the island. A front had come through Southern California the day before, with winds in the channel blowing in the 30s and gusting to the low 40s. Before the day was over, all the ferries had been cancelled and the helicopter service shut down. A few recreational boats had made it across, but many others had turned back. Fortunately, there was a light Santa Ana the next day, and the ferry companies laid on extra runs. Before long, all the moorings were occupied and the anchorage was jammed. It might not have been the biggest Buccaneer Day ever, but it had to have been close.

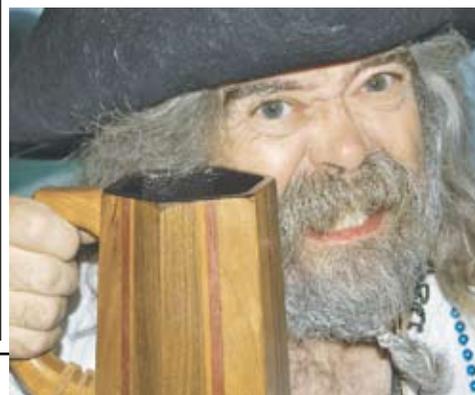
Buccaneer Days is the last hurrah for many of the Two Harbors' staff, some for the season, some for good. On behalf of all the mariners who visited, and who know how hard you worked and what nonsense you sometimes had to put up with, many thanks.

— latitude 38



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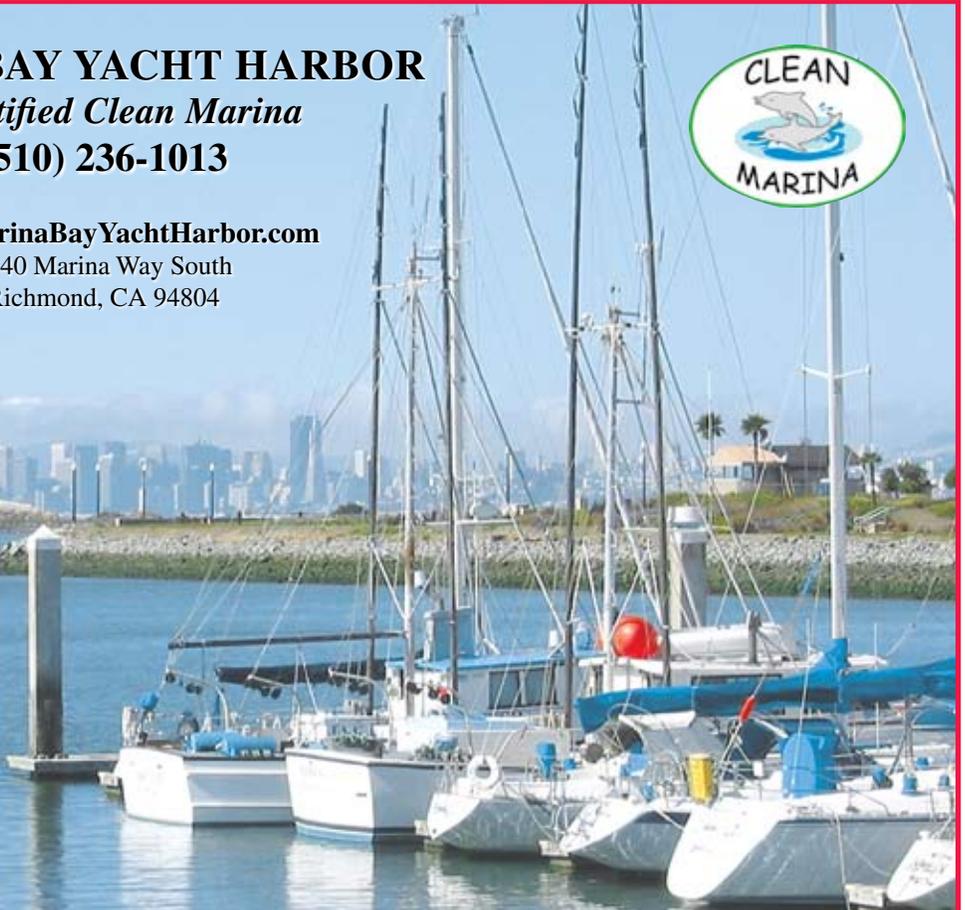
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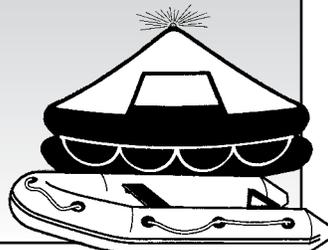
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SEASON CHAMPIONS, PART I





With the days growing shorter, the rains starting up and one more summer sailing season all but over — it's that time of the year again to celebrate the winners of all the various local racing classes. As in the past, we start off with the handicap divisions for both in-the-Bay and ocean classes. Next month it will be one design classes, followed in January with a wrap-up of the Wooden Boat Racing Association (WBRA), Bay Area Multihull Association (BAMA), Singlehanded Sailing Society (SSS — includes both single and doublehanded divisions), a few of the larger dinghy classes and, well, just about anyone else we can find.

The Handicap Divisions Association (HDA) and Offshore Yacht Racing Associations (OYRA) are both administered by the Yacht Racing Association (YRA), whose offices are located in Fort Mason. The YRA itself has undergone a bit of revamping in the past couple of years with Laura Paul at the *Handicap action, inside the Bay and out — inset above, HDA-K winner 'Mer Tranquille' chases 'Harp' across the South Bay. Spread, OYRA boats 'Shaman', 'Shanti' and, in the distance, 'Far Far' head out to sea in June's Coastal Cup Race. (The yellow Moore 24 'Cookie Jar' also did Coastal Cup but was not part of OYRA this year.)*

SEASON CHAMPIONS, PART I

helm. Of particular note is their terrific current website, which these days is as easy to navigate as a windward-leeward course off the Cityfront at slack water.

As with many racing fleets, HDA participation has declined over the years. Twenty years ago, in our November, 1987, issue, we listed 147 sign-ups and profiled winners in six different PHRF Divisions. In addition, 38 boats signed up for two IOR divisions and there was even a separate 14-boat IMS division!

By 1997, HDA was down to 70 sign-ups and we profiled winners in seven HDA divisions. In 2007, 40 boats signed up to race the 'official' six-race HDA season and barely half of those qualified (raced more than 50% of races). The good news is, YRA's new 'Party Circuit' attracted 113 boats in a short five-race season consisting of the Vallejo Race (scored separately for Saturday and Sunday), the Summer Solstice Regatta and the Second Half Opener (also scored separately for Saturday and Sunday). Adding to the innovative idea, the Party Circuit dates don't interfere with the 'regular' HDA dates. So sailors who want to race both series can do so.

It made our profiles a bit of a conundrum, however. While the season champs in Divisions HDA-G, HDA-D and HDA-K obviously earned their 15 minutes of fame, that represented only a fraction of the folks who sailed HDA this summer. Besides that, most of the boats who sailed in D, G and K also sailed in the Party Circuit. In the end, we decided to throw in the winners of the PC Multihull and IOR Warhorse Divisions, since they did not race dual seasons.

The ODCA ranks have experienced similar declines over the years. Again going back 20 years, we found that 117 boats signed up for ocean racing, and the courses consisted of such testosterone-

drenched events as the Buckner Race, a 100-miler to Bodega Head and back. We interviewed winners in five divisions. Ten years later, in 1997, entries were still up there at 107, but there were only two season winners to talk to.

Nowadays, most of the 11-race, 2-throwout season consists of 25 to 30-milers with the exception of the Spinnaker Cup (SF to Monterey) and Windjammers (SF to Santa Cruz). This year, 65 boats signed up, with about 25 'qualifying' (completing at least half the scheduled races).

One thing that hasn't changed much over the years is how much the OYRA racers *really* like the ocean. As one told us during the course of these interviews, "When it's really honking in the Bay, it's often just perfect out in the ocean." Adds OYRA President Richard Calabrese, "Mother Nature put on a great show with sightings of jellyfish, whales, porpoise and the occasional shark. It's really a different world out there."

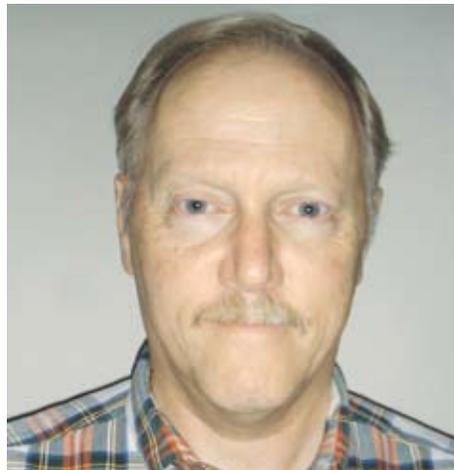
Calabrese notes that OYRA was one of the organizations working with the National Weather Service to break down our offshore areas into smaller zones with better forecasts — certainly a win-win situation for all involved. "We can now get detailed weather reports online for the specific course we will be sailing, which should make every navigator ecstatic," he says. (For more on the new weather zones, see *Loose Lips*.)

For general information on yacht racing in San Francisco Bay, contact Laura at the YRA at (415) 771-9500 or info@yra.org. For specific

information on HDA, contact president Gerry Brown at gl_brown@comcast.net. Those interested in handicap racing on the ocean can reach OYRA president Richard Calabrese at richardcalabrese@netzero.com.

— latitude 38/jr

HDA D (SF 30 Fleet) Encore — Wylie Gemini 30



Andy Hall
Encinal YC

With 35 years of racing under his belt, Andy Hall is a force to be reckoned with. Even with his previous boats, he's won multiple awards including three season championships on a Ranger 26. Of all those boats, *Encore* has probably given Andy, who owns a small chemical mixing company in Oakland, the most satisfaction. One of two Wylie Gemini twins built in 1976, the boat was a derelict when Andy purchased it from Stanford in 1999. It was fully restored at KKMI and has been one of the prettiest — and most competitive — boats on the Bay ever since.

Unfortunately, the boat was back on the hard earlier this summer following a collision with another race boat in Raccoon Strait. Damage to *Encore's* stern was extensive, but with the help of Roland Brun, Andy had the boat repaired in two weeks — and they continued their winning ways with the next race.

Like most other successful skippers, Hall attributes his win mainly to "flawless crew work" by Barry Dauphinee, Chris Penn, Ron DeBlasi, John Hayward, Arnie Guan, Greg Orzel, Tom Bliss, Nat Penn, and Kimbal and Becca Hall.

"The crew has really come together this year," says Hall. Perhaps the best proof of that point came during the Yankee Cup on October 20, when *Encore* triumphed over winners of all the other handicap divisions to become, for this year at least, king of the HDA hill.

2) **Shameless**, Schumacher 30, George Ellison;
3) **Fire Drill**, Tartan 10, Serge Bisson. (9 boats)

MORE PARTY ANIMALS

PC-G (PHRF <66) — 1) **Bodacious**, Farr 40 One-Ton, John Clauser, 4 points; 2) **Velocita**, Mumm 36, Mary Mueller/Jeff Christie, 5; 3) **Astra**, Farr 40, Mary Coleman, 5. (10 entered, 6 qualified).

PC-J (PHRF 99-117) — 1) **Novia**, Cal 39, David DeMeter/Dick Baker, 4 points; 2) **Sheeba**, C&C 99, Michael Quinn, 5; 3) **Two Scoops**, Express 34, Chris Longaker, 6. (19 entered, 10 qualified)

PC-K (PHRF 120-168) — 1) **Chimera**, Little Harbor 47, C. Grant Miller, 3 points; 2) **Mer Tranquille**, Jeanneau 34, Larry Moraes, 4; 3) **Twilight Zone**, Merit 25, Paul Kamen, 8. (15 entered, 9 qualified)

PC-M (PHRF >171) — 1) **Latin Lass**, Catalina 27, Bill Chapman, 4 points; 2) **Lelo Too**, Tartan 30, Emile Carles, 6; 3) **Roxanne**, Tartan 30, Charles James, 9. (17 entered, 9 qualified)

PF-SF30 — 1) **Shameless**, Schumacher 30, George Ellison, 4 points; 2) **Encore**, Wylie Gemini 30, Andy Hall, 4; 3) **Fire Drill**, Tartan 10, Serge Bisson, 7. (11 entered, 6 qualified)

HDA G (<111)
Velocita — Mumm 36



Mueller/Christle
Richmond YC

Velocita means 'speed' in Italian, and Mary Mueller and Jeff Christle's Mumm 36 sure lived up to that name this year; never placing lower than fifth the entire season. Granted, a six-race, one-throw-out season isn't a whole lot. But with HDA-K being the largest handicap fleet with 12 boats and some good sailors, it was hardly a walkover — especially since Mary and Jeff only acquired the boat a year and a half ago.

The main reason for their success was "great work and consistency" from the crew, with a special nod to tactician Jim Coburn, who has more than 30 years of experience sailing the Bay. Also among the crew were Dale Harrington, Randall Leslie, Ruben Gabriel, Peter Marston, Heather Harrington, Mike Munn, Ray Catlette, Robbie Murphree and Ken van Storey.

Jeff, a former business analyst, and Mary, a tech support manager, are partners in every sense on the boat. During races, Jeff steers and runs the back of the boat, while Mary is managing things up forward from either the pit or fore-deck. Also contributing to their success were new headsails; their old ones were "very dated."

Mary and Jeff both agreed that the highlight of the season was the Knox/Bonita Race, in which the fleet heads out the Gate and rounds a mark just off Point Bonita.

"We just love that 'offshore' racing!" they laughed.

2) **Bodacious**, Farr 40 One-Ton, Clauser/Tosse;
3) **Mintaka 4**, Farr 38, Gerry Brown. (19 boats)

HDA K
Mer Tranquille — Jeanneau 34



Larry Moraes
Sausalito YC

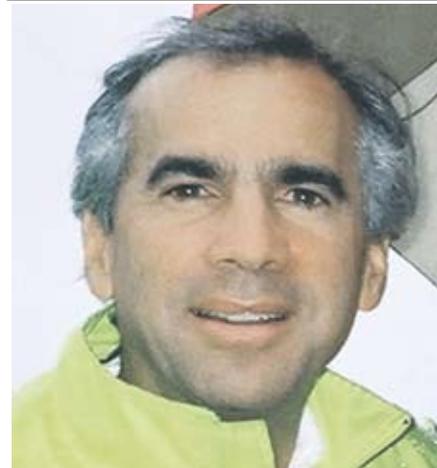
Larry bought *Mer Tranquille* new in 2000 intending to cruise — only to "discover" racing two years later. Competition has proven to be an exciting new dimension for Moraes and his team who have moved steadily up the ranks. Among those aboard this year were Stephan Blin, Marty Swank, Diane Frazier, Paul Starosta, Lucas Adamski, Gary Badgett, Richard Leevy, Rusty Canada and Jon Stewart. Larry gives special nods of appreciation to Stewart, his tactician, and to wife Sharon, "who lets me go sailing in the first place. When you talk about what it takes to make the whole thing work, it starts with the support and patience of your spouse."

They took second in HDA-K in 2005, finished out of the money in '06 and rallied this year to win in a cliffhanger that wasn't decided until the final race. Trailing veteran campaigner Bill Chapman and his *Latin Lass* crew by one point — and leading Fred Hoffman's equally good *Eclipse* crew by only two points — Moraes' crew knew they had to put in a command performance, made all the harder by the boat's heavy displacement and this season's mostly lighter winds.

"My stellar crew made all the right moves and no mistakes," says Moraes who "plays in the wine business" for a living. *Mer Tranquille* finished first in that last race to *Latin Lass*'s fifth (and *Eclipse*'s second), securing their first season win. "We finally pulled it off!"

2) **Latin Lass**, Catalina 27, William Chapman; 3)
Eclipse, Hawkfarm 28, Fred Hoffman. (22 boats)

PC Multihull
Origami — Corsair F-24



Ross Stein
BAMA

Co-owners Ross Stein (driver) and Bill Pace (tactics) are very happy they didn't lose a mast this year. They lost two in previous years — a problem they say was due to the spreaders not being swept back enough. This season, *Origami* was one of few boats in their division not to break anything.

Ross and Bill bought *Origami* new in 2002. They won last year's BAMA Season Championship, and are tied for first in that division this year (with the Great Pumpkin Regatta to decide the winner). Their HDA title also came down to the final race when *Origami* managed to sneak by *Three Sigma* to claim the top spot in the first season of HDA's new Party Circuit.

True multihull converts and promoters ("We'd like everyone to sail one of these to see how fun they really are!" says Ross), the partners allow that sailing a multihull in a breeze takes some skill. "Coordination and instincts are very important because the boat sails so fast," said Ross. The usual third crew on the boat is Bill's daughter Monica, a Brown University sailing champion. If she's not available, their crew pool is a 'talented bunch' including many dinghy sailors.

With no falling masts, was there a low point this year? "Not that I can think of," said Ross, an earthquake researcher. "We were happy with everything — the diversity of races, the competition and the post-race parties. It was all great!"

2) **Three Sigma**, F-27, Christopher Harvey; 3)
Gaijin, F-24, Peter Adams. (12 boats)

SEASON CHAMPIONS, PART I

IOR Warhorse *Aleta* — Peterson 46



Keith Brown
St. Francis YC

With lighter than normal winds this season, it could be considered a surprise that Keith Brown's *Aleta* was able to win her division. "A light air race is very difficult for *Aleta*," says Brown. "You have to take advantage of every fraction of a knot of current." Even in medium winds, *Aleta*'s crew must be careful not to make any tactical mistakes.

Thanks to Brown's "solid sailors" — Larry Weinhoff, Andy Lindstrom, Andrew Wood, Forest Sedgwick, Don Azcarate, Mahalyn Lu, Daniel Forland, Garret Greenhalgh, Mike Lee, Dan Gallagher, Yvette Zhu, Collin Breakstone, Jamie Duncan — they played the hands they were dealt well and won every counted race except one in which they placed second. This is the team's second year as the IOR Warhorse Champions.

Aleta was built in 1978, and Brown bought the boat in the early '90's. In a somewhat cruel twist of fate, it turns out that the old Peterson carries the same PHRF rating as the much more modern 1D35. So Brown particularly enjoyed racing under a more rewarding IRC rating in this year's Big Boat Series. He would like to see more IRC events on the Bay.

That said, Brown, an architect and real estate developer, also likes being out there with the rest of the IOR boat owners. "Just like back in the old days, it's anyone's game, and that makes it a lot of fun."

2) **Zamazaan**, Farr 52, Charles Weghorn; 3) **Infinity**, Holland 47, Gary Gebhard. (5 boats)

PHRO-1A *Kokopelli*² — SC52 Turbo



Lani Spund
Royal Ocean Racing Club

It's been a good year for Lani Spund and *Kokopelli*². In the Bay, he won his division in Big Boat Series. In the ocean, he won the Spinnaker Cup and Windjammers. And last month he tied the ribbon on a winning season in PHRO-1A.

Lani has owned *K²* — the first of 28 SC52s — since 1998, and the boat has rarely been idle since. The same could be said about her skipper. Lani was taught to sail at an early age by an uncle who used to make a living sailing tallships, and he spent his formative years sailing Flying Dutchmans out of Mission Bay Yacht Club, earning a third in the Dutchman Worlds in the late '60s and qualifying as an alternate to the '68 Olympics.

As a youth, Lani crewed on big boat ocean races from San Diego YC with the likes of Lowell North and Carl Eichenlaub. He's also sailed out of Los Angeles — competing in virtually all major West Coast events — and England, where he has raced in the Rolex Fastnet. Lani has owned and successfully campaigned the Morgan 27 *Wildcat*, SC50 *Emily Carr*, the original *Kokopelli* (a SC40), and his current SC52 turbo.

Lani usually sails with about 16-20 crew. Because our space is limited, we'll mention only Scott Easom, who rigs the boat, calls tactics and pretty much puts the whole program together. "I can't speak highly enough of Scott and the extraordinary team of gifted, loyal, and talented crew," says Spund.

2) **Emily Carr**, SC50, Ray Minehan; 3) **Cipango**, Andrews 56, Rob & Bob Barton. (9 ent/4 qual)

PHRO-1 *Sapphire* — Synergy 1000



David Rasmussen
Richmond YC

Although the scores suggest that *Sapphire* ran away with the PHRO-1 season, Dave says that's not the way it happened. "The truth is, we had to fight for every bit of it. Some boats, like *Recidivist*, didn't do the whole season. But when they do race, they're very good and hard to beat."

Rasmussen, a general contractor, has been sailing the Bay since he was a kid. He started sailing the ocean in his early 20s and gravitated back there when he acquired the Express 27 *Salty Hotel* in the mid-'90s. After racing that boat in the doublehanded division of the '04 Pacific Cup (with his then 17-year-old son), Dave started looking for a bigger boat to include the rest of the family. He found it in the eighth and final 33-ft Synergy 1000. "I had this Schumacher attachment with the Express, and Carl had just passed away. It seemed like one of the last chances to be involved with building one of his boats." Bought as a bare hull and deck, *Sapphire* was completed in his backyard and began racing in '06.

Stalwarts of the *Sapphire* crew were Dave's wife Betty, Bob Frike, Stan Morris, Phil DeGaa, Arnold Zippel and Scott Paterson. Also making most races were Dave Rasmussen III, Tibor, Vikki Fennell, John Gray and John Parker.

A highlight of the season was sailing back from Drake's Bay in 30 knots, with the boat hitting 20, and passing even the Andrews 56 *Cipango* (racing in a different division) to finish first.

2) **Recidivist**, Schumacher 39, Kenneth Olcott; 3) **Petard**, Farr 36, Buck/Newell. (13 ent/7 qual)

PHRO-2

***Cirque*— Beneteau 42S7**



Lou Kruk
Singlehanded Sailing Society

In 35 years of sailing, Lou Kruk has always had a soft spot for the ocean, be it just offshore of San Francisco on one of his boats, or in more global venues like the Tahiti Race or transatlantics aboard such well-known boats as Jim Kilroy's *Kialoa*.

"What I really like about local ocean racing is that, while it's occasionally bumpy out there, for the most part it's gorgeous," says the retired physical education teacher. "The Bay guarantees big winds and chop all the time in the summer. Outside, there are days when it's like walking in the park."

Kruk's 'walk in the park' this year was aboard his newest boat, *Cirque*, a 1999 Beneteau First 42S7 which was optimized for shorthanded offshore sailing by original owner Ed English, who sailed her (as *Orange Blossom Special*) in the 2000 Singlehanded TransPac.

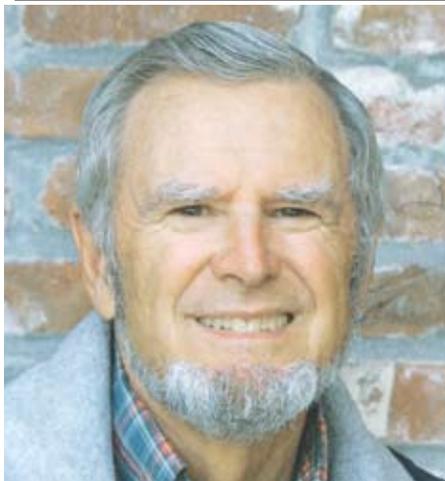
Lou attributes his PHRO-2 win to "a Farr design that happens to be pretty fast despite the fact that it's packed full of furniture — and a great, consistent crew of friends." They include wife Laura Willerton, Richard Collins, John Ryan, Badru Hyatt, Michael Rossi, Brett Bonthron, Tina Martin, Frank Goddard, Matt Holmes, Alex Kent and Dave Kempken.

With six bullets in the 12-race series, *Cirque* didn't have to race the last race of the OYRA season. A good thing, because on that day she was headed south to take part in the Baja Ha-Ha.

2) **Voyager**, Ben. 345, Steven Hocking; 3) **No Ka Oi**, Gibsea 43, Phil Mummah. (15 ent/5 qual)

MORA

***Always Friday* — Antrim 27**



John Liebenberg
Richmond YC

John first started racing in the Midget Ocean Racing Association back in 1965 on an Islander Bahama, and has yet to tire of racing in the ocean off Northern California. "I've always enjoyed both the challenge of the 'big picture' — and the fact that there tend to be lighter winds out there," says the retired Sandia Labs engineer. But the truth be told, he just likes racing fast boats — inside the Bay, he also took second this season in the Antrim 27 one design fleet.

Liebenberg has been racing *Always Friday* (hull #15) for about 8 or 9 years now, and before that was a fixture in the MORA class for at least that long on his *Express 27 Friday*. As such, he's seen lots of ups and downs in the class, with this year being one of the latter. "The first half was actually pretty good with five or six starters, but in the second half, we were getting only two or three."

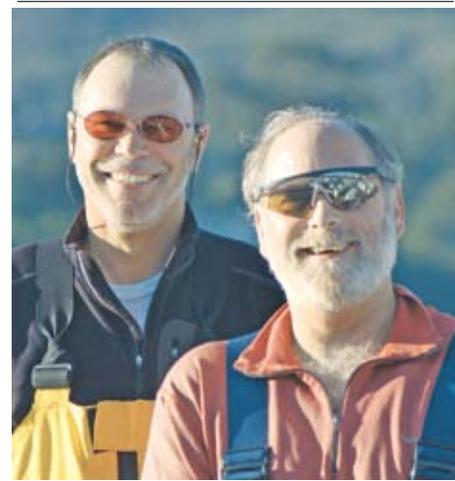
AF's crew consisted of a 'cast of thousands' and five regulars: Rudy Salazar, Mark Hudson, Andy Biddle, Bill Schultz and Richard Ryan. Inside the Bay, Liebenberg and Ryan go from teammates to competitors as Ryan helms his own Antrim 27 *Max* in the ODCA series.

A first on the ocean and second in the Bay look pretty good on the resume. But the sailing victory John is perhaps most proud of this year is that of 16-year-old son David, who crewed for Max Fraser when the duo won the 29er Nationals in Santa Cruz earlier this summer.

2) **CL2**, Cal 25, Dylan Benjamin; 3) **Bloom County**, Mancebo 31, Tony Basso. (15 ent/5 qual)

SHS

***Tenacity* — SC 27**



Paul Nielsen (left)
Singlehanded Sailing Society

In OYRA's Short-Handed Sailing division, you can sail either singlehanded, and save 12 seconds a mile; or doublehanded, and save your knees, back and possibly sanity. Paul Nielsen chose the doublehanded route for 11 of the 12 ocean races this year — sailing with longtime friend Bob Maddison (right) to a convincing win over some pretty experienced ocean sailors. Making the victory a bit sweeter was doing it on a SC27. As one of the original ULDB speedsters, these are not easy boats to sail to their rating shorthanded. However, off the wind, with just one or two experienced guys, Nielsen says they're really fun.

"I have to admit we were hard on our spinnakers this year," says Paul, a manager for US Bank. Coming back from one race early in the season, they were accosted by the tough tower demon who knocked them down and tore up their kite. It was repaired, but later on, they again ventured too close to the south tower and this time the Demon blew their light kite to confetti. Fortunately, by then Paul had added a 'heavy-air' spinnaker — a stock Olson 25 kite that's two feet shorter than the SC 27 one.

Paul used to race with Bob on the latter's *Celestial 32 Pegasus*. Now their roles are reversed. "We don't consider ourselves experienced racers," says Paul. "We sail the boat hard, but mostly we just like to have fun. I guess sometimes it pays off."

2) **Eyrie**, Hawkfarm, Petroka/Seaberg; 3) **Shamrock**, C&C 41, James Connolly. (11 ent/ 5 qual)

YOU CAN CALL ME CAPTAIN

"So, how long has it been since you've sat in a classroom?" I asked the guy at the next desk, a fit 75-year-old named Steve. "Oh, ah. . . quite a while," he replied with a wink and a grin. "Yeah. Me too," I confided. "At least 25 years!"

Having signed up for an intensive Coast Guard-approved captain's course at Cal Maritime's Extended Learning department in Vallejo, we both knew that the 'gray matter' between our ears would be seriously exercised during the eight-day course.

The rest of our classmates were younger — in their 20s and 30s — and as we introduced ourselves it became apparent that within our group of seven there were a wide range of motivations for seeking OUPV licenses (Operator of Uninspected Power Vessel) — aka, a 'Six-Pack', meaning that you can do six-passenger charters.

Steve had no intention of taking out passengers for hire; he simply wanted to enhance his maritime knowledge so he'd feel safer and more confident on Bay waters while day-tripping aboard his Nordic Tug, and occasionally taking out groups for charity.

Tara had several years of commercial experience working on tall ships and on FDR's former cruiser the *USS Potomac*. She'd decided to pursue a maritime career and knew that having a 'captain's ticket' would help her move up the food

chain, while giving her an added measure of respect.

Ron, who's also pursuing a commercial maritime career, had a similarly pragmatic rationale: "It will move me up a notch in the hierarchy at the union hall, and I'll hopefully get offered better assignments." He'd been working on tugs and ferries for several years.

Mark, a Cayman Islander with American citizenship, had flown up to the States for a month specifically to take the course, while staying with relatives. Although a U.S. license isn't required in that British dependency to work as a fishing boat or pleasure boat captain, Mark explained that the cache which comes from holding a USCG license often helps his competitors land the best jobs, especially those on high-end fishing boats and megayachts.

Larry and Donelle are both deeply passionate about fishing, and their dream was to get licensed and start a little fishing charter outfit.

My motivation? Primarily, I was curious to discover things that I do not know — but probably should — after 30 years of sailing with thousands of offshore miles, plus I have a vague idea of doing occasional day charters in my 'spare time' — if I ever find any.

On the whole, our group was probably



pretty typical of those who take such courses at both Cal Maritime — now part of the California State University system — and at local sailing and licensing schools. Some are just after a "merit badge," as our jovial instructor, Captain Mark Hensley, would say. While others see it as their entry into a potentially lucrative lifestyle on the water.

Since the Coast Guard's mandate has expanded substantially in recent years, they are slowly moving toward the goal of out-sourcing all licensing to the private sector. At this point, most test-taking by license candidates is done at non-governmental facilities such as Cal Maritime, which are periodically monitored for quality and competency. That said, it's still possible — and a lot cheaper — to study on your own and sit for the tests at a Coast Guard REC (Regional Exam Center). Study guides in both book form and on CDs, DVDs and videos are available online and through marine retailers.

The advantage of taking a course like I did, however, is that it's designed to

WHAT YOU'LL NEED TO QUALIFY

It is no small feat to obtain a Coast Guard-issued license. In addition to passing a battery of tests in order to obtain a course completion certificate, applicants must show or submit the following with their application packet:

- Proof of citizenship (original birth certificate or passport)
- Original social security card (or official duplicate)
- Small Vessel Sea Service forms for each vessel you've served aboard: at least 360 days of service, 90 of which was during the past three years
- Approved CPR course certification
- Approved First Aid course certification
- Proof of "Drug Free" status from a SAMHSA-

- approved lab
 - Physical exam form (some physical limitations, such as color blindness will disqualify you)
 - Three character reference letters
 - Two fingerprint cards
 - Two passport photos
- Coast Guard evaluators will perform background checks with:
- The National Driver's Registry (NDR)
 - FBI criminal background check

BAY AREA LICENSING COURSES

- Cal Maritime Extended Learning (707) 654-1157; www.maritime-education.com
- Modern Sailing Academy (800) 995-1668; www.modernsailing.com
- Maritime Institute (888) 262-8020; www.maritimeinstitute.com
- Mariner's School (866) SEA CAPT; www.marinersschool.com

BAY AREA REGIONAL EXAM CENTER

Oakland Federal Bldg., North Tower
1301 Clay Street, Room 180N
Oakland, CA 94612-5200
(510) 637-1124; Fx: (510) 637-1126

WHERE TO FIND INFO

- CG licensing website: www.uscg.mil/STCW/
- Licensing criteria comparisons: www.uscg.mil/STCW/cb-capt.htm
- List of Regional Exam Centers: www.uscg.mil/STCW/mmic-regions.htm
- Rules of the Road free download: www.navcen.uscg.gov/mww/mww_files/NR_Files/navrules.pdf

SAMHSA DRUG TESTS & PHYSICALS

Seafarers Medical Center, (415) 392-3611
730 Harrison St., Suite 100
San Francisco

— THE ROUTE TO LICENSING



Captain's courses attract all sorts of folks with a wide variety of goals. Here, Steve and Tara work out navigation problems.

instruct as well as test. As such, it was ideally suited to everyone in our group, as our shared goal was to actually learn and retain the material, rather than simply cramming for the tests and squeaking by. By the end of our course we'd all gained a well-rounded understanding of the Rules of the Road — and why each rule exists — plus an empathy for the challenges faced by professional commercial mariners. For us sailors who are accustomed to being able to spin around on a dime, for example, it was interesting to learn that it is often impossible for a big ship to alter course substantially, and it can take several miles for one to come to a complete stop when traveling at its typical 15- to 20-knot hull speed. Likewise, if you've ever thought a ship's pilot was being a bit paranoid when he gave five short blasts to a sailboat that was crossing his bow (meaning, in practical terms: "Get the heck out of the way, you idiot!"), consider that the line of sight from the bridge of a tanker or freighter allows pilots to see nothing for

hundreds of feet in front of the ship.

All OUPV courses are structured around four areas of expertise, each of which is tested separately: 1) Rules of the Road (30 multiple choice questions; you must score 90% to pass); 2) Navigation General (20 questions; must score 70%); 3) Deck General (60 questions; must score 70%) and Navigation Problems (10 plotting problems; must score 70%). You are allowed three tries in each area of testing.

For a typical recreational sailor the hardest part, by far, is the Rules of the Road section which covers both Inland and International Rules. The subtle differences between some of them can make your head spin. Even for those of us who have spent a lot of time out on the water,

there were a few surprises. Who knew, for example, that a sailing vessel is technically required to hoist a "conical shape, apex downward" when steaming? Mind you, I've never seen such a thing on any ocean, but it's the law. Another shocker was learning that a sailing vessel may exhibit a red light over a green light at its masthead in addition to deck level running lights. Never seen that either, but if I ever do I'll now know that I'm not about to be attacked by aliens.

The primary function of the Rules, of course, is collision avoidance, which is why many insurance companies will give you a discount if you hold a captain's license. If a mishap does occur, ignorance of the Rules is no excuse. With that in mind, you may be interested to know that if you have functioning radar aboard your boat, you are legally obligated to use it — and you can be held liable in an accident if you don't.

If you've been around boats for a while you probably won't find the other areas of study to be nearly as difficult. And if you love to mess around with good old-fashioned

paper charts, you may find that the navigation problems are actually kinda fun. In any case, it's all valuable stuff, even though some of the questions are sorely in need of updating so that they reflect changes in gear and materials. For instance, there are still questions about hemp and manila line and contemporary cordage such as Spectra is never mentioned. But that's a minor criticism — the Coast Guard is a very busy outfit these days.

Licenses for the operation of uninspected passenger vessels are issued at various levels of tonnage, but the battery of tests is the same, regardless. The license you are given will depend on the amount of sea time you can document, and the tonnage of the vessels you've captained or crewed on. So the smart move is to apply for the highest level of license that you think you qualify for. If Coast Guard examiners don't agree, they will offer you a lower level license or, if you're close to having enough sea time, give you up to a year to document the needed time. (A valid "day" on the water, by the way, must be at least eight hours.) Cal Maritime and other schools offer three-day 100-ton Master's License courses, which will qualify you to operate "inspected" vessels as large as the Vallejo

"Hallelujah! We passed!" Mark and Tara are now another rung up the ladder of their maritime careers.



YOU CAN CALL ME CAPTAIN

ferries, one of which is 135-ft long!

Although you can count sea time as far back as your teen years, it all must be documented, including the boat's documentation number and a signature from the owner or operator. Seeking out that info can be exasperating, especially if you're trying to document time on charter boats or track down some guy you did a delivery with back in the '70s. You can even count time on your own boat. But in all cases be warned that false statements are punishable by substantial penalties, including jail time.

Passing the tests and documenting sea time are the toughest challenges of the licensing process, but there are also a bunch of other hoops you have to jump through before you can submit your application packet to the REC. Not only do you have to search out your original Social Security card and birth certificate, but you have to pass a physical, including vision and hearing exams; pass a specific drug test; take approved CPR and First Aid courses and more.

Having a skeleton in your closet such as a DUI does not automatically disqualify you. But regardless of your



Having just finished a shift on a tugboat, Ron uses the charting skills he's just learned to check a set of coordinates.

indiscretions, licensing experts such as Cap'n Hensley would strongly urge you not to lie. You are, after all, submitting

a request for a Federal license, and the Feds have ways of finding out things that you might assume are long forgotten. These days, the names of all license candidates are run through both an FBI background check and the National Driver's Registry.

So, did I pass? Yes, thank you very much. Although there were times while studying those light and sound signals that I thought my brain was going to spontaneously combust into white-hot embers!

Most of my classmates passed too, although one only made it on his third try. We're all probably a bit safer out on the water now and the possibilities for making use of our licenses are many.

I've always thought it a bit pretentious for a guy with a six-passenger license to call himself 'Captain John Jones'. Still, I have to admit that Cap'n Andy has a certain ring to it. Unfortunately no one calls me that. Instead they seem to prefer the moniker 'Hundred-Ton Turpin' which is one nickname I hope I never grow into.

— **latitude/at**

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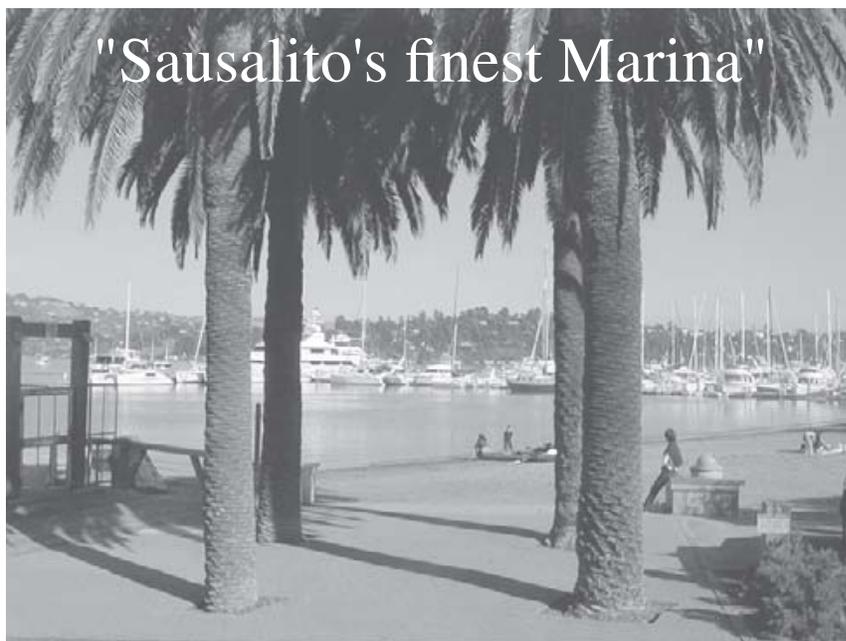
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BAJA HA-HA PROFILES, PT III

"Hasta la vista!"

Anyone who's walked the streets of ol' Mexico or sat through Spanish 101 classes knows that this oft-heard expression means 'until we meet again' — whenever that may be. We mention this here, because we can easily imagine a booming chorus of voices shouting this very phrase at the top of their lungs, as the enormous Baja Ha-Ha rally fleet pulled out of San Diego Bay late last month.

As you'll read in the following mini-bios, it will be years before many of these southbound sailors return to their home waters. Some will idle in Mexico, others will head south to the Canal and on to the Caribbean, still others will make a loop through the Pacific, and the most adventurous will eventually complete a full circumnavigation.

Although this year's tally of 178 registered boats is five shy of last year's record number of entries, the total number of crew this year, 680, makes this the largest group of participants in the event's 14-year history. And we say, the more, the merrier! As you read this, they're breezing along the Baja California coast in pursuit of good times and grand adventures. Look for a complete event recap next month.

(Ed. note: Ahh, by the way, in the interest of cultural preservation let us clarify that the "baby" in "Hasta la vista, baby," well, that's just an 'Arnold thing' — not particularly apropos south of the border,

Distant Drum — Beneteau 51 Harry Hazzard, San Diego

Occupation: IT for Mitsubishi (ret)

Add'l Crew: Jim & Cheryl Cash, Robert Maher, Petra Weflen & Kira Moskalonova

Quote: "We're going just for the fun of it all — and to enjoy Mother Nature at her best."

Cruise Plans: explore Mexico

Noteworthy: This will be Harry's third Ha-Ha, and he looks forward to sharing tips with newbies.

Notre Reve — Cal 35

Tony Denardo, Santa Barbara

Occupation: phone guy

Add'l Crew: Eric Anderson & Jim Campbell

Quote: "New Year's in Aca-pulco or bust!"

Cruise Plans: eventually on to his new homeport in Hawaii

Noteworthy: Since learning to sail in 1972, Tony has owned

more boats than he can count — three are still in his backyard.

5150 — Santa Cruz 50

Mike Warns, Oxnard

Occupation: attorney

Add'l Crew: Russ Sullivan

Quote: "Looks like a lot of fun!"

Cruise Plans: Puerto Vallarta

Noteworthy: Mike can hardly wait to party down in Mexico.

"I've been dismasted, run aground, accidentally jibed, sunk and almost drowned."

Alsumar — S&S 70

Ted, Bill & Mike Davis, Las Vegas

Occupations: Ted, contractor; Bill, contractor

Add'l Crew: Vicky Davis, Westley Davis, Steve Smith, Brandy Currier, Jack Young & Allie Coppedge

Quote: "It was such a 'Ha-Ha' good time last year, we want to do it again this year with family and friends."

Cruise Plans: sail into the sunset

Noteworthy: Some of these guys are seasoned TransPac sailors. They wowed the fleet last year with their massive, multi-colored chute.

Jammin — Catalina 42 Mark II

David & Helen Peoples, Gresham, OR

Occupations: David, nurseryman; Helen, teacher (both ret)

Add'l Crew: Kelsey Turner

Quote: "After wearing long underwear

David and Helen of 'Jammin' strike a pose with a stoic friend during previous travels.



and down coats all summer in Alaska, we are looking for sun, warm water, kind winds and great anchorages."

Cruise Plans: "Wherever, whenever. Who's counting?"

Noteworthy: Friends feared that David and Helen were "directionally challenged" when they set off for Alaska. But it proved to be "a great shakedown cruise!"

Captain George Thomas — C&C 30 Bill Thomas, Stockton

Occupation: operating engineer (ret)

Add'l Crew: Dale Anderson, Howard Stark & Daniel Kent

Quote: "It's more fun in the sun!"

Cruise Plans: commuter cruising every winter "Until we get too old."

Noteworthy: Bill has sailed this boat, named after his grandfather, over 15,000 miles.

Volare — Beneteau Oceanis 400 Hank & Gail Salerno, Long Beach

Occupations: Hank, computers; Gail, escrow officer (both ret.)

Add'l Crew: daughter Lynette and her husband Scott Culver, plus kids Benjamin, 6, and Nicole, 4

Quote: "This will be our first long trip with the grandchildren — the adventure of a lifetime and the start of real retirement."

Cruise Plans: winter months in the Sea of Cortez, then bash home in the spring

Noteworthy: Not only was this boat cruised extensively under a previous owner, but Hank 'cruised' far and wide while in the Navy, and son-in-law Scott Culver has been "everywhere" as skipper of the sail training vessel *Alaska Eagle*.

La Bonbonniere — Rawson 30 Keith P. Davis, Vallejo

Occupation: software consultant

Add'l Crew: Lary Peterson & Linda Berkyto

Quote: "I'm good in crises: I've been dismasted, run aground, accidentally jibed, sunk and almost drowned."

Cruise Plans: longterm cruising; eventually to the Black Sea port from which his grandparents fled communism in the 1920s

Noteworthy: Keith says this cruise is the fulfillment of a dream that began 60 years ago when his mother read *Treasure Island* to him — he was 5.

— HASTA LA VISTA, BABY



Three generations will be sharing this grand adventure aboard 'Volare'.

**Welcome Passage — Sceptre 41
Don Rosenthal & Elsie Fletcher
Tiburon**

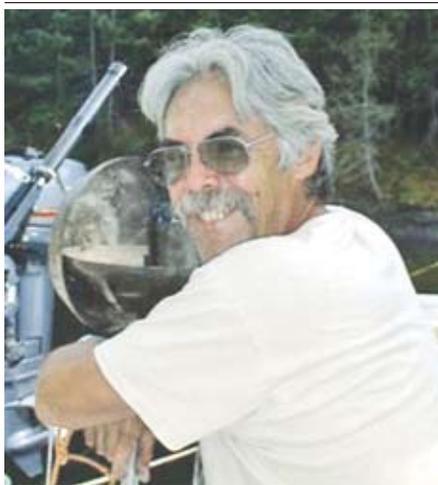
Occupations: Don, airline pilot (ret); Elsie, investment manager

Add'l Crew: Elsie's sister Bettye Bente & John Etherington

Quote: "We're having a great time, and getting to know our boat!"

Cruise Plans: winter in La Paz

Noteworthy: This couple met on a Club Nautique sail 11 years ago. They exchanged cards, but neither called the other. A year later they crossed paths again and hooked up.



With his rigging skills, Randy of 'Befana' will be a popular guy in cruiser anchorages.

**Befana — Randy Hough
Port Moody, BC, Canada**

Occupation: yacht rigger (ret)

Add'l Crew: Norm Shaw

Quote: "I was born with a gift of laughter and a sense that the world is mad."

Cruise Plans: winter in Nuevo Vallarta; to Hawaii, then back to Vancouver

Noteworthy: Randy has just finished a stem-to-stern refit on this 1975 Catalina which he's owned for 12 years.

**Libre Sin Trabas
— Beneteau 373
Mark & Alison
Johnson, Los Angeles**

Occupations: Mark, psychotherapist; Alison, sales & distribution (both ret)

Add'l Crew: David Hilgendorf

Quote: "We have never done anything like this before."

Cruise Plans: to their new retirement base at Flamingo, Costa Rica

Noteworthy: Not counting the casual sailing they did while in their 20s, the couple's serious sailing career didn't begin until 17 months ago — when they bought this boat.



Peter and Diana of 'Quickstar' will have some young muscle — son Danny — along as crew.

**QuickStar — Beneteau 46
Peter Bruckmann & Diana Young
Kamloops, BC, Canada**

Occupations: retired

Add'l Crew: 23-year-old son Danny Bruckmann

Quote: "An exciting beginning to the next chapter of our lives."

Cruise Plans: on to the South Pacific
Noteworthy: The couple began sailing 43 years ago.

**Both/And World — Catalina 42
Kevin Collins, San Diego**

Occupations: mortgage/real estate

Add'l Crew: Jim Jellison, Bill Hardy & Danny Byrne

Quote: "Sailing is the only thing that takes more time, costs more money, moves slower and allows one to drink more than golf."

Cruise Plans: delivery crew will bring the boat home

Noteworthy: Kevin noted that "The name confuses the s__t out of everyone but the owner."

**Heavenly Star — Hay Gemini 3000
Monte Cottrell, San Diego**

Occupation: sales

Add'l Crew: Don Gillis & Steve Kennedy

Quote: "I'm planning to have the time of my life."

Cruise Plans: TBD

Noteworthy: Among the gear that may slow this boat down is a hooka breathing rig, three kayaks, three folding bikes and enough canned goods and paper towels to last until Panama.

**Sea Ya — Sea Wind 1000
Joe Weathers, San Diego**

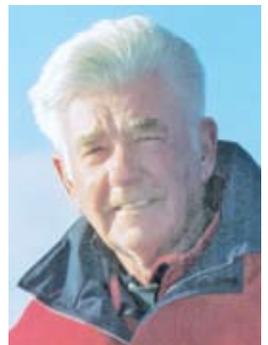
Occupation: insurance agent

Add'l Crew: David Scardigli & Scott Ogilvie

Quote: "We say we're doing the 'Ha', not the Ha-Ha, as we plan to turn around at Turtle Bay."

Cruise Plans: halfway and home

Noteworthy: Joe recently added 3 feet to Sea Ya's waterline.



Joe will have to say 'Sea Ya' at Turtle Bay.

**Alaya — Westsail 32
The Anderson family, Kalispell, MT**

Occupations: Bob, builder; Debbie, banker (both retired)

Add'l Crew: 20-year-old son Chase & Rachel Ployhar

Quote: "It's about time! Yee-haw!"

Cruise Plans: Mexico, Galapagos, Panama Canal and on to Florida

Noteworthy: This is the third group of Montana sailors to do the Ha-Ha in its 14-year history.

BAJA HA-HA PROFILES, PT III



Susan and Peter of 'Kiapa' — seen here with 'Papa' — caught a case of multihull fever.

Kiapa — M&M 52 cat

Peter & Susan Wolcott, Kapaa, HI

Occupations: retired

Quote: "Joining was a tough choice, as cruising slowly without the crowd is more our style. But meeting all these fun cruisers is a huge attraction."

Cruise Plans: on to the South Pacific

Noteworthy: The Wolcotts did the '01 Ha-Ha on a Santa Cruz 52 of the same name, then sailed on to the South Pacific which they consider to be "the last frontier for cruisers."

Windswept — Irwin 43

Scott Karlin, Newport Beach

Occupation: attorney

Add'l Crew: Gary Jackson, Ed Quesada & Ken Schoffstoll

Quote: "We should have plenty of time to create the perfect margarita!"

Cruise Plans: to La Paz, then two crewmen will bring her home in January

Noteworthy: Scott says the most notable thing about his entry is that his wife let him go!

Blarney4 — Beneteau First 42

Chris Maher, Alameda

Occupation: marine paint rep

Add'l Crew: Alan Weaver, Doug Darling & (Lat 38's) John Arndt

Quote: "I've done six Ha-Has, can't

John, center, (aka 'the new guy') will be initiated by old pros Alan (L) and Chris.



wait to do seventh."

Cruise Plans: boat will be delivered home after the rally

Noteworthy: Chris will be under a self-imposed house arrest once the boat arrives at Cabo because the last time he Ha-Ha'ed he was seriously injured falling off a go-go platform at Squid Roe.

Airwego — McIntosh 47

Mike & Cindy Miller, Tacoma, WA

Occupations: Mike, computers; Cindy, credit industry (both retired)

Add'l Crew: Alan & Karin Hanson

Quote: "This will be an exciting, thrilling and life-changing experience!"

Cruise Plans: winter in Mexico; South Pacific in spring

Noteworthy: This boat knows the way: She previously sailed to Mexico, the South Pacific and Caribbean.



You'll find Steve and Denise out there... somewhere... aboard 'Brendon'.

Brendon — Shannon 38 PH

Steve & Denise Pepper, San Diego

Occupations: Steve, nuclear power plant supervisor; Denise, regional associate

Quote: "If we get lost, we'll just pull in somewhere and ask."

Cruise Plans: three to five years out there... somewhere

Noteworthy: This may be the only boat ever to do the Ha-Ha with a built-in 5-gallon rum tank.

Flying Fox — Corsair 31

Duncan & Gwen Hincks

Incline Village

Occupations: Duncan, general contractor; Gwen, real estate investor

Quote: "Yeeee-haaaaa!"

Cruise Plans: folding up boat in Cabo and trailering her home

Noteworthy: This boat did the Ha-Ha last year under a different owner. And

the guy who'd owned her before that was also in the event with another tri — also named *Flying Fox (II)*.

Pépe — Morgan 382

The Sparrow Family, San Francisco

Occupations: Jeff, temporarily retired entrepreneur; Misty, retired bartender

Add'l Crew: 1-year-old daughter Tobylee



Jeff and Misty are eager to introduce young Tobylee to the joys of sailing aboard 'Pepe'.

Quote: "A positive attitude may not solve all your problems, but it will annoy enough people to make it worth it."

Cruise Plans: Pacific circuit: Mexico, French Polynesia, Hawaii, BC and home

Noteworthy: This boat has been to Mexico several times before, once under the name *Blarney3*. Its owner then, Chris Maher, is Ha-Ha'ing again this year aboard the Beneteau 42 *Blarney4*.

J/World — J/120

Wayne & Lisa Zittel, San Francisco

Occupations: sailing school owners

Add'l Crew: Rita Good, Cameron Shaw, Steve Pratt & Jon D'Alessio

Quote: "I'm thrilled to have a fantastic crew, and excited to be participating in my first Ha-Ha!"

Cruise Plans: boat will winter at Paradise Village (J/World school) where she'll participate in MEXORC; spring cruise to San Carlos, then trailer home

Noteworthy: Although this is the first Ha-Ha for Wayne and Lisa, the boat has Ha-Ha'ed twice previously with J/World students and instructors aboard.

— HASTA LA VISTA, BABY

Elainium — Andrews/Perry 72

Peter & Elaine Simon, Denver, CO

Occupations: Peter, law professor; Elaine, HR/weight trainer

Add'l Crew: TBD

Quote: "Wow! What an adventure."

Cruise Plans: winter in Mexico, then reassess

Noteworthy: This beautiful boat was a standout in the 2000 Ha-Ha, then brand new and named *Elysium*. (The new name's a play on Elaine's name.)

Solstice — Sceptre 41

John & Shirlee Forbes

San Francisco

Occupations: John, software consultant; Shirlee, tech writer (both retired)

Add'l Crew: Derek Lee

Quote: "We're on our way to Europe, and the Baja Ha-Ha is our farewell party."

Cruise Plans: through the Canal and on to Europe, then probably west again and around the world

Noteworthy: The sailing bug hit this couple big-time when they moved to San Francisco, but it was bareboat chartering in far-flung venues that focused their dreams on the cruising life.

Triple Stars — Island Packet 380

Bob & Jan Anderson, Rohnert Pk

Occupations: Bob, fire protection sales; Jan school secretary (both ret)

Add'l Crew: Gil Fletcher

Quote: "Get aboard and hang on — we're in for the ride of our lives."

Cruise Plans: south to the Canal and eventually up to their summer home in Maine

Noteworthy: Having been "smitten by the call of the sea," Rob first learned to sail at age 12, while at Boy Scout camp on Lake Geneva, WI.

Dart — Peterson 34

John Crutcher, Sausalito

Occupation: attorney

Add'l Crew: Herb Paschen & Jeff Reid

Quote: "Looking forward to the camaraderie. . . there will always be some good sport available to join you in laughing about the dumb thing you just did."

Cruise Plans: Mexico cruising, then home via an offshore loop

Noteworthy: This boat is named for the old Dodge car line: "quite simple, but gets about its business with direct, reliable competence."

Someday Isle — Passport 37

Tom & Mary Mishler, San Diego

Occupations: Tom, helo pilot; Mary,

child custody evaluator

Add'l Crew: Terry Blair

Quote: "This is the beginning of our



Someday has finally come for Tom, Mary and their canine crew — sailing 'Someday Isle'.

'someday' — and we're excited!"

Cruise Plans: commuter cruising along the Gold Coast and Sea of Cortez

Noteworthy: After watching the start of the '06 Ha-Ha aboard *Someday Isle* (as in 'someday I'll do that'), they decided that someday is now.

Surf Scooter — Island Packet 35

Poul Kjaer & Manfred Wolf

Discovery Bay

Occupations: Poul, service engineer; Manfred, printer/manager (both ret)

Quote: "This is going to be fun, but safe. We'll be one of the slow boats."

Cruise Plans: two years in Mexico, then hopefully a South Pacific circuit and home

Noteworthy: These longtime friends crossed the Caribbean, then the Atlantic together in '99.

Jambo Duex — Beneteau 473

Jon Riksford, San Diego

Occupation: Jon, real estate/yacht charters

Add'l Crew: brothers Nikolay & Assen Alexandrov, Roland and Annette Camacho

Quote: "We don't know how many days we get, and we tend to regret not what we did, but what we didn't do."

Cruise Plans: north to Loreto, south to P.V., then. . . ?

Noteworthy: Jon just bought this boat, his third, three months ago.

Blind Luck — Cross 50 tri

Jim Stevens, Kihei, HI

Occupation: IT director

Add'l Crew: Michale Fanfa, Lee Wolff, Elina Yeager, Jenny Haldiman, Kelly Galyean, Gina Sullivan, Alisa Villarreal & Heather Freestone

Quote: "Hmmm, let's see. . . Go to work at the office or sail to Baja on a boat where the female-to-male ratio is 7 to 2?"

Cruise Plans: return to S.F. with most of the crew aboard

Noteworthy: We're pretty sure this is the largest female crew ever to do the Ha-Ha, with or without guys. Look out Cabo! Oh, and the boat used to do daysails between Santa Barbara and the Channel Islands.

Namu II — Corinthian Cal 39

Otis Kelley & Marlene Drew

Stockton

Occupations: both are retired probation officers

Add'l Crew: William Crawford

Quote: "We are excited and looking forward to getting Mexico'd."

Cruise Plans: pending 2-3 years in Mexico

Noteworthy: They have a very experienced navigator with lots of ocean experience.

Pitufa — Piver 30 Nimble tri

Walter S. Ludlow, San Diego

Occupation: CPA

Add'l Crew: Ned McMahon

Quote: "I was already committed to sailing south. This just makes sense."

Cruise Plans: sail south & leave boat in La Paz

Noteworthy: Pitufa means 'smurf' in Spanish, but is also slang for 'puta fina.'

Mandalay — Ta Chou 55

Anthony Diliberti, Seattle

Occupation: American Airlines manager (ret)

Add'l Crew: Calvert Trent, Chuck Hornsby, Steve Dies

Quote: "A bad day of sailing is better than any day on land."

Cruise Plans: Sea of Cortez, Panama, Marquesas. . . ?

Noteworthy: This will be the skipper's first time sailing the Ha-Ha with crew.

Mirage — Ganley Steel 34

Mike & Deborah Wirth

San Francisco

Occupation: Mike, engineer

Quote: "Here goes nuthin'"

Cruise Plans: open, but would like to check-out La Paz

Noteworthy: With the boat's steel hull, Mike has learned that rust is a plague.

BAJA HA-HA PROFILES, PT III

Cool Breeze — Catalina 42

John Beane, Winchester Bay, OR

Occupation: unknown

Add'l Crew: Charlotte Turman, Carol & Roman West

Quote: "No comment."

Cruise Plans: cruise on. . .

Noteworthy: We're sure there must be something noteworthy about this entry, but since John didn't fill out the 'bio info' page we can't tell you what it is. We will, however, resist the temptation to make something up!

Sea Angel — Catalina 42

Mel Hamp, "The Seven Seas"

Occupation: security business (ret)

Add'l Crew: Ray Pia, Arthur & Betty Westphal

Quote: "I was sorry to learn that the Grand Poobah is not omnipotent."

Cruise Plans: stay south for the winter

Noteworthy: Mel has been across the Pacific twice.

Mystical Traveler — Beneteau 423

Lewis H. Guthrie, San Diego

Occupation: financial advisor



Michael and Tony of 'Symphony' don't plan to come home 'til the kitty is empty.

Add'l Crew: Ryan Guthrie, Mike Harris, Kevin O'Connor

Quote: "I must have amnesia to do this again this year."

Cruise Plans: winter in La Paz

Noteworthy: All crew have previously sailed to Mexico.

Symphony — Hans Christian 38

**Michael Bagwell & Tony Rezendes
Vancouver**

Occupations: Michael, real estate ap-

praiser; Tony, instrument technician

Add'l Crew: Mark Frazier

Quote: "There's really, really no turning back now!"

Cruise Plans: Sea of Cortez, cruise 'til the money runs out

Noteworthy: This boat has more miles under her belt than its crew.

Loomings — Hunter 40

James Rummonds, La Selva Beach

Occupation: attorney

Add'l Crew: Aaron Hayes & Paul Heiderscheidt

Quote: "Some men dream of the hunt while others hunt to dream. Death to Moby Dick."

Cruise Plans: head south, then perhaps all the way to the South Pacific

Noteworthy: Navigator Aaron has already sailed more than 20,000 miles through the South Pacific.

Two Burner — Catalina 36

Phil & Cooper Patterson, San Diego

Occupation: Phil, investor

Add'l Crew: TBD

Quote: "My first open-ocean excursion"

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sion!"

Cruise Plans: boat will be delivered home after the rally

Noteworthy: Phil and his 24-year-old son Cooper join a long tradition of father/son duos who've done the Ha-Ha.

**Lanikai — Cal 39
John Hart, Redlands**

Occupation: general contractor (ret)

Add'l Crew: John's grandchildren Isaac (21) & Rebekah Hart (18), plus Craig Wesson

Quote: "The time is now."

Cruise Plans: explore Mexico, especially Banderas Bay

Noteworthy: Now 78, Grandpa John has been sailing for well over a half century.

**Water Spirit — Pearson 36 cutter
Richard & Leslye Mogford
Redwood City**

Occupations: Richard, research psychologist; Leslye, communications & media specialist

Quote: "It's time to go to Mexico!"

Cruise Plans: boat will be based in La



For Mary and Stephen of 'Bluzzz' this trip is a shakedown for retirement cruising.

Paz for the winter

Noteworthy: John learned to sail as a kid from his dad, who built several boats in the family garage. He first got the cruising bug while bumming around the Caribbean in the '70s.

**Nefertiti — Tayana 55
Adam Cohen, San Francisco**

Occupation: software manager

Add'l Crew: Brent Melbye & Blake Singer

Quote: "Don't spend your whole life getting ready."

Cruise Plans: La Paz for winter, Pacific Northwest in summer

Noteworthy: Cohen and his crew — who are buddies from college — bought this boat together less than a year ago.

**Concretia — Hartog 55
William & Nicole McClatchy
Alameda**

Occupation: William, manager

Quote: "An adventure is only an inconvenience rightly considered."

Cruise Plans: cruise slowly

Noteworthy: This boat is made of concrete — William sometimes considers recycling her into a sidewalk.

**Wild Rose — Tartan 37C
Lori Warner, Stockton**

Occupation: UOP professor (ret)

Add'l Crew: Robert Fort

Quote: "I am hoping to complete the Ha-Ha without losing a crew member this time around!"

Cruise Plans: follow the Gold Coast

Noteworthy: When Lori did the Ha-Ha in 2004 (with this same boat), she experienced some unfortunate excitement

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— an elderly crew member became seriously ill and had to be medevacked out of Turtle Bay.

Bluzzz — Swan 42

Stephen Coleman, Sausalito

Occupation: physician

Add'l Crew: Mary Ferro, Denny & Sharon Glover

Quote: "Prepping for retirement."

Cruise Plans: just the Ha-Ha

Noteworthy: Mary and Sharon are both first-time cruisers.

Isis — Islander Freeport 36

Neil Wehrle, Half Moon Bay

Occupation: contractor

Add'l Crew: Steve Hajnal

Quote: "This is the first leg of a 'radical departure'."

Cruise Plans: Sea of Cortez & mainland Mexico

Noteworthy: Isis is Neil's first boat.

Serendipity — Cal 39

David Pedersen, Moss Landing

Occupation: engineer (ret)

Add'l Crew: Matthew Bonn

Quote: "I am not a very superstitious

guy."

Cruise Plans: just the Ha-Ha

Noteworthy: David has a very funny anecdote to tell about the trials of changing this boat's name — not to mention the \$400 bill from the USCG documentation office.

Narnie O'Shea — Hunter 46

Tom & Darlene Pinkerton, San Diego

Occupations: Tom, attorney; Darlene, self-employed

Add'l Crew: David Eakin, Steve McLaughlin, Brian & Nancy McClusilsy

Quote: "Let the adventure begin!"

Cruise Plans: just the Ha-Ha

Noteworthy: They're carrying 650 feet of anchor chain and three anchors — just in case.

Eye of Infinity IV — Bristol CC 26

Terry J. Nugent, Monterey

Occupation: photographer (ret)

Quote: "Great! Oh what fun, you can't beat it."

Cruise Plans: to go as far as the boat can go

Noteworthy: This is the smallest boat

in the fleet. But, believe it or not, Terry sailed this same route in '93 aboard a 15-ft Mangorey sailboat of the same name. Yeah, he's quite a character. Wait 'til you see his new boat's wild paint job!

Paradise Bound — Vagabond 47

Joel R. Stern, San Diego

Occupation: remodeling contractor (ret)

Add'l Crew: David Taylor, Jack & Bruce Steinmeyer, plus Tender (their new puppy)

Quote: "Time to kick back and enjoy life while 'living the dream'."

Cruise Plans: Sea of Cortez, Costa Rica, Equador, Galapagos, around the Horn, up to the Caribbean, etc.

Noteworthy: Many Ha-Ha'ers have gone on to circle the world but few, if any, have done so via Cape Horn.

Colleen O'Neill — Pearson 365

George R. Paterson, Channel Islands

Occupation: gaming/amusements (ret)

Add'l Crew: Gary Gambs

Quote: "This has been a dream for



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If you see these wild graphics coming at you, fear not, it's only the 'Eye of Infinity IV'.

many years."

Cruise Plans: Sea of Cortez, La Paz

Noteworthy: George bought this boat just three months ago, specifically to sail to Mexico.

**Moody Blues — Catalina 50
Gene & Susea Gearhart
Friday Harbor, WA**

Occupations: Gene, general contractor (ret); Susea, broker and writer

Add'l Crew: David Dyer, Elizabeth Peter

Quote: "We have no plan and we're sticking to it."

Cruise Plans: to stay on the water

Noteworthy: Although they were headed south, they originally had no intention of entering the rally. But, as they explain, "We liked the burgee." They saw one recently flying in the rigging of an entered boat.

Kismet — Irwin 34

Miguel Cardonas / Richmond

Occupation: waiter (ret)

Add'l Crew: James Frey

Quote: "I expect to go off my diet."

Cruise Plans: Sea of Cortez & mainland Mexico

Noteworthy: This boat has no electronics except for a GPS.

**Farah Anne — Island Packet 485
Alistair & Francie Barron, Las Vegas**

Occupations: Alistair, physician; Francie, business owner/CEO

Add'l Crew: Matthew Sponer

Quote: "Let's have fun and a stress-

free holiday."

Cruise Plans: Sea of Cortez

Noteworthy: Both the crew members and boat have already done many long ocean passages.

**Moontide — Lagoon 470 cat
Bill Lilly, Long Beach**

Occupation: real estate developer

Add'l Crew: Mark Steiert, Tessa Rowland, Jennifer Martindale & Angelina Skowronski

Quote: "We'll be the 'funnest' boat — the guys are going to work on getting the crew to win the nude sailing award.

Cruise Plans: Mexico for the season and back home in spring

Noteworthy: During the '05 Ha-Ha Bill finally discovered how to bring *Moontide's* stern down to her lines — he hosted a singles party for over 40 people at Bahia Santa Maria.

Wow! There really are a whole lot of sailors heading south this year. You can read about their southbound adventures in the December issue.

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The exam was starting in less than a minute, and I still didn't know what room it was being given in.

I ran down the corridor, which in this building was a rickety suspension foot bridge with loose boards. I checked the biology classroom, then stumbled along the shaky bridge to the chem lab, then peeked into the history lecture hall. All the likely spaces had classes in progress. The exam would be starting right now, and the catwalk between the classrooms was becoming even more unstable as I ran faster in a desperate effort to find the right room in time.

Only one choice left: It had to be the math classroom, but some senior girls were coming the other way along the narrow path, blocking my route. "Max!" they screamed. "Max!"

That's when I realized I had forgotten to put on my pants . . .

"Max! Wake up!"

My eyes flew open. It was Lee Helm's voice, not the girls in the senior clique, and I was on a train, not back in high school. There was no exam to take and no classroom to find. But the motion of the train was not very different from the rickety bridge in my dream.

"Exam anxiety dream," I explained

studies show that it's, like, mostly the successful students who have them. Where are you going today?"

Lee must have boarded the train at the University Avenue station after I had dozed off.

"I'm on my way to a conference up at my company's Sacramento branch," I said as I moved my briefcase from the seat next to me to make room for Lee, placing it on the table with my laptop and cellphone. "They want a live report this time," I yawned, "and I was up late last night finishing the presentation. Are you on your way to the Davis campus?"

"Nope, I'm going to Sacto too, then light rail to Department of Boating and Waterways."

"Consulting project? Or is it an internship deal?"

"They don't do anything interesting enough for a naval architect grad student," she shrugged. "Today I'm, like, trying on my lobbyist hat."



If industry lobbyists had their way, everyone in the spread photo (yes, including the floaters) would be required to get a state-issued license while houseboat and PWC renters could take an on-the-spot 'test'.



fee?"

"No way, Max. That one will collapse under its own weight, and it's totally not even worth getting upset about. This meeting is about something that's, like, potentially much worse, the Reckless Jet Ski Driver Protection Act."

"You'll have to explain that one," I said.

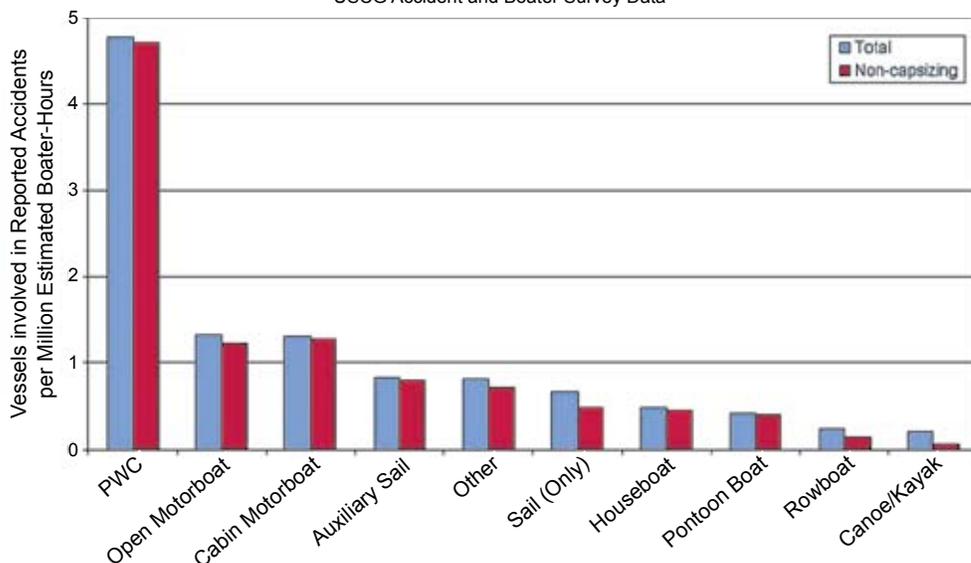
"Sure. It all started in 2006 when the Department of Boating and Waterways published a study recommending mandatory education for powerboaters."

"Seems like a good idea," I said. "Especially for Jet Skis and those rental houseboats."

"Then you'll love how this story ends," she said. "So far 46 states have already passed mandatory boater education laws in some form. In nearly all of these states, it only applies to powerboats over 15 horsepower. The operators are required to carry a license or certificate to prove they passed a basic boating safety course. In California's version, there

Boating Education Scope

Vessel Accident Involvement Relative to Time on Water • 2002
USCG Accident and Boater Survey Data



Data collected by the Department of Boating and Waterways show an hour of PWC operation to be 24 times as likely to result in a serious accident as an hour of canoe or kayak operation.

with a sigh of relief, looking down to make sure that I really had put my pants on that morning.

"Cool. I get those too sometimes. But

"It's that water ballast permit thing, right? The proposed law that will force all recreational boat owners to buy a ballast discharge permit at some exorbitant



PHOTOS LATITUDE / JOHN A.

would be a gradual phase-in affecting younger boat operators first. They won't get to you, Max, for at least another 10 years. The course and test would be inexpensive and available online."

"Okay, I'm still for it," I said. "Anything to help civilize those bozos on the Delta."

"I was for it, too," said Lee. "But then the industry lobbyists and 'stakeholders' got hold of the process, and the bill was left with a humongous loophole for rental boats, including personal watercraft and houseboats."

"You mean they left out rental Jet Skis? I said. "That makes no sense at all."

"Brain-dead," confirmed Lee. "But advocates will claim that renters are not exempt. The way California Senate bill AB 1458 was drafted, boat renters would still have to submit to an oral briefing by the rental operator, view a map and sign a form to be issued a temporary California Boat Operator Certificate good

for 30 days. The whole process, even for a total newbie, could be done in just a few minutes."

"That sounds about like letting a car dealership issue driver's licenses to potential customers, even if they've never driven before," I said.

"For sure. PWC's are the most dangerous form of boating known. Department of Boating and Waterway's stats put the risk of a serious accident per hour of PWC operation at 24 times the risk of serious accident in a kayak or canoe."

"I know a kid who was cut up pretty bad when a rental houseboat backed away from the river bank while he was swimming off the stern," I recalled. "The driver had no way to see he was back there, and it didn't even occur to him to check first."

Lee reached into her backpack and fished out a bar graph showing the accident rate, per hour of operation, for

various types of boating. The bar for PWC was by far the tallest.

"And the data is, like, even skewed in powerboats' favor, because many of these reportable accidents involving low-speed boats are caused by collisions with fast powerboats."

"Not surprising," I said as I studied the graph. "That fatal collision up at Clear Lake, where a becalmed sailboat was hit by a fast powerboat, is probably counted as a sailboat accident."

"For sure," said Lee. "That would be included in the stats as a sailboat fatality."

"Did they break it down between rentals and privately-owned boats?" I asked.

"No, but there's consensus that rentals are the worst of the worst. Not just PWC drivers, but ski boats and houseboats too. The problem is that industry lobbyists insist that the only acceptable boating education law is one that continues to allow walk-up customers with no

MAX EBB

prior boating experience to rent a PWC or other fast powerboat on the spot. RBOC, a.k.a. the Reckless Boaters of California, seems to think this exemption for renters is just fine."

"I always thought RBOC was on our side," I said. "I even let my yacht club add \$5 to my annual dues for them."

"They mean well," conceded Lee, "And I'll cut them slack for being volunteers. But they can't stand up to the powerboat industry lobbyists. I think anyone who goes along with this rental exemption is more concerned about the industry than about the safety of people on the water."

"Did this legislation actually pass?"

"No, but it wasn't the rental exemption that did it in. That was called a 'consensus' item even though there were people screaming foul at the time. The bill finally stalled when these same lobbyists tried to extend the reach of AB 1458 so it would apply to small sailing dinghies, kayaks, canoes, rowing shells

and even river rafts. Yes, we windsurfers and kayakers really need to know all about fire extinguishers, fuel vapor explosions, propeller contact injury and water skiing rules. That's what most of the test is about. If the industry lobbyists have their way, you would need an of-

"Some of them would drown in the shallow end of a logic pool."

ficial California Boat Operator Certificate to even float around a protected lagoon in one of those safe-as-a-house sit-on-top kayaks. You would not be able to legally let your friends try it out unless they also take the course, pass the test, pay the fee and carry the certificate. But if they want to rent a Jet Ski and go 50 knots right through the local swimming area, then like, bring it on. That would be totally cool with the State of California as long as the bozos are checked out by

the same company that's renting them the machine. No oversight or verification by an objective agency required, thank you. Fox. Henhouse. Dinner."

"And RBOC was okay with all that?"

"RBOC had a problem with the fee for the certificate. They were, like, all upset because the cost to administer the program was going to go higher than \$13 per. I mean, have they filled up a gas tank lately? Since when is \$13 an obstacle to anyone who can afford to run a powerboat, even a PWC?"

"Didn't any other industry groups weigh in with some rational counter-proposals?"

"Various sailing and paddling organizations were present, but they don't seem to have much clout compared to the powerboat industry flacks. That's where all the money is. And the California Association of Ports and Harbormasters, led by our own former SF and Berkeley Harbormaster Brad Gross, has gone over to the dark side. They're the strongest advocates for making this thing apply to the 'operators' of everything that floats.



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And like, who is the operator of a double kayak, anyway? Or a becalmed sailboat with four people sitting in the cockpit?"

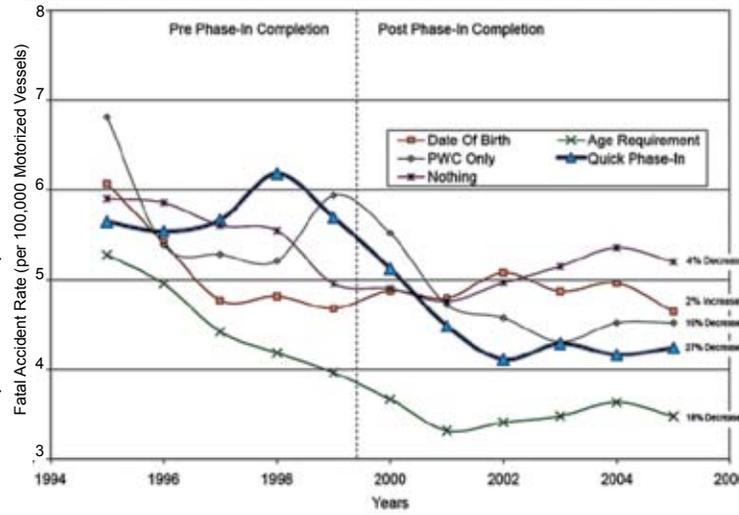
and the harbor masters to take that position?" I wondered out loud.
"Maybe it's because the small boat

industry is hurting," Lee speculated. "The only real growth sector is kayaks and other paddlecraft, and like, if the powerboat business is going to take a

Our train was now on the most scenic part of the route, winding its way along the curving south shoreline of San Pablo Bay. At times we were so close to the water we could have gone fishing right from the windows if the train had stopped — and if the windows could open. A kayak paddler turned to watch our train rumble by, as did a couple of people fishing from an anchored aluminum skiff with a small outboard.

"It would be like making pedestrians get driver's licenses to cross the street," Lee continued, "because the cars are going too fast."

"What do you think could be motivating the manufacturers



Misleading display of quantitative information. The Y-axis should start at zero, not three, to give the correct visual representation of the effect of rapid phase-in of mandatory boating education on the boating fatality rate. The full report is at http://uscgboating.org/statistics/Phase_In_2006.pdf.

regulatory hit then by gosh those kayak dealers are going to take the same hit before they steal any more market share that rightfully belongs to the thrillcraft." "From a marina management point of view," I said, trying hard to see it from their perspective, "paddlers, windsurfers and small sailboats do get in trouble often enough, needing to be rescued on a fairly regular basis. So I can understand the harbor masters' interest in requiring some education."

"Oh yes, my heart bleeds for them, really it does. Those poor harbor masters, they have to go out and pull clueless kayakers out of the mud or tow in a windsurfer

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when the wind comes up. Gee, wouldn't it be so much better if they were all on Jet Skis or muscle boats, filling up their tanks from the marina's fuel dock like good American consumers, making noise, getting fat and having real high-speed accidents with swimmers, sailboats and each other. None of that wimpy nuisance kayak-in-the-mud stuff."

"Lee, save it for Sacramento! Don't waste your rant on me."

"Point is, if anyone really wanted to make California waterways safer, diverting prospective powerboat buyers and renters to non-motorized forms of boating is the only way to go. It would also make our waterways much quieter and usable by more people. And like, it would even be justifiable from a public health perspective, considering how body mass index correlates to hp/displacement ratio."

What about the education as-

pect? Doesn't the education that would be required for powerboat operators make them safer?"

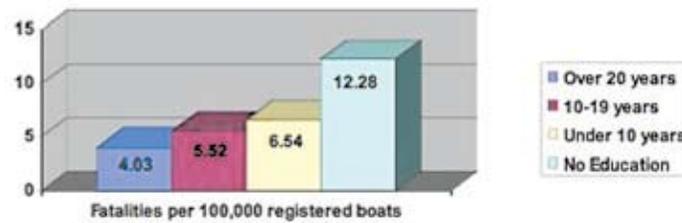
"Remember the main DBW stat: Switching from a PWC to a kayak reduces risk of a serious accident by

96%. Can education do the same? The national advocacy group NASBLA, the National Association of State Boating Law Administrators, has published some data on this. They compared the accident rates in states that have had some kind

of mandatory boating education law with those that don't. California's boating fatality rate over the last five years is 5.46 per 100,000 registered boats. In all the states that have had mandatory boating education laws for 20 years or more, the accident rate is 4.03 per 100,000 registered boats. This is a risk reduction of 26%. But if you, like, take

a closer look at the data, you see that they pulled a fast one with the stats. They average in Alaska and Wyoming, clear outliers with high fatality rates that probably have nothing to do with boating education or lack of it. These are two states with small boating populations, no mandatory education, and some very remote and hazardous boating environ-

Boating Education Requirements Make a Difference

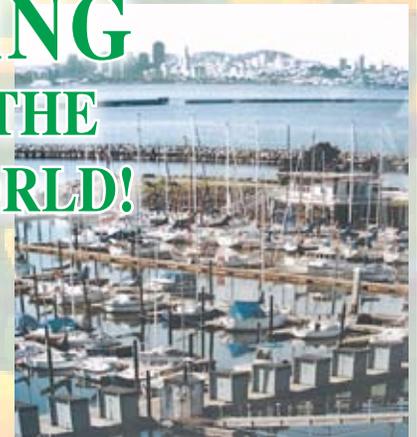


NASBLA uses this bar graph to show improved safety in states with mandatory boating safety education. However their statistics are seriously flawed by giving equal weight to states with low populations, high-risk boating and no mandatory education such as Wyoming (at 12.18) and Alaska (at 38.27). Even if their data were valid, compare the claimed 27% improvement via education to the 96% improvement available by diverting thrillcraft drivers to paddling or sailing.

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ments. And despite the small populations, they give those high-risk states average equal weight to the big state averages. If they averaged by population the results would be much less positive for boating education."

"So you think the mandatory education is ineffective?"

"It's hard to say, from the actual data. Florida, a state with a large year-round boating population and a mix of inland and open water boating similar to California, has a higher fatality rate (6.41) despite implementing a mandatory program in 1991."

"Maybe it's because there are more fast powerboats in Florida?"

"Duh! It's speed and power, not whether you can pass an easy test. The effect of the mandatory education gets lost in the noise."

"Well, I can see where the industry is coming from," I said, "but why is RBOC suddenly on the side of restrictive legislation?"

"I think the industry is terrified that a federal boating education and licens-

ing law would be much worse for them than what they can push through on the state level. They've said as much at the meetings I went to last spring.

"And how is our Department of Boating and Waterways coming out on these issues?"

"They just want to follow what other states have done. You know, only for 15 hp and over. I think they're the good guys here, but they can't really lobby to shape legislation like the private sector can."

"Where does it go from here?" I asked. "The legislature won't be back in session until January.

"I'm meeting with the staff of the likely sponsor of the next incarnation of SB 1458," Lee explained. "Some Republican from SoCal. The industry figures it has to come from a Repub, because if a Democrat sponsored it then the Repubs would all be opposed on principle because it's a new regulation and a new fee."

"Think you have a chance to turn it into something reasonable?" I asked.

"I'll do my best to get some cognitive purchase," she sighed. "We can probably

keep non-motorized boats totally free of this thing, if the right user groups weigh in. But like, getting rid of the rental exemption will be tough sledding. There's real money working for the other side. And no one in the industry dares to admit that diversion from fast powerboats to muscle or sail power is the best and most cost-effective way to reduce serious boating accidents. Some of those people would, like, drown in the shallow end of a logic pool."

"Give it the old college try," I said. "And let me know when I should write a letter to my legislators."

Lee eventually left me to go over my presentation. It was only then that I realized I had forgotten to bring the most important updated file, representing all of last night's work. At the same time, a lurch of the train spilled coffee in my lap, leaving an embarrassing stain on the front of my pants.

I really, really hate it when exam anxiety dreams come true.

— max ebb

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THE RACING

*Van Morrison once sang about making romance at night under October skies. In this month's Racing Sheet, we'll sing the praises of sailing under spectacular October skies, with reports on the **Fremont Bank Masters Regatta**, the **BIG Team Race**, the combined **Yankee Cup** and **Champion of Champions**, another successful **Leukemia Cup**, a passel of **Women Skippers' Races**, the **WylieCat 30 Worlds**, the **Jessica Cup** and who knows what else. We will also include a zesty blend of **race notes** which goes perfectly with holiday eggnog.*

Fremont Bank International Masters Regatta

St. Petersburg chiropractor John Jennings won his fourth International Masters Regatta over a 12-boat field on the weekend of October 12-14. (His other victories were in '01, '02 and '04.) The only other skipper in the event's 29-year history to win four was the late Alan Clarke ('79, '80, '82, '87), who dominated this regatta — for skippers aged 60 and over and crews 45 or older — in the early years when it was sailed on J/24s. These days, the Masters is sailed on J/105s donated by the local fleet. And there's nobody better at it than Jennings and crew.

The Masters Regatta was created in the late '70s by local J/Boat dealer and sailor Don Trask, whose motivation was simple: keep his aging father in the racing game.

"My father was a very good sailor, but he was slowing down," said Don. "And I was trying to figure out ways to keep him coming out. When I looked around and saw all these other great older sailors,

Dad never got that enthused about it, St. Francis YC embraced the idea and it's been going strong ever since. They've even borrowed the idea from that 'other' Masters to award the winning crew special green jackets.

Now in his 70s, Trask lives in North Carolina. But he continues to helm the event (with lots of help on this end from Packy Davis) — as well as helm a boat in it for, well, as long as he's been 'qualified.' Don has won it three times himself, in '89, '90 and '92.

(Other three-peaters include Malin Burnham ('00,'03,'05) and Stuart Jardine ('95, '96, '97). Two-timers include Charlie Dole ('85, '86), Cy Gillette ('81, '88) and John Scarborough ('91, '94). Rounding out the winners' circle with one win apiece are Roger Eldridge ('83), Ash Brown ('84), Jim DeWitt ('92), Dick Deaver ('98) and Bruce Munro ('99). Other well-known participants have included Paul Elvstrom, Ted Turner and Lowell North.)

After a rain shut-out on Friday, the five-race, no-throwout format was condensed this year into three races on Saturday and two on Sunday. The majority of races were sailed in light to moderate (10-12 knot) breeze and — because racers were out there long enough — both a bit of flood and a bit of ebb to contend with.

Jennings, who is now a fit 66, sailed with mostly the same crew who have been with him

every time out here: Phil Smithies and Mark Plough (who fly out from Florida with him) and locals Kevin Riley and Rob



Moore. Plough calls tactics with lots of local knowledge input from Moore. (In addition to the regular crew, all boats also sail with an owner or owner's rep aboard.)

To even the playing field, the teams switch boats each day. On Saturday, Jennings' crew put a 2-7-1 on the scoreboard sailing Kristen Lane's *Brick House*. That not only tied them for first on points with local StFYC hero Bruce Munro, it also helped earn *Brickhouse* 'boat of the regatta' honors. On Sunday, sailing *Natural Blonde*, Jennings and company got a first in the first race to Munro's ninth, and were looking good for a comfortable regatta win until the downwind leg of the final race, when they got compressed behind a bunch of boats going for what turned out to be the wrong (starboard) side of the gate and wound up finishing eighth — to Munro's first! Luckily, eighth was good enough to win by a point. Munro took second with Texan Bob Mosbacher and crew just one point behind them for third.

"This is absolutely my favorite event



LATTITUDEJR

Masters of the Masters (standing, l to r) — Phil Smithies, Rob Cooper (co-owner of 'Natural Blonde'), Rob Moore, John Jennings, Kevin Riley. At wheel, tactician Mark Plough.

I thought, "What about an invitational regatta just for them?" Voila — the Masters Regatta was born. Although Don's



builder Dave Wahle running the race committee boat. Conditions were ideal, with the warmish breeze peaking at about 12-15 knots in the afternoon.

John and Rena Skinner's *Silkye*, with Steve Seal rounding out the crew, bulleted the first two races and took third in the last, sealing their victory as the first-ever WylieCat 30 World Champions. They were followed closely by Steve Wonner's *Uno* in second and *Katzenjammer* in third.

Plans are already underway for the second WylieCat Worlds in 2008, which will include classes for the 30s' bigger siblings, the WylieCat 36 and 48. As well, the WylieCat 65 ketch *Derek M. Baylis* will be on hand for both race committee and 'party boat' duties.

Since the mid-'90s, 18 of Tom Wylie's cleverly designed WylieCat 30s have been built at Wahle's shop in Watsonville. Unlike most other production catboats, the W-Cats combine a modern freestanding carbon rig and wishbone boom. There are no shrouds, no stays, no headsails and very little wait-

ing involved in sailing a 30 — just pull up the big main, grab the mainsheet and you're sailing. For more on the WylieCat line go to www.wyliecat.com.

1) *Silkye*, John/Rena Skinner, 5 points; 2) *Uno*, Steve Wonner, 7; 3) *Katzenjammer*, Dan Mills, 8. (7 boats)

Champion of Champions and Yankee Cup

These Champion of Champions and Yankee Cup are sort of the Superbowls of the Bay sailing season — the top two boats in each ODCA fleet (CofC) and HDA fleet (Yankee Cup) square off in a winner-take-all contest for bragging rights until next spring. New this year

If you think older skippers and crew meant more sedate action, think again. The Masters Regatta featured some of the closest, most aggressive sailing we've seen on the Bay all year.

to do all year," says Jennings, whose long racing resume includes three Mallory Cup and two Prince of Wales titles. "The Bay is spectacular, the regatta is always run well, the boats are just perfect for this format — and we always enjoy great hospitality from everyone, from club members to the people who loan the boats. I just hope I haven't done so well that I won't be invited back!"

1) John Jennings, 20 points; 2) Bruce Munro, 21; 3) Bob Mosbacher, 22; 4) Chris Boome, 24; 5) Dick Tillman, 26; 6) Bill LeRoy, 32; 7) Ray Lotto, 34; 8) Steve Taft, 37; 9) Don Martin, 37; 10) Don Trask, 40; 11) Bob Fisher, 46; 12) Tony Smythe, 51.

WylieCat 30 Worlds

Okay, we'll admit we're tucking our tongue in our cheek just *writing* about the first ever WylieCat 30 Worlds, sailed in the South Bay on October 20-21. But we're truly ecstatic to announce that the owners and builders of these really cool

little boats have finally put together their own Big Event. And even if there were only seven boats in it — all from Northern California — what the Worlds lacked in 'international' flavor, it more than made up for in fun, and in the universal desire to do it again next year.

Six of the dozen or so cat-rigged 30-footers currently homeported in the Bay turned out for the three-race series, with the seventh, Dan Mills' *Katzenjammer*, coming up from Monterey. Races consisted of short windward-leeward sausages off Alameda, with WylieCat

One-sided competition — action at the WylieCat 30 Worlds. Despite their large mains, the boats are easy to sail upwind or down.



LARRY MAYNE

THE RACING



and hopefully a fixture in the future were two boats from WBRA (which were scored separately).

And what a perfect weekend to be out on the water. Divine weather abounded for the championships on October 20-21. A high-pressure system moved in and though the winds were variable (brisk northerlies on the Berkeley Circle; fine westerlies on the Cityfront), warm temperatures and an almost cloudless sky showcased the

Yankee Cup and Champion of Champions combined action (clockwise from above) — Getting things sorted out on 'Bodacious'; hiking out on 'Velocita'; 'Ditzy' around the weather mark; Latin Lass', 'Mistral' and 'Windwalker' round Blackaller Buoy; kicking back on 'Tackful'; 'Voodoo Child' leads a windward charge; the Shadow knows . . .; 'Mintaka 4' heads downwind; 'Encore' looking pretty.

fleets and the incomparable sailing venue in our backyard. October is really a great month to sail.

"It was an incredible weekend," said Joanne McFee, PRO for both the Yankee Cup and C-of-C. And not just on the water. Seems somebody got their signals crossed and the race committee arrived

at the Golden Gate YC in the morning — to find the doors locked and no one around. So they set up on the breakwater and started ticking down the starts. Even with the lack of a proper race deck, Joanne said she'd never seen a start so "perfect" as the first race with the first fleet. The trend continued throughout



LATITUDE/IR

the regattas with no protests or damage reports. In fact, everything was going so well that when the GGYC staff came down to inform them that the club was finally open, McFee and her committee decided to stay on the rocks and complete the three-race day.

Because of the unconventional start-line, McFee "appreciated the racers keeping their radios on," as she was able to communicate what was happening and the races started without a

hitch.

HDA — 1) **Encore**, Wylie Gemini 30, Andy Hall, 5 points; 2) **Bodacious**, Custom Farr 40 One Ton, Clauser/Tosse, 7; 3) **Mintaka 4**, Farr 38, Gerry Brown, 9. (7 boats)

ODCA — 1) **Lizbeth**, Alerion Express 28, 6; 2) **Voodoo Child**, Olson 30, Charles Barry, 7; 3) **Vivace**, Olson 25, Larry/Frank Nelson, 11. (8 boats)

WBRA — 1) **Polperro**, Folkboat, Peter Jeal, 5; 2) **Oriole**, Bird, Dan McLean, 8. (2 boats)

Women Skipper Regattas

There must be something to role-swapping, because it certainly invigorated Bay sailing on the weekends of October 13-14 and 20-21. No fewer than three yacht clubs ran women skipper regattas, which at the very least required a driver of the feminine persuasion, and at most included several all-woman crews.

First-up — the inaugural **Ruth Gordon Schnapp Regatta** on Saturday at

THE RACING

the Golden Gate YC. Ruth holds the distinction of being the first woman ever to skipper a boat in a YRA race. A longtime GGYC member, she remains involved in race committee work.

Nine boats in two divisions sailed main Bay courses in winds topping out at about 12 knots. All proceeds from the event, about \$3,000, were donated in Schnapp's name to the Susan G. Komen For The Cure Foundation.

The following day, Sausalito YC held their three-race **27th Annual Women Skippers Regatta**. As with Saturday's event, lack of breeze postponed the start. When things finally got underway, 23 boats in three divisions raced the windward/leeward courses, with the closest competition occurring in the non-spinnaker fleet where the top three boats were separated by one point each.

This event raised \$1,600, which will be donated to the Tall Ship Semester for Girls (TSSG).

The following weekend, on October 21, the Presidio YC held the **Lady Skippers' Race**. Details on this event were unavailable at presstime, although we're assured it was an "interesting day!"

RUTH GORDON SCHNAPP — 10/13

SPINNAKER — 1) **Alpha Puppy**, 1D35, Amy Daniel, 2 points; 2) **306LP**, IOD, Shawn Davies, 4; 3) **Stink Eye**, Laser 28, Christine Weaver/Lucie Mewes, 6. (6 boats)

NON-SPINNAKER — 1) **Mytoy**, Ranger 26, Leslie Iacopi, 2; 2) **Chat De Mer**, Belize 43, Leo

DIVISION B (spin >102) — 1) **Q**, Schumacher 40, Janice Still, 4; 2) **Jose Cuervo**, J/105, Stephanie Magruder, 5; 3) **Express Lane**, Express 34, Lisa Brinkman, 10. (6 boats)

DIVISION C (non-spin) — 1) **Tackful**, Santana 22, Cathy Stierhoff, 7; 2) **Elaine**, Santana 22, Leah Pepe, 8; 3) **Ka-Nina**, Catalina 34, Erin Stypulkosky, 9. (10 boats)

Complete results: www.syconline.org
LADY SKIPPERS REGATTA — 10/21

1) **Spirit of Bombay**, Santana 35, Jean Rolien; 2) **Echo**, California 30, Hazel Caldwell; 3) **HHS Bliss**, Catalina 27, Susan Sharf. (number of boats n/a)

Complete results (we hope): www.presidio-yachtclub.org.

Leukemia Cup

Under the beautiful skies of two perfect fall days, September 28-29, San Francisco YC hosted the most successful Leukemia Cup since the series began in 1993. With 80 registered boats (up from 55 in 2006), a record number of participants managed to raise a record \$296,400 at this writing — and the final number is expected to go even higher. The amount far exceeded even the most optimistic early estimates, much to the surprise of co-chairs Bill Nolan and David Joyner. "The outpouring of support and participation is more than we could ever have imagined," said the co-chairs.

Along with nine one design and handicap divisions, 40 Opti sailors participated in the inaugural Youth Regatta, including honorary skipper and leukemia fighter Cambell Nolan, son of co-chair



fundraising, boat registration and the sold-out VIP sponsor dinner and silent auction with Tom Perkins, owner of the revolutionary 289-ft sailing yacht *Maltese Falcon*.

Two-hundred guests, who each donated at least \$1,000, enjoyed a "memorable evening" with Perkins. The legendary venture capitalist shared insights on the sophisticated technology which came about through the development of the *Maltese Falcon*, a modern-day clipper designed by Perini Navi. It took the 300-person building team five years to complete the boat.

The Leukemia Cup benefits The Leukemia & Lymphoma Society, the nation's leading organization dedicated to blood cancer research and prevention. Over 712,000 Americans currently battle various blood cancers. Every five minutes someone in this country is diagnosed with one of these diseases and every ten minutes someone dies. Leukemia causes more deaths than any other cancer among children and young people under age 20.

David Joyner's Melges 24 *Full Throttle* finished third in division, but was named top boat for the combined efforts of the crew to raise a whopping \$80,461. The top individual fundraiser was co-chair Bill Nolan, who raised \$50,233.



DAVID DIBBLE

Brodeur, 4; 3) **Zalinka**, Cal 39, Klaus Dehn, 6. (3 boats)

Complete results: www.ggyc.com

27TH WOMEN SKIPPERS' REGATTA — 10/14

DIVISION A (spin <102) — 1) **306LP**, IOD, Shawn Davies, 5 points; 2) **Youngster**, IOD, Chris Sidner, 7; 3) **Lynx**, Wyliecat 30, Lauren Plumley, 9. (7 boats)

The crew of top-earning Leukemia Cup boat 'Full Throttle' with celebrity presenter Jonny Moseley (right) and honorary event skipper Cambell Nolan (holding trophy).

Bill Nolan.

Revenue proceeds came from many sources — sponsorship, participant



Christine Weaver (waving) and Lucie Mewes shared driving duties aboard Jonathan Gutoff's Laser 28 'Stink Eye' during GGYC's Ruth Gordon Schnapp Regatta for women skippers.

DIV. 1 (spin <87) — 1) **J-World**, J/120, Frank Glassner, 1 point; 2) **Desdemona**, J/120, John Wimer, 2; 3) **Great Sensation**, 1D35, Mario Yovkov, 3. (9 boats)

DIV. 2 (J/105) — 1) **Donkey Jack**, Rolf Kaiser,

1; 2) **Masquerade**, Ian Charles, 2; 3) **Tiburon**, Steve Stroub, 3. (12 boats)

DIV. 3 (spin 90-114) — 1) **Good & Plenty**, Sovarel 33, Will Baylis, 1; 2) **Yucca**, 8-Meter, Hank Easom, 2; 3) **Full Throttle**, Melges 24, David Joyner, 3. (9 boats)

DIV. 4 (non-spin <141) — 1) **Eastern Breeze**, J/30, Chris Kostanecki, 1; 2) **Willow**, Centurion 40S, Bob Braid, 2; 3) **Perseverance**, Beneteau

First 47.7, Daniel Chador, 3. (11 boats)

DIV. 5 (spin 117-141) — 1) **Shameless**, Schumacher 30, George Ellison, 1; 2) **White Jacket**, Etchells, Randy Smith, 2; 3) **Takeoff**, Laser 28, Joan Byrne, 3. (11 boats)

DIV. 6 (spin >144) — 1) **Clean Sweep**, Olson 25, Tom Nemeth, 1; 2) **Star Ranger**, Ranger 26, Simon James, 2; 3) **Topgallant**, Newport 30, Jim Lindsey, 3. (9 boats)

DIV. 7 (non-spin >144) — 1) **Summer Sailstice**, Ranger 33, John Arndt, 1; 2) **The Shadow**, Mull 32, Rob Maxim, 2; 3) **Jet Lag**, Catalina 34, Torin Knorr, 3. (10 boats)

DIV. 8 (Rhodes 19) — 1) **Big WOW!**, Tom Royal, 1; 2) **Gigi**, Daniel Widmer, 2; 3) **Dragonfly**, Jeffrey Cole, 3. (5 boats)

DIV. 9 (Knarr) — 1) **Knarr 115**, Vincent Armondo, 1; 2) **Flyer**, Chris Kelly, 2; 3) (no name), John Colver, 3. (5 boats)

OPTI (green fleet) — 1) Nicolai Sponholz, 5 points; 2) William McMullen, 10; 3) Sebastian Sponholz, 17. (16 boats)

BIG Team Regatta

Yet another successful fundraising regatta, held October 5, was the third annual BIG Team Regatta, which raised \$37,000 for Treasure Island Sailing Center's (TISC) youth and adaptive programs. In this event, the sponsors were also racers. Four-person teams from Toyota, PG&E and KQED (talk show host Josh Kornbluth) all got crash courses in racing J/24s by OCSC instructors.

After morning training (and as the light breeze grew to 10-15 knots), racing began for the 10 teams. The two PG&E teams dominated the action, taking both first and second place. But for a while, all eyes were on Toyota Sunnyvale's two

BOX SCORES

We'd like nothing better than to cover every race on the West Coast (and beyond) in detail for you, but we have to eat, sleep and occasionally check in to see if the wife is still speaking to us. So for the following events, you'll have to settle for results only.

SAN DIEGO TO ENSENADA INT'L YACHT RACE (Southwestern YC, 10/5-7; 1 race):

MAXI — 1) **Peligroso**, Dencho 70, Campbell/Williams; 2) **Magnitude 80**, Andrews 80, Doug Baker; 3) **Stark Raving Mad**, R/P 66, Jim Maden. (4 boats)

PHRF-1 — 1) **Horizon**, SC50, Jack Taylor; 2) **Staghound**, R/P 50, Alec Oberschmidt; 3) **Blue Blazes**, R/P 50, Dennis Pennell. (9 boats)

PHRF-2 — 1) **Elusive**, FT10, John Paquin; 2) **Anarchy**, FT10, Rickard Tempesta; 3) **Nemesis**, Melges 30, Geoff Longenecker. (5 boats)

PHRF-3 — 1) **B Nasty**, B-32, Robert Wilson; 2) **Sabrina**, Calkins 50, Calkins/Peterson; 3) **Windswept**, Swan 57, Max Phelps. (18 boats)

PHRF-4 — 1) **Wind Dancer**, Catalina 42,

Vance Edwards; 2) **Mad Hatter**, J/30, Robert Noe; 3) **Spin Dr**, C&C 34, Paul Farrell. (9 boats)

PHRF-5 — 1) **Desiree**, Kettensburg 38, Richard Parker; 2) **Sojourn**, Catalina 30, Cleve Hardaker; 3) **Casamar**, Catalina 30, David Baer. (6 boats)

J/120 — 1) **Doctor No**, Jed Olenick; 2) **Caper**, John Laun; 3) **Quetzalcoatli**, Rick von Heydenre. (6 boats)

CLASS ANC — 1) **Taroa**, K50, Tom Sterling; 2) **Spitfire**, Custom Ketch, Jeffrey Woods; 3) **Pacificca**, 49' Yawl, Douglas Jones. (4 boats)

CLASS CRZNS — 1) **Raven**, Custom 55, E & S Dopyera; 2) **Sabbatical**, Catalina 36, Larry Pascoe; 3) **Peregrine Spirit**, Ericson 380, G. van Houweling. (4 boats)

CLASS CRZS — 1) **Ceci**, ILFR 36, David White; 2) **Rippin**, Catalina 36, Terry Smith; 3) **Valhalla III**, Olson 34S, Paul Landsom. (17 boats)

Full results — www.southwesternyc.org

SSS VALLEJO 1-2 (VYC/RVC, 10/6-7; 2 races):

DIVISION 1 (Multihull) — 1) **Peregrine Falcon**, F/27, Bill Gardner, 2 points; 2) **Roshambo**,

Corsair F-31, Darren Doud, 7; 3) **Wingit**, F/27, Amy Wells, 10. (4 boats)

DIVISION 2 (<99) — 1) **Razzberries**, Olson 34, Bruce Nesbit, 2; 2) **Moonduster**, S&S 47, Wayne Meretsky, 10; 3) **Coyote**, Beneteau First 41.7, Steve Hill, 10. (7 boats)

DIVISION 3 (100-160) — 1) **Bad Puddy Cat**, C&C 37, Matt Siddens, 2; 2) **Pain Killer**, J/80, Eric Patterson, 6; 3) **Pappy & Me**, J/92, Daniel Haynes, 8. (9 boats)

DIVISION 4 (>161) — 1) **Chesapeake**, Merit 25, James Fair, 2; 2) **Emerald**, Yankee 30, Peter Jones, 4; 3) **Chelonia**, Yankee 30, Ed Ruszel, 9. (11 boats)

DIVISION 5 (Non-spin) — 1) **Svenska**, Peterson 34, Fred Minning, 2; 2) **Sobrante**, Catalina 320, Paul Descalco, 4; 3) **Joyride**, J/109, Jim Vickers, 7. (9 boats)

DIVISION 6 (Sportboat) — 1) **Dianne**, Express 27, Steve Katzman, 2; 2) **Taz!!**, Express 27, George Lythcott, 6; 3) **Dragonson**, Olson 30, Sam McFadden, 8. (14 boats)

DIVISION 7 (Wyliecat 30) — 1) **Uno**, Steve Wonner. (1 boat)

THE RACING

teams, which inexplicably turned on each other as Sales battled Parts and Service. When the spray had settled, a three-point penalty set the Sales team back with the odd result that they ended up tied for 8th with Parts. They even had to split the rubber chicken trophy.

More than 80% of the proceeds from the regatta will go directly to TISC's programs, which enable more than 5,000 children of various abilities to learn to sail each year.

The BIG Team Regatta began in 2003 in Annapolis and now also happens in San Francisco, Chicago and New York. This year alone, the four cities managed to raise over \$100,000.

Though the regatta is not affiliated with any yacht clubs, TISC has been well-supported by various local clubs, receiving donations and volunteers offering their time.

1) **PG&E**, 10 points; 2) **TISC Foundation**, 18; 3) **Hanson Bridgett**, 28. (10 boats)

Jessica Cup

Twenty seven classic boats in five divisions enjoyed spectacular fall racing in the Jessica Cup over the weekend of October 20-21. Rain the previous week gave way to sunny skies and a lovely 10-12 knot breeze for the three-race regatta, which was sailed in the main Bay off the hosting St. Francis YC. A sort

of mini-version of the annual Master Mariners Regatta (held every Memorial Day), boats in the Jessica Cup are all classic wooden craft, many built or designed before World War II.

Although the participants take these races seriously, many observers enjoy the spectacle more than the results. And while it's always great to see big schooners like *Brigadoon*, *Yankee* and *Santana* steaming along with multiple sails flying, it was a particular treat to see the Farallon Clippers and L-36s racing in their own one design divisions — even if there were only three boats in each. Don Taylor won the former on his pretty *VIP*.

"It's just like sailing our J/24, except with a lot more momentum," laughed Don, who posted a 1-2-1 record to win the weekend over Bill Belmont's *Credit* and Gene Buck's *Ouessant*, both very



well-sailed boats in Master Mariners and other events. In fact, a thrill almost as big as winning was actually passing *Ouessant* on the Sunday race. "Gene got caught in traffic on the reach from Harding to Fort Mason and we somehow got by him. I can't recall that ever happening before!" said Don.

Taylor, a Dean at San Francisco State, sailed with a crew of mostly J/24 guys

BOX SCORES — cont'd

Full results — www.sfbayss.org

TYC FRIDAY NIGHT SERIES FINAL RESULTS (12 races):

DIVISION 1 — 1) **Frenzy**, Moore 24, Lon Woodrum, 33 points; 2) **Miramar**, Frers 41, Jeff Brucia, 51; 3) **Preparation J**, J/30, Jerry Tosten-son, 57. (12 boats)

DIVISION 2 — 1) **Red Hawk**, Hawkfarm, Sullivan/Gunn, 20; 2) **Meritime**, C&C 30, Gary Proctor, 26; 3) **Siento el Viento**, C&C 29, Ian Matthew, 30. (10 boats)

Full results — www.tyc.org

SFYC 2007 CLUB SERIES (5 races):

SPIN — 1) **Full Throttle**, Melges 24, David Joyner, 17 points; 2) **Yucca**, 8-Meter, Hank Eason, 17; 3) **Wintersmoon**, Knarr, Drew/Kernitzer, 21. (22 boats)

NON-SPIN — 1) **Q**, Schumacher 40, Glenn Isaacson, 11; 2) **Fast Friends**, Santana 35, 12; 3) **QE3**, Tartan 10, Perot/Mitchell, 18. (13 boats)

Full results — www.sfyf.org

H.O. LIND SERIES STANDINGS (TYC: 8 races):

SPIN — 1) **Joyride**, J/105, Bill Hoehler, 9 points; 2) **Twoirrational**, Moore 24, Anthony Chargin, 30; 3) **Moore Than A Woman**, Moore 24, Andy Poggio, 36. (8 boats)

NON-SPIN — 1) **Red Hawk**, Hawkfarm, Sul-

livan/Gunn, 10; 2) **Galante**, Folkboat, Otto Schreier, 16; 3) **Wind Dance**, Cal 2-27, Ann Watson, 18. (5 boats)

Full results — www.tyc.org

SUMMER SUNSET SERIES (SYC: 5 races):

J/105 — 1) **Streaker**, Ron Anderson, 7 points; 2) **Lulu**, Don Wieneke, 8; 3) **Jose Cuervo**, Sam Hock, 8. (5 boats)

DIVISION A (Spin) — 1) **Lynx**, Wyliecat 30, Steve Overton, 4; 2) **Vitrum**, Catalina 470, Dale Flaming, 9; 3) **Gammon**, Tartan 10, Jeff Hutter, 9. (9 boats)

DIVISION C (Non-spin <193) — 1) **Trasher**, Merit 25, Harriet Lehmann, 7; 2) **Roebot**, Catalina 30, Rod Decker, 9; 3) **La Mer**, Newport 30, Randy Grenier, 18. (10 boats)

DIVISION D (Non-spin >197) — 1) **Tackful**, Santana 22, Frank Lawler, 4; 2) **Elalne**, Santana 22, Pat Broderick, 8; 3) **Inshallah**, Santana 22, Shirley Bates, 17. (8 boats)

Full results — www.syconline.org

SBYRA SUMMER FINALS (SeqYC: 8 races):

DIVISION A (Spin) — 1) **Paradigm**, J/32, Luther Izmirian, 14.25 points; 2) **Fernanagh**, O'Day 34, Frank Johnson, 14.5; 3) **Morning Star**, Cal 30, Robert Young, 18.75. (11 boats)

DIVISION B (Non-spin) — 1) **Zingara**, Islander 36, Jocelyn & Steve Swanson, 10.25; 2) **Hot Ice**,

C&C 110, Mike Haddock, 14.75; 3) **Miss Kate**, Catalina 27, Mike Satterlund, 16.75. (7 boats)

Full results - sbyra.home.comcast.net/~sbyra/

EYC SUMMER TWILIGHT SERIES (5 races):

PHRF A (<126) — 1) **Rascal**, Wylie 30, Rui Luis, 5 points; 2) **Spirit of Freedom**, Custom 36, Bill Mohr, 9; 3) **Smokin'**, Melges 24, Kevin Clark, 12. (6 boats)

PHRF C (126-150) — 1) **Uno**, WylieCat, Steve Wonner, 8; 2) **Wile E Coyote**, Express 27, Dan Pruzan, 9; 3) **Double Trouble**, Moore 24, Kevin Durant, 11. (9 boats)

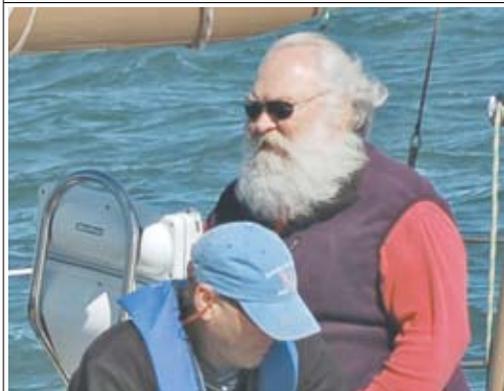
PHRF D (151-175) — 1) **Bewitched**, Merit 25, Loraine Salmon, 5; 2) **WarhaWk**, Hawkfarm 28, Dave Hankel, 7; 3) **Popeye & I**, Cal 9.2, Ruth Summers, 8. (4 boats)

PHRF E (>176) — 1) **Pip Squeak**, Santana 20, Arron Lee, 5; 2) **Alpha Centauri**, Yngling, Shelly Bliss, 7; 3) **Bodrum Sunset**, Catalina 27, David Ross, 13. (5 boats)

PHRF F (Non-spin) — 1) **Svenska**, Peterson 34, Fred Minning, 5; 2) **Fun Zone**, Santana 22, Tom McIntyre, 7; 3) **Iskara**, Mercury, Paul Mueller, 10. (5 boats)

COLUMBIA 5.5 — 1) **Seabiscuit**, Stephen Hutchinson, 9; 2) **Alert**, Liem Dao, 10; 3) **Wings**, Mike Jackson, 10. (6 boats)

Full results — www.encinal.org



Jessica Cuppers (left to right) — 'VIP' on the way to a division win; 'Santana' looking pretty; (top) miles of smiles on the Sea Scout whaleboat 'Corsair'; Grant Miller steers 'Chimera'.

— both from his own J/24 *On Belay*, and others in the fleet. His Saturday crew was Mark Christensen, Jasper Van Vilet, John Nebilak and Roxanne Rapan. Additional (or substitute) crew on Sunday included Matt MacDonnell, Lulu Yang,

Michael Whitfield, Max Werner and Shira Shavit.

Don has owned the beautifully restored Clipper (built in Stockton for Theo Stephens himself in 1949) for about five years. When we asked why we don't see him out with the other Farallon Clippers in the Master Mariners, he had one of the better excuses we've heard: "It's the same weekend as graduation, and I have

to be there to hand out diplomas," he said. "I've been working for years to get them to change graduation day!"

GAFF DIVISION — 1) **Brigadoon**, 50-ft Herreshoff schooner (built 1924), Terry Klaus, 3 points; 2) **Makani Kai**, 40-ft Angleman/Davies 'Sea Spirit' ketch (1970), Ken Inouye, 6; 3) **Yankee**, 52-ft Stone schooner (1906), 9. (3 boats)

MARCONI I — 1) **Bolero**, 44-ft Davis sloop (1946), Tim Murison, 6 points; 2) **Alpha**, (info n/a), Richard Pfaff, 8; 3) **Santana**, 55-ft Stephens schooner (1935), Paul & Christine Kaplan, 9. (8 boats)

MARCONI II — 1) **Chorus**, Kettenberg 38 (1958), Peter English, 4 points; 2) **Flotsam**, 31-ft Brown sloop (1963), Brad & Geoff Clerk, 5; 3) **Adagio**, 31-ft Van de Stadt sloop (1951), David Howell, 12. (8 boats)

FARALLON CLIPPER — 1) **VIP**, (built 1949), Don Taylor, 4 points; 2) **Credit**, (1952), Bill Belmont, 7; 3) **Ouessant**, (1927), Gene Buck, 7. (3 boats)

L-36 — 1) **Papoose**, (1956), Allen Edwards, 4 points; 2) **Leda**, (1965), David James, 6; 3) **Olé**, (1960), John Hamilton, 8. (3 boats)

Complete results: www.stfyc.com

Fall One Design

Thirty-eight boats in five divisions signed up for a weekend of racing at San Francisco YC's Fall One Design Regatta on October 6-7. For the Islander 36 fleet, the five-race, one-throwout weekend was to double as their National Championships.

Unfortunately, the weekend end-

LUNA RACE (Vallejo YC, 8/25; 1 race):

'A' FLEET — 1) **Tutto Bene**, Beneteau 38S5, Jack Vetter, .75 points. (1 boat)

'B' FLEET — 1) **De'gagé**, Ranger 23, Jeff Ruszler, 0.75 points; 2) **Wings**, Albin Balard, Jerry Halterman, 2; 3) **Luna Sea**, Santana 525, Steve Strunk, 3; 4) **Sleepyhead**, Triton 29, James Kuykendall, 4. (4 boats)

Full results — www.vyc.org

TOTALLY DINGHY (RYC, 9/22-23; multiple races):

EL TORO — 1) Gordie Nash, 12 points; 2) John Amen, 22; 3) Vickie Gilmour, 29. (16 boats)

BUCCANEER — 1) Eric Beckman, 6; 2) David Walker, 8; 3) Emory Heisler, 17. (5 boats)

OPTI — 1) Jack Barton, 5; 2) Will Cefali, 9; 3) Annie Rossi, 11. (21 boats)

SNIPER — 1) Nabil Shahin, 20; 2) Tom O'Neill, 21; 3) Packy Davis, 35. (13 boats)

BYTE — 1) Dan Ouellet, 7; 2) Laurie Davis, 13; 3) Lauren Cefali, 17. (7 boats)

LASER — 1) David Lapier, 6; 2) James Vernon, 17; 3) Mark Halman, 18. (19 boats)

INTERNATIONAL 14 — 1) Kirk Twardowski, 3; 2) Todd Drake, 6; 3) Bradley Van Vechten, 8. (6 boats)

WYLIE WABBIT — 1) Kim Desenberg, 5; 2) Jim Malloy, 6; 3) Attila Plasch, 14. (6 boats)

29ER — 1) Max Fraser, 3; 2) Ian Simms, 5; 3) TeamNielsen, 9. (6 boats)

DAY SAILOR — 1) Steve Lowry, 11; 2) Dave Keran, 12; 3) Michael Gillum, 24. (5 boats)

FD — 1) Zhenya Kirueshkin-Stepanoff, 9; 2) Douglas McWilliams, 10; 3) Jason Lawrence, 24. (5 boats)

LIGHTNING (PCC's) — 1) Dan Gravatt, 6; 2) Michael Molina, 8; 3) Terry Dewane, 14. (5 boats)

SOUTHAMPTON OC — 1) Gil Woolley, 7; 2) Jerome White, 7; 3) Craig Perez, 8. (9 boats)

POTRERO OC — 1) John Barrere, 10; 2) Scott Rovanner, 11; 3) Neil van der Plas, 21. (10 boats)

Full results — www.richmondyc.org

JACK & JILL REGATTA (SCYC, 9/23; 1 race):

SPIN — 1) **Katzenjammer**, WylieCat 30, Dan Mills, 1 point; 2) **Mercedes**, Moore 24, Joel Verutti, 2; 3) **Confused**, Moore 24, Sean McBurney, 3. (6 boats)

NON-SPIN — 1) **Gypsy**, Santana 22, Bridget Binko, 1; 2) **Outrageous**, Olson 40, Booth/Linke-myer, 2; 3) **Roller Coaster**, Santa Cruz 50, Carol & Jack Gordon, 3. (3 boats)

Full results — www.scyc.org

WALLACE CUP (OYC, 10/6; 1 race):

1) **Nice Turn**, Cal 2-29, Richard Johnson; 2) **Jeannette**, Custom Frers 40, Henry King; 3) **Alpha Puppy**, 1D35, Mark Witty. (4 boats)

Full results — www.oaklandyachtclub.com

CHAMPION OF CHAMPIONS

(BVBC, 10/6; 1 race):

1) **Chimay**, Columbia 26, David Broadbear, 1 point; 2) **Huge**, Catalina 30, Houlson Woodruff, 2; 3) **Auggie**, Santana 22, Action Jackson, 3. (6 boats)

Full results — www.bayviewboatclub.org

CHAMPION OF CHAMPIONS

(VallejoYC, 10/6; 1 race):

'A' FLEET — 1) **Somewhere In Time**, Schock 35, Thomas Ochs, 0.75 points; 2) **X-TA-C**, Olson 29, Bill Sweitzer, 2. (2 boats)

'B' FLEET — 1) **Dégagé**, Ranger 23, Jeff Ruszler, 0.75; 2) **Wings**, Albin Balard, Jerry Halterman, 2; 3) **SleeperB**, O'Day 27, Gary Cicerello, 3. (4 boats)

'C' FLEET — 1) **Jasmine**, Ranger 23, George Hale, 0.75. (1 boat)

Full results — www.vyc.org

ROUND THE ISLAND (SFYC, 10/21; 1 race):

OVERALL — 1) **Tiburón**, J/105, Steve Stroub, 1 point; 2) **Good and Plenty**, Soverel 33, Will Baylis, 2; 3) **Yucca**, 8-Meter, Hank Eason, 3; 4) **Shenanigans**, Express 27, Bill Moore, 4; 5) **Wuda Shuda**, Soverel 25, Craig Page, 5; 6) **Arriba**, Newport 30, Ed Thomson, 6; 7) **JR**, Etechells, Barbour/Melbostad, 7; 8) **Elka**, J/120, John Kerscack, 8. (28 boats)

THE RACING



LATTITUDE/LADONNA

ed up being as much of an advanced course in rule interpretation in the protest room as enjoyable action on the water. In fact, the outcome of one of the protests is so complex and far-reaching that it had yet to be decided at press-time, two weeks later.

That one involved a collision between three IODs in the first Sunday race. At

International One Designs (IODs) duel at the Fall One Design Regatta. The battle raged on in the protest room at this writing.

stake in this protest is qualifying for the 2008 IOD Worlds, scheduled for next September here in the Bay. The bottom line is that whichever two boats are exonerated by the protest committee's decision (and depending on the results

of the regatta after redress) will qualify for the Worlds. The third won't. Making things even more complex: a preliminary penalty has already been decided. Since you can't penalize more than once, the committee needs to decide whether to keep the penalty as is, or re-penalize altogether — either a 30% penalty or disqualification. Needless to say, tensions were running high.

There was also a mixup — several, actually — in the eight-boat Islander 36 fleet. First, several boats misunderstood the race format (three races Saturday, two Sunday), and sailed home before the final race on both days. So those last races were thrown out, reducing their Nationals to a three-race format. Secondly, many boats misread (or didn't read) the race committee flags and started the first race a minute early. All five of those offenders were counted DNS and received the high-point score, much to their dismay.

Then there was the inflatable mark that floated away . . . All in all, it was just one of those days.

In spite of the comedy of errors afloat

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and the high drama ashore, lots of sailors did manage to have a nice regatta. And all learned a valuable lesson: read your rule book and know your rights!

ETCHELLS — 1) **Pegasus 1262**, Philippe Kahn, 4 points; 2) **Agent Smith**, Jim Gregory, 10; 3) **Ginna Fe**, Michael Laport, 14. (8 boats)

IOD (protest pending) — 1) **Bolero**, Richard Pearce, 7; 2) **306LP**, Jim Davies, 8; 3) **La Paloma**, James Hennefer, 11. (6 boats)

ISLANDER 36 — 1) **Cassiopeia**, Kit Wiegman, 15; 2) **Freedom Won**, John Melton, 20; 3) **Tenacious**, Kris Youngberg, 21. (7 boats)

J/24 — 1) **Small Flying Patio Furniture**, Edward Walker, 4; 2) **TMC Racing**, Michael Whitfield, 7; 3) **On Belay**, Don Taylor, 10. (7 boats)

MELGES 24 — 1) **Full Throttle**, David Joyner, 7; 2) **Where's Bob?**, Bob Tennant, 10; 3) **Personal Puff**, Dan Hauserman, 10. (10 boats)

Next Up On the World Stage

Next up on the world stage are the Transat Jacques Vabré, the Barcelona World Race, and another attempt by Francis Joyon to set the solo nonstop round-the-world record on his new 100-ft Irens/Cabaret-designed maxi-trimaran IDEC.

Transat Jacques Vabré — At this



This year's Transat Jacques Vabré will be the first to include the "new and exciting" Class 40 yachts like 'Thirard', above.

writing, there are 63 sailors scheduled to race on 50 and 60-ft multihulls, 50 and 60-ft monohulls, and, for the first time, a fleet of Class 40 (40-ft) monohulls. This doublehanded race starts on November 3-4 in Le Havre, France, and finishes in Salvador de Bahia, Brazil.

The entry list for the 4,340-mile race boasts such world-class sailors as Michel Desjoux, Mike Golding and Ro-

land Jourdain, the latter being the only skipper to have won this event in both monohull and multihull divisions.

This offshore race is held every two years and follows the traditional commercial coffee route between France and South America. For more information, check out: www.jacques-vabre.com.

Barcelona World Race — Nine Open 60 IMOCA boats will take off from the title city on November 11 to compete in this inaugural doublehanded round-the-world race. This race is nonstop and also features some of the top sailors on the planet.

The Rolex Fastnet race has been considered a precursor to the Barcelona race, and to help the boats with their 1,200-mile qualifiers. The Barcelona World Race itself is viewed as a warm-up to the 2008/09 Vendée Globe, which starts next November. Some familiar competitor boats are *Paprec-Virbac*, *Estrella Damm* and *Hugo Boss*. For more information, check-out: www.barcelonaworldrace.com.

Francis Joyon — Joyon will set out

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THE RACING

sometime this fall for another attempt to break the solo, nonstop round-the-world record, but this time he's attempting it all without resorting to the use of fossil fuels.

Joyon hopes to break Dame Ellen MacArthur's current record of 71 days, 14 hours, 18 minutes and 33 seconds sailing the 75-ft trimaran *B&Q*. The record MacArthur broke belonged to Joyon and his previous 90-ft *IDEC*.

To make the attempt 'green', Joyon will rely only on solar power, a wind generator and a fuel cell to charge batteries. The engine on *IDEC* will be removed along with its diesel fuel, making for a much lighter boat. "I always conceived and built my boats with the concern of not creating new sources of pollution," said Joyon. Hopefully this will be a victory for him as much as the environment! For more information, check-out: www.trimaran-idec.com (it's in French).

Race Notes

Last month, Marin County's **Paul Cayard** formally joined *Desafío Español*, the Spanish **America's Cup** Team.



Look out, Larry — Paul Cayard will be back for the next America's Cup.

His main role will be to prepare the team for the next Cup races, although rumors are already circulating that he

may get some helm time. Cayard, who joined *Desafío* briefly last year as Technical and Sports Advisor, is aware of how quickly the 2009 Cup wars will roll around — no matter what gets decided in the New York courts — and he plans "a good fight for the Cup." This is the seventh time in 24 years that Cayard will be involved in sailing's premier event since his debut as a sail trimmer on Tom Blackaller's *Defender* in 1983.

"It was a warm, sunny weekend that required nothing more than shorts, T-shirt and lots of sunblock," said *Bad Puddy Cat*'s Matt Siddens, whose win in the doublehanded portion of SSS's **Vallejo 1-2** on October 6-7 also clinched his second consecutive season championship in the Doublehanded Division of the Singlehanded Sailing Society's 2007 series. (Cumulative results had not been tallied at presstime, so we don't know if he made it, either.) For those unfamiliar, this fun finale to the SSS calendar has boats sailing singlehanded to Vallejo on Saturday and doublehanded back to Richmond on Sunday. Although there was nice breeze in the afternoons,

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LATTUDE/LADONNA

placid calms at the starts on both days had many boats anchoring to wait for breeze. See results in *Box Scores*.

The **U.S. Olympic and Paralympic Trials**, held in both Southern California and Rhode Island, have decided the competitors for the 2008 Games both to be held in China. We're sorry that no

This is about as heartpounding as the action got — both coming and going — for the Vallejo 1-2 last month.

Bay locals will be heading to Qingdao, but we salute the great efforts of those who made it to the trials: Don Jesberg and Glenn Hansen (Finns), Katie Maxim and Claire Dennis (Laser Radial),

Molly Carapiet (Women's 470), John Heineken, Jonathan Goldsberry and Danny Cayard (49er). Full results of the trials can be found at www.ussailing.org/olympics, and we will have more on who is going in a future issue.

Hours before this issue went out the door, Yves le Blevec won the 16th edition of the Transat 6.50, better known as the **Mini Transat**. Forty-five of 89 starters who left La Rochelle on September 18 on the two-leg, 4,200-mile race were still at sea. Lots of sailing superstars over the years have gotten their starts in these tiny (21-ft) boats with their huge rigs (including Ellen MacArthur, who did the '97 Mini Transat). And every year, they get more exotic. These days, they have canting keels, moveable ballast and a sprit that, when extended, can be 40% of the boat's length. In an attempt to keep costs down, no carbon or Kevlar sails are allowed. A Bay Area connection in this year's race is former Cal Sailing Club leader Dominique Barthel. By the time you receive this issue, you can find out how he and everyone else did at www.transat650.org/en/.

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WORLD

With reports this month on **Winter Sailing Options in the Sunshine State**, an elder adventure in **Tranquil Bahamian Waters**, and miscellaneous **Charter Notes**.

Is Florida in Your Future? A Wide Range of Charter Options

We don't pretend to be experts on the sunny state of Florida, but in an era when many would-be travelers are wary of venturing too far afield, exploring its waters under sail just might be a vacation option worth considering — especially during winter.

We Californians tend to get a bit jaded when comparisons are made between our home turf and this nation's southernmost state: Sure we have the Sierra Nevadas, the wine country, Hollywood and, of course, San Francisco Bay, but we have a distinct shortage of turquoise blue water and winter tanning days — at least up here at latitude 38.

The warm Gulf Stream keeps South Florida waters warm during months when most Bay Area watersports fanatics wouldn't dream of jumping in the Pacific Ocean — even in a wetsuit. So Florida's southerly sailing venues can make viable winter getaways, especially for those who can't quite afford to take the whole family to the Eastern Caribbean, where the almighty dollar is, well, not currently all that mighty. A bit later in the year, areas farther north such as the Tampa Bay region, add another level of possibilities.

Although both The Moorings and

Although sometimes quiet by day, Key West's colorful Duval Street is a hub of nightlife and revelry by night.

Sunsail have closed their Florida bare-boat operations, there are plenty of 'mom and pop' operations sprinkled around the state, in addition to top-rated sailing schools and a seemingly endless supply of daysail boats.

When most Californians think of Florida, Orlando's Disney World quickly comes to mind. And for good reason. It really is the ultimate American theme park, and taking your kids there is guaranteed to win you bonus points. To our way of thinking, though, it would be a shame to go all that way just to see Disney World and the adjacent Epcot Center — which is dedicated to international culture and technological innovation. While you're in the neighborhood, why not make the two-hour drive to St. Pete and do a little sailing in the warm Gulf waters, or hop on a short flight to Miami and rent a boat to explore a bit of the Intercoastal Waterway.

Better yet, drive down through the Keys to ol' Key West and charter a boat in Florida's most alluring waters, which boast Eastern Caribbean-quality diving and snorkeling. In addition to exploring neighboring Keys, if you've got a respectable sailing resume you can probably get permission to sail out to the remote Dry



KEY WEST TOURISM



Tortugas Islands, where massive Fort Jefferson is a prime attraction. Built in the early 1800s as a base for quashing Caribbean piracy, it was never actually finished, yet is nevertheless the largest masonry structure in the Western Hemisphere — historians claim it contains 16 million bricks. Neighboring Bush Key is a bird refuge teeming with life.

Key West itself, of course, is undoubtedly one of the most lively and unique cities in the U.S., renowned for its fun-loving, uninhibited style of living. A cultural melting pot strongly influenced by nearby Cuba and other Caribbean islands, the city's free-spirited reputation has long made it a haven for artists and writers, as well as for sailors. (Its warm winter weather and reliable winds draw sailors here from all over the world each winter for Key West Race Week.)

Among our favorite shoreside attractions are Mel Fisher's Maritime Museum



KEY WEST TOURISM

OF CHARTERING



THE MOORINGS

Spread: Exploring Floridian waters yields a diverse mix of styles, from modern urban settings like this, to sleepy backwaters where the only inhabitants are seabirds. **Inset:** Bonding with a dolphin on Marathon Key.

and the Hemingway house. Fisher, of course, is the tenacious treasure hunter who simply would not give up on his search for the well chronicled wreck of the *Nuestra Señora de Atocha*. The fascinating collection of 17th century artifacts gleaned from this and other wrecks make the museum a must-see for dreamers, divers and history buffs.

Throughout his colorful life, Ernest Hemingway hung his hat in many places around the world, but his house on Whitehead Street was certainly one of his favorites. Check out the second-story writing studio where he banged out some of his most notable works. Key West, by the way, has its own international airport.

Because of its extensive tourism infrastructure, opportunities for 'surf and turf' vacations abound in Florida. That is, a vacation spent partly in shoreside accommodations and partly on a boat. As

we often mention in these pages, organizing such a trip is an ideal way to break in a reluctant partner — or your kids — to the joys of sailing. From a self-designed program of daysails on a variety of boats to several days of living aboard while touring, the possibilities for surf and turf

KEY WEST TOURISM

charters here are limitless. Fort Meyers, on the Gulf Coast, Key West and the Miami-Ft. Lauderdale area would each be ideally suited to short, introductory charters.

Instructional sailing programs are also a big draw to the Florida coast. Established over 40 years ago, Offshore Sailing School in Fort Meyers is well worth checking out, as is nearby Southwest Florida Yachts, and the Florida Sailing and Cruising School. All have a wide variety of instructional programs for all levels of competency — or lack thereof — some with liveaboard components.

If you like action and nightlife, the greater Miami area offers of wealth of shoreside possibilities while touring its waterways. From the vintage art deco hotels of South Beach to the city's ethnically diverse cuisine, Miami is a fun and exciting city to explore. With its heavy latin influence, some rightly refer to it as the gateway to the Americas.

There's so much to see and do in Florida that it would take years to explore all of its navigable waterways and shoreside attractions. We suggest you put it on your short list of vacation destinations that are 'close to home' — after all, its only a few hours away.

— latitude/at

Where to This Year? A Septuagenarian Cat Charter

Every year, our group of eight long-time friends charter a sailboat for a week in a different area. We've been out to Tonga, to Greece, and all over the Caribbean, with the British Virgin Isles our only repeat destination.

The 'Speigle Grove' wreck off Key Largo is one of many underwater sites along the Keys that attract divers from around the world.





HENRY J. GORDON

We are all monohull sailors, and we usually book a 50-ft Beneteau. Experience has taught us that a week is about as long as eight people can get along aboard a 50-ft boat, no matter how nicely equipped it is.

This year, however, we decided to try

Talk about a fixer-upper. . . Naw, looks like the 'Atlantis' wreck is a bit too far gone to resurrect. It sure is fun to snorkel on though.

something different: We chartered a 48-ft Privilege catamaran named *Carried Away* — and for the first time, rather than skipper her ourselves, we hired a

captain.

The males among us are all around 70 (although the females are *much* younger, of course), so we thought it wise to avoid the responsibility of chartering such a large, unfamiliar boat — especially since none of us had ever sailed a catamaran, nor been to the Bahamas, which is notorious for shallow water. Both reasons proved valid during the week.

First impressions: Wow! What room that boat had — 27-ft beam. She had four cabins with lots of locker space, each with its own electrical head and shower, and generous hanging lockers. During past trips I have compared a shower in a monohull head to doing gymnastics in a closet, but here we had *room!* The galley was narrow, but superbly equipped with toaster oven, stove, microwave and blender. Did I mention that each cabin had air conditioning?! The main cabin had room to seat 10. The cockpit will seat eight, and a half dozen more can sit on the stern lockers. The boat was equipped with a sit-on-top kayak, plus lots of snorkel and scuba gear.

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OF CHARTERING

in, our first day was consumed by a long motor trip, 54 miles across the Gulf Stream to Alice Town on North Bimini. The wind was right on our nose and there wasn't much of it. Motoring at 5.5-6 knots against the Gulf Stream, our speed over ground went down to 3.5 knots. We were set well to the north by the largest moving body of water in the world. Total time, about 10 hours.

A notable sighting en route was Stiltstown, an abandoned Prohibition-era settlement perched above the water, just outside the three-mile limit, where illegal liquor was delivered to be smuggled in by speedboat. We trolled for fish en route, but had our bait taken three times, then caught a barracuda, which we threw back.

Skipper Bill Ray proved his worth as we approached Alice Town harbor. Buoys were lit, but low to the water. Red was particularly hard to see. Moreover, a reef/sandbar extends from left to right across the direct route to the harbor. You must sail straight towards the shore to what appears to be about 50 meters and then do a dogleg turn to the left. We



HENRY J GORDON

Conch shells on Bahamian beaches are as ubiquitous as pine cones in a Sierra Nevada forest.

had no trouble. Cleared South Bimini to starboard and were promptly attacked by mosquitoes. We fought them off, though, and anchored in about 10 feet of water

at a spot the captain picked, well clear of insects.

On Day Two, we arose to a beautiful sunrise. After an easy check-in with Bahamian Customs, we followed our usual custom of observing port and starboard watch. That is, one watch does all the meal preparations for a day, then is 'off duty' the next. Under our system, husbands and wives are always in different watch groups.

We spent some time that morning exploring Alice Town, which can be accomplished from end to end in less than 40 minutes. The local people were pleasant, but there wasn't much to the town except one resort near our anchorage. This is an extremely popular destination for big-time fishermen, complete with contests. A resort of townhouses, condos, a child's playground and an infinity pool is being built at one end, and will include a casino. On the beaches we came across lots of shells, mostly conch, in piles where the conch has been cleaned out and left bleaching in the sun.

That afternoon we headed off to a small, uninhabited cay, where we an-

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WORLD

chored about 50 feet from shore in clear shallow water. Nearby was a coral reef with fish in profusion, which offered great snorkeling. The kayak proved to be perfect for exploring the length of the island. We spent a delightful evening with a cool breeze at anchor.

On the morning of Day Three we motored off to visit another cay. On the way, a big wahoo took the troll line, ran it all the way out and broke it before we could slow down. Again, we anchored 50 feet off a 'Hollywood island' with few trees and conch shells by the hundreds. We swam, snorkeled, lazed on the beach and kayaked about the lagoon. Next, we motored to Gunboat Cay — so named as it is the only place in the Western Hemisphere where a shore battery sunk a German U-boat during WWII. There are actually two small islands, both very rocky at the seaward side, with lovely fine sand on the lagoon side. We caught a 10- or 12-pound cobia that we cooked on the gas grill for dinner. Delicious.

Our situation was so serene and perfect, we had to wonder what friends back home were doing at the time. It



HENRY J. GORDON

"Anybody up for a barracuda steak?" With no takers, this sleek reef marauder was thrown back to live another day.

was another night with a cool breeze. A couple of our friends chose to sleep up on deck under the stars and a quilt.

Day Four brought more wind — about 10 to 15 knots from ENE — so we went out to sea and sailed back towards Alice

Town. We marveled at the stability of the cat. An open beer sat on the deck and did not spill the whole trip.

Five miles west of Bimini, while sailing in deep water, we had an adventure we wish we could have avoided: The anchor and at least 80 feet of chain ran out. Captain Bill and two of our crew had to slowly winch it all up by hand. With the anchor weighing about 65 pounds and the chain about 25 pounds per 10 feet, we calculated the load was at least 265 pounds, although somewhat reduced by the displacement effect in water.

Once all was secured again, we motorsailed to Alice Town to restock provisions. In broad daylight we watched a small coastal motor vessel, which appeared to be a converted landing craft, steer out of the channel and run aground. We avoided his mistake and were soon tied up at the dock. Ashore, there was unlimited clean, fresh water showers.

After stowing ice and provisions, including eggs fresh from the hen, we enjoyed a decidedly Bahamian dinner: conch salad, conch fritters, conch puffs,

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OF CHARTERING

conch-I-don't-know-what, plus piña coladas.

On Day Five we sailed out to the Atlantis wreck, which proved to be an absolute perfect snorkeling experience. You can clearly see the boiler, engine shaft, and hundreds of fish. This was the target for the famous flight of six naval aircraft that were lost in the Bermuda Triangle. We then we moved on to the lee of another island to swim and fish. The full moon was absolutely beautiful that night and the stars very easy to identify. A few light thunderstorms in early morning caused a 'fire drill' of hatch closings, then back to bed again.

On Day Six we dinghied around the lagoon and found five or six sting rays following the inflatable. Captain Bill told us they have become used to swimmers standing in the shallows and feeding



HENRY J. GORDON

Life is good when you're hanging out with longtime friends in matching shirts. "Somebody pass the piña coladas."

them. So we formed a circle and sure enough, the stingrays came up to be fed. The largest appeared to be at least

4 feet across. The resident ancient turtle also came by to say hello.

We were up and away early on our final day. The wind had shifted behind the beam, which proved helpful as we motorsailed toward Miami making about 6.5 knots, until the wind dropped and we hit the Gulf Stream. Just for fun, we hove-to in the Gulf Stream and went for a swim in the gorgeous deep-blue water.

Our overall conclusion is that Bimini is unspoiled and beautiful with water that is both pristine and warm. This quiet corner of the world gives you an

opportunity to see plenty of sea life, but practically no other boats — and no hassles is the norm.

This trip was a little more expensive than our usual charters with The Moorings or Sunsail, but we figured the ben-

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WORLD OF CHARTERING

efits of having our knowledgeable captain along was well worth it. He knew the best places to anchor, fish and snorkel in order to give us a very memorable trip.

We all agreed that a catamaran is the luxury way to go, with room, appliances, shallow water capabilities and comfort.

— *henry j. gordon*

Henry — *It all sounds like great fun. We can only hope we're bagging barracuda and kayaking around tropical lagoons too when we're 70 years young!* (Captain Bill Ray can be contacted at morefaster@aol.com.)

Charter Notes

We've painted ourselves into a corner this month, but we do have room to remind you that the prime Caribbean racing season will soon begin. So if you've always wanted to test your prowess



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against the international competition at 'The Heinie', the BVI Spring Regatta or Antigua Sailing Week — all of which have huge bareboat classes — there's no time like the present to shanghai a crew and put down a deposit on a late-model boat. You'll want to lock in airfares soon too,

and your crew can become intimately familiar with your floating chariot before the first starting gun sounds. And don't get too obsessed with winning. Hey, these are bareboats after all, built for comfort, not for speed. Win or lose, you're pretty much guaranteed to have a fabulous time. In fact, if you can't have a good time at one of these tropical bacchanalias, you may need therapy.

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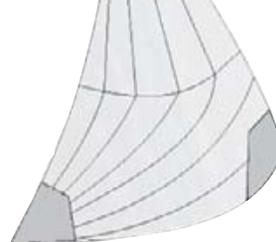
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CHANGES

*With reports this month from **Po'Oino Roa** in the Marshall Islands; **Confetti** on a year's whirlwind cruise of Mexico and the South Pacific; **Freewind** on being pleased with boatwork in Thailand; **Swell** on the pleasures of being alone in the Marquesas and Tuamotus; **Velella** on the conclusion of a seven-year cruise in the South Pacific and Asia; **Anna**, on arriving in the U.S. as penniless immigrants and leaving as cruisers; and **Cruise Notes**.*

Po'Oino Roa — Peterson 44 Jerry & Kathy McGraw The Marshall Islands Are Great (Newport Beach)

Spurred on by the fact that I have just finished the September *Latitude* with the '07 Puddle Jump recap, and have just visited the internet and learned that the Cal Bears have the #2 ranked football team in the country, I figured it was finally time to check back in.

We're currently in the Marshall Islands, but did the '06 — not '07 — Puddle Jump. Thanks to a combination of lassitude, internet illiteracy, and having too much fun, we never got around to sending any updates. Our P.J. was mostly uneventful. Jerry did have to spend a couple of days re-fiberglassing the box that 'Otto' the autopilot attaches to, and some additional time getting the saltwater out of 'Miss Perky' Perkins after the anti-siphon valve failed. Other than that, it was a lovely 23-day crossing.

We enjoyed the Marquesas, where Jerry submitted his body to the hands of a tattoo artist. We then continued on to the Tuamotus, where we donated *Profligate's* old duct-taped "Frankenstein" spinnaker to Richard on Manihi Atoll. The pearl farmers say they are going to figure out some use for it.

After our visit to the Society Islands, we broke from the crowd by heading to Penrhyn in the northern Cooks before continuing to Suwarrow and Samoa. Penrhyn was a particularly memorable stop, as we were only the third yacht to have stopped there by that time that season. We spent several weeks anchored off the village of Takuua on the northwest corner of the atoll, and had a truly won-

Jerry and Kathy in Mexico, prior to their heading to the South Pacific and eventually up to the Marshall Islands.

derful time.

After stopping at Suwarrow, which seems to be on every cruisers itinerary, we continued on to the Samoas, both Western and American. After that, we again broke from the pack. If we wanted to be cold, we'd have gone to Idaho or somewhere in the States with great skiing, not made a rough passage to New Zealand. So we opted for a pleasant trip north through Tuvalu, Kiribati and onto the Marshall Islands.

We've been in the Marshalls for 10 months now, and can report that the cruising grounds are great and the anchorages uncrowded. In fact, it's so uncrowded that we're alone when we go visit the other atolls. It would be nice to have one or two other boats to share them with.

Here's to hoping that everyone has a great Ha-Ha XIV!

— jerry 10/01/07

Confetti — Farr 44 Dan Zuiches & Danielle Dignan The One Year Cruise (San Francisco)

As I write, we and *Confetti* are on our way back to San Francisco from Hawaii to conclude a whirlwind year of cruising. I taught my husband to sail when we first met five years ago, and we began racing one-designs on the Bay. I drove and he called tactics. Sailing has since become his passion. We wanted to do a cruise while we were still young, 37 and 35, so we left the Bay last October 8. By late September we should be back in the Bay. When we arrive, we'll have covered over 12,000 miles — with a 6.5-knot average while offshore, despite having burned just 300 gallons of fuel. Despite seven crew changes, we were able to stick to a rigorous schedule without compromising safety.

We became owners of our cold-molded boat in late July of '06, which meant we only had 10 weeks to get her ready to go offshore. As such, we only worked on things that demanded immediate attention, knowing we'd end up doing a lot of 'fixing things in exotic places'. We added gear, drilled holes, ripped out old systems, extricated ourselves from house/jobs/lives, and



were practically bolting the new toilet into place as we cast off, but we did it on time. Boy, did it feel good to sail beneath the Gate and turn left!

We crossed the border into Mexico on October 21 heading for Scorpion Bay, and along the way petted dolphins, grilled the freshest possible dorado, and flew our symmetrical kite for just the third time. Once the hook was down, we immediately paddled straight to one of our all-time favorite surf breaks. We'd driven to Scorpion Bay many times before to surf, but it was so much better to have arrived on our own boat. After some waves, we shoved off for La Paz, pulling into Marina Palmira to clear in and buy some groceries. The big hurry was that we had to start work for the National Outdoor Leadership School in the Sea in early November. We would spend much of the winter teaching leadership while on small boat sailing expeditions.

Sailing north of La Paz, we hit the season's first Norther head on, and ended up sailing 200 miles upwind, which gave both us and our new rigging a real break-





CONFETTI

Without an engine for the winter, Dan and Danielle had to sail in and out of the many beautiful anchorages in the Sea of Cortez.

ing in. It was so rough that the oriental rug atop the cabin sole that we slept on gave us 'magic carpet rides' whenever the boat launched off one of the notoriously steep waves. We rounded the point into Conception Bay on November 3 under spinnaker. Having gotten a little too cocky, we almost ran aground in waters that I know — thanks to having spent 10 winters there — like the back of my hand. With *Confetti* securely moored and our egos back in check, we began to fulfill our work obligations. During breaks over the next several months, we cruised to some of our favorite not-in-the-cruising-guides anchorages. And when I say sailed, I mean sailed, because our engine was out of commission for most of the winter. We got good at sailing on and off the hook out of necessity.

By springtime the engine was running once again, thanks to the help of a Mexican diesel mechanic who, wearing a cowboy hat and boots, wasn't too keen

on the dinghy rides to and from the boat. With work completed, we stopped in La Paz to load up on salsa, tortillas, avocados and cold Modelos. On April 3, with three NOLS instructors along as crew, we set sail for the 2,800-mile distant Marquesas. Things continued to break on the boat — the watermaker, instruments, bilge pumps, and more — but we were fine with it, and sped in the direction of the Southern Cross, fixing things, flying lots of sail, playing Scrabble and Hearts, and happy in the knowledge that we'd taken on extra fuel for the doldrums.

Not wanting an easy passage, we were lucky to have our 18-year-old Volvo die, thanks to the shot oil cooler, halfway to the Marquesas. So we trimmed the sails carefully and squall-hopped to keep the boat going. We appreciated the positive attitude of our crew, who didn't complain when we had

to turn off the fridge and watermaker, throw out the rotting food, and go on water rations. We had solar panels, but the cloud cover at the equator precluded them from making any more power than what we needed for the essentials. Eighteen days out of La Paz, we tacked up the channel into Taiohae Bay and dropped the hook. One cruiser commented that we were "quite sporting to sail onto anchor." Not by choice, my friend, not by choice. *Confetti* had exceeded all our sailing expectations, and would continue to for the rest of our voyage.

FedEx came through by delivering our new oil cooler a week later, and we soon got it installed. When I say 'we', I mean Dan. He was able to contort his body into seemingly impossible yoga-like positions for hours on end in what was truly ungodly heat. He kept repeating an adage about boat projects we'd heard from a friend: "You can see it, or you can touch it — never both!"

On our way with an auxiliary again, Hinano chilling in the fridge, the water-maker topping off our supply, and diesel tanks and jugs conveniently still full from Mexico, we shoved off on the little 600-mile jump down to Fakarava Atoll in the Tuamotus. Halfway there, with the kite up, adventure struck again, as the autopilot suddenly went crazy and jammed the helm hard to port. We jibed twice before anyone could get to the circuit breaker. Thankfully, we are in the habit of rigging a preventer, so the only damage was to our nerves.

A day later we transited our first pass in the South Pacific, and began the most enjoyable part of cruising — playing in the water, be it diving with sharks or surfing reef breaks in solitude. After a few days of fun in the sun, we popped over to Papeete, where Polynesian Yacht

Dan with one of his many friends in the Sea of Cortez. The vegetation in the South Pacific would be much more lush.



CONFETTI

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Services proved to be invaluable helping us clear in. Tired, hungry and having been out of civilization for a while, we showered and showed up at the nicest



restaurant we could find, eager to partake in the local culinary delights. But we were turned away by the maitre'd, who was disgusted that we could even entertain the thought of dining before 7 p.m. When we returned at the appropriate time

15 minutes later, he could barely look us in the eye. Gauche or not, we enjoyed fabulous steaks and good wine.

Two aunts, a cousin, and my mother flew in May 18, autopilot parts in hand. They all sailed with us to Moorea and Huahine, and unfortunately had to endure the worst weather of our trip. David and Theresa, J/105 friends from the Bay, joined us for the sail to Raratonga. Hoping for some heavy wind with these fine sailors, we experienced the most benign conditions to date. At least Theresa got to sail in her bikinis — all 10 of them — something she doesn't get to do on the Bay.

It was on this passage that Dan, while stowing gear deep in the lazarette, tore his meniscus. After being fitted with a homemade knee-brace, he was confined to the aft-cabin for the duration of the

Above; Danielle takes a well-deserved hot tub in the Marquesas. Below; No matter where Danielle and Dan went, the kids were funny.



CONFETTI

three-day passage and, on advice from an ER friend, for the entire seven days at Rarotonga. He recovered quickly.

Our next destination was Suwarrow, with a crew from Wyoming and Belgium. With nobody wanting to sail to windward, we revised our plans and headed to Beveridge Reef, a remote ring of coral in the middle of absolutely nowhere. It was the coolest place we've ever been. We frolicked in the aquarium-like water, acting like real cruisers by hanging on the hook for an entire week. The uncharted pass was not for the faint of heart, but the unparalleled beauty of the lagoon was worth it.

Remote Niue was our southernmost destination, and we had no choice but to take a mooring in the roly and somewhat marginal anchorage. If it weren't for the wonderful locals, we probably wouldn't have stayed. After our goodbyes, we slipped our mooring and headed north for the first time since Mexico. By July 3, we were heading into the infamous harbor at Pago Pago, trying to keep an open mind after all the horrible things we'd heard. But we were not impressed by the flotillas of plastic bottles and foam, the malodorous tuna factories, or the red-colored water from an algae bloom caused, according to the local paper, by Chinese laundry detergent. So we got our projects and provisioning done, met our new crew — three more NOLS instructors, and yes, they were armed with yet more replacement gear — at the airport, and shoved off. Our destination was 60 miles upwind, the Manu'a Islands, which are truly the gem of American Samoa. The coral inside the marine park was the healthiest we'd seen anywhere, and the lush greenery of the islands was out of this world.

This was followed by a 1,250-mile beat to Fanning Island. We had a great ride under a storm jib, which had been cut to fit around our furled genoa. *Confetti* is fast upwind, so after nine days of hard sailing, we were rewarded with snorkeling, surfing and the company of the sweet-natured locals.

After a good four-day rest, we rode the ebb out of the pass under a full moon, and pointed the bow at Honolulu. It was on this passage that our feelings for the windvane began to thaw, as no autopilot or hands were needed to steer a perfect course. On my first cruising boat, which had a full keel, the windvane had been like a reliable full-time crewmember. But when reaching or running on flat-bottomed *Confetti*, our vane drove like a drunken sailor. The only option was to



luff and shorten sail. But we were truly glad to have the vane for the upwind trip.

Six days and 1,050 miles later, we tied up to the Waikiki YC, in time to see the last of the TransPac boats arrive, but too late to get a slip. After arriving, we did have a good chuckle about the cruiser in Pago Pago who had insisted it was "impossible" to sail to Hawaii from American Samoa, and that his friend, who had been sailing for 30 years, had missed the Islands and had ended up in Alaska!

Walking up to the office in the summer heat and humidity of Hawaii, the first thing I came across was a water fountain that spouted freezing cold water. That was one moment I was glad to be back in America. Another reason was the warmth of the locals. Their enthusiasm for sailing spurred us to get off our comfortable-at-the-dock arses and beat to Maui for the Lahaina Return Race, a downhill run to Honolulu along the beautiful north shore of Molokai. Running wing-and-wing — with just two of us and all our Spinlock sheetstoppers frozen — in 20 knots with 30 other boats was really the cat's meow.

IN LATITUDES

time we are thrilled to be coming home. We'll strip the boat, lighten the load, restore the brightwork, and remove the windvane to give *Confetti* her pretty lines back. Then we'll go have fun with her on San Francisco Bay.

— danielle 09/21/07

Readers — Dan and Danielle made it back to San Francisco in 16.5 days, but the last week was rough, requiring them to sail under trysail and storm jib.

Freewind — Gulfstar 50 Frank & Janice Balmer Southeast Asia (Tacoma)

After a visit to the States in late summer, we flew back to Phuket, Thailand. We hand-carried the bow thruster and tunnel that Frank had bought on Ebay for the international part of the flight from Seattle to Bangkok via Taiwan. It was quite a curiosity with the security people! Customs in Bangkok charged us 37% duty on it. The officer had started at 75%, but Frank stood his ground and got the charge down to the official rate. Then we had to ship it from Bangkok to Phuket because of luggage restrictions on the domestic flight. By this time the monsoon season was at its height. It was raining so hard and the visibility was so poor when our plane came in for landing at Phuket Airport that the pilot abandoned his approach and circled the airport for 45 minutes. We landed safely, to the applause of the passengers, on the second attempt. Not long before, a jet making the same flight in similar conditions crashed on the same runway, killing 88 and badly injuring the 40 survivors.

Our boat had been on the hardstand at Boat Lagoon Marina while we were

With all the work completed on the Gulfstar Sailmaster 50, Janice and Frank enjoy a meal aboard a floating restaurant in Thailand.



ALL PHOTOS COURTESY CONFETTI

Above right; Danielle, who previously cruised her own boat alone, at the wheel. Left; An injured Dan uses his head to do repairs.

So, home we are bound. As I sit here typing at the nav station, we have just crossed latitude 38, 1,000 miles north of Hawaii, and are making our right turn around the Pacific High. I've done this passage a few times before, but, knock on wood, this is shaping up to be the mellowest and most delightful one yet. Our friends George, from Michigan, and Susan, from D.C., are aboard, and the latitudes have been clicking by, bringing us ever closer to cooler weather. What a relief after all that time in the lower latitudes.

We've had a fantastic trip to some incredible places. Initially we'd planned to cruise for two years, around most of the world, but some recurring injuries compelled us to shorten our itinerary. We loved sailing the boat and keeping up the pace. We found that if we stayed anywhere too long, lethargy would set in, and all we'd want to do was watch DVDs — something we could do at home.

Although most of *Confetti's* original onboard systems went south, we've come to love our boat more each day. We think

that Bruce Farr is a god, and that Rich and Sheri Crowe of Newport Beach did an incredible job executing his design. Some of the new gear that we were particularly impressed with includes our Cool Blue fridge — bought on impulse, along with a watermaker and some Musto foulies, during the last hour of the Oakland Boat Show after one too many beers. Our Iridium satphone was invaluable, although next time we'd use it, instead of the SSB, to get GRIB files. Our 140-watt solar panel, with the MPPT charge controller, provided for most of our power needs, and, when the instruments gave up the ghost, we navigated with a little Geko GPS for more than 1,000 miles.

Dan and I found cruising to be a great metaphor for marriage. Sometimes it's hard as hell, but the ultimate satisfaction and joy are supreme. Memories of the hard times fade almost as fast as they arrive, but the good ones last forever. We wouldn't trade this year for anything. And at the same



FREEWIND

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gone, getting her bottom done. The hull had been sanded down to the fiberglass, blisters removed, re-faired, and a new barrier coat along with the antifouling paint had been applied. The waterline had also been raised. We were very pleased with the excellent work. Since we couldn't stay on the boat while it was on the hardstand while the bow thruster was being installed, we rented a room for a monthly rate at the hotel's housekeeping building. We had a small refrigerator in our room so we could keep a limited supply of food for making breakfast and dinner on the boat. But it was kind of a chore for two 64-year-olds to tote our groceries up the ladder to cook, then have to cart them back to the refrigerator in our room. This was especially true in the rain, when the ladder was slippery and there was water two feet deep on the ground. There's something about poor drainage and Asian countries that baffles me — especially when I see the yard workers sweeping the water and mud up an incline to the nearest drain! I never did see the road workers using a transit when they were doing drainage work on the streets.

It was nice having that hotel room to stay in while we did the final sanding and varnishing of our new teak floors in the main and forward cabins. I did most of the cleanup work while Frank repainted the two blue stripes on the boat. The scaffolding broke while he was painting the top stripe, and he ended up dangling 10 feet off the ground while trying to pull himself up to the toerail. Luckily, the guy on the boat across from us spotted him and was able to break his fall. Had he not, Frank easily could have broken his leg. In the U.S., you would most certainly sue the company that rented out the scaffolding if you suffered injuries. Not in Asia. The contractor who did our

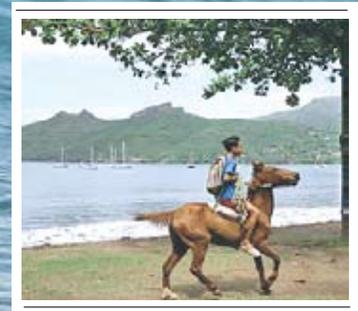
The markets in Thailand are just like those at Whole Foods. Except they're on the water. And they're not ridiculously expensive.

bottom work said that you would be extremely lucky if they would even pay your hospital bill! Frank had another mishap when he took out all the toilet hoses to clean them. While he was pounding out a hose on the dock, it hit him in the head, causing a nasty gash.

Overall, we were very satisfied with the quality of all the work at Boat Lagoon Marina, as the workers were very thorough and skilled. Frank, who had priced out having these projects done in the U.S., said that the bottom job, bow thruster installation, and new dodger were about half what they would have cost back home, and the new teak floor was about a third. Other than that, our stay at Boat Lagoon was very boring and lonely. It's not a cruiser community, just the best place to get work done in Southeast Asia. Most of the cruisers leave their boat on the hardstand and either go home or use the opportunity for some land travel. We did the same thing with our trip home as well as trips to northern Thailand and Laos. The scenic part of the island of Phuket, with all the beautiful beaches, is on the opposite side from Boat Lagoon.

When we were based out of Thailand, we wanted to make a land trip to Myanmar (Burma) as far up as Rangoon, but the political situation thwarted our plans. The military junta that rules Myanmar has always been very repressive, and for that reason the country is on 'no travel' list for Americans. The situation has worsened with the daily demonstrations against the government — an unheard of situation for that country — as protesters have been beaten and jailed for as many as 10 years. The cause of the protest was the government hiking the price of fuel 500% overnight. People woke up one morning to find that they couldn't get to work because many buses couldn't afford to fill up their tanks. The ones that did had to increase their fares

so much that people were stranded at work, not having enough money for the new fares. Myanmar is already one of the poorest countries in the world, with the average worker earning about \$3 U.S. a day, and conditions are rapidly deteriorating with the corrupt and inept military rulers. The Buddhist monks have taken the lead in the protests and even refuse to take alms from the army. Since



the giving of alms is one of the major tenets of the Buddhist religion, this has been quite an embarrassment for the generals.

Since writing this report, we've continued on to Rebac Marina in Langkawi, Malaysia. We're preparing for a land trip to Nepal and northern India prior to setting sail for the Red Sea.

—janice 10/05/07

**Swell — Cal 40
Liz Clark
The Marquesas And Tuamotus
(Santa Barbara)**

Wow, this feels amazing! I can hardly believe it myself. *Swell* is tucked inside a coral atoll after a six-day passage from the Marquesas to the Tuamotus. The water here is as still and clear as a pond of Evian.

I arrived this afternoon, after spending last night tacking precariously between three atolls after the tradewinds decided to go into reverse, preventing me from making a landfall before dark. This morning I laughed at my track of the night before — it was a 12-mile figure-eight.

Four of the six days on the crossing



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PHOTOS COURTESY SWELL

Great waves, horses on the beach, beautiful flowers — no wonder the South Pacific appeals to an adventurous young sailor like Liz.

were blissful, but the stress of that final night, and the odd northwest wind, had me longing for a safe anchorage. After losing two mahi, I landed my biggest tuna of my trip as I closed in on the atoll. Taking care of the fish distracted me for the last five miles of my approach, but once I had the filets on the coldplate, my anxiety returned. I'd *never* been so nervous about getting *Swell* anchored. To further complicate the situation, a line of black thunderheads was tailgating me. The books say that I'm supposed to enter the passes at low tide with the sun overhead, but I had neither. Great. I figured that I could always go back offshore, but I desperately hoped that I didn't have to.

One guidebook said this atoll had a "difficult pass", with a "45-ft wide channel and currents reaching velocities of six knots or more." So when my depthsounder registered 50 feet not far outside the pass, I tossed my anchor in a sand patch, figuring that I would be fine there. After paying out the chain, I knew it was going to be a long night, as the

northwest wind had left a lumpy sea. A flock of children on the beach waved and hollered "Hello," while three humpbacks surfaced not 100 yards from my boat. What a welcome!

When a fisherman came out the pass, I waved him over. I figured that I could make his job easier that day, as there was no way that I could eat all the tuna. So I passed him a bagful of filets. The huge man thanked me with a white-toothed grin. I tried out some of my newly acquired French vocabulary with partial success, and at least understood when he asked why I had anchored outside the pass.

"I'm too scared to go through it," I explained in sign language. He laughed and signaled for me to follow him. Although I had a great view of a left peeling across the reef from that spot, the allure of a flatwater anchorage was irresistible. I was craving security and tranquility. I followed closely behind the fisherman as *Swell* bucked violently in the rapids of the atoll's outflow. The open sea constantly spills into atolls over the lowest parts of their coral perimeters, and eventually uses the passes in the reefs on the

leeward side to get out. This atoll only had one pass, creating the constant fury of outbound water. I almost abandoned my attempt to enter after a standing wave crashed over the stern and into the cockpit! But I kept on. At times I only made 1.5-knot headway as the fluorescent river tried to push *Swell* back out to sea. After guiding me between the barely awash coral heads, the fisherman stopped in a sandy opening in about 30 feet of water and gave me the signal. As I dropped the hook, he waved and went on his way.

Once the boat was secure, I dove into the calm, turquoise water, wallowing in the enchantment of my new surroundings. A short time later, the thunderstorm arrived. I bathed in fresh rainwater while I went about transforming *Swell* from 'underway mode' to 'anchorage mode'. Just before dark, I donned my rain jacket and putted out to have a look at the wave. I immediately had a feeling that I was going to like this place.

I'd like to tell you the name of the atoll, but I can't because of the surf. But I can tell you that the month I spent there alone was much needed.

As for the Marquesas, which was my first stop in the South Pacific, what an amazing place to be on my own! Yes, I had sailed across the Pacific with my mother Melissa. It was often a rough trip, but we did the 3,170 miles in 22 days. It was so overwhelming that I'm going to give you a stream-of-consciousness rather than chronological account of my time there, plus some random observations.

Free fresh fruit. The art, as seen in attractive geometrical symbols and stories in carved wood, stone, tattoos, and tapa cloths. A glimpse of truly unspoiled Polynesian living. Almost everything the ***There's a difference when you sail in the rain in the tropics. It's warm. In fact, when you're dressed in foulies, it can get sweaty.***



COURTESY SWELL

CHANGES

locals need comes directly from the land and the sea around them. Locals paddling outriggers in the late afternoon sun. Herds of happy children. Fish drying on the community drying racks. Seed jewelry and women's hair decorated with flowers. The fragrant smell of flowers blowing off the land and out to the boat at night. Watching a Marquesan male 'beauty pageant' — with my mother!

Forty-cent baguettes and the array of obscenely priced imported French foods. The pompous *gendarmes* and their ridiculously small blue shorts. The bizarre — 4 a.m.! — Saturday vegetable market in Taiohae Bay. Wandering barefoot in Felicity and Simon's valley. Speaking Marquesan. Breadmaking 101 with Deirdre Sleigh. My first two loaves could have been used as bricks. Relentlessly itchy 'no-no' bites. The silhouette of the Hakatea crater-cliffs at night. Tours of the tikis with Taipivai locals. Invitations to local homes. Eating breadfruit, popoi, kaku, toro root, poisson cru, and wild pig and goat. Every size, shape, and color of plumeria and hibiscus. The ancient footpath.

10 gigabytes of new music courtesy of David, the Kahlula boys, and Bali Hai. Squeezing orange juice on slow, rainy mornings. Swimming or paddling between *Swell* and shore for three weeks rather than using the dinghy. The mysterious piles of huge, flat stones. Installing mast steps while enjoying a 360° view of Hakatea. Guavas, star fruit, papaya oranges, limes, lemons, chili peppers, bananas, coconuts, pineapples, taro, watermelon, and pamplemousse — all growing in one place. Paddling to the rivermouth rights on the longboard, then anchoring it outside and paddling my shortboard in. Bugs in 10-lb bags of rice and flour! Finally mastering the

Every surfer/sailor's wet dream — hot but uncrowded tubes, clear warm water, and your boat anchored just a paddle away.



SWELL

windvane! Etienne telling the legends of Pumaka, the Ua Pou spires, and hearing the Marquesan story of creation under the leaky palm frond roof.

Wild horses, wild pigs, goats, and chickens, too. Soccer with the kids in Hakahetau. Carmel nut brownie Luna bars. Ivonne's gift of homegrown vanilla. Sneaking cookies to the kids. Maca powder and dried Gogi berries sent from Café Gratitude in San Francisco. The tragic death of my aloe plant. *Swell* filled with the sound of the Ua Pou men practicing their traditional songs, drumming and dance in the evenings. The mystery 'stink'. Tagging along with the Hokaupoko family, in the back of their truck with five-year-old Moi Ua, on a mini tour of Ua Pou. Acceptance into the 9-year-old 'girl gang' at Hakahetau. Teikivaehee pulling a dead goat — minus its head — out of his backpack. Wandering and wondering among the ancient ruins. Finding a potato-sized cowry alive on the reef — and leaving it there. Eels in the Vaiehu tide pools. A total lunar eclipse viewed through the gaps of the puffy tradewind clouds. Bamboo siding, colorful Polynesian floral prints, and grass mats. Going from not knowing *any* French to dedicating mornings to my *Learn French* audio set. Cracking open urchin snacks on the reef. Hugging the children of Ua Pou goodbye, then swimming away from the pier with a drybag full of fruit.

Bruce Nelson from Glacier Bay helping me to fix my refrigerator with instructions via email. *Swell* and I blasting happily through the sea on a beam reach in 30-knot trades. My first big solo passage. Sailing — just sailing — no motor needed. Paralleling the Milky Way. Four knots, three knots, two knots . . . what's the hurry? Dorado, not the world's smartest fish, as I hook three out of a group of four. Doing laundry at sea. Getting spanked by thunderstorms. When the French audio set makes me say, "She fell down the stairs and needs a doctor!" Sashimi snacks while filleting. Spotting my first atoll. The turquoise water I always dreamed about. Deep breaths of freedom at sea in the trades.

— liz 09/15/07

Readers — Based on the last five paragraphs, in which Liz has gone from the logical to the lyrical, it appears that perhaps she's started to 'go native'. Would that be such a bad thing?

**Velella — Wylie 31
Garth Wilcox & Wendy Hinman
Home After Seven Years**

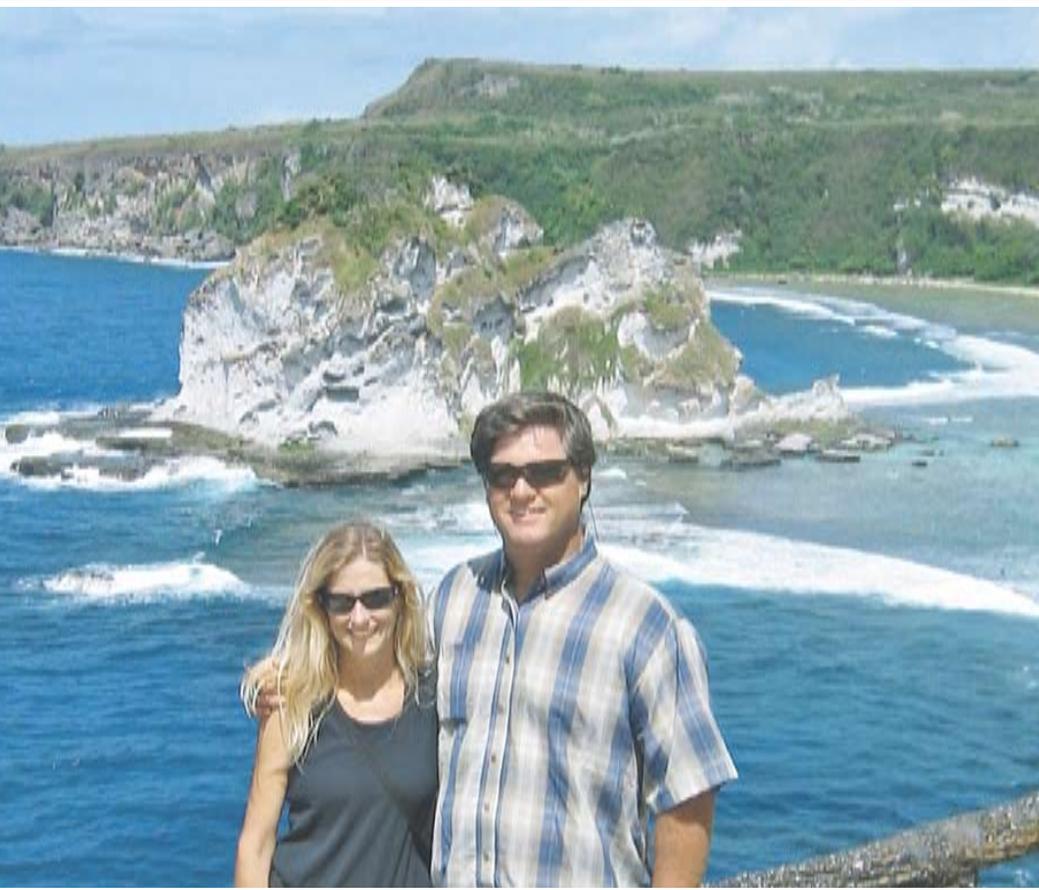


(Port Ludlow, WA)

It was a "very long, cold and foggy" 49-day passage from Yokohama to Vancouver Island that concluded Garth and Wendy's seven-year, 17-country cruise following the '00 Baja Ha-Ha. What's next for the couple? Garth, a naval architect, wants to build a 40-ft high-performance sloop powered by a large main and small jib on an unstayed mast. "A freestanding mast would allow me to get a big roached main way out where it belongs," he explains. Garth figures it will take him a year to get things organized, and two years to build the boat. Had Wendy had her druthers, they either wouldn't have come back in the first place or would simply buy a larger boat.

Money was one of the reasons why they finally returned to the States. They'd had very little money when they started their cruise, and had to live almost entirely on the \$1,200/month rental money they got from their house. For a long time they were able to get by, but toward the end they were "stopping at great places but not really able to afford enjoying them." The last straw was an electrical fire and meltdown in the Solomon Islands, which all but forced them to take jobs in the Marshall Islands. Garth worked as a mechanical engineer

IN LATITUDES



PHOTOS COURTESY VELELLA

Spread; Wendy and Garth at Saipan. Inset; 'Veleva' was a small boat, but she served the couple well for seven years of cruising.

while Wendy designed websites. While their salaries weren't that great in the Marshalls, they were working for a government contractor, which meant they got housing and meals, and didn't have to pay any income taxes.

According to Garth, an additional \$300 a month would have been all they needed to be comfortable.

A second reason for coming home was that the 31-ft boat wasn't big enough. "I'm too tall for the boat," said Garth. He also noted that while *Veleva* was a great two-person boat at sea, because he and Wendy only saw each other briefly, she was a one-person boat at the dock and while at anchor. "If someone wanted to do something on the inside of the boat, the other person basically had to go outside. After seven years, that got a little old."

After sailing down to San Diego and doing the Ha-Ha, the couple cruised Mexico and then took the standard route across the Pacific. They would eventually spend two seasons in New Zealand, the second because they wanted to be on hand for the America's Cup. They then headed up to Asia, which is where they would visit Garth's favorite and least

favorite countries.

"Japan was just fantastic! I can't speak highly enough about the people. They were incredibly friendly, and we actually had more interactions with the local people than anywhere else. I would definitely like to return." They also enjoyed the eight months they spent in vibrant Hong Kong because "there was just so much to do."

At the other end of the enjoyment spectrum was the Philippines. "We had run-ins with officials, who all seemed to want bribes," recalls Garth. "In addition, the country was dirty and everybody seemed to be running some kind of scam, with us being the intended victims. The result was that we felt uncomfortable all the time. But it's a gorgeous place. Wendy and I would look at our photos and couldn't figure out what our problem was with the Philippines because it was so beautiful. The problem was we just never felt at ease there."

Having been out for seven years, how many times do you think the couple was caught out in winds over 40 knots. "Once, if ever," says Garth. "In fact, we probably only had winds in excess of 35 knots once or twice. You just don't sail in the stormy stuff, and it was easy to get weather from SailMail

or download it from places like Japan. Calms are a much greater problem than too much wind."

That would really apply to *Veleva*, which, believe it or not, had just one 10-gallon fuel tank! "We didn't motor anywhere," Garth says. They got all their power from solar panels. Nor did they have radar or refrigeration. Garth said they got along fine without a fridge, but a radar would be nice for their next cruise.

Garth says their next boat will be made of epoxy saturated wood. "Absolutely, because it's so easy to work with and so easy to take care of. In addition, you don't have to build another boat on the inside, you just varnish the beautiful hull. I'll keep the construction simple and light, and we won't be carrying a lot of extra stuff."

While Garth says Japan deserves another visit, his dream is to sail around Europe. "After seven years, we got sick of Third World countries, because most of them aren't that interesting. We've also had our fill of palm trees and beaches. I'm looking to sail where there is more culture, and more advanced civilization. To tell you the truth, I want to use my mind a little more."

— latitude 10/05/07

Anna — Newport 41 Igor & Anna Everybody Dies Alone (San Jose)

"Everybody dies alone." These are unusual words to hear from someone when you first meet them. But Igor — pronounced 'Eager' — and Anna — pronounced 'Ah-na', the European way — are unusual people. In fact, I

Anna, seen here in the dinghy, wasn't sure about this cruising idea. Igor convinced her with his "drop by drop" strategy.



EVAN DILL

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think the story of how they came to go cruising might inspire others to do the same.

When I pulled into the old harbor in Mazatlan in April of this year, I picked out a spot and anchored with the half-dozen boats that were already there. I didn't particularly notice that I'd anchored directly in front of the C&C Newport 41 *Anna*. Within hours, however, Igor, having seen the 'Massage' sign hanging from the side of my Crowther catamaran *Java*, was inquiring about my techniques, the cost, and so forth. Ultimately, he arranged for me to give his wife a massage.

As I gave Anna her massage the next day, we chatted. She had a very distinct accent, and when I inquired about it, she said it was Russian. During my sailing adventures across the South Pacific and Mexico, I hadn't met many Russians, so I asked her to tell me their story. It turns out that Igor, 62, and Anna, 55, emigrated from Russia 16 years ago with their three children, Alek, Veronica and Marina, then 20, 17 and 11 respectively. The five of them arrived with a total of just \$90 in their pockets, but were determined to improve their lot in life. "We worked 12 hours a day, seven days a week," they said. "We didn't do anything but work." They describe that as typical of Russian immigrants. The family's goal was to buy a house in less than four years. It was a lofty goal, and at the time none of them spoke English.

Although an engineer in Russia, in the U.S. Igor had to start by painting houses. Anna knew massage, so she started offering that kind of therapy in her home. Because daughter Veronica had picked up English more quickly, she answered ***Having arrived in the States from Russia 16 years ago with three kids and \$90, Igor and Anna prospered enough to be able to cruise.***



EVAN DILL

the phones for the rapidly growing massage business. The years passed quickly, and by '93 Anna had graduated from a single massage room in her garage to the fully-licensed, 15-room El Paseo Day Spa in San Jose. By that time the ambitious Igor had become proficient in trades such as carpentry, electrical work and plumbing, and had grown a successful construction business. "I was successful for two reasons," he said. "Because people could count on me to be there when I said I was going to be there, and because I always did a good job."

In an indirect way, it was 9/11 that got the couple into sailing. After the terrorist attack, the economy took a big hit, and so did business at Anna's spa. She worried about money and expenses, and insisted they had to continue working. But Igor was tired, and, with the kids on their own, felt their finances would be fine. "I told Anna that I didn't want to wait and die in one place, so I suggested that we look at sailboats. Not buy one, just look."

So they began going around the Bay Area on weekends just looking at boats. Igor didn't push Anna, but rather employed what he describes as a "drop by drop preparation". When they lost two 50-year-old Russian friends who had insisted they needed to keep working, Igor got Anna to realize they had already worked too long. So the couple took an eight-day private sailing course in Santa Cruz aboard 27 to 36-ft Catalinas. Anna says she never got sick or scared, and came out of it with a sailing certificate — and even more importantly, confidence. Based on that, they bought a boat. Igor looked at the technical aspects while Anna looked at the interior, and they compromised.

In '06, 15 years after coming to the States with no money, Igor retired and began working on their boat full time. "From January through October, he lived on the boat more than he did at our home," remembers Anna. Their first very modest outing didn't go all that well. Even though they were just motoring, Anna became frightened. "It was just the two of us with no instructor, so I got scared," says Anna. "I started crying and couldn't stop." Igor immediately turned the boat around and returned to the dock. "Drop by drop," he told Anna, the Russian equivalent of 'little by little'.

In early October of last year, Igor and a friend sailed *Anna* down to Marina del Rey, bringing along an experienced captain to help them gain offshore experience. When Igor returned to San Jose,



he rented out their house, packed the car with their important belongings, and drove down to their boat. On November 2, they crossed the border into Mexico, and stopped at Turtle Bay and Bahia Santa Maria on their way to Cabo and La Paz. Anna didn't cry, but says it was because they were almost always in sight of land.

Their 30-hour crossing from La Paz to Mazatlan was a different story. It blew 25 knots, and, out of sight of land for the first time, Anna became frightened. "I was scared and seasick," she admits, "but at least I knew it was temporary." After that, they had pleasant cruising all the way to Acapulco and back north.

There were, of course, some mishaps. Igor recalls the time they spent a day on a sandbar at Bahia de La Paz, and had to wait for the tide to come back in and lift them off. Then there was the time down by Cabo Corrientes that a big schooner with lots of crew passed them flying a spinnaker. Although Igor and Anna had never flown a spinnaker, Igor didn't like being passed. "If we have a spinnaker," he told his wife, "we should use it."

IN LATITUDES



COURTESY MARINA SAN CARLOS

When it comes to being well-protected from weather in the Sea of Cortez, it's hard to beat Marina San Carlos.

They managed to set it and overtake the schooner, but got a big wrap when rounding the point at Chamela. With Igor on the bow and Anna steering somewhat wildly, the anchored cruisers were about to come to their aid when they finally got the chute down. "It was my fault," says Igor. "We need to learn how to use it better."

What do they like most about cruising? For Anna, it's the travelling to see new places. For Igor, it's the freedom of the open ocean. As for advice, Anna said, "Don't wait too long to get out there." Igor's advice is a little more detailed. "I live by two rules," he explains. "First, everybody dies alone." To him, this means that, no matter what the circumstances of a person's death, everybody must deal with it themselves, so you might as well get out there and live life to the fullest rather than waiting for death to seek you out. "My second rule is that you can achieve every dream with your own hands."

Igor and Anna are living proof of his 'second rule'.

— *evan* 09/25/07

Cruise Notes:

If you're taking your boat to Mexico this winter and need a berth, there are very limited options. Here's our review, with information that was good as of October 20:

The Cape: Starting at noon on November 8, all the vacant slips at **Marina Cabo San Lucas** will be reserved for Baja Ha-Ha boats. Nonetheless, most people will still have/want to anchor out. Fortunately, there's lots of room in the bay, with the area further east being calmer and not so deep. Cabo is sportfishing country, so not only are the berths very expensive, they will also be in tremendous demand. At **Marina Puerto Los Cabos**, 19 miles to the east at San Jose del Cabo, Harbormaster Jim Elfers reports that, after finally breaking out into the sea, they've accepted their first boats. While all 70 Phase

One berths are in contract, they can be rented out short term to transients. Be advised, however, that the marina is a work in progress, and neither the grounds nor services are ready for prime time. Although the marina is not looking for transient boat income, Elfers says he'll try to help those in need — although for now it may mean Med-ties or even anchoring in the marina. While the rates are not quite as expensive as in Cabo, they'll rock you — unless you normally keep your boat in one of Newport Beach's most expensive marinas.

La Paz: Despite a doubling of berths in La Paz just two years ago, the place is jammed. **Marina de La Paz**, **Marina Palmira**, and **Marina Costa Baja** are all booked for the season, although Costa Baja will be welcoming Ha-Ha boats and other cruisers up until their Governor's Cup on November 17. The thing to remember about 'sold out' marinas is that they do get cancellations from time to time, so it's worth inquiring — if you are right there. Forget trying to make a reservation from a distant port. The good news in La Paz is that Singlar's new **Marina Fidepaz** has/had 39 slips from 39 to 99 feet still available. It's very possible they've all been taken since we announced the vacancies in the October 19 *Lectronic*, but give it a try by calling Rodrigo at 011-52-612-124-2153 or 011-52-612-124-2206. Marina Fidepaz also has a new Travel-Lift and a fuel dock. For prices on all Singlar marinas and facilities in Mexico, visit www.singlar.gob.mx. And yes, it's 'gob', not 'gov'.

Puerto Escondido: There are 170 moorings at Singlar Puerto Escondido, and many of them will be vacant this winter. They also have a Travel-Lift and dry storage.

San Carlos/Guaymas: We're told that Marina San Carlos is booked for the **Marina de La Paz**, below, started with just six berths in the early '80s. It and Marina San Carlos were the first two marinas in Mexico.



COURTESY MARINA DE LA PAZ

CHANGES

season, but once again, if you're in the area, call and see if there have been any cancellations. **Marina Seca Dry Storage** is full with 600 boats already on the hard, but they expect to be increasing capacity in just a month or two.

Mazatlan: All the berths at **Marina El Cid** are booked for the season. Over at **Marina Mazatlan**, Eldira Lizarraga tells us that, as of October 20th, they had 35 vacant slips from 41 to 48-ft, although none of these slips have power. But if you must have a place to leave your boat in order to fly home, this would be better than nothing. Call her immediately at 011-52-669-669-2936 to see if anything is left. **Singlar Mazatlan**, which is primarily a boatyard, just opened, but they may have some slips in the water and/or on the hard.

San Blas: The **San Blas Singlar Marina** project has been delayed and won't be open for six months to a year.

Banderas Bay: The three existing marinas on this very popular bay — **Paradise Marina**, **Marina Vallarta**, and **Marina Nueva Vallarta**, are all booked for the season. Paradise Marina will be



COURTESY MARINA IXTAPA

One of the few marinas in Mexico that has quite a few vacant slips is Ixtapa Marina just north of Zihua. It's also got the biggest Travel-Lift.

adding 100 new berths before too long, but there will be a 20-ft bridge limitation. It's fortunate, then, that **Marina Riviera Nayarit**, a.k.a. the La Cruz Marina, will have its grand opening on December

15. Fortunately, Manager Christian Mancebo says they will be accepting Ha-Ha and other boats as early as November 15, and will also welcome Banderas Bay Blast boats on December 7. While the basic facilities will be available by the official opening, this marina will also be a work in progress, so don't expect to find a working fuel dock or boatyard. Contact Christian at 011-52-322-779-9191 or www.marinarivieranayarit.com.

Barra de Navidad: The 207-berth **Marina Puerto de La Navidad** is booked for the season. It's not going to help for a couple of years, but reliable sources tell us this will soon be the home of a huge marina.

Ixtapa/Zihuantanejo: Our friend Elsa Zuniga reports that **Marina Ixtapa** does have slips vacant now, and probably will have some throughout the season. In addition, they have a boatyard on the property with a 250-ton Travel-Lift — in case you need some work on your 150-footer. On a monthly rate, it's .70/ft/day at Ixtapa for a 40-footer. It's \$560 to haul and launch a 40-footer,



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which isn't too high, but it's \$120/day on the hard. Ouch. None of these prices include the 15% tax.

There are a few other smaller marinas in Mexico, but the above ones are the biggies in the most popular areas. If you haven't gotten reservations yet, your best chances in the 'central' cruising area of Mexico are Fidepaz in La Paz, which is about 135 miles from Cabo; Marina Mazatlan, about 220 miles from Cabo; and Marina Riviera Nayarit, 300 miles from Cabo. More outlying options are at Puerto Escondido and Ixtapa. If you're returning home for several months after the Ha-Ha, having your boat stored on the hard is an option at a number of places.

If you're cruising and the lack of plentiful slips has you freaked, relax. There are **many places to anchor**, often times right next to a marina. For the most part, anchoring in Mexico is very easy and secure. What if you have to return to the States and don't have a berth for your boat? Once again, relax. In many spots — such as La Paz, Puerto Es-

condido, San Carlos, La Cruz, Tenacatita Bay, Barra, and Zihua — folks take turns watching each others' boats on the hook, allowing them to return home. Sound risky? It's common practice in Mexico — both to save money and out of necessity.

For a complete list of telephone numbers and email addresses for marinas in Mexico, consult **Latitude's First-Timer's Cruising Guide To Mexico**, or 'google' their names.

"It is a beautiful sunny day here in Fiji, with big piles of white clouds on the horizon, and a nice warm breeze," write Warwick and Nancy Tompkins of the Mill Valley-based Wylie 38+ **Flashgirl**. "We've been exploring Fiji, and have spent the last few weeks sailing around



Tom Wylie designed this nesting dinghy for 'Flashgirl'. Commodore Tompkins built it and gave her a high tech rig and sail.

visiting islands and the little villages. When calling on a village, it's customary to get permission from the village chief, as everything — the land, trees, birds, sand, water — belongs to the locals. It is expected that you'll bring a *sevusevu* or gift of *yaqona*, better known as kava root. You bundle about 300 grams of the root, wrap it in a ribbon, and then are taken to the chief's *bure* (straw house).



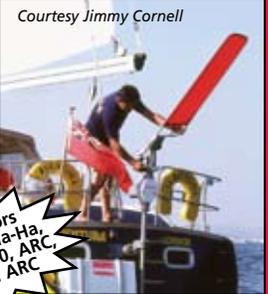
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CHANGES

There, you take off your shoes, enter the hut, and sit crossed-legged on a woven mat across from the chief. The gift is put on the mat in the middle between you and the chief. He then does a Fijian chant, which always is accompanied by the clapping of hands, but also usually includes your name, your boat's name, where you are from, and so forth. We can't understand all of it, but the chant ends with "*vinaka, vinaka*", which means 'thank you'. The men make a brew from the kava root, then pass around a coconut cup full of kava brew. It gives you a slight buzz and makes your tongue feel a little numb. We don't particularly care for it, but the natives in many Pacific Islands incorporate the passing of the cup into the rituals of their lives. I think it is as much a social thing as anything else. Our visa expires on November 9, so we're trying to figure out where we'll head to next. It will probably be north to other tropical islands, but there is still a chance that we'll dash south down to New Zealand. We have been very busy doing things we love — sailing, hiking, exploring, and making new friends."

No matter if it is prepared by pound-



KEVIN KAVAKANIA

Some people believe that kava root is 'the root of serenity'. We've tried it, and think that's a bit of a stretch.

ing, grinding or chewing, we think kava 'grog' looks and tastes like dirty water. Uggh!

Unfortunately, there's only one West Coast entry in this November's biggest

ever — 240+ boats — **Atlantic Rally for Cruisers** (ARC), the fleet of which sails 2,700 miles from the Canary Islands to St. Lucia in the West Indies. The West Coast folks, Jerry and Karen Eaton of the Belvedere-based Hallberg-Rassy 43 **Blue Heron**, offered this report on what's going on and what they've been up to:

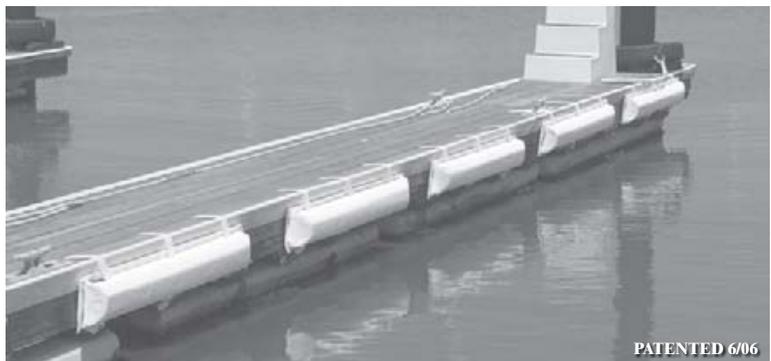
"Even though the start of the ARC is two months away, people are already arriving here in Las Palmas, Gran Canaria. The excitement is building, and the chandlers and provisioners are licking their chops. We arrived here after a rather speedy cruise back across the Med, starting in Marmaris, Turkey, last May. We got across the Aegean before *meltemi* season, transited the Corinth Canal, and revisited the Ionian Islands. Then it was on to Sicily, Sardinia, the Balearics, Gib, Madeira, and here. As much as we liked the Med., it was nice to get back into the Atlantic and start sailing again. Madeira was a wonderful surprise — mountainous, lush, and home to very friendly people. We'd taken delivery of *Blue Heron* 14,000 sea-miles ago in Ellos, Sweden, where she was

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born. Hallberg-Rassy had her ready to go, as promised, at exactly 10 a.m. on April Fool's Day in '03. We were fools for taking delivery then, as it snowed all over our boat the next day. Since then, we've been doing about six months aboard, and six months back home in Marin. In '03, we cruised the Baltic and northern Europe. In '04, it was the Atlantic coasts of France, Spain and Portugal, and into the Med. In '05, we made our way into the Adriatic and Croatia. And last year, it was on to Turkey. Karen won't be along for the ARC, as she did an Atlantic crossing with John and Amanda Neal several years ago. This year's crew will be made up of Wyman Harris and Walter Sanford from Marin, Nick Orem from New Hampshire, and myself. There's not a cook among us! The ARC — like the Baja Ha-Ha — is all about the people, and Pontoon 17 here has already established itself as the Party Dock."

Kanaloa, the first-ever Gunboat 66 catamaran, was launched in South Africa in the middle of October for Max De Rham, a Swiss who also has a home in Maui. The 66 is the first of the

'stretched' Gunboat 62s designed by Gino Morrelli and Pete Melvin of Newport Beach. We know about this because Ken Fairchild of Lake Tahoe, who we used to sail with in the Caribbean aboard his **Dynamique 62 Orient Express**, has long crewed with De Rham on his previous cat through the more remote areas of the South Pacific. Fairchild will be making the South Africa to Antigua passage starting on November 15. *Kanaloa* is an extremely powerful cruising cat, and was built for an owner, who, despite his age, is extremely adventurous. It could be a match made in heaven on water.

According to reports from the Honolulu papers, Pat Magee, a very experienced 75-year-old sailor from San Pedro and Maui, has had no luck sailing his latest boat from California to Honolulu. After



'Kanaloa', an M&M Gunboat 62 stretched to 66 feet, leaves South Africa for a winter in the Caribbean followed by a summer in the Med.

buying the sloop **Victoria** on eBay for \$4,300 three years ago, and pouring a bunch of money in her, Magee, his 68-year-old friend Jerry Manning, and his 58-year-old nephew Ron Fulwider, left the mainland on September 1. After three days, another crewmember became "so belligerent" that they had to sail three days back to the mainland to drop him off. After 17 days of the second attempt, they found themselves off Diamond Head at midnight on October 3 with the Ala

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Wai Yacht Harbor in sight. Somehow they made a navigation error, and before they realized it, the boat was aground in the coral at the well-known Tonggs surf break off Waikiki. When help arrived, they refused to be taken off, believing the boat might float off with the incoming tide. It didn't, and the fire department had to come out a second time. The next morning, the surfers were out as usual, but had to ride around an unfamiliar obstacle. Despite the loss, all three men were said to have been in good humor.

"On a sweltering Friday evening in early October, 50 diehard sailors gathered in Marina Mazatlan's air-conditioned cruisers' lounge for the **First Annual Marina Mazatlan Shrimp Dish Bash**, a potluck to end all potlucks," reports Mike Latta of the Mazatlan 22-ft Falmouth Cutter **Narwhal**. "The purpose was to celebrate everyone having survived another hot and humid summer, and everyone took full advantage. The potluck theme was shrimp dishes, and there were some great ones. Prior to the start of the eating, drinking, music, and dancing, a panel of still somewhat sober



NARWAHL

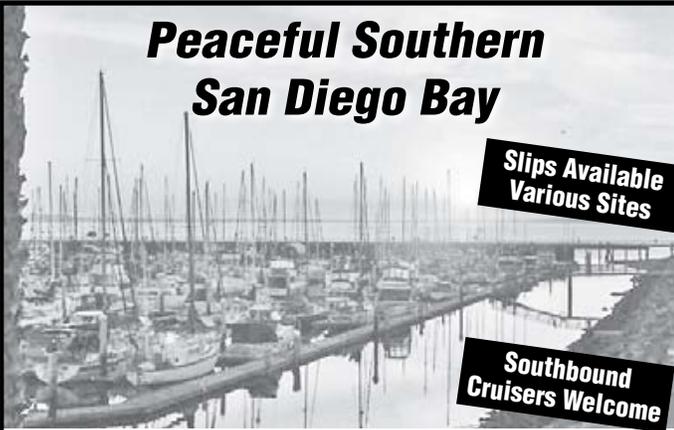
The winning entry in Mazatlan, shrimp capital of the world, was a jalapeno-enhanced shrimp number in a hollowed out watermelon.

judges awarded top honors to Ryan, of the sloop **Texas**, for his jalapeno-enhanced entry of mango shrimp presented in a hollowed out watermelon. The stuff was strong enough to peel the epoxy off a

55-gallon oil drum — had there been any left. Nonetheless, it was truly delicious, although I haven't been able to sleep lying down for the past two nights."

The folks at **Marina Mazatlan** want everyone to know that they'll be hosting a special Thanksgiving dinner for 350 guests on November 22. It's not the only marina-based Thanksgiving and Christmas celebration in Mexico, but it's one of the biggest.

A second circumnavigation for the Rileys. "We spent last winter in the Virgins, then sailed to the northwest Caribbean via Haiti — which was great! — to get away from as many hurricane threats as we could," report Mike and Karen Riley of the Coronado-based Dickerson 41 ketch **Beausoleil**, now in Guatemala's Rio Dulce. "But what a joke! We're leaving for the Canal soon, and are eager to be back in the Pacific and the land of *Latitude 38*. If you or anyone else are coming this way, put Isla Vache, Haiti, on your 'must visit' list. We filled the cockpit with veggies and fruit in exchange for \$20 worth of pencils, pens, and a basketball. Oh



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yeah, we fixed the town pump for them, too! If you go there, don't even think of clearing in. But don't worry, the locals will tell you where to hide on the other side of the island. Life has been good out here, but we need more parties, so drop those dock lines and come join us! By the way, our son Falcon, whom we home schooled, is now in college in San Diego. We've written a book about his home education. Search education.of.a.falcon.googlepages.com for a preview. We're still in the arguing stage with several publishers, but meanwhile we'll sell it as an e-book."

"I left San Diego's Glorietta Bay on October 4 for Mexico, but, after beating my way to the border against SSE winds under grey skies, I turned back and had a fast run to Mission Bay," writes Glenn Tieman of the Southern California-based Wharram 38 catamaran **Manu Rere**. "The weather was so rough the next day that I logged onto the internet and discovered that a bank had failed to make a transfer as I'd asked three weeks earlier, causing a check to bounce. During

the first year of cruising my previous cat, the 26-ft **Peregrine**, a bank instituted a service charge in my absence, which turned out to be a financial disaster. So this time I stayed around all week to make sure my meager savings were in good hands. Now that that's straightened out, I'm going to take another shot at the border on the 14th after the passage of a cold front."

Tieman previously cruised the Pacific and parts of Asia for 10 years aboard his 26-ft Wharram cat *Peregrine*, living on \$1 to \$3 a day. We're hoping to cross paths with him this season.

Tired of the crowded surf in California, parts of Mexico, and most of Central America. Mike Heath of the Ukiah-based



Glenn Tieman's new 'Manu Rere' may not have the accommodations of a typical 38-ft cat, but she's much less expensive, too.

Saintonge 44 **Finisterre** has a suggestion. "The surf in Ecuador is fantastic, and the coastline and beaches look like Southern California must have 100 years ago."

"We're just back to La Paz for a short stay after a summer in the upper Sea of Cortez," report Tim and Paula of the Long Beach-based Beneteau Idylle 13.5

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Hooligan. "We had a fabulous time and got all the way up to Bahia Los Angeles, where the diving was excellent and the bees were hit or miss. Just a warning to southbound Sea of Cortez cruisers; both Isla San Francisco and Caleta Partida had swarms of mozzies and no-see-ums when we stopped there last week, probably from the heavy rains of hurricane *Henriette*. Screens weren't of much use, nor were various repellents. We got more bites than you can imagine, and the itching was horrible! It was too bad, since the water visibility at Isla San Francisco was at least 100 feet, and the hook anchorage looked like a scene from the South Pacific, with turquoise water and white sandy beaches. We're leaving for Mazatlan as soon as we get a good weather window, as it's time for *Hooligan* to get the new Yanmar she so richly deserves. *Hasta luego!*"

Mozzies and no-see-ums weren't the only problems in the Sea this summer. "Oh well, it's only stuff," writes Evan Dill of the Cayucos-based Crowther 48 cat **Java**, he being the subject of this month's *Latitude* Interview. "When I re-



LECTRONIC/RICHARD

'Mossies' might have been a problem at Isla San Francisco after the hurricane, but the water clarity was spectacular.

turned to my cat, which I'd left at anchor at the Don Juan anchorage at Bahia de Los Angeles in the Sea of Cortez, I found that a lot of my stuff — laptop, two handheld GPS units, a handheld VHF,

some snapshackles, two rigging knives, and even two 12-volt Hella fans from the cabins — had been stolen. It sure looks like the culprit was a cruiser — and I thought they were all pretty honest. I guess I was naive."

"We're leaving to return to our boat at Puesta del Sol in Nicaragua in October," write Jeff and Stephanie of the Passport 47 **Musetta**. "From there we plan to proceed down to Costa Rica and Panama, then transit the Canal into the Caribbean. Once through the Canal, we haven't decided which way to go. Bill Chapman of the Stockton-based **Bones VIII** advises us to go up to Isla Providencia, then Cuba. Dennis Roquet of **Sea Bear** says that if we can get to the ABC islands by December, it's a decent trip the rest of the way to the Eastern Caribbean. We're interested in your opinion, as we know that your boats have made the trip to St. Barths after the Ha-Ha several times."

Bill and Dennis are both experienced sailors who know what they're talking about, and their advice is good. If you



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can get through the Canal in early December before the start of the Christmas Trades, we'd suggest a dash to Cartagena, which usually isn't too hard. Then we'd hope for a weather window to at least get around Cabo Velo, if not all the way to the ABC islands. But if the Azores High has been switched on for the winter, it's going to be tough if not impossible. If you do make it to the ABCs, it's still quite a ways to the Eastern Caribbean, but at least you can drop down and work the lighter winds along the north shore of South America. If, however, you get to Cartagena and there is no window to go to the east, just pick the least bad weather you can, then head for Jamaica. That still leaves you with 1,000 miles of upwind travel against the trades, which can be very nasty, but at least you can work the south coasts of Hispanola and Puerto Rico along the way. Our boats have done both routes. The route via the ABC islands has the potential to be much shorter, but also much rougher. The Jamaica route is much longer, but normally not quite as rough. Good luck

to you.

"Southbound cruisers should be aware that there is now a port captain's representative at Astillero Cove, aka No Name Cove, in southern Nicaragua," report Stephen Dale and Sandy Camozzi of the Humboldt Bay-based Cal Cruising 36 **Gitano del Mar**. "I anchored there once in '90, and then another four times over the course of the '04-'06 cruising seasons. It's a great place to prepare for — or recover from — a rounding of Cabo Santa Elena during Papagayo season. We pulled in there pretty whipped in March of last year after a particularly lively rounding, and were down below fixing a quick afternoon meal prior to crashing out, when some people stepped onto our



Astilleros now has adventure surf camps and lots of commercial pangas, but, unlike San Juan del Sur, has no mansions on the hillsides yet.

bow from a passing *panga*. Jumping on deck, we were relieved to find two very young guys, clipboards in hand, decked out in full camo uniforms. After a quick belowdecks inspection, we filled out a single page form titled Act of Entry, which was pre-signed and stamped by the Port Captain of San Juan del Sur. The young guys were courteous, the document was free, and we were finished in 10 minutes. The only problem was that

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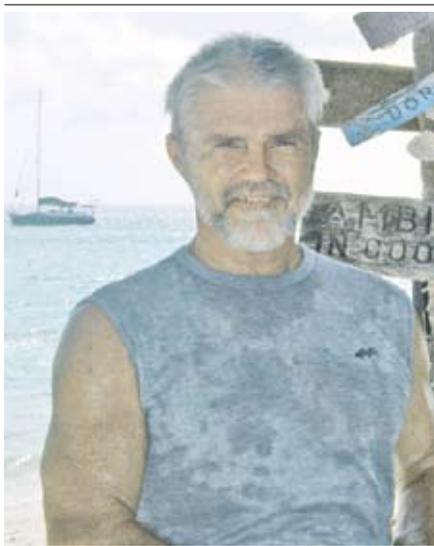
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CHANGES

they had no way to get back to shore, as their water taxi had disappeared over the horizon. Since we weren't in the entertaining mode, the two officials had to sit in the hot cockpit — our bimini and cushions had been stowed due to high wind — staring at their boots for almost an hour before the *pangero* returned! We'll probably see the Ha-Ha fleet in Bahia Santa Maria, as we're heading up there to surf Punta Hughes until the water gets cold in December — or we run out of water. Although some mean-spirited surfer on the mainland told me it's a mushy wave, we'll try it anyway. In any event, it would be fun to see the Ha-Ha fleet pass through."

"I'm in the Indian Ocean just south of Indonesia and Bali," wrote Mike Harker of the Manhattan Beach-based Hunter Mariner 49 **Wanderlust 3** on October 7. "It's still 6,000 miles to Durban, South Africa, and for the last four days I haven't had any wind for sailing. I sure hope the wind picks up, because I only have enough diesel for another day or two of motoring. My weather charts show that I'll get 12 to 15 knots in two days, so I'm



WANDERLUST 3

Halfway into his extremely quick circumnavigation, Mike Harker takes a break at Cocos-Keeling in the Indian Ocean.

getting my big spinnaker out and preparing to use it. I'll be making stops at three islands along the way. The first is Christmas Island, and I'm only stopping there because I need fuel. The second is

Cocos-Keeling, 600 miles further along the way, reputed to be one of the most beautiful atolls in the world. The last island stop is at the big one, Mauritius. I'll be resting there for a few days before facing the nasty Agulhas Current along the coast of South Africa. But I'm already more than halfway around the world in my 11-month circumnavigation, so I like to think that the rest is 'downhill'.

With so many folks heading down to Mexico for the cruising season, Connie Sunlover up in Puerto Escondido wants everyone to remember that the 12th annual **Loreto Fest '08** will be held May 1-4 at Puerto Escondido. The charitable event is sponsored by the Hidden Port YC, and features four days of fun, entertainment, games, and even a regatta. Loreto Fest is particularly popular with cruisers who are also musicians, so don't forget your instrument. As the event draws closer, look for details at www.hiddenportyachtclub.com.

Other big events on tap in Mexico this season: December 7, 8 and 9, the **Banderas Bay Blast**, three days of truly

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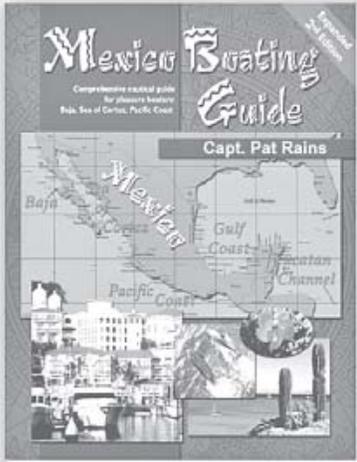
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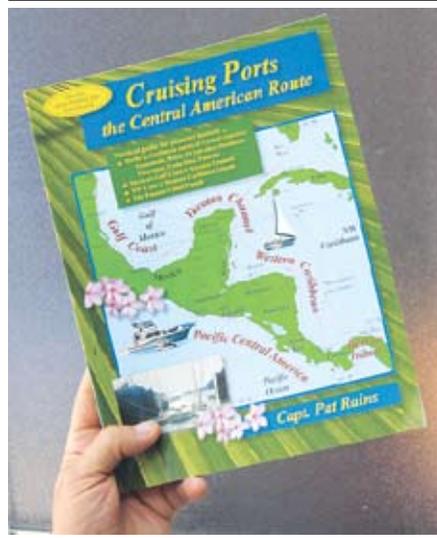
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'nothing serious' cruiser racing from Paradise Marina to La Cruz to Punta Mita and back. January 29-Feb. 3, the **Zihua SailFest**, the biggest cruiser fundraiser in Mexico, which features many activities and is tons of fun, too. March 6, 7 & 8, the **Banderas Bay Regatta**, the best cruiser racing fun in Mexico. The three days of casual racing are going to be the culmination of a week's worth of sailing fun and activities, the details of which we'll have in the next issue.

Capt. Pat Rains, our old friend from sailing in the Sea of Cortez in the late '70s, has scored what we believe will be a big hit with her new book, **Cruising Ports, the Central American Route**. This is a high-quality, very-much-needed nautical guide to the Pacific and Caribbean coasts of Central America, including Guatemala, Belize, El Salvador, Honduras, Nicaragua, Costa Rica and Panama; Mexico's Gulf Coast and the Yucatan Channel; northwest Cuba and the Western Caribbean Islands; and the Panama Canal. We've just had a minute to peruse the new guide before going



COLONEL SANDERS, JR

Pat Rains' new guidebook is just what's needed by West Coast cruisers headed to the Canal, Western Caribbean, and the East Coast.

to press, but think it's terrific, as it's the first time we've seen so many good photos and charts of all these different areas in one book. And Rains knows lots of stuff that we don't. For example, that

'Carlos the Trucker' in the Rio Dulce has transported boats up to 46 feet long and 15 feet wide across to the Pacific side for launching at Puerto Quetzal, El Salvador, eliminating the need for transiting the Panama Canal. The guide retails for \$59, and we think it's worth all of that.

"We're returning to our boat in Piriapolis, Uruguay, after a year building a gold mine in remote Republic, Washington — making us 'accidental Republicans'," write Mike and Catharine Whitby of the Vancouver, B.C.-based **Contessa 38 Breila**. "We'll do some major boat work, including replacing the engine, when we return. Cruisers bound for South America need to know that Uruguay is the only country we've found where duty isn't required on parts for a 'yacht in transit'. Once our work is done, we'll sail north to begin cruising southern Brazil."

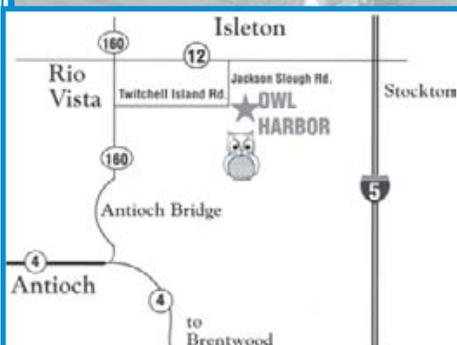
Readers may remember that Mike and Catharine were instrumental in the early success of SailFest in Zihuantanejo, then sailed down the coast of South America, and had a report in Latitude about their rounding of Cape Horn.



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24 FEET & UNDER

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25 TO 28 FEET

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. \$18,500. (619) 420-5316 or elance@sbcglobal.net.

RANGER 26 SLOOP, 1972. \$4,950. New standing/running rigging 2006. Bottom painted 2006. Roller furling, autopilot, Blue Seas electrical panel, tiller steering. Nissan 8-hp outboard motor, CD stereo, VHF radio, sleeps 4, sink, Porta-Potti, 20-gal water tank. Rich (707) 318-2251.

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1997 25-FT CUSTOM GAFF-RIGGED cutter. Featured in the June issue of *Latitudes & Attitudes* magazine, this amazing cruiser is simply beyond compare. Berthed SF Bay. Call or email for details. \$37,500. (805) 458-6916 or Roger.Burson@am.fostersgroup.com.

MacGREGOR 26D 1989. New 2007 Nissan 9.8 hp, really low hours. Genoa, 2005. Garmin GPSmap 178C, 2005. Navman Wind 3100, 2006. Lines to cockpit, VHF, battery charger, trailer. Always stored on trailer. \$6,000. Located in Santa Cruz, CA. (831) 465-6714.

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. Barians, autopilot, standing headroom. Haulout 4/05. Located Redwood City, CA. (650) 327-0190. Will email photos: cdroth2@sbcglobal.net. Asking \$12,500. Certified check only.

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CAPRI 26, 1993 with trailer. Roller furling, jiffy reefing, 9.9-hp outboard, VHF, anchor, lifesling, life jackets, etc. All lines led to cockpit. Everything good condition. In San Carlos, Mexico, seven hour drive from Tucson. Will deliver to U.S. \$11,500. (520) 742-6164.



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ERICSON 27, 1973. 1988 Westerbeke diesel, 800 hours. GPS plotter, newer cockpit and interior cushions, Force 10 heater, roller furling, spinnaker. A very nice boat. Located Emeryville. \$7,800. Call (707) 964-7917 or (707) 357-1309.

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HUNTER 30, 1990. Excellent condition, little use. New Raymarine autopilot, depth, VHF/CD, stern rail seats, ST winches, 90 and 150 roller furling, asymmetric. Fatty Knees dinghy with sail. Possible Sausalito berth. \$31,000. (415) 497-5892.

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32 TO 35 FEET



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HANS CHRISTIAN 33 CUTTER, 1983. 40' LOA cruiser. Excellent. Gear less than three years old. Yanmar freshwater 30-HP diesel, watermaker, autopilot, windgen, solar panels, SSB, radar, windvane, 7 sails. windlass, CQRs/chain, heater, liferaft, fridge/freezer, GPS. \$121,500. Bellingham, WA. (360) 296-1915. See: <www.svkohilo.blogspot.com>

PETERSON 34, 1978. REDUCED. Comfortable cruiser, successful racer, 15-hp diesel, CNG stove/oven, sleeps 8, fully equipped for ocean and Bay racing. \$19,900/obo. Email: ammc2006@sbcglobal.net.

WESTSAIL 32, 1976. Aries windvane, Perkins 4-108, dodger, windlass, full sails, many spares. Medium hull and rudder damage due to grounding. Needs system repairs. Repair estimates available. Located in Baja. Death forces sale. All offers considered. \$27,500. Email: sunbreakeducation@yahoo.com.



32-FT DREADNOUGHT FULL-KEEL double-ended cutter. Heavy fiberglass construction, solid offshore-capable design. Origo stove, icebox, VHF, Volvo MD2B. Working jib, genoa, staysail and new main. Simple boat in good condition. Pictures on: <www.yachtworld.com> Lying Channel Islands. \$15,000/obo. (760) 934-4413.

CATALINA 320, 2006. Almost new. 53 hours on Yanmar engine, ultra-leather interior, dodger, cockpit cushions/table. 8" LCD RAY C80 chartplotter, RAY 60 wind/knot/depth/repeater. 2-kw radar, ICOM VHF, autopilot ST4000. 6' fin keel, Martec prop, many extras. \$130,000. (408) 353-3393.

ERICSON 32, 1974. Yanmar diesel. North mainsail. The following are 2 years old: Bottom paint, prop, dripless packing, standing rigging, mast wiring, furler, Quantum jib. All lines to cockpit. Dodger, cruising spinnaker. 2-boat owner, must sell. \$17,000/offer. (707) 718-0678.

CORONADO 32, 1973. Center cockpit, two heads, propane stove with oven, cabin heater. Hot and cold water, depth/knot meters. VHF, full-batten main, furling genoa. New 22-hp Beta Marine diesel, TV, refrigerator with ice, autopilot, hard dodger, new upholstery and cockpit cushions. New bottom paint 4/25/07. Very clean throughout and ready for immediate enjoyment. \$23,900. Call (916) 358-5405.



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ERICSON 35, 1973. ZOOM. Blindness forces sale. 1999 OYRA Season Champion boat. 2nd and 3rd in Monterey races. 3rd in Benicia Jazz Cup. Excellent race/performance boat. Rebuilt motor. Legal liveaboard berth, Oakland. \$17,500/obo. Michael (925) 250-0133.



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36 TO 39 FEET

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ISLANDER 36, 1977. Perkins 4-108, new rigging 2002, 2 self-tailing Harken 44s, 2 self-tailing Barlow 25s. Dodger, covers, holding tank, macerator, propane stove/oven, radar, chartplotter, VHF, bowroller, 2 anchors/chain and rode, carpets/curtains, Avon/ob. Alameda Marina #204. \$55,000/obo. Arnie (415) 999-6751 (cell) or (415) 383-9180 (hm) or email: arnoldgallegos@comcast.net.

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S&S 38, 1971. LIGHTNIN'. Aluminum, built Minneford's, campaigned by Ted Turner. Converted to cruising, much new: Diesel, electronics, shaft, shaft seal, Optima batteries, solar panels, lighting, electrical panels, etc. Includes Monitor vane, hard dodger, Force 10 stove, holding tank, Profurl, UK sails, titanium winches, Maxwell windlass, roll-up inflatable with 3.5-hp motor, 20 hours, etc. Original design to the Yankee 38 and Catalina 38. Very strong boat that will get you there and back. \$57,000/obo. (760) 470-8761.

CATALINA 36, 1995. New canvas and dodger. 2 new 4D batteries. 30-hp 4-cylinder diesel with 600 hours. Separate engine starting battery and combiner. Folding prop and line cutter. 30-amp Guest Galvanic Isolator. New carbon fiber spinnaker pole. Inflatable with 3.3-hp Mercury outboard, used once. Elliptical factory rudder-hit floater. Garmin 232 chartplotter. Autohelm autopilot with copies of wind and depth below. Berthed at Oyster Point. \$60,000. (408) 281-9613.



CHUNG HWA MAGELLAN KETCH 36, 1977. In Mexico. Crewing for the Ha-Ha? Meet your boat in Mexico. Located Marina Mazatlan. Proven coastal cruiser, great liveaboard. 2003 masts/rigging, 2001 re-decked/re-cored. Reduced to \$45,000, no reasonable offer refused. More info: (775) 841-0522 or taomin@fastmail.us.

YACHT CONSTRUCTORS 38, 1974. Fiberglass, fin keel, world cruiser project. Perkins diesel, wheel steering, anchor winch, dual stainless bow roller, slip in Moss Landing. \$16,000. Call David at Sanctuary Stainless (831) 633-3867.



ROBERTS PILOTHOUSE SLOOP motorsailer, 36'9". 4-year-old Harken roller furling, GPS, autopilot (needs wiring), Yanmar 24-hp diesel with low 1,460 hours. Tiller and inside wheel. Sound fiberglass hull. Full standing headroom. Needs cosmetics (paint, new door and window on pilothouse, bottom paint). Great liveaboard with TLC. Best offer over \$8,000. Call (650) 624-9500 or email: lffngcrow@netzero.net.

MORGAN 38, 1979. 2nd owner. Original impeccable condition. 10/07 all standing rigging new, halyards new. 35-hp Yanmar, 1,500 hours. Bottom paint 9/07. Looks and sails beautifully. Lying Alameda. \$60,000. Call (916) 496-6423 or email: emmerichml@aol.com.



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40 TO 50 FEET

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ISLANDER 44, LAPWORTH DESIGN 1975 cutter. Major refit 1997, upgrades 2006. Australia vet. FWC Perkins, radar, SSB, Balmar alternator, solar, Nillson windlass, roller furling, MaxProp, 110/eng refrigeration, Hypalon dink, dodger, spares. Teak interior, blister free, live-aboard slip included. \$47,000. Call (831) 295-0393 or boatbrain@juno.com.

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HUNTER 40, 1986. Yanmar diesel. 6 sails. New in 2007: Instruments, shaftseal, cutlass bearing, batteries, canvas, cockpit cushions, haulout/bottom job, teak refinished, much more. See: http://hunter40.bravehost.com \$85,000. Call Tim (650) 534-4795 or tcsmith00@gmail.com.

MORGAN 462, 1980. 46' center cockpit bulletproof bluewater ketch. Not an Out-Island. Mexico vet. Repowered with 90-hp Ford Lehman, 984 hours. Kohler 8kw, watermaker, SSB. New stanchions/lifelines, stainless ports, hatches, non-skid, paint, orthopedic mattress, upholstery, dripless shaft, charger. Brightwork, cabin sole and sails renewed. Front loading fridge, large freezer, icemaker. Generous water and fuel tankage. 6'2" headroom. On-demand hot water and bathtub in owner's cabin. Excellent ground tackle. Tons of cruising gear. Easy first look and absentee owner will travel to show to seriously interested and qualified buyer. 2004 survey values at \$145,000 before several improvements completed. \$135,000. Will negotiate with buyer to finish update projects if desired. Email: steve@wayfinders.biz for details.



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NAUTOR'S SWAN 43, 1969. Palmer Johnson 43, Hull #20. Navtec Airfoil rod. New Perkins 4-108, less than 350 hours. 14 ss Barient/Barlow winches. Vessel needs cosmetic and teak deck work. Many upgrades. Lying Stockton. Best offer. Rick (916) 296-8525 or rjtesq@northcoast.com. Serious inquiries please.



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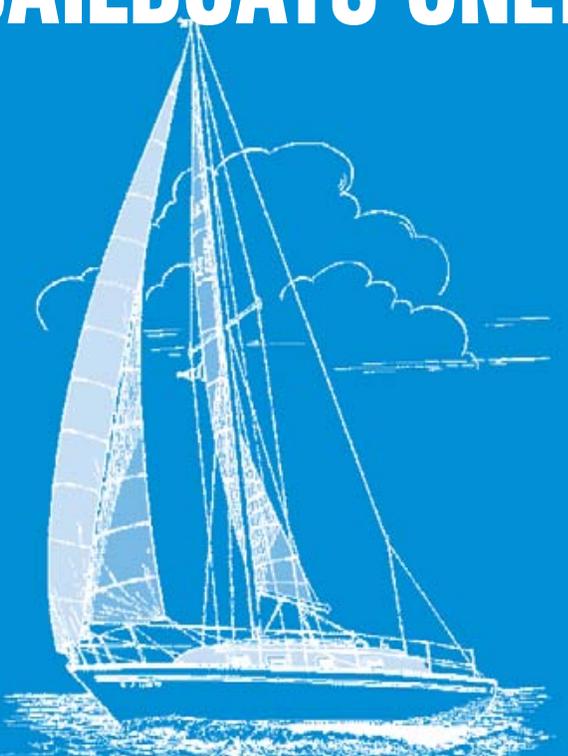


50-FT KETCH, CENTER-COCKPIT, custom-built motorsailor. New. Located in Costa Mesa, CA. Quality of design and workmanship 5 stars. 80-hp Ford Lehman marine diesel, 8kw Westerbeke marine diesel generator. Teak interior, 3 staterooms, full galley with Force 10 propane stove and oven, two heads with showers, too much equipment to name. Excellent cruiser or liveaboard. Will sell or trade. For more information, call Jim Easley (949) 813-1983 or email: jeasley01@gmail.com.

PETERSON 44 CENTER COCKPIT cutter, 1977. Two staterooms, two heads. New Yanmar, LP, fuel tanks. Robertson autopilot, radar, dinghy, ob. \$119,000. San Carlos, Mexico. Call or email for complete list and photos. (520) 742-2727 or svubetcha@aol.com.

CT-41, 1975. Beautifully appointed, meticulously maintained ketch ready to cruise or live aboard. Volvo Penta TMD-22 turbo diesel. Sleeps 7. William Garden design, only 3 owners. 2003 survey rates her 'above Buc' condition. Bay Area. See: http://greatkateforsale.com for full specs/photos. \$65,000.

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1990 41-FT PILOTHOUSE, Loon, Robert Perry design, built on Lopez Island by Steven Brouwer, master craftsman, <www.hunterbaywoodworking.com/gallery_loon.php> Composite construction, diagonal veneer over Port Orford cedar strip plank construction, photos on above website. 60 hp Isuzu diesel, 8' Avon, 2-hp Honda. Great Northwest cruiser, fast, comfortable and safe. An exquisite example of quality workmanship and planned boat building throughout. The interior is focused around the raised pilothouse which features an inside steering station and settee elevation that permits a 360° panoramic view while seated. Recent survey. Call for specifications and additional pictures. Delivery possible. By owner. Bellingham, WA. \$180,000. (360) 510-9807.

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MOODY 41 CC SLOOP. Roller furling, radar, solar panels. In Puerto Vallarta, Mexico. Dink, outboard, many extras. \$25,000/firm. Contact Tony: makeitso@earthlink.net.

LAFITTE 44, 1981. Robert Perry blue-water performance cutter. Clean, loaded. 5 new (used) Hood sails, rod rigging, hydraulic backstay, 10 Lewmar winches, Hood Seaful, Nilsson windlass, Airex-cored hull provides strength of aluminum, comfort of wooden vessel. \$169,900. Call (949) 244-6205.



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HUNTER 54, 1983. Cruise equipped, EPIRB, raft, dinghy with outboard, windlass, furling jib, watermaker, fridge/freezer, radar, VHF/RAM, SSB. 2006 survey. Much more. Located La Paz, BCS, Mexico. \$105,000. Ron Rowley (801) 870-7110 or fax (801) 924-3400 or email: ronrowley@earthlink.net.



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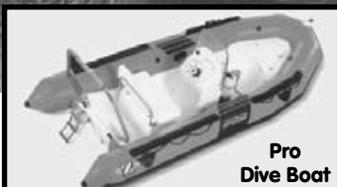
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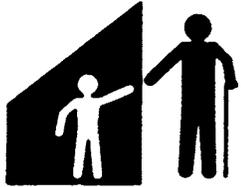
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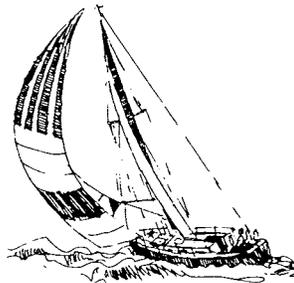


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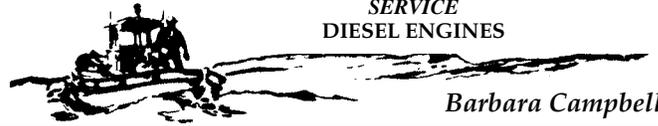
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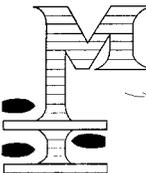
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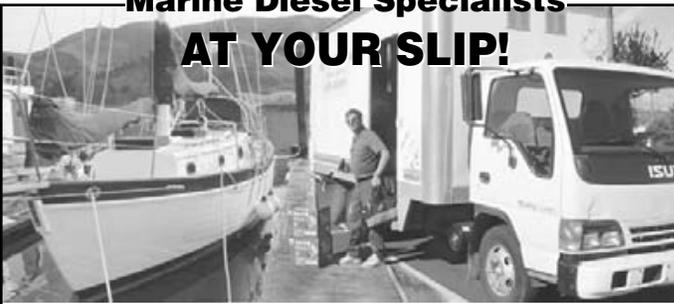
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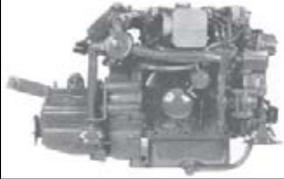


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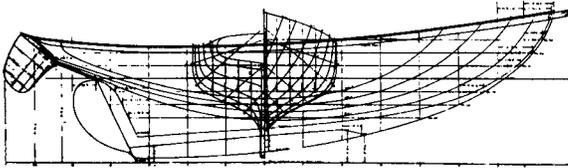
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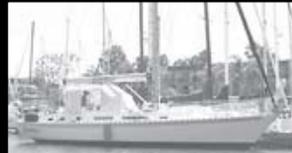
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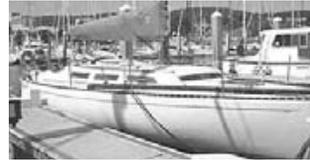
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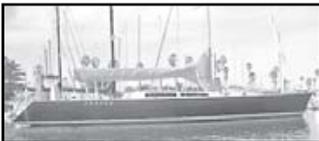
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29' HALLBERG RASSY, 1985

Swedish Yacht Designer Olle Enderlein. Volvo diesel, mahogany interior, dodger. Excellent sailer. **Asking \$53,950**



44' HANS CHRISTIAN PH MS KETCH, 1982
Single diesel, genset, inverter, hand-fitted teak interior, chart plotter, radar, AP, dinghy w/outboard, full keel. In Seattle. **Asking \$289,000**



41' HUNTER 410, 2002

Yanmar diesel, inverter, Raymarine radar, autopilot and wind instruments. Beautiful interior. Must see! **Asking \$159,000**



34' GEMINI 105M CATAMARAN, 1997

Many great features, Westerbeke diesel, autopilot, chartplotter, furling jib, excellent condition! **Asking \$115,000.** Contact owners' listing agent Gary Kaplan at (415) 613-0712.



47' VAGABOND KETCH, 1986

Ford Lehman diesel, genset, chartplotter, radar '06, AP '06, SSB, 12' Avon, dodger. Stunning condition. Top condition. You won't find a better Vagabond. At our docks. **Asking \$239,000**

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1958 Bounty II yawl
well restored, excl. paint, decks
new diesel, good sails **\$45,000**



1992 Gulet 88 motorsailer
beautiful condition, new cat engine
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\$900,000



1974 Formosa 51 pilothouse
recent major refit for world cruise
change in plans forces sale **\$138K**



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The famous Force 50 hull.
3 cabins. Reasonable price.



Price Reduced

45' DOWNEASTER KETCH
Location: Hawaii. Slip obtainable with
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Hunters

42' HUNTER PASSAGE
Two available. Center cockpit.
Great local cruiser.



Price Reduced

38' VAGABOND WESTWIND Many
custom features. Super clean, cruise ready.
\$119,900. And 42' Cenmarine/Baltic.



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51' SPENCER
Canadian built with heavy construction
and low price tag.



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MORGAN/CATALINA 440
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Also: 42' Catalina, 2002



Like New

40' BENETEAU
Center cockpit, 2001. Like new condition
with all the whistles and bells.



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38' KAISER, 1971 • \$62,500



36' CHEOY LEE, 1986 • \$59,000



35' MORGAN, 1970 • \$24,500



32' HUNTERVISION, 1990 • \$37,500



31' HUNTER, 1999 • \$74,500



48' DEFEVER, 1981 • \$279,000



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NEW LISTING



See at:
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46' WATERLINE CUTTER, 1999 This beautiful steel cruising cutter is well equipped (almost \$100,000 of electronics, as well as genset, central air, electric winches, watermaker, washer/dryer, etc., etc., etc.), highly customized with a \$225,000 refit in '04-'05, and shows bristol inside and out. **\$499,000**



See at:
www.marottayachts.com

47' JEANNEAU SUN ODYSSEY, 1992 Sexy Euro-style performance cruiser w/deep draft kevlar-reinforced hull & nicely laid out, spacious 3-strm inter. Well equipped w/offshore dodger, full suite of electronics, new Doyle sails, heavy duty ground tackle & 10' Caribe RIB on nicely executed stainless steel davit system. **\$230,000**

REDUCED



See at:
www.marottayachts.com

42' CHEOY LEE GOLDEN WAVE, 1984 Designed by Bob Perry to look like a Swan topside and a Valiant 40 below. Never cruised, she shows nicely – sails in fine shape, low time on the trusty Perkins 4-108 diesel, heavy duty stainless steel, dinghy, davits/radar arch, electric windlass, radar, etc. **\$94,000**



See at:
www.marottayachts.com

40' SEAWOLF KETCH, 1973
This is THE nicest Seawolf we've seen in years – repowered, new decks and cabin, hull Awlgripp'd, and looks NEW!
Also possible Berkeley liveaboard slip. **\$78,000**



See at:
www.marottayachts.com

38' BENETEAU, 1990
Mooring's 38 model, designed around a modified First 38s5 hull, a sleek, fast two-stateroom two-head racer/cruiser, perennially popular on the brokerage market. Clean, with a new suite of sails and a rebuilt Yanmar engine. **\$69,500**



See at:
www.marottayachts.com

40' HUNTER LEGEND, 1987
6'5" headroom throughout, QUEEN berth aft, plus a roomy cockpit and well-designed plan topsides – it's a hard-to-beat package (especially at a price well below \$100,000!). Clean, low engine time and transferable Sausalito slip. **\$69,000**



See at:
www.marottayachts.com

36' SWALLOWCRAFT SCYLLA KETCH, 1979
Very nice aft cockpit motorsailer built in Korea to European quality standards. New listing, additional information available soon. **\$54,900**



REDUCED

See at:
www.marottayachts.com

41' PEARSON RHODES SLOOP, 1965
With her East Coast pedigree and lines reminiscent of a classic Hinckley or Alden, she turns heads wherever she goes. With a full keel with cutaway forefoot and updated systems, she sails like a dream on the Bay. **\$49,500**



REDUCED

36' C&C SLOOP, 1979
Very clean with much updated equipment, note especially professionally repowered with a Yanmar diesel. Also tastefully redone interior, updated electronics, recent running rigging/roller furler/sails, all brightwork is immaculate, much more. **\$46,000**



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 California boat, this one is in very nice shape and lying in a transferable Sausalito slip. Very well priced and offers encouraged. **\$39,800**



See at:
www.marottayachts.com

35' PEARSON, 1981
Bill Shaw-designed classic in fine shape, just detailed and lying in a transferable Sausalito slip.
New listing, full story online at www.marottayachts.com. **\$34,800**



See at:
www.marottayachts.com

30' HUNTER, 1979
The Hunter 30s all have attractive lines and a spacious interior, and this particular boat shows nicely inside and out with the topsides looking especially nice for her age. Note Yanmar diesel; most boats in this price range have gas engines. **\$16,500**

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34' HANSE 341, 2003

Bristol condition, gorgeous interior with flatscreen. Cockpit cushions, bimini. Self-tacking jib.
\$139,500

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PASSPORT 37, 1986 Robert Perry design, second owner, newer sails in 2003, Pullman berth, beautiful teak interior. **\$109,000**



BENETEAU 411, 1999
Well-equipped. Tri-cabin model. **\$149,000**



34' BENETEAU 350, 1988
Ray Marine T80 radar/GPS/chartplotter and ST Ray Marine AP. **\$75,000**



PRICE REDUCTION

43' HANS CHRISTIAN KETCH, 1982
New engine. Great deal! **\$155,000**
Also: **38T CUTTER, 1980, \$99,000**



HUNTERS

Pictured: 29.5' HUNTER, 1994
Self-tacking jib. **\$42,500**
33' HUNTER, 2004, loaded, \$90,000



TWO

38' INGRID KETCH, 1976
Great bluewater cruiser. Yanmar with low hours, 6 sails, Monitor. **\$61,950**



36' SWEDEN, 1984
Swedish-made, performance plus, beautiful teak joinery below. 2 staterooms. **\$75,000**



NORSEMAN 447 CENTER COCKPIT, 1984
Newer engine, low hours genset, newer rig and sail. **\$230,000**
Also: **NORSEMAN 535, \$549,000**

| SAIL | |
|-----------------------------|-----------------------|
| 53' Norseman 535 | 88 549,000 |
| 52' Hartog schooner | 99 195,000 |
| 51' Aleutian | 78 152,900 |
| 50' Gulfstar sloop | 78 Inquire |
| 49' Reliant Ketch | 91 139,900 |
| 47.7' Bristol CC | 92 399,000 |
| 47' Jeanneau Sun Odyssey | 92 230,000 |
| 46' Chesapeake | 98 77,000 |
| 47' Perry cutter | 80 115,000 |
| 45' Bruce Roberts CC | 79 120,000 |
| 44' Hylas | 86 185,000 |
| 44' Norseman CC | 84 230,000 |
| 44' Islander | 84 109,000 |
| 44' Cheoy Lee | 81 95,000 |
| 43' Swan | 86 215,000 |
| 43' Hans Christian | 82 155,000 |
| 42' Baltic DP | 84 189,000 |
| 41' Sceptre | 82 135,000 |
| 41' CT | 76 79,000 |
| 40' Cheoy Lee MS | 75 73,900 |
| 40' Olson | 83 69,500 |
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| 40' Challenger | 73 73,000 |
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| 39' Freya | 81 109,500 |
| 38' Kettenburg | Inquire |
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| 38' Hans Christian | '80 99,000 |
| 37' Alberg, equipped | '72 90,000 |
| 37' Rafiki, new engine '07 | '77 67,000 |
| 37' Irwin | '79 40,000 |
| 36' Islander | '74 42,000 |
| 36' Islander Freeport | '82 Inquire |
| 36' Catalina | '84 & '93 from 59,500 |
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| 35' Beneteau Oceanis 350 | '88 75,000 |
| 35' Baba | '79 77,500 |
| 35' Ericson, nice | '79 33,000 |
| 34' Hanse 341 | '03 139,500 |
| 34' C&C | '80 37,500 |
| 34' Sabre | '83 49,000 |
| 34' J/105 | '99 125,000 |
| 33' Mason | '87 114,500 |
| 33' Newport | '84 34,500 |
| 32' Westsail | '77 & '78 from 42,000 |
| 32' Fuji ketch | '76 37,500 |
| 32' Challenger | '78 31,500 |
| 31' Pacific Seacraft Mariah | '79 69,000 |
| 30' Catalina, new engine | '75 16,500 |
| 30' Islander | '75 15,000 |
| 30' Lancer | '80 36,000 |
| 30' Hunter | '90 36,000 |
| 29' Hunter 29.5 | '94 42,500 |
| 28' Newport | '79 9,500 |
| 28' Pearson Triton | '61 11,000 |
| 27' Pacific Seacraft | '80 59,500 |
| 14' Whitehall, sail/row | '02 11,000 |
| 12' Beetle Cat, wood | 9,975 |
| POWER | |
| 67' Stephens Alum | '80 895,000 |
| 65' Pacemaker, cert. | '71 299,000 |
| 65' Elco Classic MY | '26 450,000 |
| 61' Stephens | '66 250,000 |
| 58' Hatteras TCMY | '73 330,000 |
| 58' Hatteras MY | '73 244,000 |
| 57' Chris Craft | '65 135,000 |
| 53' Hatteras MY, new engine | '76 259,000 |
| 50' Stephens | '65 135,000 |
| 45' Chris Craft | '73 149,000 |
| 44' Gulfstar | '79 147,000 |
| 44' HiStar | '88 215,000 |
| 42' Grand Banks Europa | '80 189,000 |
| 41' Hatteras, nice | '65 149,000 |
| 38' Fu Hwa | '84 125,000 |
| 38' Bayliner, nice | '90 47,000 |
| 35' Cooper Prowler | '86 78,000 |
| 34' Mainship | '81 48,000 |
| 34' Sea Ray Sundancer | '01 169,000 |
| 34' Kevlacat | '97 175,000 |
| 32' Willard | '76 29,500 |
| 32' Uniflite, t/d | '77 37,500 |
| 32' Bayliner | '78 45,000 |
| 32' Silverton FB, 370 hrs | '98 59,000 |
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| 30' Wellcraft Scarab w/trlr | '87 39,000 |
| 29' Regal Commodore | '89 87,900 |
| 28' Sea Ray | '91 37,900 |
| 27' Pacemaker | '78 15,000 |
| 26' Osprey long cabin | '03 85,000 |
| 26' Osprey | '02 98,000 |
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| 24' Chaparral, trailer | '94 19,000 |
| 24' Orca, inboard | '99 59,950 |
| 24' Bayliner | '98 15,900 |
| 24' Regal 242 w/trailer | '98 37,000 |
| 24' Osprey | '96 69,500 |
| 23' Chaparral, trailer | '87 6,000 |
| 22' Grady White 222 w/trlr | '02 59,000 |
| 20' Grady White | '97 23,000 |



47' JEANNEAU SUN ODYSSEY, 1992 3 staterooms, master is Pullman, upgraded beautiful interior, RF main, 75hp Yanmar. Worth seeing! **\$230,000**



40' CHALLENGER
Super clean! Complete refit, new paint from mast to keel. **\$73,000**



47' PERRY CUTTER CC, 1980
Anything She Wants. South Beach SF. New tanks, 6 cyl. Ford Lehman. **\$115,000**



DRASTIC REDUCTION

51' ALEUTIAN, 1978
Center cockpit staysail ketch. In-mast furling, Ford Lehman 120hp. **\$152,900**

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130' CAMCRAFT PASSENGER SHIP USCG Inspected & CERTIFIED for 33 overnight guests in 17 stms, SOLAS, low hrs 3508 CATs, 2,000 gph watermaker, MSD & gray water treatment. Inverter banks for silent eyes, 8 days min. endurance w/p provisioning. Lying Pac NW. **Ask \$2,000,000.**



58' ALDEN BOOTHBAY MOTORSAILER center cockpit ketch. Dsl, genset, air/heat, new upholstery, much recent refitting & refinishing. Loaded w/cruise gear, AP, radar ++. Great comfortable bluewater cruising w/excellent layout & more!! **\$268,950 Ask**

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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**



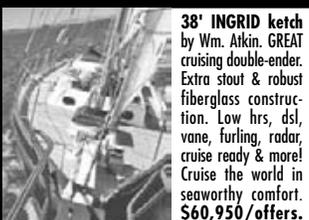
34' MAINSHIP TRAWLER by Silverton. Flybridge, aux. generator, diesel, dual helms, convertible aft deck enclosure, autopilot, full galley, head & shower. A capable & desirable cruiser & more! **Ask \$49,500**



30' RINKER 300 Fiesta Vee Express, '94 w/near zero hrs on full inside/out remanufacture/refit incl. her twin engines. Aft cabin, quality, comfort, condition & performance. **\$34,950**



30' CATALINA Sloop. One of the all time most popular designs EVER! And this is a nice one! RF, extra nice dodger, galley, fuel, marine head, wheel, Avon inflatable & more! **Asking only \$24,950**



38' INGRID ketch by Wm. Atkin. GREAT cruising double-ender. Extra stout & robust fiberglass construction. Low hrs, dsl, vane, furling, radar, cruise ready & more! Cruise the world in seaworthy comfort. **\$60,950/offers.**



37' VILLENAVE Custom Ocean Cruising Cutter designed by JP Villenave & built by Venaco. Super strong cold-molded construction. Dsl (+ spare engine incl), powerful rig, great inventory, inverter, vane, solar, AP, furling, RADAR, dink, WXFax & more! **Ask \$43,950**



30' BRISTOL 29.9. Famous Halsey HERRESHOFF cruiser/racer. Dsl, extra robust FG construction, roller furling, roomy & comfortable, dodger, pedestal wheel steering & more! This is a great boat. **Ask \$34,950**



42' SPARKMAN & STEPHENS Slop. F/G, dsl engine, spinn., dodger, major refit incl, rig. Beautiful cruiser from world-class architect; she's a very desirable yacht with a great layout, excellent performance & outstanding comfort and cond. Hard to go wrong. **Asking \$52,000**

SAIL

50' CAULKINS Slop. A project, but all there.

Dsl, strip plank, ocean racer... Try 15,000

45' COLUMBIA Center Cockpit, dsl, big comfy live/cruise..... Ask 44,950

42' SPARKMAN & STEPHENS steel custom cutter by Olin Stephens. Cent. cockpit, aft cabin, dsl & more... Asking 60,950

41' HINCKLEY Ctr. Trad. beauty and a world-class builder..... Ask 69,900

40' BLOCK ISLAND Cutter. Dsl, good wood fixer, 1937 classic..... Asking 9,950

39' FREYA Double-ender, steel, dsl, dink+o/b, new paint, solar, furling, RADAR, AP, cruise equipped + more! ... 62,950

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36' ISLANDER Sloop. Major upgrades, dsl, dodger, furling & more... Ask 44,950

36' STEEL HARTOG ketch, double-ended cruiser. Great potential and a great value priced at..... 16,950

36' NIELSEN classic 1918 Danish aux. sloop. Nice condition..... Asking 15,000

35' SCHOCK Slop. Dsl, spinn., rad rig, reuphol'd. Nice & clean.... Ask 29,500

35' CHEOY LEE by Robb. Dsl, teak... 17,950

34' COLUMBIA Slop. Dsl, furling ++ ... 9,450

33' ISLANDER WAYFARER Slop. Rebrt 1/B. Nice!..... Asking 15,450

32' ERICSON Slop. 1/B, heater+... 14,950

30' NEWPORT Slop. 1/B, A/P, F/G... 11,950

29' PEARSON TRITON. New diesel. Total refit nearly done..... Asking 15,950

26' INT'L FOLKBOAT, F/G, O/B... Ask 6,950

25' CHEOY LEE FRISCO FLYER, teak... 8,000

23' HERRESHOFF Classic PRUDENCE Slop w/'03 Honda 7,500

POWER

63' FERRY conversion, 671 diesel, 19.5' beam, excellent condition. Ask 28,000

60' MATTHEWS MY, '65, twin diesels, big, comfortable liveaboard cruiser w/South SF berth.... Asking 215,000

45' STEPHENS 1929 classic.... Try 75,000

43' MATTHEWS, '65, diesel. A gem! Loaded and beautiful Ask 69,450

42' GRAND BANKS Twl. Aft cabin, FG, Onan, twin dsls, RADAR. Excellent... 121,000

41' HAITERAS twin cabin, heavy glass, twin 8V71 GM diesels, bridge up, aft stateroom. GREAT opportunity... Ask 24,950

41' CHRIS CRAFT CONSTELLATION. Aft cabin. Great liveaboard, full Delta canvas, good condition..... Ask 37,500

40' OWENS, '65 Tahitian. Great for cruise/live, comfort, room & NICE! Newly refinished..... 36,500

38' CHRIS CRAFT, aft cabin, twins, convertible aft enclosure. Very nice! And a BARGAIN!..... Asking 24,950

36' UNIFLITE, F/B, aft cabin, twins, radar, GPS and more!..... Asking 59,950

35' CHRIS CRAFT CAVALIER. Aft cabin, flybridge, twin V8s, many recent upgrades. Very nice. Reduced! EXCELLENT BARGAIN..... 8,950

32' ROBERTS commercial fish w/HERRING PERMIT & more!..... Asking 58,950

32' CARVER. Glass, twins, Sausalito live-aboard berth. Nice!..... Asking 30,950

32' BOWPICKER, aluminum. Commercial (herring) license..... 49,000

31' MONTEREY BAY EXPRESS PH utility, F/G, 1991, twin 130 Yanmars, trailer, USCG-documented, commercial quality gem..... Reduced! Asking 34,950

30' ALUM. CREW/SUPPLY vessel, radar, GPS, scanning sonar, VHF, crane and more. Just refit..... 35,000

30' WILLARD Trawler, dsl ++ .. Ask 34,950

29' WELLCRAFT 2900 EXPRESS. Twin screw (not outdrives). Super clean & nice! Bright red...REDUCED! Asking 19,950

28' RODMAN WA, F/B, 2004. Twin dsls, high quality & loaded. Looks new!..... Asking 189,000

27' FARALLON, '86, twin 5L V8s... 51,950

26' PACEMAKER, cab. cruise w/V8, nice!..... Ask 8,500

26' PENN YAN Express. Twin V8 Tunnel Drives, glass, clean & more - w/tlr. REDUCED!..... Asking 11,000

25' FARALLON SF w/trailer. New twin 180 hp Volvos, radar, etc.... Asking 22,450

24' SEA RAY V8. Full Delta canvas, tlf, o/d, nice!..... Ask 12,000

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