

Latitude 38

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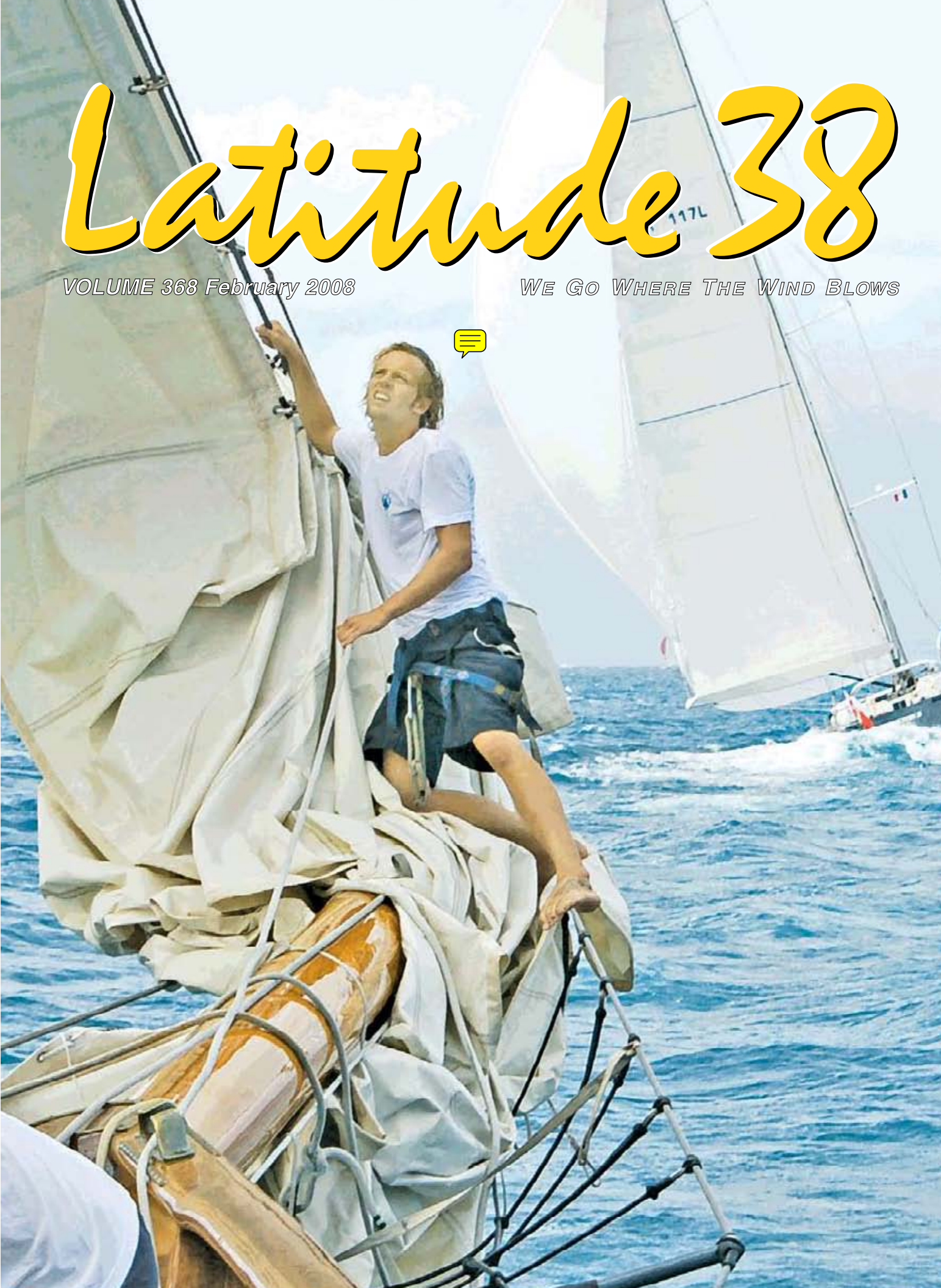
VOLUME 368 February 2008

WE GO WHERE THE WIND BLOWS



FEBRUARY 2008

VOLUME 368





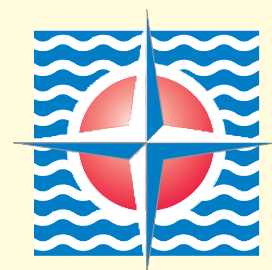
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February New Arrivals & Events

VIP SAILING DAYS

February 2 & February 23

Come test sail our new yachts from Beneteau, Island Packet, Wauquiez, and Alerion
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OPEN BOAT WEEKEND & SEMINAR: Yacht Ownership Made Possible

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February 16

Inform yourself on all the new ways to own a boat: Fractional ownership, charter boat ownership, sole ownership or club member sailing.
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USED BOAT SHOW

Alameda Office

March 15-16

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Alameda Used Boat Listings Boat of the Month



Hunter 310, 1997. Spacious, loaded. \$49,900



Island Packet 380, 2001, \$235,000



Beneteau 370, 1991, \$84,500



Beneteau 473, two from \$274,900



Hunter 386, 2004, \$159,500



Beneteau 361, 2001, \$119,000



Hunter Legend 40.5, \$119,000



Catalina 30, 1995, \$54,500



Beneteau Idylle 11.5, 1985, \$69,000



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Charles Tobin

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Cover: *High times in the Caribbean.*

A young crewman checks the rig of the 130-ft gaff schooner Altair.

Photo: 'Lectronic/Richard

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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs—anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus digital images (preferable) or color or black and white prints with identification of all boats, situations and people therein; and 3) be legible. These days, we prefer to receive both text and photos electronically, but if you send by mail, anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all 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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48' PRIVILEGE, 1990.....	\$400,000
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Publisher/Exec. Editor Richard Spindler richard@latitude38.comext. 111
Associate Publisher..... John Arndt..... john@latitude38.comext. 108
Managing Editor..... John Riise..... johnr@latitude38.comext. 110
Senior Editor Andy Turpin andy@latitude38.com.....ext. 112
Associate Editor LaDonna Bubak ladonna@latitude38.com.....ext. 109
Associate Editor Rob Grant rob@latitude38.comext. 105
Advertising Sales John Arndt..... john@latitude38.comext. 108
Advertising Sales Shawn Grassman..... shawn@latitude38.comext. 107
Classified Sales Mary Briggs class@latitude38.comext. 104
General Manager..... Colleen Levine colleen@latitude38.comext. 102
Production/Web Christine Weaver chris@latitude38.comext. 103
Production/Photos Annie Bates-Winship ... annie@latitude38.comext. 106
Bookkeeping Helen Nichols..... helen@latitude38.com.....ext. 101

Directions to our office press 4
Subscriptions press 1,4
Classified class@latitude38.com press 1,1
Distribution distribution@latitude38.com press 1,5
Editorial..... editorial@latitude38.com press 1,6
Calendar..... calendar@latitude38.com
Other email general@latitude38.com Website: www.latitude38.com

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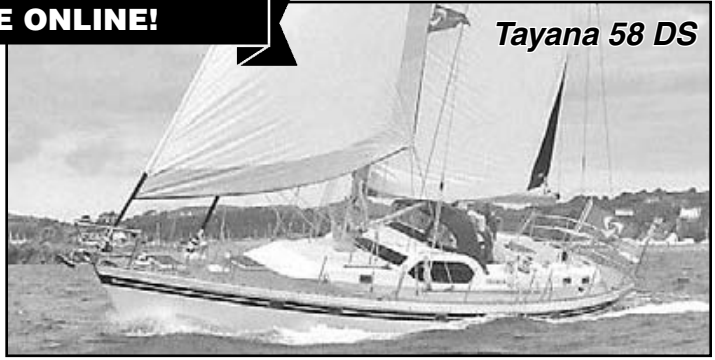
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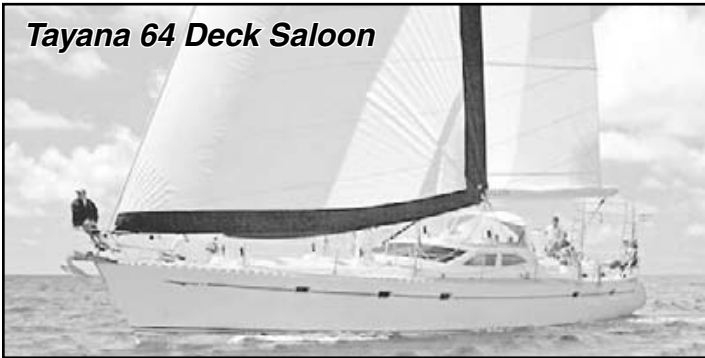
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2006 Jeanneau 49 DS -
Owner moved up. \$479K



2000 Hunter 290 - 2
Cabin, Nice cruiser. \$49K



1975 Swan 44 - Sleek &
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2004 Catalina 320	\$118,000	2005 Hunter 36	\$148,999	2002 Hunter 410	\$159,000	2006 J Boats 46	\$675,000
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2002 Beneteau 331	\$94,500	2006 Hunter 38	\$192,246	2003 Beneteau 423	\$224,000	1999 Catalina 470	\$259,000
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- Catalina 42 MkII
- Catalina 350
- Catalina 34 MkII
- Catalina 309

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Catalina 36	1987	52,000
Catalina 36	1987	55,000
Catalina 34	1987	47,000
Catalina 30	1990	37,000
Catalina 30	1984	29,500

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Catalina 400	2000	185,000
Catalina 36	2001	122,500
Catalina 34	2003	115,900

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S&S 40	1982	139,000
Morgan 38	1979	57,500
Jeanneau 37	2000	122,000
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Jeanneau 36	1997	109,000

Islander 36	1975	29,500
Hunter 29.5	1996	40,000

IN SAN DIEGO

Hans Christian 52	1987	259,000
Beneteau CC 36	2001	132,000

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This competitive race boat makes a comfortable cruiser that satisfies the need for speed and for nice accommodations. Easily handled by a couple.



44' PETERSON CC, '77 \$99,500
Great performance cruiser, very well built, nice sea kindly ride. Concerned about a slip? Buy this vessel! The San Diego slip is transferable.



43' GULFSTAR CC SLOOP, '79 \$84,900
Leanne's pedigree as a proven cruiser is perfect if you want to visit far-away places. Add some equipment and food and choose a destination.



38' NAUTICAT MOTORSAILER, '76 \$110,000
This fine yacht enjoys devoted care and maintenance. Engine overhauled in 2005. Teak decks refurnished in 2004. The brightwork is brilliant.



36' ISLANDER, '74 \$34,900
The 36 Islander is popular for many reasons including the warm spacious teak interior, the ease of sailing or the performance around the buoys.



35' BABA, '81 \$99,000
Yah Tah Hey is a fine example of an efficient ocean-cruising yacht designed for the active cruising sailor. She is waiting to take you away!



30' NEWPORT, '74 \$15,500
The Newport 30 is a strong and capable cruiser/racer with an interior roomy enough for a couple or small family. She makes a great starter boat.



30' C&C, '79 \$23,000
This C&C is in top condition: never abused, modified or damaged. A fine example of a pedigreed performance sloop priced for a quick sale.



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GULFSTAR 50, 1978
Mexico ready. \$125,000



BENETEAU FIRST 305, 1986
Diesel, race equipped. \$36,000



WESTSAIL 32, 1976. Perkins 4-108,
new interior. Reduced! \$49,000



PASSPORT 40, 1982
Diesel, dodger, nice. \$118,000



OUTBOUND 44, 1999. Carl Schumacher design. Cruise ready. \$315,000

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CASCADE 41, 1971
Center cockpit. \$59,500



EXPLORER 45 KETCH, 1979
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J/40, 1986
Original owner estate sale. Newer sails and standing rigging. \$120,000



47' GIL'S CHOY CATAMARAN, 2002
Ready to cruise the South Pacific today!
Everything as new, fully equipped. \$400,000



42' CATALINA(s), 1992 & 1997
New diesel, fresh sails, 2 & 3-stateroom layouts. Very nice! From \$115,000



42' WESTSAIL CUTTER, 1974 Only 400 original hours on 35hp Perkins. Great liveboard with beautiful interior. A must see! \$113,000



37' C&C, 1984
Pristine condition! Low hours on Yanmar diesel. Loads of upgrades! \$74,500



35' CHARTER CATS WILDCAT, 2001
Space & performance in ready to cruise cat. 4 strms, hard bottom dinghy, good electronics. \$209,000



39' CAL, 1982
Good inventory, new canvas including full cockpit enclosure. \$59,000

Web site: www.yachtworld.com/fcyachts • email: flyingcloud@verizon.net



45' HUNTER SLOOP, 1999
Very clean and sharp, shows little use. Just reduced, serious seller. \$199,500



43' CONTESSA SLOOP, 1978
Performance designed by Doug Peterson. Quality construction. Must see! \$139,000



42' PEARSON KETCH, 1978
Aft cockpit, aft stateroom cruising ketch, excellent construction. \$79,950



41' NAUTOR'S SWAN, 1973
Clean and ready to sail. New LP and new bottom paint in 5/07. 120,000



40' CARROL MARINE TRIPP 40, 1991
Beautiful boat! *Sailing World's* Boat of the Year People's Choice Award. \$64,900



42' BINGHAM DOREANA KETCH, 1983
Well equipped, beautifully finished, easy to sail. Strong, seaworthy, ready to cruise. \$59,000



41' YORKTOWN, 1985, \$44,500
39' YORKTOWN, 1976, \$39,500



38' HANS CHRISTIANS
1980-1986
From \$99,000



36' CATALINA SLOOP, 1984
Very clean. Owners moved out of country - need offers! \$49,500



36' CATALINA SLOOP, 2001
Better than new! Extensive upgrades include Avon RIB with 15hp OB. \$119,500



36' ISLANDER SLOOP, 1981
Meticulously maintained! New Universal diesel, new upholstery. Many upgrades. \$69,500



35' CAL CRUISING SLOOP, 1974. Hard to find cruiser w/big interior. 90 hours on rebuilt Perkins. 2 fuel tanks hold 170 gals. \$39,000



35' ALLIED SEABREEZE, 1964
Classic Plastic with beautiful lines. In great condition. Yanmar diesel. \$29,500



32' DOWNEAST, 1976
Clean pocket cruiser. Low hours on new Volvo diesel! \$45,000



33' RANGER SLOOP, 1974 & 1978 Tall rig, race sail inventory, new mast and standing rigging. Zodiac & outboard. \$13,500 & \$16,000



30' BABA CUTTER, 1983
Low hours on Yanmar diesel. Serious seller, priced right! \$47,500

Some boats shown may be sisterships.

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Hunter 45, 2006
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Sabre 34, 1983
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Morgan 41 Out Island
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REDUCED



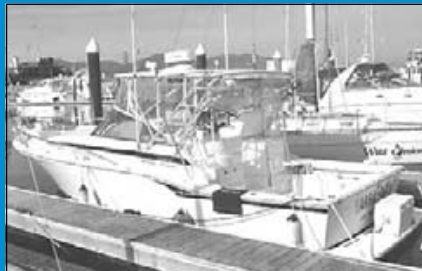
Passport 40, 1985
\$129,500



Harbormaster 37
Ideal City location. \$80,000



Ohlsson 41
\$34,950



Blackfin 31, 1997
\$145,000



Bayliner 28, 2000
\$57,000/offer



Californian Aft Cabin 36, '83
\$74,900



Trawler 34, 2001
\$173,000



Islander 30 Mark II
\$9,000

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C&C 115 — Bob Grieser Photo

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CALENDAR

Non-Race

Feb. 1-3 — San Francisco Ocean Film Festival celebrates the sea with films that increase awareness and conservation. \$10 per program or \$60 for a Festival Pass. Info, www.oceanfilmfest.org.

Feb. 3-27 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or www.baads.org.

Feb. 5-Apr. 29 — Boating Skills and Seamanship course taught by USCGA Flotilla 12 at Sausalito Cruising Club, Tuesdays 7:30-9:30 p.m. \$75 fee. For info, contact Margrit at (415) 924-3739 or margritkeyes@sbcglobal.net.

Feb. 6-27 — 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.

Feb. 6, 20 — 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.

Feb. 7, 21 — Sailing Adventure Lecture Series sponsored by Ventura Maritime Foundation at City Hall, 7:30 p.m. Speakers Nigel Calder and Quintin Hoard share their wisdom. \$15 per lecture or \$50 for the series. Info, (805) 794-1747.

Feb. 9 — First Aid/CPR class at Sailing Education Adventures HQ at Fort Mason, 9 a.m.-4 p.m. Stick around for a fire extinguisher lesson, potluck dinner and flare demo. Membership required but only \$75 per year. Info, www.sailsea.org.

Feb. 9 — Open House/Open Boat Weekend at Sail California in Alameda and Newport Beach, and Sail Northwest in Seattle. Come check out the new J/122. Info, www.sailcal.com.

Feb. 11 — Electrical seminar for the Singlehanded TransPac at Richmond YC, 7:30 p.m. Info, www.sfbaysss.org.

Feb. 13-Mar. 19 — Boat Smart class by Diablo Sail & Power Squadron in Antioch. Info, call Gwin at (925) 934-0709.

Feb. 14 — If you don't have a Valentine, check out the next listing. If you do, take them for a romantic sunset sail.

Feb. 14 — Single skippers and crew of all skill levels are invited to the Single Sailors Association monthly meeting at Oakland YC, 6:30 p.m. Info, www.singlesailors.org.

Feb. 16 — *Messing About in Boats for 80 Years*, with Jack Sutphen book signing with Dennis Conner's 'coach', Jack Sutphen, at the Spaulding Wooden Boat Center in Sausalito, 2-5 p.m. Info, www.spauldingcenter.org or (415) 332-3179.

Feb. 17 — Join an SF Maritime Park Ranger for a free tour of the unique collection of small craft berthed on Hyde Street Pier, 9:30 a.m.-2:30 p.m. Info, (415) 447-5000.

Feb. 20 — Full lunar eclipse on Wednesday night.

Feb. 21, 1779 — Captain James Cook, or what was left of him, was buried at sea off the Sandwich Islands.

Feb. 21-Mar. 27 — Boat Smart class by Diablo Sail & Power Squadron in Walnut Creek. Info, call Gwin at (925) 934-0709.

Feb. 23 — Pacific Cup Seminar II covering downwind driving, weather, rigging and more, California Maritime Academy in Vallejo. Info, www.pacificcup.org or (510) 522-2200.

Feb. 24 — Pacific Cup Safety at Sea Seminar. US Sailing certified lectures and demos on liferafts, flares, fire, etc. Info, www.pacificcup.org or (510) 522-2200.

Feb. 24 — San Rafael YC Nautical Flea Market, 9 a.m.-noon. Info, (415) 456-4684 or foggyminded@sbcglobal.net.

Feb. 24 — Santana 22 Owners Celebration, Bay View Boat Club, 5 p.m. Call Sally at (415) 824-1563 for info.

Feb. 29 — Take advantage of 'Leap Day' and go sailing.

Mar. 1 — Sail-a-Small-Boat Day. Free rides in a variety of small sailboats at Richmond YC, 11 a.m.-4 p.m. Wear something warm and waterproof — like a wetsuit — and bring a

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CALENDAR

PFD and a change of clothing. Info, www.richmondyc.org.

Mar. 1 — How the Tides Work for You presentation by Kame Richards at the Bay Model in Sausalito, Noon. Boaters can learn how to use the Bay's currents. \$15 cash donation. Reservations, jimtantillo@comcast.net or (408) 263-7877.

Mar. 2 — Mariners' Sunday at St. Luke Presbyterian Church, San Rafael. An ecumenical service dedicated to mariners with the St. Francis YC Sons of the Sea Chorus singing traditional nautical hymns. 10 a.m., brunch available after at Loch Lomond YC. Info, (415) 454-0758.

Mar. 9 — Berkeley YC Annual Swap Meet — the first big nautical flea market of the year. Info, nickmason@wecker.com or (510) 714-2071.

Apr. 3 — Latitude 38 Spring Crew List Party at the Golden Gate YC, 6-9 p.m. \$7. Info, www.latitude38.com.

Apr. 16-20 — Strictly Sail Pacific, Jack London Square. As the West Coast's really big all-sailboat show, this is a must-see for sailors. Info, www.strictlysail.com.

May 6-22 — Boating Course by Marin Power & Sail Squadron in Novato on Tues. and Thurs., 7-9 p.m. Textbook \$50. Info, (415) 924-2712.

Racing

February, 1978 — It Was Thirty Years Ago, from the Sightings article *The Bigger They Are, the Harder They Boom:*

For the Aussies Down Under, it's the big racing season. It's time for the Southern Cross Series, with its most famous race, the Sydney to Hobart Race.

It was rough for the American boats *Kialoa* and *Windward Passage*, who are chasing each other around the world pushing the other on to greater records. Although the race was described as the roughest in history, the two American maxis got the worst of it in a warm up race. There was this little mix up over a right of way and the 73-ft *Passage* poked her bowsprit right through the side of the 81-ft *Kialoa*. Hit her good, too. Knocked two crew overboard and trapped *Kialoa's* owner under the wheel for awhile. About \$10,000 damage to each boat. Big boats, big bucks.

Kialoa by the way, did take the Hobart Race, edging *Passage* by a few hours for first-to-finish honors. That's it from the big boat world.

Feb. 20-Mar. 1 — San Diego-Puerto Vallarta Race, a 1,000-mile downwind race followed by MEXORC. See www.sdy.org/pv for details.



LATITUDE / LADONNA

Doesn't matter who your crew is, as long as someone of the feminine persuasion is at the helm during Island YC's Sadie Hawkins Race.

Feb. 23 — Island YC Sadie Hawkins Race on the Estuary. Woman skipper, full crew. Chowder Challenge afterwards. Joanne McFee, (510) 521-7442 or iycracing@yahoo.com.

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The New J/122

These three words, '1st in Class' have already been found next to 'J/122' many times after the recent introduction of this latest performance J/Boat. Starting right here on San Francisco Bay with the 2007 Big Boat Series where the brand new J/122 TKO took her class in IRC 'C'. But it's not a local phenomenon, the J/122 has won on the East Coast in events such as the Manhasset Fall Series and in Europe where the J/122 dominated the 2007 RORC IRC series with six firsts.

Bring the J/122 home to the family and you'll likely be nominated '1st in Class' by your spouse and kids. For not only will they enjoy the silverware from the race weekends, they'll enjoy the comfortable sailing motion and the spacious, relaxing accommodations below. Like all J/Boats, the 122 is a sailboat first but it doesn't leave the rest of life's pleasures ashore. Both the two or three cabin layout will make for very agreeable cruising for the whole family.

The J/122 is well balanced, has proven performance under IRC and will excite any passionate sailor. Give us a call and have a look at the latest from J/Boats.



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Saturday, February 9 & Sunday, February 10

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FAX (206) 286-1353

CALENDAR

Feb. 23 — Coyote Point YC's Jack & Jill Race. Info, (650) 347-6730 or regatta@cpyc.com.

Mar. 1-2 — Spring Keel Regatta, Cityfront. StFYC, (415) 563-6363 or raceoffice@stfyc.com.

Mar. 6-9 — Heineken Regatta, St. Maarten, West Indies. One of the world's great fun regattas — and some of the wildest parties. Ouch, my liver! Visit www.heinekenregatta.com.

Mar. 6-9 — Acura Miami Grand Prix, Premiere Racing Events. www.premiere-racing.com.

Mar. 8-9 — Big Daddy Regatta, a Bay Area classic that shouldn't be missed. Richmond YC, (510) 237-2821 or www.richmondyc.org.

Mar. 28-29 — Corona del Mar to Cabo Race, an 800 mile downwind dash. Balboa YC, www.balboayachtclub.com.

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

July 14-19 — 15th Biennial Pacific Cup. For details on the race and seminars, visit www.pacificcup.org.

Midwinter Regattas

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

BALLENA BAY YC — PMS Series: 2/16, 3/22, 4/19. Dan Watson, (415) 531-8910 or race@bbyc.org.

BERKELEY YC — Midwinters: 2/9-10, 2/24. Bobbi, (925) 939-9885.

BERKELEY YC — Chowder Races: Sundays through March except when it conflicts with above. Tom, (510) 652-6537.

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

CORINTHIAN YC — Midwinters: 2/16-17. Sharon Barr, (415) 435-4812 or rearcommadore@cyc.org.

ENCINAL YC — Jack Frost Series: 2/9, 3/8. Charles Hodgkins, rearcommadore@encinal.org.

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

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

REGATTAPRO — West Marine Winter One Design: 2/9. West Marine Winter Keelboat: 2/2. Jeff Zarwell, (415) 595-8364 or jzarwell@regattapro.com.

RICHMOND YC — Small Boat Midwinters: 2/3, 3/2. Sue Hubbard, (510) 235-0184 or www.richmondyc.org.

SANTA CRUZ YC — Midwinters: 2/16, 3/16. Info, (831) 425-0690.

SAUSALITO YC — Sunday Midwinters: 2/3, 3/2. Paul Adams, (415) 269-1973 or race@syconline.org.

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

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

SOUTH BEACH YC — Island Fever Midwinters: 2/16, 3/15, 3/24 (makeup). Info, www.southbeachyc.org.

TIBURON YC — Midwinters: 2/9, 3/1. Otto, (415) 388-9094 or pando@sonic.net.

VALLEJO YC — Tiny Robbins Midwinters: 2/9, 2/23. Info, (707) 643-1254.

Mexico, The Season Ahead

Feb. 5 — Pacific Puddle Jump Kick-Off Party at Rick's Bar in Zihuatanejo from 2-5 p.m. *Latitude 38* and Rick's Bar

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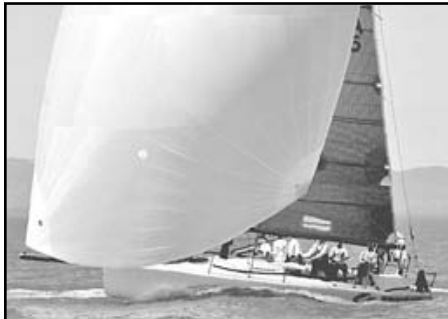
Asking **\$629,000**



**Catalina 470,
1999, Vitrum**

The 470 is the flagship of the Catalina Fleet. *Vitrum* is in great condition, with many nice equipment add ons.

Asking **\$279,000**



**Melges 32, 2007
Stewball**

Superior racer with a BIG high performance attitude. For much fun and excitement take a sail on the wild side!

Asking **\$134,900**

**One Design 35
Hull #18
Double Trouble**

This boat is RACE READY with an impressive record, truly turn-key, just add crew!

Asking **\$94,900**



J/120, 1998 Hot Tamale

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! Asking **\$199,900**



Andrews 56, 1992 Cipango

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Hunter 450, 2000, Fall Asea

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Andrews 56, 1994, Charisma

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45' Hunter 450, '00, <i>Fall Asea</i>	Reduced! \$209,000	35' J/105, '99, Hull #235, <i>Life Is Good</i> **.....	Reduced! \$99,000	29' Back Cove, '06, <i>Serendipity</i> *.....	New Listing \$199,000
44' J/44, '90, <i>BJ</i> **.....	\$275,000	35' J/105, '02, Hull #523, <i>Streaker</i>	\$139,000	29' Cobalt 29, '01**.....	\$76,000
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CALENDAR

team up to host the first of two get-togethers for South Pacific-bound cruisers. It gives everyone a chance to compare notes and finalize radio skeds, and also gives *Latitude's* Andy Turpin a chance to interview you and take your photo for the magazine. Open only to people who are Puddle Jumping this year. For details, email andy@latitude38.com.

Feb. 8 — Pacific Puddle Jump Kick-Off Party at Vallarta YC in Nuevo Vallarta from 2-5 p.m. *Latitude 38*, Paradise Marina and the Vallarta YC team up to host the final get-together for South Pacific-bound cruisers. For details, email andy@latitude38.com.

Mar. 1-8 — The 16th Annual Banderas Bay Regatta has expanded to a week of 'friendly racing for cruising boats'. The sailing conditions and the Paradise Marina venue couldn't be better. Everybody plays it safe because they're sailing their homes, and the entry is free. It's the perfect time and place to have family and friends fly down and join you in the tropics. In fact, you'd have to be nuts to miss this one. The Regatta is part of the month-long Festival Náutico Vallarta. For details, visit www.banderasbayregatta.com.

April 11-13 — La Paz Bay Fest. This will be the fourth year for this descendant of the (in)famous La Paz Race Week. An event for cruisers that includes races, potlucks, cruising seminars and other fun activities for the family. More info on Bay Fest 2008 will soon be found at www.clubcrueros.org.

May 1-4 — Loreto Fest and Cruisers' Music Festival. This classic Baja event, started to clean up Puerto Escondido, draws a very large crowd of cruisers and Baja land-travellers for a chili cook-off, dinghy races and other water activities, the Candeleros Classic race, and lots of participant-created music. The goals are to have fun and raise lots of money for Mexican charities in Puerto Escondido and Loreto. Visit www.hiddenpartyachtclub.com.

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

February Weekend Currents

date/day	slack	max	slack	max
2/02Sat		0039/1.1E	0348	0638/1.8F
	0921	1247/3.8E	1702	2016/2.9F
	2324			
2/03Sun		0131/1.3E	0435	0726/2.1F
	1010	1335/4.2E	1744	2055/3.2F
2/09Sat	0251	0529/3.4E	0846	1141/3.0F
	1436	1742/4.2E	2110	
2/10Sun		0012/3.5F	0323	0612/3.7E
	0937	1232/3.0F	1532	1829/3.7E
2/16Sat	0255	0550/2.2F	0835	1206/4.6E
	1617	1933/3.6F	2246	
2/17Sun		0105/1.7E	0402	0656/2.5F
	0939	1309/4.9E	1711	2024/3.9F
2/18Mon		0202/2.1E	0459	0754/2.9F
	1038	1404/5.1E	1759	2108/4.1F
2/23Sat	0234	0517/3.6E	0852	1142/3.1F
	1445	1732/3.6E	2108	
2/24Sun		0000/3.1F	0305	0555/3.6E
	0938	1227/2.8F	1535	1813/3.0E
	2142			

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LETTERS

↑↓ HE OWES US ALL AN APOLOGY

I was pretty surprised to see Evan Dill's update in the November *Changes* section, where he blamed cruisers in the northern Sea of Cortez for breaking into his Crowther 48 cat *Java* in Puerto Don Juan, where he'd left her unattended at anchor for several months. In my opinion, his accusation was not only unfounded, it was insulting.

There is a lot of traffic in and out of PDJ. For example, local fishermen come in to clean their catch, and everyday there are perhaps a half dozen sportfishermen who come in to take a break and have a swim. On the weekends, PDJ is a destination for Mexican tour *pangas* that bring people out from Bahia de Los Angeles for a day on the water.

Most days there are also a few cruising boats anchored in



GOOGLE EARTH / NASA

'Java' was anchored and unattended in Puerto Don Juan when the theft occurred.

PDJ. However, several times this summer we passed the entrance to PDJ and could see *Java* at anchor alone. With no other cruising boat nearby to watch over her, what's to stop a group of rowdy 20-somethings, down from San Diego for a weekend of fishing, from going aboard and having a look around?

I'm not trying to blame someone else specifically, I'm simply saying that for Evan to blame cruisers for his loss is insulting. After all, he left his boat anchored unattended in a hurricane hole. If a hurricane had come along and driven his boat ashore, you can be sure that it would have been cruisers who would have saved his boat from looting.

Due to the pressures of weather — violent thunderstorms with wind gusts in the 60s, daily temperatures in the 90s, and, of course, the threat of the odd hurricane — cruisers in the northern Sea of Cortez are a smaller and closer knit group than high-season cruisers on the mainland. As a result, they are very supportive and protective of each other. I call on Evan to apologize to the summer northern Sea of Cortez cruisers, as they don't deserve to be accused of the theft of his gear.

John Gratton
Nakia, Hans Christian 33
Mazatlan, Sinaloa

↑↓ I TRUST MY FELLOW CRUISERS AND THE UNIVERSE

First, let me apologize to John Gratton of *Nakia* and any other cruisers who were offended by my observations of who I thought had stolen stuff from my boat while she was at anchor at Baja's Puerto Don Juan anchorage this fall. My intention was not to point a finger at any group of people, but rather draw a possible conclusion that I came up with based on the evidence. So let me share the facts of the matter, and let everyone draw their own conclusions.

I left my Crowther 48 catamaran *Java* unattended at Puerto Don Juan for seven weeks. Before I left, I placed a sign on the companionway door explaining, in English, how to get inside my boat. I did this because I knew that should any threatening weather — in the form of hurricanes or *elephantas* — approach, many cruising boats would flock to Puerto Don Juan for protection. I also left diagrams of the placement of my three anchors, their scope, and instructions on how to start

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LETTERS

my engine. I gave instructions on how to raise the anchors if *Java* presented a threat to boats anchored nearby.

As it happened, George of *Southern Belle* did enter my boat and look at the provided information, as about 25 boats had



ELECTRONIC / RICHARD

"I trust my fellow cruisers . . . and the Universe."

come to Don Juan preparing for a hurricane — that thankfully never hit.

I'd like to think that the fact that I left this message on my door should prove to everyone how much I do trust my fellow cruisers . . . and the Universe.

When I returned to *Java*, everything initially appeared to be as I left it. Nothing was ransacked, there were no open cabinets, no obvious problems. It wasn't until I started looking for things that I noticed what was missing. In fact, now that I'm on the hard in La Paz doing repairs, I'm finding

more stuff that's missing. Here is the most current list:

- 1) One laptop computer — although the older one with my navigation software wasn't taken.
- 2) Two handheld GPSs, one that had been in the salon, and an unused one in a cabinet.
- 3) One handheld VHF radio, taken from the salon.
- 4) Two rigging knives, one hanging by door and the other tucked away.
- 5) Two snatch blocks, also one hanging by the door and the other tucked away.
- 6) Two Hella 12-volt fans that were carefully removed, with their bases, from two cabins.
- 7) Some \$800 in cash that I'd attempted to hide in my clothes in a cabinet.
- 8) Some miscellaneous lubricants, such as LPS sprays, that are hard to find in Mexico.
- 9) A Dremel tool set and epoxy pump kit for West System Epoxy.

It seems to me that what's even more telling are the items that were not stolen, despite being in plain view:

- 1) A 5-hp Mercury outboard that had been stored in the salon.
- 2) Three spear guns and two fishing poles.
- 3) A VHF radio, radar, and ham radio — all of which simply sat on shelves and weren't built in.

4) Surfboards, a kite board, a paraglider, a scuba regulator, beer, wine and liquor, and hand and battery-operated tools.

Based on what was and wasn't taken, my conclusion was that the thief knew what he/she wanted, and that it didn't appear to be the work of *panganeros*, "rowdy 20-somethings from San Diego," sportfishers or tourists. What conclusions would others have drawn?

Evan Dill
Java, Crowther 48 catamaran
La Paz, B.C.S.

IT'S TIME FOR ADVENTURE IN MY LIFE

I've been trying to locate contact information for the owner or captain of the Herreshoff 72 ketch *Ticonderoga*. Due to your mention of the boat in *Latitude*, your website popped up. Could you please provide me with contact information for



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1990	46'	Wylie, <i>Stardust</i>	\$349,000	2002	40'	C&C 121 Xpress, <i>Anasazi</i>	\$215,000
1983	46'	Swan Hull #1, <i>Equity</i>	SOLD \$280,000	2006	37'	Delphia.....	Base price \$152,127
1987	42'	Hinckley SW, <i>Alcyone</i>	\$297,800	2002	35'	J/105, <i>Cheetah</i>	\$124,900
2005	42'	Renzo PT Runner 4.0.....	Call for pricing	2001	35'	J/105, <i>Odin</i>	SOLD 129,600
2006	42'	Renzo Express 4.0.....	Call for pricing	2004	34'	J/109, <i>Zephyr</i>	SOLD \$225,000
2006	42'	Renzo Coupe 4.5.....	Call for pricing	2007	33'	Cross Current, <i>Electra</i>	Call for pricing
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1993	42'	Hunter Passage, <i>Dock Party</i>	\$108,000	1979	32'	Lobster/swordfish, <i>Amber K</i>	\$60,000
2007	40'	Delphia.....	Base price \$203,206	1984	29'	J/29, <i>Zulu</i>	\$25,000
1998	40'	J/120, <i>Scamp</i>	\$220,000	2007	25'	Hunt Harrier.....	\$175,000

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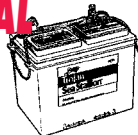
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LETTERS

the owner or Capt. Tom Reardon?

After a 31-year career, I'll soon be coming out of the military, and want to take some time off to do something fun. Based on an online story by a novice sailor who said he nonetheless caught a ride on *Ti* for the Marblehead to Halifax Race, I'd like to volunteer my services as crew on *Ti*. I'm a long time admirer of that historic boat. Despite being a landlubber of a soldier, I have a fair amount of sailing experience.

Bob Minkewicz
Planet Earth

Bob — We hope you can understand that we can't provide personal contact information. But since we spend January in St. Barth, we see Tom on Ti almost everyday, so we asked him about a novice sailor getting a ride for the Halifax Race. He thought hard for a minute, then said it didn't ring any bells with him.

What you have to understand about programs such as Ticonderoga's is that, by necessity, they have to be strictly professional. As such, Tom, who has been the captain for something like 20 years, usually starts each season with three new crew. He likes them young — 18 to 22 — and relatively inexperienced so he can train them the way they need to be trained for Ti. When they come off the boat at the end of the season, they're generally considered to be very employable.

But "volunteer" help just doesn't fit into such boat programs any more than it would with IBM or the San Francisco 49ers. The only exceptions might be for deliveries between the Northeast and the Caribbean. About 10 years ago, for example, John Beattie of Fairfax, who had spent much of the winter aboard Latitude's Big O in St. Barth, and therefore was well-known to Tom, got to crew on the delivery to the Northeast.

You also need to understand that crewing on a boat like Ti is usually more about cleaning and maintenance than it is about adventure. When it comes to big boats, crews spend the overwhelming majority of their days cleaning, sanding, varnishing and catering to the needs of guests. It's not glamorous. And when the crews get time off, you have to remember that they're young and horny, and therefore looking for some pretty wild social life. As such, it's off to night spots for them for drinks they really can't afford, and dancing on tables until 5 a.m. Just a few hours later, they need to be back sanding and varnishing. Nobody over 30 could keep up the pace.

Tom suggested that a more suitable position for an ex-military person such as yourself might be bodyguard or deck officer on a mega motoryacht. But if it's really sailing adventure that you're looking for, we've got two suggestions. Assuming that you're East Coast-based, put your name on the crew list for the Caribbean 1500 Rally from Virginia to the British Virgins that takes place in early November. Boats always need crew, and by the time it's over, you'll be a known entity to the owners of about 70 boats, some of whom surely will be looking for crew for the winter in the Caribbean. If you don't hook up with one of those, make your way down-island to St. Lucia, where over 230 Atlantic Rally for Cruisers boats arrive from the Canary Islands shortly before Christmas, many of their skippers looking for crew for the Caribbean season.

The second alternative — and the one that we think is by far the best — is for you to buy your own boat in the Caribbean and follow your own personal cruising bliss. After all, would you really want to be a crew/prisoner on a boat, being able to go only where the owner wants to go, and only being able to leave the boat when you're off duty? We sure wouldn't. You can get a big bang for your buck boat on something like a 36-ft charter boat coming out of a program in the Caribbean.



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↑↓ I BELIEVE THAT THE SKIPPER OWES US \$884 EACH

I just returned from Ecuador after answering a Crew Wanted ad posted by a woman skipper. It turns out that the gal is, in my opinion, a nut job and a drunk. Matt Olson and I answered the ad, and the woman said that if we came ASAP, she'd get us to Mexico, as there was a weather window.

To make a long story short, I had to buy a return ticket to the United States at a cost of \$884. Matt, however, is stranded in Canoa, Ecuador. I believe the woman at least owes us return airfare. After all, it was her fault that we didn't leave on schedule.

Dave Hohman
Planet Earth

Dave — We're sorry that things didn't turn out for you and Matt, but we do our best to warn everyone that the world of Crew Lists — like the world of internet dating — is as unregulated as it gets. That means everyone has to be diligent in vetting all possibilities, and always expect the worst while hoping for the best.

If we were looking for a crew position and the skipper told us to hurry from the United States to Ecuador because there



ELECTRONIC / RICHARD

Don't take off on any crewing adventure without a pile of mad money to get you home.

Let your dreams of adventure run roughshod over your common sense. Similarly, your complaint that you didn't "leave on schedule" is a bit naïve. What cruising boat ever left on schedule?

As for your opinion that the skipper is a "nut job and a drunk," we can only imagine what she'd say about you. Maybe you're right, but there's no way for us to take sides in 'he said, she said' situations, particularly when we don't know any of the people involved.

Let this be a cautionary tale for all — before anyone flies off to a distant port to join an unknown boat and skipper, they should, at the very least, get recent letters of recommendation from previous crew, as well as a report from neighbors on the general condition of the boat and captain. If the skipper looking for crew isn't willing to provide these, you've got to be skeptical of how good an opportunity it is. And no matter how glowing the report on the skipper and boat, we'd always assume that things might go bust and that we may have to pay for to get home.

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Photo: Laura Watt



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LETTERS

↑↓ WHERE IT'S AT IS WHERE IT'S AT

In the December *Letters*, John Hill writes that his GPS missed the prime meridian by a couple hundred feet. You suggest that the folks at Greenwich might create a new 'accurate' line. I believe that the line was set and accepted, and therefore any instrument that doesn't find where it actually is, is the one in error. The prime meridian is where it is!

George Dresbach
Nevada City

George — When you're cruising close to the coast of Mexico and the GPS shows that you're two miles inland, is it the GPS that's in error, or is it the charts that are based on positions inaccurately plotted more than 100 years ago?

↑↓ I'M A STICKLER FOR TRIVIAL DETAILS

John Hill was correct in his December letter when he stated that his GPS would not match the Greenwich Observatory's Prime Meridian line. And *Latitude's* response to Hill's question was a good one — and I say this as an engineer and GPS-aholic who is therefore a stickler for details that are sometimes trivial.

A couple of observations:

1) If Hill's measured position was 088" W, which direction is 0°. I'd say east, not west. It was probably a typo. In addition, a GPS cannot read 088", as it would be 88 seconds. Hill was most likely reading 0.088 minutes — or 08.8 seconds.

2) Hill didn't indicate what type of GPS he used, nor what its EPE (estimated position error) was at the time. When comparing multiple GPS in my area, they seldom read the exact same values. But . . .

3) . . . the location of the line at Greenwich is not the prime meridian that the GPS is based on. Enter the title *Plotting the Globe* at <http://books.google.com> for an extract from the book by Avraham Ariel and Nora Ariel Berger that explains it.

It's also very important to remember that the GPS datum — usually WGS84 (1984) — be matched to any other reference material you are using, as you stated in response to a letter in October of '97.

Jack Everett
Lemon Drop, Challenger 24
Sausalito

Jack — We were just taking a wild guess in our response. Since you think so highly of it, we'll repeat it here:

"We presume, although aren't certain, that there's a very simple explanation, and that it's the same one that results in GPS charts not corresponding with reality in various places in Mexico. The problem is that the charts, which were based on less-accurate pre-GPS navigation methods, are simply wrong. If this is true, we think the folks at Greenwich should create a new, accurate line, and then use both the old and new to show how navigation accuracy has improved over the years."

As for your being a stickler for trivial details, we'll agree, as anyone who can remember anything we wrote 10 years ago would have to be.

↑↓ THE CABO STORM OF 25 YEARS AGO

Latitude's request for firsthand information on the Cabo Storm of 25 years ago got us going. The morning after the storm, our schooner *White Cloud* was one of only eight cruising boats still at anchor at Cabo's Outer Harbor. Here's our story — and more.

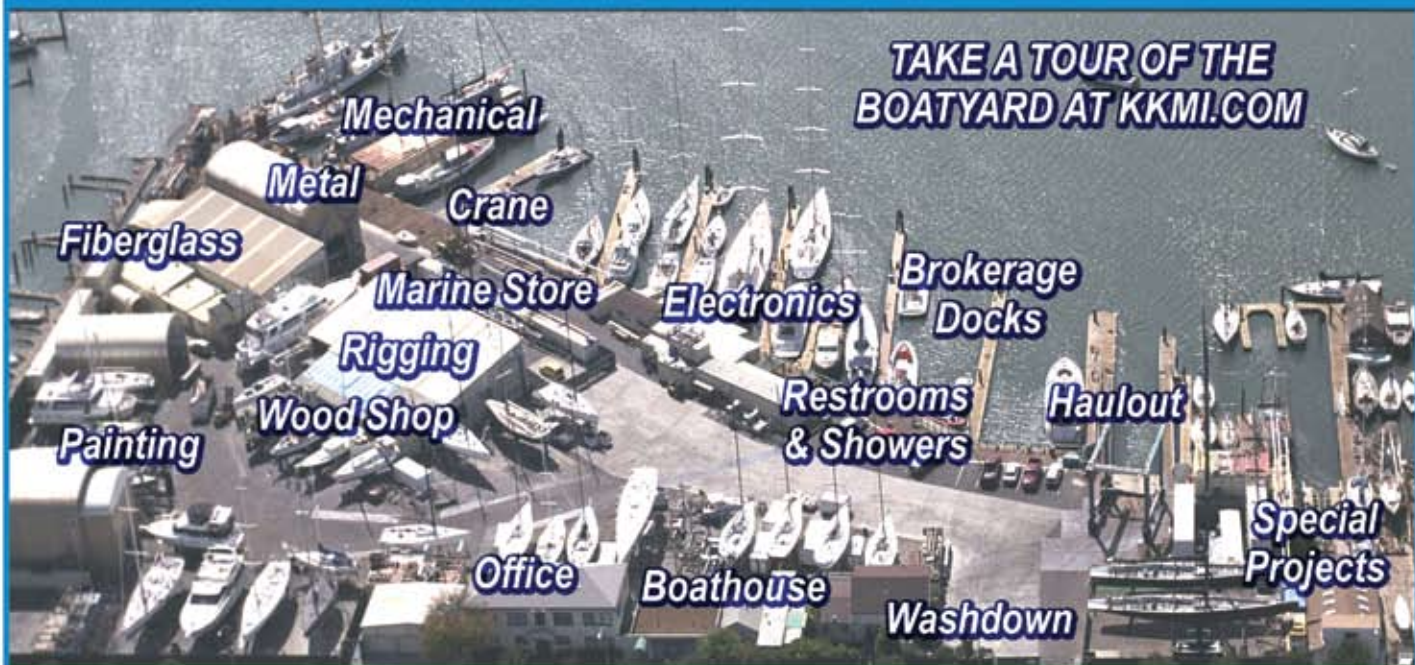
It happened on December 7 — Pearl Harbor Day — of 1982. Cruising was very different back then, as there were just two

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LETTERS

sources of weather information, neither of them very helpful. First, we could all listen to the Coast Guard's High Seas Weather, but that didn't tell us much about conditions in our part of Mexico. Weatherfaxes were also available, but only on expensive, dedicated machines that nobody in the cruising fleet could afford. They didn't provide much useful information anyway, as the isobars on the faxes were too far apart, there



LATITUDE / RICHARD

More than 30 boats were washed up on Cabo's beaches during the '82 storm.

was nothing in them for the Sea of Cortez, and no one on the airwaves was able to interpret how the highs and lows moving across the mainland United States would affect the weather in southern Baja. So there was neither the technology, nor

a Don Anderson — or anyone even remotely like him — giving good weather forecasts. Indeed, about a month before the Cabo Storm, we'd set out from Cabo to Mazatlan and got hit by a Norther that blew a steady 35 knots for two days. If that was going to happen today, we'd have gotten plenty of advance warning.

Ham radio was the only method of long distance communication available in those days, but most cruisers didn't have licenses, so they could only listen. It's true that there were SSB radios also, but they were so expensive that they were only found on large powerboats and commercial boats. Each day at 7:00 a.m., an ex-pilot would get on the 40-meter ham net and do his best to interpret the Coast Guard High Seas Weather forecasts and apply them to the Sea of Cortez. The 20-meter Mañana Net, which came on about 11 a.m., gave no weather forecasts back then, and was used mostly for long distance communication and ham phone patches to cruisers' families back in the States.

It's also important to remember that in December of '82, nobody had heard the term 'El Nino'. After the winter of '83, when storm after storm lashed the Southern California coast, it became a household word. After that, nobody on a boat could sit in the Outer Anchorage of Cabo and say to themselves — as we did in '82 — "it always blows offshore at this time of year."

On that fateful day, about 35 cruising boats were anchored bow and stern along the beach, in two rows, quite close together, in 25 to 50 feet of water. A dozen sportfishers sat on big moorings farther out, in about 90 feet of water. There was no marina in the Inner Harbor at the time, although the area had been dug out and sea walls put in place. Perhaps 15 or 20 boats were anchored in there, but the holding was poor because of all the construction going on.

There was unsettled weather all day on the 7th, but nothing that seemed really threatening. Then about 4 p.m., a 25- to 30-knot squall came through from the WSW, meaning it hit all the boats on the beam. It was enough to make us all a bit nervous, but the anchorage was protected from that direction, so no boats dragged. A guy on a powerboat with a weatherfax came on the local VHF net afterward and said that we could expect more squalls like that during the night. Most of us battened down, put dinghies on deck, checked ground tackle,

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LETTERS

and stayed put, but there might have been one or two boats that left. Just before dark, the wind started to come up from the SSE — right into the open part of the bay — meaning we were all now on a lee shore. Two boats moved into the inner harbor, and a couple more went out to sea. The rest of us stayed put, thinking that it was just another squall.

But the wind didn't die as expected. Instead, it built to gale force in less than an hour. Soon after, it was blowing a solid 40-45, with gusts to 55 knots. Waves built to an estimated 14 feet and were breaking. Everyone knows the story of what happened after that.

The blow lasted for about eight hours before it even started to lay down. Twenty-seven cruising sailboats and several other vessels were driven ashore that night. Six were refloated; the rest were total losses, some leaving hardly a trace. Many skippers tried to get their boats out after their anchors dragged or chains snapped, but almost none of them made it. Because of the size of the waves, sailing out was all but impossible. For most boats, motoring was impossible, too, as the water was quickly covered with debris that clogged engine water intakes, and loose lines fouled props. The schooner *Elias Mann*, well known in Puerto Vallarta today, was one of the lucky few to make it out that night, charging dead into it with her powerful motor. A few others did too, but encountered even worse conditions at sea.

There were some curious aspects of the disaster. For instance, the crew of a Hans Christian that was anchored in about 15 to 20 feet of water, watched helplessly as their anchor windlass was ripped off the deck — but then jammed in the bow roller. They spent the night bouncing their keel on the bottom in the troughs, but were still there the next day. The name of that boat was *Miracle*. Another survivor, also in that row of boats closest to the beach, was named *Karma*. What does that tell you?

After the shock wore off and the salvaging was complete, many of us spent hours talking about that fateful day and night, of what we did right, what we did wrong, and how the whole thing might have been avoided. Certainly the weather forecasts at the time did not alert us to a rapidly developing storm just offshore. But to this day, 25 years later, we tell people that the desire to anchor close to the beach and, most of all, sheer inertia, were the things that got us caught in the Cabo Storm.

May it never happen again!

By the way, we first met the publisher of *Latitude* when he came down to interview the survivors, and to meet the crew of his Freya 39 *Contrary to Ordinary*, who arrived a day or two later, not knowing why so many boats were on the beach.

Paul and Susan Mitchell
Elenoa, 36-ft steel cutter
The Seven Seas

Paul and Susan — As many readers know from a story we published about them in the July Latitude, Paul and Susan continued cruising White Cloud for a number of years before they had to abandon her in the Coral Sea. They subsequently purchased their 36-ft steel cutter Elenoa in Australia and, after 25 years, are still cruising.

↑↓ TO LEAK OR NOT TO LEAK

As an avid mariner and a longtime reader of *Latitude*, I take serious issue with a statement in the January *Loose Lips* that said stuffing boxes — cutlass bearings — should be set up not to leak at rest. This is extremely dangerous advice.

Several years ago, I replaced the packing in both shaft



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bearings on a Grand Banks trawler, setting them up tightly enough to stop the drip at rest. Three days later, in the middle of the night off Mag Bay, there was a tremendous crash when the starboard bearing seized and nearly tore the starboard engine off its mounts.

I was later informed by a knowledgeable person that these bearings must drip at least six drops per minute in order to lubricate the shaft and prevent overheating and seizing. There is no distinction between at rest and cruising.

Frank Taylor
San Diego

Frank — As you found out the hard way, a traditional shaft log must drip while the prop shaft is turning, which helps cool and lubricate the bearing surfaces. However, when the shaft isn't turning, most experts think there is no reason for the shaft to leak. For example:

"Done right, on a properly installed and aligned engine, the packing will not leak when the shaft is at rest. When the shaft is turning, two or three drops a minute are needed to keep the shaft lubricated." (Nigel Calder, Marine Diesel Engines, third edition, 2007)

"A properly adjusted stuffing box can be watertight when the shaft is stopped, but it must drip when the shaft is turning. Two or three drops per minute are adequate." (Don Casey, Complete Illustrated Sailboat Maintenance Manual, 2005)

But to be fair, we did find one expert who agreed with you:

"When the flax has bedded in, it should be adjusted for a rate of one or two drips a minute when the shaft is still. When the shaft is turning, of course, the rate will be somewhat greater." (John Vigor, The Practical Encyclopedia of Boating, 2004)

The problem far more prevalent than counting how many drops per minute are coming through a shaft log is ignoring it completely. Most shaft logs leak far more than they should, which can lead to all sorts of problems — especially if your bilge pumps stop working. On top of that, even if you are concerned enough to check regularly, some shaft logs are so hard to get at that they require special tools and/or professional attention to adjust or repack. This is doubtless the reason that dripless shaft logs have long been gaining in popularity.

↑↓ DESPERATE MEASURES FOR DESPERATE PEOPLE

Wow, it was amazing to see that 10 Cubans would risk their lives drifting on raft just trying to get away from Cuba! I'm referring to the December 14th *'Lectronic* photo taken by Rod



ROD WILLIAMS

Williams at San Pedro Reef in Belize. Most of us wouldn't even think of going a few miles offshore in our seaworthy boats. I go offshore often, but only with a huge respect for the sea.

Gregory Clausen
Wisdom
Santana 30/30
Marin

The United States isn't perfect but not many Americans are fleeing to Cuba in rafts like this.

Gregory — That 10 people would risk their lives trying to drift to freedom on that pathetic raft is a pretty strong indication of what some Cubans think of life under Fidel and now Raul. It's also noteworthy that the number of Cubans caught trying to enter the United States in '07 — 400 of them in one weekend



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alone — is at a 13-year high, suggesting that Cubans don't see their lot improving anytime soon.

↑↓WHO DESIGNED THE 'FIDEL CASTRO FREEDOM 32'?

What the heck were you thinking with your editorial comments in December 14 'Lectronic Latitude' item about the Cuban refugee raft washed up on Belize? A Google search of 'U.S. - Cuba embargo', in my view, provides as much insight as to whom actually 'designed' what you call the "Fidel Castro Freedom 32." For the 13th year in the row, the United Nations General Assembly approved a resolution condemning the U.S. economic boycott of Cuba by a vote of 179-4.

I'm amazed that someone who has experienced firsthand the ongoing economic benefits accruing to the many Mexican citizens as a result of tourism has apparently missed what might have prevented the 'U.S.-designed, and George Bush-condoned, Freedom 32'?

For many years I have been extremely impressed both by your willingness to publish views contrary to your own, and by the depth of your knowledge, followed by a carefully considered, and invariably accurate responses. However, I think you screwed up big time this time around, and I suspect — hope — that most of your subscribers would agree. Nonetheless, I await my whipping, which I'm sure is coming.

Bob Smith
Pantera, Custom Cat
Vancouver, British Columbia

Bob — Cuba's problem is not that the United States won't trade with it, but that nearly 50 years ago Castro tried an economic and political system that simply didn't work. There's nothing wrong with trying something different and failing, but you need to learn from your mistakes. Unfortunately, Castro's monumental ego prevented him from admitting his error and charting a better path for the people of Cuba.

You can't make a comparison between Mexico and Cuba because they are entirely different. Mexicans coming to the United States aren't escaping anything, they're seeking economic opportunity. They're not only allowed to travel freely, but their government encourages them — wink, wink — to do so, knowing they'll send back remittances. Cubans, on the other hand, are not free to travel — which comes as no surprise, because



they don't have freedoms of speech, congregation or the press, either. They truly are trying to escape their country. What's more, many Mexicans want to — and do — return home, with money to build homes and start businesses. Nobody returns to Cuba because nobody would want to return to slavery

— which is what you've got when you're not free to leave. And even if Cubans did return and want to build a home or business, Castro either wouldn't permit it or would simply expropriate the assets.

If you survey the globe, you'll invariably find that the freer the people are politically, the better off they are economically. Which is why Iranians and Venezuelans are so impoverished, despite sitting on oceans of oil. While there are certainly many problems left to be solved in Mexico, the quality of life there has

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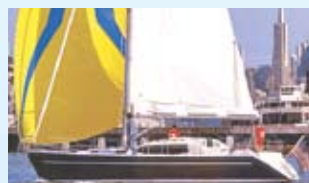
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been steadily improving for decades, while in Cuba it remains so bad that the number of people who risked their lives trying to escape last year was at a 13-year high.

As we've said many times before, we're vehemently against the U.S. policy that prohibits Americans from visiting Cuba. Indeed, we think it should be mandatory for Americans to visit, for the simple reason that it would give everyone a much better idea of exactly how lucky they are to live in the States. Since you have a Canadian-flagged vessel, Bob, we can't encourage you strongly enough to visit Cuba yourself, and see what it's like for people to live without freedom or hope. Our bet is that it wouldn't be long before you started to help them design and build two-hulled escape rafts.

↑↓ **THERE'S A DIFFERENCE BETWEEN A FIN AND A TAIL**

It's obvious that you folks at *Latitude* are sailors rather than fishermen, because you've once again confused a yellowtail with a yellowfin.



WEBB LOGG

You say potato — A yellowfin tuna . . .

of the tuna family. No matter, I wish I'd been there catching them.

Dave Schachter
Sam I Am, El Toro
Kneeland, CA

Dave — Thanks for setting us straight yet another time. In order not to make this mistake again, we're going to remind everyone on our staff that yellowfin have long, smooth snouts, aerodynamic bodies, yellow fins — duh! — and a bronze stripe that fades to yellow toward the back. It's also rare to catch one over 50 pounds in Mexican waters. Farm-raised yellowfin in Japan are sold in sushi bars around the world as hamachi. No matter if it's the farm raised stuff from 'Cipango' or the wild stuff off the coast of Baja, it's delicious raw or cooked.

Yellowtail, on the other hand, have bright yellow second dorsal fins and anal fins to go along with metallic blue bodies



WEBB LOGG

. . . looks nothing like a yellowtail jack.

that are white on the bottom. Found up to 440 pounds, the Hawaiians call them ahi which means fire. That's because when they tried to pull them aboard their boats in the old days, the ropes would smoke as they passed over the wooden rails.

Now that we know the difference between the yellowfin and the yellowtail, the only controversy left is which tastes better, and whether it's raw or cooked.

↑↓ **INEXPENSIVE 'FIXER UPPER' CATS ARE AVAILABLE**

Curt Christensen inquired about cats in the 33-ft range

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LETTERS

that cost less than \$60,000. It's difficult, but not impossible, to find cats in that range. But the ones he will find will probably require a major refit. Prout brand cats are the most abundant, and were well-built until the company went bankrupt. A 30-foot Iroquois also shouldn't be hard to find, and would most likely fit Christensen's budget. Catalac, Witness, Telstar, Endeavour, Performance Cruising, and the occasional Gemini might be found for this price, but all would



ELECTRONIC / RICHARD

It's true, older catamarans don't look like modern 'condomans'.

require work. Christensen is probably going to have to abandon the idea of getting running diesel inboards for that price. This is not necessarily a bad thing, as engine compartments and tanks require an enormous amount of space on cats under 40 feet. They also require a hole in the boat — a stuffing box — that's intended to be always leaking, and suffer far more damage than a simple shear pin if the prop hits debris. In my opinion, they offer no advantage over 4-stroke gas outboards, which are more accessible and can be removed for service. While gas rather than diesel, they are unlikely to blow the boat up, since the gas and motors are essentially outside. Outboards on the cats Christensen is looking at are also likely to be decades newer and more reliable than inboard diesels. Since you can now buy a gas generator that's quieter, lighter, and more efficient than a large alternator, it doesn't matter that diesels can charge batteries better than outboards. Catamaran designers solved the problem of mounting outboards decades ago, so dunking in heavy seas and aeration are no longer problems.

Christensen will also have to give up the biggest multihull advantage — speed — since these older cats were built like tanks. But they still have the advantage over monohulls of great space and no heeling. And while their aesthetics will also be a bit dated, at least they don't look like modern condomans. For some reason the wall of tinted Lexan on the bridgedeck of the giant new Lagoon cats, and others of their ilk, make me think of a storm trooper's helmet.

On a completely different subject, *Latitude* was wrong, as it wasn't Sterling Hayden who shot open the Coke machine in the movie *Dr. Strangelove*. It was actually Col. 'Bat' Guano, played by Keenan Wynn, who was getting Capt. Mandrake, played by Peter Sellers, a dime to call the White House and warn the President of the United States, also played by Peter Sellers. Since *Latitude's* sailing-related content is always impeccably unassailable, I had to jump at the chance to offer a correction, no matter how irrelevant.

Bill Quigley
Tatiana, Farrier 32
Columbus, Ohio

Bill — We think your analysis of older multihulls is very good, although we believe that inboard diesels are far superior — although also far more expensive — than outboards and a gas genset. Well-maintained diesels are more reliable, last longer, and get more miles per gallon. But you're right, there isn't much space for them on small cats.



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We apologize for the mistake about Sterling Hayden's role in Dr. Strangelove. We were on a particularly hot high school date the night we saw it, so our memory was apparently clouded by teenage lust.

We're delighted that you think our sailing coverage is "impeccably unassailable" but, despite our best efforts, we make more than our share of mistakes.

↑↓IT WAS 'BAT' GUANO, NOT JACK D. RIPPER

Sterling Hayden was indeed, as reported in last month's *Sightings*, a larger-than-life adventurer with many admirable qualities. His role in the film *Dr. Strangelove*, as U.S. Air Force Brigadier General Jack D. Ripper, the paranoid maniac who launches a surprise nuclear attack on the U.S.S.R., was a great performance. However, *Latitude* made a mistake. It was, in fact, the actor Keenan Wynn who, as Army Colonel 'Bat' Guano, shot open the Coke machine for coins with which Peter Sellers needed to call the President of the United States. Despite your mix-up, it was still a very funny scene, and the movie remains one of the best satires on the Cold War and the 'theory' of Mutual Assured Destruction (MAD).

Among its ironies was having Sterling Hayden portray a delusional, rabid — and impotent — anti-Communist, which he may have relished as partial atonement for cooperating with Joe McCarthy's notorious House Un-American Activities Committee, to which he confessed his brief Communist ties and "named names." Hayden later repudiated his cooperation, stating in his autobiography, "I don't think you have the foggiest notion of the contempt I have had for myself since the day I did that thing." So even great men can make grave mistakes, and live to regret them.

Anton Muzik
Zeus, Swan 391
Sausalito

↑↓HAVEN'T THEY HEARD OF THE GOLDEN RULE?

I am responding to what I consider to be the absurd letter from Frank Hubach and Jane Pitts of the Valiant 40 *Shore Loser* in the January issue. Down here they are often referred to as 'Sore Loser', a deliberate misnomer based on what many of us consider to be their nasty attitudes. Most cruisers are relaxed, loving, kind, gentle, and generous.

Frank and Jane said they came down to Baja seeking the peace, beauty and tranquility of the Sea of Cortez. Unfortunately, their pursuit of this has, in the opinion of many, been at the expense of other cruisers. Many of us have found them to be arrogant, rude, abusive and officious, and think they feel as if they own the Sea. Let me give an example:

When they were on their boat, it was not unknown for them to radio approaching vessels and advise them whether or not they were willing to share the anchorage with them! And if so, what 'rules' they would insist on. They would tell you whether or not you'd be allowed to run your generator, during what hours, and for how long. This behavior drove some of our friends from the area. As for those of us who have stayed, we find some of the couple's behavior to be hypocritical. For instance, one of the rules for their boat was that you're not allowed to drink soda pop. On the other hand, you could drink tequila to your heart's delight.

There was a big hoopla about the safety of the mooring balls when Singlar first installed them at Puerto Escondido. There is no way anyone on this planet, including Frank and Jane, could have been unaware. It had been discussed in *Latitude*, on the ham nets, and so forth. And in their letter, the couple even admitted their boat was on an "improved Singlar moor-

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ing." So there were no secrets.

In fact, there was an interesting display by Jane at the beginning of the first Loreto Fest following the installation of the mooring balls. Singlar was not yet charging to use them, so there was the usual crowd who had been around all season. A nice-looking sailboat came in with a lovely young family aboard, but when they approached a mooring near *Shore Loser*, Jane came up on deck and, in what I would describe as a scream, told the approaching boat that the mooring was unsafe. As soon as these cruisers left to find another ball, Frank took a marking pen and wrote 'Danger' on the mooring ball. When Frank and Jane left, other cruisers erased the writing.

Nonetheless, they claim that it "bothers them" that word the moorings aren't safe hasn't been getting around? And that Americans in the area who know better — meaning us — aren't telling others. What a selective memory!

The Singlar moorings are being rebuilt now. Even though the price is half of what they originally wanted to charge, it's still ridiculously high. That's why not many moorings are being used. But the high rates are no fault of the local Singlar employees, who are wonderful and caring people. They take their orders on things like the prices from Mexico City, and they abide by Mexican law. They did not deserve the wrath Frank and Jane showered on them.

Shore Loser was not the first cruising boat broken into, and I doubt it will be the last. Unfortunately, stuff like that happens all over the world. The owners of other boats that have been plundered in the Puerto Escondido area came down and took care of business, filing their reports. But unlike Frank and Jane, they didn't see fit to blame the surrounding community.

Why do Frank and Jane feel it necessary to impeach everyone in the Puerto Escondido area? We don't know who they think they are in Berkeley, but down here in Mexico, we're all 'in the same boat'. If they had suffered a similar loss in a marina in the States, the marina would not have been held responsible, nor would it have been expected to make restitution. That's what insurance is for! Furthermore, they want to take action against Singlar and Singlar employees when it's my understanding that they haven't even paid for their mooring in two years!

As for the couple not getting support from local cruisers and members of the nearby land communities, their unfortunate loss was not "an emergency." And this community has not changed. Had it been a genuine emergency — as in the sinking of a boat or a life in peril — there would have been an immediate response. In past real emergencies, locals on boats and shore have come crawling out of the woodwork to assist. It happened with *The Cat's Meow*, the *Joan D III*, *La Tortuga*, our own *Cat House*, and with Victoria the Canadian kayaker. The list of rescues and attempted rescues goes on and on. How is it that Frank and Jane don't realize that the lack of response from the local community has everything to do with the way the members of the local community feel they have been treated by them. Haven't they ever heard of the Golden Rule?

As for their derogatory comments about the people who live in Juncalito, ours is a warm community, and we love having people come and stay in 'our' bay. We are people who have chosen to live a little rustically — with no electricity, for example — and, yes, we have our share of characters. But we're not a group of pirates or outlaws, as Frank and Jane tried to portray us. The residents of the Juncalito area, whether Mexican or gringo, have always gone above and beyond to

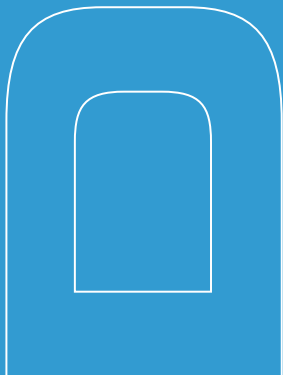
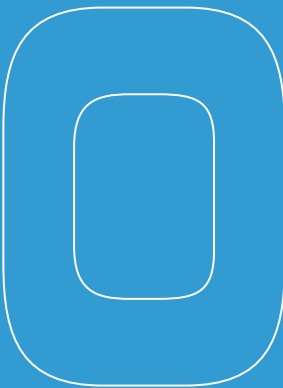
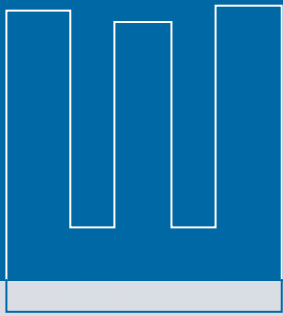


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help each other, which is one of the reasons it's such a great place to live. There are many examples of people in our community coming through not only for those who we know, but for complete strangers, too.

As for the accusations that Juncalito residents have knowledge regarding the thefts from boats, or that we are hiding our heads in the sand, that's both ridiculous and offensive. Some of their speculation is based on the fact that there was a dinghy found stashed in the mangroves in the northwest cove of Puerto Escondido, and Juncalito happens to be the nearest community. Whoever stole stuff from their boat could have gone in any direction, by land or sea, and not necessarily through Juncalito. In addition, Juncalito covers a fairly large area, and even if the thieves made their way through the *playa*, villagers would not necessarily have seen anything, and the campers wouldn't have had reason to suspect anything. No, we don't hide our heads in the sand. When we are robbed or threatened, we file reports with the police. But as guests in Mexico, there is only so much that we can do. The police have been made aware of the robberies. What more did Frank and Jane expect us to do, form a mob and go after any possible suspects?

The fact that the crews from only two or three boats offered Frank and Jane assistance should tell them that maybe they need to work on their attitude toward others. From our perspective, it's not us, but rather them, who are the "sad commentary on human nature." They need to take some responsibility for the choices they make and their consequences. We're sad — but also angry — that they felt the need to become so foolishly and publicly vindictive. All they have accomplished is to show their true colors.

Vicky Power
Cat House, 43 President
Juncalito / Puerto Escondido / Northern California

Readers — Frank and Jane very much wanted us to publish their letter, and Vicky very much wanted to defend her community. We have no idea which accusations are true and which aren't, but as both have had their say, we think it's time to move on to more important questions — such as how wise and how fair it is to leave well-equipped boats unattended for long periods of time, no matter if they are on the hook, such as was the case with Evan Dill's boat — see this month's first two letters — or on moorings, such as Frank and Jane's Shore Loser, where it's all but impossible to provide security for them.

One issue is theft. Since unattended boats are such easy pickings, do they not make all anchored or moored out boats



ELECTRONIC / RICHARD

more attractive targets for thieves? In recent months there have been significant thefts from cruising boats in Puerto Don Juan, Puerto Escondido, and La Paz Bay. The one thing they all had in common was that the boats were unattended.

Another issue is etiquette/safety. Over the years, unat-

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tended boats in Baja have broken loose during storms in disproportionate numbers compared to those that had crews aboard. Loose boats put the other boats and crews in danger of being hit and themselves being set free. And once other boats have gone ashore, most cruisers on site feel the need to go to great ends — and personal risk — to try to save the unattended boats. Is this fair?

We've been on both sides of the issue. Shortly after buying Big O in the Caribbean in the mid-'80s, we left her unattended for two months of hurricane season on the hook in the middle of Charlotte Amalie Bay, St. Thomas. Another time we tied her up in the mangroves of one of the back bays of St. John for two months. At the time, it seemed like a reasonable thing to do. But as we look back, it seems very irresponsible, both for our interests in our boat and her contents, but also to other people and property we may have subjected to danger.

What do you think? Were we stupid and irresponsible when younger or, now that we're older, have we become too grouchy and conservative?

↑↓ EQUIPPING OUR BOAT FOR A CRUISE

We're planning on cruising down to Mexico, and perhaps as far as Panama, for a year or longer. We're currently very happy with our '99 center cockpit Beneteau Oceanis 36, but think that in order to cruise comfortably, we'd ideally need the following: watermaker, generator, bimini, solar panels, SSB radio, dinghy davits, emergency steering (external rudder), and liferaft.

Our boat currently has none of the above. Could you comment on the relative usefulness of the above items for the cruise?

Brad Brown
Eagles Nest, Beneteau 36CC
San Diego

Brad — Every sailor has a different need for comfort, as well as financial means and mechanical skills, so it's hard to make generalizations. But here's our crack at it:

Watermaker — Having nearly unlimited amounts of fresh water is a real pleasure in the tropics, and today's watermakers are much more reliable and efficient than the early ones. On the down side, they are a chunk of money, require power, and need maintenance. While many sailors go without watermakers, we think that, for your boat and the trip you have in mind, the pros outweigh the cons.

Generator and/or Solar Panels — These really need to be considered together, as it may be possible to generate most, if not all, of your electrical needs with solar panels plus the occasional assist from your main engine. If not, or for backup, you might want to go with a 2,000-watt — not 1,000-watt — portable generator. We wouldn't add a diesel genset to a boat your size.

Bimini — A dodger and bimini are essential in the tropics. Don't go south of San Diego without good ones.

SSB Radio — You don't have to have one, but given the email capabilities of SailMail/Winlink, the GRIB problem files for weather, and the various cruiser nets on SSB, you'd be missing out on a lot. When you returned from your cruise, the SSB would still have considerable value. The other option, particularly if you like to hear the sound of family and friends back home, is an Iridium satphone. These are also good for weather forecasts and superb in a variety of emergencies.

Dinghy Davits — When cruising in Mexico and Central America, you'll be using your dinghy all the time, so it's essential that you not only have a good one, but find some sort

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of easy and effective system for raising and lowering it. We're not sure if the solution is davits or what, but make sure you come up with a proven solution because it will be critical to your happiness.

Emergency Steering — Beneteau-built boats don't have a history of rudder and rudder shaft failures, and your boat is relatively new, so this would be pretty far down on our list. Besides, it's not like you'll be doing a lot of downwind sailing in heavy weather. And if you do, just make sure you periodically check the sail trim to make sure you're not putting undue strain on the steering system and rudder. If you want to be conservative, Scanmar makes an emergency rudder that might be adaptable to your boat.

Liferaft — This is a call that only you can make. If money isn't an issue, get one. If money is an issue, you might consider investing the liferaft money in a better dinghy/outboard combo and a satphone.

Only you can make the final decisions, but we hope this helps.

↑↑THEIR SPEED SAVED US FROM PITCHPOLING

Lina and I have made many passages to Southern California on our Olson 34 *Razzberries* over the past 14 years. Our southbound passages are generally in May, with the return trips in September. We can recall three 'sneaker wave' incidents of note. One in May, and two in September, while motoring in calm winds and otherwise flat seas.

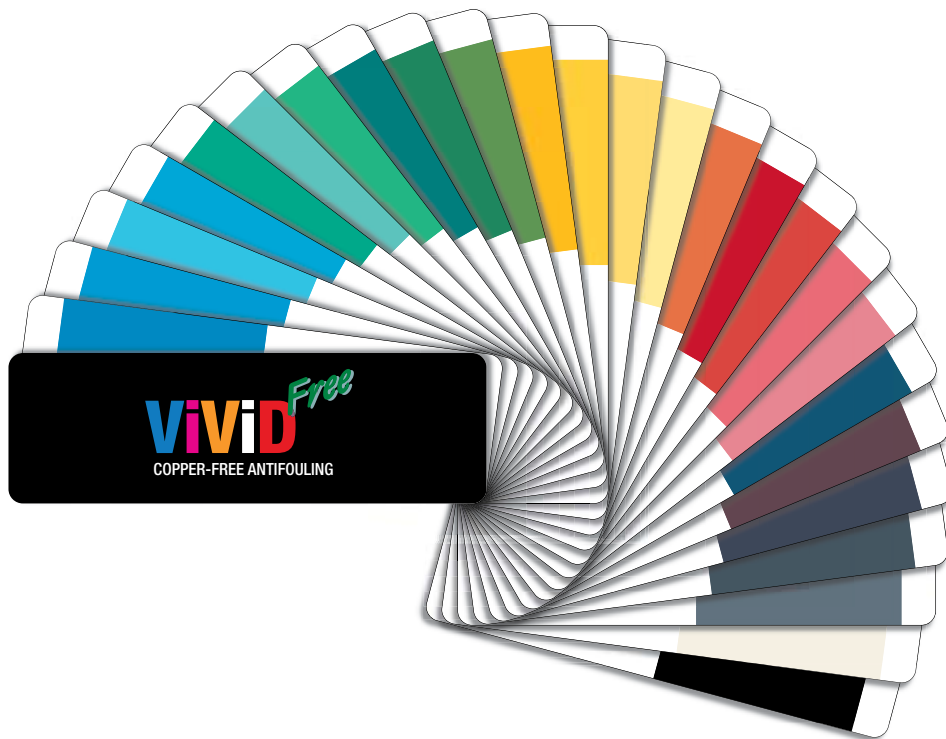
Two times we were hit by unseen seas that washed us off the rail into a cockpit full of water, but with no damage other than to the electrical system. We wear our tethers whenever we're in the cockpit, so these events were not a big deal. But I can remember feeling like a rubber ducky floating in a bathtub.

For us, the mother of all sneaker waves hit us at the entrance to Morro Bay several years ago. The Morro Bay Harbormaster has some great shots of thrilling attempts at entering or leaving the harbor in his office, including one of a large powerboat suspended 20 feet or more atop a huge wave. Well, we duplicated that event!

It was a sunny, September day with glassy seas and no wind when we approached the Morro Bay entrance buoy under power. I called the Harbormaster, and he updated me on the channel conditions inside the breakwater, which was about a mile away. Basically, we had to make a hard left turn after passing the breakwater to stay in the dredged channel. Half-way in, I turned to make sure there were no overtaking boats behind us. So far, so good, as there were no boats. However, there was a 20-ft wall of water a couple hundred yards back, and coming at us fast! I yelled for Lina to hold on, accelerated to full throttle, and steered straight down the wave that was on us in just a few seconds. We rode up the wave and down the backside in a few seconds. No harm. But when the wave reached the harbor entrance, it broke like a bomb going off!

We celebrated our good fortune for a couple of minutes as we approached the entrance, but then I looked back — and saw an identical wave, fast approaching! This was starting to look serious. It appeared as though we might be on the crest of the wave just as it would hit the entrance. We rode that wave the same way we did the first, and were less than 100 yards from the entrance when it broke. We motored through the turbulent water and made our left turn into safety. Whew!

We don't have any hard statistics or photos to validate *Razzberries'* surfing event, but I would like to try to describe the scope of the waves with some educated guesses. I believe that the wave heights were at least 20 feet. The waves were



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LETTERS

very steep, but probably no more than 200 feet wide, and traveled at an estimated 50 miles per hour. The speed of the waves is probably what saved us from pitchpoling when they broke. And after they passed, it was flat seas again.

Bruce & Lina Nesbit
Razzberries, Olson 34
Richmond Yacht Club

Bruce and Lina — We don't want to split hairs, but if you had two huge waves in relatively close succession, we're not sure if they'd fit the definition — if there is one — of a 'sneaker wave'. Maybe they were just 'waves of the day'. And while not trying to second-guess you, after seeing the first huge wave, did you give any thought to seeking shelter in an alternate port such as Port San Luis?

To us, the most interesting thing about your report is that you estimate that the waves were travelling at 50 mph. We're not aware of any waves — other than the shockwaves from tsunamis — traveling even remotely that fast. Are you pretty confident in that speed estimate?

↑↓ I COULD TASTE THE ADRENALIN IN MY MOUTH

My crew and I experienced a 'sneaker wave' in September of '78 while returning from Hawaii aboard my Nor' Sea 27 Sea Pod. We'd made a reasonably fast passage of 21 days, and were in the main San Francisco shipping channel, not far from the Pt. Bonita Lighthouse, when a wave of well over 20 feet broke not 30 feet off our port beam. Had we been just 30 feet to the side, we surely would have pitchpoled. The swell was very large where we were, but it did not break.

At first, I thought I had made a serious navigation error and feared that we might be out of the channel and in the shoal areas to the north or south. But that was not the case. I later learned that there had been an earlier storm in the Gulf of Alaska that caused the swells, that under certain conditions, waves do break in the main shipping channel, and that even large ships don't enter in those conditions.

Prior to the wave breaking, it had been a beautifully calm day with moderate winds. The rogue wave appeared out of nowhere. I can assure you that the experience sent adrenaline surging through my veins. I could even taste it on my tongue!

On January 12, a big wave surfing contest was held at Mavericks near Half Moon Bay. The day before the event, the significant swell period was 19 seconds, and the significant wave height was nine feet. The wind was calm and, looking out to sea, the ocean looked more like a lake than the scene of killer surfing waves. On the day of the contest, the swell period at the San Francisco approach buoy had dropped to 17 seconds, and the wave height was even less than the day before.

I went down to Mavericks to watch the contest, and was somewhat disappointed, as the waves were considerably smaller than in previous years. Then, out of nowhere, three very large waves in the 40-ft range, came through and made everyone's day. But once again, looking at the sea away from Mavericks, the ocean looked like a lake, and there was virtually no wind.

Long period swells are generated from storms a long distance away, which is why you can still have them on clear and windless days. They are virtually invisible in the open ocean, but when they approach shallow water, they can become the sneaker waves that have taken so many lives. The longer the period, the less discernible is the wave until it hits shoaling water. And the longer the period, the more energy is stored in

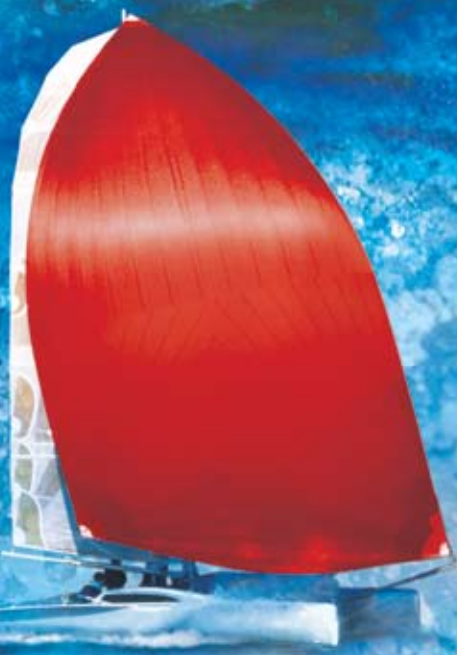
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a wave of the same height. The state of the tide and current can, of course, create even more dangerous conditions.

So I again point out that it is a good idea to check the offshore buoy data to see if the significant wave period is a long one — say anything over 15 seconds. If that's the case, it's telling you that storm swell is coming from far away, and that it's a good idea to stay in deep water.

I'm not an oceanographer. These are just my observations over many years of trying to figure out and make sense of waves that I have witnessed and found hard to explain by just local conditions.

Tony Badger
Kingfish, Fisher 37
Sausalito

Tony — We're not oceanographers either, but based on checking worldwide data on sites such as www.buoyweather.com, we don't find any evidence to confirm your hypothesis that there's a necessary link between long wave periods and distant storms. On the contrary, in many cases where the wave periods decreased from say 16 seconds to 15 seconds, the size of the swell increased considerably.

IT SWEEPED THEM OVERBOARD AND WAS GONE

I never thanked you folks for the kind words you wrote when I lost my son Andy overboard. It's your request for information on 'sneaker waves' that has prompted me to write.

It was on the morning of June 6, 2006, while 36.5 miles west of Pt. Reyes, that a 20-ft wall of green water swept over our Cal 29, throwing two sailors into the drink. Paddy was clipped on, my son Andy was not. I managed to retrieve Paddy, but through poor planning, bad decisions, shock, and bad luck, I lost my boy.

Paddy later told me it was a wall of green water approximately 20 feet high that swept the boat. As he's an architect by trade and a Brit who has done several Fastnet races, I think it's likely he underestimated the size of the wave. Up until that one wave, the weather had been a bit snotty, with seas averaging six to eight feet, and the swell a bit less.

Paddy says the wave "sprang out of nowhere," and then was gone. Andy only had seconds to warn Paddy before it hit them. Unfortunately, I was asleep below, and only responded to the "Man overboard!" call of Paddy, who was clinging to the side of the boat. He'd been washed under the boat, but as she righted herself, he managed to grab the rail and hang on.

I read *Latitude* a bit more regularly these days, and find a bit of solace living on the Columbia River and restoring an old Cal 29. It's a bit of a struggle, but I don't have the option of bailing. My daughters and friends have suffered enough, so it's my responsibility to try to ease their pain.

I hope this helps.

Ken Brinkley
Albatross, Cal 29
Portland, Oregon

Ken — We can only begin to imagine the pain of your loss, and hope that you and your family are finding some peace.

WE'LL NEVER FORGET THE MISCHIEVOUS JARYD

I'm 11-year-old Jaryd from *Tin Soldier* and, in November, I did my second Ha-Ha. It was awesome! I was only four years old when I did my first one, but I can still remember that I had tons of fun. But now that I'm 11, it was so much better because there are so many wonderful things that I didn't notice when I was younger.

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LETTERS

I loved making new Mexican friends. One of the best things we did in Bahia de Tortuga was set up a soccer game with the local kids. It was fun — even though they whipped us! I also felt good about giving some of my toys to kids that I met. In addition, I donated my bike — which I won't need on the boat — to the principal of the elementary school so she could give



LATTITUDE / JR

If he wants to stay dry, the mischievous Jaryd should never turn his back.

it to the most needy child. It makes me feel good to know that I can bring happiness to someone else.

I also made good friends with kids on the other boats, and had a lot of fun hanging out with them. I went

hiking and skim-boarding with Emily from *Volcano*, played on the beach with lots of other kids, and attended the Ha-Ha Awards Ceremony with friends like Sophie and Maddie from *Meridian*.

Since I'm from Canada, I'm used to the ocean water being really cold. I loved swimming in the tropical waters of Mexico because they are so warm and transparent. Just before we got to Cabo, we stopped out in the open ocean for a swim. That was sure different. I later made it 20 feet down to the bottom.

All the Ha-Ha parties were pretty cool, and I even got to go to the Squid Roe nightclub in Cabo. I liked the crazy lights and had a good time — until all us kids had to leave at 10 p.m.

I'd also like to apologize — not! — for hitting the Grand Poobah with water balloons while he was trying to organize some games for the kids on the beach at Turtle Bay. But he made such a good target!

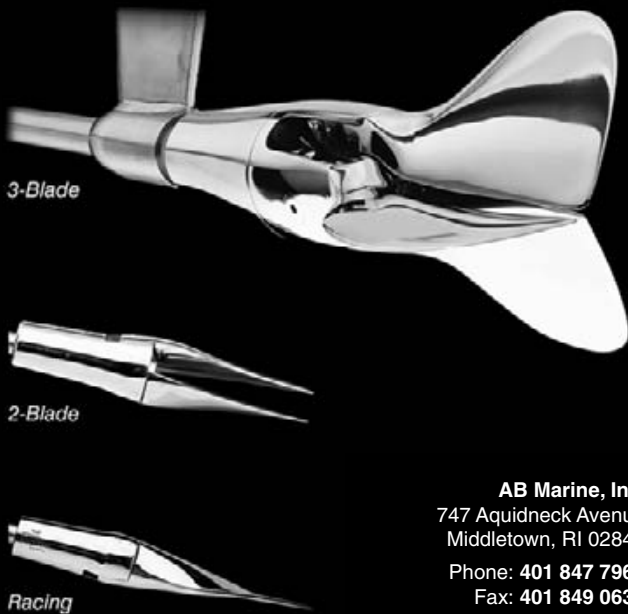
Would I recommend the Ha-Ha to anyone with kids who like adventure and fun? Yes!

P.S. My parents would like to thank the Poobah for "masterminding such an incredible event," as they say they appreciate how much effort goes into making such a successful event. However, my mom would also like to know if the Poobah turned off the thermostat here in Mexico when he went to the Caribbean. It's been overcast and unbelievably cool here in Mazatlan, where we're doing boat jobs. In fact, right now it's only 68 degrees. There are five other Ha-Ha boats here at El Cid Marina, four of which have crewmembers down with colds or the flu. My dad is so sick that mom won't even let him get in the bunk with her. Anyway, after he gets well, we're heading for Isla Isabella, Chacala, Banderas Bay, then Zihua — and across the Pacific on the Puddle Jump!

Jaryd Middleton (11)
Tin Soldier, Waterline 50
Vancouver, British Columbia

Jaryd — Thank your parents for the kind words. As for you, you really have a knack for making your presence known, especially in Turtle Bay. When you were four, it was because you followed some older kids into a ravine they could get out of but you couldn't. Your being "lost" scared the daylights out of your parents, but thankfully a full Ha-Ha search eventually found

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you safe and sound. And we won't soon forget that, during the most recent Ha-Ha, you stole many of the fleet's biodegradable water balloons and proceeded to use the Poobah's back as a target. You can do the Puddle Jump, Jaryd, but we've some advice for you: Don't ever turn your back because, somewhere on the waters of the world, the Poobah intends to hunt you down to exact water balloon revenge.

↑↓ LIKE A KID RUNNING AROUND NORTH COUNTY

Having done a few charters in the South Pacific — always with the aid of a hired skipper — in '06 my wife Marsha and I decided that it was time we learned to sail ourselves. So we began to take ASA (American Sailing Association) lessons at the Santa Barbara Sailing Center to familiarize ourselves with basic sailing techniques. At that point our knowledge was embarrassingly slim. You could have convinced me that a sheet was something that was used in the V-berth to keep warm, and that a bowline belonged on a bass fiddle.

Anyway, we passed our basic keelboat training that summer, and did a few daysails around Santa Barbara for fun and practice. Nonetheless, we still weren't confident that we could handle a boat offshore by ourselves. In the spring of '07, we took the next level of training, Coastal Cruising. But even after that we felt as though we needed more training and practice.

Having subscribed to *Latitude* for years, I was intrigued by the Baja Ha-Ha as a way to finally get some real offshore sailing experience. With that in mind, Marsha and I — we're both 57 — decided to put our names on the Crew List to see if we could get a ride. Only willing to go as a couple, we realized that this might reduce or eliminate our chances, but figured we had nothing to lose. In the meantime, we signed up for the third level of ASA training, Bareboat Cruising, which would give us potential access to charter boats up to 50 feet to get even more experience.

About two weeks after signing on with the Crew List, Jim and Doris Maxwell, owners of the Freedom 32 *Jim N' I*, interviewed us. When done, they told us we had a 50-50 chance of being by selected when they made their final decision two weeks later. At that point, I wanted the experience so bad that I'd have done it in a bathtub with a bedsheet for a sail. Fortunately, we got the call that said we'd been selected.

It turns out that Jim had been sailing since he was 12, while his wife Doris didn't have any sailing experience at all. Even more interesting, both of them are in their 80s. In fact, Jim won the Pusser's Award in the Ha-Ha for being the oldest skipper.

The couple's cat-rigged Freedom 32 had been purchased sight unseen by Doris just a couple of months before. They had only taken *Jim N' I* out to Catalina once, and had to motor all the way as there was no wind. The week prior to the start, we did some sailing on San Diego Bay, but there wasn't much wind. We also had some practice anchoring. But we basically had to learn the boat as we did the Ha-Ha.

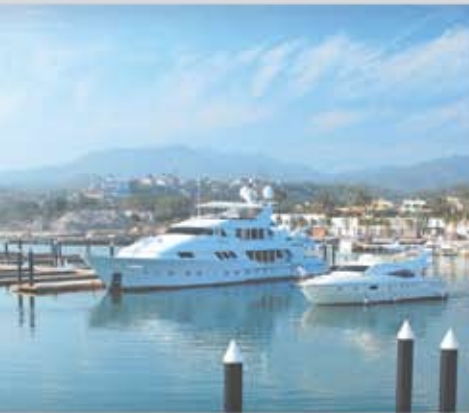
We thought we were ready to set the gennaker at the start of the first leg in San Diego, but had never flown a chute before. I was on the bow and Marsha was on the sheet. This proved to be a bad idea, because on the command to hoist, I raised the sail in the building wind, putting a heavy load on the sheets. Unfortunately, the spinnaker sheet hadn't been run through a turning block or around a winch. As a result, Marsha was yanked to the side of the cockpit, bruising a rib. When I looked back to see why the sail was thrashing around, I could see that Marsha was hanging onto the sheet, being jerked around as if she were atop a bucking bronco. By the

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time we got everything under control, all we could see were the transoms of the other boats.

We had some trouble with the chute again that night, as it got wrapped in a windshift. This was my first experience trying to untangle a sail on the bow in the dark. To compound my lack of experience, the Freedom 32 has an unstayed mast, and therefore very little to hang onto when at the bow. I worked on it for about 45 minutes, but in the end had to tie it off until morning.

After returning to the relative calm of the cockpit nearly exhausted, I took some time to reflect on what was transpiring. I decided that it was one of my most exhilarating experiences in years, and knew that sailing was 'in my blood'. A few days later I told Marsha that I thought I was in my element, and she agreed.

This has created a dilemma for us. Before the Ha-Ha we'd only toyed with the thought of buying a boat and sailing as a lifestyle. But we're now seriously developing a plan to purchase a boat, do the Ha-Ha again, then sail the Sea of Cortez before heading further south and west. The Ha-Ha gave Marsha and me the confidence to know that we can handle a boat, and that we're ready to do as much cruising as possible. We're both moving toward full retirement, so we feel that it will only be a matter of time before you hear from us — about adventures on our own boat.

As for those folks who haven't done a Ha-Ha but criticize it as a glorified booze cruise, they have no idea what they're talking about. We had three-on, three-off watches through the night, hand steering the whole time. We had four battens blow out, lost some bearings on the traveller, and got bruises the size of a watermelon.

But the tribulations were offset by things like catching five yellowfin tuna, relaxing after a day of sailing by logging into my journal, enjoying the beautiful anchorages at Turtle Bay and Bahia Santa Maria, taking long walks on the beaches while picking up sand dollars, seeing Marsha get dunked when the tide came up quicker than expected, getting to try our Spanish on the *panga* drivers, basking in the fine weather and blue seas near Cabo, and even trudging around Cabo with an outboard motor looking for a part for the throttle. All these experiences made me feel like I was back in San Diego's North County as a kid, living on the beach during the summer. I could write a couple more pages about all the fun experiences we had and how we can't wait to do it again — but I'll just thank *Latitude* and the Ha-Ha folks for creating the spark that inspired us to pursue sailing and cruising. We're truly excited to see where this takes us.

Earl and Marsha May
Jim N' I, Crew

Earl and Marsha — We're glad you had a great time and, as you were undeterred by the various problems, think you are prime candidates to enjoy more extensive cruising. Our only caution is to never underestimate the potential for injury when at sea. We don't imagine that you or your wife will ever be on a boat again that sets a chute without the sheet led through a block and to a winch. But the fewer lessons you have to learn at the school of hard knocks — and watermelon-size bruises — the happier you'll be.

ON BECOMING AN INTERNATIONAL PATIENT

What a pleasure it is for me to be back in La Paz — if only by plane. I'm here for dental treatment by Dr. Martin Tirad Cruz, who is fluent in English, French and Spanish, and who can be reached at ginatizzun@hotmail.com or 122° 34' 05".

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LETTERS

The treatment I get from him is far better than I can afford in the United States.

In fact, medical treatment in general has become so expensive in the United States that it's economical for me to fly to La Paz, stay for a week of treatment and relaxation, and fly home. The same is true of a hip a replacement done in New Zealand or a gall bladder removal in Spain. Britain's National Health Plan pays for medical-tourism, while U.S. Medicare only pays for treatment inside the States. Who are the winners and who are the losers in such a system?

While in La Paz, I was happy to see that the Shroyer family of Marina de La Paz, who have done so much for the cruising community and for La Paz, are in good health and prospering. Mary and Mack are looking as good as La Paz itself. While Tijuana, Cabo San Lucas, and Los Angeles get bigger and uglier, La Paz just keeps getting better, with more trees, parks, statues, municipal art and municipal amenities. Both the infrastructure and ambience get better every year.

Sigmund Baardsen
Mary T, Cheoy Lee Offshore 40
Glen Cove Marina

Sigmund — We hear it over and over from cruisers, that they get what they feel is equal or better dental and medical treatment outside the U.S., and at a much lower cost.

↑↓SHE'S ACTUALLY IN BETTER THAN NEW CONDITION

After reading an October letter in *Latitude* with secondhand information about my Farallon Clipper *Gauntlett*, I feel the need to inform the yachting public and the Farallon Clipper fleet about the current condition of my boat.

Gauntlett, Farallon Clipper #10, has been restored to 'better than new condition', and is floating in her slip at Half Moon Anchorage on San Diego Bay. As some *Latitude* readers know, I acquired her in derelict condition, rotting away at a back-water dock in Stockton. Since Father's Day '06, I've replaced seven floor timbers and corresponding frames, sistered 28



DAN PAYNE

Owner Dan Payne reports that 'Gauntlett' looks and sails great.

frames, and installed new floor frames and sub-floor. She has a new transom, including new carlin, deck beams, and transom frames. I fabricated a new backstay chain plate and exhaust pipe, copying the latter from a Ferrari tail pipe. The weather damaged cabin top has been completely restored, and all portholes have been polished and reinstalled.

Over the summer my boat has hosted many receptions for visiting artists who have performed at Humphrey's Concerts on the Bay, a venue adjacent to my marina. Among the artists have been Lyle Lovett, k.d. lang, Welsh superstar Tom Jones, and the great Stevie Wonder — who loved the boat — to name just a few. As an additional public service, I've been conducting free sailing onboard sailing lessons for adult women who want to learn sailing in a gentle, nurturing atmosphere without any yelling. *Gauntlett* has served her students well.

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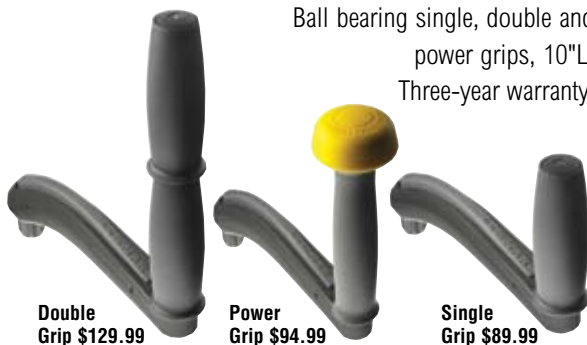


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LETTERS

It is true that I've had her up for sale the entire time, hoping that she may someday return to San Francisco Bay and once again compete against her proud sisters. Up until now, a buyer has not emerged. Anyway, she looks and sails great, her engine purrs like a kitten — all thanks to the experts at DC Boatworks in Coronado, and the many friends who helped make this great classic live again.

If any adult women are interested in sailing lessons, they may call the 'enrollment office' at (619) 507-6129.

Dan Payne
Gauntlett, Farallon Clipper
San Diego

↑↓ THE BABYLONIANS AND THE OLYMPIC CIRCLE

Thanks for the article about the Berkeley/Olympic Circle.

I thought you might be interested in the following: All the courses on the Circle, when the digits are added together, always total 9. It's a great way to remember them. For example, 45; 4+5=9 or 270; 2+7+0=9. You can prove it to yourself all the way up to 315; 3+1+5=9.

Why did the ancient mariners/astronomers choose 360 degrees for a circle? Check it out: http://mathforum.org/library/drmath/sets/select/dm_circle360.html. There go them dang Babylonians again. First they invent writing, then math, then they put most of the world's crude oil under their kingdom.

Steve Sarsfield
Tomales Bay

↑↓ WHERE IN MEXICO?

We love the *Latitude* website, but have a question. If Yankies such as ourselves were going to retire in Mexico, and wanted to be able to sail often, with our boat as close at hand as possible, where would you suggest? We have a Rhodes 22, which is considered a pocket cruiser, and we'd do daysails as well as overnights. Although the boat is capable of some limited offshore sailing, we're not going to do any bluewater stuff. We're presently from New Hampshire, although we've spent many years in the Southwest.

Ron & Linda Singerman
Sunapee Lake, NH

Ron and Linda — No matter what you're looking for in a residential-sailing combination, Mexico has it. The only thing we'd caution you about is that coastal Mexico isn't really a comfortable place to live year 'round. The Sea of Cortez is terrific in the fall and spring, but is terribly hot in the summer, and while there are warm days in the winter, the water certainly isn't warm enough for swimming. Mainland Mexico is fabulous in the winter, but it's too hot, humid and rainy for most people in the summer. As such, Mexico is the perfect place for sailors who want to spend the six winter months in the tropics, and six months elsewhere — such as New Hampshire.

If you're looking for an urban environment in the Sea of Cortez that stays pretty warm in the winter, La Paz would top the list. It has lots of marina facilities and terrific islands for overnight cruising less than 20 miles away. San Carlos/Guaymas is also popular with folks from the Southwest, has good marina facilities, and several good local destinations. Bahia de Los Angeles and Puerto Escondido/Loreto both have great nearby islands to sail to, but have few bright lights.

Our recommendations on the mainland would include Banderas Bay, the Tenacatita-Barra area, and Zihua. Banderas Bay has perhaps the most consistent flatwater sailing condi-



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LETTERS

tions in Mexico, lots of local destinations, plenty of marine facilities, and a happening big city to boot. You can pick how urban



JAY AILWORTH

Banderas Bay has the most consistent sailing conditions in Mexico, but there are many other options.

a setting you want to live in, and still have your boat nearby. Tenacatita Bay-Barra is great, but it's not very urban. Zihua really only has one good sailing destination, but sailing the bay could be a lot of fun in a 22-footer. The downside of Zihua is that it doesn't have the most reliable sailing conditions.

In our estimation, you should start your search with La Paz in the Sea of Cortez and Banderas Bay on the mainland, not immediately eliminating any of the other spots. By the way, all of the places mentioned have lots of Americans living and sailing there already, with lots more coming all the time. Good luck!

WHY I READ LATITUDE EVERY MONTH

The January *Latitude* was by far the best one I've read in a long time — maybe the best ever. It was chock full of sailing stories, as opposed to stories about other things such as repairs, how-to advice, other cultures, or history. While all of these other things are useful and sometimes entertaining, the stories about sailing are the biggest reason that I read *Latitude* every month. I went to sleep dreaming of the sailing adventures I read about in that issue — including the storm in Cabo 25 years ago that wrecked so many boats.

Another reason that I liked the issue so much is *Latitude* saying that laid back Francis Joyon of IDEC is your sailing hero and that "it makes a difference to [you] that Joyon's assault on the record is a 'green' one." Right on! I applaud all those real sailors who sail without engines, and even those who have engines but who use them rarely. Not only are these people sailing as opposed to motoring, they aren't destroying the planet by having fun.

I also loved the passage from Sterling Hayden's autobiography — although I strongly disagree with the part about cruising without money. This is different for everyone, but my experience was that running low on cruising funds while thousands of miles from home was rather stressful — and not in a good way. Personally, I'd rather not have to think about money while cruising, as there's plenty of adventure to be had in the sailing itself, including navigation, heavy weather, avoiding reefs or otherwise running aground, fishing, seeing wild marine life, and hiking and visiting natural areas. One doesn't need to be stressed about money to have an adventure.

Jeff Hoffman
San Francisco

Jeff — We're glad that you enjoyed the January issue, but have to tell you that there's never any unanimity of opinion about which issues are the best or why. The ones we think are good seem to go relatively unnoticed, while some of the ones that seemed more average get high praise. One of the reasons, of course, is that different people have different interests. For

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LETTERS

example, you're not into the 'how to' articles, while the author of the next letter wants even more of them. What's a publisher to do? Just the best we can, and leave it at that.

As many readers know, we're in the middle of a two-month working vacation in the Caribbean aboard the 45-ft cat we have in a British Virgins yacht management program. The thing that strikes us about daily life here is how much fun you can have while having so little impact on the environment. The four-stroke outboard is a real gas miser, we use no heat or air conditioning, use very little fresh water, and haven't ridden in a car in two weeks. The only thing that grates us about these charter cats is that they are designed to have to run the diesel twice a day to keep the refrigeration systems happy. Solar panels in this sunny part of the world would seem like a great solution.

↑↓GIMME MORE!

I want to express my gratitude for your recent *Idiot Guide* articles on things like SSB radio and diesel engines that are directed toward do-it-yourselfers such as myself. They've been very helpful, so I hope you plan on making such articles a regular feature in the magazine. Some of the other subjects I'd be interested in seeing covered are rigging and re-rigging, electronics, marlinspike, and issues with heads.

Ted Biggs
Starship Mega
Emeryville

Ted — We're glad that you liked them, and we'll see what we can do about more in the future.

↑↓THE EARLY NON-PROFIT GETS THE LUA MAKINI

We've been liveaboards at Marina Village for 17 years, and, during that time, we've seen various ads in *Latitude* by non-profits requesting boat donations. As we've now moved ashore and I'm no longer physically or financially capable of keeping our Perry 47 *Lua Makina* in seaworthy condition, we're considering donating her to a non-profit rather than selling her as a 'fixer-upper'.

Built in '79, *Lua Makina* has an all-teak interior and is an extremely robust and good sailing yacht that has been to the Bahamas, Caribbean, Venezuela, Central America and Mexico. She's set up perfectly for living aboard, as she's got an electric fridge, electric heat, a stove, microwave and stereo. It's been awhile, but she got a complete refit in '90, including a teak floor, engine rebuild, and her bottom stripped to glass then coated with two coats of epoxy and 13 coats of barrier coat. Her Hogin sails have less than 200 hours of use.

On the negative side, her bottom hasn't been painted in five years, she needs a battery charger, the engine hasn't been run in several years, and there is some delamination of interior woodwork.

Can *Latitude* provide the names of any charitable entities that might like to acquire *Lua Makini*?

Arthur & Cathye Schubert
Lua Makina, Perry 47
Bay Area

Arthur and Cathye — Not wanting to favor one over another, we're running your letter to advise non-profits to contact you at luamakina@peoplepc.com for further information.

↑↓MOVING UP FROM LAB RAT TO DOCK RAT

Having grown tired of my job at Los Alamos National Laboratory in New Mexico, and even more so of politics in the United States, I'm making a bit of a career/life change.



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LETTERS

To that end, I've taken the harbormaster's job on Kwajalein Atoll in the Marshall Islands. I'd actually put in for a marina job there last March after seeing an ad in *LECTRONIC*, but didn't get it. I got the harbormaster's job instead.

At any rate, my wife and I are getting ready for the big move by doing things like selling our little Beneteau, the cabin we



LECTRONIC / RICHARD

Having worked in the New Mexico mountains, Guy (left) is superbly qualified to work as harbormaster in Kwajalein.

built, and all that stuff. As if that weren't enough, my subscription to *Latitude* is running out. And by the way, I got one reminder from you guys, which I love, as opposed to the 10 notices I get starting a year in advance from other sailing magazines. But your subscription info states that you don't do international subscriptions.

Since Kwajalein is an Army Base with an APO, can I get my *Latitudes* sent there? After all these years, I don't want to give *Latitude* up.

By the way, the publisher may remember me, as I was the guy who crewed aboard *Profligate* in the Heineken Regatta in St. Martin back in '04. I'll understand if he doesn't remember, as so many people have sailed on that cat.

In a Heineken-related note, Jim Brainard, a friend of mine who owns the Alameda-based J/35C *Brainwaves* that I occasionally crew on, is chartering a 48-ft French boat for this year's Heineken, plus a 48-ft cat as a support boat. Brainard, who is new to the Bay, kicks butt, having finished second in the Singlehanded Farallons Race last year. But get this: he's hired Northern California's Dawn Riley — the only woman to have ever put together an America's Cup campaign — as their coach. It's my understanding that the whole crew will be from the Bay Area.

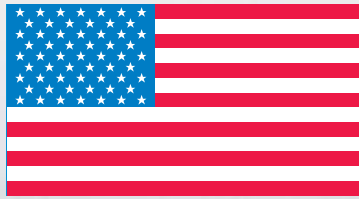
P.S. Before to long I hope to see the publisher of *Latitude* step off *Profligate* and onto one of my docks at Kwajalein.

Guy Sandusky
Los Alamos, New Mexico

Guy — It's true that we can't remember half of the thousands of people who have sailed aboard Profligate over the years, but we remember that Heineken and you. After all, it was the debut of Roy Disney's and Hasso Plattner's canting keel MaxZ86s Pyewacket and Morning Glory, and we beat them both to the first weather mark. It helped, of course, that we boats in the multihull division got that 10-minute head start. We also remember that John Haste was there with his Perry 52 cat Little Wing, that the Black Eyed Peas were the free entertainment, that it blew so hard that 5 of the 19 multihulls were dismantled, and that if all of the cans of Heineken consumed had been placed back to back, they would have stretched from one end of the island to the other.

↑↓ GOD SAVE US, THE GOVERNMENT IS COMING TO HELP

When I was in the Navy, every time we left San Diego Bay on a ship, an announcement would come over the IMC — the ship's public address system — warning, "Stand by for heavy rolls." It wasn't announcing a poorly made batch of breakfast



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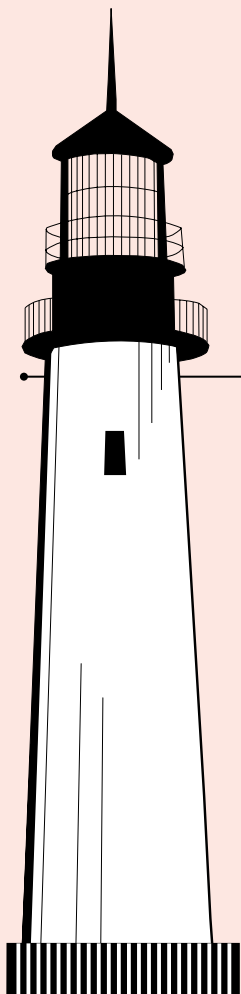
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LETTERS

pastry, it was warning that the ship was about to experience some excessive rolling due to the swells outside the harbor. If you weren't prepared for the sometimes sudden and violent rolling, you could be thrown on your keister. Forewarned was fore armed, so to speak.

I thought I'd send you this notice of a study of outboard motor fuel tanks being conducted by the Air Resources Board. Regulatory agencies are notorious for not knowing anything about what they regulate, so "stand by for heavy rolls."

"The California Air Resources Board is conducting a study of portable outboard marine tanks (OMTs) used to supply fuel to outboard marine engines. Primarily constructed of plastic, the fuel tank is connected to the engine by use of a rubber fuel line and a hand pump is used to prime the engine and start the flow of fuel. Our study will include an evaluation of evaporative emissions from the fuel tank, fuel hose, and primer bulb, as well as an analysis of the California tank population. Together, this information will be combined to determine statewide emissions impacts and support future regulatory programs. If you have questions related to OMTs, please contact Joseph Fischer at (916) 323-1169 or by email at joseph.fischer@arb.ca.gov, or Dennis Goodenow at (916) 322-2886 or by email at dgoodeno@arb.ca.gov."

Ron Harben
Puka Kai, Fantasia 35
Fresno

Ron — Based on CARB's (California Air Resources Board) literally breathtaking work on gas jerry jugs, it's so very reassuring to hear that they now intend to inflict their expertise on outboard motor tanks. Most mariners are familiar with the way the CARB-mandated tanks reduced the amount of fumes released while at the same time dramatically increasing the amount of raw fuel that was spilled in the water, on the ground, on people, on hot engines, and just about everywhere else. When we discussed the matter with CARB, they assured us that they were familiar with the fact that their mandated tanks were something of a disaster, and that they'd probably get around to changing them in a few years. We don't know about you, but we haven't noticed any changes.

↑↓ SCHOONERS AS MOVIE STARS

A while back I watched the movie *Underwater!*, a 1955 Howard Hughes production that starred Jane Russell,



Jane who? 'Te Hongi' was the real star of the 1955 film 'Underwater!'

Gilbert Roland and Richard Egan. The main characters were looking for treasure, supposedly in the Caribbean, although it sure looked like Mexico to me. As far as I'm concerned, the real star of the film was the 50-ft gaff schooner on which much of the action took place. The movie featured many shots of the schooner underway and at anchor, but I was never able to see the schooner's name. A Google search didn't yield much either.

I wonder if any *Latitude* readers can help. After all, they

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came up with a lot of information on my earlier question regarding Errol Flynn's schooner *Zaca*.

Larry Watkins
Moondance, Beneteau OC 400
 Long Beach

Larry — Though we've never had the pleasure of watching the *Underwater!*, we did manage to dig up a little information on the boat used in the film.

Her name is Te Hongi de Clumpertee — Te Hongi for short — and her construction began in Hokianga, New Zealand, in 1934. She's traded hands many times through the years, gone through several name changes, survived a near-sinking, went aground in Hawaii, was gutted by fire, was rebuilt (several times) and starred in a sexy Jane Russell film.

It's our understanding she's on the East Coast and, as of 2000, was the base for some electronics testing. Perhaps readers know more about her history?

⬆️ELECTRIC OUTBOARDS READY FOR PRIME TIME?

I loved the October issue article on Glacier Bay's efficient diesel-electric hybrid motors for sailboats. With oil pushing \$100/barrel, greenhouse gas emissions accelerating in the

Far East, and the Arctic ice cap melting fast, their timing couldn't be better.

Our family has been pushing the envelope in "green building" for years now. For instance, we built our first house 10 years ago out of, among other things, recycled McDonald's styrofoam cups, and on the lot next door, just finished what we believe is the world's first permitted structure made out of reused, insulated shipping containers, known in the trade as 'reefers'. And for almost 10 years, I rode an electric hybrid bicycle marketed by Santa Rosa's ZAP — until the third controller



JAN GRYGIER

Electric motors would be ideal on small lakes.

got fried on our steep hills. All this is by way of explaining why, when our Yamaha four-stroke 4-hp outboard had to go in her for annual maintenance, and we had to find some way to get from the Richmond YC to the Sausalito YC for the first midwinter race, I figured we'd try a new electric outboard.

On the off chance that we might actually buy one, the folks at West Marine were kind enough to lend us the Torqeedo 801 for the weekend. They were honest enough to warn us they weren't sure it would take us as far as we wanted, so we made arrangements to buddyboat with a boat that had a trustworthy iron genny to act as a sag wagon in case the electric outboard didn't cut it.

As it turned out, I had the beginnings of a bad cold and the kids were less than enthusiastic about drifting around the Knox course, so we opted to go for a motorsail around Brooks Island instead of racing. This still gave us a chance to try the electric outboard.

The German-engineered 801 is advertised for boats up to 1.5 tons, and the 'Tuna 22' fits at just under at 2,600 pounds, not counting assorted gear and people. The 25-pound outboard is light, easy-to-assemble and, if you have 15 minutes, actually folds up. It comes with a lithium-manganese battery that fits on top, but can also be plugged into a bank of regular lead-acid batteries in case you happen to have one or more on

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Trading In Your Boat Can Cost Credit Problems and Headaches If You're Not Aware of These Nine Critical Steps

SAN RAFAEL, CA – A new report has been released which provides nine useful tips that boat buyers can use when trading in their boat.

This industry report shows how to avoid the pitfalls that exist when trading in an old boat for a newer or larger one. The good news is that each and every one of these mistakes is entirely preventable.

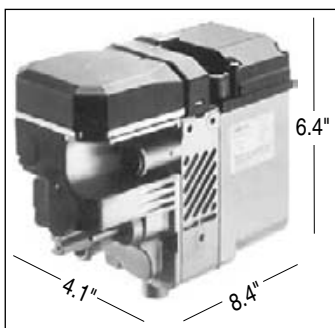
In answer to this issue, industry insiders have prepared a special report entitled "Trade-In Traps to Avoid".

To order your copy of the report to be emailed or sent via the post to you, call 866-289-0976 or go to www.marinerfinancialsvcs.com, click on the Contact Us page, and leave a request.

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LETTERS

your small boat. The battery takes overnight to charge, and has five LEDs on top to tell you the charging state. It's easy to read these lights at 2 a.m. when most people are sleeping, but really hard to read in full sunlight when you really need to know how much juice you have left. And if you want to go anywhere far or fast, you will be peering at those LEDs — unless you have a good backup plan.

Besides the environmental advantages and the light weight, this puppy has three other things going for it: it always starts immediately, it's pretty quiet, and it's cute. But as my wife confided to the West Marine rep when she brought it back on the following Monday, cute is not really something you need in an outboard motor.

My pre-teen sons liked that I could let them safely play with the tiller throttle, and especially enjoyed the impressive bubbles that it makes in reverse. But even at full throttle — which drains the battery quickly — we only got up to 4.3 knots in flatwater. This compares with 5 knots with the 4-hp at two-thirds throttle. At the maximum range setting, the electric outboard only had us putting along at 2 knots. Fortunately, there was enough breeze to do our standard island tour — don't try it with a deep draft boat — by sail, and we ended the day with one LED still lit, indicating that we had about a 20% charge left. Alas, we never would have made it to Sausalito — let alone back to Richmond — unless we were willing to take two hours to make it each way.

In short, this electric outboard seems like it would be great for a medium-small lake, especially one with environmental restrictions. Or for fishing. Or maybe you could use it for the dink on a cruising boat — assuming that you had a lot of solar panels or a wind generator, as charging it off your diesel would kinda defeat the purpose. But at \$1,500 — half of it for the battery — the price is pretty steep for that application. So until somebody comes up with a better, cheaper battery solution, a 2- to 4-hp four-stroke seems a lot more practical for a small keelboat on the Bay. The 2-hp outboards for under a grand don't even need water cooling.

Jan Grygier
Carlos, Santana 22
Richmond

FRONTIER MEDICINE IN A SANTA CRUZ 70

I have an interesting side note to John Williamson's October letter about elderly sailors. But first, didn't we used to call John 'Mr. Mexico'? He sure raced his boats down there often enough — and sailed them back home San Francisco — to be called that.

Anyway, here's my story. I can't remember what boat I raced on down to Mexico, probably one of Mike Campbell's, but once we got to Cabo all the boats rafted stern-to along the beach inside the Inner Harbor below the Hacienda Hotel. We had to because there were no slips or docks in the basin at the time, and it was the only spot that could handle a 30-boat raft-up. The only problem was that there was just one exit to shore. That meant if you finished late and wanted to get ashore, you had to climb over 20 or 30 sets of lifelines and cockpits just to get to dry land. We certainly made a lot of new friends because of it, but you can just imagine what would happen around 2 a.m. when the guys were coming home from the bars.

One of the boats in the raft-up was the old SC70 *Citius*, owned by a Los Angeles YC syndicate headed by the prominent Long Beach physicians Bill Wilson, Curtis Spencer and John Messenger. I was to deliver her home, so I was aboard with my wife Cristina when we heard the news that John 'Mr. Mexico' Williamson, had broken his forearm the night before



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LETTERS

while climbing over a myriad of lifelines trying to get to his beautiful yacht *Pericus*. I tracked down the *Citius* doctors, who were staying at the Sol Mar, and they quickly came down to the boat.

Williamson was already in the cockpit of *Citius* when Drs. Wilson, Spencer and Messenger arrived. After my wife gave John a couple of shots of rum, we laid him down on a cockpit seat. The doctors instructed me to center the boom over the patient and secure it like a rock. We filled a 5-gallon bucket with water and placed it under Williamson's arm. Dr. Spencer took some small stuff and tied John's hand and fingers so his arm would hang from the boom the right way. Another line was then passed around John's elbow and down to the big bucket of water. His forearm was now quite stabilized.

It happened quickly. Drs. Wilson and Spencer, I believe, gave John a big bear hug, and with a sudden jerk they pulled down. With a 'snap!' they'd set the broken bone perfectly. Williamson, of course, let out with an incredibly loud primal scream that reverberated through the marina. I'd never seen anything like it. After putting a cast around John's arm, the doctors returned to the hotel. Wow!

I'm not sure if John would like that story repeated, but it was one from the good old days.

Rob Wallace
Newport Beach

Rob — 'Mr. Mexico' is quite a guy. We met him for the first time after we'd both raced our boats in the '81 Long Beach to La Paz Race. His face looked familiar, and then it came to us — he was "the man on the 1,000 bill." At the time he had some kind of home loan business, and he ran television ads with his smiling face on phony \$1,000 bill. After sailing another Mexico race against him, and learning of the many others he'd done, we dubbed him 'Mr. Mexico'.

Latitude readers may also remember that it was John who, a few years ago, tripped on the steps of a restaurant at Marina Vallarta, and ended up breaking his hip. Because he'd had heart surgery before, the doctors in Puerto Vallarta recommended that he fly back to California for treatment. The owner of an American Express card that supposedly offered transportation home by charter jet for free if injured, John ordered up a Medevac jet that night. Before noon the next day, he'd already been patched up by his doctor in San Jose. It wasn't until later that John learned that you couldn't just order up a Medevac jet, it has to be approved by American Express first. Before any real squabbling over the \$24,000 bill could begin, Amex told him he had to at least go through the formality of running it by Medi-Cal. To the shock of everyone, Medi-Cal picked up about 90% of the bill. That's your hard-earned tax dollars at work for you. By the way, nobody should assume that Medi-Cal would pick up a bill like that again.

We're not suggesting that our friend John is accident prone, but there was also the time he rode his little motorscooter off the end of the dock at Paradise Marina. Geez, we sure hope Harbormaster Dick Markie doesn't read this.

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

Eight bells.

Todd Estrella was a familiar sight around the docks in Sausalito. Ironically, in the wake of his tragic death on the stormy



Todd Estrella.

weekend of January 4-6, most who knew him found it hard to remember the handsome 37-year-old *out* of his omnipresent wetsuit, the uniform of the day in his role as a diver/salvor/bottom cleaner for Dave's Diving Service.

Unfortunately, Todd didn't have time to don a wetsuit when the call came in that a 100-ft tug had broken free in the 50 to 60-kt winds that blasted through Richardson Bay on Friday. Wearing only foulies atop street clothes, he and Wolf Gurley headed out in a small workboat to corral the tug before she ended up like so many 'runaways' during winter storms — on the beach in Tiburon or Belvedere.

Todd and Wolf were able to secure their workboat alongside the tug, climb aboard, and get her huge anchor into the water, halting her drift and thereby securing the situation until the weather cleared. But then their workboat came loose. Todd handed Wolf his foulies, wallet and cellphone — and dove into the water.

With a wetsuit, our local waters are cold enough. Without one, they are deadly. Even Todd, "who thought he was made of stainless steel," according to a friend, realized that the storm-tossed 50-degree water was no place to be, as fit and strong a swimmer as he was. He climbed back on the tug, launched its small skiff and again set off after the workboat. He didn't get far before the wind and waves combined to capsize the little craft, which partially sank. All Todd could do was cling to the bow while Wolf radioed for help. It would be a long time coming.

The Coast Guard's response still shocks everyone who is told about it. They maintain that the part of Richardson Bay in which Estrella was adrift was too shallow for a rescue attempt — even by one of their inflatable boats. They deferred the task to another agency, in this case the Tiburon Fire Department. Unfortunately, at that moment the TFD crew was on standby in Kentfield. It took them 20 minutes to arrive on scene, 5 more to launch their Jet Skis and another 15 to locate Estrella. After nearly an hour in the water, Todd was severely hypothermic when he was picked up. He suffered a heart attack in the ambulance on the way to the hospital and died over the weekend.

Although some of Estrella's decisions have been called into question, the largest measure of criticism over this tragic incident remains aimed squarely at the Coast Guard. Among the notable points: • They actually had at least one boat (possibly more) *in* Richardson Bay helping to tow drifting boats. • The excuse of 'too shallow' seems weak considering that the deep-draft tug had not touched bottom and it was one of the highest tides of the year. And even if it was risky for a 44-footer, how much water does an inflatable RIB draw anyway? • Why did it take an hour for a Coast Guard helicopter to arrive (by which time Estrella was being pulled out of the water by the TFD personnel)? These are all valid points, and we hope the Coast Guard looks long and hard at this incident and adjusts their protocols to deal with similar ones in the future more efficiently. After the incident, they maintained that, given the conditions, they had made the appropriate decisions based on existing protocols.

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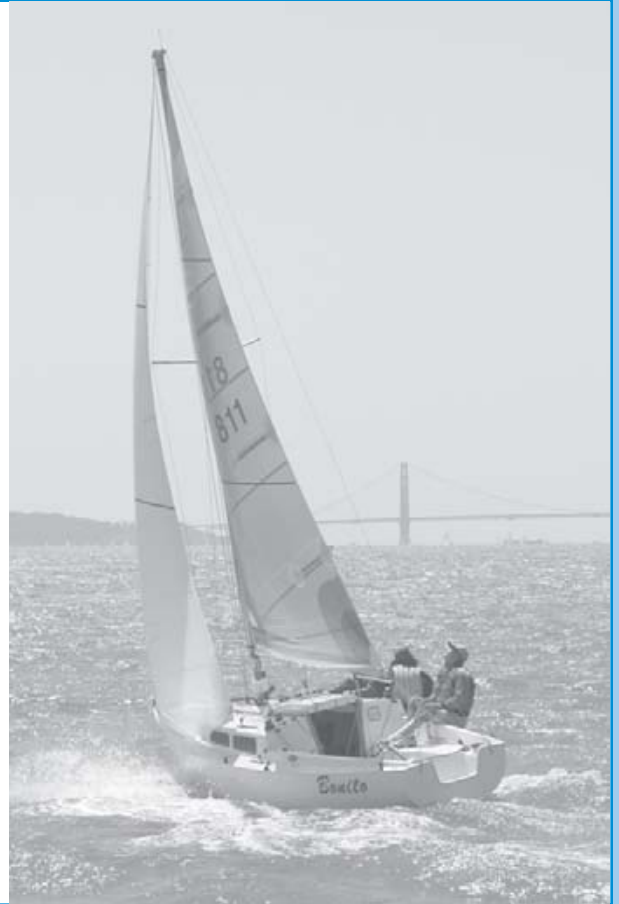
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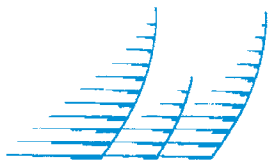
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LATITUDE/RICHARD

Pete Passano (and Marina) somewhere in the Caribbean.

Woolrich, Maine, home but, as you've read many times in these pages, he has strong ties to the Bay Area. After sailing to San Francisco from Holland back in the '60s, he was a familiar face on the Bay for decades. In the early '90s, he built his Wittholtz 37-ft *Sea Bear* in the creek behind the San Rafael Civic Center and has been out cruising the world's oceans ever since, including crossing the Atlantic nine times in eight years as far north as

Ireland and Newfoundland, and as far south as South Georgia. So far, he's racked up an impressive 125,000 blue-water miles (including mileage from his previous boat). Congratulations to Pete, who will celebrate his 78th birthday this year, but shows little inclination of swallowing the anchor anytime soon.

The Blue Water medal was inaugurated by the Cruising Club of America in 1923 to "reward meritorious seamanship and adventure upon the sea displayed by amateur sailors of all nationalities that might otherwise go unrecognized." Previous Blue Water Medal awardees have included Carleton Mitchell, Eric and Susan Hiscock, Sir Francis Chichester, Eric Tabarly, Bernard Moitessier and Minoru Saito.

Coney Island of the West.

In July, 1922, the Pacific City Amusement Park opened in the South Bay on the site of the present day Coyote Point Marina. This 'Coney Island of the West' boasted rides, restaurants, games, a beach (with trucked-in sand) and a dance pavilion. Mismanagement led to its demise after only a few years. The carousel which operated there, as well as the 'little puffer' miniature train ride — both restored to pristine condition within the last 10 years — can still be enjoyed at the San Francisco Zoo.

And speaking of the Zoo, the world's largest swimming pool was once adjacent to it. A full 1,000 feet long and 150 feet wide, it held 6 million gallons (of pumped-in seawater) and could accommodate 10,000 swimmers. It was said to be so huge that lifeguards used rowboats to get across. After years of decline, the Fleishacker Pool closed in 1971 and currently lies under one of the Zoo's parking lots.

Roboboats.

The waters off Somalia have been the scene of increasing pirate activity ever since the central government fell apart in the early '90s. Pirate activity in the Gulf of Aden ranges from simple holdups of commercial ships (communications gear is the preferred booty) to ship hijacking and ransom, and even murder. In one case, hijackers of a Taiwanese-flagged vessel killed one crew member a month until their ransom demands were met.

A benefit, if you can call it that, of this situation has been increased interest in the development of USVs — unmanned surface vessels. These are remote-controlled craft capable of

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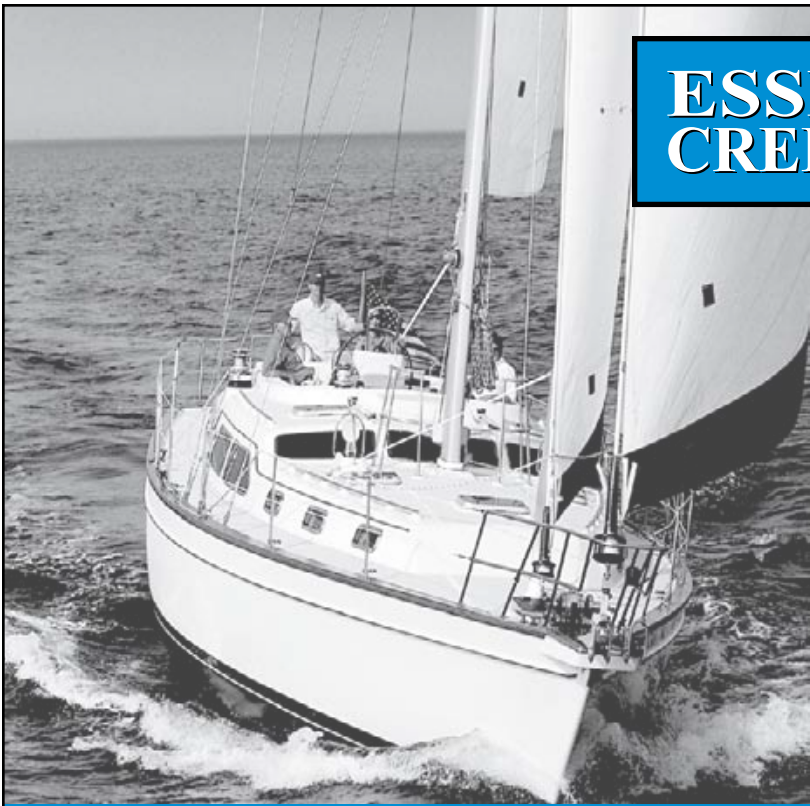
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No robot boats are fully operational yet. But the ones under development come in two types. The first are based on 21 or 30-ft Protector hulls; the latter are Jet Ski-size craft called Sentries.

The smaller craft have limited range and might be used in harbors to protect ships from *USS Cole*-type attacks. The former have a range of up to 10 miles from the mothership, can hit 55 knots and, along with radar and cameras, they come with speakers and microphones. The really serious military-only USVs can also be mounted with a 7.62-mm machine gun. Can't you just picture the common tactic of pirates putting out a false distress signal, intending to pounce on the ship that responds to it — and one of these armed roboboats arrives instead? (You want distress? . . . we got your distress right here. . .)

USVs are currently under development in the U.S., Great Britain and Israel. The American Navy and Coast Guard are particularly interested in the larger USVs, while the Sentries might be better suited to commercial use.

What we meant to say . . .

In the final installment of our final Season Champions series last month, we introduced you to 'young gun' Patrick Tara, winner of the Junior El Toro season. Unfortunately, we noted Patrick as a member of the San Francisco YC (which would doubtless love to have him) when, in fact, he is one of the rising stars of the Santa Cruz YC. Our apologies for the error.

So long, Hank.

We were saddened to learn at presstime that Hank Grandin passed away on January 18. He died peacefully at home, surrounded by his family. He was 80.

Henry Bishop Grandin, Jr. was born April 21, 1927, in Pasadena, California. He was a graduate of Pomona College and the Stanford Graduate School of Business. While at Stanford, he became the original Stanford Indian mascot and performed on-field antics and gymnastics. After a lengthy and varied business career, he retired from Sutro & Company in 1993. His civic contributions included the founding of Big Brothers of Marin.

For all that, Hank was best known to us, and several generations of sailors, for his long and varied racing accomplishments — and somewhat lesser known cruising accomplishments — most of which included Mary, his wife of 55 years. Of particular note, he and Mary sailed a bright red Olson 30 named *Tinsley Light* across the Atlantic in the early '80s, left it in storage each winter and returned in the summers to continue cruising. Eventually upgrading to a larger boat, they continued this unique form of cruising for almost 20 years.

Hank was always a force to be reckoned with on the race course and won many races and championships over the years (under both the StFYC and SFYC burgees) with a series of locally-based *Tinsley Lights*, the last of which were a Santana 35 and a WylieCat 30. His son David continues that family tradition. Hank is also survived by Mary, three other children, two sisters and several grandchildren.

Hank was a man of many stories. One of our favorites had him and some friends bashfully trying to make conversation with a pretty blonde at a yacht club down in Balboa when they were teenagers. Their adolescent antics were cut short when Humphrey Bogart returned to the table with drinks. "You guys hitting on my wife?" he growled. The woman, of course, was Lauren Bacall.

Donations in Hank's memory may be made to Dominican Alumni and Heritage House, 50 Acacia Ave., San Rafael, CA 94901.

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SIGHTINGS

big cat on record pace for sf

As this issue went to press, the 110-ft catamaran *Gitana 13* and a 10-man crew were on their way to San Francisco from New York. The occasion is an attempt at a new sailing record for the 14,000-mile *Route de l'Or*— the 'route of gold', so named for ships that once carried gold seekers to California from the east. Like those vessels, *Gitana 13* is sailing here nonstop, via Cape Horn. If all goes as planned, she should be arriving at the Golden Gate on or about February 20.

Assuming no breakage or other delays, *G13* should have little trouble annihilating the current record: 57 days, 3 hours, 21 minutes,

continued on outside column of next sightings page

the care and feeding

Novice cruisers wanting to photograph their sailing adventures often look for tips on the best ways to keep their cameras clean in the often harsh marine environment. The salt air, of course, is the enemy of today's digital cameras, which are loaded with electronics and electrical connections.

Whenever we're on the job, we take our



SPREAD AND FAR RIGHT, YVAN ZEDDA; INSET, BILLY BLACK

of your digital camera

cameras — such as the workhorse Nikon D-50 in the photo on page 115 — apart and give them a thorough cleaning. Some folks only do half the job, by just cleaning the outside. No wonder they often end up with blurry photos. Not us, we take the lens off, then use the most powerful hose we can find to direct blasts of water to

continued on page 112



Spread, 'Gitana 13' can consume mass quantities of ocean even when she's sailed "conservatively." Inset upper left, leaving the Big Apple on January 16. Above right, bouncing through the chop on sea trials last year.

big cat — cont'd

set by Yves Parlier on the Open 60 *Aquitaine Innovations* in 1998's The Gold Race. For further reference, the current NY-SF multihull record, set in 1989 by Georgs Kolesnikov's 60-ft trimaran *Great American*,



is 76 days, 23 hours, 20 minutes. Prior to 1989, the record was held by Donald McKay's famed 229-ft clipper *Flying Cloud*, whose 1851 mark of 89 days, 21 hours stood for more than 130 years.

Though not yet a decade old, *Gitana 13* has already garnered a bit of fame herself. She started life as one of three sisterships engineered by the Gilles Ollier design team and built at the Multiplast yard in Vannes, France, in 2001 to participate in The Race — the crewed maxi-multihull race around the world in 2002. As *Innovation Explorer*, she took second in that event under skipper Loick Peyron. (Sistership *Club Med* won, and the final 'triplet', Cam Lewis's *Team Adventure*, took third.) At the time, these three boats were the largest multihulls ever built in France (the only larger cat in the world at that time was Steve Fossett's 125-ft *PlayStation*).

Later in 2002, Loick's brother, Bruno Peyron, skippered this boat, under the *Orange* name and livery, to a new Jules Verne nonstop round-the-world mark (since broken). An attempt at the same record by Ellen MacArthur in 2003 ended when the boat — as *Offshore Challenge* — was dismantled in the Indian Ocean.

In 2006, the *Gitana Team*, which currently runs a stable of four large offshore racing boats, acquired the big cat and brought her back to her birthplace at Vannes for a complete refit. She emerged last January as *Gitana 13*, leaner, meaner, prettier, and hopefully faster, than ever. Plans for two Atlantic record attempts last year were scrapped when the boat hit an underwater object that shattered one of her rudders a few days into the Route of Discovery (Cadiz to San Salvador).

Gitana 13 left New York on her current record attempt on January 16. After a bumpy few days sailing double reefed in shifty winds and choppy seas (but still averaging better than 20 knots), *G13* finally got into the tradewinds and began stretching her long legs, reeling off a series of seemingly effortless 600+ mile days. Her skipper, Lionel Lemonchois, says they are not pushing the boat but sticking to the plan to sail conservatively. "We don't push the boat too hard. We make it go forward while keeping a good margin of safety, because we still have a long way to go before we reach San Francisco!"

Gitana 13 will be the largest maxi-cat ever to visit San Francisco, and the first large multi to visit since a brief pit stop by Olivier de Kersauson's 110-ft trimaran *Geronimo* in 2006. Keep an eye on *Lectronic Latitude* for more updates on her journey. And if time, daylight and weather permits, please plan on joining us to go out and greet her as she enters the Bay. In the meantime, for daily updates, photos, videos, positions and log entries, log onto *Gitana 13's* excellent part of the bigger *Gitana* website at www.gitana-team.com/en.

— jr

SIGHTINGS

stormy weather

For how hard it blew, there was surprisingly little damage. That seems to be the consensus after a series of strong winter storms lashed Northern California over a three-day period January 4-6. We should clarify that we're talking about damage to boats and marine facilities, not the quarter million homes and businesses that were without power for several days (our office among them), nor the hundreds of trees or parts of trees that blocked roads, downed powerlines and damaged homes.

On or near the water, gusts to 50, 60 or even 70 miles an hour sure had things moving. Even things that shouldn't move. We drove into Schoonmaker Marina to check a couple of boats at their slips, only to spot several guys 'hiking' out on an Olson 30. And it wasn't even in the water! A couple of people were standing on the side of the trailer, trying to keep it and the boat from doing a 'hard broach'

continued on outside column of next sightings page



Thar she blows! Spread, the harbor at Monterey before it really started blowing. The photographer's boat and the Kettenberg 40 'Jubilee' (in foreground) survived fine. Left top, the paradigm shift at Loch Lomond. Left bottom, domino boats at the SFYC. Inset, one of scores of shredded roller furling jibs. Above, this Moore 24 blew right off its trailer. Amazingly, it sustained only cosmetic damage.



LATITUDE / ANDY



LATITUDE / JOHN A.



storms — cont'd

into the tarmac, while the others were hastily rigging straps around it and the trailer. But everything was heeling ominously in the gusts. They finally got it strapped down, then pulled a one-ton truck around the upwind side and lashed the whole shebang to its axles. That boat survived fine. Others in the dry storage area weren't so lucky. A Moore 24 was blown off its trailer (amazingly, it sustained only a few gashes in the paint) and a Nacra cat went over, trailer and all. There were similar scenes in many other dry storage areas — some trailered boats toppling like dominos as each hit the one next to it.

In the marinas, there was lots of herking and jerking but, not much serious damage that we heard about. Lots of the usual stuff: chafing through lines, scuffing of hulls, roller furling sails unfurling and shredding. Among the worst incidents, storm surge overran the outer breakwater at Loch Lomond Marina in San Rafael and caused

continued on outside column of next sightings page



LATITUDE / LADONNA



SPREAD, CRAIG HIRT; INSET, RICHARD GILLETTE

SIGHTINGS

storms — cont'd

an entire row of docks to shift 30 feet. However, once again, there was surprisingly little damage to boats.

Perhaps the worst hit area was Richardson Bay off Sausalito, where the Coast Guard and other Samaritans were kept busy Friday and Saturday rescuing boats that came adrift from the anchorage. Richardson Bay was also the scene of the most tragic incident associated with the storm, the death of diver Todd Estrella, who succumbed to hypothermia while helping secure a tug that had come adrift. (For more on this incident, see *Loose Lips*.)

The storm of January '08 was not the first or last to hit the Bay
continued on outside column of next sightings page

camera

those hard-to-reach inner corners. Then we take a sudsy dishwater soap solution and slosh it around the inside, give the works a freshwater bath, then put them out in the sun to dry. Since we can't remove the lens on the little Panasonic Lumix camera, we soak it in the dishwater solution overnight.

Well, we might as well clean our cameras this way for all the luck we've been having. Down in the Caribbean, we lost




MARTIN H. MCCARTHY

— cont'd

two cameras in two days. The Nikon due to one too many blasts of spray, as we just weren't able to protect it while simultaneously trimming the #1 jib on the big schooner we were sailing on. The little Lumix was a victim of a goofball friend's well-intended cannonball off the bow of a boat as we motored by in a dinghy.

As you might expect, getting today's cameras wet is the death of them. As ex-

continued in middle column of next sightings page



John Dane and son-in-law Austin Sperry worked hard to win their berth on the US Sailing Team AlphaGraphics for this summer's Olympics in Quindao, China.

storms — cont'd

Area. There will be others, and we urge you to prepare for them. Here are a few suggestions:

- **Fenders** — If you have them, use them. If you don't have them, get some. For berthed boats, put multiple fenders on *both* sides of the boat. It may seem unnecessary in calm weather, but if one of your docklines chafes through or breaks in bad weather, fenders can save you a big yard bill in topside repairs.

- **Snubbers** — The most common type, made of black rubber and available at any chandlery, look like rubber toy snakes. They aren't cheap, but they are very effective. Get them and install them per the instructions on all your main lines (if you are in a berth, put them on both bowlines and both stern lines.) Caution — make sure you buy the proper size snubbers for your lines, or they will break or slip.

- **Springlines** — We're often surprised how many folks don't know what spring lines are for or how to rig them properly. Basically, for a boat that's in a berth or side-tied, the bow and stern lines attach those ends of the boat to the dock. The spring lines keep the boat from moving fore and aft. Properly done (look in any *Chapmans* or the *Annapolis Book of Sailing*), springs will help keep your boat in one piece when the big winds roll through.

- **Roller furling** — Again, improper stowage is the reason so many roller furling headsails get ruined. Just days after the storm, we noted that the owner of one boat had removed the shreds of his former jib, put a new jib on and 'stowed' it the same way: rolled up almost all the way with a little 'tab' of clew left jauntily out. It looked 'shipshape', for sure. But as soon as big wind comes back, it's going to grab that tab, unroll everything and it's confetti time again. This would make it the third or fourth jib that this has happened to on this particular boat, so maybe one of these days, the owner will look around at how almost everyone else does it and get the message. The proper way, if you are going to leave the sail on, is to grossly over-roll the furler so that several coils of jibsheet wind around the sail after it's furled. Looks sloppy, but works great. A better idea yet: if you're not going to use the boat over the winter, remove roller furling sails from the boat completely.

- **Trailers** — It's a good idea to strap the boat down to the trailer. Those big, wide straps with the built-in ratchets (available at car parts stores) work well. If possible, unrig the mast — at least if you know you won't be using the boat for extended periods. And try not to park downwind of other trailered boats whose owners don't do any of this.

— jr

dane and sperry — star power

When one speaks of the Great Dane and sailing in the same breath, it has been tacitly understood for decades that the reference was to Paul Elvstrom, the great Danish sailor who won four Olympic gold medals and countless other events in 50 years of sailing.

But after next summer, the moniker will need clarification, as there is currently another 'great Dane' in our midst. That would be John Dane III, who finally secured an Olympic berth in the Star Class on the US Sailing Team last October — after 39 years of trying.

"Three classes, seven trials, a second, a third, a few fourths — and now first," exulted Dane after winning the 16-race 2008 U.S. Olympic Team Trials sailed on Santa Monica Bay October 6-10. The accomplishment puts him in some pretty elite company — Paul Cayard, Mark Reynolds, Bill Buchan and Lowell North, to name a few, have all been there and done that. But what has really made Dane a media magnet is that, at 57, he is the oldest skipper ever to qualify for the U.S. Sailing Team. (Elvstrom himself may have been the oldest sailing Olympian ever. His final appearance was in the Tornado class at Seoul in 1988 at age 60.) But wait, that's not all: Dane's crew, 29-year-old

continued on outside column of next sightings page

SIGHTINGS

star power — cont'd

Austin Sperry, is also his son-in-law.

"I'm still wondering how it all happened," says Sperry, a Bay Area native who admits he

was pretty intimidated the first time he met Dane. He was at the Spring Championships in Pass Christian, Mississippi, in 1999, and had become interested in a pretty young local named Sally. "One day this huge guy — 6' 3", 220 pounds — comes up to me and says,

Behind every successful man . . . Austin and John celebrate with wives Sally and Leslie.

"Boy, are you dating my daughter?!" It was John Dane and he didn't look amused.

The encounter cooled the younger man's jets for a while, but love eventually triumphed. Austin and Sally met again a few years later and the two started dating. They married in 2005. It would take a bit longer for Dane and Sperry to find a common ground.

John Dane III grew up in New Orleans and began sailing out of the Southern YC at age 10 with his father. After learning the basics in the old man's Optimist, the father-son duo sailed together in a series of double- and triple-handed craft including Lightnings, Penguins and a Luders 16. By the time Dane the younger reached 17, he was pretty hot property around Lake Pontchartrain and got regular rides. A few were on Buddy Fredricks' Star and Dragon boats. John moved on to crew for another Dragon sailor, O.J. Young, and the pair took second in the 1968 Olympic trials to Fredricks, who went on to win gold in Mexico City with six firsts. Dane was offered a spot as an alternate on that team and always regretted not going. So way back in his teen years, he set the goal of returning with his own campaign. It would be a long time coming.

A decade after the Mexico City Games, Austin Sperry was born in Oakland. He also learned to sail with his father and first stepped aboard a Star at age 14. (His father, Brooks, still sails Stars and Austin crews for him in that fleet's Masters Regattas.) Austin's own prodigious talents led to crewing positions with John Kostecki and Paul Cayard, among others, and he *did* accept the offer to go to Athens as part of Cayard's team (he crewed on the 'B boat' during training sails) at the 2004 Olympics, where Cayard finished fifth.

The next year, Sperry and Dane decided to try sailing together in the Star Spring Championships in the Bahamas. "It was in April and it was really blowing — 25 knots, 10-ft waves and I thought, 'How is this going to turn out?'" recalls Sperry. Actually, surprisingly well. They ended up second behind Cayard and found that they were pretty compatible on the boat. So they started doing more regattas. They won that year's King of Spain event in Marina del Rey, took third at the 2005 NAs . . . "and then the hurricane came," says Sperry.

Hurricane *Katrina* obliterated the Southern YC (the new Clubhouse is currently under construction), but in one of those rare *good* twists of fate, it cemented the relationship between Dane and Sperry on several different levels.

In 1988, Dane had founded Trinity Yachts, which built large superyachts in a facility near New Orleans before *Katrina*. After the hurricane, the area was so devastated that he moved the operation to Gulfport, Mississippi. To encourage his employees to come with him, he purchased 100 four-bedroom mobile homes and put Sperry

continued on outside column of next sightings page

camera

pensive as they may be, it's still cheaper to replace them than try to have them repaired. So the real secret to getting clear photos, and having your cameras last, is to protect them from spray at all costs. And at the end of an in-the-spray session, you'll want to clean them with a slightly damp cloth.

A good point-and-shoot option are the Olympus brand cameras that are both waterproof and shockproof. They might

Scrubbing bubbles — When cleaning delicate electronics, such as digital cameras, be sure water gets into every nook and cranny. Ok, maybe not.



MARTIN H. MCCARTHY

— cont'd

not have quite as many features as similar non-waterproof cameras but, in many cases, cameras come with too many features anyway. The Olympus cameras are also good for a laugh, as you can shock your friends by using them to stir the ice in your sundowners.

So keep the cameras dry, shoot at a minimum of 300 pixels, and email your best to us at editorial@latitude38.com.

— rs

star power — cont'd

in charge of setting them up, as well as helping in other aspects of rebuilding the business.

And rebuild it they have. Trinity has since doubled in size and become a poster child of the Gulf Coast recovery. With the success came the funding to build a first-class Star Olympic campaign — and Sperry was once again put in charge.

Dane makes no secret of the fact that his campaign war chest rivals — and may exceed — that of any Olympic sailing campaign in history. His coaches include multiple champs Rodney Hagebols, Hans Wallen and training partner Marc Pickel. In addition, they two-boat train

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ELECTRONIC / RICHARD

SIGHTINGS

star power — cont'd

against the likes of 2007 World Champion Robert Scheidt and 2006 World Champion Hamish Pepper. They have their own weather guys. They can afford to fly boatbuilder Leonhard Mader all the way from Germany to install a new light-air keel on their Mader boat. Some competitors have nicknamed the campaign the Manhattan Project, after the hugely expensive effort by the United States to build the

continued on outside column of next sightings page

bay area

Elsewhere in this issue, you'll find a feature entitled *What to Do With Your Boat* — a compendium of (we hope) new ways for both new and seasoned sailors to enjoy their boats.

One issue not dealt with in that piece is where to berth your boat after you're



PHOTOS MIKE HARKER

marinas

done having fun with it. Yes, we're talking about marinas which, in the Bay Area, are probably more like hotels than than parking lots. Most of you have done this dance and learned the ropes, but for the new boaters or those interested in per-

continued in middle column of next sightings page



Mike Harker was treated to a light show as he finished his one-year mostly-solo circumnavigation in Antigua.

star power — cont'd

first atomic bomb.

"I did not set a budget, I set a goal," Dane said in a recent *Seahorse* interview. "Austin focused on the campaign and I concentrated on running the business. Fortunately, the business is doing well."

And it's hard to argue with success.

The Dane stable currently includes three Stars, one Mader, one Lillia and one Folli. All are impeccably set up. But the main weapon of the campaign thus far has been the Folli, #8230. For reasons unknown, *Zoom Zoom*, Dane's only named boat, seems to have just a bit more magic.

In 2006, their training — which includes two hours in the gym every morning — really started paying off as they moved up the ranks. A high note of the year was winning the Bacardi Cup in March over 92 boats. More victories followed in 2007. But they didn't race everything. By then they knew that the summer Olympics in Quingdao, China, were likely going to be sailed in very light air. So if a venue (such as the NAs in Vancouver) would not benefit their light air performance, they'd take a pass and continue training in the light zephyrs of Southern California. By the time they reached the Olympic Trials last October, they were the #1-ranked Star team in the country.

They did not disappoint at that 16-race series. But with the likes of 2005 NA champ George Szabo and four-time Olympic medalist Mark Reynolds in attendance, they didn't walk away with it, either. Going into the last day, they trailed the leader, Szabo, by a point. Dane and Sperry reached deep into their bag of tricks as *Zoom Zoom* rounded the top mark and passed the lead boat on the final run to win the race, the series, and the Olympic berth.

Along with many Olympic hopefuls, Dane and Sperry spent 10 days in Quingdao last August sailing a chartered Star around the Olympic courses. They came away with the same impressions as most other sailors: "The facilities are wonderful, the people are friendly, but in August, there's no wind," says Dane. There is, however, lots of current, big chop, and it's really hot. But even that might be good news in a backhanded sort of way. "It actually reminded me a lot of summer sailing back home in Lake Pontchartrain," confides Dane. And he's done a lot of that.

After 39 years of hard work, patience and countless races on countless courses, perhaps the early dreams of a starry-eyed teenager have finally come full circle.

— jr

mike harker completes circuit

The wind gods weren't about to let Mike Harker and his Hunter Mariner 49 *Wanderlust 3* off easy on the last day of his one-year, mostly singlehanded circumnavigation. As he passed the French Islands of Martinique and Guadeloupe, it blew 35 to 40 knots, some of the strongest winds of his trip, and streaked the skies with lightning. It wasn't until 10 miles from Antigua, where he would complete the circle, that the conditions abated somewhat. Even so, he had to take refuge in Falmouth Harbor, which offers a little more protection than nearby English Harbor.

The circumnavigation is an incredible achievement for Harker, who after being a waterskiing and hang-gliding champion, all but died several times in a terrible hang-gliding accident off Grenada in the Lesser Antilles. Defying the predictions of doctors, after a decade of physical therapy, he was able to walk again — although he still has no feeling below his knees.

While riding his bike through Marina del Rey one day, the Lake Arrowhead resident picked up a copy of *Latitude* and read about the Baja Ha-Ha. A non-sailor at the time, he bought the Hunter 34 *Wanderlust*, and did the Ha-Ha and some abbreviated cruising in

continued on outside column of next sightings page

SIGHTINGS

mike harker — cont'd

Mexico. After doing the Baja Bash home singlehanded, he purchased the Hunter 446 *Wanderlust II* in Florida and singlehanded her across the Atlantic. After adventures in the Med, back across the Atlantic, and around French Polynesia, *Wanderlust II's* rudder snapped off on the way back to Hawaii. After fitting a replacement rudder, he continued back to California, where he concocted the dream of a one-year circumnavigation.

If the 60-year-old Harker isn't an inspiration to sailors and non-sailors alike, we don't know who would be.

— richard

duct tape to the rescue

Speaking of Mike Harker, in the January 4 edition of *Lectronic Latitude*, Harker told the story of what happened when his 'high water' alarm sounded 500 miles south of Ascension Island in the South Atlantic Ocean. Here's what he had to say:

"I hurried down the stairs to look in the bilge, and when I saw the water up to the floorboards, I shouted 'Oh my God, I'm sinking!' The first thing I did was shut off the engine, then I went around to close all the thru-hull seacocks. I went back to the manual bilge pump and started pumping out the sea water, but it was too slow. I then got out my hand pump and buckets and pumped the bilge water into the buckets, then threw the water overboard. With most of the water overboard, I went around looking for leaks.

"When I lifted the engine cover, there was dried salt all around the alternator area and a water stream coming up into the alternator from somewhere under it. I took the stairs down and laid them in the forward cabin, then took off the engine cover to get to the alternator. After removing the it, I found the leak. A steady stream about the force of a kid peeing was coming up out of the salt water impeller pump. Not from the two hose connections on the pump, but from the curve of the pump's metal casing itself.

"How was I to stop the leak? I got out the Yanmar book and found the page where it shows the impeller pump connection into the intercooler. I unscrewed the drain plug from the intercooler to drain all the water from above the pump. That stopped the water flowing from the leak. But how could I plug or fill the hole?"

We asked readers how they would have fixed the leak. Nearly 60 people wrote in with their solutions, the most common of which was to

use a waterproof epoxy such as JB Weld, Splash Zone, Mighty Putty or MarineTex.

Second only to epoxy, and often used in conjunction with it, was the always-popular duct tape. What many folks don't know is that there are a number of different grades of the silvery stuff. The Lawrence Berkeley National Lab, for example, has tested over a dozen types of duct tape, and classifies them as Economy, Utility, General Purpose, Contractors, Industrial,

Professional, Premium and even Nuclear. If you're trying to hold a boat together, you don't want to be counting on the Economy stuff.

Other creative solutions included strapping (with duct tape, no doubt) a wine cork in the hole; scrap rubber and hose clamps (or duct tape); and tapping a screw into the hole (using epoxy and duct tape to 'seal' it). We should point out that several knowledgeable sailors suggested that if the leak was coming from the water pump's seals,

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marinas

haps changing neighborhoods, we offer a few observations.

First of all, nothing matters more than location, location, location. The marinas closest to the main sailing playgrounds — the central Bay and Estuary — are go-

Hey, it could work! — Duct tape may be held in high regard but it probably isn't appropriate for every situation.



Rescue Tape, another reader suggestion, is waterproof, can withstand 500°F, and has a tensile strength of 700 PSI.

— cont'd

ing to be more expensive than the more outlying places.

Next, services. Believe it or not, there are still plenty of funky little marinas around with rickety docks, gravel park-

continued in middle column of next sightings page

duct tape — cont'd

plugging the leak may end up damaging an engine faster than the leak could sink the boat.

So how did Harker fix the leak? Well, you'll have to wait a month to find out. He's due into *Latitude's* 'Caribbean Office' later this month, when we'll ask him all sorts of questions about his one-year circumnavigation. We'll have the answers in the March issue.

— *richard & ladonna*



SIGHTINGS

got youth sailing? tell us about it

Where will tomorrow's circumnavigators and Olympic sailors come from? Perhaps from youth programs right here on the Bay.

After doing a little digging into the subject of youth sailing in the Bay Area, we've found that there are a boatload of opportuni-

ties for local kids to become familiar with the basics of sailing while gaining an appreciation of nature and teamwork at the same time. And many are free of charge through scholarships and grants.



PAUL MARBURY

Smiling faces are required equipment in the many Bay Area youth sailing programs.

We'd like to bring you a comprehensive report on the broad scope of such programs in an upcoming issue, but we'd hate to leave any out. So, if your organization offers youth sailing locally, please drop us an email at andy@latitude38.com and we'll follow up. Many thanks.

— andy

new mexican fishing license rules

Chuck Houlihand and Linda Edeiken of the formerly-San Diego-now-PV-based Allied 39 *Jacaranda* report that the rules for Mexican Fishing Permits changed on January 7. Instead of requiring a license for the boat and every tender on-board, the rule now requires a license for every individual.

Chuck and Linda also report that the entire process can be completed online at www.conapesca.sagarpa.gob.mx/wb. Of course there is no English version of the website so they suggest joining the 'Southbound Group' Yahoo Group (http://groups.yahoo.com/group/southbound_group) for step-by-step instructions. The new licenses cost about \$45.

— ladonna

lone fox wins st. martin classic

Lone Fox, the classic Robert Clark 65-ft ketch built for Colonel Whitbread nearly a half century ago, but now owned by Ira Epstein of Bolinas, won overall honors in the St. Martin Classic Regatta held January 17-20 in the Netherland Antilles. While the event isn't as highly regarded as the Antigua Classic Regatta that's held in early April, and where *Lone Fox* took second in class last year, you still can't do any better than first.

Ira, who is based out of St. Barth and is one of the nicest guys you'd ever want to meet in the Caribbean, purchased the boat a little over a year ago, and has been doing day and term charters, plus classic regattas, ever since. After decades of commuting from Bolinas to the

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marinas

ing lots and minimal facilities — and relatively cheap slip rent. But these days, there are many more high-end facilities with wide fairways, rock-solid concrete docks, wi-fi, laundromats, TV and phone hookups, and five-star restrooms.

Prices of Bay Area marinas — public or private — vary widely. Again using the

The stunning 65-ft 'Lone Fox' took top honors in the St. Martin Classic Regatta last month.



— cont'd

example of location, slips at the very nice Glen Cove, Martinez and New Bridge Marinas up in Delta country average \$6.50-7 per foot. Down in the South Bay at the also very nice Brisbane Marina, Oyster Point and Coyote Point Marinas, you're looking at \$7-7.50 a foot. Note that these are aver-

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lone fox — cont'd

Financial District in San Francisco in time for stock exchange hours in New York, Epstein is now "living my dream."

A later chapter in that dream is entering *Lone Fox* in the classic yacht regattas in the Med, something he can't quite spring for entirely on his own. As such, if you'd be interested in chartering the boat for one of the classic regattas in France or Italy, Google 'Lone Fox' for the contact info for several charter agencies.

— richard



ELECTRONIC / RICHARD

SIGHTINGS

the sad fate of *wanderer*

After reading our request in the January issue of *Latitude* for more info on the demise of Sterling Hayden's schooner *Wanderer*, Tiburon-based 'old salt' Bob Van Blaricom shared the accompanying photo of *Wanderer* on the reef in Rangiroa.

The photo was snapped by Australian Des Kearns in 1965 from the decks of the 99-ft schooner *Valrosa*. Ironically, *Valrosa* met the
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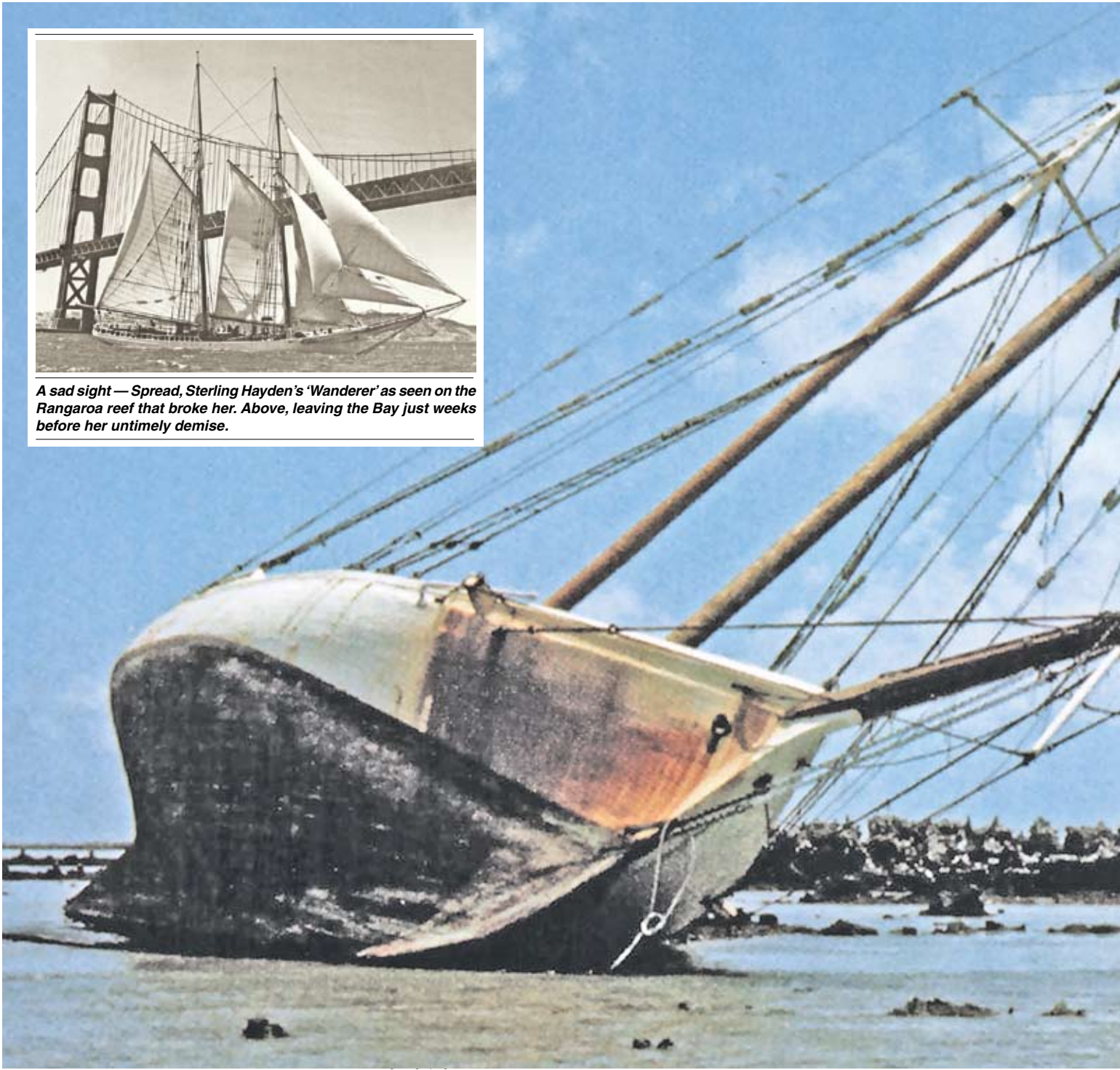
marinas

ages, and that smaller slips generally cost less per foot than larger ones.

Closer to the main Bay at places like South Beach, Pier 39, Jack London Square or Clipper Yacht Harbor, slip rent runs \$9 or \$10+ per foot. If you can find a legal liveaboard slip (good luck), there



A sad sight — Spread, Sterling Hayden's 'Wanderer' as seen on the Rangiroa reef that broke her. Above, leaving the Bay just weeks before her untimely demise.



SPREAD, DES KEARNS; INSET, DIANE BEESTON

— cont'd

will be additional fees. If you can find a side tie (rather than a slip), you might get in for a bit less. It's a bit less yet for dry storage if you're a trailer sailor.

There are so many factors boat owners must consider when shopping for a ma-

continued in middle column of next sightings page

*wanderer* — cont'd

very same fate as *Wanderer* the day after the photo was taken — she was set by a current on the windward shore of Tiki hau, just 50 miles away. “She was reduced to matchwood in a matter of hours,” wrote Van Blaricom. It seems that since *Wanderer* came to grief on the leeward side of the island, she stayed intact for many years.

“When Peter Passano and I were cruising aboard our steel cutter *Sea Bear* in 1993,” he continued, “we stopped in Rangiroa and asked the locals if there was anything left of *Wanderer*. We were told that there wasn't a trace of her left.”

— ladonna

occ sailing center to expand

Orange Coast College School of Sailing and Seamanship in Newport Beach — recipients of Roy Disney's magnificent maxZ86 *Pyewacket* — received the okay last month from the California Coastal Commission to start work on a planned \$4 million renovation project. The current facility, built in the '70s, has gone through four upgrades over the years but none have addressed its issues with wheelchair accessibility. The renovation will correct the problems, allowing wheelchair access throughout the entire facility.

The one-year renovation, scheduled to start February 1, will include remodeling the Boat House, expanding the center by 3,000 sq. ft., and adding offices, storage, and separate restrooms and locker rooms for men and women. “It provides more access to the program for everyone,” noted Brad Avery, director of the program.

For more on the school and the programs they offer (construction won't affect class schedules), go to www.occsailing.com.

— ladonna

short sightings

SALINAS, CA — Sacramento-area resident Adom Fetter decided to take his three-year-old daughter for an overnighter on his buddy's 30-ft Alameda-based boat. He headed out the Gate on December 23, turned south and headed for Santa Cruz.

By mid-morning Christmas Eve, Fetter realized he'd overshot his destination so he pulled a U-turn but got caught in the heavy surf off Marina State Beach, winding up on the beach. Neither Fetter nor his daughter were injured, but Cris Petrea's *Puissant* was torn apart by the waves.

What's really newsworthy about this story is that Fetter, 35, was immediately taken into custody for child abduction, child endangerment and reckless operation of a water craft. Seems there was a Nevada County restraining order against him regarding the girl. *Puissant's* owner claims he never gave Fetter permission to use the boat, so boat theft charges may also be filed.

In a December 31 arraignment, Fetter pleaded not guilty. Bail was set at \$10 million.

SEATTLE — A 40-year-old Seattle-area man told his roommate that he was taking his dog for a sail on December 27 and that he'd be spending the night on the boat. The next morning the man's 25-ft sailboat washed up on the shores of Lake Washington's Mercer Island with no sign of the man or dog. The Coast Guard launched a search but nothing was found. (The dog was later found alive on shore and turned over to the roommate.) Officials believe the unidentified man accidentally fell overboard and wasn't able to climb back aboard.

PHUKET, THAILAND — Swiss national Pierre-Alain Oberson, 50, was entertaining a 25-year-old Thai woman — his wife and two children were staying at a nearby resort — the night of January 9 when German diver Peter Schmid swam up to Oberson's 36-ft sailboat

continued on outside column of next sightings page

SIGHTINGS

shorts — cont'd

Maria. The couple invited him aboard where they chatted and shared a few beers.

As Schmid was getting ready to leave, he pulled a homemade gun from a bag and ordered the woman to tie up Oberson. Instead, the pair attacked Schmid with a gaff hook, gashing him in the eye and on the wrist. During the scuffle, Schmid managed to fire a shot into Oberson's shoulder.

Oberson was in intensive care for a few days but recovered. Schmid, 35, died from blood loss — his body was found near the boat.

While authorities believe robbery was the motive for the attack by Schmid, and that Oberson acted in self-defense, under Thai law, Oberson will be charged with murder as a matter of procedure. They expect all charges to be dismissed.

— *ladonna*

welcome rob grant!

Please say hello to the newest member of the *Latitude* team, Rob Grant, who takes the helm of *The Racing Sheet* starting this month. Originally from just down the coast in Santa Barbara, Rob was fortunate to be born into a sailing family and spend lots of time sailing in junior events with a focus on keelboats. That led to some really enjoyable rides on boats like ULDB 70s, Farr 40s, Melges 24s, IOR battlewagons and J/24s.

Rob ramped up his writing skills when he became the editor of Santa Barbara City College's student newspaper, *The Channels*. That experience led to a summer internship at the local daily paper, which in turn led to nearly two years as a stringer, contributing stories on topics that ranged from bond measures to profiles of residents, as well as articles on sailing written for a largely non-sailing audience. (Take it from us, this is harder than it sounds.)

After studying Literature and Writing at UC San Diego for a few years, along with some intermittent college sailing, he tacked offshore, literally. For the past few years, Rob has lived and worked in Two Harbors, Catalina Island. That's where we met him when he punched up to the west end of the island to photograph last summer's TransPac boats as they passed by on the way to Honolulu. If you've been to Two Harbors recently, you might have met him, too — at the helm of a Harbor Patrol boat. He says that the urge to do more sailing and writing gradually overcame the affinity he has for Two Harbors and the tight community there.

So now he's here. Rob says he's stoked to finally have a chance

continued on outside column of next sightings page

marinas

rina that it's hard to give general advice. Where do you live? What type of sailing do you do? How important is proximity to local shopping? How often do you sail? How big is your boat? Do you belong to a yacht club? And so on.

But an old standby for us has always been to visit the place, either by car or



Some guys have all the luck! Bill Lilly of Newport Beach flies to St. Barth to take a 'vacation' from cruising his Lagoon 470 'Moontide' in Mexico, and ends up looking like the old man and the sea after inexplicably being given the helm of the great 130-ft Fife schooner 'Altair' on the last leg of a big race.

— cont'd

boat. Introduce yourself at the harbor-master's office, see if they'll give you a pass key to check out the facilities and just walk around a bit to see how the place feels to you. Sounds hokey, but if you do this enough, sooner or later one will just hit you as the 'right' one.

—jr

rob grant — cont'd

to write about sailing for an audience that actually *does* it. He's new to the Bay Area, but figures even that is an advantage in a way, as he'll be seeing the place through fresh eyes. We expect he'll have lots of help getting dialed into the local racing scene — and he asks for a little understanding if he manages to inadvertently slip any glaring geographical or historical errors past our eagle-eyed veterans.

Rob can be reached at rob@latitude38.com.

—jr



LELECTRONIC / RICHARD

SHORTHANDED RACING

Shorthanded racing — the longer the better — has always been big in Europe. Ever since the first rugged group of adventurers set off to compete in the Golden Globe Race — the first single-handed around-the-world event — in 1968, the fervor for more and wilder challenges has continued. The 'Globe' event became the BOC, which became Around Alone. It's currently called the Velux 5-Oceans Challenge. This every-four-year event features three to five legs with short 'pit stops' at various ports around the world.

Not challenging enough? Okay, how about a solo round-the-world race *non-stop*? You got it. Since its first running in 1989, the Vendée Globe, also raced every four years, has earned the nickname 'Everest of Sailing', and no race deserves it more.

But it hardly stopped there. Brand new on the world scene last year — and still in progress as we write this — was the Barcelona World Race, a double-handed nonstop race around the world. And in the last few months, at least two *new* shorthanded round-the-world races have been announced.

Add to that numerous shorthanded TransAtlantic races every year — Jacques Vabre, Transat Ecovert B to B, New Man Star, etc — as well as various one-boat solo record attempts ranging from Francis Joyon's incredible recent run around the world on his 97-ft *IDEC* (see the article later in this issue for more on that), to those two French guys who sailed the 20-ft beach cat 2,700 miles across the Atlantic a couple of months ago — not to mention all the *crewed* events — and you begin to form the impression that the oceans are a big traffic jam of wildly painted sailboats going every which way.

And we can hardly leave this discussion without mention of the training ground for much of this activity, the Mini-Transat 6.50. Ever since 1977, some of the biggest names in European sailing (Dame Ellen among them) have



LATITUDE/LADONNA

On this side of the pond, aside from that Joshua Slocum/*Spray* thing 100 years ago, Americans in general don't care much about sailing, shorthanded or otherwise. If it doesn't involve balls, stadiums or high-powered cars, you're

For West Coast sailors, it doesn't get much better than arriving in Hawaii after a long Pacific crossing. Some, like Bob Johnson (above, sailing his J/92 'Ragtime' across the finish line of the '06 Singlehanded TransPac), think this great experience is enhanced by doing it solo.

of these things — shorthanded sailing seems to be gaining ground. In fact, it might well be the only sector of our sport showing actual growth rather than the slow decline in numbers of just about every other kind of racing, save a few strong one design fleets.

As exhibit A for the people, we point to last month's Three Bridge Fiasco. This took place after this issue went to press (and after this was written). But judging from the PR leading up to the 2008 edition, as well as a quick check of our archives, it will have once again boasted the second largest fleet (to May's Great Vallejo Race) of any regatta held in the

There are places in the country where it's too cold to even read about sailing in January, and out here the Three Bridge Fiasco regularly attracts more than 200 boats . . .

cut their sailing teeth in this event, which takes a huge fleet (96 starters in the last one) of singlehanded racers 4,000+ miles across the Atlantic in overcanvassed 21-ft boats.

pretty much outta luck here as far as a fan base goes.

But among sailors — and we're talking local sailors because, after all, a regional sailing magazine is supposed to be on top



LATTITUDE/LADONNA

You don't need a big, expensive boat to have fun singlehanded. This is Adam Correa at the start of the Half Moon Bay race in his nicely setup Pearson Ariel 'Che'.

handed, 25% solo).

Sure, this is primarily a fun event and most sailors don't take it all that seriously. But some do, especially those who are members of the local Singlehanded Sailing Society, for whom it is the first counting event on their yearly racing calendar.

And there are some local shorthanded events which *are* more serious, such

26), all of which venture 26 miles to the Rockpile and back over sometimes not-so-pacific Pacific.

There are also numerous outings in the (most of the time) safer confines of the Bay, with another well-attended highlight capping off the year, the Vallejo 1-2 (October 4-5), where competitors sail from Richmond to Vallejo YC solo on Saturday, spend the night, then race back doublehanded on Sunday.

The varsity event for SSS and northern California shorthanded sailing is the biennial Singlehanded TransPac, which this year starts on July 12 and ends 10 days to two weeks later, 2,120 miles away in lovely Hanalei Bay, Kauai. To the several hundred people who have done this race since its inception in 1978 (many of whom return, over and over, to do it again), it is a life-changing, life-affirming experience.

(Doublehanders can also race to the islands this year in their own division of the Pacific Cup, whose various divisions start between July 14-19 here in the Bay.)



Bay all year.

And — these are points worth stressing — it is for singlehanded and doublehanded entries only. And it is held in the *middle of winter*. There are places in the country where it's too cold to even read about sailing in the dead of winter, and out here the TBF

JIM LIOT/DPP/IDEC



regularly attracts well over 200 boats to have a big, fun fiasco of a time trying to pick the right way to round buoys near the Bay's three big bridges. In 2005, 238 boats took part. In 2006, 218. Last year, an all-time high of 279. If everyone showed up this year, there will have been 252 (of which about 75% will be double-

Few sailors — even French ones — will ever get the chance to guide a huge trimaran like Francis Joyon's 'IDEC' around the globe alone. Fewer still will capture the imagination of sailors everywhere, as he has.

as the Douhlehanded Lightship (March 15), Doublehanded Farallones (March 29) and Singlehanded Farallones (April

We have a theory as to why shorthanded is on the rise locally. Part of it has to do with the challenge itself — sailing your own boat efficiently, by yourself or with one other person. Part of it is the varied and incrementally challenging races in and out of the Bay. Part of it is

SHORTHANDED RACING

the SSS themselves. This is one of the most friendly supportive and informative groups of folks you will find anywhere — in an area topheavy with supportive groups of sailors.

The intention of this piece when it was started was to note a trend. But if in the process we've inspired more of you to try shorthanding, so be it. On that note, please realize that there is more to shorthanded sailing — or at least doing it efficiently — than just casting off the lines and heading out by yourself. There are completely new paradigms of boat handling, setup, safety and even sleeping that must be learned and implemented.

Yes, you can learn them quickly enough at the school of hard knocks. But a far easier and more supportive way is get involved. Contact the Singlehanded Sailing Society (www.sfbaysss.org), go to some of their seminars (the excellent Solo TransPac seminars have been ongoing since October; see *Calendar* for dates). Do a race or two. Volunteer for committee work. Perhaps join the organization.



LATITUDE/LADONNA

Shorthanded sailors come from all walks of life and their craft come in all shapes and sizes. Why not give it a try this year?

And maybe one of these days, we'll see you out and about on the Bay, being very 'trendy' as you and perhaps one other

crew blast by some fully-crewed boat on the way to somewhere. Or just maybe we will be one of the envious ones who shakes your hand in congratulations as you step ashore in Hanalei Bay.

— **latitude/jr**



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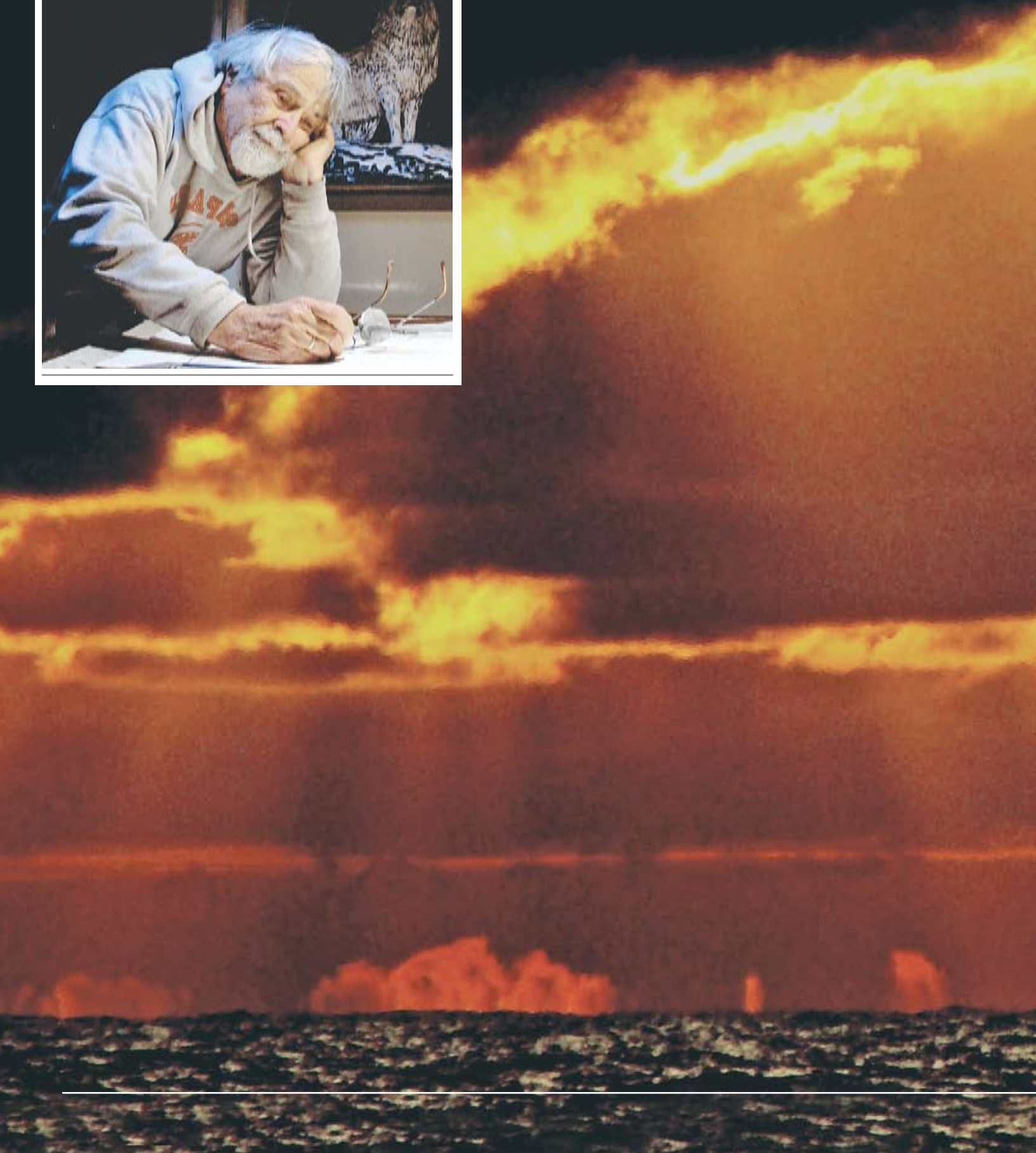
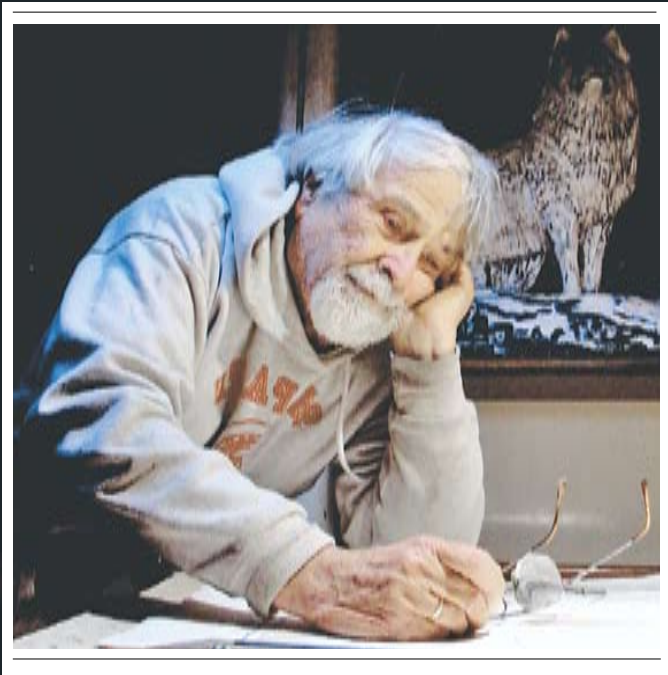
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JERRY BORUCKI



THE ICEMAN COMETH

When asked about their summer sailing plans, most Bay Area sailors wax rhapsodic about a week — two, tops — spent basking in the Delta heat or braving Mother Ocean all the way to Drakes Bay — maybe even Monterey, if the weather's just right. For a hardy handful, the ideal summer vacation includes a quick run to Hawaii and back. But Jerry Borucki sets his sights a little higher — say, the North Pole.

Okay, Borucki doesn't really expect his Freya 39 *Arctic Alpha Wulf* to make the North Pole but, for the past two summers, he's sailed her from his homeport of Pillar Point to well above the Arctic Circle, and back, singlehanded — and he plans to do it again this summer.

Borucki's sailing career started in the late '60s when he bought a 20-ft

Carinita, a wooden daysailer designed by SoCal's Al Mason. After getting a handle on the sailing thing, Borucki decided the next step was, naturally, a trip to Hawaii. After two failed attempts — the first due to dry rot, the second to "the most perfect dismasting" — he refocused his attention on the bare hull of a Cascade 29.

Borucki built *Wandering Star* in his spare time and finally made it to Hawaii in 1977, accompanied by his wife Nancy. (Nancy no longer likes to sail.) On that first trip, they took along a Super 8 movie camera and created a short film about the adventure. That little film was so



Spread, red ice at night, NOT a sailor's delight. Top left, Borucki had tough decisions to make while waiting out weather. Above, now renamed 'Arctic Alpha Wulf', Borucki's Freya 39 has made two Arctic passages and is ready for another.

popular that they upgraded to a 16 mm camera to create a full length feature on Glacier Bay, Alaska. "That led to prospecting up in the Yukon and all sorts of

JERRY BORUCKI

ALL PHOTOS JERRY BORUCKI



oddball things," Borucki recalled.

The couple became "semi-professional" filmmakers, working for the likes of The Smithsonian and PBS. Interestingly, at the same time, Borucki was also a fluid dynamicist at NASA Ames Research Center in South Bay studying the effects of meteorite impacts on the ice of Europa, one of Jupiter's satellites. "I've been an iceman since I was a little kid," he laughed.

Indeed, when Borucki sold *Wandering Star* in '93, — after sail-

ing her to Hawaii and back twice — to buy the bare hull and deck of a *Freya 39*, he had every intention of sailing the finished *Alpha Wulf* to Antarctica. "But it's too crowded," he explained.

Instead, after spending seven years building *Alpha Wulf* — "I never really finished her" — and outfitting her with cold

weather necessities, such as two heaters and an ironically named Bering Sea Dickinson diesel stove, Borucki decided it was time to head back — to Hawaii.

That trip to the islands, though uneventful due to what was dubbed 'The Perfect Calm', was a good shakedown cruise for *Alpha Wulf* and, in 2002, Borucki finally headed north. He spent some time exploring Sitka and Yakutat in southeast Alaska before heading home.

"On the way back," recalled Borucki, "I thought 'Wouldn't it be fun to go to the Aleutians?' I drew a couple lines on the chart but never made any plans." The next year he decided to see how close he could get to the island chain, but the North Pacific High had other things in mind for this sailor who despises using his engine. "The High split and I got caught in the middle," he explained. "Can you believe it took me 33 days to go 1,500 miles?" He eventually landed in Yakutat again, 1,000 miles shy of the Aleutians but with another impressive summer adventure under his belt, nonetheless.

It seems he'd been digging around for a chart of Hawaii when he stumbled across his old chart for the Aleutians and thought "Why not?"

When Borucki turned for home that time, he was already planning the following summer's adventure: "My only goal was to see how far north I could get."

As a fluid dynamicist — someone who studies fluids in motion — Jerry Borucki has a considerably better-than-normal understanding of sailing dynamics, the effects of current and, most importantly when you're sailing a small boat singlehanded to the Arctic Circle, the weather.

Working with a NOAA weather advisor in Kodiak and a Ham operator in Fairbanks, in 2006 Borucki managed to make it to just past the Arctic Circle, which lies at 66° 33' 39" N, without

Spread, ice crystals growing on Nunivak Island seem otherworldly. Below, Shishaldin on Unimak Island is the most active volcano in the Aleutians. Above right, Jerry found out that 40-ft seas actually roar.



Then, in 2005, Jerry's world was rocked when funding for his Europa study was pulled. Instead of moving to a different department, he chose to retire. "I was upset and just wanted to go sailing for a couple of weeks," he recalled. "I started out for Hawaii and, 26 days later, wound up in Dutch Harbor, Alaska."

THE ICEMAN COMETH



Jerry made all sorts of friends on his solo trip north. Some friendlier than others.

encountering serious weather. At 67° 05', he found the pack ice. Satisfied, he turned again for home — with a plan already forming to return in 2007.

On July 9 last year, after adding a hard-earned *Arctic* to *Alpha Wulf's*

moniker, the "60-something" Borucki once again set off to find the ice. (He'd waited to leave Pillar Point in order to give the pack ice time to break up, as recommended by his ice advisors.)

But the Pacific High played havoc with his carefully laid plans — first moving west, teasing him by letting him head north, then shifting back into place, forcing him south — causing *Arctic Alpha Wulf* to take 31 days to make

Unimak Pass in the Aleutians.

Instead of wasting valuable time putting into Dutch Harbor, as he'd initially



planned, he sailed due north, through the Bering Strait and past the Arctic Circle. But there was no ice. He sailed on another day. Two days. Three. Finally, at 76° 20.515' N — about 500 miles farther north than the year before — the Iceman found what he was looking for.

"The ice has never opened up this far north on the west side," he insisted. "The pack ice is disappearing up there." Not wanting to get caught in the pack, Borucki skirted it. For two days, he fruitlessly searched for a lead that might allow him to go even farther north before realizing it was time to go.

Summer in the Arctic is notoriously short. Weather can turn on a dime and, if you're not familiar with the warning signs, getting caught in it could be a death sentence. So when Borucki first spotted high cirrus clouds, he knew the weather was in "turnaround" and that a big blow was on its way. "Up until then, life had been wonderful."

Beating feet south, Borucki decided to pull into an unnamed cove — locally known as Nash Harbor — on Nunivak Island, some 400 miles north of the Aleutians. While there are no real provisions in Nash Harbor, the holding is excellent and it's well protected, as attested to by the tug and barge that holed up next to *Wulf*.

Borucki ended up spending 16 long

JERRY BORUCKI

days waiting out a full storm and two gales in Nash Harbor, watching his weather window to get home close a little more with every passing minute. "Sixteen days is a lot when winter's coming," he said. He was running out of food, water and diesel — he only brought 50 gallons of fuel to use for cooking and heating — and now he was running out of time.

Luckily, the men on the tug became his friends, helping him pass the time and providing him with some food and water, and 15 gallons of much-needed diesel. If he could get moving, it might just be enough to get him home.

With the help of his weather advisors, Borucki found a short window that might have allowed him to make it out of the Bering Sea if only there'd been wind. As it was, he was forced back to Nash to wait out another storm before finally making it out for good.

Again, the wind failed, leaving him to drift south . . . until the next gale blew up. The 70-kt gusts shredded part of his roller furling foresail (which he later replaced with a spare), and prevented him



Even air vapors take on mystical qualities in the Far North.

from seeking shelter in Dutch Harbor — "I couldn't beat into the wind" — but he did manage break free of the Bering Sea. That's when the ride got really wild.

"I was very suspicious when the

wind dropped to five knots," Borucki recalled. "Nature doesn't give you anything up there." Sure enough, on September 29, five days out of Unimak Pass, *Arctic Alpha Wulf* suffered a knockdown.

Borucki remembers the seas running 40-45 feet with the tops breaking off when the boat suffered a terrific hit. He's certain that if he hadn't been down below, he wouldn't be here to tell his story. As crazy as moments like those are, he clearly remembers the boat staying over for nearly five minutes and suspects a second wave kept *Wulf* laid over. "It was enough to knock the sugar out of the coffee," he said somberly.

Surprisingly, the only damage *Wulf* suffered was a blown out dodger and a stove full of water from the chimney being submerged. But Jerry was exhausted and psychologically beaten. "I was shutting down to the outside world," he related. "A friend even reported me missing."

For the next two weeks, Borucki battled a gale every three days or so. At one

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THE ICEMAN COMETH

point a 'bomb' — a rapidly developing storm — was predicted so he ran for a hole he saw on the weather charts. "Unfortunately the wind shifted and I got creamed again," he laughed. "But I didn't get knocked down!"

No small feat considering he was seeing winds somewhere in the 60-kt range, a figure he doesn't give much credence to. "Maybe it was 60, maybe it was 70. What's the difference?" he said. "The idea is to survive and not worry about numbers."

Finally, Jerry was approaching home,



Wispy cirrus clouds in the Arctic are a dead giveaway that bad weather is on the way.

once again planning another Arctic odyssey for this summer. He'd endured three and a half months of solitude, terror

and everything in between, and had come out on top. He triumphantly struck sail and cranked on his reliable, if despised, engine, and began motoring the final few miles into port, where family and friends were waiting to greet him. Then the speed control cable broke.

Perhaps being towed into harbor wasn't the triumphant return Jerry had hoped

for at the end of such an epic journey, but he's still a hero to us. After all, who needs an engine? As Jerry says, "the real joy is the sailing."

— **latitude 38**/ladonna

Photo: David Gartland



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FRANCIS JOYON



LIOT-VAPILLON / DPPI / IDEC

Off into the wild blue yonder — spread, Francis Joyon had a lot of water in front of him when he sailed 'IDEC' out of the English Channel. Above, Joyon sheds some light on his triumphant return by burning 'victory' flares.

Sailing into Brest, France, in the early hours of January 20, French solo sailor Francis Joyon achieved something that had been almost unthinkable to him, to his boat's designers, and to the world — he'd lapped the globe alone in 57 days, 13 hours and 34 minutes, taking two weeks off the previous record and setting nine additional records in the process.

The 51-year-old Joyon and his 97-ft Irens/Cabaret-designed trimaran *IDEC 2* obliterated the singlehanded, nonstop, round-the-world record previously set by Dame Ellen MacArthur in 2005. Not only is this significant as a solo record, it's also the second-fastest circumnavigation ever, bettering the late Steve Fosset's mark of 58 days, 9 hours, set aboard the fully-crewed 125-ft cat *Cheyenne* in 2004, and missing only Bruno Peyron's fully-crewed 50-day lap aboard his 120-ft catamaran, *Orange II*, in 2005.

Four years ago this month, Joyon set this same record in his previous *IDEC*, rounding the globe alone in 72 days, 22 hours and 54 minutes. He then set off on a tour of the Atlantic, setting records for both the Route of Discovery (Cadiz, Spain, to San Salvador) and the West-

East trans-Atlantic record in 2004. Yet when MacArthur narrowly wrested the record from him by a 32-hour margin in 2005, Joyon felt he had no choice but to prepare for another lap.

"Without Ellen . . . I would have had no reason to go back," Joyon said at the press conference following his arrival last month.

The magnitude of Joyon's 2004 benchmark and the allure for adventurers seeking to better it were not just in the 20 days he'd lopped from the previous record. Rather, it was the fact that he'd done it in an 18-year-old, 90-ft trimaran with a seven-year-old mainsail that had already been around the world once. In contrast to the typical offshore campaign with shore teams of *preparateurs*, the self-reliant, self-described "simple sailor" had rolled and tipped the boat's paint himself.

This time, just about anyone who cared knew that with a new 'horse for the course' there was room for improvement. But how much? Joyon wasn't the only one who decided to find out.

Another Frenchman, ORMA 60 sailor Thomas Coville, launched a campaign as well, and both men raced to build new boats. Both of their giant red trimarans were designed by the duo of Nigel Irens and Benoit Cabaret. At one point, Irens postulated that *IDEC 2* would maybe be two or three days faster around the globe than MacArthur's 75-ft *B&Q Castorama*, which he and Cabaret also designed.

Joyon left Brest on November 23 with a favorable weather window and wasted no time lighting the afterburners on his giant trimaran. He cleared Cape Finisterre the first day, then ticked off the North Atlantic island chains on each successive day: the Azores and Madeira, the Canaries, and finally the Cape Verdes. He reached the Equator in just over 6 days and 17 hours — record #1.

In the South Atlantic, Joyon benefited from the St. Helena high moving eastward, which allowed him to push right down to the roaring 40s and pass the Cape of Good Hope in 15 days and 7 hours — record #2. In the Indian Ocean, Joyon and shoreside weather router Jean-Yves Bernot hooked into a cold front which would propel him all

JEAN MARIE LIOT / DPPI / IDEC

— LIFE IN THE FASTEST LANE



FRANCIS JOYON

the way to the Pacific, and *IDEC 2* really took off, posting a 616-mile day — a 25.66-kt average — as he hurtled past the Kerguelen Islands — record #3.

But the much-anticipated race around the world between the two boats was not to be. Coville, sailing his new *Sodeb'O*, was playing catch-up the entire time after leaky hydraulics delayed his start. He was forced to watch as Joyon set off in what proved to be a perfect weather window. Coville restarted a few weeks later, but by then bad weather forced him to sail a significantly longer course to get into favorable breeze. Despite the fact that *Sodeb'O*'s early pace was actually ahead of Joyon's, Coville quickly dropped a few hundred miles behind when his longer, weather-dictated route gobbled up any gains he was making with pure boatspeed.

Meanwhile, Joyon continued ripping apart the Indian Ocean, passing Cape Leeuwin on the Southwestern tip of Australia in only 22 days and 15 hours — record #4. *IDEC 2* crossed into the Pacific Ocean on December 18, having transited the Indian Ocean in 9 days and 12 hours — only 59 minutes longer than it took Jules Verne record-holder *Orange II* — record #5.

In the Pacific, things turned nasty for Joyon. Forced to sail 7° south of the 52° South ice alert to avoid a high-pressure system, he soon became entangled in a cauldron of breaking 20-ft seas and winds that built to 50 knots. Christmas Day found *IDEC 2* under storm sails, and her intrepid skipper dodging icebergs that were nearly impossible to distinguish from the breaking waves around him.

In spite of it all, Joyon forged ahead, rounding Cape Horn and leaving the Pacific just 10 days and 14 hours after entering — record #6. Record #7 also came at Cape Horn, when he left it to port only 35 days and 12 hours after leaving Brest.

Nearly a week later, Coville was roping along in the Indian Ocean when his starboard ama — and his record

ing the Equator the first time — record #8 and 9.

As if having to short-tack his way up



V. CURUTCHET / DPPI / IDEC

chase — were cut short by a collision with an unidentified floating object. This occurred just five minutes after he'd sailed 619.3 nautical miles in the previous 24 hours — topping Joyon's best day's run by three miles. A dejected Coville, game over, turned around and limped back to Cape Town.



The hardest part of the trip for Joyon was missing his family.

Back in the South Atlantic, Joyon's 500-plus-mile days soon became distant memories. The same St. Helena high that had so obligingly shifted out of his way three and a half weeks prior had bulged back to the West, smothering

IDEC 2. His progress at this point diminished to as little as 139 miles one day, and Joyon was forced to beat the entire way up the South American Coast toward the equator, where he arrived only 48 days, 2 hours after departing Brest, and 41 days, 8 hours after cross-



Ready for take-off — spread, *IDEC* stretches her legs in the Atlantic. Note the shaft, strut and prop that didn't make the cut for the record attempt. Above left, Joyon had an apparently bottomless well of stamina. Above right, at 97 feet, *IDEC* dwarfs her welcoming committee in Brest.

— LIFE IN THE FASTEST LANE

an entire continent wasn't punishment enough, a broken mainsail halyard forced Joyon to ascend his 105-ft-tall rig in a confused cross-sea to effect a repair. After hauling himself to the top of the rig, he discovered that the pin in his starboard cap-shroud terminal was working itself loose from the mast, threatening to drop the massive spar. With only limited means to repair the terminal, Joyon did what he could to stabilize the fitting. This required four trips to the top of the rig in five days — which also has to be some kind of record.

"The hardest thing was going up the mast to try to repair the damage to the shroud support," he said. "I was really battered around, I kept slamming into

the mast, and it really was very dangerous."

But the shroud wasn't his only problem. After a few days of pounding into the northerly trades, *IDEC 2's* staysail furler exploded. Then an errant block punched a hole in the foredeck that required repair before Joyon could start pouring on the pace again. Compounding all this was an injured ankle, the result of being bashed around on one of his ascents.



LIOT / VAPILLON / DPPI / IDEC



JEAN MARIE LIOT / DPPI / IDEC

Finally, with his mast stabilized and the deck patched, Joyon began lining up for his final approach. The North Atlantic — which had been so encouraging on his way out — resumed its benevolence. *IDEC 2* locked into a southwesterly conveyor belt and started racking up 400-plus-mile days while dodging a fishing boat and clearing the bow of a cargo ship by only 30 feet. Those southwesterlies allowed Joyon to sail an almost direct route home, where he secured the 10th and most important record — the new round-the-world record.

Francis Joyon and Thomas Coville are as much a study in contrasts as their boats. Where *Sodeb'O's* christening was all spectacle, with Coville sporting a live bald eagle on his shoulder and Dame Ellen MacArthur herself breaking the champagne bottle on the bow, *IDEC 2's* was a low-key affair. Aboard, both boats have rotating wingmasts, but *IDEC 2's* is decidedly low-tech compared to *Sodeb'O's* which relies on heavy and complex hydraulic systems to cant side to side. Overall, *Sodeb'O* is slightly longer, about 2,000 pounds heavier, and more complex all around.

An interesting addendum to Joyon's simplified approach to his boat and trip was that he completed it without the use of an internal combustion engine, relying instead on a fuel cell, solar panels and a wind generator.

"It is very satisfying to have done a round the world race with less impact on the environment," he said. "The com-

FRANCIS JOYON

bination of these three things has been working 100%. The batteries have always been full. I never had any concerns about energy. The systems would switch from one to the other automatically.”

As befits the man, Joyon's voyage ended as 'unceremoniously' as it had begun. Sure, the crowds were there in Brest to show their appreciation for man and machine. But when Joyon set foot on the podium, there was nary a fist pump, or a yell, a triumphant jump, or a bald eagle anywhere in sight — only a few waves to the crowd of well-wishers, and a smile.

“I thought the probability of smashing the record was one in three or four,” he said. “The simple fact that we sailed around the world in a multihull with no damage

and without stopping is something you cannot count on, even before you start talking about the record . . . ”



JACQUES VAPILLON / DPP / IDEC

Razor racer — From this angle, you almost have to feel sorry for the mountainous, breaking, Southern Ocean waves.

Don't think it all ends here. This is actually just the beginning for these two accomplished competitors (and perhaps a few others watching from the wings). Coville's sponsor has already pledged support for another round-the-world attempt.

When asked about his plans, Joyon made vague reference to 'Pacific records' — and specific mention of two others. One was the Route of Discovery mark, which Coville, sailing his ORMA 60 trimaran (also named *Sodeb'O*) wrested from Joyon's first IDEC in 2005.

And then there's the matter of that 24-hour record that Coville snagged just before he broke down

Never let it be said that Francis Joyon is one to rest on his laurels.

— latitude 38/rob

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We've never quite understood the 'us' and 'them' part of sailing. You know, the cruisers who swear they will never race; the racers who consider any non-competitive outing a waste of time, the diehard traditionalists who will never try a multihull; or the fiberglass devotee who will never own a wooden boat.

To us, sailing is a refuge, not an agenda. So go out and save the ozone or endangered rhinos if you must, but come home to sailing as a simple means of relaxing and enjoying life. And right now, while we're at the beginning of a new year, is the perfect time to shake up your normal sailing habits by resolving to try something new and different during 2008. If you always sail solo, why not take out a whole bunch of people for a change? If you always sail with a bunch, try going solo. If you always race, take a weekend cruise. If you always cruise or daysail, give racing a try. Don't be afraid to think outside the box.

Having reported on all facets of this sport for the last 30 years, we can guarantee that trying something new will re-energize your passion for sailing as never before. It will give you a much better appreciation for the sport and the people who enjoy that segment of it. We'd bet that the experience of trying something new will also make you a better sailor or seaman in some way, more appreciative of our splendid sailing arena here in Northern California, and, who knows, perhaps even a better human being! As the commercials say, the experience could be "priceless."

The following are some suggestions for putting some new sparkle in your sailing life this year.

Racing for Non-Racers

Yes, we know. This will be a toughie for some of you. So first a bit of myth-

at the local level it's only going to cost you a few hundred extra dollars over the course of a year for entry fees, a PHRF certificate, plus a few extra sandwiches for the crew.

2) In order to race you do not have to memorize a whole book full of obscure and barely comprehensible rules. If you are starting out, just remember these two: First, boats on starboard tack (when the wind is coming over the righthand side of the boat) have the right of way over port-tack boats. Second, no matter what, avoid hitting other boats, even if you know you have the right of way.

3) You don't need a 'racing boat' or even a racer-cruiser to race. Some

oldest, slowest 'tortoise' competitive with the newest, fastest 'hare'. It means that your Catalina 27 can finish several hours behind that slick new Melges 32, yet still win on 'corrected time'. Of course, it also means that the Santana 22 that finished an hour behind *you* could beat both you and the Melges.

For you complete newbies, there are basically two types of sailboat races: those that go 'around the buoys' and those that race from 'point to point'. The simplest round-the-buoys races are windward-leewards, where boats go upwind to a weather mark and downwind to a leeward mark — back and forth maybe



There's no need to be intimidated by racing. We suggest easing into it with a big mixed-fleet race like the Jazz Cup or Vallejo Race.

popular production-built boats race in 'one design' fleets, meaning they race in a single class without handicapping. Local examples are Islander 36s, Olson 25s and Santana 22s. Google your boat type to see if there's a local owner's as-

In order to race you do not have to memorize a whole book full of obscure and barely comprehensible rules.

busting to soften it up.

1) No, you don't have to be rich to have fun racing sailboats. Of course, it doesn't hurt if you are, especially if you want to get into the America's Cup game and need to hire your own team of lawyers along with a world-class crew. But

sociation. If so, they'll provide a complete list of upcoming races.

If your boat is an oddball or there is no local one-design fleet, you'll need a PHRF handicap certificate. Never mind how the PHRF rating for your boat is decided. Just remember that it makes even the



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— 2008 SAILING SUGGESTIONS

two or three times. (The America's Cup races are windward-leeward 'sausages'.) Other buoy races might throw in a 'wing' or 'reaching' mark for a bit of variety, or use buoys in different parts of the Bay. Buoy races usually finish at the same place they start.

Point-to-point races — like the Vallejo Race, Jazz Cup or Windjammers — start in one place and end up in another. They may also include mark roundings.

There are any number of ways you can get into racing. For new people, we recommend the following:

- Join a yacht club. Many yacht clubs run races, and many of the members

are happy and eager to help you get started.

- Go sailing with somebody else. Sailing with an experienced racing crew can be a real eye-opener — hopefully in a good way. Don't get discouraged if you feel out of place at first as the crew discusses tactics, timing, jibe sets and so on. Like anything else, it will take a few tries before you get into the rhythm and lingo. If you sail on several different boats, you will also get a taste of how different skippers and crews take care of business. In our experience, you will probably have more fun and learn faster on a boat where there is lots of patient

explaining and little or no screaming.

- Sail your own boat — but not on your own. If you're just starting out, take along someone who really knows

*Like anything else,
it will take a few tries
before you get into the
rhythm and lingo.*

what they're doing. Find that person or persons by talking to other racers, yacht club members, sailmakers and so on. Again, sailboat racers are mostly nice people who want to get more folks out on the water. They are happy to help out.

Another excellent resource for finding racing boats or crew is the *Latitude 38* Racing Crew List, which operates in 'real time' on our website. Check out www.latitude38.com (click 'Crew List') right now to see what and who is available.

Our final suggestion for first time racers is to ease in slowly. Don't commit to a full season of racing the first year. Rather, begin your foray into this brave



new world with a low-pressure 'beer can' series and perhaps two or three specialty events the first year. If you still like it, then feel free to jump in with both feet next year.

What's a beer can race (or for you PC folks, an 'evening race')? It's simply a casual one or two-hour race held on a weekday after work. Almost every yacht club in the Bay runs a series of them beginning in early spring. They usually start about 6 p.m and by 7:30 everyone is back at the club having burgers and refreshments. Next to sex, it's the most rejuvenating activity you can treat your-

NEW YEAR, NEW OPPORTUNITIES

self to during the work week.

As for specialty races, check out the Yacht Racing Association website at www.yra.org and sign up for one of the 'party circuit' races such as the Vallejo race in May. This is the largest race of the year in Northern California, and it's generally all downwind from the Central Bay to the Vallejo YC. There's a big party Saturday night, followed by an upwind race back to the Bay on Sunday. (But you don't have to do the upwind half if you don't want to.)

Another great resource to have at the ready is *Latitude's 2008 Northern California Sailing Calendar and YRA Master Schedule*. In it you will find dates, contact information, race course information and even tide tables for every racing event held all year on the Bay. And if you like this racing stuff more than you ever thought you would, there are even contacts for sailing schools and junior sailing programs to hone your skills to the proverbial racer's edge.

Local 'Cruising' Destinations

If racing holds little appeal for you, however, then let's shift the conversation to mini-cruise destinations within or near San Francisco Bay. The idea here is to extend the joy of daysailing into a two- or three-day getaway where you can relax, recreate and get your mind off your workaday worries — right here in your own 'backyard'.

Within the Bay, one of the most popular stopovers, of course, is Angel Island, the jewel of the Central Bay. As

with excited hikers, campers, picnickers and sailors, but at most other times of the year — especially during midweek — you'll have no trouble getting a slip or a mooring. In the mooring field, be aware that the protocol is to tie up between two buoys, bow and stern (50-footers, max). A ranger will come around in the morning to collect the \$20 fee, or you can dinghy ashore and pay up at the Park kiosk at the head of the dock.

One strategy for making the most of your stay is to pull into a slip initially and enjoy the miles of hiking and biking trails — bikes can be rented if you don't want to bring your own — and perhaps a picnic at one of the many provided grills. In late afternoon, after the last tourist ferry pulls out, boaters have the place to themselves for a few precious hours until twilight. You must be off the docks by sunset, but instead of heading home, we suggest slipping onto a mooring for the night and enjoying the sheltered bay's inherent tranquility. (Slip day-use fee is \$10; tell the staff in advance if you plan to overnight on a buoy and pay a single fee of \$20.) For complete info, see www.angelisland.org.

If you prefer greater seclusion and are willing to anchor, consider overnighting at north-facing China Cove, in front of the newly refurbished Immigration Station, or along the eastern shoreline between Point Simpton and Quarry Point (both free of charge).

Another peaceful anchorage which few local sailors take advantage of is off

shoreline home, but today it's a state park with a worthwhile museum, campsites and over 15 miles of hiking trails.

Turning toward the San Francisco side of the Central Bay, we'll remind you that there are several key spots for overnighting. The man-made grotto called Aquatic Park is a splendid place to anchor for a night, as it lies adjacent to the San Francisco Maritime National Historic Park. Yeah, we know, that's a mouthful, but it's a fascinating attraction nonetheless. The Maritime Museum building itself is currently closed for renovations, but berthed along the Hyde Street Pier are some of the last remaining vessels from what might be called the Bay's Golden Era — in terms of maritime business, that is. In decades past, North Bay farm produce was brought downriver aboard flat-bottomed scow schooners, massive square-riggers lined the city wharfs bearing goods from around the world, and dozens of wooden ferries crisscrossed the Bay, uniting bayside communities before the now-famous

Among our suggested getaway spots are (left to right): Angel Island's Ayala Cove, China Camp, the Napa River and Jack London Square.

In decades past, North Bay farm produce was brought downriver aboard flat-bottomed skow schooners.



most Bay sailors know, the State Park service which administers the island offers slips for day use at Ayala Cove, as well as moorings for overnighting. On mid-summer weekends the park is abuzz

China Camp, roughly 8 miles north of Angel Island on the east side of the Marin peninsula. At the end of the 1800s, a thriving community of Chinese shrimp fishermen called this well-protected

bridges were erected.

A block further south along the waterfront you'll come to Fisherman's Wharf, then Pier 39. Both,



— 2008 SAILING SUGGESTIONS

of course, are major tourist attractions, but are nevertheless fun for locals too. Some of the seafood restaurants you'll find here — such as Scoma's — are top quality, and the fresh-made delights from Ghirardelli's Chocolate Company

are reason enough to make the trip — at least for the chocoholics in your group.

Be aware that anchoring in Aquatic Park is free, but you'll need a dinghy to get ashore and you may not run your engine except when setting and retrieving your

anchor. (Also, at all times of year watch out for swimmers from the nearby Dolphin Club — seriously!)

If you'd prefer a slip to access this area, reserve one in advance from Pier 39 Marina. Call (415) 705-5556, or hail on VHF 16.

Lying just south of the Bay Bridge, South Beach Marina also sets aside a number of berths for transients. From spring to fall the obvious suggestion here is to reserve a slip for a Giants game at the adjoining AT&T Park. Just think what fun it would be to do a nice day-sail, pull into a slip for the nau-

aboard. Alternately, you could access dozens of fine restaurants and night-spots from the Marina, on foot, by taxi or via the Muni Metro waterfront trolleys which run well into the evening. (See www.southbeachharbor.com for details.)

Across the Bay, overnighting in the Oakland-Alameda Estuary is also an idea well worth pursuing, particularly for special events. Consider reserving a slip at one of several Estuary marinas or YCs, timed to coincide with the Strictly Sail Pacific boat show (April 16-20), *Latitude's* Mexico-only Crew List Party at the Encinal YC (September 10) or for one of the sizzling jazz shows at Yoshi's, which lies two blocks from the water across from Jack London Square.

If you have a bit more time to spare, consider a sailing expedition up one of the rivers that flow into the North Bay — San Pablo Bay, to be precise.

Naturally, you'll want to time your entry into the Petaluma, Napa or Sacramento River with the tides. And you'd be wise to have a working depthsounder and keep a chart handy in order to avoid the shallows. That said, though, these up-river trips offer few navigational challenges — and you can often sail at least part of the way up or downriver. As you glide along on flat water past mile after mile of farmland, you'll feel like you're a million miles from the mind-numbing traffic of our local freeways. An added plus is that air temps on each of these rivers is likely to be at least 10 or 20 degrees higher than in the Central Bay — especially during summertime.

Once you pass through the railroad swing bridge (which is normally in the open position) at the Petaluma River



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tical version of a tailgate party, then take in an evening game and overnight

mouth, it's about 14 miles to the downtown turning basin, where you can overnight within walking distance of more than a dozen fine restaurants, live music venues and theaters. You can reserve a

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spot in advance and coordinate the opening of the nearby D Street bridge (between 0600 and 1800 only) by calling (707) 769-0429.

Twenty miles to the east, the Napa River follows a similar north-south route. A mile north of the river mouth, the waterway is skirted on its west side by the industrial remains of the Mare Island Shipyard — now being revitalized by various private businesses and home projects — and the Vallejo waterfront on its east side. Just past the ferry docks, you'll find the Vallejo YC and the Vallejo Municipal Marina, both of which typically have guest berths, if you'd like to travel upriver at a leisurely pace.

The next morning hail the Mare Island Causeway operator on VHF 13 or by calling (707) 562-3556, and amble on up the River past peaceful grazing land, vineyards and waterside homes. The downtown Napa waterfront is currently undergoing an extensive facelift which will hopefully be completed by late summer. When finished, 228 feet of



Sunny and warm during the summer months, a trip up the Napa River can be fun for the whole family — bring the water toys!

the city center. Big boats make note, if your mast is taller than 60 feet off the water, you'll be turned back — or quickly and severely 'reefed' — at the fixed Imola Avenue Bridge which lies south of the YC.

Detailing the attractions of the vast Sacramento River Delta is far beyond the scope of this article. Suffice it to say, however, that this maze of channels, canals, rivers and sloughs is a gunkholer's dream. Although a favorite realm for seekers of solitude, you'll also find a wealth of waterside services, restaurants and bars. (Look for our annual Delta cruising article in the spring.)

Near Coastal, North

If you're in the mood for a bit more challenging adventure, consider a long weekend getaway up or down the coast. Whichever direction you choose to travel, it goes without saying that you'll want to confirm the weather forecast from several sources. One of our favorite aids for

dock space will be available to boaters for day stops or overnighting, with the entire downtown just a few steps away.

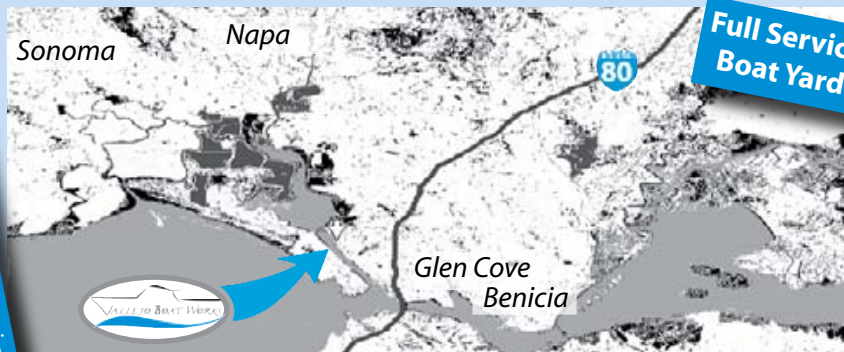
For now, though, the best option is to overnight at the Napa Valley Marina, 6 miles south of downtown, or the Napa YC, which is within walking distance of

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coastal cruises is www.buoyweather.com which gives you current and predicted swell heights, the all-important period between them, as well as wind info.

If the sea conditions aren't too nasty, a brisk sail up to secluded Drake's Bay will make you feel as though you're officially in cruising mode. The enormous crescent bay lies roughly 20 miles from the Golden Gate. More often than not, you'll be alone in the anchorage, except for an abundance of seabirds and perhaps a few seals.

About 20 miles farther up the coast lies the entrance to knife-shaped Tomales Bay. Once inside, past the often-challenging bar crossing, you'll enter a serene, 6,800-acre estuary that's home to all sorts of wildlife. Surrounded by forests and green rolling hills, this minimally developed hideaway is one of the positive results of the notorious San Andreas fault which created it. Be warned, however, that the bar crossing can be extremely dangerous. Contact the local Inverness YC for current info on its status: (415) 669-7184.

Just a few miles farther north you'll



Overnighting in the Petaluma Turning Basin gives you easy access to all sorts of shops, restaurants and nightlife.

slide past Bodega Head and enter the flat waters of Bodega Bay. The marinas here cater mostly to fishermen, but usually have space for transients: Masons, (707) 875-3811; Porto Bodega, (707) 875-2354, www.portobodega.com; and Spud Point, (707) 875-3535, [\[noma-county.org\]\(http://noma-county.org\).](http://www.so-</p>
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When the wind is up, the broad, shallow bay is a good place to test your windsurfing or kiteboarding skills, but for us the biggest draws are dining at the excellent seafood restaurants and playing in the dunes and beaches which lie a short walk from the harbor.

Near Coastal, South

Most Bay Area residents have been to Half Moon Bay, Santa Cruz and Monterey by land, but surprisingly few have ever arrived by sea. Needless to say, it's a whole new experience.


Once you venture outside the Gate and hang a left, Half Moon Bay lies only a few hours away (25 miles). The well-protected anchorage inside the Pillar Point Harbor breakwater usually provides a good night's sleep, and a variety of shops and restaurants are walkable from the marina. Transient slips are available if you'd rather tie up inside: (650) 726-5727 or VHF 74.

If you get an early enough start from the Bay, however, you can often make Santa Cruz, Moss Landing or even Monterey before sundown — especially dur-




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ing the summer. Each has its charms, of course. Santa Cruz has its Boardwalk amusement park, live music scene and a zillion restaurants, but slips can be hard to come by at the Yacht Harbor. Call ahead: (831) 475-6161. A good alternative during the summer months is grabbing a mooring at Santa Cruz neighbor, the artsy beachfront town of Capitola. Call ahead to (831) 462-2208 or hail VHF 11.

Fifteen miles south, at the midpoint of the Monterey Bay's broad crescent, lies Moss Landing. With minimal development and services it's definitely the low-key alternative, but a peaceful respite nonetheless. The big attraction here is kayaking in the vast tidal salt marsh called Elkhorn Slough, home to hundreds of bird species as well as other wildlife. Bring your own kayak or rent one on site. For a slip at the Moss Landing Harbor, call (831) 633-2461.

The entire Monterey Bay, as most sailors know, is part of a vast Marine



On 'Wet Wednesdays' dozens of boats pour out of Santa Cruz Yacht Harbor to race around the buoys. All are welcome at the YC afterwards.

Sanctuary, which scientists tell us supports one of the world's most diverse marine ecosystems. Sightings of marine mammals are common, especially whales during their spring and fall migrations.

Fifteen miles farther south lies historic Monterey, California's first capital and one of its most peaceful coastal towns. Attractions here include the Monterey Bay Aquarium, the newly gentrified Can-

nery Row district, cliff-top walking trails, seafood restaurants and diving at nearby Stillwater Cove. Both the 400-slip Monterey Municipal Marina, (831) 646-3950, and the private Breakwater Cove Marina, (831) 373-7857, often have transient slips available. Alternately, there's a public anchorage just outside the breakwater.

If we offer you any more getaway options, you might decide to chuck it all and become a completely irresponsible seagoing vagabond, so we'll give our well-worn keyboard a rest here.

We should tell you, however, that while writing this we made a promise to ourselves to revisit many of these destinations during 2008. Want to join us? What the heck, it's a brand new year. So why not try something completely different?

— latitude/jr & at



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BERKELEY MIDWINTERS



Back when dinosaurs roamed the earth, the Berkeley Midwinters was the Metropolitan Yacht Club Midwinters. It's thought by some that the MYCO series may have been the very first midwinter series on the Bay. (Encinal's Jack Frost has also been mentioned in this regard — can anyone out there confirm, deny or add to the nominees?)

The MYCO midwinters apparently started in the Estuary sometime in the 1950s, but by the late '60s, had moved to Berkeley's Olympic Circle. Bob Gray — then with MYCO, now with BYC — recalls that the symbiosis between the two clubs began because the MYCO sailors often used BYC facilities and "because we milked Berkeley for a few race committee members from time to time." Guided in large part by beloved committee chair

Kirt Brooks (the Champion of Champions trophy for this series is a statuette of him), the two clubs co-opted in 1986 to host the MYCO/Berkeley Midwinters, which became simply the Berkeley Midwinters when MYCO dissolved a decade or so later.

We learned all this while trying to find out why this series is unique in scoring its Saturday and Sunday races separately, rather than cumulatively as is done in other weekend series. But the answer was not nearly as exciting as the history lesson: "They scored the days separately right from the start because some people who could race Saturday couldn't get out

'Moxie' (83) leads this downwind charge in front of 'Xena' (8477) and 'Motorcycle Irene' (28137). After two races, 'Moxie' also leads the Express 27 Division in the Berkeley Midwinters.

of the house on Sunday," says Gray, who still does regular race committee duty for BYC's popular second-weekend-of-the-month series. "Some could get out *only* on Sunday."

Last month's edition, which drew entries from as far afield as Lake Tahoe, was sailed on the lovely weekend of January 12-13. Sun was hazy and winds were in the medium range — maxing out at maybe 10-15 — for both days. As always, Saturday saw the biggest fleet, with around 100 boats coming out to play. Also as always, less than half that many came out on Sunday. True to the vision of MYCO's founding fathers, many boats raced both days, but there is a contingent that — year after year — sign up to race only on Sunday.

— latitude /jr



BERKELEY MIDWINTERS





Circle de soleil (clockwise from left) — 'UFO' on the way to a first-place weekend; flawless sail handling catapulted 'Naked Lady' into first; 'Topper II', 'Gruntled' and 'Blister' in close quarters; taking a hike on 'Hoot'; 'Achates' bowman in full battle regalia. All photos www.lyonsimaging.com.

RESULTS

The following scores are cumulative for separate Saturday-Sunday fleets after two days of racing. (BYC's first scoring race was sailed in December; the November weekend was cancelled due to the oil spill.) The final weekend of racing is February 9-10, with a Midwinter 'champion of champions' race for all division winners on February 24.

SATURDAY FLEET (12/8, 1/12)

DIVISION A (0-93) — 1) **Bodacious**, Farr 40 One Ton, John Clauser, 3 points; 2) **Sleeping Dragon**, Hobie 33, Dean Daniels, 8; 3) **Mintaka 4**, Farr 38, Gerry Brown, 8. (10 boats)

DIVISION B (96-117) — 1) **Backatcha Bandid**, Thompson 650, Ben Landon, 2 points; 2) **Baleineau**, Olson 34, Charles Brochard, 5; 3) (no name), Ultimate 24, Peter Cook, 8. (7 boats)

DIVISION C (120-168) — 1) **Chesapeake**, Merit 25, Jim Fair, 2 points; 2) **1st Impression**, Rick Gio, SC 27, 4; 3) **Boogie Woogie**, G. Michael Yovino-Young, 7. (5 boats)

DIVISION D (>171) — 1) **Can O' Whoopass**, Cal 20, Richard van Ehrenkrook, 2 points; 2) **Ypso**, Cal 2-27, Tim Stapleton, 4; 3) **Tappa Piccolo**, Cal 20 (modified), David Bacci, 8. (9 boats)

EXPRESS 27 — 1) **Moxie**, Jason Crowson, 3 points; 2) **Motorcycle Irene**, Will Paxton/M. Jones, 3; 3) **Xena**, Mark Lowry, 8. (16 boats)

J/24 — 1) **Phantom**, John Guilliford, 4 points; 2) **Small Flying Patio Furniture**, Edward Walker, 5; 3) **TMC Racing**, Michael Whitfield, 5. (6 boats)

MOORE 24 — 1) **Gruntled**, Simon Winer, 2 points; 2) **Blister**, Mat Johnson, 4; 3) **Topper II**, Conrad Holbrook, 6. (8 boats)

NEWPORT 30 — 1) **Harry**, Dick Aronoff, 3 points; 2) **Achates**, Robert Schock, 3; 3) **Topgalant**, Jim Lindsey, 8. (5 boats)

OLSON 25 — 1) **Synchronicity**, Steve Smith, 2 points; 2) **Shadowfax**, Mark Simpson, 5; 3) **Vivace**, Frank Van Kirk, 6. (8 boats)

OLSON 30 — 1) **Naked Lady**, Jeff Blowers, 3 points; 2) **Hoot**, Andy Macfie, 7; 3) **Voodoo Child**, Charles Barry, 7. (11 boats)

ULTIMATE 20 — 1) **UFO**, Trent Watkins, 3 points; 2) **Babe**, Phil Kanegsberg, 3; 3) **Layla**, Tom Burden, 6. (7 boats)

SUNDAY FLEET (12/9, 1/13)

DIVISION 1 (PHRF 0-99) — 1) **Wraith**, Olson 30, Ray Wilson, 3 points; 2) **Hoot**, Olson 30, Andy Macfie, 3; 3) **Corsair**, Olson 30, Don Newman, 8. (8 boats)

DIVISION 2 (102-144) — 1) **Dianne**, Express 27, Steven Katzman, 3 points; 2) **1st Impression**, SC 27, Rick Gio, 5; 3) **Bobs**, Express 27, Mike Hearn, 6. (6 boats)

DIVISION 3 (147-168) — 1) **TMC Racing**, J/24, Michael Whitfield, 2 points; 2) **Chesapeake**, Merit 25, Jim Fair, 5; 3) **Frogflips**, J/24, Richard Stockdale, 5. (7 boats)

DIVISION 4 (>171) — 1) **Latin Lass**, Catalina 27 IB, Bill Chapman, 2 points; 2) **Antares**, Islander 30-2, Larry Telford, 4; 3) **Meritime**, C&C 30, Gary Proctor, 7. (6 boats)

CATALINA 22 — 1) **Brainstorm**, Terry Cobb, 4 points; 2) **Dumbo**, David Torisi, 4; 3) **No Cat Hare**, Donald Hare, 5. (6 boats)

ULTIMATE 20 — 1) **Babe**, Phil Kanegsberg, 3 points; 2) **Salsa**, Matt and Steve Boroughf, 5; 3) **Breakaway**, John Wolfe, 5. (5 boats)

Complete results: www.berkeleyyc.org.

A STOP ALONG THE WAY —

"I can't believe our four months in Kiribati are already up," I sadly noted to my husband Sam. He nodded in agreement with glassy eyes.

In an effort to repress the heartache of having to say good-bye to our new 'family' in the Kiribati, Sam quickly changed the subject. "So, if you could have anything to eat right now, what would it be?" This is a question that inevitably comes up among cruisers, especially when visiting

remote islands for a period of weeks or even months. Add into the equation that the islands we'd been living in are atolls with little in the way of vegetation other than coconut palms, pandanus, breadfruit trees and a few root vegetables. Now tack onto that a period of over a year with very little or no access to American products. It quickly becomes clear how such a simple question could act as a diversion and help us to refocus our attention on our next destination, Majuro. The most enticing draw to this capital city of the Marshall Islands, so we'd been told and read, is access to American products. Although this was a huge incentive for us, this rarely-visited Micronesian republic ultimately held many pleasant surprises beyond new provisioning possibilities.

One of the best surprises of 'Moana's Marshall Islands stopover was the superb snorkeling and diving.

This clearly was not what we expected from a Third World urban anchorage.

Located about halfway between Hawaii and Australia, Majuro lies roughly six degrees (360 nm) north of Tarawa, the neighboring Micronesian capital of the Kiribati. The Marshall Islands and the Kiribati have many similarities. Both countries consist of low-lying island atolls with a tropical climate that is both hot and humid. With only a small

percentage of arable land, natural resources are limited primarily to coconut and marine products. Thus imports far exceed exports in both countries. Small-scale industry is limited to copra, handicrafts and tuna processing. First invaded by the Japanese during World War II and later occupied by the Allied Forces, both countries still have wartime relics scattered throughout their islands.

In contrast to the Kiribati, which gained independence from the UK in 1979, the Marshall Islands attained independence in 1986 after almost four decades under U.S. administration. While the Kiribati receives an annual trust fund from Australia for its government budget, U.S. Government assistance is the mainstay for the Marshall Islands. The U.S. also maintains a military presence here: the U.S. Army Kwajalein Atoll (USAKA) Reagan Missile Test Site is a key installation in America's missile defense network.

Entering the pass to Majuro at daybreak aboard *Moana*, our Downeast 32 cutter, we were pleased to see that we could tack our way up to the main anchorage. As we made the roughly 12-mile sail up the clear lagoon, we were reminded of times sailing in our protected home waters of San Diego Bay — only in the Marshalls there are no obstacles other than the occasional coral mound which can be easily spotted with the naked eye. White sandy beaches were sprinkled throughout the lagoon. We would soon discover that these tranquil places provided a quick escape from Majuro's busy city life, and were ideal spots for diving and snorkeling.

Our approach to the capital city revealed an anchorage of turquoise water with good visibil-



ity. "It's beautiful here!" I said to Sam, feeling a bit surprised. This clearly was not what we had expected from a Third World urban anchorage.

Reunions are always a highlight of arriving at a new port, and once again we were not disappointed. The Long Beach-based CT 41 *Suka*, a boat we had done the Puddle Jump with from Zihuatanejo, Mexico, to the Marquesas in 2005, was awaiting our arrival. We had last seen them 18 months earlier in Tonga, prior to our paths splitting. At the time, they were headed north while we continued south to New Zealand. Also present was another boat that looked familiar to us which Sam quickly identified as a fellow 2004 Baja Ha-Ha entry. With over 150 boats participating in the rally that year, we hadn't had the opportunity to get to know the crew of the Newport Beach-based Kelly Peterson 44 *Po'oino Roa*. Still, it was pretty amazing, two years and thousands of miles later, to be sitting

DEBRA BURNSWORTH

SALLY & SAM PETERSON

THE MAGIC OF THE MARSHALLS



Seemingly a million miles from the hustle and bustle of modern urban living, life in the Marshalls is simple, and the people are friendly.

in the same anchorage with them in the middle of the Pacific.

With less than a couple dozen boats escaping to the Marshall Islands for the southern hemisphere's cyclone season, it would be easy enough to meet everyone in the fleet. We soon were situated on a mooring ball, nestled between *Suka* and *Po'oino Roa*.

Ashore, our first priority was checking into the country. As Americans we received an open-ended welcome and had no visa requirement to fulfill. After completing our official business, we moved on to a very important matter. Entering Payless, one of the two main supermarkets in Majuro, I felt like a child being introduced to Disneyland for the first time. Not only did the building have air conditioning, but the shelves were stocked full of goods, including

American products. Our bodies were shocked yet refreshed by the cool air, while our minds were overwhelmed with visual stimulation. Just walking up and down the aisles taking note of everything available became a favorite pastime. Shipments brought in a vast variety of fruits and vegetables that far exceeded the availability and quality found in the Kiribati. While expensive, we deemed some foods to be priceless for satisfying our raging cravings.

Walking alongside the dusty paved roads in the capital city, we found the Marshallese to be helpful and friendly. On multiple occasions, while carrying a heavy load, I was stopped by men and women, young and old alike, offering their assistance. Ever curious, the Marshallese children regularly yelled out the greeting "Yokwe" (pronounced yauk-way), always accompanied by smiles and

waves.

While there were many draws to the city, our plan was to take care of business quickly and head for the outer islands. After exploring the Marshalls, we'd be making a 4,300-mile passage to the Pacific Northwest, so there was much to be done.

Well, as we've discovered time and time again, plans set in Jell-O are never very solid. Because of the strong American influence in Majuro we found ourselves at times thinking we were in a subsidiary of the U.S. and, as such, expected things to be quick, efficient and easily accessible. But when the local ATM machine broke down, we were quickly reminded that this was not the case. Now this may not seem like a big deal, but when there is only one ATM in the entire country, and the breakdown requires someone to be flown in from Guam to make necessary repairs, this can cause a lot of headaches. Furthermore, the use

A STOP ALONG THE WAY —



DEBRA BURNSWORTH

In the waters of the many unspoiled atolls, you'll find amazing creatures such as this iridescent-blue giant clam.

of credit cards is practically nonexistent. At the few places where credit cards were accepted, the processing machines were often inoperable.

As in other Third World countries we'd visited, we discovered the relevance of the rule, "Get it when you see it." If we held off on the purchase of an item, we inevitably would chastise ourselves later when we returned to discover that the product had disappeared.

With little available in the way of boat supplies, items had to be ordered and shipped in. Slow as the Internet was here, we were grateful to have access to it. We found the postal service to be much more reliable and much less expensive than in other foreign ports we'd visited, although some other cruisers did have frustrations with it.

As we worked on projects, the consistently moderate tradewinds gave us relief from an otherwise hot environment. While whittling down our checklist, we made the most of our time in Majuro. We joined the Mico Beach Yacht Club, which hosts various racing events and organizes weekly dinners. We took advantage of the opportunity to have someone else do the cooking and went to restaurants where we indulged in cheeseburgers, pizza and my favorite, 'fresh' vegetables from an honest-to-goodness salad bar. With our mooring ball conveniently tied off to a sunken ship, we regularly jumped off our boat for a rewarding wreck dive. We caught up with other cruisers, explored the wrecks within the main harbor, and slipped away to pristine and solitary anchorages just miles away.

By the time we were ready to visit

the outer islands, we had convinced *Suka* to join us for some carefree days of snorkeling, diving, shelling and card playing. With an estimated 40-day passage in the near future and no SSB or email aboard *Moana*, we needed some serious socializing before leaving on our long, isolated journey.

Upon our arrival at the northern atoll of Maloelap we were greeted with the sweet smell of tropical flowers, not unlike the scent we experienced upon landfall in the Marquesas. Going ashore, we quickly noticed that, unlike the Kiribati, the Marshallese children were generally segregated according to gender. The boys were more outgoing, running along the shore to greet our arrival, while the girls hid in the background. Sam,

spotting a little girl crying softly, went to pick her up. In the Kiribati, such attention would have brought a big smile to the child's face. Here in Maloelap this gesture was followed by the girl screaming bloody murder! We quickly learned that it wasn't uncommon for infants and toddlers, both boys and girls, to become frightened and start crying when one of us white-skinned foreigners appeared.

In addition to the children's behavior, Sam and I observed other contrasts between these neighboring Micronesian countries. Here, the homes are generally made out of concrete rather than from coconut palms. The islands within the lagoon were much more numerous, though considerably smaller in size. They held treasures including beautiful shells, glass balls and World War II relics. Scooters and trucks were nonexistent on Maloelap and even finding the main road was a challenge, as it more appropriately resembled a path.

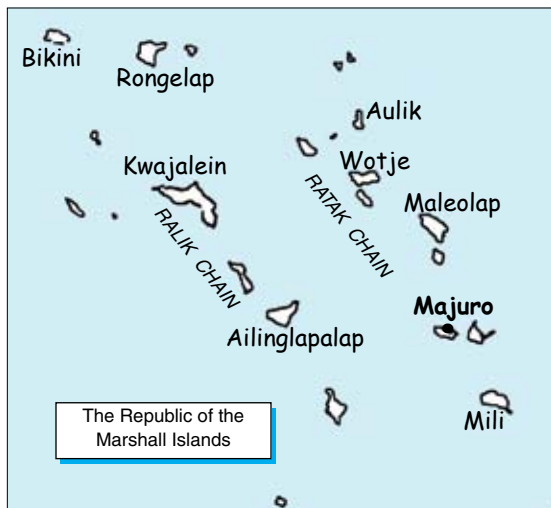
Although WWII ended more than sixty years ago, battle relics are still easy to find. Inset: Sally and Sam love the cruising life.



SAM & SALLY PETERSON



THE MAGIC OF THE MARSHALLS



Life in the sea also held its own distinction. Contrary to the Kiribati, where the snorkeling was quite mediocre, the underwater world in the Marshall Islands was unequalled. Regular, breathtaking encounters with turtles, reef sharks, tiny shrimp, giant clams, eels, octopus, massive angelfish, stunning lion fish, and the endemic three-band clownfish kept us entertained daily for hours. In addition, sunken ships from WWII were available to explore.

Three weeks and six anchorages later, exhausted yet oddly rejuvenated by endless activity, *Moana* sailed north to Ailuk

unaccompanied. With fewer than 10 yachts visiting yearly, this traditional atoll has few interactions with foreigners. Soon after our arrival we had a visitor. Paddling with deliberate strokes, a spry old man with weathered skin arrived in his outrigger canoe. Offering a genuine smile, he introduced himself as Tempo, the Acting Mayor, and welcomed us ashore.

As we dinged ashore a couple hours later, children ran up to greet us. We were directed to Tempo's home, where we

were introduced to his family. Sitting at the makeshift table outside, we could hear men pounding nails while women sat under the shade of trees weaving. Knowing Ailuk's reputation for beautiful handicrafts, I made an inquiry. Tempo offered to walk to all of the houses and ask the ladies to meet at a designated time with all of their finished crafts. Warned in advance by our friends aboard *Sonadora* that this strategy worked better in theory than reality, we opted to go ourselves, thus giving us a chance to explore the island and meet the locals. One particular woman, Reddy, actually escorted us to various houses and acted as translator when necessary.

After a few days at the main island, we pulled up anchor and headed north to do some further exploring. With only two villages on the 15-mile-long atoll, most of its 40 islets are uninhabited. In between doing final preparations for *Moana's* long passage home, we took breaks to snorkel, dive and beachcomb. Every day we saw multiple outriggers, powered by sails alone, "commuting" to work. Men traveled to various islands to collect copra or to go fishing. Curious, they would always come close to us and yell out, hoping to catch a glimpse of what our boat and we looked like.

Making our way to the north end, we arrived at the only other village in the atoll. Soon after our arrival we were again greeted by an outrigger, this time inhabited by a man named Peety and his three children. Struggling through a language barrier, we eventually made plans to come ashore and visit with them

the following day. As they left, father and son worked together to raise the sail and glide home just as the sun was setting.

Landing our dinghy the next morning, we quickly noticed that this was a much smaller village than the one located on the south end. We were told by the locals that only 20-30 people lived here, in contrast to the 200-300 living on the main island of Ailuk. With the locals speaking limited English and us knowing even less

Marshallese, we humorously struggled to communicate with one another. As we sat drinking from coconuts, Peety's wife, Atritha, wove beautiful ornaments

and baskets. These were all made from the coconut husk, pandanus leaves and shells that blanket the islands. Absorbing the moment, we quickly realized that we could easily fall in love with the island people and their laid-back lifestyle, as we had done in the Kiribati.

"Why? This is given to us by God. We share."

Time went by rapidly, and our impending passage grew heavier on our minds. We now faced a problem. It hadn't rained in over a week and therefore our water tanks were not full. With a holding capacity of just under 100 gallons and no watermaker on board, we needed to leave with full tanks. Relying on rain water to supply our needs for the past eight months, we were in a bit of a quandary. Together Sam and I brainstormed our



DEBRA BURNSWORTH

Gliding along effortlessly, this spotted ray was one of many spectacular fish commonly found in the shallows.

options: 1) return to Majuro for water; 2) wait and hope that it would rain soon, while using up even more water from our tanks in the meantime; 3) head out and hope for some rainy squalls sooner than later; or 4) inquire into getting water from the locals.

A STOP ALONG THE WAY

As we had already planned to return to the main village to collect some final handicrafts, we decided to start there and see what happened. We needed about 25 gallons. The response from the locals when they learned of our situation was overwhelming. A couple who ran the medical clinic offered to boil rain water for us, and, try as we did, they would not allow us to help in the process. Tempo offered us additional water from his well for doing last minute laundry and taking showers. When we tried to pay them for their water and work we were told, "Why? This is given to us by God. We share." In lieu of money, Sam and I offered gifts of fishing gear to the men and sewing kits and perfume to the women. We couldn't begin to appropriately express to them how thankful we were for their generosity and helpfulness.

Two weeks after our arrival at Ailuk, we were ready to pull up anchor and embark on our longest passage



SAM & SALLY PETERSON

Before 'Moana' set sail for the Pacific Northwest, Tempo, the Acting Mayor of Ailuk, paddled out to deliver a box full of gifts.

yet. Hearing a sound outside, we both ran above decks. There, sitting in his outrigger, was our new friend Tempo. With him was a large, plastic bin. With a Marshallese send-off, he presented us with many drinking coconuts and a huge plate of cookies that his wife had just finished baking over a coconut-husk fire. Knowing my obsession with

the beautiful handicrafts, he also brought some final pieces he had tracked down that morning. Touched, we invited Tempo aboard for a cold drink and cookies. Then it was time for one of our least favorite things about cruising: saying good-bye. As Tempo paddled ashore, we secured last-minute items and brought up the anchor for the final time in the tropics.

Sailing out of the lagoon, we looked back for a final glimpse at yet another place that had become dear to us. Reflecting on our time in the Marshalls we concluded that these islands do indeed have much more to offer than simply good provisioning. Perhaps the most appealing are the wonderful people and their spectacular underwater world.

Sailing through the pass into the great Pacific, we were thankful for such a special finale to our nearly three years of cruising in the tropics.

— sally peterson



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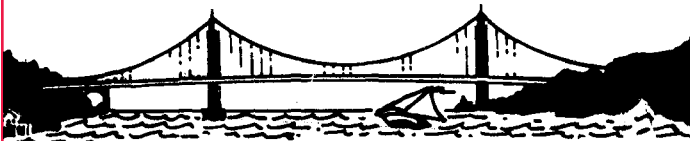
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TWO-AND-A-HALF HOURS

Have you ever looked at photos of spectacular big yachts, be they modern or classic, and wondered who the people are who get to crew on them in races?



Raffa at her mainsheet winch.

And if there was any way that you might be able to join them someday? We've got some answers.

The most critical factor in getting a ride on these boats is being there. If you're only an average sailor, but are on the docks at Antigua the week before the Classic Sailing Regatta, your chances of getting a ride are 100 times better than if you're an excellent sailor who is back in California trying to get a ride by sending emails to the boat's skipper. Being on scene is everything.

Where's 'on scene'? Nowhere close to California, unfortunately. Based on our experience, your best bets would be in the Caribbean: the St. Barth Around the Island Parade/Race on New Year's Eve, the St. Martin Classic Regatta in mid-January, and the Antigua Classic Regatta in early April. There are similar events in the Northeast and the Med, but because of the numerous sailors in the Northeast and the language barriers in the Med, we think the Caribbean is your best chance.

Because these great yachts — let's assume they're in the 100- to 160-ft range — are so big and complicated, they

After two hours and twenty minutes, the modern 125-ft sloop 'Vaimiti' only beat 'Altair' by 20 minutes on elapsed time.



have sizeable full-time crews. Even at the smaller end of the spectrum, it would not be unusual for them to have a captain, mate, engineer, cook, and steward. When the boat races, most of them would generally be active crew on deck.

With many of the more modern boats, which have roller furling mains and headsails, and where everything is powered by electricity or hydraulics, there really isn't much need for crew. As Andy Lama, the then-captain of the 125-ft *Snow Goose* once told us, "It takes five people to keep this boat clean, but only one man to sail her." But sometimes even the most automated boats still take on pick-up crew. We once raced around St. Barth aboard the 155-ft ketch *Timoneer*, although we didn't do much but watch the regular crew press the buttons and make sure we didn't fall overboard.

Frequently, the best crewing opportunities are to be found on classic yachts because they are so labor-intensive. At the skipper's meeting for this year's Around St. Barth Race, we learned that the captain of the 130-ft gaff schooner *Altair* was looking for crew. We assumed the boat probably had six full-time crew, but would need another 10 or 12 to round out the complement. In other words, it was a promising opportunity.

We — meaning the Wanderer and Bill Lilly, the Newport Beach owner of the Lagoon 470 *Moontide* now in Mexico — introduced ourselves to Stephane Benfield, the Brit captain of *Altair*. We explained that we both had quite a bit of sailing experience and, in fact, had been a big part of the crew for the corrected-time winner in the previous year's race. Stephane gave us that quick once-over evaluation that skippers of big boats must give prospective crew to make sure they won't embarrass him in front of the owner, and decided we didn't look like psychos. "Yeah sure," he said, "sign on the crew list here."

Once you're 'in', you go to bat for friends. "If you don't have a full boat," we mentioned to Stephane several minutes later, "we know a guy who has been cruising the Caribbean for years who would be a big help." We were referring to Marc Hachey of the Auburn-based Peterson 44 *Sea Angel*, who had previously mentioned that he



might be interested in participating in the race. True, we'd only met Hachey a couple of days before, but he didn't seem like he'd embarrass us. While Stephane mulled over the wisdom of accepting a crew he'd never seen, we went ahead and signed Hachey's name to the crew list and forged his signature.

Asking if a non-sailing ladyfriend can come along is really pushing it, but Lilly has a likeable manner, and wanted to get his ladyfriend Klara on the boat if he could. "Ahhhhh, I don't think so," replied Stephane. Then he added, "Maybe we'll see how things look tomorrow." When the door isn't completely shut, you're usually in there.

Anyway, that's the story of how four of us West Coasters got aboard the 130-ft gaff-schooner *Altair*, easily one of the finest sailing yachts in the world. Designed by William Fife III in 1930 and built by the renowned Fife yard in Fairlie, Scotland, she has the gold standard of pedigrees for classic yachts. What's

BEFORE THE MAST



The view of beating into the trades, as seen from our position at the jibtop sheet winch. Thank god for warm water!

more, she'd just come out of a very long and expensive refit in England that left her in spectacular condition. Despite just having sailed across the Atlantic, she was flawless, from the new hoops on her masts, to the extensive marlinspike seamanship, to the fine leatherwork, to the perfect varnish. But she isn't just a floating museum, as her owner loves to race her.

We haven't sailed on many gaff schooners in our lives, and even less often on really big ones. Nonetheless, we can now tell you that they: 1) Require a tremendous amount of physical labor. Despite being just 25% of the manpower pulling on the block and tackles to lift the enormous main boom off her yoke, we were left huffing and puffing. 2) Big gaff schooners are extremely complicated.



securing the heavily loaded main sheet with a rolling hitch, which allowed her to free the sheet from her winch and put it on the winch we'd just removed our jibtop sheet from. Meanwhile, we had to rush to the other side of the

boat to put our jibtop sheet on what had been her mainsheet winch, hoping neither of us got clocked by massive booms or flying blocks in the process. It sounds a lot less complicated than it really was. It wouldn't have been so bad in moderate winds and flat water, but we had typical New Year's Eve conditions — steady 22-knot trades that gusted to 28 knots in the squalls, with eight-foot seas.

On the long upwind tacks, we were the only ones on the lee side of the yacht, other than the gal at the staysail sheet about 60 feet in front of us. With our vision and hearing obstructed by the house, we couldn't see or hear any of the other 18 crew. They could all have fallen overboard for all we knew. We also had no sense of how hard the wind was blowing, if any boats were in our vicinity, or if there were tactical situations developing.

Altair sailed like a dream in the brisk upwind conditions, her wood hull somehow seeming so natural in such an environment. Nonetheless, there was no stopping the big waves if they wanted to come aboard. Whenever we saw Sean — who spent the race barefoot at the tip of the bowsprit calling trim — scramble as high as he could up the jibtop, we

Stephane Benfield drives the mighty 'Altair', seeming not the least bit concerned that there is no stern pulpit or lifelines.

Between having four and six sails set at all times, with no end to the various block and tackles for various jobs, and sets of running backstays, the deck had that spilled spaghetti look.

Our assignment was to trim the jibtop and help with other little jobs in our area. Fortunately, we were assisted by Raffa and Brigit, two dynamic young women who are not only terrific sailors, but were patient when we were confused or slow.

Cl a s s i c y a c h t s a r e anything but efficient. For example, each time we tacked or jibed, we and Raffa had to go through a process called "the transfer." This involved Raffa



TWO-AND-A-HALF HOURS

knew a wave was about to pay us a visit. The gal up front took several chest-high walls of water, but by the time they got to us, they were merely waist high. The important thing is that the water was warm.

After the long beat into the heart of the trades and a short reach, we were impressed with the aggressive way in which Stephane and his core crew went about setting the spinnaker and what we suppose would be called a jumbo that was set between the two masts. The crew were dashing about, hopping over countless obstacles, ducking flogging booms and blocks, and dodging countless other dangers to life and limb.

We also marveled at the passion with which the *Altair* crew attacked their tasks. They were responding to individual and group challenges as opposed to doing jobs for money. This was clear, because the instant something needed to be done — and there were usually five things requiring brute strength that needed doing — a crewmember jumped

to it, and was quickly assisted by a second or a third. The way someone such as Brigit, who probably doesn't weigh 100 pounds, jumped at even the most physical tasks was something to behold. Thanks to a combination of technique and passion, she was pounded for pound five times the crew that we were.

We've done about 10 of the New Year's Eve regattas, but it wasn't until halfway up the last beat that we saw something that shocked us like nothing before. We're still not sure how it came to pass, but we turned aft to see Lilly, the veteran of two Ha-Ha's, alone at the back of *Altair*, driving the bloody schooner! We couldn't have been more surprised had we turned the television on to the final race of the last America's Cup and seen Lilly at the helm of *Alinghi*.

Our reward for a day of tiring but satisfying racing on *Altair*? More sore

muscles than we've had in years, a tremendous appreciation for a great yacht and her core crew — not to mention all the Dom Perignon champagne we wanted to go with our post-race sandwiches.

Since none of us four West Coasters had done anything particularly stupid, *Altair* had finished third in class and, more importantly, had beaten her archrival, the even-bigger gaff schooner *Eleonora*, our skipper was in a great mood. As such, the next time *Altair* races, there's a reasonably good chance we could be part of the crew again. Indeed, we've heard that Hachey is thinking about modifying his winter cruising plans in order to do more races on the great yacht. And even if that doesn't happen, having sailed on the famous schooner once is our calling card to try to get on similar yachts in the Caribbean and the Med.

That's the way normal people — as opposed to the Paul Cayards, Dennis Connors and Brad Butterworths of the world — get on great yachts. Here's to wishing you the best of luck!

— **latitude 38**/richard

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MAX EBB

It was one of those winter days with no weather: no wind, no waves, no clouds and no sun. Just a hazy overcast that barely let enough light through to cast dim shadows. And with the predicted minus tide, soon there would be no water.

There wasn't much point in going sailing with so little action out on the Bay, and it would be dark too early to start a boat maintenance project. Nothing going on over at the yacht club either. Ah, but the University Sailing Club on the other side of the marina would be active. Those college kids will go sailing in anything — and I thought of a perfect excuse to wander over there. In a rare display of forethought, I decided to see if I could recruit some crew for next week's race.

Under normal circumstances, this maneuver is best performed just minutes before cast-off time on race day, not a week in advance. The sailing club is a great resource for last-minute crew. That's what college sailing clubs do best, and every marina should have one.

But I was wrong about the activity level. On this day, with no weather, there was just as little going on over there as there was on my dock. Except for a few dejected windsurfers staring at their reflections in a glassy Bay, the docks and ramp appeared to be deserted.

But the scene was different inside the little maintenance shack that doubles as a clubhouse. I followed some muffled voices to the front door, opened it a crack and peered inside.

Several people were shouting simultaneously: "Up! Up! Up!" yelled one sailor at increasing volume.

"Overlap . . . Overlap . . . Clear!" said another.

"Green flag!" announced a third voice, this one female and sounding a lot like Lee Helm, a grad student who, when I'm lucky, will crew for me.

"Ha!" said a fourth voice. "Jibe ho, I'm coming back to get you."

No one even looked up when I opened the door

the rest of the way and walked in on this bizarre scene. The room was packed with students crowded around a small desk, and all eyes were on a computer screen. The two people seated at the desk were pounding on opposite sides of a single keyboard, and two more sailors were peering over their shoulders issuing cryptic commands. Four or five more

spectators completed the crowd, all but filling up the tiny shack.

Evidently this was some kind of computer match racing game, although I couldn't see enough of the screen to tell which of the various sailing games they were playing.

"Hi, Lee," I said. "Are you, by any chance, available for racing next week?"

She barely looked up, keeping her eyes focused on the screen. There was a short beep from the computer.

"Clean start for blue," announced one of the observers, who I later learned was playing the role of starboard wing judge.

"Clean for yellow," said Lee, who, it turned out, was the 'on the water' umpire.

The two virtual boats split tacks and separated, each hoping for a favorable wind shift, and giving the umpire and wing judge a short break from the action. Meanwhile I maneuvered close enough to get a better look at the screen. Instead of the realistic graphical depiction of match race boats that I would expect to see in a modern simulator game, the screen was almost all black except for two cartoonish outlines of boats and a couple of rows of numbers across the top of the screen.

"What is this, *Pong* for sailors?" I asked.

"It's, like, from that era," confirmed Lee. "I think this software was written before any of us were born."

Meanwhile both boats — or rather, the crude outlines of both boats — had tacked back toward the center of the course. The display on the computer screen, always a top-down view, had zoomed way out to keep both boats on screen when they had split tacks. Now the view was zooming in again as they approached each other for the first critical crossing of the match. It looked like the boat on port, after being on the wrong side of a small

shift, would pass just astern of the starboard boat.

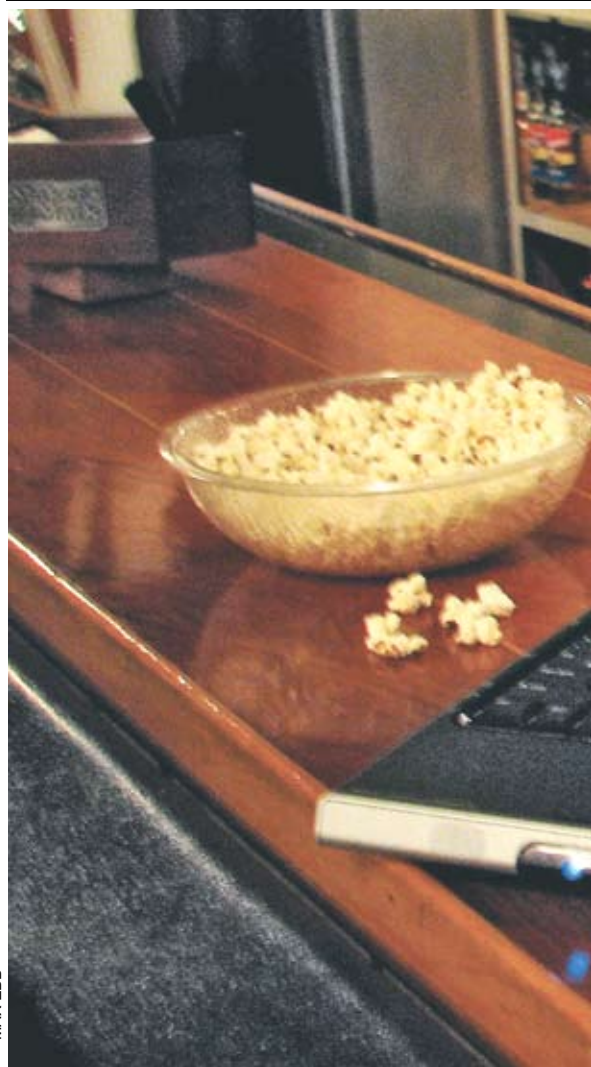
"Holding . . . holding . . ." called the wing judge.

I noticed he was speaking into a VHF, presumably for added realism as I don't think it was turned on.

"Starboard!" hailed the player controlling the starboard-tack boat.

"Hold your course!" answered the sailor on port while tapping a key on his side of the keyboard.

"I don't have to," said starboard.



MAX EBB

"It really is the Pong of sailing simulators"

"Coming down . . . coming down more," announced the line judge standing to the right as starboard bore off to attack.

The port tack boat waited another second, then made a sharp turn downwind to just barely avoid the starboard boat.

"Y flag!" shouted port. "I was steering to go clear astern, and you altered course so I had to change course immediately. That's a clear 16.2 infraction."

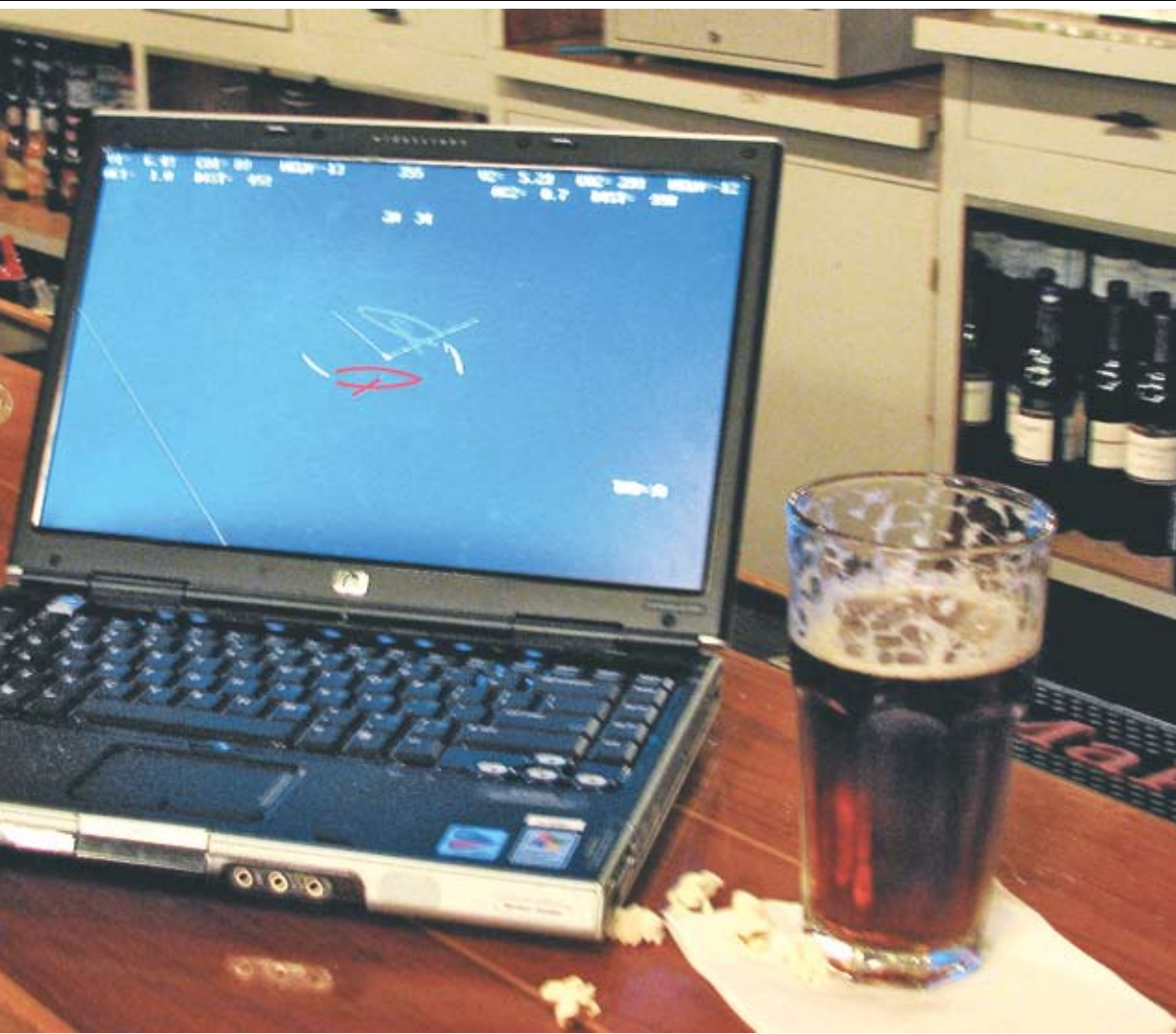
"Yellow," said Lee. "That will be, like, one penalty turn for starboard, thank you very much."

"No way," complained starboard. "RRS 16.2 is deleted by match race rule C2.5. I can come down as much as I darn well want as long as P is still able to keep clear, which he did."

"Um, see the match race call book," Lee replied. "It's the 'anti-dial-down call', and it's based on RRS 16.1, not 16.2. 16.1 is not deleted by appendix C."

In my day, there would have been a major rustling of paper as the sea lawyers in the room checked this out, but

— PONG WITH THE WIND



Lee sat down in the other one. The two competitors from the previous race took the line judge and umpire roles.

"Where did this game come from, anyway?" I asked as the program restarted.

"It's called *Schnack's Tac*," said Lee. "Originally developed for the Australian A-Cup challenge in '83 by Tom Schnackenberg to simulate tactical situations. This version had a brief life as a commercial product, sold through North Sails. The interface and the graphics are, like, mega crude, except that it's still the most fun and useful sailing simulator in the universe."

"Sort of a sailing bar game," said Lee. "You can learn the entire game in about five seconds. The only controls are the keys to increment helm left, increment helm right, and center helm."

He showed me which keys to push for steering.

"Sail trim is automatic. You have data for boat speed, wind angles, VMG, etc., displayed on your

side of the screen."

"Don't forget to pay attention to the true wind numbers in the middle," advised Lee. "That's your shift indicator."

Meanwhile, Lee ran through the start-up menus, selecting a short windward leg, a three minute starting sequence and America's Cup class yachts over 12 meters.

"What, no option for 90-by-90 foil-stabilized multihulls?" I complained.

"That would be way cool, but this game works better with lead mines."

"Play ball," said the umpire as the two boats entered the starting box.

I was coming in from the right side, on starboard, so I aimed straight for Lee's boat as it came in on port. She bore off, I bore off too, but she was able to dive across my bow and then head up sharply. I jibed around to circle back to the right side of the starting area, while she spun around to follow.

Judging from the white stripe in my

High-def, VR, CG . . . who needs 'em? This old-school DOS-based sailing simulator can still get the blood pumping.

in this crowd it was all PDAs and fancy cellphones.

"Here's RRS 16.1," one of the students read from a palmtop device. "When a right-of-way boat changes course, she shall give the other boat room to keep clear. S did give P room, even with the dial-down, so how can you say 16.1 was infringed?"

"If it's in the call book," explained Lee, "that's how I have to call it."

"No way," insisted another pundit. "Only the Racing Rules have force of law here. The Call Book is only for guidance, and it can be wrong."

No one was paying attention to the computer screen anymore, as they all tapped furiously on their tiny keyboards to bring up the ISAF appeals cases and third-party opinions that might shed some light on the issue.

"Don't you have to take a penalty now?" I asked the starboard tacker.

"No, I can wait till later. First I'm going to try to lure the other boat into a foul so I can even things up."

But his chance never came. The other boat caught the next wind shift, rounded the windward mark with a one-length lead, and was able to keep his air clear on the run to finish first boat-for-boat even before the penalty was applied.

"Who's up next?" asked the players as they vacated their seats at the keyboard.

Suddenly I knew I was in the wrong place at the wrong time. But it was too late — much too late — to escape this one alive.

"Max! You totally have to try this. I mean, you can't expect any of us dinghy sailors to crew on your big boat unless you can prove that you can get good starts."

Of course I can't. That was exactly the connection I was afraid of as they practically pushed me into one of the chairs.

MAX EBB

boat's wake as it turned, I was using too much rudder angle and giving up too much speed. Lee was on my tail. I went up to close-hauled, and was pleased to see "Boat One gassed" displayed by the computer, confirming that she was in my bad air and was slowing down. I tacked away to set up for the start, since we were now above the line with 90 seconds left. I bore off, but Lee had anticipated the move and tacked too, turning inside me and keeping her boat to leeward of mine.

"Overlap," called the wing judge to my right.

"Coming up," said Lee as she started to converge from leeward. My bear-off had to stop in order to respond to her luff. But now I was on the inside of the turn so the overlap was quickly broken. I spun downwind again, and Lee followed, re-establishing the overlap. I was forced up again, still above the starting line.

I tacked. Lee tacked too. Now she was positioned almost directly below me, and could simply match me tack for tack to

keep us both above the line. She could hold me off until we were both late for the start, and she would get back to the

he could do a surprise set and get back to the line first after being forced way upwind."

"But it didn't work," added another Cup historian. "Got too far to one side and it was a reach."

With only 15 seconds left to the start, Lee bore off for the line and did her dip start just after the gun. I followed, or at least tried to. With my boat going south, the steering was backwards and I spun out almost to a beam reach on port just when Lee went by on starboard.

"Other way!" shouted the spectators, but Lee had to alter course.

"Blue flag, penalty on Boat Two," announced the umpire.

"I have the same problem with RC cars and airplanes when they're coming back at me," added the wing judge while I struggled to regain control. "Think of it



The graphics may look totally lame to kids today, but 'Schnack's Tac' is still a blast to play.

line first.

"Aren't there any spectator boats to circle around in this game?" I pleaded.

"Baron Bich thought he had a countermeasure for this strategy in 1970," said one of the spectators. "His spinnaker pole was stowed on deck so he thought



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— PONG WITH THE WIND

as a wheel when you're going upwind and a tiller when you're going downwind."

That helped, but after I had finally done my dip start, Lee was three lengths ahead, and I owed a penalty turn. Then I lost even more due to poor upwind boat speed until Lee suggested I keep the apparent wind at 20 degrees.

My break came at the windward mark, when the wing judge decided that Lee's boom had touched the mark.

"Yellow flag, penalties cancel," said the umpire.

"No, they don't," said the wing judge. "A Rule 31 infraction isn't in Part 2, and the penalties are different. Touching a mark requires a 360 penalty, not a 270."

"Not under match racing rules," argued the umpire.

Once again there was a flurry of keyboard tapping as the pundits tried to serve up an answer in real time. The consensus was that the penalties do, in

fact, cancel.

Lee finished five lengths ahead.

"Next!" I said, giving up any hope of enticing these sailors to put up with me as a skipper.

"Good race, Max," Lee lied.

"It's still the most fun and useful sailing simulator in the universe."

"Where can I get a copy of this game for the yacht club bar?" I asked as we vacated the two helm chairs. "It really is the *Pong* of sailing simulators."

"It's not, like, copy-protected or anything, and the executable is only 138 kilobytes. Although someone still probably owns the rights."

"If I can borrow your copy, I promise I won't do anything illegal."

"No prob. But you still need crew for next week. Anyone up for some big boat fun next weekend?" she announced to everyone in the room.

There was no answer as they all pretended to be fixated on the next match race start, now in progress.

"The boat's doing the Pacific Cup this summer," Lee added.

Suddenly it was a buyer's market. Even though I insisted that Pac Cup was only "under consideration," the mere possibility of a race to Hawaii, even on an aging racer-cruiser like mine, was enough to make them flock to my crew roster.

"Like flies to a dead snake on a hot country road," observed one of the students.

By the time I had all their contact info and sandwich preferences written down, the sky had brightened, the anemometer needle had moved off the peg, and the virtual match race had been abandoned in favor of the real thing.

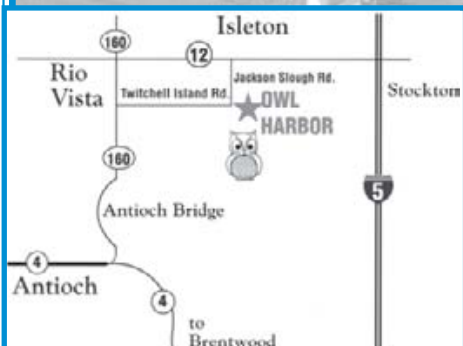
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THE RACING

In this month's Racing Sheet, we introduce you to the **2007 Rolex Yachtsman and Yachtswoman Of The Year**, as well as all the **US Sailing Team AlphaGraphics** members who have been announced — and why the team title has that corporate addendum. You'll also find coverage of a strange and wonderful first **Corinthian YC Mid-winter** weekend, a preview of this month's **PV Race**, what little early information we could wangle from **Acura Key West Race Week**, plus a whole mess of **Box Scores** and **Race Notes**.

Rolex Winners

Last month US Sailing announced Jeff Linton and Sally Barkow as the winners of the 2007 Rolex Yachtsman and Yachtswoman of the year awards.

This is the second time for Barkow, a 27-year-old Yngling sailor from Nashotah, Wisconsin. She also won in 2005, and has been a nominee each year since 2001.

"This is exciting and unexpected! I was shocked when I got the call," said the former collegiate all-American.

Her Yngling accomplishments in 2007 included winning the Rolex Miami Olympic Classes Regatta for the third consecutive year, the Princess Sofia Trophy in Palma, Spain, and runner-up finishes at both the Semaine Olympique Française in Hyères, France, and the ISAF World Championships in Cascais, Portugal. In the match racing realm, Barkow and crew took home wins from the BoatU.S. Santa Maria Cup in Annapolis and the Vitoria Women's Cup.



Rolex winners Jeff Linton and Sally Barkow.

But perhaps the clincher for her latest Rolex was another third-consecutive win at the Rolex International Women's Keelboat Championship, sailed out of

Houston YC in J/22s. She took that one with a race to spare.

In her acceptance speech, Barkow credited her regular Yngling crew, Debbie Capozzi and Carrie Howe, as well as her additional crewmember for the J/22 events, Ann Lush of Great Britain, for making it all happen.

"I haven't sailed a singlehanded event since 2002, and I believe that teamwork is our biggest asset on the water," she said. "This award is for our entire team."

(As if two Rolexes were not enough, just prior to the Rolex announcement, Barkow and her Yngling crew were also named as the 2007 US Sailing Team of the Year, and are expected to be officially named to the Olympic squad when that final berth is announced this month.)

Rolex's Yachtsman award went to 45-year-old Jeff Linton for big wins in multiple classes. This is the second time the Florida-based sailor has been nominated. (The first was in 2005).

"This was a remarkable year," said Linton, who started sailing aboard his family's Morgan 24. He later took up windsurfing and attended Eckerd College on a soccer scholarship before ending up sailing for its intercollegiate team.

In 2007, Linton won the 48-boat, 11-nation Lightning Worlds in Athens, Greece, but pointed to the 71-boat Lightning Winter Championship as his toughest regatta. He won that one too, by just

one point. In addition to other strong finishes in the Lightning class, Linton took the Flying Scot North Americans and the Classic (non-foiling) Moth Nationals.

"You get a few wins, and you think,



"maybe I could get my name on that trophy," he said. "After 38 years of sailing, I've finally done it."

U.S. Olympic Team

There were two big announcements last month by the US Sailing Team AlphaGraphics. The first was the final selection and naming of all the sailors (with the exception of the Yngling team, which will be announced this month) who will represent the United States in the sailing portion of the Olympic Games in Quingdao, China, this August. The second announcement — which we'll bet you've guessed by now — is that



Blue on blue — at presstime, Vincenze Onorato's 'Mascalzone Latino' was running a close second to 'Barking Mad' in the Farr 40 fleet at Key West.

the US Sailing Team has taken on a title sponsor.

First the team. Here's a quick rundown of the 2008 team:

- Laser Radial: **Anna Tunnicliffe**
- Laser: **Andrew Campbell**
- Women's RS:X: **Nancy Rios**
- Men's RS:X: **Ben Barger**
- Finn: **Zach Railey**
- Women's 470: **Amanda Clark/Sarah Mergenthaler**
- Men's 470: **Stuart McNay/Graham Biehl**

- Star: **John Dane III/Austin Sperry**
- Tornado: **John Lovell/Charlie Ogle-tree**
- Yngling: TBA

Look for an in-depth piece on Dane and Sperry in this month's *Sightings*. We'll take a closer look at other team members in upcoming issues.

As for the sponsorship deal, although no dollar amounts were mentioned, the partnership with graphic communications franchiser AlphaGraphics means more funding for training, travel to top-flight events and marketing help to build campaigns.

Interestingly, AlphaGraphics' owner,

British media bigwig Andrew Pindar, is no stranger to sponsorship. In 2007 alone, he sponsored 2007 match racing world champion Ian Williams, a brand new, Juan K-designed IMOCA 60 with a trick folding mast, and a Class 40 entry in November's Transat Jacques Vabre.

Although this foray into title sponsorship is a first for the U.S. Olympic team, the concept has proven fruitful for Team GBR . . . excuse us, *Skandia Team GBR* . . . which has become an Olympic-class juggernaut.

Acura Key West Race Week 2008

With weather delays, an Ernesto Bertarelli press conference, and many of the world's top sailors in attendance, you'd be forgiven for mistaking Acura Key West Race Week for America's Cup 32. Although our deadline came before the event's end, we were still hoping to have some results from the southern-most point in the contiguous United States. The only problem is, there aren't many! The racing on Monday, January 21 was cancelled because at 30-35 knots, the wind exceeded the agreed upon upper limits for many of the one design classes. Race Week honcho Peter Craig made the decision to abandon because there would still be four more days of racing — or would there?

As it turned out, they were only able to get races off on Tuesday — which saw all four divisions get in three races — and Thursday. Wednesday was lost to calm conditions that we're told made for perfect fishing and/or drinking (the *other* things for which the Keys are famous). Thursday was almost a wash, but light breeze at the end of the day did allow organizers to get in one race.

What we can tell you for sure is that there were lots of boats and sailors there. Taking advantage of the weak U.S. dollar, 60 foreign entries from 18 countries joined U.S. entries from 35 states in the 261-boat fleet. Northern California boats accounted for seven of the latter. Tom Coates' *J/105 Masquerade* was shooting for a fourth straight Key West win. Sausalito's Steven Pugh represented the Bay Area in the Melges 32 class with *Taboo*, and after a long summer of *J/105* sailing, Tiburon's Kristen and Peter Lane rolled out his-and-hers Melges 24s *Brick House* and *Outhouse*. Other Melges 24s in attendance were Tom Kassberg's *Flygfisk* and Bob Tennant's *Where's Bob?* And Lake Tahoe's Richard Courcier and his new-to-him Farr 36 *Wicked Dog* were



LAURA WATT



LAURA WATT



sailing in PHRF 1.

Look for the final results and a much more complete report next month

First Corinthians

At dawn on Saturday, January 19, it appeared the first Corinthian YC Mid-winters weekend of 2008 was poised to

become one of the most memorable ever. It had everything — the 158-boat fleet was the biggest; the weather was crystalline clear and warm for the season; one of the best bands ever was signed up to play at the Saturday night party; the race committee was bigger and more efficient than ever; there was great food;

lots of cold drinks; plenty of room for the traditional post-race raft-ups; and a forecast for almost perfect 5-10-knot winds.

Well, to make a long story short, it was a memorable weekend all right, but not for the reasons anyone thought.

For starters, the forecast was wrong.



Scenes from the Corinthian 'half-weekend' (clockwise from above) — all dressed up and nowhere to go on Saturday; 'Alpha Puppy' (foreground), 'Ganeshha' (dark hull), 'White Fang' (in there somewhere) and others charge downwind on Sunday (inset, pretty in pink); 'Yeofy' and 'Kelika' tangle rigs on the crowded final beat to the Sunday finish; the raft-up and party started early on Saturday; Don Weineke pretty much sums up everyone's feelings on Saturday; Bill Reiss's 'Elan' and Mike Maloney's 'Bullet' (from which this photo was taken) were so close through most of Sunday they seemed attached at the hip.



After a brief tease around noon — enough to start the first five divisions — the zephyrs dried up completely. The 30 or so boats in those first few divisions were still moving along smartly, though, having locked bumpers with a freight-train 5.2-knot ebb. About all they could do was smile and wave at their 'weather' marks

— Harding and Little Harding — as they swept by. Despite the hopelessness of the situation, many boats continued to hang in there even as they passed under the Golden Gate — sails still hanging limp — and headed out to sea!

Meanwhile, back at the club, Race chairman Michael Morazadeh finally

cancelled racing for the day after an hour and a half postponement. The club was immediately inundated by racers who were, inexplicably, all smiles and good humor. Although the boats on the course were also given the option of abandoning — which they initially declined — one by one they all threw in the towel and joined

THE RACING

Racin' in the rain — Glenn Isaacson and his 'Q' crew tend to business during a rainy GGYC Seaweed Soup race.



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MIDWINTER BOX SCORES

As much as we'd like to cover every midwinter event, we don't have the time or space. But we do at least try to get in results for all clubs running Midwinter events. If you don't see results for your club series here, it's because we couldn't find them on your club's website, and/or we never received a reply to our email inquiry from your website contact.

Midwinter results can be emailed directly to either Rob (rob@latitude38.com) or John (johnr@latitude38.com). If they are accompanied by photos and a short write-up of your series, we will do everything we can to elevate our coverage of your event to include those elements.

GOLDEN GATE YC MANUEL FAGUNDES SEAWEEED SOUP PERPETUAL (1/5)

PHRF 1 (<45) — 1) **Sapphire**, Synergy 1000, David Rasmussen; 2) **Alpha Puppy**, 1D35, Mark Witty; 3) **Howl**, Sydney 38, Peter Krueger. (6 boats)

PHRF 2 (46-69) — 1) **Mr. Magoo**, J/120, Steve Madeira; 2) **Q**, Schumacher 40, Glenn Isaacson; 3) **X-Dream**, X-119, Steen Moller. (4 boats)

PHRF 3 (70-110) — 1) **Yucca**, 8-Meter, Hank

Easom; 2) **Tivoli**, Beneteau 42s7, Torben Bentzen; 3) **pHat Jack**, Express 37, Bob Lugliani. (5 boats)

PHRF 4 (111-136) — 1) **Uno**, WylieCat 30, Steve Wonner; 2) **Shaman**, Cal 40, Steven Waterloo; 3) **Lazy Lightning**, Tartan 10, Tim McDonald. (4 boats)

PHRF 5 (>137) — 1) **Youngster**, IOD, Ron Young; 2) **La Paloma**, IOD, James Hennefer; 3) **Huge**, Catalina 30, Houlston/Woodruff. (6 boats)

CATALINA 34 — 1) **Queimada**, David Sanner; 2) **Obsession**, Lee Perry; 3) **Casino**, Bill Eddy. (6 boats)

KNARR — no finishers.

FOLKBOAT — 1) **Nordic Star**, Richard Keldsen. (1 finisher)

Complete results: www.ggyc.com

WEST MARINE REGATTAPRO WINTER ONE DESIGN SERIES (1/12)

J/120 — 1) **Grace Dances**, Dick Swanson, 3 points; 2) **Mr. Magoo**, Steve Madeira, 7; 3) **Jolly Mon**, Bowman family, 10. (7 boats)

BENETEAU 36.7 — 1) **Mistral**, Ed Durbin, 3 points; 2) **Serendipity 2**, Thomas Bruce, 6; 3) **Bufflehead**, Stuart Scott, 11. (5 boats)

J/105 — 1) **Jam Session**, Adam Spiegel, 6 points; 2) **Blackhawk**, Scooter Simmons, 6; 3)

Wonder, Tom Kennelly, 7. (10 boats)

Complete results: www.regattapro.com

ENCINAL YC JACK FROST SERIES (1/12)

PHRF A (<130) — 1) **Golden Moon**, Express 37, Kame Richards, 3 points; 2) **Zephyr**, J/109, Matthew Dean, 6; 3) **Max**, Antrim 27, Ryan Richard, 7. (7 boats)

MELGES 24 — 1) **Smokin**, Kevin Clark, 3 points; 2) **Snip**, Jan Crosbie, 8; 3) **Personal Puff**, Dan Hauserman, 8. (8 boats)

SF 30 — 1) **Wishful Thinking**, Tartan 10, Lester Gee, 4 points; 2) **Shameless**, Schumacher 30, George Ellison, 4; 3) **Jane Doe**, Olson 911S, Bob Izmirian, 11. (10 boats)

PHRF B (>131) — 1) **Uno**, WylieCat 30, Steve Wonner, 3.5 points; 2) **Life Is Good**, WylieCat 30, Andy Hall, 5.5; 3) **Eclipse**, Hawkfarm, Fred Hoffman, 8. (5 boats)

SANTANA 22 — 1) **Bonito**, Michael Andrews, 4 points; 2) **Meliki**, Tom Montoya, 5; 3) **Domatrix**, Heidi Schmidt, 6. (5 boats)

Complete results: www.encinal.org

TIBURON YC (1/12)

FLEET 1 — 1) **Himajin**, Harbor 25, Aaron Cooperband; 2) **Redhawk**, Hawkfarm, Sullivan/Gunn; 3) **Galante**, Folkboat, Otto Schreier. (7 boats)

the party, too. No boats made it all the way around on Saturday.

Sunday was a different story. With breeze in the 12-knot range, it more than made up for Saturday. But there was still that locomotive ebb to deal with. In a flash of brilliance (some didn't call it that until later), the race committee decided to send the fleet down Raccoon Strait *against* the ebb, with Southampton or #8 as weather marks. How's that for 'memorable'?

To the surprise of many, the starts came off perfectly — port tackers crossing at the pin end, while the starboard boats slid by at the committee boat. Of 130 starters, there were no foul-ups and only one over-early.

There were more memories in the making on the stretch run. During the crowded roundings at Elephant Rock, the 1D35 *Yeofy* briefly locked rigs with the Hunter 335 *Kelika*. While nothing fell and no one was injured, we understand there was damage to both rigs. Both boats dropped out and a protest was pending at press time.

Another memorable highlight for everyone was the thrill of sailing with one of the biggest and most famous boats ever to grace the CYC mids: the spectacular

Mull 84 *Sorcery*, down for some fun from her new homeport of Glen Cove. Although they also snagged and ripped a headsail in the final minutes of Sunday, "they were as graceful and gentlemanly a competitor as you could ask for," said Morazadeh.

The second and final CYC Midwinters weekend is February 16-17. With entry fees reduced, it's absolutely the most fun you will ever have for \$35. For information on entering, see the club website at www.cyc.org.

The following results are for

PV ENTRIES

Class A — Starts 2/24

boat	type	owner	homeport
Stark Raving Mad III	R/P 66	Jim Madden	SDYC
Peligroso	Kernan 68	Campbell/Williams	LBYC/StFYC
Akela	R/P 77	Turpin/Janes	StFYC/Baja Corinthian YC
Magnitude 80	Andrews 80	Doug Baker	LBYC

Class B — Starts 2/23

Holua	SC 70	Brack Duker	Cal YC
OEX	SC 70	Peter Tong	LBYC
Stars & Stripes	Farr 60	Dennis Conner	SDYC
Pendragon IV	Davidson 52	John MacLaurin	LBYC
Velos	Tanton 73	Kjeld Hestehave	SDYC

Class C — Starts 2/23

Lucky Dog	J/125	Colin Shanner	SDYC
Blue Blazes	R/P 50	Dennis Pennell	R/P 50
Falcon	Tripp 50	David Janes	BCYC
Innocent Merriment	J/160	Myron Lyon	SDYC
Tachyon III	Santa Cruz 52	Kazumasa Nishioka	SDYC
Valkyrie	DK46	Andy Rasdal	SDYC
Morpheus	Schumacher 50	Jim Gregory	RYC
Raincloud	J/145	Lorenzo Berho-Corona	SDYC/Vallarta YC
Bad Pak	J/145	Tom Holthus	SDYC

Class D — Starts 2/21

Beowulf	Dashew 78	Ernie Doizaki	Cal YC
Super Gnat	Beneteau 40.7	Cliff Thompson	SDYC
Uncontrollable Urge	Columbia 30	J&C Gilmore	Silver Gate YC
Condor	Columbia 50	Lindy Thomas	Chicago YC

FLEET 2 — 1) **Mooretician**, Moore 24, Peter Schoen/Roe Patterson; 2) **Frenzy**, Lon Woodrum; 3) **Miss Demeanor**, Aidan Collins. (4 boats)

Complete results: www.tyc.org

SOUTH BEACH YC ISLAND FEVER (1/19)

SPINNAKER (>141 except for PHRF 180) — 1) **Freedom Won**, Islander 36, John Melton; 2) **Double Play**, Yankee 30, RDK Partners; 3) **Sea Spirit**, Catalina 34, Baskin Brosowsky. (4 boats)

SPINNAKER 180 ONLY — 1) **Goose**, Catalina 30, M&L Kastrop; 2) **Huge**, Catalina 30, Amanda Deisher; 3) **Mutual Fun**, Newport 30, Andrea Mariotti. (4 boats)

NON-SPINNAKER — 1) **Seaview**, C&C 115, Pete Hamm; 2) **La Maja**, Islander 30, Ken Naylor; 3) **Popeye & I**, Cal 9.2, Ruth Summers. (4 boats)

Complete results: www.southbeachyc.org

OAKLAND YC SUNDAY BRUNCH #1 (1/6)

DIVISION 1 (PHRF <157 — 1) **Wile E. Coyote**, Express 27, Dan Pruzan; 2) **Crazy Eights**, Moore 24, Aaron Lee; 2) **Scout**, Etchells, Steve Ritz. (5 boats)

DIVISION 2 (158-175) — 1) **Bewitched**, Merit 25, Laraine Salmon; 2) **Double Agent**, Merit 25, Robin Ollivier; 3) **Half Fast**, Merit 25, Michael Law. (3 boats)

5.5 METER — 1) **Alert**, Liem Dao; 2) **Tenacious**, Heather Noel/Adam Sadeg. (2 boats)

FAT 30 — 1) **Zeehond**, Newport 30, Don Guay; 2) **Lelo Too**, Tartan 30, Emile Carles. (2 boats)

MIGHTY MIDGETS (>185) — 1) **Dominatrix**, Santana 22, Ted Crumm; 2) **Snarklet**, Cal 20, Thomas Charron; 3) **Auggie**, Santana 22, Sally Taylor. (3 boats)

MULTIHULL — 1) **Sea Bird**, F-27, Rich Hold-en. (1 boat)

NON-SPINNAKER — 1) **Samsara**, Rhodes 19, Barbara Douglas; 2) **Julliette**, Pearson 23, Roger Wise; 3) **Chupacabra**, Rhodes 19, Thom Gritzer. (5 boats)

OAKLAND YC SUNDAY BRUNCH #2 (1/20)

DIVISION 1 (PHRF <157) — 1) **Scout**, Etchells, Steve Ritz; 2) **Wile E. Coyote**, Express 27, Dan Pruzan; 3) **Crazy Eights**, Moore 24, Aaron Lee. (6 boats)

DIVISION 2 (158-175) — 1) **Bewitched**, Merit 25, Laraine Salmon; 2) **Morning Dew**, Kiwi 29, Vince Boley; 3) **Double Agent**, Merit 25, Robin Ollivier. (5 boats)

5.5 METER — 1) **Wings**, Mike Jackson; 2) **Tenacious**, Heather Noel/Adam Sadeg. (2 boats)

FAT 30 — 1) **Zeehond**, Newport 30, Don Guay; 2) **Lelo Too**, Tartan 30, Emile Carles; 3) **Nice Turn**, Cal 2-29, Richard M. Johnson. (4 boats)

MIGHTY MIDGETS (>185) — 1) **Snarklet**,

Cal 20, Thomas Charron; 2) **Magic Carpet**, Ranger 23, Ralph Woodard; 3) **Smooth**, Ranger 525, Mark Feinholz. (3 boats)

MULTIHULL — (no starters)

NON-SPINNAKER — 1) **Maybe**, Santana 22, Ernie Rideout; 2) **Chupacabra**, Rhodes 19, Thom Gritzer; 3) **Samsara**, Rhodes 19, Barbara Douglas. (5 boats)

Complete results: www.oaklandyachtclub.com

ALAMEDA/ISLAND YC MIDWINTERS #3 (1/13)

SPINNAKER (PHRF 0-138) — 1) **Ragtime!**, J/92, Bob Johnston; 2) **Rascal**, custom Wilderness 30, Rui Luis; 3) **Vitesse**, SC 27, Bart Goodell. (4 boats)

COLUMBIA 5.5 — 1) **Wings**, Mike Jackson; 2) **Alert**, Liem Dao. (2 boats)

SPINNAKER (140-180) — 1) **Bewitched**, Merit 25, Laraine Salmon; 2) **Moore Eights**, Moore 24, Aaron Lee; 3) **Bandido**, Merit 25, George Gurrola. (8 boats)

SPINNAKER (>190) — 1) **Meliki**, Santana 22, Tom Montoya; 2) **Victoria**, Santana 22, Vince McPeck; 3) **Fun Zone**, Santana 22, Tom McIntyre. (3 boats)

NON-SPINNAKER — 1) **Svenska**, Peterson 34, Fred Minning; 2) **Cassiopeia**, Islander 36, Kit Wiegman; 3) **Knotty Sweetie**, C&C 32, Martin Johnson. (6 boats)

Complete results: www.alamedayachtclub.org

THE RACING

one Sunday race only.

DIVISION 1 — 1) **Howl**, Sydney 38, Peter Krueger; 2) **TNT**, Tripp 43, Brad Cooper; 3) **Racer X**, Farr 36, Gary Redelberger. (7 boats)

DIVISION 2 — 1) **Mr. Magoo**, J/120, Steve Madeira; 2) **Sea Saw**, Henderson 30, Tim Cordrey; 3) **Quiver**, N/M 36, Jeff McCord. (9 boats)

1D35 — 1) **Great Sensation**, Gary Fanger; 2) **Diablita**, Gary Boell; 3) **Zsa Zsa**, Stan Glaros. (4 boats)

IOR WARHORSE — 1) **Aleta**, Peterson 46, Keith Brown; 2) **Infinity**, Holland 47, Gary Gebhard; 3) **Samiko**, Serendipity 43, Dexter Bailey. (4 boats)

NON-SPINNAKER — 1) **Perseverance**, Bene-teau First 42.7, Daniel Chador; 2) **Basic Instinct**, Elliott 10.5, Jan Borjeson; 3) **Q**, Schumacher 40, Glenn Isaacson. (6 boats)

EXPRESS 37 — 1) **Phat Jack**, Bob Lugliani; 2) **Stewball**, Bob Harford; 3) **Elan**, Bill Reiss. (5 boats)

J/109 — 1) **Knots²**, John Notman; 2) **Queen Bee**, Rick Gio; 3) **Joyride**, Jim Vickers. (5 boats)

BENETEAU 36.7 — 1) **Serendipity 2**, Thomas Bruce; 2) **El Jefe**, Richard Green; 3) **Mistral**, Ed Durbin. (5 boats)

J/105 — 1) **Aquavit**, Tim Russell; 2) **Lulu**, Don Weineke; 3) **Alchemy**, Walter Sanford. (7 boats)

DIVISION 3 — 1) **Yucca**, 8-Meter, Hank Easom; 2) **Flight Risk**, Thompson 650, Ben Landon; 3) **Petard**, Farr 36, Keith Buck/Andy Newell. (11 boats)

SF BAY 30 — 1) **Shameless**, Schumacher 30, Ellison/Macartney; 2) **Jane Doe**, Olson 911S, Bob Izmirian; 3) **Gammon**, Tartan 10, Jeff Hutter. (8 boats)

DIVISION 4 — 1) **White Jacket**, Etechells, John Sutak; 2) **Arcadia**, Santana 27 (modified), Gordie Nash; 3) **Uno**, WylieCat 30, Steve Winner. (6 boats)

ALL-CATALINA — 1) **Ka-Nina**, Catalina 34, Gary Stypulkoski; 2) **Tenacious**, Catalina 30, Aaron de Zafra; 3) **Surprise**, Catalina 34, Peter Birnbaum. (7 boats)

ALERION EXPRESS 28 — 1) **Lizbeth**, Michael Land; 2) **Mil Besos**, Chris Vaughan; 3) **Encore**, Dean Dietrich. (4 boats)

NON-SPINNAKER 2 — 1) **Roxanne**, Tartan 30, Charles James; 2) **Windhover**, Pearson 10M, John Dodge; 3) **Siento El Viento**, C&C 29, Ian Matthews. (9 boats)

DIVISION 5 — 1) **306LP**, IOD, Jim Davies/Tad Lacey; 2) **Chorus**, Kettenberg 38, Peter English; 3) **Bolero**, IOD, Mark Pearce. (13 boats)



Shark attack! — Laser action from the Richmond YC Small Boat Midwinters on January 6.

NON-SPINNAKER 3 — 1) **Can O' Whoopass**, Cal 20, Richard Vonehrenkrook; 2) **Chica**, Cal 20, Ted Goldbeck; 3) **Elaine**, Santana 22, Pat Broderick. (5 boats)

MULTIHULLS — 1) **Endless Summer**, 'Cruising Cat', Steve May; 2) **Serenity**, Seawind 1160, Michael Ropers; 3) **Rotkat**, 'Cruising Cat', Arjan Bock. (5 boats)

MAXI — 1) **Sorcery**, Mull 84, John Walker. (1 boat)

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<http://www.richmondyc.org/>



Complete results: www.cyc.org.

PV Race Preview

While not exceptionally large, the fleet of 22 boats entered in the San Diego Yacht Club's biennial Puerto Vallarta race is high quality. The February 21-24 starts should make for a nice ride south, as everyone will have started with a full or nearly full moon.

The original notice of race called for it to be run under US Sailing's Offshore Racing Rule. On December 1, SDYC pub-

lished an amendment to the notice that any vessels with valid IRC certificates by February 1 would be scored under IRC as well, while the performance cruising division appears to have been dropped as of this writing. The handicap course distance is 1,000 miles, and the race will finish off Punta Mita, effectively removing the giant potential parking lot of Banderas Bay from the equation.

Class A figures to be a battle between the two canting-keel boats — Jim Madden's R/P 66 *Stark Raving Mad III* and Doug Baker's Andrews 80 *Magnitude 80* — and the conventionally ballasted Kernan 68 *Peligroso*, owned by Mike Campbell and StFYC's Dale Williams. *Akela*, the R/P 77 that took more than a few bigger scalps in its previous incarnation as *Scout Spirit*, could surprise the rest of the big boys with veteran campaigners Dave Janes and StFYC's Bill Turpin behind it.

In Class B, Dennis Conner will be lining up with his new-to-him Farr 60, named — you guessed it — *Stars and Stripes*, in its first distance race. Re-

turning to defend her 2006 overall win is Dennis Pennel's R/P 50 *Blue Blazes* sailing in the nine-boat Class C — the largest of the four classes. Also in class C is the only all-Northern California entry, Jim Gregory's Pt. Richmond-based Schumacher 50 *Morpheus*.

Class D is the most diverse, with everything from the aluminum-hulled Dashew 78 ketch *Beowulf* to *Uncontrollable Urge*, a lightweight, new generation Columbia 30 that has racked up a series of local wins since her 2005 launch.

Race Notes

One for the books — Just days after we'd gone to press with last month's issue, former Nor Cal sailor **Roger Sturgeon** became only the third American to win one of the world's more prestigious middle-distance races, the Rolex Sydney-Hobart. Sturgeon's new Farr designed STP 65 *Rosebud* took overall corrected-time honors and the Tattersall's Cup in the Boxing Day (December 26) event against a fleet of 79 boats that included the 98-ft *Wild Oats XI* (with Oakland's

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THE RACING

Rodney Daniel — Kame Richard's stepson-in-law — among the crew), which took home its third consecutive elapsed time win. Sturgeon calls Ft. Lauderdale home now, but spent much of his life in the Bay Area, from which he's campaigned a string of *Rosebuds*.

Double your fun — Jean Pierre Dick and Damian Foxall aboard the Open 60 **Paprec Virbac 2** continue to lead the inaugural Barcelona World Race, a doublehanded, nonstop round-the-world race which started in the title city on November 11. All five remaining competitors (three boats retired due to breakage) are back in the Atlantic ocean, with Alex Thompson and Andrew Cape aboard **Hugo Boss** still hanging onto second, 500 miles behind *PV2* and still nursing rudder problems. A loosening of both the rudder blades inside the cassettes and the gudgeons attaching them to the transom forced them to make a pit stop in New Zealand and continues to get worse. "Fingers crossed they're going to get us home," says the ever-optimistic

Thomson. *Educación Sin Fronteras*, bringing up the rear, had just rounded Cape Horn as we went to press. *Paprec Virbac 2* was about 3,500 miles from the finish at this writing.

Hmmm — Sir Keith Mills' *Team Origin* and the Royal Thames Yacht Club of Great Britain have lodged a deed of gift challenge for the **America's Cup**, hedging their bets in case New York Supreme Court Justice Herman Cahn rules that *BMW Oracle's* challenge is invalid. Let's see, would that mean more lawyers, or less?

Don't blink or you'll miss it — As of this writing Franck Cammas' 105-ft *Groupama 3* had started a **Jules Verne Trophy** attempt. She crossed the starting line marked by the Lizard, Cornwall, UK, and the Créach Lighthouse on Ouessant Island, France, at 07:50:17 GMT on January 24. With favorable conditions the crew say they're convinced a 45-day lap around the world is possible. Her crew of 10 includes French sailing legend Yves Parlier in the role of

navigator — Parlier will have to call all the right shots for *Groupama 3* to take Bruno Peyron's 50-day, 16-hour record set in 2005 aboard *Orange II*. One of the challenges facing Parlier — who visited the Bay Area in 1998 when he set the record for the New York to San Francisco via Cape Horn passage aboard his Open 60 *Aquitaine Innovation* — will be keeping *Groupama 3* in enough breeze. Capable of sustained speeds of 40 knots, the boat will actually be outrunning the breezy fronts that comb the Southern Ocean. *Groupama 3* set a new outright 24-hr speed record last July, reeling off an incredible 794 miles at an average speed of 33.1 knots, on her way to breaking *Orange II's* west-east transatlantic record by 4 hours and change.

Extra spending money — Officials for the Grade 1 **World Match Racing Tour** have announced a purse of \$1.7 million for the 2008 series, the largest ever in the tour's eight-year history.

Bring em' in — The Bay Area's growing **IRC** fleet will be getting bigger by at

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least two boats this year. *Beau Geste*, a year-old R/P 45 and sistership to *Sjambok* — which sailed last year's BBS under charter to Larry Ellison — is rumored to be headed here after she finishes up some racing on the other side of the puddle. Also rumored to be on the way is a 2005-generation Farr Yacht Design TP 52, the former *TAU Cerámica*. Two- and three-year-old TP 52s are reportedly available for a fraction of their build costs as the big-budget Mediterranean programs build newer, even lighter hulls this season.

A little help, please? — American RS:X boardsailor Nancy Rios succeeded in qualifying the U.S. for the women's



The Optis were out too during the Richmond YC Small Boat Midwinters on January 6.

boardsailing event in Qingdao this summer by virtue of her performance at last month's **RS:X World Championships** in Takapuna, New Zealand. Rios and Farrah Hall, who's disputing Rios' Olympic trials victory, were not

provided a coach for the event by the US Sailing Team. Arbitration for the dispute, which is scheduled to begin this month, will determine which sailor goes to Qingdao this year and centers on Rios' redress claim which vaulted her to the top spot at the trials.

So close — Saratoga's 16-year-old Claire Dennis posted a second-place finish in the Laser Radial Class at the **Youth Worlds Qualifier**

and **U.S. Youth Multihull Championship**, held January 19-21. Dennis will be first alternate for the girls' Laser Radial class at the Youth worlds in Denmark later this year. In all, 12 NorCal sailors made the trip to Long Beach for the event, which featured racing in Lasers, Laser Radials, 29ers and SL-16 catama-

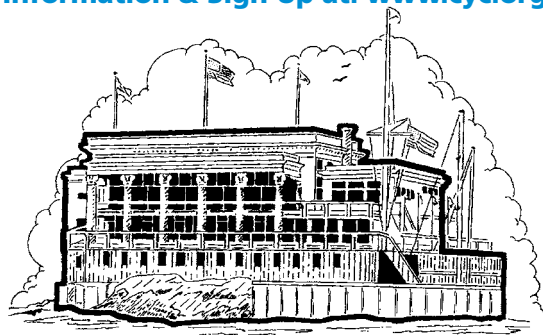
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THE RACING

rans. Taking home the multihull Youth Worlds berth and the U.S. Youth Multihull Championship were Andrew Mason and Christopher Segerblom of Corona Del Mar, who eked out a one-point win on the final day.

The sail home after Sunday's racing turned bad for Fairfield's **Finn** and **Alek Nilsen**. As the two were closing on the Alamitos Bay Yacht Club's basin, a powerboat exiting the bay hit their 29er, sending both sailors into the bay and 17-year-old Finn to the hospital for stitches. Long Beach Lifeguards said the powerboat's operator started reversing the boat when the collision became imminent. A passing pleasure boat pulled the Nilsen brothers from the water.

More Olympic recognition — Rick Dorr, Tim Angle and Bill Donohue earned the nod for **Paralympians of the Year** on the strength of a runner-up finish at last year's Miami OCR, a win at the IFDS Worlds, and winning the slot for the team event in Beijing's Paralympic Games. The three were named the USOC Paralympic

Athletes of the Year and have been members of the U.S. Disabled Sailing Team for the last two years as a team.

Even more recognition — Top-ranked Laser Radial sailor Anna Tunnicliffe was named US Sailing's **Sportswoman of the Year** for a successful year that included wins at the Olympic Trials, Good-Luck Beijing-Qingdao International Regatta, and the 96-boat Laser Radial Midwinters East.

Overseas, Tunnicliffe — who was born in England but raised in Ohio (she currently calls Virginia home) — posted top-five, top-American finishes in both Cascais and at last year's Miami OCR.

San Diego's Andrew Campbell, US Laser representative for Qingdao, was recognized as US Sailing's **Sportsman of the Year**. Campbell, a six-time member of the US Sailing Team, logged top 10 finishes in fleets that ranged from 114 to 149 strong, including a bronze medal at Kingston, Ontario's CORK and an 8th at the Princess Sofia Regatta.

Perhaps Campbell's most impressive

feat, however, was a head-to-head win against superstar Robert Scheidt at last year's Pan American Games sailed off Rio de Janeiro — Scheidt's home waters. Campbell defeated the triple-Olympic medalist, *eight-time* Laser World Champion (and reigning Star World Champion) on the final beat of the last race to take the gold medal.

Turning up roses — St. Mary's College of Maryland made it two in a row in the college division at the 23rd Annual **Rose Bowl Regatta** held January 5-6 and hosted by the Alamitos Bay Yacht Club. St. Mary's slipped into first for the second year running when top-ranked Boston College lost a protest to Stanford. East coast schools took the top four spots while Stanford rounded out the top five. Cal Maritime squeaked into 11th place out of the 28 college teams in attendance. In the high school gold fleet, Marin Catholic managed to finish 15th of 26, and in the silver fleet, Menlo/Atherton St. was the top Bay Area finisher, narrowly missing out on 5th.

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FLEET INFORMATION

HDA (Handicapped Divisions Association)

- Bay Racing on longer courses for boats with a current NCPHRF rating. The Vallejo, 2nd Half Opener, and Season Closer Regatta's are included in the HDA Season Racing fee.
- Divisions are determined by grouping similarly rated boats. If you are unsure of your division, please write your NCPHRF rating on the "Fleet" line.
- HDA divisions are invited to race in the Crewed Lightship 1 race for an additional \$5.00 per racer. A signed Minimum Equipment List must be included with entry. Entry into the Crewed Lightship 1 race must be made at the time of season entry or individual race fees will apply.

ODCA (One Design Class Association)

- Short Course, Windward/Leeward style racing for qualified one-design classes.
- The Vallejo, 2nd Half Opener, and Season Closer Regatta's are included in the ODCA Season Racing if the individual class has included the races on their race schedules. Current Fleet schedules can be found on <http://www.yra.org>
- If you are not sure if your fleet is a current ODCA fleet, or would like to sign your fleet up for ODCA, please contact the YRA office at (415) 771-9500 or info@yra.org.

OYRA (Offshore Yacht Racing Association)

- Approximately 12 ocean races ranging from 15 to 51 nautical miles in length
- OYRA racers are invited to race in the Vallejo race for an additional \$5.00 per racer. Entry into the Vallejo race must be made at the time of season entry or individual race fees will apply.
- Racers will race in one of the following 5 divisions, determined by their boats D/L ratio (unless choosing to race in the SHS division):
 - PHRO 1a – NCPHRF of 0 or less
 - PHRO 1 - OVER 31.5 Feet, D/W ratio Less than 200
 - PHRO 2 - OVER 31.5 Feet, D/W ratio 200 & over
 - MORA – 31.5 Feet & Under
 - SHS – Shorthanded division, Specifically Requested

WBRA (Wooden Boat Racing Association)

- The WBRA is a Golden Anchor member in US Sailing and includes US Sailing membership dues in its entry fee
- Bay racing for one of the following 4 fleets:
 - Bird Boats
 - Folkboats
 - IODs
 - Knarrs

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- This series highlights the 3 marquee YRA events: The YRA Season Opener (The Great Vallejo Race) in May, the YRA 2nd Half Opener in July, and the new YRA Season Closer in September. Three fun-filled weekend events with great parties on each Saturday night!
- Series Champions will be awarded at the YRA Year-End Trophy Party in November 2008.
- There is one throw out race for the series. In addition, 50% of the fleet or class must qualify for awards to be given.
- All Bay-Area sailors are invited to sign up! We will have divisions for PHRF racers, One-Design Classes and new for 2008, a Double/Singlehanded Division, and a non-spinnaker division. If your One-Design Fleet is interested in signing up, please contact the YRA office.
- When entering, simply list your NCPHRF rating on the "Fleet" line, or, enter your One-Design Fleet.
- Sailing Instructions for each race will be available on the YRA Website: www.yra.org. If you have any additional questions, contact the YRA office at (415) 771-9500 or info@yra.org.

GENERAL INFORMATION

- **YRA Sailing Instructions are available on the YRA website at www.yra.org**, or at the YRA office. Sailing instructions are normally posted approximately 2 weeks prior to the race for each charter association. If you do not have access to the internet and need to have your race instructions mailed to you, please contact the YRA office at (415) 771-9500 or info@yra.org
- A YRA sailing membership and a membership in a YRA member yacht club is required to register a boat for any YRA regatta.
- Please fill out your entry form completely, sign, date and return it to the YRA office along with your payment. If you need additional assistance completing this form, please contact the YRA office.



Yacht Racing Association of San Francisco Bay

2008 Entry Form

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San Francisco, CA 94123
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Fax: 415.276.2378
email: info@yra.org

Name: _____ Boat Name: _____ Sail Number: _____
 Street: _____ Boat Model: _____
 City, State, Zip: _____ Manufacturer: _____ Yr Built: _____
 Evening Phone: _____ Daytime Phone: _____ Designer: _____ Yr. Designed: _____
 Email Address: _____ U.S. Sailing #: _____ YRA Member #: _____
 Yacht Club Affiliation: _____ Marina: _____ Berth/Slip #: _____

Membership Fees:	YRA Membership: Required for YRA Racing	\$40	\$ _____
NCPHRF Fees:	Renewal of 2007 Certificate:	\$30	\$ _____ <i>Please attach NCPHRF</i>
	New Certificate or Renewal of 2006 or prior Certificate:	\$40	\$ _____ <i>renewal form or application</i>

Season Racing Fees:	US Sailing Members	Non US Sailing Members	Fleet	<i>See back for more fleet information</i>
Handicap Division Assoc (HDA) Season <i>(6 Race Days only, Does not Include Vallejo, 2nd Half Opener or Season Closer)</i>	\$120	\$135	_____	\$ _____
HDA Season + Party Circuit (12 race days)	\$180	\$195	_____	\$ _____
YRA Party Circuit <i>includes Vallejo, 2nd Half Opener and Season Closer only</i>	\$120	\$135	_____	\$ _____
One Design Class Association (ODCA) Season	\$180	\$195	_____	\$ _____
Ocean Yacht Racing Association (OYRA) Season *	\$195	\$210	_____	\$ _____
Wooden Boat Racing Association (WBRA) Season <i>(includes US Sailing Membership)</i>	\$190	N/A	_____	\$ _____

Single Race Fees:	US Sailing Members	Non US Sailing Members	Fleet	<i>See back for more fleet information</i>
HDA season racers entering Lightship 1 *	\$5	N/A	_____	\$ _____
OYRA season racers entering Vallejo	\$5	N/A	_____	\$ _____
Vallejo Race Only (YRA Season Opener)	\$75	\$80	_____	\$ _____
2nd Half Opener Only	\$75	\$80	_____	\$ _____
Drake's Bay *	\$75	\$80	_____	\$ _____
All other YRA Races (write in race name): _____	\$50	\$55	_____	\$ _____

Racing Late Fees:	1st Deadline	2nd Deadline	
Vallejo Race (YRA Season Opener): 1st deadline- 4/21, Final deadline- 4/30	\$35	\$75	\$ _____
Lightship 1: 1st deadline- 3/10, Final deadline- 3/19	\$35	\$75	\$ _____
All other YRA Races: Rec'd after 5pm Mon and before 5pm the Wed before race	\$35	N/A	\$ _____

No entries accepted after 5pm the Wednesday before the race

* All YRA Racers entering an ocean race or ocean series must submit a signed OYRA Minimum Equipment Requirement List. See http://www.yra.org/OYRA/ocean_safety.html or contact the YRA office for more information.

TOTAL _____

In consideration of being admitted to sailing membership in the Yacht Racing Association of San Francisco Bay (YRA), I agree to abide by "The Racing Rules of Sailing" and the Sailing Instructions of the YRA and the regatta sponsors. I warrant that I will maintain compliance with the YRA Minimum Equipment requirements. I agree to release the officers, agents and employees of the YRA, and its member Associations in any activity to which this entry form applies. I further warrant that I have not relied upon any of the above entities or individuals in preparing my yacht for racing.

Signed: _____ Date: _____
 Make check payable to YRA. To pay by MasterCard or Visa please provide card info below, including billing street address and zip code

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December 2008	Sydney/Hobart Race	\$5,000+SE
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February 2009	Great Barrier Reef/WB Race	\$2,500+SE
June 2009	TransPacific Race	\$5,500+SE

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WORLD

We depart from our usual format this month to bring you a special report on **A Splendid Cruise Through the Gulf and San Juan Islands** plus **Charter Notes**.

Cruising the Northwest in Style: Jenny & Dana's Excellent Adventure

Although it could rightly be said that we *Latitude* staffers live and breathe sailing, not all of our friends share our seemingly insane passion for the sport. But that doesn't mean we don't try to convert them. And in my experience there's no better way to do so than to take them along on a sailing charter in some tranquil, picturesque venue.

Such was the case last summer when my wife Julie and I invited our good friends Jenny and Dana to join us on a week-long cruise through British Columbia's spectacularly beautiful Gulf Islands. Although our guests were both neophyte sailors, the trip proved to be a most excellent adventure for both of them — so much so, in fact, that they're now bugging us to put together 'the next cruise'.

When it came time to choose a boat, we found ourselves in a bit of a quandary: The team at San Juan Sailing had a couple of nice boats available that would suit our needs. One, however, was faster, while the other was more luxurious. At the risk of hopelessly spoiling our guests

Reminders of the region's cultural past, totem poles — like this one at Butchart Gardens — are revered throughout the islands.



forever, we chose the latter, a newly commissioned Island Packet 445 named *Voyager*, which appeared to be the queen of the company's 50-boat fleet.

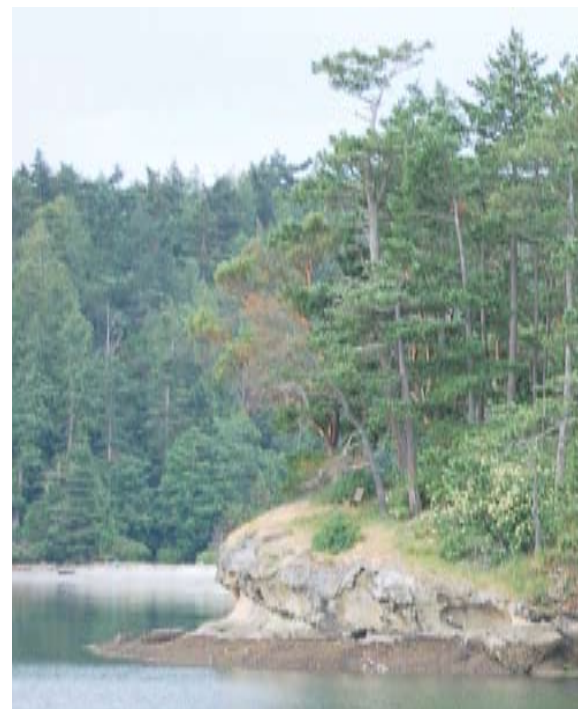
No sooner had we stepped aboard this gleaming beauty, than our guest's eyebrows raised and jaws dropped. "Whoa!" said Dana with a smile. "This is a bit different from your daysailer, isn't it?"

Ahh, yeah. Just a bit different. The spartan 33-footer he was referring to might have taken us to the same places, but without the plush leather upholstery, hardwood paneling, forced-air heating, integrated entertainment center, bow thruster or walk-around queen-size

beds, luxuriously appointed with cushy pillow-top mattress covers, flannel sheets and down comforters. In fact, *Voyager* was so new and squeaky clean, we initially felt a bit intimidated. "Let's just try not to bruise her," I suggested.

Like the American San Juans, the Gulf Islands are a cluster of emerald-green islands — said to be the drowned peaks of an ancient mountain range — sprinkled along the southeast coast of Vancouver Island. With our first glance at the chart it was obvious that it would take months, if not years, to fully explore them all. Our mission, however, was simply to see what we could see at a leisurely pace. Ideally, we hoped to evolve an itinerary that would strike a nice balance between isolated, rustic anchorages and others with worthwhile shoreside attractions.

Because we'd provisioned the night before then slept aboard, we were able to pull out of Bellingham relatively early on Day One. In a light drizzle we set a course toward Bedwell Harbour, the nearest Ca-



nadian port of entry. No sooner had we raised the main and rolled out the genoa than the ladies slipped below to make another pot of coffee and whip up a big breakfast. Their highly animated storytelling and frequent bursts of laughter assured me that this was going to be a fun-filled, low-stress week.

Meanwhile, Dana and I set our hands to the manly tasks of trimming sails with *Voyager's* push-button electric sheet winches and navigating with her fully integrated, pedestal-mounted chartplotter. This amazing techno-tool (a RayMarine E-80) is so sophisticated that Dana, who is a self-proclaimed gadgethead, was immediately hypnotized by the seemingly endless variations of data it could display in addition to its full-color electronic charts — wind direction, current, depth,

OF CHARTERING



ALL PHOTOS LATITUDE / ANDY

Taking a well-earned break from their hectic professions, Jenny and Dana explore ashore. Inset: 'Voyager' lies peacefully at Echo Bay.

radar, you name it.

At the risk of spoiling his fun, I suggested, "You know, that thing really is amazing. But if you want to learn to sail, keep your eyes off of it for now. Take the wheel and vary your gaze between the masthead fly and the luff of the headsail. "Headsail and masthead. Got it," he replied, and set about his job with the wide-eyed enthusiasm of a teenager who'd just been given command of an aircraft carrier.

After we rounded the northern tip of Lummi Island, the misty skies began to clear, the breeze filled in and we found ourselves on a glorious beam reach in a 12-knot breeze. Life was sweet. As we

headed east toward the international boundary, majestic, snow-capped mountains of the Cascade range broke through the cloud cover to add another dramatic element to our 360° panorama.

We figured we easily had enough daylight left to make Bedwell, on South Pender Island. After all, it was June, when the sun doesn't set in those latitudes until after 9 p.m. But as we approached uninhabited Sucia, one of the outermost isles of the San Juans, we remembered how tranquil it had been on a previous trip, and elected to stop for the night. After painlessly securing *Voyager* to a State Park mooring buoy in Echo Bay, we dinghied ashore and hiked across the U-shaped island in search of a good spot to view the sunset and sample some of Dana's wine — conveniently, he

works for a top-notch Sonoma County vintner.

That night, as we snuggled into bed under a fluffy comforter, looking up at the stars through a hatch overhead, Julie smiled impishly and asked, "Do we really have to give this boat back?" In the morning, we all awoke deeply refreshed. "I could get used to this boating life," said Jenny, sipping her coffee with an ear-to-ear grin. "Honestly, I never sleep that well at home!" The stress she normally carries due to her career as a middle school counselor was steadily melting away.

The same was true for the rest of us. We weren't sure if it was the calming affect of being surrounded by endless greenery, the pure northern air or just being hundreds of miles away from the hustle and bustle of our workaday world, but we'd all become so mellow after less than a day, that it's a wonder we didn't spend the whole week just chillin' out at Sucia.

A look at the chart got us motivated, though, and we were soon gliding across the international boundary into Canadian waters. An hour later we were tying up at the customs dock at Bedwell Harbour's luxurious Poet's Cove Resort. I completed our clearance in less than a minute by picking up a special phone at the head of the dock and exchanging basic info with an unseen officer, then presenting my passport to a camera. Nothin' to it, and free of charge. Now that's what I call efficient bureaucracy.

The many delights of the resort were tempting — such as the offer of on-the-dock massages and manicures. But the sun was out, a light breeze was blowing and we were all in a mood to press on



WORLD

further up the island chain. Playing the shifts, we lazily worked our way north to the largest island of the Gulfs, Salt-spring.

Along the way we became aware of a cruel irony. Jenny is a big reader, but she'd left her book on the plane. So before we set sail from Bellingham, she'd

picked up Tania Aebi's *Maiden Voyage* at the suggestion of a local bookseller. It's a good read, of course — the story of an 18-year-old's solo circumnavigation

in a Contessa 26 — but the contrast between our situation and Tania's made us all feel just a wee bit guilty. (We got over it.) As Jenny snacked on fresh crab,

Clockwise from upper left: Riding the bow pulpit, Jenny spots the entrance; Roche Harbor seafood sellers; a pretty gaffer in a gentle breeze; floatplane arrival at Ganges; our favorite gunkhole; Butchart artistry (center); the stately Empress in lovely Victoria; cruisin' downwind; a pre-sunset rainbow.



OF CHARTERING

washed down with a glass of chardonnay she read, "the sea is a liquid mountain range of heaving swells. . . *Varuna* has been knocked mast-down to the water countless times during the night and I haven't been able to relax, sleep, eat or think about anything other than staying

alive."

Arriving at Saltspring in the afternoon, we dodged a couple of floatplanes and tied up to a guest dock at Ganges, one of the island's principle towns. We poked around the well-scrubbed business district, did a bit of shopping,

checked out the local pub and discovered an amazing bookstore where — speaking of books — I stumbled across several rare editions by voyaging legends Miles and Beryl Smeeton. As nautical trivia buffs may know, they had a farm on Saltspring before setting off on their ill-fated attempt to round Cape Horn in the mid-



WORLD

'50s with then-young John Guzzwell along as crew. Guzzwell, who still lives in the Pacific Northwest, would later become an international celebrity for soloing around the world in his self-built 20-ft yawl, *Trekka*. His account, *Trekka Around the World*, is still a must-read for every would-be circumnavigator.

As quaint and cozy as Ganges Harbour is, we decided that we'd much prefer to overnight in a more secluded anchorage. Deep within nearby Long Harbour we found the perfect spot, a tiny little cove surrounded by dense forest with just enough swing room for *Voyager*. (Check out the chartplotter view on the previous page).

In the morning we set sail for what would be our northernmost anchorage, Telegraph Harbour on Thetis Island. Along the way Julie threw together an amazing gourmet lunch, but Jenny felt a little guilty eating it, as she'd just read how Tania Abei had been living off rice and tea for days in heavy weather.



At Thetis Island's Telegraph Harbour, the shoreline scene is blissfully tranquil. Down the road is the serve-yourself pie shop.

After completing the 22-mile sail, during which we saw subtle, terrain-induced wind shifts and periods of calm as well as steady 15-knot breezes, we were ready to

get some shoreside exercise. Those electric winches just don't give you much of a cardio workout. During our long afternoon hike, we took in breathtaking vistas, bought some goodies at an unattended serve-yourself pie shop, and ran into part-time San Francisco Bay sailor Ken Grady, who'd recently arrived from lower latitudes aboard his Catalina 42 *Sea Escape*. "That trip beat the hell out of us," he explained, adding that chartering a boat to see the islands, as we had, might have made a lot more sense.

Although we'd intentionally avoided over-planning our itinerary, there were two special places at the top of our 'must see' list: BC's charming capital, Victoria, and the world-famous Butchart Gardens — as Julie and our guests are all gardening buffs.

After studying the area's highly detailed Current Atlas, we came up with what we thought was an ideal plan. We'd set off at first light in order to ride the ebb through the potentially tricky

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Sansum Narrows, then continue south through Saanich Inlet and arrive at tiny Butchart Cove by late morning — hopefully about the time that mooring balls would become available.

Along the route the scenery was spectacular: dramatic mountain slopes thick with rich green forests, sheer rock faces in the narrow cuts, tranquil coves with no sign of human habitation and idyllic waterside homes, each with its own dock, which seemed to scream: "Retire here, now!"

Sure enough, when we arrived at the steep-sided cove, two of the four moorings were available. We grabbed one, secured our stern to a steel mooring ring ashore and entered the Gardens via a dockside gate. Even for this salty sailor, who'd much rather splice and varnish than putter in a flower bed, the vast tracts of Butchart were spectacular. Conceived in the early 1900's as a reclamation project at the site of a limestone quarry, the 55-acre



A cruiser glides past one of the region's many well-marked hazards. In these latitudes, it's nice to have light air sails.

spread is tended by an army of gardeners who engineer their plantings to insure that there's an explosion of blooming flowers all year round. We splurged that night with a splendid dinner in the main dining room, just as the warm light of sunset subtly transformed the hues of the Italian Garden beneath our window table.

We were determined to get to Victoria the next day, but the 40-mile sail around the Saanich Peninsula and down the Haro Strait would burn up most of the day. Instead, we opted to take another spin around the Gardens in the morning, then take a bus into the capital. (Because we were officially re-visiting the Gardens, we were allowed to hang on our free mooring for a second night, which was quite a logistical coup.)

Perched in a so-called banana belt, Victoria is blessed by an inordinate number of sunny days, and the afternoon we visited was no exception. During

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WORLD

the summer months the city's uncommonly neat and clean harbor area is abuzz with activity. Street musicians, jugglers and mimes entertain along the waterfront, and the enticing smell of fresh-cooked seafood wafts out of harborside restaurants, while the combination of red double-decker tourist buses and Edwardian architecture remind you that this beautiful city has distinctly British roots. We took a stroll through the landmark Empress Hotel, which sits at the head of the transient docks, perused the excellent Royal BC Museum, including the visiting Titanic exhibition, then took in the companion IMAX film in an adjoining theater.

When it was time for a break from sightseeing, we gravitated to the Irish Times pub, which has a zillion international beers on tap, Celtic music piping through the speaker system, and a laid-back vibe that seems to say, "What's the rush? Have another." Alas, we had a



"Okay, so take the darned picture, will ya?" There's all sorts of wildlife in the islands, especially at uninhabited places like Jones Island.

luxurious yacht waiting for us. So, after a pleasant meal at a nearby Italian bistro, we caught a late bus back to Butchart.

Initially, we just couldn't imagine why its gates remain open until 11 p.m. But when we arrived to see the entire

property artfully illuminated by tinted spotlights, we understood. It was as surreal as it was stunningly beautiful, and we weren't surprised to note that at least half of the late-night visitors were serious photographers with expensive gear perched on tripods.

Voyager was patiently awaiting our return, bobbing gently on the glassy waters of the inlet. After firing up the forced-air heating with the flip of a switch — "I don't suppose we could install a system like this on our boat?" asked Julie — we descended into a deep sleep, with exceptionally colorful dreams.

The next morning, because we were roughly 60 miles from our charter base with only a day and a half left on the clock, it was obviously time to start moving in that direction. As we crossed the broad Haro Strait with a light breeze, we hoped to catch a glimpse of an orca or two, but had no such luck. They're often sighted there, dancing along the imaginary international boundary line.

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But like the weather, seeing them is an aspect of Puget Sound cruising which can't be guaranteed.

We pulled into popular Roche Harbor in time to clear U.S. customs. A no-nonsense officer scrutinized our passports carefully and actually came aboard for a polite cursory inspection.

As it was just a few days prior to the Fourth of July weekend, this immensely popular resort facility was decked out in red, white and blue bunting, from the docks to the rooftops. As welcoming as it was, however, we all agreed that we'd much prefer a quiet, isolated anchorage for our final night in this wondrous aquatic playground. A tiny, well-protected cove on the north side of Jones Island State Park would fill the bill nicely. We arrived well before sunset, set the hook, plus a line ashore, then were forced to finish off the last two bottles of Pinot with another



Dana, our star helmsman, was as happy as a neophyte sailor could be on this trip. The question now is, "Where to next?"

delicious dinner.

The next day, as we wound our way through the verdant maze of the central San Juans we were all thoroughly relaxed and a bit reflective: Julie was ready and willing to keep cruising in-

definitely. Dana, our star helmsman, had learned to look for wind shifts on the water and play them to our best advantage. And Jenny had come to grips with the fact that the hardships Tania had been suffering would ultimately make her a stronger, more confident person. The irony of that book choice struck her yet again, though. Just as she read that Tania's hands had become "slabs of raw meat," Julie stretched out on the cockpit cushions and added a fresh coat of polish to her toenails.

All in all, it was a "lovely cruise," as Jimmy Buffett would say. The only bummer was that it ended too soon — like all charter trips do. We'd loved every day of our little adventure, and every mile of the journey. And I'm certain that none of us would hesitate to return someday for a second look.

— *latitude/at*

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WORLD OF CHARTERING

Charter Notes

Among all the bareboat charter bases in the world, our understanding is that **The Moorings' Sea of Cortez** base at La Paz, Mexico, has always been a bit of a sleeper. To those of us who know the area well, that seems crazy, as the Sea is surely one of the most unspoiled cruising grounds in the world. A **nature-lover's dream**, its waters are teeming with sealife, including **seals, dolphins and whales**. The vast Sea is graced by sunny skies, ample winds and, outside of La Paz itself, it has only a bare minimum of development.

True, there are no tropical rainforests nearby and you'll find no night clubs or chic boutiques out in the islands. But if you like warm, clear water, an endless supply of sandy beaches and the solitude of remote, uncrowded anchorages, we suggest you put the Sea of Cortez high up on your charter wish list.

These days, there are more reasons than ever to head south of the border, as The Moorings — which is the only bareboat firm operating in the Sea — has recently relocated their base to the new



The Moorings' recent move to the new CostaBaja property gives their customers a major upgrade in on-site services.

upscale **CostaBaja Resort & Marina**, which lies five minutes from downtown and 10 miles from the airport.

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be an ideal base for recreating before or after 'roughing it' out in the islands.

The current Moorings' fleet includes monohulls from 35 to 51 feet, catamarans from 40 to 43 feet, as well as power cats such as the recently launched Moorings 474, a four-cabin 47 footer that can do 15 knots. Oh! But, ahhh, we're a sailboat-only publication, so forget we mentioned that last bit.

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CHANGES

With reports this month from **Beyond Reason** at Altata, Mexico; from the **Geja** kids on their great summer cruise in the Med; from **Ketch 22** on making a run for the Guatemalan border; from **Sanderling** on seven years cruising in the Caribbean; from **Migration** on a less expensive alternative in Ecuador; from **Harmony** on examples of red tape in Ecuador; from **Persistence** on the 'Mexico Triangle'; and **Cruise Notes**.

Beyond Reason — HC 43 **Bill and Lisa Novak** **Altata, Mexico** **(Alameda)**

Hola from the path less travelled in Mexico! Although much of the Ha-Ha Class of '07 moved up to La Paz or over to Puerto Vallarta, we decided to travel north and across the Sea of Cortez to seldom-visited Altata, which is about 120 miles north of Mazatlan on the mainland. Altata is located at 24°37.613 N 107°55.693W inside a massive lagoon, but the entrance into the lagoon from the Sea can be tricky. To fully appreciate how different the area is from most cruising destinations in Mexico, check out the satellite view on Google. But thanks to waypoints provided by *TomBoy*, we managed to make it in — even during a full ebb. Full ebb is not the recommended time to enter, as the channel reminds us of the narrow entrance to Morro Bay, where a massive amount of water is trying to flow out. We did see some standing waves to either side of us as we passed the jaws of the entrance, but we never saw less than 19 feet beneath us at this point. Once we got inside the entrance, it became more of a river trip, for the force of the ebb eased considerably.

Altata is a fishing village of approximately 3,000, so we weren't surprised to see about 50 *pangas* working the estuary. What was surprising, however, is that they actually trawl for shrimp in the eight-mile long part of the upper bay. And since the sound of outboards scares the shrimp, the Altatians have developed a unique way of trawling. Each

Looking the world like the result of a broach during the Delta Ditch Run, it's actually just a fisherman from Altata going after shrimp.

of the *pangas* is fitted with a mast, plus bow and stern sprits, with all spars being made with 20-ft lengths of bamboo. The bow and stern sprits are used to hold the shrimp nets open, while the mast has the dual purpose of supporting a spinnaker-like sail on the leeward side of the boat and supporting the net on the windward side of the boat. The mast is supported port and starboard by the bow and stern sprits — the boat is sailed sideways — and the net provides a backstay-like support, as the 'spinnakers' are quite large.

Upon our arrival at the village proper, we were met on the beach by Gustavo, who is the owner of the La Perla Restaurant, and who has been a friend to cruisers for years. Gustavo speaks limited English, but his son, having been educated in the States, is fluent. They are more than willing to help arrange for water, fuel and whatever other supplies might be needed.

There are rumors that a new marina is slated for Altata, but they may only be rumors. From what we were able to see, the marina location identified in Raines' *Boating Guide To Mexico* has been abandoned, and a new one has been proposed near the new resort city of Nuevo Altata. We noticed a dredge at this site, but it wasn't being worked. But there's no doubt about a resort coming, as there was much building going on. We saw plans calling for the development of the outside part of the bay, with residential tracks, commercial and business zones, golf courses and high-rise hotels.

We were certainly a novelty in Altata, as only six cruising boats visited all last year. As we walked around the well-kept town — limited trash and very little graffiti — many of the locals wanted to try their English on us, and several stopped to have group photos taken with "the Americans". As usual in Mexico, everyone was quick to smile, warm and friendly.

As far as we could tell, the 15 waypoints provided by *TomBoy* were



It doesn't matter how big your boat is or how many hulls she has, if you and she like to have fun, and are going to be in the Banderas Bay area the first week of March, or the La Paz area in the first week of April, we recommend that you think about participating in some nothing-too-serious races like these big cats did at the Banderas Bay Blast. For more information on the Banderas Bay Regatta, visit www.banderasbayregatta.com. For more information on the Sea of Cortez Sailing Week, stay tuned to 'Lectronic Latitude' at www.latitude38.com.

still valid this year, but once inside the actual bay, we would favor the port side of the marks, which seems to give us an additional two to three feet of water beneath our keel. We saw a minimum depth of 10' 8". If anyone would like a copy of the waypoints, they can email us at billandlisa@beyondreason.us — but you have to understand that we can in no way be responsible for their accuracy.

— bill and lisa 01/08/07

Geja — Islander 36 **Eli and Sara Bottrell** **Seven Months In The Med** **(San Francisco)**

My wife Sara and I recently returned home after seven months of cruising in the Med. It was an incredible experience, and we're extremely pleased that we made the decision to drop everything and go. Cruising had been a dream of ours, but we never thought we'd be able to do it while we were so young. What made it possible was seeing the ad in *Lectronic* for an Islander 36 on the hard in Spain for \$10,000. Since the price was right



IN LATITUDES



JAY AILWORTH

was able to take the good parts of both units and cobble together a unit that gave us no problems for the rest of the summer.

After we moved onto the boat and relaunched her, we sailed south from Empuriabrava to Barcelona, stopping at lots of little towns along the way. This is a great place to cruise, as the coastline is both very dramatic and beautiful. The towns were interesting and Barcelona is a great city, probably one of our favorites of the trip. We stayed two weeks in Barcelona before heading back east toward France. My parents and sister joined us for the trip back to Empuriabrava and a side-trip in a rental car to inland France. After that, Sara and I left for the French border.

After hearing stories of how bad the seas could be around Cap de Creus, which is just south of the Spanish/French border, we waited a few days for the seas to be completely flat before taking off. Our patience was rewarded with an uneventful crossing. We'd been flying our California flag because we weren't sure what kind of reception we'd get, but at that point we decided to fly our American flag, too. We were then welcomed with more smiles. In fact, many people stopped by to ask us questions, and some even took pictures of the boat.

The western shore of the Mediterranean coast of France is an endless sandy beach. It wasn't until we reached Marseilles that the landscape became picturesque. The cliffs around Marseille are amazing, with lots of little bays or *calanques*, as well as nice anchorages and beautiful seaside towns along the coast. Cassis and Port Miou turned out to be two of our favorite places in France. We spent our days sunning, swimming and exploring the towns. Every place we stopped had great farmers' markets with

One of the highlights of Eli and Sara's trip was getting tours of boats — such as 'Maltese Falcon' — owned by other Californians.

and the boat was already located in an incredible area, we couldn't ignore it. After all, we didn't have children or a mortgage, so what better time to become homeless and unemployed?

We bought *Geja*, sight unseen, a year ago October from Shirley Sandys of Palo Alto. Shirley and her late husband Dick had sailed her most of the way around the world over a period of 15 years. We were already familiar with Islander 36s when we purchased *Geja*, so we were very happy with the boat's size, performance, and liveability. But once we arrived in Spain and saw the boat, we realized that we wanted to make some improvements. Luckily, we had a friend with an apartment 20 minutes from Empuriabrava, where the boat was on the hard, who let us stay with him for a few weeks before we moved aboard. This was perfect, as the weather really wasn't warm enough for cruising when we first got there, so we were able to upgrade various things like the electrical and water systems, the stove and cushions before we moved on the boat.

The publisher of *Latitude* suggested that we not upgrade anything, but we felt that it would be worthwhile to make sure that we had as few problems as possible during the summer. So we did things like change out the fresh water hoses, sea cocks, and the head. Having grown up off the grid outside of Tahoe, I knew that upgrading our electrical system — including new batteries — would be key to happy cruising. We also purchased a rigid-bottom inflatable because we knew we'd be using the dinghy a lot.

The preparation and purchases turned out to be time and money well spent. We only had one real breakdown during the summer, which was when the wheel pilot for our autopilot gave out after a long downwind sail in large seas. We were lucky enough to find another Raytheon wheel pilot of similar vintage in Marseilles for only 200 euros. I



COURTESY GEJA

CHANGES

delicious produce and incredible deals.

One of the most unusual days we had in the South of France was sailing to St. Tropez, where we experienced some of the largest seas of our trip. The 'seas' weren't caused by any storm, but rather by the wakes of literally hundreds of megayachts that passed us in both directions. And when we got to St. Tropez, it was the first time we'd experienced a traffic jam while trying to get into a marina! It was obvious to us why the French Riviera is so popular — it's gorgeous!

We celebrated our first wedding anniversary in August by sailing across the border from France into Italy. We spent the night in the old town of San Remo, having been lucky enough to find free berthing in the 'community' portion of the harbor. It even included water and power. Had we spent the night in the regular part of the harbor with brand new docks, it would have been 56 euros — about \$80 U.S. — a night.

We continued cruising the Italian Riviera, visiting larger, well-known places such as Genoa, but also lots of small towns and tourist destinations such as Portofino and Cinque Terra. After dropping anchor and about to pull away in our dinghy at Santa Margarita Ligure, which is just a short distance from beautiful Portofino, a guy roared up in an inflatable and asked if we were from San Francisco, as that was the hailing port on our boat. When we said we were, he introduced himself as Ni Orsi of Stockton! We socialized with Ni and his wife Krissy aboard their new Dolphin 460 catamaran *Finalmente* a number of times, and even water-skied on the bay behind their powerful RIB.

While spending time in Santa Margarita, we also ran into Lionel and Laurel, two other West Coast sailors aboard

The Cinque Terra, or 'Five Lands', region of the Italian coast is hard to beat — especially if you have your own boat.

Sea Whisper. We buddyboated down the coast of Italy with them for a few weeks and had a great time. While following *Sea Whisper* along the Cinque Terra region, we sailed past an opening between a small island and the La Spezia area. Sara started getting excited about a large boat anchored in Portovenere. Because of the boat's unique rig, I immediately identified her as Tom Perkins' 289-ft *Maltese Falcon* from Belvedere. We circled the enormous sailing vessel, taking some photos and staring in awe.

We spent the next few days anchored across the small bay joking about ways that we could possibly find to get a tour of *Falcon*. My cousin Nate visited us the next day, and it turned out he works with a good friend of the captain of *Falcon*. We introduced ourselves to him, and were invited back for a beer while the boat was docked at the shipyard. We came back a few days later and got a tour of *Falcon*, a yacht that is even more amazing than we could have imagined. Getting a tour was definitely one of the highlights of our summer.

We continued sailing in Italy for the next month, staying on the hook to save money for expensive side-trips to Paris and London. Fortunately, we discovered that there are inexpensive marinas on the Arno River just outside of Pisa. So we left *Geja* there while we took off on a two-week trip inland, enjoying terra firma life in hotel rooms. When we got back to Italy, we returned to the most protected and comfortable anchorage we were to have of the summer — La Grazie, about 30 miles north of Pisa. We anchored there for the next few weeks, taking train rides to nearby towns and relaxing before returning home. It was a welcome change to stay in one place after almost constant moving.

Our trip ended back in Pisa, which is where we left *Geja* on the hard. Our summer cruise was a life-changing experience, and we couldn't have asked for a better vacation. *Geja* was the perfect boat, never once failing us. Nonetheless, after a lot of thought about where we are in life, we've made the decision to sell her. She's ready to go back in the water



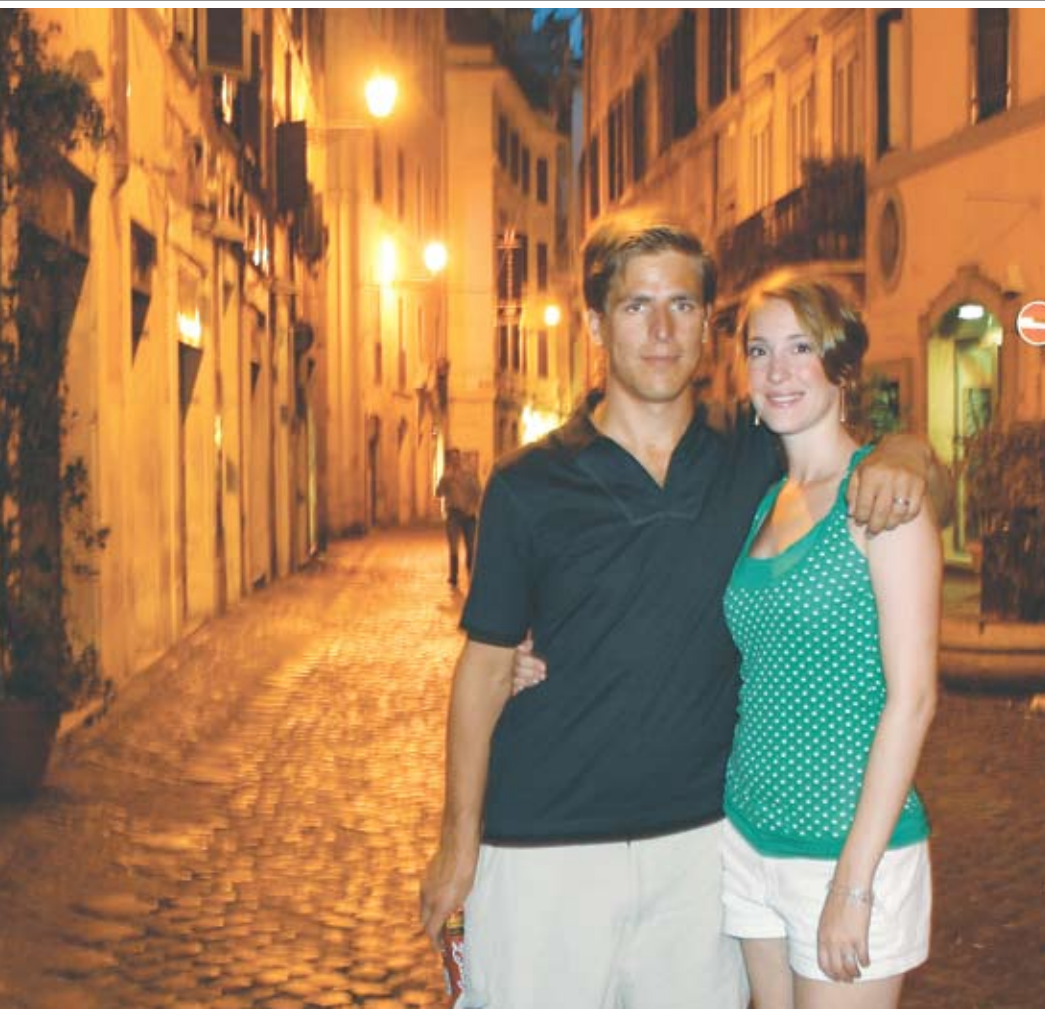
and be taken cruising again. From Pisa, her new owners could easily sail her back to France and Spain, or continue south in Italy and on to Croatia, Greece, and Turkey. Having done a number of upgrades on the boat, we're asking \$20,000. If anyone is interested, they can contact us at geja@bottrell.org.

— eli 12/15/08

Ketch 22 — Freedom 39 John Thompson, Crew Making A Run For It (Sunnyvale)

I've been out cruising again, this time with Tom Marlow and Rick Canter aboard *Ketch 22*, which I met while crewing on another boat during the '06 Ha-Ha. Yesterday we arrived at Barillas Marina in El Salvador from Huatulco, and have been having a great time so far. Barillas is a private club on 2,000 very private acres, separated from the rest of El Salvador on one side by lots of sugar cane and security guards, and on the other by 12 miles of mangrove and coconut palm-lined estuary. I've been





CEJA

Ah, to be young and in love . . . and to have your own cruising boat just 20 miles away on the coast. That will be hard to top.

catching up with my computer work while sitting at a *palapa* table with a great view of the river and the boats on their moorings. Behind me are the pool, jacuzzi, lawn, gardens, clubhouse and so forth. It's not a bad place to be working.

Huatulco is the doing of Fonatur, the Mexican government's tourism development agency that has had a number of great successes — and a few flops — over the years. Built from scratch, Huatulco is nicely laid out, with a wonderful *zocalo* and lots of good restaurants, all within close proximity to seven small bays. We spent one day at Playa Mague, enjoying the excellent snorkeling — lots of coral and lots of fish — as well as an equally good seafood lunch at the Ay Caraye *palapa* restaurant. We spent most of the rest of our time at either the plaza area or at the beach club near the marina. The beach club is basically a restaurant that allows free use of their two large pools,

beachfront, showers, and wireless internet. What a great place to hang out!

Four days ago we set sail for El Salvador, taking advantage of a long weather window for crossing the Gulf of Tehuantepec. We hit it right, as we had nothing but calm seas and light winds — a great relief compared to the 30 to 40 knots and 14- to 16-foot seas we'd had before arriving at Huatulco!

After crossing the gulf, we stopped for two hours for fuel at Puerto Madero, which is only about 12 miles from the Guatemalan border. Although we had checked out of Mexico in Huatulco, and had all the necessary paperwork to leave the county, a man showed up at the fuel dock in Madero, told us that he was an agent, and that we needed to hire him to check in with the port captain and to pay the port tax. We weren't sure whether he was just trying to scare us in order to get money or if we really needed to do it. To be safe, Tom hired him,

and he and I spent about an hour and \$28 driving to the port captain's office and harbor office. This turned out to be cheap compared to what happened to the crew of another boat we met. The agent wanted \$200 from them just for helping them get a *zarpe*!

While Tom and I were gone, Rick, the other crewmember, had to host the crew of a military drug inspection boat and their dog. The inspectors wanted to review the boat's paperwork and have him complete a long form. But all the paperwork was with Tom and I while we were going to the various offices. Rick told the officers that we would call them on the radio when Tom returned with the paperwork.

However, we were so frustrated with all the useless paperwork that when Tom and I got back to the boat, we decided to just make a run for the Guatemalan border, skipping out on finishing with the inspection. So we cranked up the motor, getting 6+ knots out of the boat, and motored out the long harbor entrance. We then set a course straight for the border. For the next two hours we kept looking back, expecting to see a military boat racing after us. We were quite relieved when we finally crossed over into Guatemala, out of reach of the Mexican bureaucrats.

Barillas marked the end of my trip aboard *Ketch 22*, as Tom plans to leave her here — 12 miles inland on a mangrove-lined estuary — while he returns home for a year. I plan to take a bus to Costa Rica, where I hope to meet up with my aunt and uncle aboard their sailboat *Iris*, currently at Playa Panama in northern Costa Rica.

—john 01/12/08

John — As we recall, there have been quite a few problems in the last year or so
John, who has done extensive cruising by sailing on other peoples' boats, at the helm of 'Ketch 22' at sundown.



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with officials and 'agents' in Puerto Madero wanting lots of money from cruisers. With regard to agents, Mexican law says that recreational mariners do not have to use them. As for the sometime large fees that have been charged by officials, we don't have the details, but were told it involved their curious interpretation of a section of Mexican law. In any event, it seem that Puerto Madero would be a good place for most cruisers to bypass. As for skipping out on a drug interdiction team, that seems pretty ballsy to us, as they've got the fast boats and guns. If anything, we'd skip out on bureaucrats who don't have boats or access to them.

Sanderling — Cabo Rico 38 John Anderton Seven Years Cruising The Carib (Alameda)

Early in January we were motoring through the Gustavia anchorage in St. Barth and noticed a San Francisco hailing port — it was on old Caribbean friend John Anderton's Alameda-based Cabo Rico 38. John transited the Canal in '01, and had been in the Eastern Caribbean ever since. He's spent six hurricanes seasons in Trinidad, and during the winter he cruises up to the Virgins — about 600 miles — and then back down to Trinidad.

Given his long experience in the Eastern Caribbean, we decided to pick his mind a bit.

Where's the best place to sail? "There is no greater place to sail than between Antigua and St. Martin. The winds are reliable and the weather is good. In the southern half of the Antilles, meaning from Guadeloupe south, the winds tend to be more boisterous. It will blow hard for about a week, then there'll be a couple of light days, then it will blow hard for

Given a choice between watching TV back home or his boat at an anchorage such as this one in Anguilla, John knows what he wants.

a week again. At least that's been my experience. And because the channels between the islands are closer together, there's not a much room for the wind to funnel through, so it really blows hard. Winds of 25 to 30 knots, with 10-ft seas, are not uncommon."

So how come it's been so light this winter? "There's been a big low — it might have even become an out-of-season named storm — between the Azores and here, and that's interrupted the normal winter trades."

You've been to all the islands in the Eastern Caribbean. Which are your favorites? "I like St. Lucia, in a large part because of the pristine marine park at the south end of the island. I like Dominica, which is only very slightly developed, although the guy at Papa's Restaurant at the north end is trying to make it more welcoming for cruisers. And I also like little Bequia. The thing that all these islands have in common is that the people are so very friendly. I may only visit them once or twice a year, but upon my return, people will come up to me and say that it's good to see me again. I also go by the beer-based cost of living index. If I can get a beer for \$2, as I can in these islands, I'm pretty happy with the cost of living.

"A place that's become popular with cruisers, including Americans, is St. Anne's in Martinique. Lots of cruisers are starting to gather there, having a Christmas Party, doing wine-tastings on the beach, and otherwise socializing."

What islands don't you like? "The boat boys in St. Vincent will drive you crazy. I'm not too fond of Union Island, either, as they've not really done anything to recover from the last hurricane."

How's the crime situation in the Eastern Caribbean? "It hasn't been a problem for me, but I take the normal precautions. When I'm down in Trinidad, for example, I raise my dinghy each night. And there parts of Port of Spain where I just won't go, day or night. I'm not saying there's no crime in the Eastern Caribbean, because there is, but I was the victim of more crime when I lived in the United States."

Are there big price variations depending on where you go? "There sure are. For example, if I went into



St. Martin's Simpson Bay Lagoon and stayed on the Dutch side of the lagoon, I'd have to pay about \$60 to use the bridge opening and about \$80 a week to anchor there. But if I continue over to the French side, I don't have to pay for having gone through the bridge opening, and there's no fee for anchoring. Then there's the two-tier pricing for boat labor in St. Martin, where I get quite a bit of boat work done. For regular boats, the going rate is \$70/hour, but for megayachts — and St. Martin is a megayacht center — it's \$120/hour. Guess whose boats get worked on first?"

You're 67 years old. What's the deal with health care in the Caribbean? I used to be insured by a company called ING in the States. What a joke that was! I had to have some cancer-related surgery done in Trinidad in '04 that involved three days in a private room, X-rays, medication, the surgery, anesthesia, and everything else. It only came to \$5,200, which is a small fraction of what it would have cost in the States, but ING would only pay \$1,800 of it. So I dropped them."

Are you happy with the medical care



LECTRONIC/RICHARD



BOTH PHOTOS LATITUDE/RICHARD

Since coming through the Canal in '01, John Anderton of the Alameda-based 'Sanderling' has only been home twice.

you got in Trinidad? "My doctor is an Indian (from India), who was trained in Britain. I have a lot of faith in him. In fact, he might be the only reason that I'm returning to Trinidad. I need to confirm that we've gotten rid of all the cancer."

Are the health care prices really more reasonable than in the States? "I had to have two CAT scans, one with dye. It cost me \$385 in Trinidad. I'm told that the same thing would have cost about \$7,000 in the States."

You must qualify for Medicaid? "In order for them to pay for my treatment, I'd have to go to either the U.S. Virgins or Puerto Rico. Right now I prefer my Indian doctor in Trinidad."

How many times have you been back home since you got here in '01? "I've been back twice. I went back to Alameda, Portland and Canada last year, and I wasn't too impressed. It seemed to me that all everyone did was watch television, moan, and bitch."

— *latitude/rs 01/15/08*

Migration — Cross 46 Tri Bruce Balan and Alene Alternatives In Ecuador (The Peninsula)

We're leaving Bahia de Caraquez, Ecuador tomorrow and thought Southbounders would be interested in an alternative to mooring at Trip Martin's Puerto Amistad. We spent six months at Saiananda, which is two miles upriver from Puerto Amistad. Saiananda is a wonderful places that's kind of hard to describe. Owner Alfredo Harmsen has created what I'd call a combination of a B&B, *finca*, meditation retreat, animal shelter, tropical fish and bird farm . . . well, the list goes on and on. The birds are everywhere — blue macaws, mot-mots, parrots, many kinds of pigeons, and peacocks that he breeds. He also has ducks, geese, a swan, horses, a cow and a burro. It's

quite the menagerie.

Alfredo put in six moorings last year and plans to install more this year. The moorings are 2.5-meter long steel helixes screwed into the bottom, and have beefy shackles and thick line. He currently charges \$170/month, which is \$100/month less than Puerto Amistad down in Bahia. Wi-fi is available for a small additional fee. Included in the normal monthly fee are hot showers and two nice porches where you can relax or play on the internet with your computer. Alene, my lady, also gave free yoga lessons on the porch above the dinghy dock over the river, a perfect setting for it.

Alfredo also provides many of the services that cruisers want and need — laundry, potable water, fuel, and so forth. And you can ride along with him when he takes his truck to the market in Bahia on Saturdays. Alfredo has a workshop and a carpenter, so they can handle most woodworking projects, and he has contacts for nearly every other kind of job. Alfredo also produces and sells delicious natural jams, with 16 flavors. Try the mamé cartagena, our favorite.

One of those kind and generous good spirits, Alfredo also runs a wonderful school just up the road. It's free to any child in the area, something that's very important in Ecuador. His school is fantastic, much better than the government run schools, and cruisers are welcome to volunteer.

For some cruisers, the downside of Saiananda is that it's two miles away from Bahia. But there are a variety of ways to get there. We have folding bikes, and it's a nice ride — although it can be into the wind if you leave in the afternoon. Used bikes are widely available in Bahia for \$25. A cab is \$1.50. The bus costs 18 cents and takes 15 min-

Bruce and Alene of 'Migration' along with Terry and Tammy of 'Secret O' Life', enjoying the beaches of Ecuador.



MIGRATION

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utes, the route being through Leonidas Plaza, a Bahia neighborhood that has a Saturday market, a Monday bazaar, and many other stores and services. (The outboard repair guy does good work, but get a price before he starts work.) Or, you could walk. Terry Bingham and Tammy Woodmansee of the Eagle Harbor, Washington-based Union 36 *Secret O' Life* did it all the time.

The upside of the downside, if you will, is that it's much quieter at Saiananda than at Puerto Amistad — no thumping weekend music — and much calmer, although the current still rips. The water is perfectly smooth at Saiananda, whereas many of the monohulls roll quite a bit when the swell rolls in at high tide at Puerto Amistad. There are wonderful bird sounds — as well as the strange 'disgruntled cat' call of the peacocks.

We left the boat at Saiananda while travelling inland in Ecuador for a month and returning to the States for two months. But we felt our trimaran was very safe because there is a guard on the property after dark who checks the boat with a spotlight during the night, and because Alfredo spends most of his days in his office overlooking the moorings.

It's possible, of course, to anchor for free near Puerto Amistad and pay the \$2/day fee for the dinghy dock. But we didn't want to be at anchor because we'd just had our chain regalanized in Manta, and didn't want to leave it in the water to get covered with growth and barnacles. The river is biologically very active.

Whether cruisers should come to Ecuador — given all the problems with government regulations and the runaway pricing of cruiser services — is grist for another letter, and we understand the arguments on both sides. But we can say that much of the success of our visit to Ecuador was due to our stay at

The porch overlooking the river at Saiananda provided a perfect environment for Alene's yoga classes.

Saiananda and Alfredo's generous spirit. He can be reached at saiananda@bahia-city.com, although it may take a few days to get a response.

We're now in Panama, having come here to get our new Porta-Bote before heading to the Galapagos and the South Pacific. We had to give up trying to import the dinghy to Ecuador, as the duty would have been exorbitant.

— bruce 11/09/07

Harmony — Islander Freeport 41 Ginn and Robert Gleser Ecuadorian Red Tape (Alameda)

As *Latitude* readers know, Ecuador has become a very popular summer destination for cruisers because it has fine weather — unlike coastal Central America, which is not only extremely hot and humid, but is also the summer lightning capital of the world. As such, many think Ecuador is the best summer option for cruisers on the Pacific side, and it has become quite popular. Cruisers are allowed 180 days a year in Ecuador during any 365-day period, and there is no problem with leaving your boat for even longer.

There are a few downsides to cruising Ecuador. The cheapest flights we found between Ecuador and the States were \$500 each, round-trip. And these involved a three-day marathon, including a 12-hour flight, to finally get back to the boat. The second problem is that, not unlike Mexico a few years ago, the Ecuadorian government — and port captains and other officials — are unsure of how to deal with cruisers. As you might expect, there are the petty, money-grubbing local officials who are temporarily gumming up the system, and quite a bit of paperwork. But everybody hopes that Ecuador will soon see the light as Mexico did, and make it easy for cruisers to check in and out — and spend money in their country. Lastly, it's about

a five-day sail from Costa Rica or Panama to Ecuador, and it can be a rough slog. However, it's nowhere as bad as the trip from Tonga or Fiji to New Zealand to escape the South Pacific tropical cyclone season, and the wind and seas are at your back when you return to Panama/Central America.

As usual, there are some cruisers who whine loudly about Ecuador, mostly about the red tape. But having spent plenty of time there on



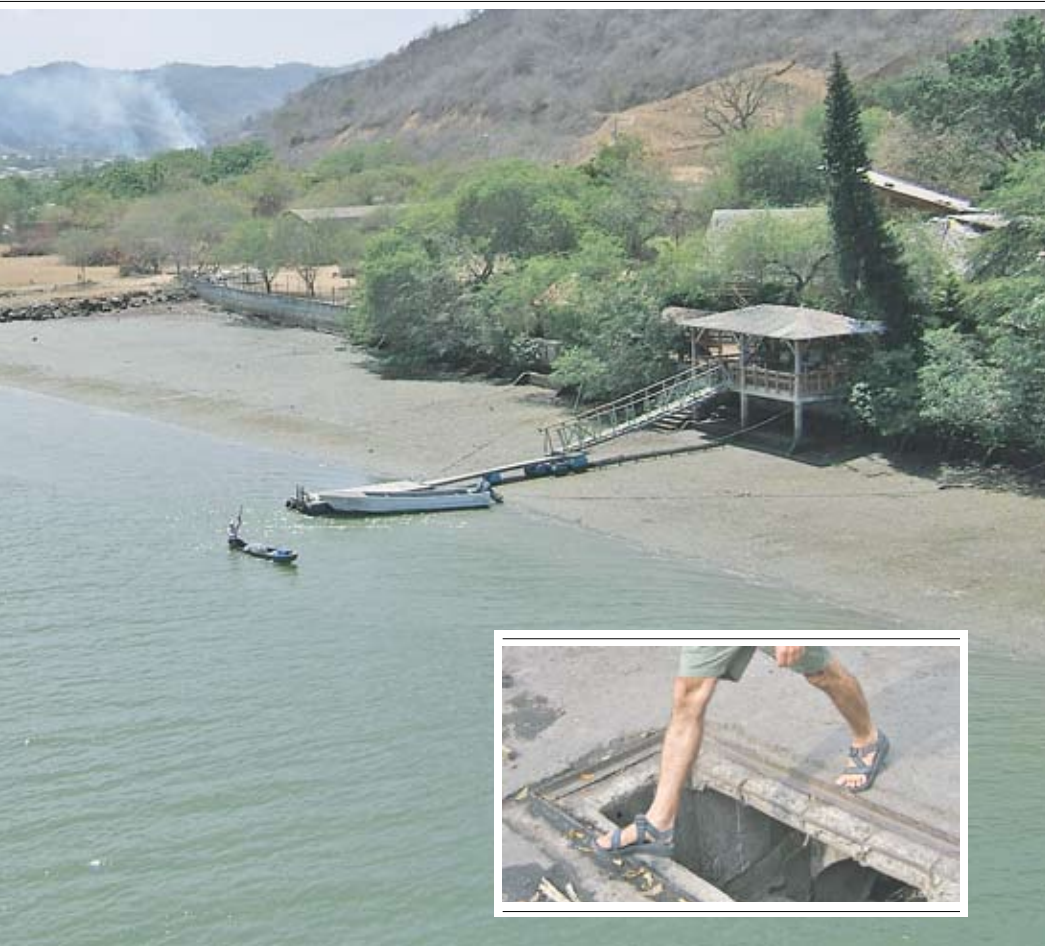
Harmony this summer, including working on our boat and travelling inland, we can report that we had a wonderful time. In fact, we highly recommend it a cruise to Ecuador. By the way, the cost of living and travelling inland in Ecuador are both bargains. The average lunch — which includes soup, an entree and a drink — costs just \$1.25. In other words, a couple could eat their main meal out every day for a month, and it would only cost them \$75. Try to do that in Mexico, Costa Rica or Panama. In addition, the 9-hour bus ride to the capital of Quito up in the mountains costs just \$9.

Sailors coming to Bahia de Caraquez, Ecuador, the most popular stop, have a good friend in ex-cruiser Tripp Martin, who runs a very nice operation for cruisers at Puerto Amistad, just up the Chone River. He has inexpensive moorings, a nice and inexpensive restaurant, and takes care of laundry, water and diesel issues. His desire to help cruisers forced him to become a ship's agent, facilitating the paperwork, which is not an easy job in Ecuador. He charges \$150 for in and out, but only because he has to.

We haven't been to Puerto Lucia, but have heard that boats clearing in and



MIGRATION



ELECTRONIC/RICHARD



Spread; An aerial view of Saiananda, the thrifty alternative two miles up from Bahia. Inset; Ecuador is Third World, so watch your step.

out of there have to deal with a difficult Customs officer and have to pay higher fees. However, we know folks who have left their boats on the hard there for up to a year, or who had work done on the hard while they travelled inland, and they were very satisfied. It has to be noted, that was until the red tape became thicker in the last year.

To give you an idea of the kind of red tape that can delay and frustrate you in Ecuador, here's what we had to go through to leave the country in early December:

Tripp asked for a week's time to get our papers taken care of. After a week, the port captain's computer system was down, so it was "no zarpe for you!" But we were told that we could go to Immigration in distant Manta without our zarpe — an exception because the computer system was down — to receive our exit visas. So after provisioning at the Supermaxi grocery in Manta, we stopped by Immigration, where the guard told us that their computer system was down also. Fortunately, Tripp just happened to be

coming to Manta, and was told by a lady at Immigration that she'd see him at 3 p.m. to take care of our papers. While he was waiting, he stopped by the port captain's office to see if their computer system had come back up. It was, so he asked if the Manta port captain could prepare a zarpe for us. "No problem!" the port captain replied.

With Immigration taken care of and our zarpe in hand, we were free right? That's what we thought, so we pulled up our outboard and raised our dinghy. That's when we got a call from Tripp, who told us, "You're not going anywhere today." The problem was that the port captain in Bahia had learned that we'd gotten a zarpe from the port captain in Manta, and had a hissy fit. Talk about feeling like pawns in a power struggle between big guys! And being under 'boat arrest'.

The explanation that Tripp gave the Bahia port captain is that since Bahia's computer system was down, he was just trying to do his duty as an agent by taking our papers to Manta. But Mr. Bahia port captain

claimed he had to get permission from the big port captain in Guayaquil for this to happen. The next day a navy ensign came out to our boat in Tripp's panga — the navy's launch was out of commission — to inspect our boat. After doing so, he gave us our zarpe. Wow, having been tangled up in red — tape — we were finally free again!

— ginn & robert 12/15/07

Readers — While cruising and dealing with petty officials, you can't help but realize how detrimental they can be to the free movement of people and goods, and how once they or their positions are established, how difficult it can be to eliminate them. Mexico has been making great strides in this regard in recent years. We hope that Ecuador can do the same.

**Persistence — Peterson 44
Tom Hoffman
The 'Mainland Mexico Triangle'
San Francisco**

Some things defy explanation — although maybe there is a way to explain our trip south to Zihuatenejo last season. My crew, Dan, and I left Puerto Vallarta on January 25th, with the goal of making it to Zihua for SailFest on February 1.

We pulled into Barra de Navidad lagoon for a couple day's rest and supplies. There we met Janice, who signed on as crew for the rest of the trip. So far, so good. We headed out of the bay in 15 knots from the northwest in the morning, and set the gennaker as soon as we cleared the point. About 10 p.m. we doused the chute, jibed, and went wing-on-wing.

We were happily sailing along about 28 miles offshore until 2 p.m. the next day, at which point we entered the Mexican equivalent of the Bermuda Triangle!

A year later, Janice, Tom and Dan — seen with their four-foot stowaway — still can't figure out if he screwed up the electronics.



PERSISTENCE

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For without warning, all our electronics went dead. Nada, nothing, dead. This included two GPS units, radar, depth-sounder, wind and speedo instruments, and a chartplotter.

After scurrying around for a few minutes, I brought up the paper charts, turned on the engine — fortunately, it started — dropped the sails and noted our course and time. With the engine at 1,000 rpms, we were able to make about three knots, a good number for dead-reckoning. As we always, we kept an hourly log, so we had a good fix to start with. I even dug out an old hand-held Magellan GPS — in fact, it was the first one they ever made. But it wouldn't acquire a satellite, even lying out on the deck.

As we plotted our position on the charts, things got even weirder. We were 28 miles off Punto Lizardo, something I want you to remember. As it had been about 15 minutes with nothing coming back on or resetting itself, it dawned on me that I probably had \$8,000 of dead electronics. I started to check the fuse panels and battery meters, but as I did, I noticed that there were some things 'on' that were supposed to be off! For example, two fuel gauges that had push-buttons to activate, were on, and the fuel transfer pump was running even though the switch was off. So yes, something definitely strange going on!

Janice, who is the captain of a research vessel, noted that she had the same radar on her ship, and once had to replace a fuse inside. Okay. So I lifted the cover off the top of the radar . . . and a large lizard appeared. Panic! I put the cover back down and pretended that I didn't see what I saw. "Is someone playing a joke on the captain?" I asked the crew. By the looks in the faces of the crew, I knew they weren't. I lifted the cover again, and this time the lizard — actually an iguana — blinked! An iguana had taken up residence behind the 'dashboard'!

Dan fixed a noose on the end of half a fishing pole while I went looking for the leather gloves. As I slipped the noose over the iguana's head, the end of his tail appeared at the other end of the dashboard — some four feet away! Dan hand-over-handed the tail, while I pulled the iguana up through lots of wiring. It was four feet of lizard, and he was pissed off! Janice suggested I rub his belly. I didn't think so!

After some discussion blaming the iguana for our electronics problems, and discussing having him swim the 28 miles to shore, the captain held the crew at bay



and stuck him in our ice chest!

The only thing is that no wires had been compromised. I pulled the radar and, bypassing the 'no user serviceable parts inside', found out there aren't any! I checked for voltage everywhere, and had a good 12.8 volts, so I packed up the radar and figured I would be flying back to San Francisco to replace it. At least we had the motor and a supply of cold Corona beer.

Sitting there writing down a DR position every 15 minutes, I felt confident that we'd make Zihua all right. Of course, at 28 miles off the beach, the shoreline was barely visible in the haze, and without a radar we were a little too close to the shipping lanes for comfort.

After about 2 hours and 15 minutes, the old Magellan got a fix! And then Janice suddenly noticed that windspeed indicator had come on, followed by everything else. When I reinstalled the radar, it worked, too. As for the fuel gauges and pump that weren't supposed to be on, they shut down!

Okay, what had happened!? After thanking the Corona gods, we could only speculate. Here are some of the theories that we came up with:

The iguana had to wonder how he ended up 28 miles offshore, behind the 'dashboard' of a boat, hanging from a fishing pole.

1) The boat's small 200-watt inverter malfunctioned, causing a spike or reverse polarity.

2) the U.S. Navy had a submarine nearby, and it was sending out some kind of jamming signal.

3) Aliens.

4) A new Bermuda Triangle off Punto Lizardo.

Whatever it was, I checked the wiring thoroughly after reaching Zihua, and we couldn't find anything wrong. In fact, everything still works today.

As for the iguana. We named him Juan — as in I wanna get off this boat! We brought him to one of the potlucks for the kids to play with, and they released him on the rocks of Playa Madera.

ZFest was terrific, but afterward the Navy boarded almost every boat in the anchorage, and the port captain wanted to put dye tabs in all the holding tanks. It wasn't the best way to lure cruisers back to ZFest.

We had one other less enjoyable ad-



venture at Carrizal, just south of Manzanillo. Dan and I headed to the very rocky beach, where we were accosted by two toothless Mexicans armed with a pistola and a machete. They spoke English, but most of the words in their sentences were cuss words. So we booked it back to the boat. There were some signs of a future development at Carrizal, but I don't believe that these guys were affiliated. That night, while we had the crew from *Mystique* aboard, an unlit panga flew by us and onto the rocky beach. Thirty minutes later, they took off through the dark. Be warned, Carrizal could be a dangerous anchorage.

By the way, I'm not new to all this, having done the '04 Ha-Ha, three Z-Fests, two Banderas Bay Regattas — and thinking of doing this year's Banderas Bay Regatta with an all-woman crew.

— tom 12/15/07

Cruise Notes:

"The weather here at Careyes on the Gold Coast of Mexico has been perfect, and the Bel-Air Hotel continues to welcome cruisers," reports Jim Forquer of

the Newport Beach-based *Catana 521 Legato*. "As I write this, there are a half-dozen boats here — including the Anacortes-based St. Francis 44 cat that's also named *Legato*. I'm hoping that the hotel staff can keep our bar tabs straight. We're still talking about what a great time we had at the Banderas Bay Blast, and are hoping that something similar is planned for Sea of Cortez Sailing Week, because we plan to be in the La Paz-Caleta Partida area in early April. In fact, we're working on getting Kevin and Marcie Millett to bring their Lihue-based 46-ft cat *Kalewa* over to play, too.

We're going to be there with *Profligate* on April 4-6 for the revived **Sea of Cortez Sailing Week**, and will look forward to seeing you and others there, too. As we mentioned last month, we're going to limit participation to under 30 boats and fewer than 100 people out of respect for the island environment. The way we're going to try to do this is to encourage only those cruisers who really enjoy 'nothing serious racing', and discourage those who prefer the more typical social activities that can be found at the Club Cruceros' **La Paz Bay Fest** the following week.

"My wife Rebecca and I are interested in doing Sea of Cortez Sailing Week in early April," writes Mark Covec of the Bristol 27 *Magstar*. "Our boat is definitely in cruise mode, but she's still nimble enough to sail well in the most light Baja winds. My only question is whether all the other boats are going to be big cats and 60-footers, because we wouldn't be able to keep up. What's the story?"

We probably won't know who is actually going to show up on April 4, but we can assure you that we intend the event to be as inclusive as possible, and that the size of your boat shouldn't be a factor in having fun. After all, who knows, you might end up crewing on one of the big cats. We don't think you have anything to lose by showing up.

Cruising is "doomed." That's the opinion of John Lynker, who, basing his information on cruising forums, reports that "country after country is molesting the deep pockets of cruising sailors," and because **cruisers don't have a unified voice** such as the Airplane Owners & Pilots Association (AOPA). He amends

that slightly by saying that "fat cat cruisers" — such as, "you know, the top Blackwater and Halliburton executives" — will probably pay people to deliver their boats so they can fly in and have a lay on deck. "So save up your money, buy a \$100,000 boat so you can take a two-month cruise to Mexico, then put an ad in *Latitude* so you can sell it to the next guy for \$80,000. It kinda sucks."

Intrigued by this line of reasoning, we asked Lynker to be more specific. "Hong Kong, Qingdao, Shanghai," he responded, "they're all super expensive, even for the smallest boats." Funny, after 30 years of reporting on cruising, we still weren't aware there was much interest in cruising to places like Shanghai and Qingdao. "What about Mexican port fees?" he continued. "I haven't heard much about them lately, but I suspect they're only going higher." Actually, the government-mandated costs for cruising in Mexico have plummeted over the last three years, and there's no sign that will be reversed anytime soon. In fact, we've heard talk that the cost of fishing licenses for cruisers will go way down. He also mentions that boat slips in Costa Rica are now selling for more than slips in Emeryville — which is true, at least in the case of marinas that are part of exclusive resorts targeted at the most wealthy individuals. "The thing is," Lynker concludes, "I'm a 'pushin'-6-figure-salary' high tech workin' stiff with no credit card debt, and I *still* feel the pinch."

Maybe Lynker is feeling the pinch because he's *not* out cruising. Shortly after we got his alarmed missives, we had a face-to-face chat with John Anderton, who, as you've probably already read in *Changes*, transited the Panama Canal in '01 with his Cabo Rico 38 *Sanderling*, and has been enjoying himself cruising

Happily cruising for seven years on half of his monthly Social Security check, John Anderton doesn't believe his lifestyle is doomed.

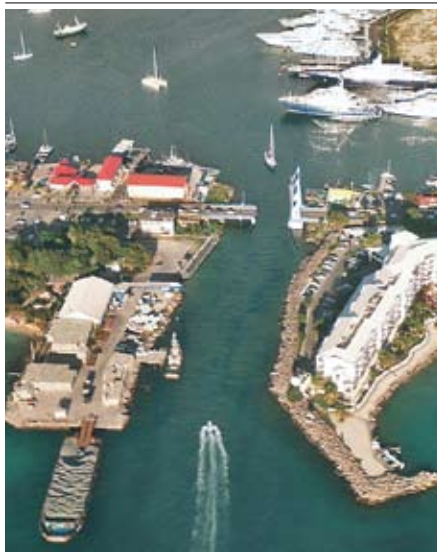


LELECTRONIC/RICHARD

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the Eastern Caribbean ever since. "We hate to be the ones to have to break the news to you," we told Anderton, "but cruising is doomed because people on 'cruiser forums' say governments are making it too expensive." A soft-spoken man, Anderton had some less-than-complimentary things to say about 'cruiser forums', mentioning that they seemed to be "dominated by about 30 highly-opinionated people" who may not actually do much sailing, let alone cruising.

Curiously, Anderton didn't seem that concerned about the imminent demise of the cruising lifestyle. Perhaps it's because he's spent the last seven years cruising one of the most desirable and expensive areas in the world, and getting by just fine on \$800 a month — annual haulouts and other boat expenses included. Being a younger guy, Lynker might not appreciate that Anderton is reporting that he's cruising happily on half of what he collects from Social Security each month. It's true that Anderton doesn't have the newest or most expensive boat in the world, nor does he squire young bimbos to the most expensive



ELECTRONIC/RICHARD

Don't piss money away. Cruisers who anchor on the French side of Simpson Bay have to pay the bridge toll and an anchoring fee. Those who continue on to the Dutch side pay nothing.

restaurants and nightclubs in the Lesser Antilles. But he's got a very nice-looking and capable boat, and is pretty happy. Not wanting to mislead anyone, Ander-

ton admits that he's taken one big hit to his cruising budget, that being when he had to replace his 25-year old Perkins of diesel with a Yanmar a couple of years ago. Thanks to going from one brand diesel to another, the bulkheads had to be cut and reglased, engine mounts redone, different size hoses used, a new shaft installed, and on and on. The final bill was \$20,000. But amortized over the expected 25-year life of the engine and his otherwise very low cost of living, Anderton wasn't too distressed about it.

Unaware of the bad news from the cruiser forums, Anderton says he's "tickled to be enjoying cruising as much as I do at age 67." One of the best things about it, he says, "is that you can go up to a strange boat and say, "Hi, I'm John," and they'll usually invite you aboard to trade stories." Nonetheless, Anderton is convinced that you can immediately identify West Coast cruisers — no matter what the hailing port on their boat — because they are far more friendly than folks from other places. When down in Grenada two years ago, he was invited



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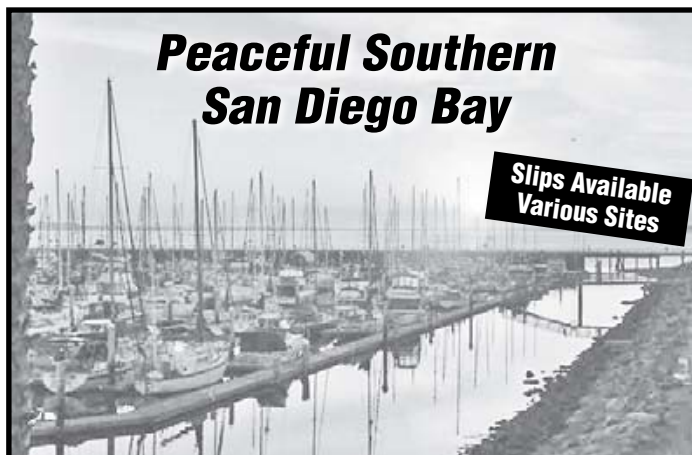


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aboard a Nor'Sea 27, the name of which he can't remember, singlehanded by a 68-year-old woman from San Diego. "Cape Town, South Africa", was her response when he asked her where she'd come from. "I suppose you'll be heading on to your homeport of San Diego to complete your circumnavigation," he replied. "No," she said, "I liked Thailand, so I think I'll be heading back that way." Poor woman, apparently she hadn't gotten the news from the cruiser forums either. By the way, if any of John's old friends want to commiserate with him — or just say hello — he can be reached at jcanderton@hotmail.com.

Doug Thorne of the Alameda-based Celestial 48 **Tamara Lee Ann** reports that he was listening to KQED Forum the other night, during which time he heard guest Tom Perkins of Belvedere say that "maybe" he'll be bringing his 289-ft Dyna-Rig **Maltese Falcon** to San Francisco in May. If he does, you won't want to miss her. While in the Caribbean last month, we were sitting on the back of our boat about 10 p.m.,

at which this large but nebulus shape began to take greater clarity out of the darkness. "It's *Falcon*!" Dona de Mallorca said a minute later. Sure enough, it was. And what a site! She appeared to be gliding along at about 12 knots — and we do mean gliding. Then, about a quarter mile off our beam, her crew suddenly illuminated her sails. And that's saying something, because her sails describe a near rectangle of nearly 300 feet by 150 feet.

"We've spent the last five years working at, then managing, the Islas Secas Resort in Panama, commuting back and forth to Ecuador during the off season," report Guy and Deborah Bunting, who built their beautiful 46-ft Morrelli & Melvin catamaran **Elan** at their home in Vista. "Our cat is now 10 years old



No matter where she goes, the Darth Vader-like 'Maltese Falcon' dominates the nautical landscape. She may be on the Bay in May.

and in need of some TLC, so we've quit our positions and are sailing back up to Mexico to do a refit. Our plan is to sail from Ecuador via the Galapagos, then offshore to Zihua — which should be a good light air sail for our cat. We enjoyed *Latitude's* December editorial response about your "pilgrimage" to Greenwich, England and the Prime Meridian. Dona de Mallorca may well have experienced a "tickle" while straddling the line, but I

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know that I, Guy, sure did — or something similar. After all, Deborah and I were visiting during our honeymoon there ages ago. I'm sure Deborah may have had second thoughts about the man she married, as I stood there, eyes misting up with my voice quivering, as I marveled at the moment — which I still remember as though it were yesterday. In the same sense, I've always enjoying crossing the equator. We've done it six times with our boat, nine times by plane, two times by bus, and twice by motorcycle. The last motorcycle crossing was one of my favorites, as we passed over a faded painted line in the coastal road in Ecuador. It was a much more humble affair than Greenwich, but still a tickle. Anyway, all of us navigators should try to make a pilgrimage to Greenwich at least once in our lives."

"The **Islas Secas Resort** we worked at is in western Panama near Coiba island on the Pacific side," continues Guy. "When we arrived in Western Panama after six months of coming down through Central America, we immediately fell in love with the area. We met a few ex-pats



COURTESY ELAN

A kiss is a great way to celebrate crossing the equator, no matter if by boat or by motorcycle, as seen here in Ecuador.

there, one of whom was the sister of Michael Klein, a 37-year-old from Santa Barbara who graduated from UCSB at age 17, started several very successful financial and communications busi-

nesses, and who most recently has been managing the \$300 million Pacificor LLC hedge fund. While we were in the area, Klein managed to buy four large and 12 or so small — as well as pristine and uninhabited — islands in order to create a small, low-impact resort on the largest of the islands. We got involved during the construction phase, and I did all of the electrical work — which was mostly solar. When that work was done 18 months later and we were preparing to leave, Klein shocked us by offering us a chance to manage the resort. We did that for three years, ending last May. You can see the resort at www.islassecas.com. It's a gorgeous place, with only seven casitas and a maximum occupancy of 14. It has a staff of 14 to 16, a chef to die for, diving, fishing and 16 islands. It was also very expensive. Then just before Christmas, tragedy struck, as Klein, his 13-year-old daughter, Talia, and the Panamanian pilot of their Cessna 172 were killed when it crashed near Panama's tallest mountain after leaving Islas Secas. Only 12-year-old Francesca

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Lewis, Talia's friend, managed to survive. She was found walking along a road high on the mountain. We're still reeling from the tragedy. The fate of the islands and the resort are unknown."

It's funny how long-ago cruising friends pop up in the most unexpected places. While at the Banderas Bay Blast in Mexico in December, a couple tentatively called out our name at the docks at the Nayarit Riviera Marina in La Cruz. We didn't recognize them immediately, but we had an excuse — we hadn't seen them since the winters of '91 and '92 in Antigua. But sure enough, they were South Africans Doug and Mary Solomon, who are still happily cruising — and racing — in their 70s. The couple and their three kids sailed away from their homeland in '77 aboard their Mura 32 **Sundance Kid**. After the kids moved on, we had some of the longest and best laughs of our lives with Doug and Mary aboard their Harle 42 **Maracuja** at Antigua's English and Falmouth Harbors in the early '90s. And now here they were, 15 years later, in Mexico aboard their Aige

Nielsen custom wood 44-ft **Fandango**, which had been built in Southern California many years ago. "If we can get a wood boat like this to Italy," Doug smiled, "she'll be worth a lot of money."

While going over the 'old days', somebody brought up the fact that it was the 25th anniversary of the Cabo Storm. Doug and Mary shocked us by saying, "We were there on our boat." To think we'd all been there and never discussed it previously! What's more, Hilary Hutson, the Solomon's crew during the Banderas Bay Blast, piped in to say that she'd been there at Cabo also. "My husband and I survived that storm aboard our Hunter 36 **Safari** — and later broke three — count 'em, three! — rudders while on our way to and through the South Pacific. After that cruise, Hutson and



Hilary, Mary and Doug, all survivors of the Cabo Storm of '82, and all, 25 years later, still in love with the cruising lifestyle.

her husband did four years of cruising aboard **Spirit of Freedom**, a Herreshoff 51. "My husband and I got divorced a while back and I no longer have a boat," says the Seattle resident who now works for IBM, "but I still love sailing."

If you're a frugal cruiser, it's good to cruise on a boat that used to race in a class or whose sail dimensions are the same as a popular racing class. That's because racers usually have garages

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full of sails that are no longer capable of winning on the race course but can still provide years of excellent service as cruising sails. In fact, if anyone out there has a medium to large Cal 40 headsail wasting away in their garage, we know a terrific young woman in the South Pacific who would love to buy it on the cheap. That person would be Liz Clark of Santa Barbara, who is two years into her sailing and surfing safari aboard the Cal 40 **Swell**. Liz explains:

"I've been ripping more than waves down here in the Tuamotus. I did my first real upwind passage in the trades — 120 miles tacking against 15-25 knots! But during the last 20 miles, I got hit by a 35-kt squall and didn't get my roller furling headsail in fast enough. RIIIIIIIIIP! My big headsail got three five-foot horizontal tears. I limped into port using a small jib. I have now repaired the torn sail. It wasn't without getting carpal tunnel in my right thumb and forefinger, plus having a cat pee on the sail, but that's life when you're cruising. The important thing is that I'm in the market for a replacement roller-furling headsail. A



COURTESY SWELL

Liz rips. She's does it on a shortboard in the Tuamotus, on a skateboard in the Society Islands — and, unfortunately, to her genoa, too.

new one just isn't in my budget, so I'm wondering if there are any Cal 40 owners in *Latitude's* readership who would be willing to part with an older but still serviceable Cal 40 roller furling headsail

on the cheap. My dad, who lives in San Diego, could pick the sail up, which would then give him the perfect excuse to come out and visit me in the Pacific.

"Anyway," Clark continues, "I'm still in the Tuamotus — shhhh, don't tell Immigration — but I plan to leave for Christmas Island within the week. It's going to be tough to leave this place, as I've got a perfect little coral lagoon anchorage next to the pass where a beautiful right-hander just won't stop breaking. Plus, I've made some awesome friends at one of the pearl farms. But I have to get out of his area, both because of tropical cyclones, and also because of bureaucratic reasons."

If anyone has a Cal 40 headsail that might be a good deal for Liz, they can contact her through richard@latitude38.com.

America's Cup style racing in Cabo?

"My wife and I just returned from our first trip to Cabo," writes Ron Lewis, "and while there, I got to spend my 46th birthday sailing on **NZL 81** against **NZL 82**, both of which sailed in the '03 America's

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Cup campaigns. It was most enjoyable to drive an America's Cup boat into the box, then start, race, and eventually set a 500-sq-meter chute. It's a very cool thing for racers to do. By the way, six years ago for my 40th, *Latitude* helped my wife set up a sail on America's Cup boats on the Bay. One of these days we hope to return to Cabo — but on our own boat and as part of the Ha-Ha."

When the Ha-Ha boats finally got settled in the Outer Anchorage in Cabo this November, we were shocked to see the two America's Cup boats race through part of the tightly-packed fleet. But they did a nice job. In addition to the two America's Cup boats in Cabo, the same company — Puerto Vallarta Adventures — is running two other America's Cup boats in Puerto Vallarta. All things being equal, the sailing would probably be more exciting out of Puerto Vallarta, as the wind is more consistent on Banderas Bay than in Cabo.

"We spent Christmas at Tenacatita Bay anchored several hundred yards from the super-duper mega motoryacht

Kogo," reports Bill Vaccaro of the Napa and Nuevo Vallarta-based Moody 44 **Miela**. "The accompanying photo shows how nicely **Miela** fits in with **Kogo** and

Piano Bar, the other mega motoryacht in the bay. The folks on **Kogo** seemed to enjoy her numerous jet skis, ski boats, kayaks and other water toys. **Kogo** is rumored to have 26 crew, while we on humble **Miela** were limited to Captain Memo, that's me, First Mate Karen, and guest Barbara. I'm certain that the three of us had as much fun — if not more — than the folks on the big yachts.

For the record, **Kogo** is a 236-footer that was built in France in '06, while **Piano Bar** was built in Italy way back in '82.



We're not happy about it, every year the owners of more mega motoryachts seem to be discovering mainland Mexico and the Sea of Cortez.

We at *Latitude* have to admit that we're not fans of these mega motoryachts, which have huge carbon footprints and represent greatly disproportionate consumption of natural resources by a very few. Unfortunately, such mega motoryachts are exploding in popularity, and while they were once primarily found in the Med and the Caribbean, are now showing up in greater numbers in Mexico.

"I'm happy to report," Vaccaro con-

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tinues, "that we've now got wi-fi available at the lagoon in Barra and at the library in the local school. The service is coming from John Noller and Vickie McMullen's house — they also own the Back Cove 29 **Low Maintenance** — in Colamilla. Steve Anderson, who is on an Amel Super Maramu with his wife Lisa, and Terry Fahey, who is on the Peterson 44 **Tenacity** with his wife Vicky, did the electrical work. Bill Finkelstein, who is on the Valiant 50 **Raptor Dance** with Mary Mack, brought the donated computers back to life and configured the system. I donated the equipment. John allows access to the wi-fi system for up to 30 days for a donation of 300 pesos — about \$30 — to the local school."

What happens when you complete a six-year circumnavigation and don't live on your boat anymore? In the case of Larry Jacobsen and Ken Smith, who did a six-year go-around aboard their San Francisco-based Stevens 50 **Julia**, Jacobsen says they "don't see the night anymore." We'll let him explain.

"People ask if Ken and I are sad to be home, and if we miss all the far away



COURTESY JULIA

Larry and Ken's hearts may be in San Francisco, but their well-built and cruise-equipped 'Julia' belongs cruising places like Thailand.

places. Actually, we love being home. We did look at other places to settle, and seriously considered Auckland, Sydney, Tel Aviv, Lausanne, Amsterdam, and Barcelona. We also rented apartments in

London, Paris, and Amsterdam, and had lots of fun living in those places as if they were our home. But we've now landed back in San Francisco, and it tops the list. Our apartment has two bedrooms, two baths, and is quite spacious. We have a big two-door refrigerator with an ice machine in the door, spacious closets — two things we would have loved to have while living on the boat. Ken is working in tech, while I spend half my time putting things away and the other half in a feeble attempt to write a book about our travels. But the other night I awoke at 2 a.m. to raid the refrigerator, and on my short walk to the kitchen, noticed a big bright light coming into the apartment. I looked out to see the full moon shining in a clear, warm sky. It was quite beautiful, and reminded me of the many moonlit nights on our circumnavigation, and how much more aware of the night we were then. At sea, and even at anchor, we often awoke several times each night to check on things, and would see the night, moonlit or dark. Living in our apartment, we go to sleep

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in the evening and awake in the morning — and don't see it anymore."

As we're currently living on the hook off Gustavia, and getting up at least once most nights, we know exactly what Jacobsen in talking about. When you live in the city, you're out of touch with not just the night, but almost all of nature. When you're living on a boat — particularly in the tropics when it's warm even in the wee hours — you're totally in touch with nature, and the nights become something very special.

By the way, as *Julia* is fully equipped for cruising, and Jacobsen and Smith are no longer cruising, they have put her up for sale. You can find a listing for their Stevens 50 in the pages of *Latitude*.

Grid and bear it! Having not exactly enjoyed the 35 feet of snowfall they endured last winter while caretaking the Baranof Wilderness Lodge in Warm Springs, Alaska, Rick and Jen Fleischman, who charter their Catalina 50 **Bob** in Alaskan waters during the summer, have opted to spend this winter at their 742 sq ft 'condo nasty' in more cosmopolitan —

population 8,000 — Sitka. Nonetheless, with the season not that far away, they're going to have to start thinking about putting *Bob* on the grid again to do her bottom. "Sitka has a tide grid available where you can bring a boat in at

high tide and tie off," writes Rick. "If you're lucky, the boat will not fall over or off the grid as the tide drops."

That gives rise to our cruising question of the month. How you ever 'hailed' your boat on a grid, and have you ever had bad luck doing it?

"I've been meaning to write, but the lazy life here in La Paz after the Ha-Ha has really slowed me down," reports Bill Cryslar of the Powell River-based Islander 36 **Contigo**. "You'll remember me



'Bob', on the grid at Sitka before the start of last season. If you're a sailor, you want to be careful about living 'off the grid'.

as the skipper with the leaky boat. I was constantly amazed at the Poobah and Assistant Poobah's ability to keep 150 skippers and 600 personalities in check over the course of the last Ha-Ha, and to do it with professionalism, competence, and especially humor. Your commitment to ensuring everyone was safe and having fun came through in every moment. It was a very special time in people's lives, so thanks for making it all hap-

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pen. *Contigo* is sound and carrying me safely around the Sea of Cortez, and the haul-out facilities in La Paz were excellent. Once I return to British Columbia, I hope to prepare a new and larger boat for a world cruise, so when I set out you may have me in another Ha-Ha. I'll try not to be so much trouble next time."

Thanks for the very kind words, and you were no trouble at all. In fact, we can't recall anybody ever being in such a good humor while his boat was so consistently taking on water. We look forward to Ha-Ha-ing with you again.

Last call! Did you hear the story of Alan Thompson, the 61-year-old Brit singlehander who fell and broke his pelvis while mid-Atlantic on his just-purchased Hunter Legend 37 **Padolu**? The poor bloke couldn't reach any rescue services by radio — he probably hadn't read our *Idiot's Guide to SSB* in our October '07 edition— so he used his satphone to call a number he remembered — that of his local pub in West Sussex. His call was answered by his friend Roger Pocock, who alerted the Falmouth Coast Guard, which worked out a rescue plan with



LATITUDE / ANDY

While some sailors use their satphones primarily to chat with friends back home, they're also increasingly used to call in rescues.

the U.S. Coast Guard. Thompson was ultimately rescued by a diverted ship 600 miles off Bermuda, but had to abandon his boat. "It was very sad," says Pocock, "as sailing was his life."

By the way, what frequency would you use to call the Coast Guard if you got into trouble in the middle of the Atlantic or the middle of the Pacific? If you said 2182, your need to go back and read our *Idiot's Guide To SSB Radio*, because 2182 will almost certainly get you nothing. Thompson's story is also further evidence of the greater role satphones are playing in coastal and mid-ocean rescues.

"We spent the holidays aboard our Morrelli & Melvin 52 cat **Adagio** on Bainbridge Island, Washington, where our daughter and her family live," report Dorothy and Steve Darden, former residents of Tiburon. "Tomorrow we fly to Hobart, Tasmania, for three months in the southern hemisphere summer. After launching our boat in New Zealand, we spent several very enjoyable seasons in Tasmania. But come May, we'll be taking our boat back to Alaska for several months of cruising pleasure. All is well with us!

"We took time out for the last two months to rebuild our cruising kitty," re-

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port Bob Steadman and Kaye Nottbusch of the Marina del Rey-based Cascade 36 **Bettie**, which is currently in Guatemala's Rio Dulce. "Bob was on a movie in Morocco, while Kaye was with the opera in Los Angeles. We did Christmas with family in the States, during which time we also got a distributor for our cruising movie, and took care of financial and medical stuff. We'll be on a plane in a few days for Guatemala to start the fourth year of our cruise."

What was that? A couple of months ago, Steve and Lili Wolfson of the Texas-based Hans Christian 48 **Liward** were sailing near Martinique when Lili noticed that the boat had sped up from seven knots to an astonishing, for a Hans Christian 48, 10 knots. Then she and husband Steve heard a distinct thumping sound, almost as though they'd gotten something wrapped around their prop. If anybody could figure the cause, you'd think it would be these two, because Steve was a tech guy for Shell for 20 years, and Lili, a genuine rocket scientist was about as high up in NASA as

you could get. But they were stumped. They were further stumped when they stopped in Martinique and the crew of another cruising boat said the thumping on their boat had been so bad they jumped overboard to try and find the cause. The answer came in the next day's paper — an earthquake just north of Martinique that registered 7+ on the Richter scale! How that caused Liward to speed up and the thumping sounds is still unclear.

Earlier in Changes we wrote about how folks can cruise on very little money. We don't want to give anyone the impression that everybody does, because they don't. In fact, more than a few cruising couples spend a lot of money. We're not going to mention any names, but a couple



Steve and Lili of the Texas-based Hans Christian 48 'Liward', happy to finally understand what made their boat speed up and thump.

of friends of ours admitted, "Our budget is \$7,000 a month, but somehow we've managed to spend \$10,000 a month for the last two years. Our cruising friends tell us that we're spending money like we're on vacation — full time rental car and all that — instead of cruising, but we worked hard all our lives, and we're enjoying ourselves." Are they ever!

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24 FEET & UNDER

TURBO POTTER 19. Custom West Wight Potter 19, *Chubby*. Seaworthy, fast, stiff pocket cruiser. Hawaii, Alaska, Seattle-Berkeley vet. 5,000 sea miles. Jim Antrim-designed rig. New Ballenger spars, standing rigging. 300 sq.ft. asymmetrical on retractable sprit, custom Pineapple main, 3 reef points, 2 jibs. Reinforced hull. Custom composite carbon keel, 360-lb lead bulb. Reliable 5-hp outboard. Raymarine autopilot. Recent bottom job. Berkeley upwind slip. 3 days free lessons. Sail hard, sail cheap, sail now. \$9,000/firm. (510) 918-2210 or teplow@aol.com.

SANTANA 22. Race ready, new club and working jib, good main, Nissan long shaft 5.5, self-tailing Harken winches, 3 spinners, dual compasses, new battery and wiring. \$2,000. (209) 478-7508.



WESTERLY CIRrus 22, 1970. Pocket cruiser. English-built Westerly 22 deep-keel version. New standing and running rigging, interior refurbished, new non-skid, etc. Inboard Volvo diesel recently serviced. Mainsail and three jibs, all in fair condition. Clean bottom, nice, sound, ready to sail. \$5,500. Call Rob (503) 490-3305 email: svsilentsun@yahoo.com.

15-FT SIDEWINDER AND TRAILER, 1972. Restored deck and hull. Sails in great condition. Teak foot holds like new. Trailer has new tires, great condition. Registered until 2009, ready to go to a new home. Pictures available upon request. \$750/obo. (408) 434-1027 or stephanie@labelsandmoore.com.

J/24, 1984. Professionally maintained and comes complete with main, genoa and jib. 6-hp Johnson with heavy-duty bracket. New boom in 2005. New standing rigging and battery in 2006. New winches in 2007. \$7,500. Call Matt or Phil (510) 843-4200.

CATALINA 22, 1985. \$4,800. Clean. Ullman 135 genny, Hood flexfurler, spinnaker, new Nissan 5-hp 4-stroke on lift mount, new slab rudder, bottom paint 2005. Tabernacle rigged, poptop, anchor, Porta-Potti, docs. Berthed in Moss Landing, transferable slip. Call (831) 335-4614 or email: aripop2k@yahoo.com.

NONSUCH 22, 1985. Inboard 10-hp diesel, \$23,500. If you know anything about Nonsuch, you'll like this boat; if you don't, do your research at www.nonsuch.org. Email: rich@richcarlson.com for photos. Call (831) 479-7788.

RANGER 23, \$3,000. Selden furler, new headstay/halyard. 5-hp Merc LS 2-stroke. 135% jib, 2 mains, spin/pole. ST Harkens, new stanchions in box. Treadmaster to finish deck. Chainplates, stanchion and partial foredeck core replaced with glass. Dry, stable, great boat. Emery Cove berth. (650) 245-3970.



CATALINA 22, 1974 with trailer in Portland, OR. Includes mainsail and 3 jibs, all in good condition. Solid running Evinrude 5-hp outboard. Dry sailed. \$3,500 takes it home. Call Rob (503) 490-3305 or svsilentsun@yahoo.com.

PIVER A-FRAME 20-FT CAT. 5-hp engine. Will do 17 mph, storage and safety. Main and jib good shape. Needs TLC. \$4,200/obo. Email: carl_f_anderson@yahoo.com.

19'2" O'DAY MARINER, 1967. Very good condition. New galvanized custom trailer. Complete sail inventory. \$2,500. New, never-used Nissan Marine 6-hp outboard with stand. \$1,500. (831) 449-7339.

25 TO 28 FEET

CATALINA 27, 1979. In process of restoration, two coats bottom paint 11/07, cutlass bearing, refurbished prop/shaft. On hard 4 years. Hull buffed like new. Condition preserved, no holes/cutting. Atomic 4. Good condition, needs TLC. No junk. \$6,000. (510) 219-5030.

CAL 27 T2, 1974. Racing rig. Repowered 2002 Yanmar 8-hp diesel engine with 189 hours, runs well. 3 sails. New fuel tank, battery. Enclosed head. Galley. Sleeps 5. \$7,000. (707) 318-6677.

SANTA CRUZ 27 for sale or trade for? Fantastic Bay boat. Complete sail inventory including main, 3 jibs, spinnaker, blooper. Recent in-water survey. No outboard. Asking \$7,500. Photos/info/survey: www.spinnaker-sailing.com/SC27forsale.htm (415) 543-7333.

ERICSON 27, 1977, MUST SELL. Tiller, near-new Honda, lines led aft, 2 mains, 3 jibs, spinnaker, galley, head with holding tank, excellent interior. \$4,000/obo. Let's talk. (916) 213-1561.



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PEARSON COMMANDER, 1965. LOA 25.8', draft 3.8', displacement 5,000#, ballast 3,000#. Full-keel classic, well maintained. Lots of new stuff. 6-hp Johnson, propane stove, cold water, Porta-Potti, depth, compass, VHF, new sails 2003. \$4,700/obo. Call for pics. (510) 232-5869.



HUNTER 25.5, 1986. Pop-top model with shoal keel, draft 3'9", excellent condition. Oversized Merriman roller furling, original small jib, main, Yanmar 10-hp inboard. New cushions, new hardwood floor, new Porta-Potti. Kenwood CD/Sirius radio, offshore radio, alcohol stove. Shoreland'r trailer with new 10-ply tires and new wheel bearings. Asking \$14,500 or trade for a newer Hunter 30 or 31. Will deliver to the West Coast. More pictures available. (406) 579-2190 or email: gmcrae55@aol.com.

SAN JUAN 28, 1978. \$11,500. In excellent condition with transferable upwind Berkeley slip. Over \$10k invested in professionally installed improvements since 2003: Standing and running rig, new main, jib, genoa, all new interior upholstery, bottom paint, fuel tank, stove, head, tiller/pilot, windward sheeting traveler and much more. Send email or call for full details and pictures: stein.steve@yahoo.com or (916) 801-1397.



ERICSON 27, 1974. Tiller. In outstanding condition, for sale by owner with option for Sausalito slip. This 27-footer has the room and comfort that many 30'+ envy. Very clean, shiny gelcoat and woodwork, newly rebuilt Atomic 4, new standing rigging, 130% genoa, 75% self-tacking jib, 75% jib, storm jib, two mainsails, new 18-gal. fuel tank, new seacocks, cutlass bearing, head, new autopilot, depth/knot meter, refrigeration and tons of other upgrades. <www.hueso.org/tortuga> \$9,800. Eduardo (415) 299-2404.

CATALINA 27, 1978. Custom teak interior, dinette model, 2-burner alcohol stove, 110v refrigerator, phone/cable and 110vac inlets. Atomic 4 engine, runs great, includes freshwater flush. Battery charge system, VHF radio, 2 anchors, rain roof, sail cover and much more. \$9,500. (415) 331-2044.

SANTANA 525, 1977. Professionally maintained. Wet survey 12/05. New bottom paint 08/06. Spinnaker rigged, 3 spinnakers, 3 jibs. Full maintenance records available. 2-axle trailer. 5-hp Nissan outboard. \$6,000. Contact Bill Knight, Club Nautique, Alameda, (510) 865-4700 or bknight@clubnautique.net.

CATALINA 25, 1983. Swing keel with trailer. Excellent condition with new gel coat work, new Harken roller furling, Lewmar self-tailing. Comes with 9.9 Mercury ob 4-stroke motor. \$7,900. Call Dave (209) 985-6221.

O'DAY 27, 1978. Yanmar diesel. Great blend of cruising comfort and racing performance. Many upgrades. Complete inventory of sails, 10 bags. Price reduced \$4,900/obo. Call (408) 497-6691.

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.

CAPE DORY 28, 1980. \$19,000. MD-7A diesel engine, 2 mains, 3 headsails. Full galley, head with holding tank. In fresh water last fourteen years. Located on hard, Napa Valley Marina. (530) 721-0721.

29 TO 31 FEET

BODEGA 30, 1976. Chuck Burns-designed full-keel, proven strong, reliable, fiberglass bluewater cruiser. Many features. Club-footed headsail, total non-skid decks. Hard dodger, windlass with 3/8" chain, CQR anchor. Excellent condition. 10-hp Honda 4-cycle extra long shaft. \$8,500/obo. (415) 331-0885.



CATALINA 30, 1995/96. *Rosalina*. Walk-through transom, Universal diesel, low hours. New dodger, meticulously maintained, recent survey, excellent coastal cruiser, roller furling, lazyjacks. Fast, comfy. We moved up but need a new home for *Rosalina*. \$54,500. Call Joe (415) 987-2737 or bunkercpa@aol.com.

ETCHELLS 30, 1978. See Wikipedia. US488. At Brickyard Cove, Point Richmond. Good condition, regularly sailed, excellent 2-wheel trailer, all sails, gear, cover etc. \$3,000. spence@asu.edu or (480) 968-5944 (hm) or (480) 965-6486 (wk), 85282, AZ.



30-FT ONE-DESIGN BIRD. Outstanding condition and racing record. New sails. \$15,000. (415) 302-7490.

NEWPORT 30, 1985. New mainsail, wheel steering, Universal diesel, Harken furling, new upholstery. Solid bay boat. Needs some TLC. \$14,000. Stephen (775) 782-2584.



ALLIED SEAWIND 30, 1970. Located Everett, WA. Well maintained, many upgrades, new fridge, new stove/oven, new cabin sole, new head, 6 sails, furler, radar. \$30,000. See on <www.yachtworld.com> Call Rich (360) 658-8401.

PACIFIC SEACRAFT MARIAH, 1979. Factory-finished liveaboard model with double-Pullman berth, extremely well equipped, lovingly maintained. Lying Mazatlan. \$65,000. For specs and photos email: jhallorion@netzero.net.

NEWPORT 30 Mk II, 1981. Diesel, wheel, roller furling. Has had lots of TLC: Stackpak mainsail, rigging, lifelines, reupholstered cushions, Lewmar st winches, electrical panels, resealed or replaced ports, chartplotter/fishfinder, DSC VHF. Nice boat, ready to sail, never raced. \$21,500. (415) 887-9310.

HUNTER 310, 1997. *Lanikai*. Wonderful Bay boat and beyond. Excellent condition. Spacious cockpit and belowdecks. Aft queen berth, plus forward vee, full galley. Loaded. New Quantum main in 2007, furling jib. 2006 Garmin network GPS/radar with cockpit display. Autohelm autopilot. Depth, knot, wind. Well-maintained, bright and clean. Great value. You'll want to spend every weekend on a new adventure. In Alameda. \$49,900. See: <http://us.f570.mail.yahoo.com/ym/Compose?To=dennish@novagr.com> For pics and details email: dennish@novagr.com or call (415) 883-8771.

32 TO 35 FEET

FISHER 34, 1977. Pilothouse ketch, all new electronics, Perkins M60 with 900 hours. Feathering prop, new windlass, 80 gals fuel, 100 gals water. 3-cabin layout, just fitted out for and completed cruise to Mexico. \$81,500. (760) 942-5704.

NEWPORT 33, 1984. Great Bay cruising boat. Wheel steering, Universal diesel, Harken furling, stereo CD. Slip in Sausalito. She is in excellent condition. Unbelievable deal. Asking \$25,000. (415) 713-9317.



HUNTER 340, 2001. New chartplotter/radar/GPS. Optima batteries. New dodger. 20" flat TV/DVD. Autohelm, roller jib, full-batten main, lazyjack. 27-hp Yanmar, wind/speed/depth instruments, windlass. New bottom paint. \$79,000. Call (707) 647-2693 or jhsuds@juno.com.

PEARSON 35 CB. Pearson quality. Wheel, roller furling jib, hot and cold water, stove, oven. Westerbeke 30 hp, 900 hours. Great Bay, Delta, coastal boat, shoal draft with centerboard. Sleeps 6. New Raymarine autopilot and wind/depth. Raymarine GPS, VHF radio, stereo CD with great saloon and cockpit speakers. 2 anchors, extra sails and spinnaker. Ready to go. In Sausalito. Roomy cockpit with dodger. Just redone brightwork. \$34,800. Call Curt (415) 559-8883 (cell).



WESTSAIL 32, 1974. Full keel bluewater cruiser. Cutter rigged. 80 hours on 27-hp Yanmar diesel. Very well maintained with long list of inventory. Berthed in Morro Bay, CA. Serious inquiries please. \$39,500. (805) 227-6599.

EXPRESS 34, ROCINANTE. A beautiful turnkey race-ready Schumacher design. Consistently upgraded and maintained. Fresh Quantum racing sails, 2-year-old Easom standing and running rigging, new sprayed and burnished bottom Nov., 2007. Relocation forces sale. \$63,900. (925) 382-7387 or sena_cris@yahoo.com.

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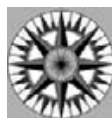
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1965 CHEOY LEE LION. Fiberglass-hulled sloop/cutter. Roller furling, serviceable main, dodger and full covers. Propane stove and H2O heater. Yanmar diesel with 500 hours. Too much to list. \$35,000/obo. Call or email for more details. (707) 688-2314 or webmaster@deltamarina.com.



FUJI 32 CUTTER, 1978. Where is (Malaysia), as is. \$19,000/firm. Yanmar 3GMF. Full batten main. Genoa and staysail both with Profurl, cruising spinnaker, adjustable whisker pole. Furuno GPS, Air-X wind generator, solar panel, Raytheon radar, Autohelm ST 4000 autopilot and a new spare unit, radar detector, inverter, Adler-Barbour fridge, Monitor windvane, two 180 amp gel cell house batteries. Plastimo liferaft, hard-bottom dinghy, stern arch with crane. Hard dodger. All instruments are in good working condition. Standing rigging and sails are 5 years old. Currently in Kota Kinabalu, Borneo, Malaysia. Spec and pictures available Email Kanji: bluefan7@aol.com.

ERICSON 35 Mk III, 1984. Universal 32-hp diesel with new transmission, new rigging and ProFurl roller in June 2004. Hood 110% jib in June 2005. Harken Big Boat traveler in June 2006. Just hauled and new bottom in January 2008. Separate shower stall, cruising spinnaker, new plumbing, new stereo and many more. A/C and heater, full galley, refrigerator, freezer, ice chest, CNG stove and oven. Coast Guard licensed vessel. Located San Rafael. \$49,950/obo. Call (415) 519-7007 or see <http://homepage.mac.com/wjblackburn/boat/>

36 TO 39 FEET

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.

CAL 39, 1979. Excellent condition and loaded with new upgrades and extras, list available. Monitor windvane, dodger, bimini. Beautiful clean interior. Great engine and sails. Ready to cruise or sail the Bay. Sausalito slip possible. \$77,000. Call (415) 846-6919 or sailonbaby@gmail.com.

CATALINA 36, 1986. Very clean. New sails, rig, furling, upholstery, hull and decks Awlgrip paint, custom ss bimini/pushpit and swim platform, shade awnings, engine rebuild and lots more. Refit done by owners who have 23 years liveaboard and sailing experience. Lying in Caribbean, St. Maarten. \$58,000. 011-599-552-1879 or rosslorina@hotmail.com.

FREYA 39, READY TO CRUISE. Yanmar with 1,500 hours, Monitor windvane, Profurl, cruising spinnaker, SSB. New: standing rigging, dodger, radar/chartplotter, Spectra watermaker, fuel tanks and lines, batteries, galley range, cushions recovered. Located in San Rafael. \$80,000. Call (415) 717-5815.



FAST PASSAGE 39. Legendary cruising yacht. Two-time Hawaii, three-time Mexico vet. New engine, prop, dinghy, dodger, genacker. Much much more. \$140,000. For details, email: DRJY2K@aol.com.

COLUMBIA 36, 1970. Great shape, 27-hp Yanmar diesel, full dodger and bimini, holding tank, new upholstery, repainted hull, loaded with accessories, great cruiser. \$25,000. Call (707) 645-1636.



HANS CHRISTIAN 38 Mk II. Bay, coastal, offshore cruiser. Equipped. Roller furling forestay/jib, extra sails. Chrysler Nissan diesel engine. GPS, radar, VHF, Autohelm, depthsounder, knotmeter, helm. Liferaft, PFDs, safety equipped. Beautiful teak and holly interior. Perfect galley, showerhead. Comfortably sleeps 6-7. Full headroom for 6'5" tall. Spare parts, tools, and dinghy outboard. USCG C.O.D. Hauled, surveyed and bottom paint Aug. 2007. Sturdy, well built. Upwind berth Vallejo. Weekend fun or lifestyle change. \$93,000. (510) 206-2218 or Margaret.Reasoner@crowley.com.

CATALINA 36 Mk II, 1995. New Doyle main and jib. New canvas, Webasto diesel heater, davit system, low engine hours. Immaculate \$101,000. Located in Alameda, CA. (559) 289-7841 or (559) 285-8282.




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UNION 36 CUTTER. Located in Mexico. Bluewater cruising equipped and has cruised Mexico for 5 years. She is ready to go south or beyond. Contact owners directly: Jimnjane@fleming@yahoo.com or (916) 679-7213.



CHUNG HWA MAGELLAN KETCH 36, 1977, in Mexico. Meet your boat in Mexico. Located Marina Mazatlan. Proven coastal cruiser, great liveboard. 2003 masts/rigging, 2001 re-decked/re-cored. Reduced to \$45,000, no reasonable offer refused. More info call (775) 841-0522 or email: taomin@fastmail.us.

HANS CHRISTIAN 36, 1976. Sturdy, but alas, a project boat. Needs top cabin repairs, new sails and some more TLC to restore her to offshore cruising mode. Monitor windvane. USCG documented. \$40,000. (415) 337-5303.



38-FT SLOOP, 1970. Canadian-built Hughes. Asking \$27,000. Sails well, has new diesel inboard engine. Located in Monterey, CA. (831) 915-4984.

CATALINA 36, 1986. Below-deck autopilot, radar, electric windlass with gypsy and capstan, 45# anchor with chain rode, refrigeration, propane oven/stove/BBQ, high-output alternator, two 8D and one Group 27 battery, inverter, dodger, bimini and more. \$55,000. (510) 219-9116.

YORKTOWN 39, 1980. Center cockpit. Factory commissioned, full-size bed in aft cabin, V-berth, 2 TVs, 1 DVD, 1 VHS, CNG gas stove/oven, propane barbecue, microwave, refrigerator, freezer, icemaker, VHF radio, radar, GPS, depthfinder, new mainsail, 50-hp diesel, dinghy, electric windlass, electric head, separate shower. Great liveboard or set up for cruising. \$45,000. Vic (209) 743-6275.

CORBIN 39 PILOTHOUSE, 1985 (nee 1979). Numero uno, top-rated bluewater cruiser. Sailed sparingly during last ten years by second owner. Berthed in Emeryville slip. See <http://myworld.ebay.com/ebaymotors/lesterhel/> Asking \$54,500.

ISLANDER 36, 1975. MUSTANG. \$46,000. Yanmar 2003, rigging and lifeline 2005, Max folding prop. Pressure hot/cold water, refrigeration. New stove/oven, new head, new VHF, new batteries and charger. Hydraulic backstay, 2 booms, 2 props, 2 spinnaker poles, 2 wheels. Furling jib and lots headsail and mainsail. This boat is ready for racing or cruising. Free sailing lessons available for you and your family. John (415) 602-8416 or johnyelda@sbcglobal.net.



SAN FRANCISCAN FARALLONE Clipper, 38-ft bright-hulled 1955 masthead sloop. *Wooden Boat*, #159. Newer frames, floors, sails, Refastened. Yanmar. 7 regatta wins. \$35,000. After approval, includes slip in Marina District behind SIFYC with view of GG bridge. (925) 565-7834 or zealand@sbcglobal.net.

40 TO 50 FEET

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MORGAN 43, 1985. Catalina tall rig. Total refit just completed. Haulout and new bottom paint. New rigging including Hi-Mod turnbuckles, new interior, ports, wiring. Engine room re-insulated, low hours on Perkins 108. New lifelines, plumbing, and Raymarine electronics. Autohelm autopilot, A/C, refrigeration, windlass. Completely enclosing dodger. Spinnaker. Two large berths, two large heads with shower. Comprehensive renovation. Well-respected cruising boat. Great liveboard. Turnkey and ready to sail. Pictures: <www.capitolareef.com> \$122,500. Jay (831) 464-0234 or Jim (831) 840-4609 or Email: capitolareef@yahoo.com.



CUSTOM LAURIE DAVIDSON 44. *Infra-Red*. IOR racer, IRC cruiser. Swan-like interior. Sleeps 7.5 persons. Shower, oven, Jacuzzi, swim step for Avon. Owner ready to retire to extended domestic bliss. Spare Volvo diesel engine. 20 or so sails included. \$98,500/obo and/or trade for land or cattle. Ray Lopez (209) 772-9695, PO Box 16, Burson, CA 95225.

2002 BENETEAU FIRST 47.7. Purchased in France and went cruising with family for four years. Lots of stuff and in excellent condition. Currently lying in San Diego. Check out our webpage: <www.flyingshadow.com> or email us at: flyingshadow2007@yahoo.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.



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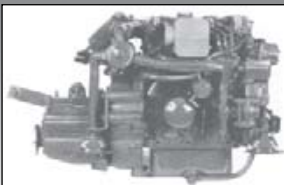


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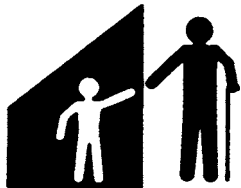
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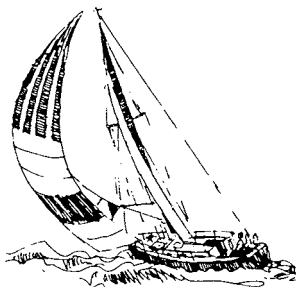


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Getting Personal

In our never-ending quest to be responsive to the needs of our Classy readers, we are starting a new category in the Classifieds this month called 'Personals'. It's for folks who are looking for others, in a way not covered by the 'Crew' and 'Trying to Locate' categories. We'll see where the wind blows, and hope it maintains the high standards and good taste of the rest of our classified ads.

PERSONALS

REMEMBER LN ADS? Experienced female cruiser seeks other for sailing, friendship and more. I'm a funny, 'one off' sailor with a great boat, life, daughter (grown), friends. Established SoCal 50ish beach-dweller with an intense passion for life. sailor4life120@yahoo.com.

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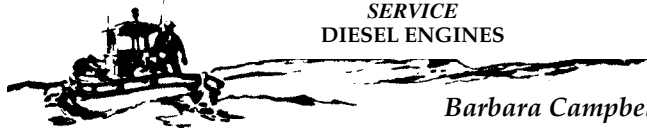
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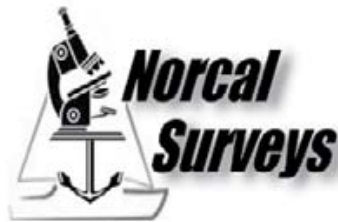
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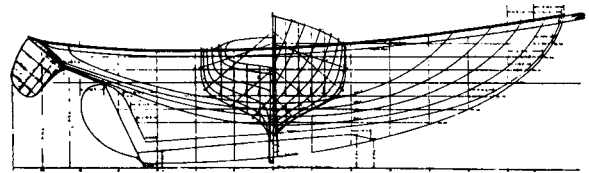
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46	Hunter 466 cutter	2002	199,900	38	Roberts ketch	1982	66,900	31	Elizabethan sloop	1976	21,500
46	Hunter 460 cutter sloop	2000	235,000	38	Shannon cutter	1980	109,900	30	Cape Dory cutter	1983	38,500
45	Hylas 455 cutter	1995	245,500	38	Downeaster cutter	1978	57,500	30	Rawson sloop	1960	9,000
45	Island Trader CC ctr ketch	1979	150,000	37	Amazon cutter	1985	TBA	28	Bristol Channel Cutter	1950	39,500
44	Irwin CC sloop	1987	89,000	37	Endeavour 37.5 A ctr ketch	1979	55,000	27	Catalina w/trailer	1973	12,000
44	Miller 44 CC cutter	1980	138,000	37	Hunter Cherubini cutter	1979	38,500	POWER			
44	Kelly Peterson	1979	138,000	37	Rafiki cutter	1978	69,500	61	Norlund by Ed Monk	1975	249,000
44	Peterson cutter	1976	Pending	37	Tayana cutter	1976	79,000	60	Gladding & Hearn pilot	1960	245,000
43	Beneteau 423 sloop	2003	220,000	37	Tayana ketch	1975	79,900	48	Bluewater Coastal	1991	172,000
43	Polaris cutter	1979	120,000	36	Union cutter	1983	89,900	45	CHB sedan trawler	1981	169,000
43	Camper Nicholson	1970	99,000	36	Union Polaris cutter	1979	52,500	42	Grand Banks trawler	1970	69,000
43	Nautor Swan sloop	1969	TBA	36	Chung Hwa Magellan ketch	1979	39,900	40	Hatteras convertible sportfish	1968	95,000
42	Hylas CC cutter sloop	1987	159,000	36	Chung Hwa Magellan ketch	1977	45,000	39	Bayliner 3988	1998	225,000
41	Seawind cutter sloop	1977	55,000	36	Westerly Conway ketch	1976	38,900	39	Sea Ray Express	1989	80,000
41	Tartan T.O.C.K.	1976	95,000	36	Cal sloop	1967	20,000	32	Blackfin Combi w/charter	1989	159,900
41	Rhodes Bounty II	1966	69,500	35	Yorktown sloop	1979	16,000	23	Bayliner 2650	1986	8,000
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47' Beneteau 47.7	2001	\$330,000 7023	36' Catalina MkII	1999	\$113,900 7143
44' Peterson cutter	1978	\$114,000 7033	36' Catalina sloop	1984	\$55,000 7153
41' Hunter 410	2004	\$224,900 7043	36' Columbia sloop	1968	\$29,900 7163
40' Islander Peterson	1981	\$59,900 7063	34' Cal Pearson	1976	\$29,500 7173
39' O'Day sloop	1983	\$69,000 7073	34' Pacific Seacraft	1989	\$119,900 7193
38' Morgan 382	1980	\$59,000 5153	33' Nor'West 33.5	1982	\$39,500 7203
38' Baltic Doug Peterson	1984	\$128,000 7083	32' Capital Gulf	1985	\$49,995 7213
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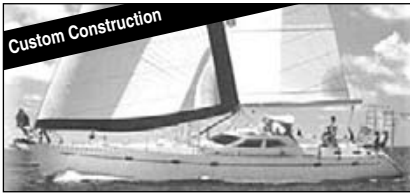
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34' CATALINA, 1989

Offered by original owner. This boat is clean (interior), shows much newer than actual age) and sports deep keel (preferable for the Bay), as well as keel-stepped mast, roller furling headsail and dodger. Low hours on Universal diesel. **\$59,500**

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**

See at:
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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



TWO CLASSIC PLASTICS, 1979 & 1972

Hunter 30 and Yankee 30. Both show very nicely, have diesel engines and are very well priced with transferable Sausalito Yacht Harbor slips. **\$16,500 and \$13,500** respectively.

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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, tri-cabin. **\$130,000**
34' BENETEAU 350, 1988, Bristol, **\$67,000** (pictured)



35' J/105
One owner, racing and cruising sails. **\$105,000**



36' ISLANDER FREEPORT, 1978
Bob Perry hit the nail on the head when he designed this one! **\$61,900**



PEARSON 37, 1982
Clean, newer rigging and sails. **\$49,000**



40' HUNTER 40.5, 1995, \$116,000
35' HUNTER 35.5, 1993, \$69,000
33' HUNTER, 2004, \$93,000
33' HUNTER 33.5, 1992, \$57,500
29.5' HUNTER, 1994, \$40,000 (pictured)



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. **\$225,000**
Also: **NORSEMAN 535, \$549,000**

SAIL		POWER	
53' Norseman 535	'88 549,000	67' Stephens Alum	'80 895,000
52' Hartog schooner	'99 195,000	65' Pacemaker, cert	'71 299,000
50' Gulfstar sloop	'78 Inquire	65' Elco Classic MY	'26 450,000
49' Reliant Ketch	'91 135,000	58' Steel Fish Boat	'66 29,500
47.7' Bristol CC	'92 399,000	57' Chris Craft	'65 135,000
47' Jeanneau Sun Odyssey	'92 199,000	53' Hatteras MY, new engines	'76 259,000
46' Chesapeake	'98 Offer	50' Stephens	'65 135,000
47' Perry cutter	'80 115,000	50' Whitcraft	'74 118,000
44' Hylas	'86 185,000	45' Chris Craft	'73 149,000
44' Norseman CC	'84 225,000	44' Defever	'82 235,000
43' Hans Christian	'82 129,000	44' Gulfstar MV	'79 147,000
42' Baltic DP	'84 189,000	41' Hatteras	'61 Inquire
41' Beneteau 411	'99 130,000	41' Hatteras, nice	'65 149,000
41' CT	'76 79,000	40' Sea Ray Sundancer, diesel	'97 179,000
40' Cheoy Lee MS	'75 73,900	38' Holiday Mansion	'89 38,500
40' Olson	'83 69,500	38' Fu Hwa	'84 Pending
40' O'Day	'86 75,000	38' Bayliner, nice	'90 97,000
40' Hunter 40.5	'95 116,000	38' Holiday Mansion	'89 38,500
40' Challenger	'73 69,500	35' Cooper Prowler	'86 78,000
39' Cal, nice	'79 74,900	34' Mainship	'81 48,000
38' Ingrid	'76 & '84 from 61,900	34' Sea Ray Sundancer, dsl	'01 179,000
38' Hans Christian	'80 99,000	34' Kevlacat	'97 160,000
37' Pearson	'82 49,000	34' Silverton Express	'91 Repo
37' Alberg, equipped	'72 90,000	32' Unifite, t/d	'77 37,500
37' Rafiki, new engine '07	'77 67,000	32' Silverton FB, 370 hrs	'98 49,000
37' Irwin	'79 40,000	30' Sea Ray 305 DB	'88 59,900
36' Islander	'77 & '74 from 42,000	30' Sea Ray	'88 39,000
36' Islander Freeport	'78 61,900	27' Pacemaker	'78 15,000
36' Catalina	'84 & '93 from 59,500	26' Osprey long cabin	'03 85,000
36' Sweden	'84 75,000	26' Osprey	'02 98,000
35' Fantasia	'79 50,000	24' Chaparral, trailer	'94 19,000
35' Hanse	'08 Inquire	24' Orca, inboard	'99 59,950
35' Hunter 35.5	'93 69,000	24' Osprey	'96 69,500
35' Baba	'79 77,500	22' Grady White 222 w/trlr	'02 59,000
35' Ericson, nice	'79 33,000		
35' Fantasia Mk II	'79 50,000		
34' Hanse 341	'03 139,500		
34' C&C, nice	'80 37,500		
34' Sabre	'83 49,000		
34' J/105	'99 105,000		
34' O'Day, new Yanmar	'84 37,000		
33' Hunter	'04 93,000		
33' Hunter 33.5	'92 57,500		
33' Newport	'84 34,500		
32' Westsail	'77 52,500		



47' JEANNEAU SUN ODYSSEY, 1992 3 staterooms, master is Pullman, upgraded beautiful interior, RF main, 75hp Yanmar. Worth seeing! **\$199,000**



40' CHALLENGER
Super clean! Complete refit, new paint from mast to keel. **\$69,500**



47' PERRY CUTTER CC, 1980
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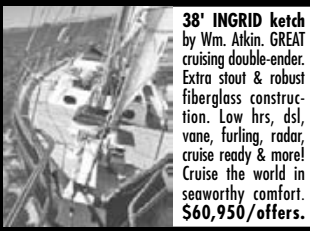
57' CHINESE JUNK. Teak const. Huge & very comfortable well lit & well appointed inter. Outstanding liveboard cruiser w/lug rig & highly desirable Gardner dsl. Charm, character. Gen set, washer/dryer. Pos. liveboard slip & more! **\$149,000/offer**



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. **Ask \$32,988**



40' CHEOY LEE GULF 40 PH Sloop. 56hp Yanmar diesel, varnished teak hull, copper rivet fastened. Good sail inventory including 2 spinnakers, AP, radar, chart/GPS, more! Great yacht in great shape. **Asking \$55,000**



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45' COLUMBIA Center cockpit Slp. Dsl, F/G, roomy, comfortable cruiser with good light and visibility below. Two heads, shower & MORE! These are great cruise/live vessels. We have two, starting at **\$39,750.**



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 Slp. 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 \$49,000**

SAIL

- 51' FORMOSA Ketch. Aft cockpit. Good project. Fiberglass, diesel & lots of extras..... \$4,950/offer
- 50' CAULKINS Slp. A project, but all there. Dsl, strip plip, ocean racer. Try 15,000
- 45' COLUMBIA CENTER COCKPIT Sloop, diesel, fiberglass, roomy, comfortable cruiser with good light and visibility down below, 2 heads, shower & more. These are well-respected for cruising & for living aboard. We have two, starting at ..39,750 Ask
- 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
- 39' FREYA Double-ender, steel, dsl, dink+o/b, new paint, solar, furling, RADAR, AP, cruise equipped + more!... Ask 57,950
- 38' KETTENBURG Sloop. Dsl... Ask 43,950
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- 37' VILLENAVE Cruising Ctr Blue Water Euro Performance. Loaded..... Ask 43,950
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