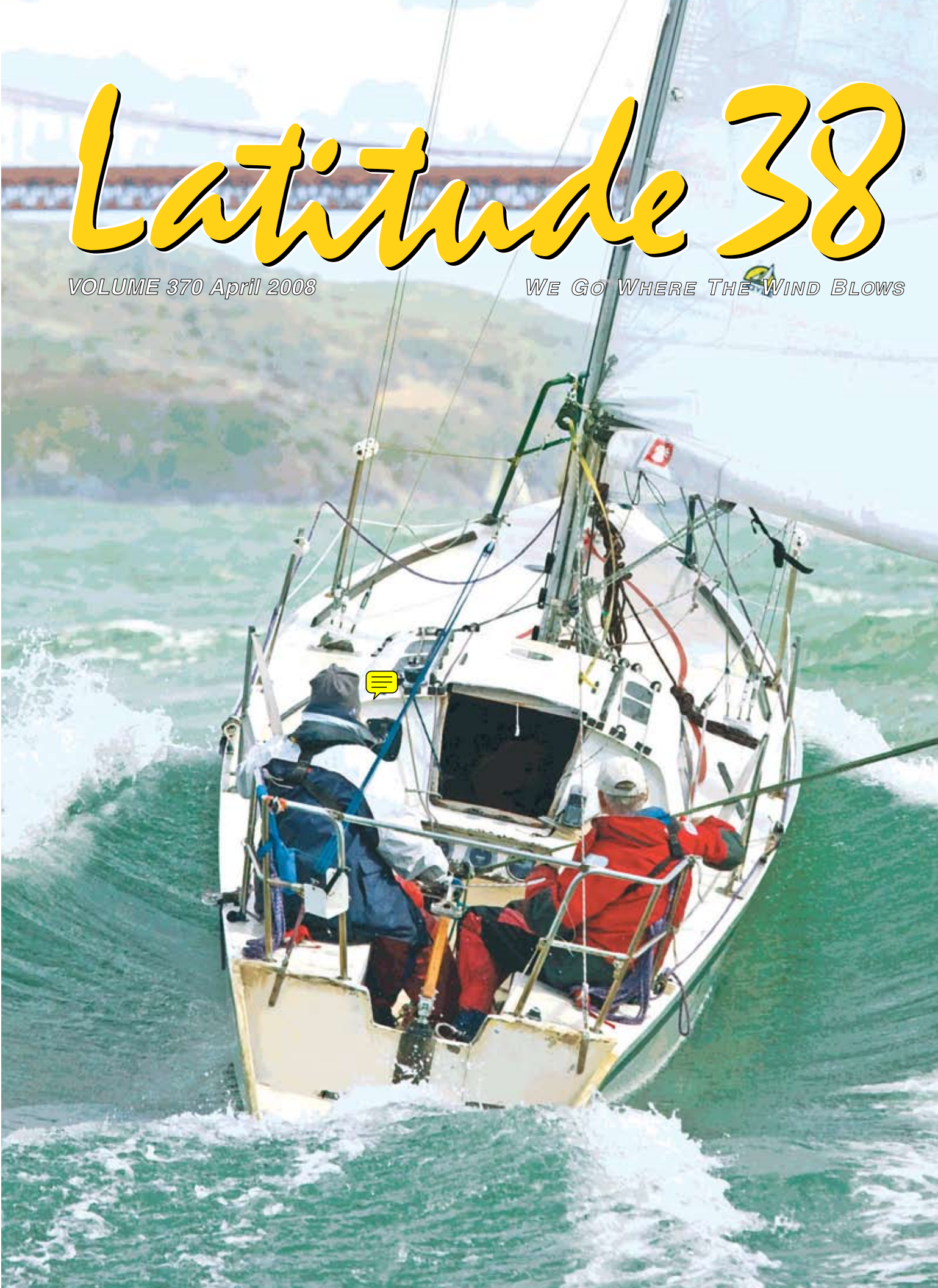


# Latitude 38

VOLUME 370 April 2008

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Latitude 38

APRIL 2008

VOLUME 370

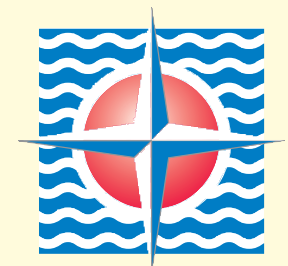
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*Our wait list for liveaboard status is now closed.*

# One Up Update

The last time Lincoln Schoenberger's Wyliecat 30 graced this page of *Latitude 38*, *One Up* had won her division at Block Island Race Week in Rhode Island. Lincoln had recently replaced his old Pineapple Sail with a new one, relying on the experience and expertise of a sailmaker 3,000 miles away to build the right mainsail for his unique boat and his unique conditions.

This winter, Lincoln and his crew decided Block Island was such fun, they'd do Key West Race Week in Florida. Again, *One Up* won her division. And again, Lincoln said he was delighted with the sail's speed.

So we'll say it again, whether you are many miles away or just around the corner, sailing around San Francisco Bay or around the world, racing or cruising (or both!), you can rely on us for quality and performance.



PHOTO: KEVIN COWSER

*One Up\**

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**ARC Rally** (Atlantic Rally for Cruisers) Out of 240 entrants, 43 were Beneteaus. Results: Cruising Division – a First 36.7 placed 2nd, beat only by a Baltic 58; Class B – a First 44.7 and a First 50 take 1st and 2nd place; Class G – a First 36.7 beats a Swan 46 to take 1st place.

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*Charles Tobias*

Charles Tobias, Chairman

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Cover: 'Mirage' slides into home during the Doublehanded Lightship.

Photo: Peter Lyons/www.lyonsimaging.com

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*Latitude 38* welcomes editorial contributions in the form of stories, anecdotes, photographs—anything but poems, please; we gotta draw the lines 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](mailto: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](http://www.latitude38.com/writers.html).



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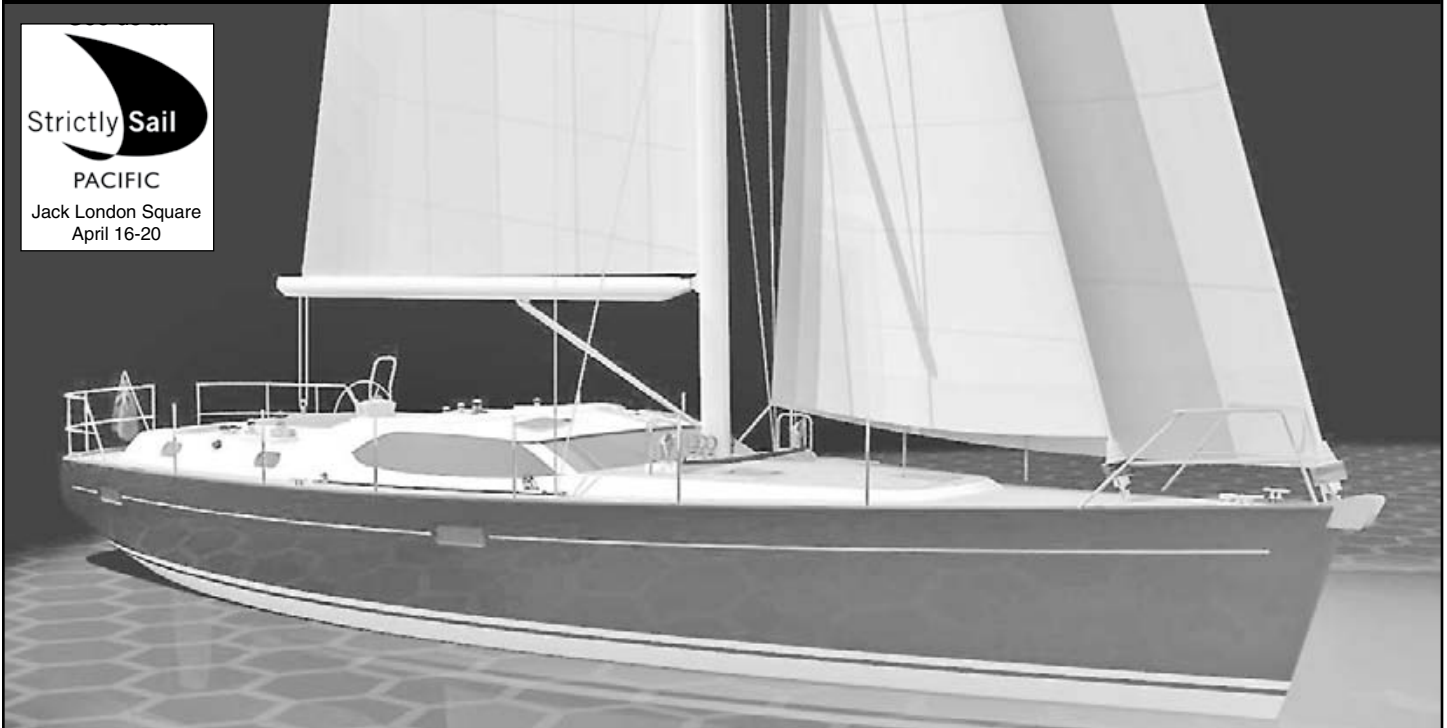
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Catalina 42 MKII	2000	\$159,000	Reduced
Catalina 400	2000	\$175,000	New Listing
Catalina 380	2000	\$148,000	New Listing
Catalina 38	1981	\$49,000	New Listing
Catalina 36	1996	\$85,000	New Listing
Catalina 36 MI	1995	\$89,950	Reduced
Catalina 36	2001	\$122,500	New Listing
Catalina 350	2004	\$149,000	New Listing
Catalina 350	2004	\$158,500	New Listing
Catalina 34	2003	\$115,900	New Listing
Catalina 34	1987	\$47,000	New Listing
Catalina 34	1987	\$57,500	New Listing
Catalina 34	1992	\$72,000	New Listing
Catalina 320 MKII	1999		Coming Soon
Catalina 30	1984	\$29,500	New Listing
Catalina 30	1990	\$37,000	Reduced

**Preowned Sailing Yachts**

Hans Christian 52	1987	\$259,000	New Listing
Mikelson 50	1988	\$295,000	Reduced
Franz Mass 42 PK	1972	\$135,000	New Listing
Morgan 38	1979	\$57,500	New Listing
Valiant 37	1978	\$74,900	New Listing
Beneteau CC 36	2001	\$132,000	New Listing
Jeanneau 36	1997	\$109,000	New Listing
CS 34	1990	\$61,000	New Listing
Hunter 31	1997	\$49,900	New Listing

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Silverton 38	2006	\$325,000	New Listing
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Easily handled by a couple, this cruiser is equipped to take you anywhere! She has an extensive inventory list that will provide safety and comfort for extended adventures. Beautifully kept with an extensive refit completed 2006. *Starfire* has won more than 50 regattas and offers a nice inventory of racing as well as cruising sails. She satisfies the need for speed and accommodations.



**47' ROYAL PASSPORT, '95...\$349,500**

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**46' HUNTER 460, '01...\$223,000**

The Hunter 46 look is high style outside and inside, with the performance and accommodations to match. A proven Mexico cruiser on two separate occasions, this one has been very well maintained by her professional captain owner. This is a 3-cabin version of the Hunter 36: with the hanging locker of the port aft cabin converted to a laundry with washer and dryer, the large port bed remains intact.



**74' CUSTOM KETCH, '41 \$349,500**  
*Sundancer* is a handsome yacht with comfortable living areas, and she is capable of extensive world cruising or comfortably lying at anchor.



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34' CATALINA, '87	54,900
34' CAL 3-34 MKIII, '78	26,000
34' PETERSON, '78	33,000
34' HUNTER, '85	36,900

35' BABA, '81	99,000
35' CORONADO CC, '73	29,500
35' CT KETCH, '75	59,500
36' ISLANDER, '74	42,000
36' ISLANDER, '74	34,900
36' CAL, '66	38,500
38' HANS CHRISTIAN, '86	129,000
39' BENETEAU 39.3, '03	169,500
40' HARDIN VOYAGER CC, '73	69,900

40' CATALINA 400, '96	137,500
41' C&C RACER/CRUISER, '87	115,000
41' NEWPORT 41S, '80	53,500
42' HUNTER PASSAGE CC, '91	129,000
42' CATALINA TRI-CABIN, '89	120,000
43' ENDEAVOUR CC, '79	157,000
43' GULFSTAR CC Sloop, '79	84,900
43' GULFSTAR CC Ketch, '79	82,900
44' HARDIN VOYAGER CC, '77	109,000

44' MORGAN CC, '90	148,900
44' PETERSON CC, '77	99,500
44' LANCER PH MS, '80	99,000
45' HARDIN CC Ketch, '81	149,000
50' COLUMBIA, '82	195,000
53' AMEL MANGO CC, '83	168,500
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- CASCADE 41, '71..... \$59,500
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- ISLAND PACKET 380, '01.....\$235,500
- BENETEAU 370, '91..... \$84,500
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38' Hans Christian Cutter, 1987 ~ \$145,000

Size	Brand/ Model	Year	Price	Size	Brand/ Model	Year	Price	Size	Brand/ Model	Year	Price
<b>SAIL</b>											
86	Schooner Charterer	1970	70,000	39	Roberts Steel Cutter	1993	165,000	32	Islander Wayfarer Sloop	1971	29,500
55	New Zealand Steel Ketch	1980	199,000	38	Hans Christian Cutter	1987	145,000	31	Pacific Seacraft Mariah Cutter	1979	68,000
53	Mason Cutter (SOLD)	1983	320,000	38	Roberts Ketch	1982	66,900	31	Brown Searunner Trimaran	1978	26,500
51	Formosa Cutter Ketch	1974	138,000	38	Shannon Cutter	1980	109,900	31	Elizabethan Sloop	1976	21,500
50	Gulfstar CC Ketch	1979	169,000	38	Ericson Sloop (SOLD)	1980	59,500	30	Cape Dory Cutter	1983	28,000
46	Hunter 466 Cutter	2002	199,900	38	Downeaster Cutter	1978	57,500	30	Rawson Sloop (Pending)	1960	9,000
46	Hunter 460 Cutter Sloop	2000	235,000	38	Bluewater Ingrid Ketch	1974	TBA	28	Bristol Channel Cutter	1950	39,500
46	Morgan 462 CC Ketch	1981	109,000	37	Pacific Seacraft Cutter	1986	122,500	27	Vancouver Sloop	1977	49,000
45	Hylas 455 Cutter	1995	245,500	37	Endeavour 37.5 A Ctr K (SOLD)	1979	55,000	27	Catalina w/trailer	1973	12,000
45	Island Trader CC Cutter Ketch	1979	150,000	37	Hunter Cherubini Cutter	1979	34,500	26	MacGregor 26X MS w/trailer	1998	26,700
44	Hunter 450 Passage CC	1998	219,000	37	Rafiki Cutter	1978	59,500	20	Pacific Seacraft Flicka	1978	25,000
44	Irwin CC Sloop	1987	89,000	37	Tayana Cutter	1976	79,000	<b>POWER</b>			
44	Miller 44 CC Cutter (Pending)	1980	138,000	37	Tayana Ketch	1975	72,000	61	Norlund Flybridge Cockpit	1975	199,900
44	Kelly Peterson	1979	138,000	36	Union Cutter	1983	89,900	60	Gladding & Hearn Pilot	1960	219,000
44	Peterson Cutter (SOLD)	1976	115,000	36	Union Polaris Cutter (SOLD)	1979	52,500	53	Hatteras Yachtfish Cockpit FB	1980	TBA
43	Beneteau 423 Sloop	2003	220,000	36	Chung Hwa Magellan Ketch	1979	39,900	48	Bluewater Coastal	1991	160,000
43	Polaris Cutter	1979	120,000	36	Chung Hwa Magellan (Pending)	1977	39,900	45	CHB Sedan Trawler	1981	169,000
43	Nautor Swan Sloop	1969	89,900	36	Westerly Conway Ketch	1976	38,900	43	Silverton Sport Bridge	2006	TBA
42	Hylas CC Cutter Sloop	1987	155,000	36	Cape George Cutter	1974	24,500	42	Grand Banks Trawler	1970	69,000
41	Cooper US 42 PH	1981	105,000	36	Columbia Sloop	1968	20,000	40	Hatteras Convertible Sportfish	1968	95,000
41	Seawind Cutter Sloop	1977	55,000	36	Cal Sloop	1967	20,000	39	Bayliner 3988	1998	225,000
41	Tartan T.O.C.K. (SOLD)	1976	95,000	35	Yorktown Sloop	1979	16,000	39	Sea Ray Express	1989	80,000
41	Tartan Sloop	1973	85,000	35	Bristol Sloop	1970	35,000	32	Blackfin Combi w/charter	1989	125,000
41	Pearson Rhodes Bounty II	1966	69,500	35	Spencer Sloop (SOLD)	1966	25,000	32	Uniflite Sedan Sportfisher	1977	38,900
40	CS Sloop	2001	149,900	34	Catalina Sloop	1986	45,000	30	Black Watch Flybridge	1990	139,000
40	Passport Sloop	1982	TBA	33	Pearson 10 Meter (Pending)	1976	28,500	26	Pursuit 2555 Center Console	1995	35,000
40	Robert CC Sloop	1980	109,000	32	Freedom Sloop	1984	59,500	23	Custom Launch	1988	12,200
				32	Downeaster DE 32 Cutter	1978	33,500				



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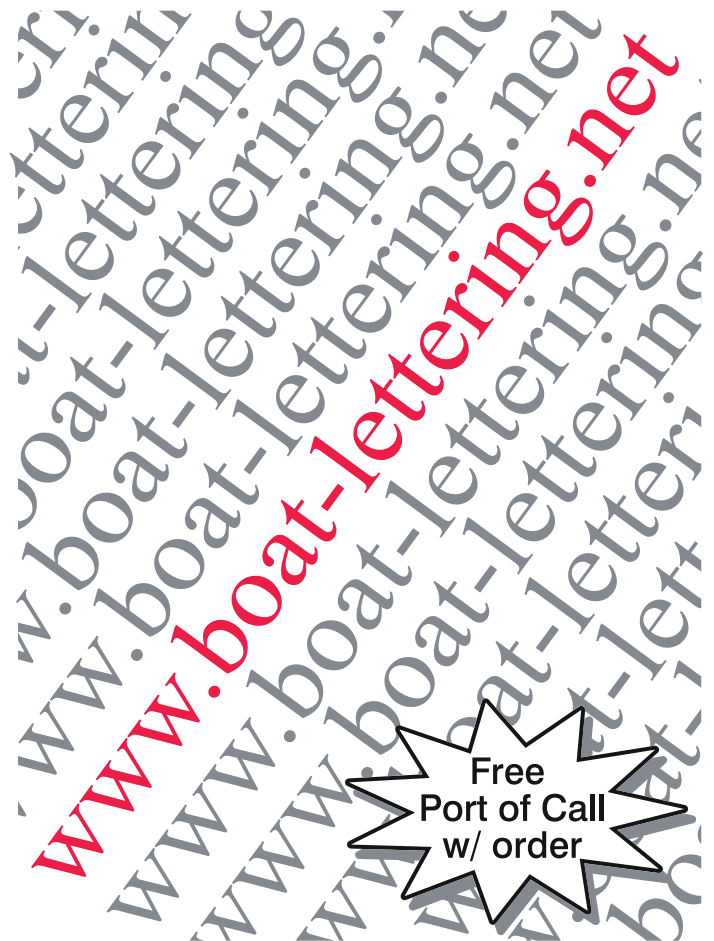
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- 37' 2001 Nordic Tug
- 36' 1980 Albin Trawler
- 36' 2000 Heritage Trawler
- 36' 1997 Meridian 368
- 35' Bayliner 3587
- 34' 1989 Bayliner 3486
- 34' 1972 CHB Sedan



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- 31' 1997 Albin
- 31' 1982 Lien Hwa Sea Horse
- 31' 1990 Tiana 3199
- 30' 2000 Pursuit 3000
- 28' 2000 Albin
- 28' 1988 Rosborough RF-28
- 27' 2000 SeaRay 270

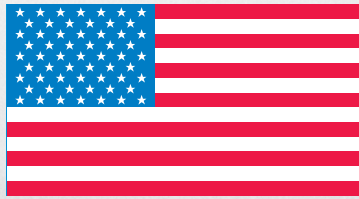


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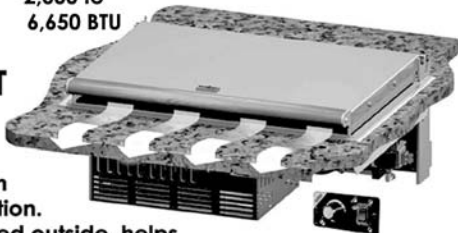
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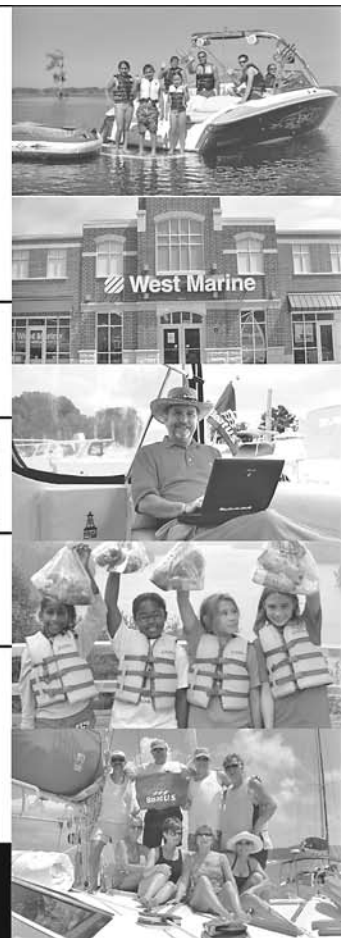
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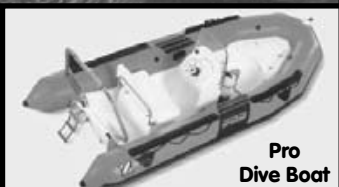
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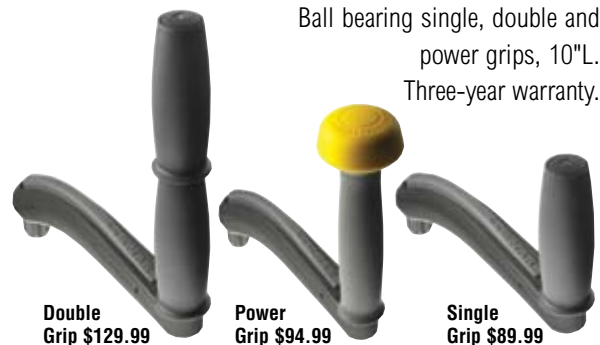


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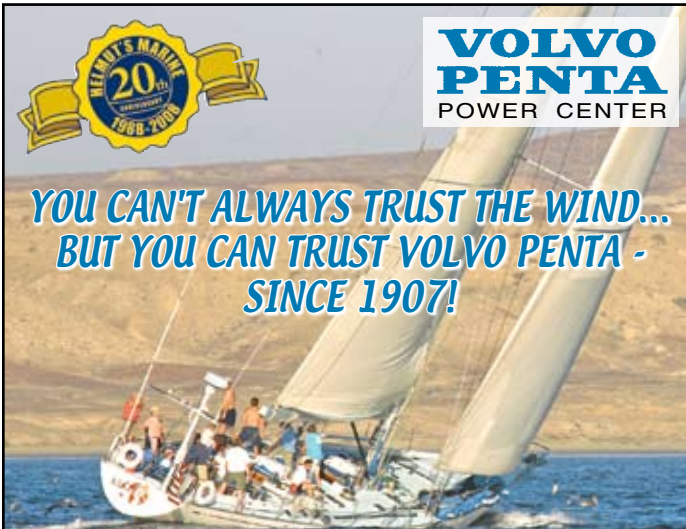
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## CALENDAR

### Non-Race

**Apr. 1** — You're the fool if you don't go sailing today.

**Apr. 2** — Free GPS seminar at Palo Alto West Marine, 6:30 p.m. Info, (650) 494-6660.

**Apr. 2** — Sail Design & Theory seminar by Bill Hansen at Berkeley YC, 7 p.m. \$5 donation for Cal Sailing Club. Info, [info@calcupevents.com](mailto:info@calcupevents.com).

**Apr. 2, 16** — 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](http://www.pfsyc.com).

**Apr. 2-30** — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m., \$13.50. Enjoy lunch and a dynamic speaker every Wed. All YCs' members welcome. More info under the 'Events' tab at [www.stfyyc.com](http://www.stfyyc.com).

**Apr. 3** — *Latitude 38* Spring Crew List Party at Golden Gate YC, 6-9 p.m. \$7. Info, [www.latitude38.com](http://www.latitude38.com).

**Apr. 5** — Marine Flea Market at Anderson's Boat Yard in Sausalito, 8 a.m.-1 p.m. Benefits Sausalito YC Junior Sailing Program. Info, (415) 332-5432.

**Apr. 5** — Pacific Cup navigation and weather (tactics) seminar by Jim Corenman, and downwind driving and spinnaker trim by Kame Richards at Berkeley YC, ending with a crew party, 9 a.m.-whenever. Register at [www.pacificcup.org](http://www.pacificcup.org) or call (510) 522-2200.

**Apr. 6** — Cal Sailing Club will give free sailboat rides at Berkeley Marina, 1-4 p.m. Info, [www.cal-sailing.org](http://www.cal-sailing.org).

**Apr. 6-27** — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or [www.baads.org](http://www.baads.org).

**Apr. 7** — Rigging seminar for the Singlehanded TransPac at KKMI, 7:30 p.m. Info, [www.sfbaysss.org](http://www.sfbaysss.org).

**Apr. 9** — Vallejo Race Tides Talk by Kame Richards at Berkeley YC, 7 p.m. Tickets \$5, (510) 843-9292.

**Apr. 10** — Single sailors of all skill levels are invited to the Single Sailors Association monthly meeting at Oakland YC, 6:30 p.m. Info, [www.singlesailors.org](http://www.singlesailors.org) or (510) 233-1064.

**Apr. 12** — Emeryville Marina's first annual boaters swap meet, 9 a.m.-2:30 p.m. Info, (510) 654-3716.

**Apr. 12** — Encinal YC's Nautical Flea Market, the largest in the East Bay. Breakfast, lunch and beverages available. 6 a.m.-1 p.m. Info, (510) 522-3272 or [www.encinal.org](http://www.encinal.org).

**Apr. 12** — Rope Splicing seminar at Oakland YC, 9 a.m.-noon. Pre-registration required for this free hands-on seminar, limit 15, (510) 522-6868 or [cwong@oaklandyachtclub.com](mailto:cwong@oaklandyachtclub.com).

**Apr. 12-13** — West Coast Multihulls open house in San Diego, 12-4 p.m. Come test sail the 1000XL! Contact Kurt for info at (619) 571-3513 or [kurt@seawindcats.com](mailto:kurt@seawindcats.com).

**Apr. 12-13** — J/Fest 2008 Rendezvous at St. Francis YC. Racing, cruise-in, prizes and more. Info, (510) 523-8500.

**Apr. 16** — Teak Restoring & Finishing seminar at the Sausalito West Marine, 5 p.m. Info, (415) 332-0202.

**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](http://www.strictlysail.com).

**Apr. 19** — South Bay Opening Day. For info on events see [www.sequoiayc.org](http://www.sequoiayc.org).

**Apr. 19** — Opening Day on the Delta Boat Parade. Starts at noon in front of San Joaquin YC on Dutch Slough.

**Apr. 20** — Full moon on a Sunday night.

**Apr. 22** — Celebrate Earth Day on the liquid part.

**Apr. 24** — Personal Gear for Inland & Offshore seminar at the Sausalito West Marine, 5 p.m. Info, (415) 332-0202.

**Apr. 24-27** — Pacific Powerboat Expo, Jack London Square. Info, [www.ncma.com](http://www.ncma.com).

**Apr. 26** — Free fiberglass repair Q&A with Larry Kaplan at San Jose West Marine, 1-3 p.m. Info, (408) 246-1147.

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# CALENDAR

**Apr. 26** — Stockton Sailing Club's boaters swap meet, 7 a.m. Info, Budge Humphreys (209) 603-4920.

**Apr. 27** — Opening Day on the Bay!

**Apr. 29-May 20** — Boat Smart Class by Santa Clara Power Squadron at Wilcox High School, every Tuesday, 7-9 p.m. \$30 material fee. Info, (408) 225-6097.

**May 3** — Cal Sailing Team Auction and Gala at UC Berkeley, starts at 6:30 p.m. A fundraiser to help maintain the fleet. Check out [www.calsailing.org](http://www.calsailing.org) for details.

**May 4** — People Paddle for AIDS, a paddling fundraiser at South Beach Harbor. Info, [www.peoplepaddle.com](http://www.peoplepaddle.com).

**May 5** — Provisioning seminar for the Singlehanded TransPac at Spinnaker YC in San Leandro, 7:30 p.m. Info, [www.sfbaysss.org](http://www.sfbaysss.org).

**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.

**May 10** — KFOG KaBoom Concert and Fireworks Show off Piers 30/32. See [www.kfog.com](http://www.kfog.com) for details.

**May 17** — Coyote Point YC boaters swap meet, 8 a.m. Info, (650) 347-6730 or [swapmeet@cpyc.com](mailto:swapmeet@cpyc.com).

**May 17-18** — Corinthian YC presents their Women's Basic Sailing Seminar. Go to [www.cyc.org](http://www.cyc.org) for details.

## Racing

**April, 1978** — It Was Thirty Years Ago, from the article *Singlehanded Farallon*:

We think George Siegler is meditating on the upcoming singlehanded races of which he has been the instigator. The second annual around the Farallones Race starts after this issue goes to print on March 25, and the first Singlehanded TransPac starts on June 15, ending at the Club Med at Hanalei Bay, Kauai.

The natural inclination is to wonder why anyone would be crazy enough to suffer through one of these races. If we asked that question, we would get the standard psychological excuses: "My mother wouldn't let me have a boat when I was a kid," or "I have saltwater running through my veins," or "It's a chance to get away from the wife and kids." Well, don't believe any of those explanations. The real reason is that the entrants have seen what happened to the top finishers after last year's race.

Look what happened to Bill Lee after he won the race on *Merlin*. He went on to destroy the TransPac record, place first in the La Paz race, and just recently took first-to-finish in the Manzanillo Race. Nobody has caught him yet.

Also consider what happened to second-place finisher Paul Slivka on his 30-ft trimaran *Harmony*. If you've been reading *Latitude*, you know that Paul is now lolling about in the Marquesas with his wife Mary and daughter Amy.

People don't enter these singlehanded races because they're crazy; they're just catching on to what happens to those who do enter. We know what Bill Lee and Paul Slivka have done since last year — what have you done?

Several changes have been made in the race according to recommendations from those who raced last year. The start will be at the Golden Gate Bridge rather than Alcatraz because last year it was howling at the bridge but almost dead calm at Alcatraz. It took the boats a long time to get good wind. The start will be at 8 a.m., several hours earlier, hoping to get the fleet going before the expected heavy wind builds up, giving them a better chance to round the Farallones in daylight. The finish will be at Aquatic Park, in response to the several boats who managed to round the rocks, satisfy their conscience, and then abandon the race during the last several miles when

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## CALENDAR

the winds in the Bay and Oakland Estuary were so light that the tide was pulling them back out.

Last year the Singlehanded Sailing Society held two races — the one to Drakes Bay was a drifter, the one to the Farallones was so rough that many sailors literally pissed in their pants because they couldn't take leave of the helm. Ultra heavy weather and drifters are both pissers in their own right, so *Latitude 38* is ordering up 15-knot winds, two- to three-ft seas, and clear skies. We'll soon find out if we have any influence around here.

**Apr. 5** — Singlehanded Race #2, SeqYC. Info, John Draeger at [jdraeger@sonic.net](mailto:jdraeger@sonic.net).

**Apr. 5** — Spring Tune-Up Race, the mother of all beer can races. RYC, [www.richmondyc.org](http://www.richmondyc.org).

**Apr. 12** — Spring Fever Regatta. South Beach YC, (650) 552-9260 or [www.southbeachyc.org](http://www.southbeachyc.org).

**Apr. 12** — Don Wan Regatta, TYC. Otto Schreier, (415) 388-9094 or [pando@sonic.net](mailto:pando@sonic.net).

**Apr. 12** — Doublehanded Race #1. VYC, [www.vyc.org](http://www.vyc.org).

**Apr. 12-13** — J/Fest, one design and PHRF racing for the J/boat faithful. StFYC, (415) 563-6363 or [www.jfest.org](http://www.jfest.org).

**Apr. 12-13** — Resin Regatta, for Melges 24s, Etchells, Express 27s, Olson 25s and Moore 24s. SFYC, (415) 789-5647 or [www.sfyyc.org](http://www.sfyyc.org).

**Apr. 12-13** — Camellia Cup, the unofficial start of the unofficial '08 lake circuit. Folsom Lake YC, (916) 933-8860 or [www.flcyc.org](http://www.flcyc.org).

**Apr. 17-22** — Antigua Classic Yacht Regatta, West Indies. As featured often in these pages, this eye-popping event features a remarkable fleet of museum-quality classic yachts and replicas from Europe, North America and the Caribbean — a photographer's dream. See [www.antiguaclassics.com](http://www.antiguaclassics.com).

**Apr. 19** — YRA-WBRA Races. StFYC, [www.yra.org](http://www.yra.org).

**Apr. 19-20** — Ahmanson Cup Regatta. PHRF and one design divisions. Newport Harbor YC, (949) 723-6869.

**Apr. 19-20** — Belvedere Cup (J/105 match racing). SFYC, (415) 789-5647 or [www.sfyyc.org](http://www.sfyyc.org).

**Apr. 19-20** — Ski/Sail, Tahoe YC. Ralph Silvegan, (530) 525-7245.

**Apr. 19-20** — PCISA PCCs. TISC, [www.pcisa.org](http://www.pcisa.org).

**Apr. 25** — 61st Newport to Ensenada Race, the largest international yacht race. Info, [www.nosa.org](http://www.nosa.org).

**Apr. 26** — Twin Island Race. SYC, [www.syconline.org](http://www.syconline.org).

**Apr. 26** — Konocti Cup Regatta on Clear Lake. Go to [kbsail.com/cup](http://kbsail.com/cup) or email [jack2005@mcchsi.com](mailto:jack2005@mcchsi.com) for more info.

**Apr. 26** — 31st Singlehanded Farallones Race, a local rite of passage. SSS, [www.sfbaysss.org](http://www.sfbaysss.org).

**Apr. 26** — YRA-OYRA Duxship. EYC, [www.yra.org](http://www.yra.org).

**Apr. 26-27** — PCISA Baker Eliminations, Newport Beach. Info, [www.pcisa.org](http://www.pcisa.org).

**Apr. 27** — Doublehanded Race #2. VYC, [www.vyc.org](http://www.vyc.org).

**Apr. 27-May 3** — 41st Stanford Antigua Sailing Week, West Indies. Every sailor worth their salt owes it to themselves to join this world-renowned, week-long regatta at least once. See [www.sailingweek.com](http://www.sailingweek.com).

**May 3** — YRA-WBRA Knox. SFYC, [www.yra.org](http://www.yra.org).

**May 3-4** — The 108th annual Vallejo Race, one of the biggest races on the Bay, which also serves as the YRA season opener. Info, (415) 771-9500 or [info@yra.org](mailto:info@yra.org).

**May 10** — Annual El Toro Flight of the Bulls, Foster City Boat Park. Info, [hh\\_wolff@hotmail.com](mailto:hh_wolff@hotmail.com).

**May 10** — YRA-OYRA Northern Star. EYC, [www.yra.org](http://www.yra.org).

**May 10** — J/105 Mayfest Regatta. StFYC, (415) 563-6363 or [www.stfyyc.com](http://www.stfyyc.com).

**May 17-18** — Lake Yosemite SA Annual Regatta in Merced.

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35' J/35C, '92, <i>Encore</i> .....	\$99,900
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34' J/34, '85, <i>The Zoo</i> **.....	Reduced! \$29,900

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33' J/100, '04, Hull #9, <i>Brilliant</i> **.....	Reduced! \$124,900
33' J/100, '05, Hull #17**.....	\$125,000
32' Melges, '07, <i>Stewball</i> .....	\$134,900
30' J/92, '93, <i>Zippy</i> , Waukesha, WI.....	\$54,500
30' J/92, '96, <i>Puka Wai</i> .....	\$59,900
30' J/92, '94, <i>Lisa Ann</i> .....	Pending \$59,900
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Info, [www.lakeyosemitesailing.org](http://www.lakeyosemitesailing.org) or (559) 776-9429.

**May 17-18** — Svendsen's Summer Splash (BAYS #1), for all junior sailors on Lasers, Radials, 4.7s, 420s, CFJs and Optis. EYC, (510) 769-0221 or [juniors@encinal.org](mailto:juniors@encinal.org).

**May 24** — Master Mariners Regatta at Encinal YC. A must for woody-philies. Info, [www.mastermariners.org](http://www.mastermariners.org).

**July 7-13** — U.S. Junior Women's Doublehanded Championship hosted by Sausalito YC. Nearly 40 of the top doublehanded junior women teams in the nation will sail the Bay in 420s. Info, [www.syconline.org](http://www.syconline.org).

**July 12** — 30th anniversary Singlehanded TransPac from SF to Hanalei. If you've been wanting to prove your mettle, this could be your year. Info, [www.sfbaysss.org](http://www.sfbaysss.org).

**July 14-19** — 15th Biennial Pacific Cup. For details on the race and seminars, visit [www.pacificcup.org](http://www.pacificcup.org).

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**BALLENA BAY YC** — Friday Night Grillers: 4/4, 4/18, 5/2, 5/16, 5/30, 6/13, 6/27, 7/11, 7/25, 8/8, 8/22, 9/5, 9/19, 10/3, 10/17, 10/31. Dan or Kelly, [race@bbyc.org](mailto:race@bbyc.org).

**BAY VIEW BOAT CLUB** — Monday Night Madness Spring Series: 4/14, 4/28, 5/12, 5/26, 6/9. Peter McCool, (415) 864-4334 or [bayviewracing@sbcglobal.net](mailto:bayviewracing@sbcglobal.net).

**BENICIA YC** — Thursday nights: April-June & July-September. Bill Watson, (707) 746-0739 or [bill@watsonparty.com](mailto:bill@watsonparty.com).

**BERKELEY YC** — Every Friday night: 4/4-9/26. Tom Nemeth, (510) 652-6537 or [tom.nemeth@there.net](mailto:tom.nemeth@there.net).

**CAL SAILING CLUB** — Year-round Sunday morning Lido 14 races, intraclub only. Ed, [racing\\_chair@cal-sailing.com](mailto:racing_chair@cal-sailing.com).

**CORINTHIAN YC** — Every Friday night: 4/4-9/5. Donal Botkin, [www.cyc.org/race](http://www.cyc.org/race) or (415) 435-4771.

**COYOTE POINT YC** — Every Wednesday night: 4/16-10/8. Roger Anderson, (650) 367-7480 or [regatta@cpyc.com](mailto:regatta@cpyc.com).

**ENCINAL YC** — Spring Twilight Series, Friday nights: 4/18, 5/2, 5/16, 6/6, 6/20. Tom Wondolleck, [rearcommadore@encinal.org](mailto:rearcommadore@encinal.org).

**FOLSOM LAKE YC** — Spring Series: 5/17, 6/7, 6/28. Steve Galeria, (916) 635-3911 or [www.flyc.org](http://www.flyc.org).

**GOLDEN GATE YC** — Friday nights: 5/9, 5/23, 6/13, 6/20, 7/11, 7/25, 8/8, 8/22, 9/5. Gary Salvo, (916) 363-4566 or [garysalvo@ggyc.com](mailto:garysalvo@ggyc.com).

**HP SAILING CLUB** — El Toro races on Stevens Creek Reservoir. Every Wednesday night through October. See [www.hpsailingclub.org](http://www.hpsailingclub.org) for details.

**ISLAND YC** — Spring Series, Friday nights: 4/18, 5/9, 5/30, 6/13, 6/20. Joanne McFee, (510) 521-7442.

**LAKE TAHOE WINDJAMMERS YC** — Every Wednesday night: 5/7-10/29. Mike Robinson, (530) 713-9080.

**LAKE WASHINGTON SC** — Every Thursday night: 5/1-8/28. Roy, (530) 908-7160 or [www.lwsailing.org](http://www.lwsailing.org).

**MONTEREY PENINSULA YC** — Sunset Series, every Wednesday night: 4/2-9/24. Bob Furney, (831) 372-9686.

**OAKLAND YC** — Sweet 16 Midweek Series, Wednesday nights: 5/7-6/25 & 7/30-9/17. Steve, (510) 373-3280 or 5103733280@grandcentral.com.

**RICHMOND YC** — Wednesday nights: 4/2, 4/16, 4/30, 5/7, 5/21, 6/4, 6/18, 6/25, 7/2, 7/9, 7/16, 7/23, 7/30, 8/6, 8/13, 8/20, 8/27, 9/3, 9/17. Eric Arens, (510) 841-6022 or [www.richmondyc.org](http://www.richmondyc.org).

**ST. FRANCIS YC** — Every Wednesday night: 5/7-6/25 & 7/31-8/27. John Craig, (415) 563-6363.

**SAUSALITO YC** — Spring Sunset Series, Tuesday nights: 4/29, 5/13, 5/27, 6/10, 6/24. Paul Adams, (415) 269-1973



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# CALENDAR

or [race@syconline.org](mailto:race@syconline.org).

**SEQUOIA YC** — Wednesday nights: 4/12, 5/17, 5/31, 6/14, 7/12, 7/26, 8/2, 9/6, 9/27, 10/4, 10/12. Rick Gilmore, (650) 593-5591.

**SOUTH BAY YRA** — Summer Series: 4/12, 5/3, 6/7, 7/12, 8/2, 9/6, 10/4, 11 & 12. Larry Westland, (510) 459-5566.

**SOUTH BEACH YC** — Friday Night Series: 4/18 (practice), 4/25, 5/2, 5/16, 5/30, 6/6, 6/20, 6/27, 7/18, 7/25, 8/1, 8/15, 8/22. Info, [nashsherry@comcast.net](mailto:nashsherry@comcast.net).

**STOCKTON SC** — Spring Series: 4/13, 4/26, 4/27, 5/4, 5/25. Phil Hendrix, (209) 476-1381.

**TAHOE YC** — Spring Series, every Wednesday night: 5/28-8/27. Spring Laser Series, every Monday night: 5/26-8/25. Dan Hauserman, (530) 583-9111 or [dan@ilovetahoe.com](mailto:dan@ilovetahoe.com).

**TIBURON YC** — Friday nights: 6/6-8/29. Otto, (415) 388-9094 or [pando@sonic.net](mailto:pando@sonic.net).

**VALLEJO YC** — Every Wednesday night: 4/2-9/24. Timothy Dunn, [fleetcaptainsail@vjc.org](mailto:fleetcaptainsail@vjc.org).

### Mexico Events

**Apr. 1-6** — Sea of Cortez Sailing Week. Being revived as a 'greener' event by only allowing 30 boats and 100 people. While there will be a large multihull fleet, any kind of sailboat is welcome. Fun races will be held when the wind is blowing, and plenty of potlucks are expected. The entry fee? A big smile and a great attitude. Confirm at [richard@latitude38.com](mailto:richard@latitude38.com).

**Apr. 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.clubcruceiros.org](http://www.clubcruceiros.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.hiddenportyachtclub.com](http://www.hiddenportyachtclub.com).

Please send your calendar items by the 10th of the month to [calendar@latitude38.com](mailto: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.

### April Weekend Currents

date/day	slack	max	slack	max
4/05Sat	0112	0408/4.6E	0740	1039/4.1F
	1349	1631/4.0E	1952	2246/3.7F
4/06Sun	0142	0449/5.1E	0824	1124/4.3F
	1442	1716/3.7E	2029	2324/3.5F
4/12Sat	0116	0357/1.7F	0638	1010/4.0E
	1428	1749/3.1F	2107	2328/1.4E
4/13Sun	0246	0526/1.7F	0802	1126/3.7E
	1535	1856/3.2F	2203	
4/19Sat	0104	0408/4.3E	0752	1053/3.7F
	1358	1631/3.0E	1953	2242/3.0F
4/20Sun	0132	0439/4.5E	0828	1129/3.7F
	1442	1705/2.7E	2025	2311/2.7F
4/26Sat		0231/1.3F	0454	0850/3.4E
	1259	1604/2.3F	1947	2137/1.1E
4/27Sun	0045	0334/1.1F	0556	0947/3.2E
	1359	1708/2.3F	2043	2241/1.3E

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## LETTERS

### ↑↓ THE MOST EXTRAORDINARY SENTENCE I'VE READ

There was a letter in the February issue from Evan Dill which included the following line: "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."

These are two of the most extraordinary sentences I have ever read — even before adding the fact that this man has



LATITUDE / RICHARD

**We don't think Dill should take gas for trusting his fellow man.**

actually, and unbelievably, been complaining that his boat was broken into. It's simply amazing, not only that he thought it was a good idea to leave the boat as good as open, but thinks that it is all right to leave a boat unattended at anchor during hurricane season

for seven weeks (!) with just a note of directions for others to get his boat out of trouble should the need arise. There must be a reason why the picture that accompanies Mr. Dill's letter shows him in a car.

Jorge Ventura  
North Atlantic

*Jorge — We have mixed feelings about boats being left unattended on the hook for long periods of time during hurricane season, but we can assure you that it's not at all uncommon in Mexico and many parts of the Caribbean. And in more than a few cases, boats are left unattended for years, not just seven weeks.*

*In Dill's defense, hurricanes very rarely make it as far north as Don Juan, he set out a number of anchors against the possibility that there might be heavy weather, and he went to the trouble of making it easy for people to deal with his boat, if necessary. That's more than most other cruisers who leave their unattended boats for long periods of time can say.*

*We also think you mischaracterized Dill's reaction to having had so much stuff selectively stolen from his boat. He wasn't angry — "It's only money," he told us — he was merely disappointed in what he assumed, based on what was taken and what wasn't, were his fellow cruisers. Depending on one's perspective, it seems to us Dill could be faulted or lauded for being too idealistic.*

### ↑↓ TROUBLING, TO SAY THE LEAST

In the March 10 *Lectronic*, you had a nice photo by Heather Corsaro of a group of small rays swimming in the ocean. You wondered what the proper name would be for a group of rays. They would be referred to, of course, as a 'beam' of rays.

Nick Mark Wiltz  
Hood River, Oregon

*Nick — Very funny! By the way, we did a little check on some of the group names for sea life and birds and came up with the following: a grind of bottlenose whales; a gam of whales; a bale, dole or turn of turtles; a shiver of sharks; a romp of otters; a brook, smuck or smack of jellyfish; an array of eels; a bushel of crabs; a congregation of crocs; a troubling of goldfish;*

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## LETTERS

and a shitload of oysters. Wait, just kidding about the last one. Unfortunately, we've been unable to find the correct name for a group of sting rays. Can anybody help?

Does anybody know who gets to make up these names? After all, a 'troubling' of goldfish!?

### PACKS OF SURFERS ARE COLLECTIVE MORONS

I grew up surfing the Southern California coast between Encinitas and Carlsbad just north of Swami's. When we



HEATHER CORSARO

**They look like B-1 bombers and have nasty barbs, but rays are cute and play in the surf like puppies.**

were learning to surf in the '60s, nobody had surfboard leashes, so we spent a lot of time swimming to the beach to retrieve our boards after wipeouts. I had the misfortune of being stung by rays more times than any

of my other buddies during these swim/walks to the beach to retrieve my board. It was probably a reflection of my surfing skills at the time.

Anyway, I wanted to pass on this folk remedy for any cruisers who get barbed by rays. The tried and true treatment for a stingray wound is soaking it in hot water with baking soda. This treatment was common knowledge with the locals, and it's what everybody did after getting stung. I can testify that it worked for me, as it took away the pain and my foot never got infected.

P.S. Thanks for 25 years of great reading, photos, and so forth.

Gregg Mirr  
Diva, Cal 2-28  
Oceanside

Gregg — Thanks for the tip. The current recommended treatment is to keep pouring water that's all but scalding hot on the wound, which somehow breaks down the proteins that cause the pain. We're not sure what the baking soda might add to the remedy, but we're sure it's not going to prevent an infection. So after the hot water treatment, a visit should be paid to a doctor to make sure there isn't any of the barb left in the wound and to get stuff to prevent infection. After that, the wound should be monitored for infection until it's completely healed.

It was in the early '60s that we started surfing at Kelly's Cove in San Francisco, Wanderer Inn in Pacifica, and Pleasure Point in Santa Cruz. Sometimes we made these trips with a fellow named Wayne Moscow, who later became a yacht broker in Northern California. In the mid-'60s, he often spoke about inventing some kind of strap between the board and a surfer's ankle to prevent the board from being washed to shore after a wipeout. We and the others in our little surf pack hooted and hollered at what a stupid idea it was, so he never got around to developing it. We probably cost him a million dollars. Such is life. The morals of the story are not to let others obscure your visions, and that packs of surfers tend to be collective morons.

### SENIOR SAILORS AND HIGH FREEBOARD

This may be a very stupid question, but I don't know the

# The *TMC Racing* Formula...

Photo courtesy Christian Schaeffer



Many of us dream of incorporating sailing into our everyday life, but **Michael Whitfield** has found a unique way to do just that. When Michael realized his management consulting clients have many of the same needs as his J24 racing program, he decided to use the same approach to both sets of challenges—essentially using his sailboat, **TMC Racing**, as a laboratory for management methodologies. As a result, both his business and the racing program have benefited.

Michael's company, **Touchstone Management Consultants**, provides clients with insight on putting together high performing teams. According to Michael, the company "focuses on the people integration side of mergers and acquisitions, and uses a structured framework for strategy implementation to deliver post-acquisition *business readiness* and *change management services*."

The racing team, a rotating pool of local talent, also works to optimize its human resources. TMC Racing competes at the highest levels of the J24 racing world. The team qualified for both the 2006 and 2007 World Championships. They earned 6th place in the 2005 J24 Nationals in Seattle. That same year they took first in the J24 Regionals in Marina del Rey.

TMC Racing is dry-sailed to "maintain the best possible racing finish, minimize weight from water absorption, and to maintain the strength of the hull material," according to Michael. The boat is kept "on the hard" at **Berkeley Marine Center**.

"We view Berkeley Marine as part of our team! They always deliver for us," stated Michael. "They've done several upgrade projects, including refinishing the keel." The improved keel was the talk of the 2007 J24 Worlds in Puerto Vallarta. The regatta's 'senior' measurer called it the "best keel I've ever seen on a J24," and Michael was very pleased with the compliment.

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## LETTERS

answer. We're currently sailing a Catalina 34 but, unfortunately, as we've gotten older, our knees don't work as well as they did before. This means it's not so easy when we visit other marinas for my wife and me to jump down to the dock with lines in our hands. So far it's not been that bad because the Catalina has a relatively low freeboard and because we normally have one of our two sons sailing with us. But we're thinking of moving to a larger boat with higher freeboard, and we'd like to know how other senior sailors manage to do it — especially in strong winds when somebody must quickly jump off the boat and cleat the lines.

Mark Johnston  
Palo Alto

*Mark — We think that's a great question, not a stupid question. And frankly, we don't know the answer because Profligate's back steps mean we don't have the same issues getting on and off as do monohulls. But we're certain other owners of monohulls have similar issues and can offer some suggestions.*

### ⇕ DO LIVEBOARDS HAVE RIGHTS?

I've been a liveaboard in a Bay Area marina since '01. My liveaboard community is very congenial — everyone I've met there is happy to live on a boat and has been willing to make large sacrifices to do just that. They live aboard for the love of sailing and being in a boating environment.

Then the old harbormaster was pushed out. He couldn't have been too bad, however, because he was quickly snapped up by another marina in San Francisco Bay. Enter a new and very corporate harbormaster at our marina, one who has a greater passion for the bottom line than for boating.

The new harbormaster just presented us all with a new contract that stipulates such things as a new \$25 fee to park in the parking lot, which happens to be owned by the city of Richmond. Another new rule is that nobody is allowed to have more than one car. This makes it hard on me, as I'm a contractor, and therefore need a work truck as well as an economical car. The harbormaster is now telling me that I face eviction if I don't get rid of one vehicle — even though there are plenty of parking spaces.

O.K. fine, whatever. Except that in this contract is the stipulation that if we refuse to sign the contract we will be evicted with a mere three-day notice. In fact, the contract states that, should we not follow the contract exactly, we will be evicted with just three days notice. The contract also states that the marina may evict anyone, at any time, for no reason at all, again with the three-day notice. I know of four people who have been evicted already. These people had decent, well-maintained boats, and were very low key. By looking at their boats you'd have had no idea they were liveaboards.

I know a little bit about landlord and tenant laws for buildings on land, and such rules as stated above — particularly in light of the implication that any of us could be made homeless with three days notice for no reason whatsoever — are patently illegal. Assuming, of course, we're talking about a tenant in a house.

I've done several Google searches, but haven't found any information about what rights — if any — liveaboards have in a California marina. As you might imagine, it's very disconcerting to have a non-boating harbormaster threatening everyone with three-day evictions. It's also sad to have a corporate guy come in and spoil the boating spirit by declaring, in his words, that he wants the marina to become "the most lucrative harbor on the Bay."

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## LETTERS

But really, how many boatowners are the stereotyped multimillionaire? The folks who own boats in my marina are predominantly working class folks who love sailing. I own a boat in the mid-30-ft range, and spend every spare minute and nickel I have on her. I liveboard so that I may own such a boat and enjoy sailing on the Bay. Is this lifestyle soon to be frowned upon to the point that it is disallowed?

Name Withheld by Request  
San Francisco Bay

*N.W.B.R. — To our knowledge, most liveboards have few rights compared to folks who rent space in homes, apartments and condos. It may not be fair, but that's the way it is. As such, the best thing you can do is be a model tenant and give the harbor master as little reason as possible to find fault with you. If he wants you to get one of your vehicles out of the parking lot, don't fight him, but figure out a way to keep one of them elsewhere. Keep in mind that it's normal for a new harbor master to come and throw his weight around, both to impress his superiors and to let all the tenants know that he's in charge. It's not necessarily a bad thing as long as he becomes more friendly and mellow — as most do — with time. As such, your strategy should be short term sacrifices for long term gain. As we said, it might not be right, and it may make you angry, but it's making the best of the situation. Good luck.*

### ↑↓ YOU WANT A REAL SAILING HERO?

My, my, now, haven't we all gotten worked up about Sterling Hayden? Now, if your reader, Mr. Seltzer, wasn't particularly impressed with Hayden's *Wanderer*, or what Hayden personally did in his life, that's certainly his subjective observation. But *Latitude* wasn't very objective when claiming that he "is most famous for defying a judge's orders and sailing to Tahiti with his kids . . ." Really? Is that incident the defining moment in Sterling Hayden's life? I think not. My observations are a little more objective.

He was a seagoing skipper by age 15. A Commando and Marine. He fought the Nazis with Yugoslav partisans during World War II. He completed dangerous undercover spy work on behalf of the OSS during the war. Yes, and although he despised the film industry — and isn't that a recurring theme in everything from *Sunset Boulevard* to the novels of Nathaniel West — he pulled off some memorable moments in film, including his roles in *The Asphalt Jungle*, *The Killers*, *The Godfather*, and as the absolutely elliptical and off-balance Jack D. Ripper in *Dr. Strangelove*. There's another book, of course, *Voyage*, a fictional portrait of schooner men and the sailing life between San Francisco and Asia.

Your sense of literary and film criticism are also slightly out of kilter, for I don't think Hayden ever presented himself, either in real life or in literature, as a "principled and heroic rebel figure." In fact, the opposite is true, as you've noted. During the Red Scare he turned evidence on his Hollywood colleagues, and was forever self-tortured for "ratting" on his film colleagues; he expressed indecision and self-doubt about his incestuous relationship with the industry; he expressed in later interviews his sadness at the way in which he made a mess of his marriages and how he'd mistreated his wives. He copped to his misuse of alcohol, cannabis and cocaine.

But for me, and all but forgotten by others, are the memories of Sterling Hayden being dragged by San Francisco cops out of a Van Ness auto dealership in the early '60s, his long, lanky body being banged on the pavement and his long white beard flowing in the 'Frisco breeze. Hayden had put his body on the line as a protestor for the rights of African Americans

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## LETTERS

to apply for jobs as automobile salesmen.

Sorry, folks, but when you come up for the tally sheet, tell me how you stand up against Captain Hayden, and then we'll dole out the awards. Warts and all, he was bigger than life. I still haven't read much about Tom Seltzer.

Michael Dobrin  
Alameda

Michael — We're not at all worked up about Sterling Hayden, and while he certainly was a larger-than-life character, we think our evaluation of him was fair and dispassionate. For when it comes to evaluating someone's life, we, like the great moralist — and hypocrite — Eliot Spitzer, feel it should be done not just on the basis of what they achieved, but what they had the potential to achieve. There is no denying Hayden's dedication to his children or his courageous military service, but so much of the rest of it — including his performance as captain of Wanderer on the famous passage to Tahiti — would fall under the 'what might have been' category.

Fortunately for sailors looking for a genuine heroic figure, there is Francis Joyon, who, among many other things, recently sailed his 97-ft trimaran IDEC around the world singlehanded in the astonishing time of just 57 days. In the event that some of you think that we at Latitude have gone disproportionately ga-ga over the Frenchman's achievement, it's interesting to read what the most prestigious English language sailing magazines have had to say about him. Andrew Hurst's editorial in Seahorse, the hardcore ocean racer's bible, started this way:

"What better antidote could there be to the current America's Cup silliness than Francis Joyon's successful completion of another breathtaking singlehanded lap of the planet? There is no one in sailing more stylish than Joyon, nor is there anyone out there who better encapsulates all that is good about the sport itself. We are lucky to be around to enjoy Joyon's accomplishments, luckier still to be in a position to absorb the manner in which he goes about his business." Mind you, this is a Brit writing about a Frenchman in a publication not known for being kissy-ass.

As for Yachting World, editor Andrew Bray listed the top sailing achievements in his 30 years of covering the sport, then concluded, "... none is more extraordinary than the events that



COURTESY IDEC

have been played out over the last few weeks — the phenomenon that is Francis Joyon." He later wrote, "Sadly, I was not able to be in Brest to welcome him back, but I do know that I've witnessed one of the greatest sailing achievements of all times."

Why is Joyon so universally admired and respected? For starters, despite his preference for the simple and less expensive, he never complains, never asks for help, yet has a record of astonishing achievements.

Yes, his 97-ft trimaran is new, but she was designed and built using less expensive production boat construction techniques, and her ama rudders had already sailed the equivalent of 10 times around the world. None of the blocks on IDEC are the same because they came from what Joyon had collected over the years. The tri's wheel isn't high-tech and lightweight carbon,



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## LETTERS

but rather an old stainless one from a previous boat. Joyon loves refurbishing old stuff instead of buying new, something that gave Nigel Irens, IDEC's co-designer, sleepless nights. Joyon's primary seat on IDEC is a ratty plastic armless thing that looks like it was discarded by a beach bar in Mexico. What's more, Joyon really lives green, and didn't use any fossil fuel while averaging just under 20 knots around the world. In addition to being genuinely modest, Joyon simply doesn't care about the press. He could be the Tiger Woods of France when it comes to endorsements, but he's not interested in the fame, glory or money. When he's not tearing up the oceans of the world, he does things like build a humble home for his family, or cruise with them aboard their cobbled together cruising catamaran in the Pacific.

We think Nigel Irens, as quoted in *Seahorse*, said it best: "When you shake Joyon's hand, it stays shook."

### ↑↓ THE CRUISE OF THE COW IS ANOTHER STUNT

In a recent issue, you wrote about 'sailing stunts', and said you half remembered a Mexican fellow who sailed a 15-ft Finn from Mexico to the South Pacific, and who later planned to repeat the voyage in a log canoe. Well, his name is Carlos Aragon, he currently lives in Mexico City, and he's still interested in such voyages.

After the Finn trip to the South Pacific, he and another person attempted to replicate the trip in a dugout log. The attempt was abandoned for a number of reasons: the other person aboard wasn't that determined; they left too late in the season; and the log was overloaded. After a couple of months at sea, they made landfall in Colima, not far from where they started. It's my understanding that Aragon is looking for sponsors for a sailing trip down the east coast of Mexico from the Mayan area to Venezuela or some such, in a kind of vessel the Mayans would have used.

A couple of other adventures come to mind in this area. There was "The Cruise of the Cow" in the '50s made by a guy named Max Miller. It wasn't exactly cruising, but it was an adventure that involved boating in the Sea of Cortez.



**Cruise from Mexico to the South Pacific in one of these?**

Long before Miller were Dan and Ginger Lamb, who 'circumnavigated' the Baja Peninsula, then continued

on to Panama aboard a homebuilt kayak in the '30s. They wrote *Enchanted Vagabonds* about the trip. It was published by Harper and Brothers in '38, although I'm not sure I believe everything they wrote.

Mary Shroyer  
Marina de La Paz  
La Paz, Mexico, B.C.S.

Mary — Great stuff, thank you.

### ↑↓ NO THANKS TO LATITUDE

I guess that the publisher of *Latitude* checked with Tom Reardon, captain of the classic 72-ft Herreshoff ketch *Ticon-*

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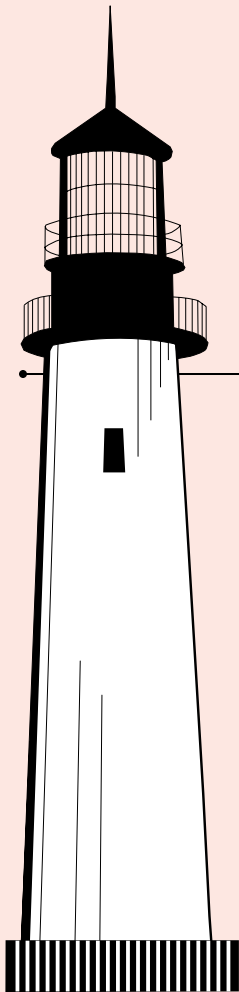
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## LETTERS

*deroga*, and he didn't want you to give me, a guy who would like to crew on the boat, his email address. I respect that.

But did the publisher ask Reardon about the rookie crew that I mentioned who said he'd gotten a ride on *Ti*? Did you forward my email to Tom? It seems like Reardon only recruits 20-year-old Mensa bodybuilders.

But thank you for your response to my letter, and the seasoned, if somewhat overripe advice, along with the unsolicited-and-inapplicable-but-ever-so-enlightening-and-condescending description of *Ticonderoga's* 'program'. While I am deeply honored that you took time between drinks and high-level meetings with the captain of the *Ticonderoga* in St. Barts to draft a response to my letter, I think you and Reardon may be enjoying just a little too much distilled sugar mash. Because I have a link that shows the rookie I referred to, Michael Brown, who sailed aboard *Ti*, standing on the dock next to Reardon.

I guess Brown was lucky that he wrote to the Boston YC in hopes of getting a ride. It's a good thing he didn't try to get his ride on the *Ti* by writing to the publisher of *Latitude*, the very good friend and drinking buddy of Reardon — as I did.

I guess Brown got a ride because he took photos? Or because he climbed Mt. Everest — although he doesn't say if he made it to the top. He certainly doesn't fit your profile of the ideal *Ticonderoga* crew.

Anyway, after I read Brown's story, I thought that maybe the owner and captain of the *Ti* were regular guys, and open to allowing a regular guy like me the opportunity to sail with them. Why me? Well, I have lots of sailing experience, along with 31 years of honorable service to our country's Army. In addition to knowing the difference between a sheet and a guy, I can tell some good almost-war stories.

My military and life experiences notwithstanding, I disagree with your opinion and assumptions about my sailing abilities. I have sufficient knowledge and experience to crew on any boat. While I have never been a paid professional, I've spent many years of my life on boats of all kinds, including four years of college dinghy racing, and a dozen races on various 40- to 50-footers. And I promise you, packing a chute for a sailboat is a lot less demanding than packing a real chute you're going to use to jump out of a combat airplane.

I have great admiration and respect for those who race big boats, but it hardly requires the intelligence of a computer chip designer or the athletic skill of an NFL player. Tacticians have to be kinda smart, and America's Cup coffee grinder turners have to be big and strong, but other positions on a vintage sailboat probably fall somewhere in between and far from those extremes.

Given my degree in Engineering from West Point, with minors in Applied Math and Computer Science, IBM just might accept an offer from me to work for free since they once made me a job offer to work for pay. And while I certainly don't have the size and abilities of a professional football player, at 50 years old I can still bench press over 200 lbs, run a mile in six minutes, and swim a mile in under 20 minutes. How many 20-something-year-old crew can do the same? As for the social side of sailing, well, let's just say you made some assumptions about my abilities that are very contrary to fact. At the very least, I'm sure I could teach those youngsters on Reardon's boat a little humility so they don't wind up being mushy old blowhards.

Maybe we just had a misunderstanding. Maybe I should have been more clear in my initial letter to you. Crewing on the *Ti* during a race, or becoming involved in the 'program', was not my intention or expectation. I would just like to



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## LETTERS

contribute to a sail on her anywhere. Regardless, thank you for making it clear that, should that day ever come, it will be with no thanks due to you.

But no hard feelings. In fact, I make you this offer — you're invited to participate in some Army activities, such as rifle, pistol, or automatic weapons firing. Maybe a ride in a helicopter — if you're not afraid of getting airsick — or something similarly adventurous. Or, if you prefer something more nautical, a ride on an aircraft carrier or submarine. And don't be concerned that you might not be smart enough or be fit enough to join in. The history of our military has taught us that success is not dependent on what's in a soldier's head or hands, all that matters is what's in his heart.

In the meantime, hoist a few for me with Tom on your oh-so-special boats, with your strapping young, smart crews in ol' St. Barts, while I do my small part, along with my band of landlubbers, to keep you safe when you get back home.

Bob Minkewicz  
Planet Earth

*Bob — Your personality, as presented in your letter, is a perfect example of why we don't play matchmaker between people we don't know and the owners/captains of boats. And for the record, no, we absolutely did not forward your email to Reardon. After all, despite your sailing experience, you clearly still don't understand that the ability to play well with others is a far more important crew quality than physical strength or superior intelligence. Nor do you have any idea what's involved in running and maintaining a boat like Ti, because yes, it does require an organized program.*

*In addition, you ignorantly insulted a number of really fine people — including Ti's owner, captain and crew. For example, on what basis did you decide that the Ti crew needs to be taught any humility? As for Reardon, he doesn't drink distilled sour mash. Further, he's about as 'regular' a professional captain as you could want to know, something anyone on the docks in Greenwich, Newport, Antigua and St. Barth could vouch for.*

*In order to try to make an intelligent response to your letter, we asked Reardon your question about a rookie crew on Ti for a race last year. He thought about it carefully for a minute or two,*

*and said 'no', he didn't recall any. You assume that he was lying. We assumed that he simply didn't recall anyone. After all, we sail with about as many people on Profligate as he does on Ti and, given all the other various distracting responsibilities in running a boat, there's no way we can remember half the people we've sailed with in the last six months.*

*And what's with the persecution complex? About 30 years ago, Brad Avery, now head of the superb School of Sailing and Seamanship at Orange Coast College in Newport Beach, went to the Caribbean as a young pup to get his fill of sailing. When he saw Ti, he fell in love, and was determined to become part*



***There are a lot of great yachts in the Caribbean. If you show up, and show a little respect, there's a good chance you might get a ride on one of them.***



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## LETTERS

of the crew. Despite being an experienced sailor, he was turned down over and over by her then-captain. Finally, after three years and three seasons of going back and forth across the Atlantic on other boats, he was taken on as part of the crew. So please accept the fact that there aren't a bunch of elitist assholes wasting their time trying to stick it to you.

Could you please stop with your attempts at guilt tripping over our Armed Forces? We haven't always agreed with U.S. foreign and military policy, but we've never once questioned the good intentions of the individuals serving in the Armed Forces. Indeed, we think most young people would benefit more from four years of structure and discipline in the military than the four years of pampering and coddling they get in many high schools and colleges.

As for the inference that we're part of a secret little club and therefore get to sail on great boats, how do you explain our February issue article telling regular folks — like you, if you knock that stupid chip off your shoulder — how to get rides on some of these great boats? Just for you, we'll sum up that article in two words: "Be there!"

### REMOVABLE BRACKETS OR REMOVAL FROM OFFICE

When I'm elected President of the United States, I will immediately call on Congress to require that all marine hardware brackets be removable.

Ted Crum  
Dominatrix, Santana 22  
Oakland

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### OUR TRANSIT FEE FOR THE CANAL WAS \$8.65

You want to know more about the history of *Tehongi*, the schooner that was used in the '55 film called *Underwater!* starring Jane Russell? I'm 84 years old now, but remember that, back in '51, Jacques Markwalder sailed her from Wellington, New Zealand, to Victoria, B.C., via Rapa, Papeete, Pearl, finally anchoring her off the Royal Victoria YC. It was there that I bought her.

Built of kauri pine, *Tehongi* was 42 feet long, had a draft



WEBB LOGG

The statuesque Jane Russell relaxes in *Tehongi's* forepeak with her favorite pistol before coming up on watch.

of six feet, and a beam of only nine feet. She had a 10-hp single-cylinder National diesel that you started by handcranking. With some pains, I sailed her from Cape Flattery to San Francisco, San Diego — where we became charter members of the SSCA — Cabo San Lucas and Puerto Vallarta. When we got there, we were the only yacht in Puerto Vallarta.

When we had no additional pains as we proceeded south and east to Panama, then through the Canal. Our transit fee was just \$8.65. We sailed out to the San Blas Islands, sailed upwind to

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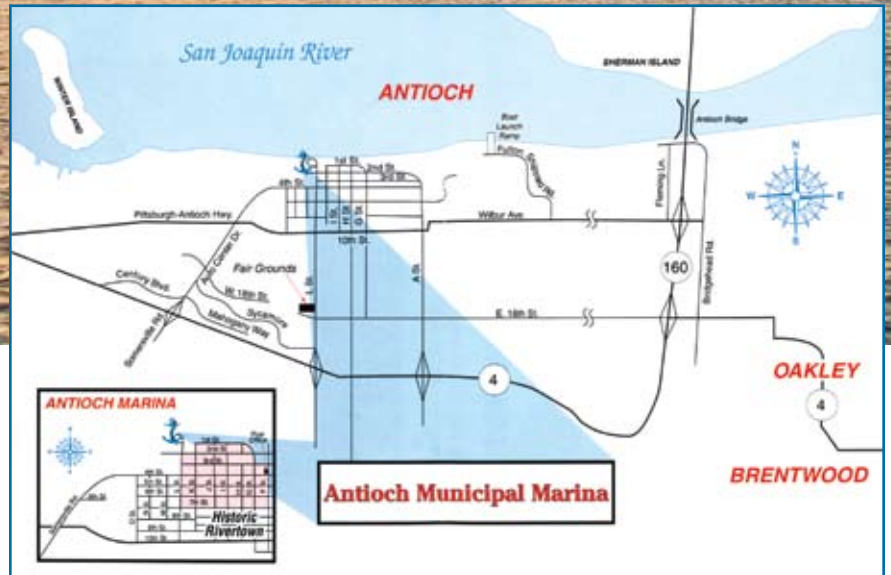
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## LETTERS

Jamaica, day-chartered for a season at Montego Bay — where it just happened that the Queen's cousin fell overboard, Errol Flynn held court, and Lester Hemingway slept on the cabin sole. Then it was on to Nassau for the sailing pictures off Lyford Cay that were used in RKO's *Underwater!* I even doubled — at the helm — for Gilbert Roland.

We had adventures and more as I sailed her up to the Sasfras in the Chesapeake, and then sold her in '54 for what I'd paid for her. She was deep, narrow, and rolled, but was also fast and steered herself.

Years later I had a charter schooner named *Tehongi II* in the West Indies, and *Tehongi III* is the name of the Newport 30 that I berth in the Inner Harbor here at Victoria.

Memories? Oh yes!

Jim Squire  
*Tehongi III*, Newport 30  
Victoria, British Columbia

*Jim — Thanks so much for sharing that bit of history with us. But you have nothing to say about '50s sex goddess Jane Russell?*

### ⇅ BOAT DEMOCRACIES END UP IN TEARS

I'm writing about last month's letter inquiring about the authority of a captain on a boat. I had many folks crew with me back when I owned boats, and I recall that all kinds of intelligent people — scholars, scientists and engineers — would, unless they had been on sports teams — tend to ask questions when I gave commands such as "Ready about."

The best at accepting commands — making for the smooth running of a vessel — were those who were or had been in the military or law enforcement. They knew the importance of a chain of command. And even those who had at one time had 'birds' on their collars would fall in right away. I guess they didn't get where they did by answering unasked questions or starting a mutiny over grammatical errors.

While in boot camp for the Army Corps of Engineers, I learned that, even if a general came aboard a 14-ft assault boat that I was in command of, he expected me, the captain, to tell him on which side of the boat I needed him to paddle. Some crew called me Capt. Bligh. I took that as a compliment, as Bligh was a great navigator.

Vernon Huffer  
Willamette View Retirement Community  
Portland, Oregon

*Vernon — There can only be one captain on a boat, as all attempts to run vessels as democracies or hippie communes end up in tears. Indeed, one of the biggest obstacles to couples getting along on boats is their trying to run the boat as 'dual captains', because what can they do — but quarrel — when one captain wants to go one way and the other captain wants to go another way? The better solution is that one be the captain for one sail/day/passages, and the other be the captain on the next sail/day/passages.*

*While Capt. Bligh did have his shortcomings, he was indeed a courageous and competent sailor, and a brilliant navigator for, among others, Capt. Cook.*

### ⇅ GETTING LATITUDES IN THE PERSIAN GULF

In the February *Letters* there was a letter by Guy Sandusky of Los Alamos, New Mexico, who is about to become the new harbormaster at Kwajalein Atoll in the Marshall Islands. He provided incorrect information with regard to yachts visiting that island.

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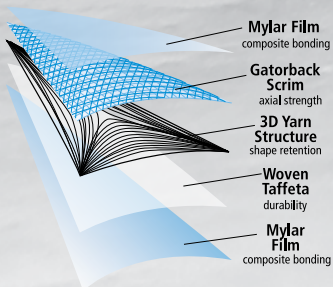
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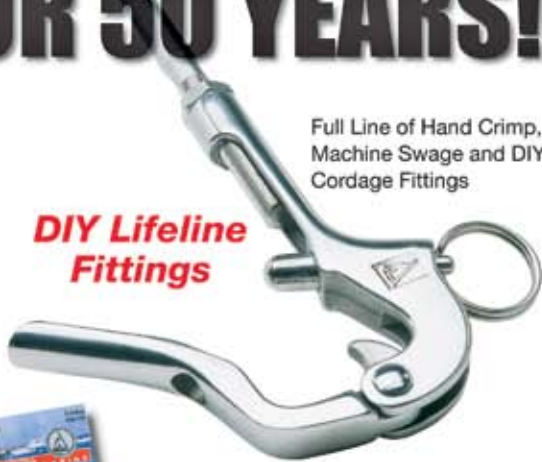
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## LETTERS

First, it's so typical of the Army to hire someone from New Mexico to be the new harbormaster in Kwajalein. When I was stationed there, the new harbormaster had last been a ski patrolman at Aspen. The best part is that, having been born and raised in Colorado, he'd never even seen an ocean. Further, he could barely swim and knew nothing about boats.

Back to Kwajalein. There is a small island near the base where the workers live, but it's crowded, filthy, and has no services for private yachts. Indeed, the U.S. Missile Testing range at Kwajalein is a top secret facility, so yachts aren't even allowed within 50 miles of the atoll. So a word of warning to all you cruisers in the mid-Pacific: if you need help, don't come to Kwajalein — no matter how bad your problem. No one at the base can or will help you. In fact, they'll launch a helicopter to fly out to your yacht, photograph the name on the transom, then run it through a database to see if you're a bad guy.

Back in the day I was a pilot based out of Kwajalein, and each night we'd make trips to spot the location of the Russian 'trawler' assigned to spy on the base. We were also charged with warning yachts to stay away. It was kind of funny that the Russians kept about 12 miles offshore 365 days a year, but everyone in the command staff got worked up if some private yacht came within 70 miles because one of their crew needed medical help.

It's a federal offense to land or attempt to land at Kwajalein. The Army will impound your yacht, fine you \$25,000, charge you for the one night you will be at the base, then charge you and everyone on your crew for the airfare to Honolulu. And they will be sure that you and your entire crew are on the next flight out. Once you arrive in Honolulu, they'll notify you of a \$70/day boat storage fee. And if you don't somehow make plans to get the boat out of Kwajalein, they'll ship her back to Honolulu at your expense. So go to Majuro if you need help.

If, as Sandusky says, he has a subscription to *Latitude*, it's indeed possible to get them there. I got mine when I was based there.

I have a friend with a boat in Long Beach who is in the Coast Guard. He was worried about getting his *Latitudes* wherever the Coast Guard decided he was to be stationed. They sent him to Iraq. His first assignment turned out to be guarding an oil platform 200 miles out in the Persian Gulf, where they rotate U.S. and British forces. When my friend arrived, he found four copies of old *Latitudes* that had been left by the British Special Forces soldiers. It turned out that one of the British soldiers has a boat and girlfriend in Santa Cruz, and she was sending issues to him in England, and the military would forward them to his little platform in the Gulf.

Stephen Lee  
Newport Beach

*Stephen — Great stuff, thanks. While Sandusky has some experience with boats, we had the same befuddled reaction to a guy from the mountains of New Mexico being named the new harbormaster at Kwajalein.*

### ↑↓ THE DIFFERENCE BETWEEN DOGS AND CATS

Some of the most entertaining reads in *Latitude* over the years have been from the *mono o gato* arguments you had going on about the difference between sailing on one or two hulls. I thought that was pretty much over until you decided to stir things up again with your mini interview with Commodore Tompkins and his thoughts on having sailed a catamaran from New Zealand to Japan. I agree with most of what was said except for your closing statement. I could be one of the



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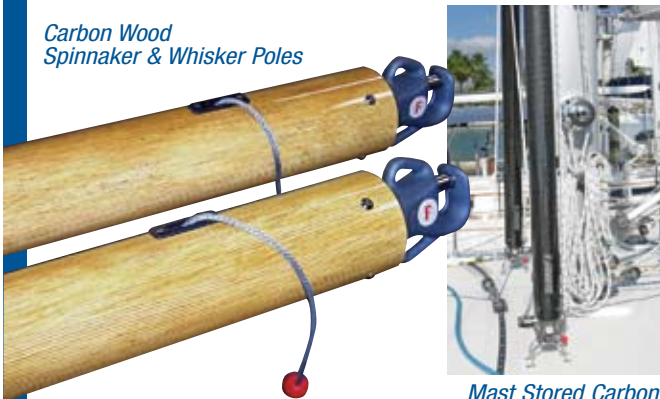


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## LETTERS

"almost non-existent" catamaran sailors who went back to a 'leaner', but there are probably more of us than you think.

Having grown up sailing monohulls, I've also enjoyed racing Prindle 16s and eventually owned a Seawind 24 catamaran for several years. That boat was great fun, and had the added benefit that my kids, as well as other less-seasoned sailors, seemed to like the aspect of sailing flat and fast. Still, I went back, and here's why:

1) Probably more than you'd like to admit, the fact of life is that, whether racing, daysailing or coastal cruising, the place you want to go is upwind. With only about 270° left to sail in, that's not enough to give up any more.

2) When it comes to the joy of sailing, there is a feel to sailing a keelboat to weather that you just don't get in a cat. To illustrate the point, I'd venture to say that just about any seasoned monohuller can sail to weather, in the groove, with his eyes closed. Of course, it's a lot more safe and enjoyable with your eyes open, but the point is that cats don't have the hypnotic, addictive feel of a well-trimmed monohull.

3) On a practical level, with slips in short supply already, who wants to limit themselves to an end-tie?

4) Lastly, not being a cat does not necessarily make it a dog. There are a lot of fast and fun monohulls out there.

You know, a lot of people like cats, but more people have dogs. I happen to own a pointer!

Mark Weinberger  
Prima, J/33  
San Diego

Mark — Our thoughts on your thoughts:

1) For local sailing, upwind ability is more important. But, if you're cruising to Mexico, most of it is downhill — until it comes time to come back, at which time almost everyone motors. As for circumnavigations, most of the sailing is off the wind.

2) We absolutely agree, sailing a monohull upwind is a much more active and pleasurable experience. So is short-tacking and making other quick maneuvers. It's also more work sailing a monohull, and being heeled over makes it more fatiguing.

3) End-ties are indeed in short supply, and getting berthing for catamarans can be a real problem. On the other hand, larger cruising cats are much better for full-time anchoring out, both in California and beyond.

4) There are indeed lots of fun and fast monohulls out there. And in around-the-buoys sailing, particularly in light air, most decent and decently sailed 40-ft monohulls will kick the butts of similarly sized, and even much larger, cruising cats.

While we own one cat in Mexico and have a smaller one in a charter program in the Caribbean, there are all kinds of monohulls that we'd love to own — particularly if we weren't ever going to take the boat out of California, if we had time to race, and if we were still saving to put kids through school. The other thing to remember is that today's monohulls, as compared to the ones available 10 or 15 years ago, have dramatically improved in almost every respect. They are better looking, faster, easier to sail, and more comfortable than ever. So while we're happy with our cats, we certainly understand why most people choose monohulls.

### ⇅ THERE IS SUCH AN ANIMAL

In response to Curt Christensen's query about inexpensive catamarans in the January *Latitude* titled *There Ain't No Such Animal*, we believe that there is.

We bought our '95 Prout Quest 33 catamaran in Everett, Washington, in '03, toiled around the inside coast of Vancouver Island for about a year, then sailed her down the coast

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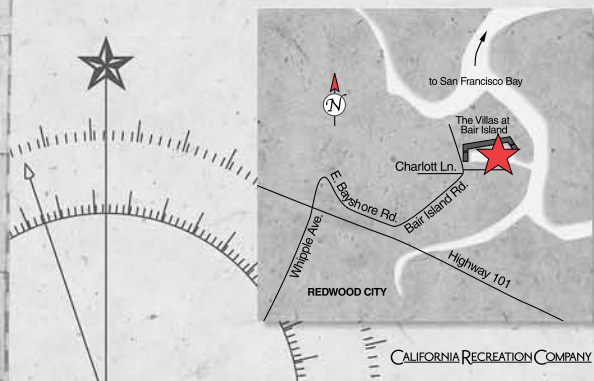
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## LETTERS

to our home in Pittsburg. The Prout behaved like a lady off the not-always-friendly coasts of Washington and Oregon. In addition, she is stoutly built, pretty and cozy. She has a single diesel inboard



COURTESY FANTASY

**Richard and Joyce have done just fine by their Prout Quest 33, thank you.**

The Prout 33s have smaller, older, 31-ft sisters called Prout 31s that are just like ours — except two feet shorter. A fleet of even smaller and less expensive cats, the 26/27-ft Heavenly Twins, have also done the loop. They're a bit cramped, but are still quite popular in England.

Richard Conn & Joyce Gunn  
*Fantasy*, Prout Quest 33  
Pittsburg

*Richard and Joyce — Thanks for the heads up, as that's a segment of the boat market we're not particularly familiar with.*

### ↑↓ THAT FISH FED US ALL THE WAY TO PANAMA

So you want to see photos of fish caught while cruising? After we spent three weeks in Puerto Quetzal, Guatemala, replacing our transmission, which failed on the south side of the Tehuantepec after a glassy passage, John was delighted to land this huge dorado. It fed us well all the way to Panama, where we gave away the last bag of frozen fish at Shelter Bay Marina, on the Caribbean side of the Canal. Once at Shelter Bay, we went on the hard to repair the skeg and get a bottom job.



SHIRLEE SMITH

**John and his big dorado.**

By the way, during our first week at Puerto Quetzal, we had the company of a couple of cruising sailboats — Kevin Rooney on the Santa Cruz-based SC40 *Kokopelli* and the San Francisco-based *Fayaway*. After that, we only had sportfishing guys for company, so it got pretty dreary waiting for our new transmission to make it through Customs. With what Marina Pez Vela charged for a slip, we didn't feel we could afford many trips inland. Antigua was great, but next time we'll visit it from El Salvador.

John Forbes & Shirlee Smith  
*Solstice*, Sceptre 41  
San Francisco

### ↑↓ LONG DISTANCE MEXICO RACES ARE STILL AROUND

Speaking of fishing from sailboats in Mexico, when I used to do Mexican races in the '70s with my Yankee 38 *Audacious*,

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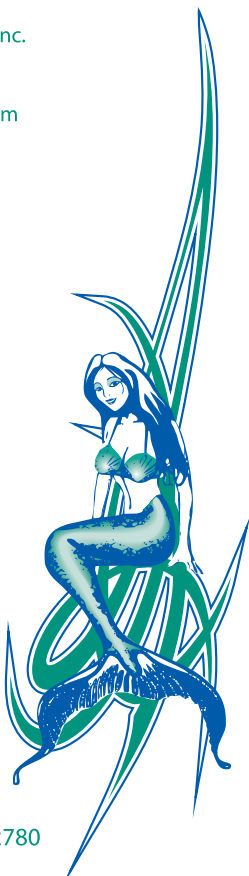
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## LETTERS

my surgical partner, who was also a fisherman, insisted that we troll fishing lines. Today's serious racers wouldn't be very enthusiastic about this, but we only trolled when there was some breeze. We'd usually catch a couple of dorado each day, bake them in the oven, then serve with cocktails at sundown. Another of our crew was John Wintersteen, who, because he was a marine biologist, hated fish. He'd leave the cockpit whenever we hauled one in.

Racing was a bit more relaxed in those days, and I was sorry to see the Mexican races go away. Maybe we'll do a Baja Ha-Ha one of these years with our Cal 40 *Conquest*. By the way, John, one of the best sailing companions ever, won't be able to join us. He dropped dead at the wheel of his Santa Cruz 70 *Hotel California* a few years back while practicing man overboard drills for the TransPac. He was too young, but it wasn't a bad way to go.

Michael Kennedy  
*Conquest*, Cal 40 #96

*Michael — Maybe they don't get much publicity in Southern California, but the Mexican races haven't gone away at all. Last November, Long Beach YC held their Long Beach to Cabo Race; in February San Diego YC held the San Diego to Puerto Vallarta Race followed by MEXORC; and late last month Balboa YC held their race to Cabo. We hope you'll join us for a Ha-Ha, but the long distance races to Mexico are still around.*

#### ↑↓THE ONE THEY WISHED HAD GOTTEN AWAY

The attached photo is of a dorado we caught from our dinghy while off Isla Catalan in the Sea of Cortez way back in '00. He towed us around for 20 minutes before he got tired. I finally I grabbed him by the tail and jammed his head into the small net in the picture. After hoisting him aboard, I tried to finish him off with a bait-cutting knife. It wasn't such a good idea, because he promptly tossed his head and broke the handle off the knife! Now I had a huge and angry dorado with a sharp piece of metal jutting from his head in our inflatable boat along with Ian and Tyler, my two kids. He was finally dispatched rather hurriedly and violently with one of our oar handles, while my two kids looked on in horror. We all arrived back at *Ascension*, our Prout Snowgoose, covered in blood.

Paul Hebert  
*Ascension*, Prout Snowgoose  
Ridgeway, Colorado — which is also at latitude 38!

*Paul — We would loved to have shared your great photo but it was just too small for publication.*

#### ↑↓HE SHOULD HAVE BOUGHT THEM A NEW BOAT

I'm so impressed that Tom Perkins would use his 289-ft Dyna-Rigged *Maltese Falcon* to badger poachers at Costa Rica's Cocos Island. Good for him. Now if he could be just a touch more benevolent and have helped out with the out-of-commission Costa Rican ranger's boat. That would have been really awesome.

Linda Wanitschek  
Portland, Oregon

*Linda — How do you know that Perkins didn't buy them a brand new patrol boat? In fact, do you think you're familiar enough with his charitable activities to criticize them?*

*And what of the government of Costa Rica? Do you think they have any kind of responsibility in making sure they have a functioning patrol boat to protect one of their most important*

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## LETTERS

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### ↑↓ MEXICO'S STRANGEST LAWS ARE RARELY ENFORCED

I was just checking Jimmy Cornell's online *Noonsite* for procedures about clearing into Mexico, and it mentioned two things that I found interesting and strange. Specifically, according to *Noonsite*, there seem to be some really different clearing-in policies from when I cruised from San Francisco to Cabo and La Paz in '86-'87 aboard Stan and Joy Locke's 50-ft Challenger ketch *Pisces*.

According to *Noonsite*, "For cruising Mexican waters, a health permit will be required, and health officials may inspect the vessel or the crew may be required to visit the hospital for a health clearance." I have never heard of this, have you? We certainly didn't have this to deal with way back in the '80s.

Also for pets traveling into Mexico aboard boats, *Noonsite* says, "A pet health certificate showing that the vaccinations are up to date must be issued within 72 hours of entering the country." How the hell can a cruising sailboat comply with that? This is another thing we didn't have a problem with back in the '80s.

I'm planning on taking off from Florida for the east coast of Mexico at the end of the year, then work my way down to Panama. But if these regulations are in force, I'll have to skip Mexico. I'm not leaving my best friend, who happens to be a doggie, at home. She's the best sailor I know!

P.S. I love *Latitude* and, although I replanted in Florida, have been reading it from the first issue.

Don Hickstein  
Gitano, Challenger 32  
St. Pete, Florida

*Don — Jimmy Cornell is a friend, but his Noonsite information on Mexico is out of whack. It's true that Mexico has some strange laws on the books, but they are rarely enforced. From time to time, the port captain in La Paz has said that any boat*



LATITUDE / RICHARD

*checking out of there for San Diego needs to get a medical clearance for the whole crew. Fortunately, he's been the only one who has believed this, so everybody just clears out for Ensenada,*

*where no such thing is required. As for health certificates being required upon entry, none of the thousands of crew on Ha-Ha boats have ever have been subjected to that, nor has anyone else we know of.*

*Don't sweat it about your dog either. Mexico does want you to have the right papers, but the 72-hour thing is nonsense. Once again, a number of dogs have come down on Ha-Ha boats and it's never been a problem.*

*Mind you, sometimes the rules are interpreted a little differently on the Caribbean side of Mexico, but to our knowledge, it's not the case with either of the things that you've mentioned.*

*The big difference about clearing into Mexico since you sailed there in the '80s is that it's gotten much easier and the officials more professional. Remember how you used to have to go to Immigration, Customs, and the bank each time you wanted*





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# LETTERS

to go from one Mexican port to another? Thank god there's no more of that!

## ↑↓ THAT WAS THE WORST WELDING I'VE EVER SEEN

The design and welding craftsmanship on the mast step of David Vann's 50-ft trimaran *Tin Can*, which he proposed to singlehand around the world in four months, has got to be about the worst that I have ever seen! I worked my way through college as a welder/fitter, doing ASME and X-ray quality work, and I know crappy design and welding when I see it. It's a wonder that Vann even made it out the Gate. If the Coasties inspected *Tin*



JEREMY LEONARD

*Can* and still allowed her to continue, you have to wonder about them.

Larry Watkins  
*Moondance*, Beneteau OC400  
 Long Beach, CA

Larry — As we reported, the Coast Guard did stop *Tin Can*. After checking that he had the required safety gear, they allowed Vann to continue. Had they felt he was making a "manifestly unsafe voyage," they had the authority to terminate it.

## ↑↓ HE USED TITANIUM PLATING FOR THE AMAS

I've been following the (mis)adventures of David Vann and his 50-ft trimaran *Tin Can* with interest. His plight reminds me of a group of Russians on the St. Petersburg-based trimaran *Blagovest* we met while in the Red Sea last year. To the best of my cruiseheimer's affected memory, the owner was formerly in the Russian military, and was thus able to procure a large amount of surplus titanium at a very low price. He also obtained an old ship's lifeboat, which he used as the main hull of the trimaran!



COURTESY MOONSHADOW

George's Russian friends circumnavigated not with the boat of their dreams, but with the tri they could cobble together.

The owner apparently did all the design and construction work. To fund their circumnavigation, the owner and crew busked on the streets of the cities they visited, and gave presentations on their journey — accompanied by live music — at yacht clubs and everywhere else they could. While theirs

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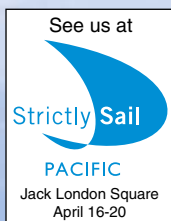


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## LETTERS

was about as bare bones a circumnavigation as could be, they were also some of the nicest, friendliest, and happiest cruisers we've met to date. Being tied up next to them in the Larnaca Marina in Cyprus was a real joy, as they entertained us with live music on a regular basis. We showed our appreciation by donating some surplus clothing and galley items, for which they were most grateful. We last waved goodbye when we departed Larnaca in June of last year.

Their trimaran was a bit worse for wear, but I am guessing/hoping they made it back to Russia before winter to close the loop on their westabout circumnavigation. The owner reckoned that, based on the current commodity prices, he could sell the titanium used in the amas for enough money to fund another trip around on a better boat.

George Backhus  
Moonshadow, Deerfoot 62  
Sausalito / New Zealand / Larnaca, Cyprus

### IT'S NOW 'USE THE LEAD LINE' TERRITORY

In the March issue reader Eldon McMullen asked about information on cruising Mexico's Caribbean coast, and you recommended my *Mexico Boating Guide*. I want to thank you for the recommendation, but my guide covers just Baja, the Sea of Cortez, and mainland Mexico to Guatemala. My other book, *Cruising Ports: the Central American Route*, is the one that contains all the stuff about Mexico's east coast.

*Cruising Ports* picks up where *MBG* ends, on the Pacific side of Guatemala, El Salvador, Nicaragua, Costa Rica and Panama. Then on Mexico's east side, it covers from the Texas border down and around the Mexican Gulf Coast, up and all around the beautiful Yucatan peninsula — nice safe marinas for checking out the nearby Mayan ruins and diving the jungle cenotes — and down the Yucatan Channel, through Belize, all of Rio Dulce, Honduras and Roatan, down the western Caribbean islands and Panama's Caribbean cruising grounds — ending in a transit of the Panama Canal. *Cruising Ports* and the *Mexico Boating Guide* are companion books, but *Cruising Ports* covers a lot more ground.

McMullen and others should be aware that Mexico's east coast between Cancun and Belize was shredded, devastated, ground to a pulp by Category 5 hurricane *Dean* last fall, so we found that many of the tiny reef passes have changed. They've been silted up, broken open farther, or been fouled by recently detached coral heads. Between Tulum and Ambergris Cay, cruisers shouldn't trust anything but their well-tuned depthsounder and closely-peeled eyeballs. This stretch is now 'go slow and use a lead line off the bow' territory.

My husband John and I now cruise these areas on other peoples' boats, and I post regular updates for both *Cruising Ports* and *Mexico Boating Guide* online. Unfortunately, it's going to be another nine months to a year before I can research and create new charts for what Fonatur calls the Riviera Maya. In fact, their huge — three ships at a time — new cruise ship pier at tiny and pristine Majahual was totally destroyed by hurricane *Dean*. Now, instead of automatically rebuilding it, someone realized that maybe it's not such a good location.

Pat Rains  
San Diego

### AFTER ALL THESE YEARS, IT'S HAMMER TIME!

In a response to a letter from Eldon McMullen in the March edition, you stated that Pat Rains' *Mexico Boating Guide* is the only Mexico guide that covers the east coast of Mexico, too. You should also be aware of Capt. Freya Rauscher's *Cruising Guide to Belize and Mexico's Caribbean Coast*. I'll be using it

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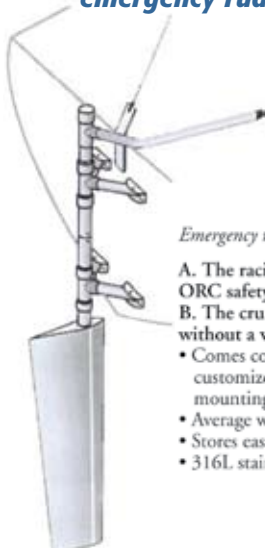
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## LETTERS

when I charter a cat later this month in Belize. From what I can tell, it's an excellent guide. By the way, having owned property on Cozumel for about 10 years, I know that the sailing between the mainland and Cozumel is generally excellent, with some great nice ports between Cancun and Akumal.

David Hammer  
Casa Martillo Condos, Cozumel, Mexico

### ↑↓ HOW COULD WE FORGET HANS?!

For the record, the Cal 40 *Argonaut* will not be the only boat with a tiller doing the Pacific Puddle Jump this year. Our Serendipity 43 *Scarlett O'Hara* has a tiller, too, and we'll also be going across. Or at least trying. Last time our rudder separated from the tiller.

Renee & John Prentice  
*Scarlett O'Hara*, Serendipity 43  
San Diego / Mexico

*Renee and John — Our mistake. We should remember your rudder falling off during an '04 Puddle Jump attempt. We made another error in the Argonaut report. Owners Mike Stout and Liz Strash said that, while they aren't racers, they might be the first to take a Cal 40 around the world. How could we have forgotten that frequent singlehander Hans Vielhauer of Sonoma County, who died a few years ago, had done it with his Cal 40 Chapparral? It wouldn't surprise us if somebody else had done it with a Cal 40, also.*

### ↑↓ THERE IS ONLY ONE MODEL OF THE HUNTER 49

I read with great pride *Latitude's* interview with circumnavigator Mike Harker in the February issue. Mike is indeed an inspiration, and we at Hunter are thrilled that he chose the Hunter 49 as his platform for sailing around the world.



LATITUDE / RICHARD

*To set the record straight, there is just one Hunter 49 model, but there are also many options.*

However, I just want to clarify for your readers that his *Wanderlust 3* is indeed a Hunter 49, not a Mariner 49, as was referred to sometimes in the interview. In addition, Mike chose a number of factory options that we offer on the base boat, and made a few customizations to meet his own needs. However, *Wanderlust 3* was built the same way that all other Hunter 49s are built. We made no special considerations for him in the construction of the boat.

Although Mike mentions a 'Bluewater' version of the 49, we don't actually offer any different versions of the boat, just the various options that are available to all buyers.

John Peterson  
Director of Sales & Marketing  
Hunter Marine Corp

*John — As we all know, singlehanders tend to hallucinate from fatigue and lack of sleep, so presumably that's where Mike came up with the three different 'models' of the Hunter 49. Thanks to your clarification, we're now clear on the concept there is just the Hunter 49, for which many options are available.*

**HEATING**

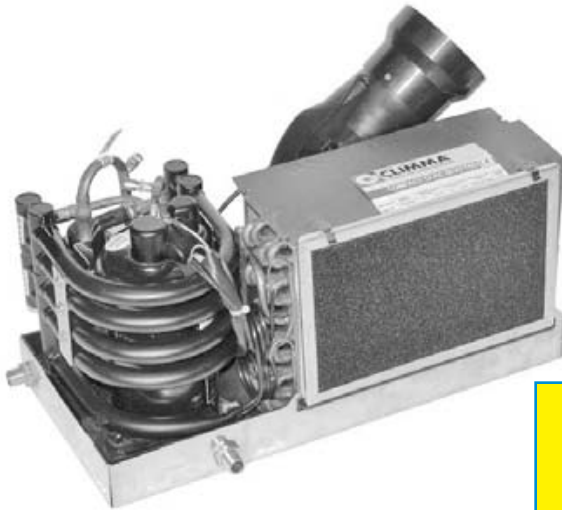
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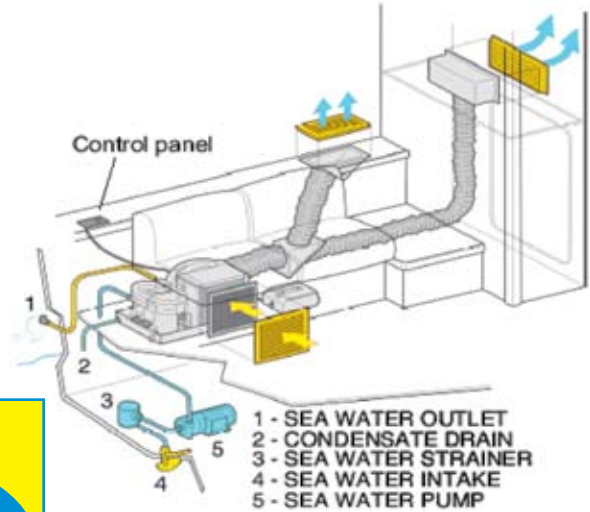


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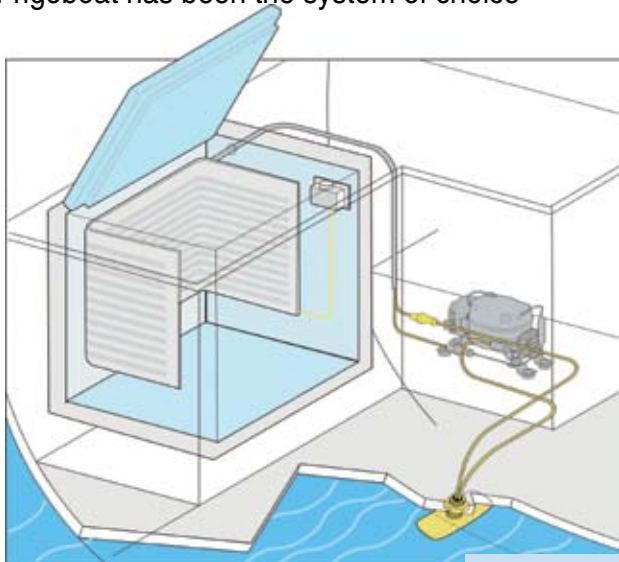


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## LETTERS

### ↑↓ I'D LOVE A NICKEL BEER BUT DON'T EXPECT IT

Having spent five days at Marina Riviera Nayarit in La Cruz de Huanacaxtle from February 12-17, I was interested in the March 12 *'Lectronic Latitude* article about the price hikes there, and what seems to be some developing ill will between some cruisers and the marina.

Overall, we had a positive experience. In February, at least, the marina fees did not seem out of line with what the Puerto Vallarta marinas were charging per their websites — but at least Marina Riviera Nayarit had plenty of slips available. As with any marina, Marina Riviera Nayarit has pluses and minuses. For example, the docks are new and appear well-built, but the water is non-potable. (Water and shore power are extra at the marina, but we used so little they waived the fee.) Internet access was free but intermittent when we were there, which we consider acceptable for a marina under construction. The marina staff, from the management to the line-handlers — were courteous and professional. Even though large parts of the marina were still under construction, we found it to be clean. The onshore showers were free and are about the best we've seen in the U.S., British Columbia, or Mexico since we moved aboard our boat in '03. Heck, last year I paid \$7 for a shower in British Columbia, and there was no hot water or water pressure — so I appreciated Marina Riviera Nayarit's good facilities. There was no fuel dock, but other marinas placing ads in the usual cruising guides describe full service features that they don't always have either. For example, Pat Rains' cruising guide describes an established, functioning fuel dock at the new Puerto Los Cabos Marina, and it didn't exist when we stopped by in November of '07. I don't know if a fuel dock is still planned for Marina Riviera Nayarit, but Banderas Bay as a whole could certainly use one more fuel dock.

We've heard many longtime cruisers lament at how the increasing prices for all amenities have "ruined" the cruising experience in La Cruz and elsewhere. They say that the anchorages are being taken over by resorts/marinas, and blah, blah, grouchy blah. Yes, it is getting more expensive every day, everywhere, but there are many more cruisers in Mexico — and more *norteamericanos* and Mexican nationals buying vacation condos — so things simply aren't as low-cost as those cruising books full of information from the '80s would have one believe. I would love to find a 5-cent beer, but I'm not expecting to in the 21st century. This is still wonderful cruising out here, and most everyone seems to be having the times of their lives. Why should Mexico — or anywhere else — not qualify to gouge the cruising consumer the way other countries are already doing?

On a final note, I agree with *Latitude* completely about the La Cruz anchorage in front of the breakwater entrance to Marina Riviera Nayarit being dangerous. When we anchored there in February, there were 42 sailboats in the anchorage, obscuring, if not completely blocking, the entrance to the marina. And at night, only 16 of those 42 boats displayed any kind of anchor light. A habit like that is a self-created hazard that can certainly end in tears. Now that there is a marina inside the breakwater and so many boats still using that anchorage, cruisers and the marina should work together to make both the anchorage and marina safer and accessible to all.

Marianne Smith & Gary Barnett  
*Gallant Fox*, Malo 39  
La Paz, Baja California Sur

*Marianne and Gary — While there have been some changes*



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## LETTERS

in Mexico, we're absolutely, positively not buying the notion that cruising has been "ruined" down there. In fact, we can't think of a way humans could have more fun less expensively than by cruising in Mexico.

For those who are whining — and some people always whine — we'd like to know what anchorages have been "taken over" by resorts and marinas? While there are some problems in La Cruz right now, and the situation needs to be monitored, at last word cruisers could still get their dinghies to shore for free. It might not be quite as easy as before, but it was still possible, and, with the combined efforts of businesses and cruisers, we like to think it will get even better in the future. After all, with 64 boats anchored out at La Cruz when we last looked, how long is it going to take some panga fisherman to realize that he can make more money shuttling cruisers between the shore and their boats than by fishing?

As for the price of food, we and Doña de Mallorca enjoyed a wonderful sit-down taco dinner in La Cruz that consisted of nine tacos and a Pepsi for a grand total of \$7. And this may sound strange unless you've been there, but the ambience was wonderful. Such low food prices aren't at all unusual, as Wayne and Lisa Zittel, the owners of J/World in Nuevo Vallarta, report that they eat out at the wonderful taco stands in Sayulita almost every night, spending an average of about \$4 for dinner for the two of them. The bus is still only \$1 to Punta Mita or into downtown Puerto Vallarta from La Cruz. And perhaps best of all, Mega, a new Costco-like place with great inexpensive food — you should see the great selections of fresh fruits, veggies, meats, and fish — as well as everything else, opened up not five miles away. Did we mentioned that fuel is also a lot less expensive in Mexico?

What has changed dramatically in Mexico — and we think this has confused some cruisers — is that it's now possible to spend lots of money on things like meals and accommodations. For instance, you can now dinghy in at Punta Mita and spend \$150 for dinner for two at the lovely new Hotel des Artistes del Mar; or \$15,000/night for the villa JayZ and Beyoncé stayed at, or even \$10 million for a waterfront home. What cruisers have to remember is none of this changes the fact that you can anchor out and dinghy ashore all season at Punta Mita — or scores of other places in Mexico — for absolutely nothing, and still have great meals ashore for the cost of a meal's propina at the Hotel des Artistes del Mar.

Banderas Bay does need more fuel docks, specifically, one at La Cruz and one at Paradise Marina. Paradise has been trying to get one for years, and Marina Nayarit desperately wants one, too. There're some screwy bureaucratic obstacles to getting them in good time, but both have told us they hope to get them soon.

When all is said and done, we challenge anyone to come up with a better place to cruise than Mexico, when all the major factors — potential low cost, variety of cruising venues, number of free and uncrowded anchorages, friendliness of the people, quality and availability of food — have been taken in consideration. It's still possible to cruise like a king in Mexico for well under the poverty level in the United States.

### ↑↓ WE HAD ENOUGH AND MOVED ASHORE

I read your 'Lectronic item about slips for 44-footers costing \$1,000 a month at the new Marina Riviera Nayarit. It turns out that it's not that much higher than places in California.

My wife Tracy and I went to a Ventura Port District meeting last fall about berth rates. After a number of people spoke about trying to keep the rates reasonable for middle class boatowners, Oscar Pena, who has been a Port Director for what seems like

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## LETTERS

forever, made his position clear. I'm paraphrasing, but he stood up and said, "That's enough input from you boatowners, but you're just going to have to suck it up and then cough



LATITUDE / RICHARD

**The Nayarit Riviera Marina — maybe not that expensive compared to Ventura.**

it up, because there is no end in sight for the hikes in berth fees." Nice.

When we first got a berth for our 40-ft boat in Ventura in the spring of '02, we paid \$500 plus change a month, and that included water and electricity. When we sold our boat last fall, it had gone up to \$822 — although that did include a liveaboard fee, plus some charges for a mailbox and storage locker. But it's not like the facilities were great, nor are they anywhere new like at Nayarit Riviera.

We got offered a lot of money for our classic Alden wood boat, so we sold her, fully expecting to buy another boat shortly thereafter and resume living aboard. After all, I've been living aboard for 28 years. But after the meeting at which Pena spoke last year, my wife and I looked at each other and said, "No way!"

We jumped in our car and drove to Washington. We now own a three-bedroom house on a half acre of land with a shop and some outbuildings, and we're paying less for it — taxes and insurance included — than we would have for our berth in Ventura! For the first two weeks I was living on land, I was traumatized by not being on a boat any longer. But I've gotten used to it, and it helps that I move boats for a living.

My point is that the berth rate at the Marina Riviera Nayarit is not that much higher than at Ventura, and the facilities are newer and will soon be better.

Pete Caras  
Ex-Foxen, Alden sloop  
Port Angeles, Washington

### ↑↓SUCK ON THAT, PROSAIL 40

I read on *'Lectronic* about the ProSail 40 cat *Tuki* and her record in the Jazz Cup, but do you know that the 505 dinghy class — they are 16.5-footers — used to have a marathon on the Bay back in the early '80s? It was my first race on my new 505 'punishment pony', and there were about nine other entries. Anyway, it blew like shit that day, and the winners were Jim Wondolleck and Jay Kuncel, aka the 'foul balls'.

It was a 47-mile course from the St. Francis YC to the South Tower, then down to the Palo Alto YC. Although it was tight racing, the winner let her rip, and covered the course in 2 hours and 45 minutes. That's an average speed of 17.09 knots, so suck on that, ProSail 40!

Jonathan 'Birdman' Livingston  
*Punk Dolphin*, Wylie 39  
Pt. Richmond / Lahaina, Maui

### ↑↓DIRTY OR LOW OIL COULD BE THE CULPRIT TOO

Thanks for the useful articles on keeping the stinky old iron genny going. I was rereading Part Two from your December issue before cutting it out for future reference when I noticed a couple of things that could have been added.

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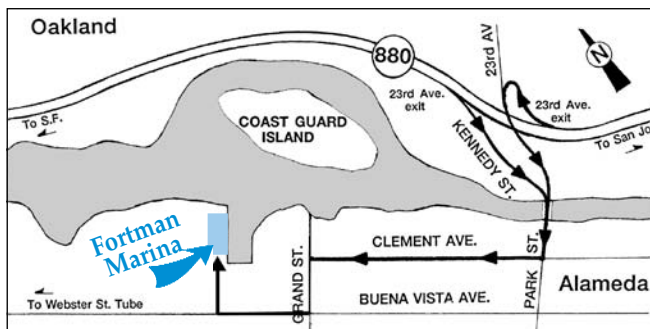
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## LETTERS

First, when the engine turns over but doesn't start; if the engine cranks kind of sluggishly, that could be an issue. However, an old hand showed me how critical the oil condition and level can be with my Perkins 4-108 a couple of years ago. When it wouldn't start, he checked the oil and instructed me to add some — after which the engine started. After a complete oil and filter change shortly thereafter, the engine started even easier. So a low oil level and/or extremely dirty oil can keep a diesel from starting.

Oil issues also apply to point number four, which is when the engine runs poorly or doesn't seem to have much power. You mentioned the importance of a clean bottom, but particularly important is a clean propeller. A propeller fouled by marine organisms will not only make the engine seem as if it were underpowered, but can also make it seem as though the shaft is out of alignment.

Greg Barker  
Cherokee, Cross 42  
Morro Bay

### ↑↓ LEAVING A DIRTY WAKE BY "MAKING A RUN FOR IT"

I'm writing in regard to a February *Changes* entitled *Making A Run For It*.

First, the official name for the port of Puerto Madera has been Puerto Chiapas for several years now. The Puerto Madera name is now used only for the village on the north side of the port. The port has been tuned up in the past couple of years with beautiful new cruise ship shore facilities and a proper Pemex marine fuel dock with very easy access. The entrance has two big breakwaters, is dredged to 32 feet, and has all the correct lights, buoys, and so forth for day or night entrance. There are very good anchorages in both arms of the bay.

Second, we cleared in there in March of '07 with another sailboat on our way north from Panama, and experienced nothing like the hassles reported by John Thompson — no relation — of *Ketch 22*. Nor have any of the other cruisers we've met who have stopped at Puerto Chiapas. In fact, we thought the clearing-in process was quite painless and the officials were very friendly and helpful. For instance, the port captain's employees helped fill in the clear-in forms. Immigration is at the nearby airport at Tapachula, which is about 12 miles away. You can get there by bus or taxi on the four-lane highway although, in our case, we were given a ride by new friends. Before anyone can clear out with the port captain, they have to visit the local API office and pay a small anchoring fee, if you stayed overnight. This is the same as in Ensenada and other controlled ports in Mexico where API has an office.

Because of the volume of drugs and gun-running along the coast of southern Mexico and Guatemala border area, there is a permanent detachment of the Mexican Navy in Puerto Chiapas. Further, it is a requirement for the Navy to inspect all boats, no matter if they are entering or leaving port. This is not a big deal, and takes maybe 10-15 minutes. The Navy guys came out in a *panga*, very courteously used their personal life jackets as fenders to protect our topsides, and brought a friendly dog on board for a quick sniff around. And they had that dreaded Mexican Navy 'paperwork' that the *Ketch 22* folks feared — a two-page form. Yes, the Navy has to look at your boat documentation, passports, and so forth. This is the same automatic Mexican Navy inspection that you'll get in Huatulco if you anchor in the bay where the cruise ship dock is, or lots of other places in Mexico.

Third, it seems to me that the folks on *Ketch 22* had bad cases of macho attitude and bad cruiser manners. Cruisers



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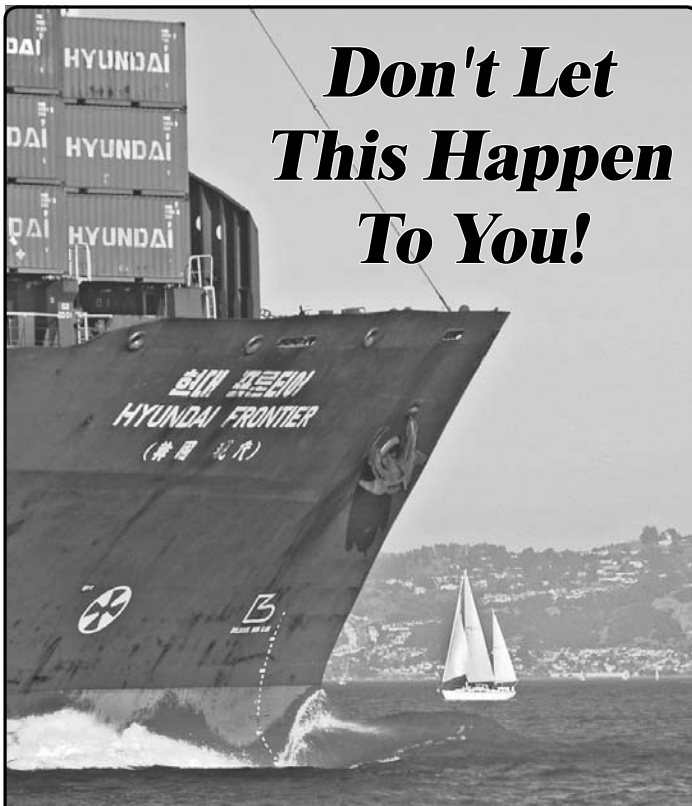
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## LETTERS

who don't leave a 'clean wake' as spelled out by the Seven Seas Cruising Association should be chastised — rather than called "ballys" — for these actions because they tarnish the whole cruising community. All through Central America and especially Costa Rica and Panama, the U.S. Coast Guard has a very high profile — lots of ships, helicopters and men. I'd like to see these "ballys" guys pull this stunt on a USCG cutter in Panama. They'd be looking at some serious ramifications — and maybe a learning experience.

Jeff Thompson  
Victoria, Sea Raker 50  
San Carlos, Sonora

*Jeff — The term 'ballys' has a lot of different connotations. When we used it in regard to what Ketch 22 did, it was in the sense that we sure wouldn't have done the same thing in that situation because, among other things, the reward-risk equation was way out of whack. This is not to say we always go by the rules, because there are times when we don't. For example, we'll run just about any risk on the Dutch side of Sint Maarten in the Netherland Antilles in order not to have to deal with those obstreperous female officials. If we had about 15 blank editorial pages, Steve Bonner of the San Jose-based Eluethera 60 catamaran Caribbean Soul could detail his version of why. Let's just say that a couple of the officials could give the U.S. military tips on mental torture.*

*We like and recommend always leaving a 'clean wake', but we're going to refrain from chastising the skipper and crew of Ketch 22 because we don't feel as though we're familiar enough with the details of that specific situation. If we're not mistaken, not long before some misguided officials at Puerto Madera/Puerto Chiapas were charging — possibly out of ignorance — hundreds of dollars for exit visas. If that or the threat of that was the case, we might understand Ketch 22 bailing. But we think the officials on the Pacific Coast of Mexico are professional and fair, so we do all we can to cooperate with them.*

### FORGET THE DRIPS AND FOCUS ON THE HEAT

Here are my two cents worth on the drip/no drip packing gland controversy.

I commissioned boats for many years and packed hundreds of glands. My basic approach was as follows: First, do keep in mind that the principal issue associated with packing glands is one of heat, not drips. Then, proceed as follows: Run the engine, if possible, with the engine in gear and the shaft turning in the direction that will tighten the packing gland. Then tighten the gland as much as possible consistent with your being able to keep your hand in contact with the gland without it becoming uncomfortably hot for a duration of 20 minutes. When you've achieved that, you simply let the drips fall where and as often as they may. From time to time, you also want to check the temperature of the gland while underway.

There are other nuances, but the significant issue is heat, not drips. Excessive heat will weaken the shaft and ultimately cause a failure.

Don Scotten  
Sprague River, Oregon

### IT'S A CONSPIRACY

In the March issue, a reader asked what a captain can reasonably and legally do if a crewmember starts to lose it and begins to endanger the safe operation of a boat. In your editorial reply, you wrote that professional captains are responsible for all aspects of a vessel underway, and have



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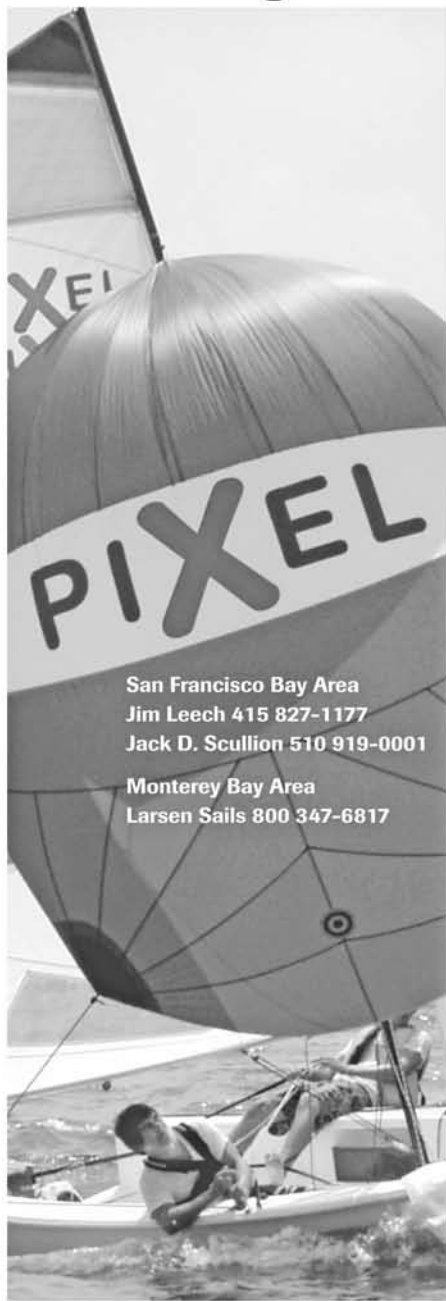
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## LETTERS

enormous rights — including the power to use deadly force to suppress mutiny and piracy. You also said that you assume even amateur captains have the same rights.

I think you have it backwards. A paycheck does not add nor take away from the rights and responsibilities of the captain. The person whose status is in doubt is the crewmember. Unless there is a paycheck involved, the legal status of a person on your boat is as likely to be passenger as a crewmember. Passengers can't mutiny, but they can interfere with the operation of the vessel, which would also be illegal.

I would think that a captain would have to have a very good case to actually kill a passenger or crewmember and not face some legal consequence. However, if, in the case that was mentioned, a member of the crew would have caused a collision with a ship by deliberately interfering with the ability of the skipper to tack, he/she could certainly get keelhauled or suffer a few stripes from the cat 'o nine tails and no jury of sailors would convict.

By the way, in reference to David Vann's 50-ft aluminum trimaran, you certainly can fly across the country in a airplane that costs less than \$25,000. You might only be able to do it at 95 knots and you'd have to make a lot of fuel stops, but you could get across sooner or later. You could also buy a seaworthy boat for that sum. Too bad *Tin Can* didn't qualify.

Joe Della Barba  
Coquina, C&C 35 Mk I  
Kent Island, Maryland

*Joe — We're a little confused. We said that professional captains do have enormous rights, and that the same is probably true for amateur captains. So you're agreeing with us. However, you're mistaken about the definition of a passenger. In the eyes of the Coast Guard, a person is not a passenger unless they are paying for the transportation.*

*While we still don't claim to be experts on the right of captains and crew — we have no idea, for instance, at what point crew or passengers can legally revolt against a clearly insane captain — we've learned two things. First, when a crew refuses to obey orders at the dock, it's a strike. But if they do the same thing after the vessel has left the dock, it's mutiny. Secondly, a single person can disobey orders but not mutiny. Why? Because a mutiny, by definition, is a conspiracy.*

### ↑↓VIVE LA DIFFERENCE!

Since sailing into U.S. waters over four years ago, first on the East Coast, then recently along the Pacific Coast from California to Alaska and back, my husband Steve and I have been avid readers of *Latitude*. We've enjoyed almost all the letters published, even the ones we disagreed with, for we knew the editor would almost always respond with fair and honest comments, without favoring one side over another. But a few times, the editor would take a firm stand on something he really believed in. *Latitude* has been quite a refreshing read, as this type of editing is pretty rare.

However, I have to take some of this back, as the editor's comments to a March letter were not only erroneous, but indulged in some petty slagging off. I'm talking about the Bloody Frogs letter that you published.

First of all, it was a real surprise to see that Kenny Lindsay, a resident of British Columbia, would make such an obvious error in his letter. The French words for the equivalent acronym UTC (Universal Coordinated Time) was not as listed, but rather is Temps Coordonne Universel — or TCU. So don't blame the French this time for using UTC instead of UCT. For a Canadian, Lindsay doesn't seem to know much about his

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— Dan & Carol Seifers, Bay of Islands, New Zealand



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## LETTERS

second official language.

However, if it somehow was written as UTC, what is the reason for blaming some other country if your own country chose to adopt it? Every country is free to set its own standard, and if you travel around, you will notice that GMT is also widely used as well as Zulu Time and many other local abbreviations. Although the need for standardization for communications at sea is helpful, there are often several options to choose from.

If you want to blame the French language for setting its words 'the other way round', you should also blame the Spanish, Italians and Greeks for doing the same thing. In any case, it was the Romans who started it, and it should be applauded and cherished for its richness and diversity.

His comment on how "those bloody French have a different word for everything" is pretty lame. First, to be different and express oneself differently should be acclaimed. The variety of languages and cultures throughout the world is what makes it so incredible, and the main reason why people travel all over by boats. Why else would anyone want to see another part of the world unless it is different from what you know?

Secondly, the U.S. has its share of 'differences' with the rest of the world and, in my opinion, should stay different. For example, using imperial rather than metric units, although the latter has been adopted by 99% of the world's population. Or the different spelling of many American words from their British counterparts. Considering the country of origin of the English language, someone in the U.S. has been making changes. These changes were deemed progressive and beneficial for this country at the time, and they should be enjoyed.

It is also interesting to note that the terms 'french fries', 'french doors' and 'french toast' do not originate from France, but were rather used by English-speaking nations for boosting the sale of their products. If you want french fries while in France, you have to order *frites*.

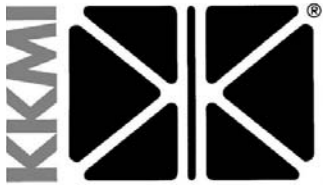
Finally, your comments on your experiences with the French culture and people was also pretty sad. Of course, there are small-minded people everywhere and, after spending our last four years in U.S. waters, we also have met our share of rude and shortsighted people, but that doesn't mean we judge the entire population by those few bad apples.

Travelling and meeting other cultures is one of the reasons why we love cruising. We love the many aspects of any new country, and try not to judge any one people too quickly, as there is always good to be taken with the bad. Long live differences!

Sylvie Wolpert  
2nd Wind, Glacier 40 Steel Cutter

*Sylvie — We think your accusations of "slagging off" are taking things a little too seriously. The letter and our response were just friendly joshing in the spirit of the famous joke that holds, "Heaven is a place where the police are English, the chefs are Italian, the car mechanics are German, the lovers are French, and it's all organized by the Swiss. And Hell is a place where the police are German, the chefs are English, the car mechanics are French, the lovers are Swiss, and it's all organized by the Italians." Sure, it's full of stereotypes, but the reason it's funny is because most people recognize kernels of truth in it.*

*We agree that cultural differences are one of the main attractions of travelling to different countries. In the last six months, it's been our great fortune to be able to spend equal amounts of time in the United States, the French West Indies, and Mexico — and what a delicious cultural feast that's been!*



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# LETTERS

Mentally pulling back, we've found many things to like — and a few things to dislike — about each culture.

'Differences' are a good thing — within limits. For example, if everybody used a different system of weights and measures, trade would be difficult, if not impossible. Indeed, it's one of the reasons that Napoleon tried to impose an early form of the metric system on France. We really enjoy the differences in languages, but there are big problems in countries where many segments of populations can't communicate because they speak different languages or dialects.

Our experiences in the French West Indies — where we have been sailing annually for more than 20 years — hasn't been sad at all. We've seen a few things that as an American mystify us — for example, could there possibly be French words for 'efficient' or 'customer service' or 'discount'? On the other hand, we've come to appreciate many other French cultural attributes. They really know how to take time off from work and to enjoy life and, unlike Americans, their friendships aren't based as much on looks and money. But in the majority of instances, it wasn't the French way or the American way that was better, they were just different. We loved those.

And over the years, we've made many good friends in the French West Indies, St. Barth in particular. In fact, we're going to take this opportunity to introduce you Rachel and Lucky (pronounced 'loo-key'). Lucky has an extraordinary amount of common sense, a million stories, and can dance solo so well he'll keep a crowd entertained for half an hour. Rachel manages a few villas, and is full of stories about billionaire friends of the Queen of England calling her up late on New Year's Eve asking her, the villa manager, to come over and iron their T-shirts. But Rachel's best story was about her parents — or as she puts it, "my really, really, crazy parents." Her story about them went like this. "They got married during World War II, and if you grew up in Brittany at that time and didn't have 100 friends come to a



LATITUDE / RICHARD

Rachel and Lucky, our dear French friends, about to nibble on some 'frites'.

post-wedding dance, your wedding was a disgrace. The problem was it was war time and the Germans didn't allow French gatherings and nobody could think of a place big enough to hold 100 people. They lived near the German submarine pens at Lorient and, not far away, the German had big ammunition dumps. So where did they hold their after-wedding dance? Inside the German ammunition dump. If the Germans had found them, they would have machine-gunned them all there and then. But that's what my parents did. They always did crazy stuff like that!"

Naturally it's more entertaining when you hear it told in a thick French accent accompanied by Lucky's laughter, but Rachel is full of non-American stories like that.

So we're with you — let's not judge a country or culture by a few bad apples, or even a few perplexing cultural attributes. On the other hand, let's not pretend that some countries or populations don't have certain habits that are worse than in other countries.

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# LETTERS

## IF IT'S SO GREEN, WHY DOESN'T ANYONE SELL IT?

Some 15 years ago I paid \$5/gallon for soy diesel in Pt. Richmond to burn in my boat's diesel engine. I mixed the stuff with regular diesel and it worked great. Thanks to the smell of my diesel exhaust, people could have been excused for thinking that I was baking bread! But that soy diesel retailer is gone.

Now that everybody seems to be aware of global warming and hopefully wants to live greener, I can't find anywhere in the area to buy soy diesel. All the websites about the product are about its benefits and/or how to make it, but nothing about where to buy it. I'm sold on the stuff, but does anybody know where I can actually buy it in the Bay Area?

Stephanie Teel  
Noelani, Vindo 50  
Pt. Richmond

*Stephanie — We've made a lot of calls, but apparently soy diesel is not available in Northern California. Clipper Yacht Harbor in Sausalito was going to sell biodiesel awhile back, but even that's no longer available. It doesn't help that some marine diesel mechanics caution against using it.*

## PIER 39'S TRANSIENT DOCKS WILL OPEN SOON

First, I'd like to compliment *Latitude* for presenting both sides of controversies — such as Frank and Jane of the Valiant 40 *Shore Loser* and the residents of Juncalito — for us readers. As my mother used to say, "There are three sides to every story — your side, their side, and the truth."

There are three items from the February issue that I'd like to address, although none are related to any controversies. First, we recently had some rigging work done on our *Slocum 43* by JP Boatworks, and J.P. asked us which side of the boat we normally use to climb onboard. The reason he wanted to know was to determine which side to run the lines for our roller furling jib and staysail. For even with the sheets wrapped about the sails several times, it's still possible for the sails to unravel in a big wind. But if you keep one sheet fastened down, the roller furling line prevents the sail from rotating in the opposite direction, you are pretty much set. Our previous boat had a continuous furling line, and I had always just cleated off the loop. It never occurred to me that the single line roller furling systems on our new-to-us boat could unwind backwards!

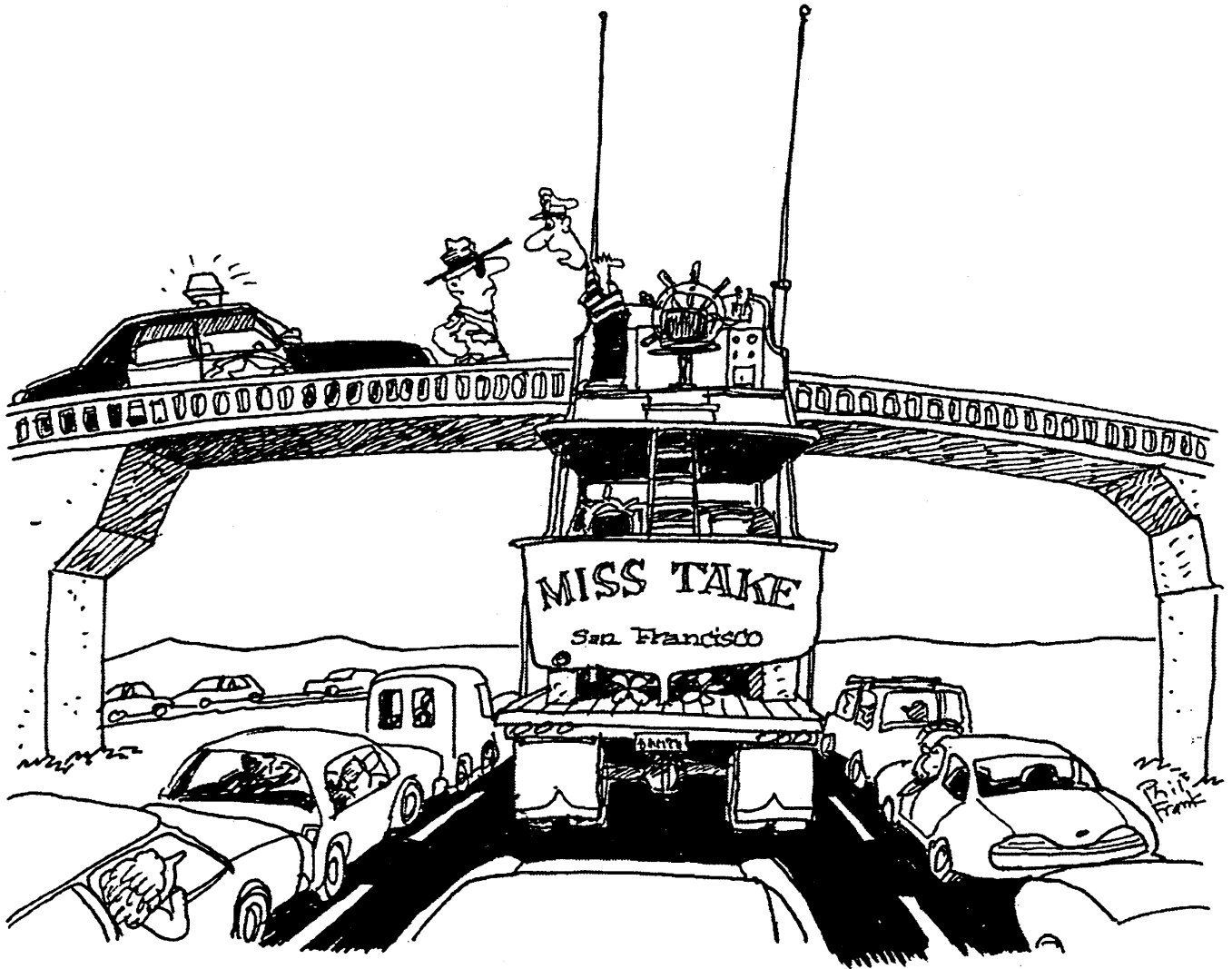
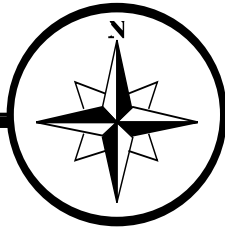
With regard to packing gland adjustments, where *Latitude* quoted several experts, I thought one piece of information was missing. When I worked on mine, I was surprised to discover how little screw-down pressure was required to get an adequate drip for lubrication. It's probably worth mentioning that packing glands don't require much torque, and that most people probably overdo it. Locking nuts are, however, essential.

Finally, I really liked your tips about local places to cruise. You mentioned Pier 39 in passing. Although it can be very bumpy on the transient — sea lion — side, we have really enjoyed staying there. There is a grocery store, lots of restaurants, and some great attractions in easy walking distance. Plus, friends can come by ferry to visit.

However, as far as we know, Pier 39 hasn't been open to transients or accessible for over four years. Three years ago, we inquired about purchasing a slip at Pier 39 but were told that they were refurbishing the docks and wouldn't reopen to transients for about three months. Since then, they have updated the website every three months with new dates for transients. The water has been too shallow for the 6' 4" draft of



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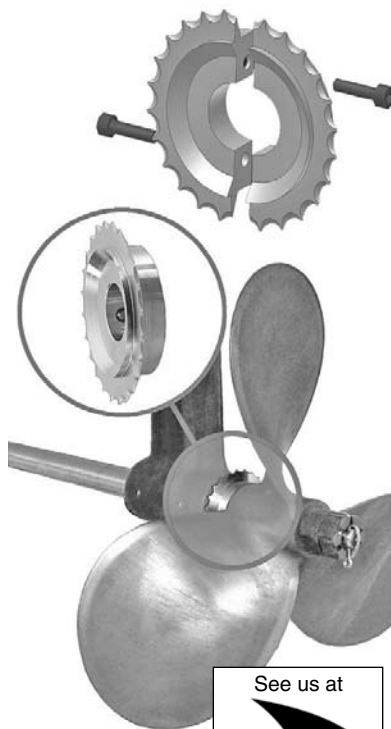
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## LETTERS

our boat for the last three years and, as far as I know, there is no concrete date for dredging. Are we missing something?

Mark Wieber  
Planet Earth

Mark — If you've ever had to get permits to do anything around the waterfront, you can understand what's taken Pier 39 seemingly forever to make their transient docks available. The good news is that they are just waiting to get the final inspection of the facilities, at which time they'll gladly welcome transients once again. Will they be open by Opening Day? They hope to be, but just can't make any such promises because it's not entirely in their hands. They say they'll be running an ad in Latitude as soon as the slips are available, or you can call them at (415) 705-5557.

### UPDATE ON THE 90-DAY YACHT CLUB

We read a report in the Sacramento Bee that said, for the second time in a week, California Assembly Republicans rejected the Governor Schwarzenegger-backed proposal to eliminate a tax break for some owners of boats, airplanes and motorhomes. The break allows owners to take possession of their property outside the state's boundaries and legally avoid California sales taxes — if they leave them out of state for a specified period.

Assembly Speaker Fabian Núñez, D-Los Angeles, said it was "reckless and callous" of the GOP to protect wealthy people when the Legislature approved health care and education cuts last week as part of a \$2 billion mid-year reduction package to maintain cash flow through the spring.

Most Republicans opposed closing the loophole, saying it would push luxury item purchasers out of state and could result in lost tax revenue and job losses. They denied they were defending wealthy yacht owners. "I am not working for Thurston Howell III," said Assembly Republican leader Mike Villines, referring to the millionaire character on television's *Gilligan's Island*.

David & Sally Jensen  
Hopalong, Freedom 39  
Northern California

David and Sally — Here are some things to consider on this sometimes emotional issue:

— California is never going to get sales or use tax from Californians who buy really big boats, because such boats are bought through corporations and flagged out of places such as Jaluit in the Marshall Islands, Valleta in Malta, and Georgetown in the Cayman Islands.

— It's not that the California Assembly was considering eliminating a loophole as much as trying to tighten it a little. For many years, California boatbuyers only had to take their boat out of California for 90 days in order to not be subject to sales or use tax, something which gave rise to the virtual '90-Day Yacht Club' in Ensenada. When the legislature increased to one year the period a yacht had to be used outside of the country to be considered tax exempt, some folks in the Mexican marina business jumped for joy. They claimed it helped pack their marinas and allowed them to jack up the berth rates.

— Frankly, we think it would be very difficult to determine whether a 90-day or one-year out-of-state requirement would be more beneficial to the state treasury. For the buyer of a \$500,000 boat, saving \$40,000 in taxes is a hell of an inducement to enjoy the wonderful cruising grounds of Mexico for a year. With the boat in Mexico, the owner is going to spend less money on boatyards, workers, crew, and marine gear in Cali-

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fornia. It's hard to say whether that will make up the \$40,000 lost in sales tax.

Certainly there will be winners and losers, depending on whether the law becomes 90 days or one year, but we're not clear on the overall effect. As it stands now, the 90-day rule is still in effect. If it changes, we'll announce it first on 'Lectronic.

## ↑↓YOUR CAMERA CLEANING TUTORIAL HELPED ME

I saw your February issue *Sightings* piece on the care and



DREW MEYERS

After taking this photo, Drew's camera probably could have benefitted from a couple of cycles in the dishwasher.

feeding of your digital camera. Although I have yet to "scrub out" my Nikon D-80, I did, as you ultimately recommended, clean it with a slightly damp cloth. The accompanying photo was taken last June while en route to Corinthian YC prior to the start of the Delta Ditch Run.

I've been sailing for almost three years, and have enjoyed reading *Latitude* all during that time.

Drew Meyers  
No News, Newport 28  
Stockton

## ↑↓IT ISN'T THE MOST COMFORTABLE CRUISING BOAT

I crewed on a custom 48-ft ketch to Tahiti from San Francisco, then returned, via Oahu, on a Santa Cruz 50. While the SC50, which was *Latitude's* Boat of the Month feature last month, might be more comfortable than other racing boats, it certainly isn't comfortable as a cruising boat. My comparative impressions of the boats were that the ketch was much slower but more comfortable, while the SC50 was much faster but less comfortable. In addition to the way she sailed, the SC50 is narrow, which means less room, and has pretty low freeboard, which makes it pretty wet.

I'm not trying to put down the SC50s, as they are excellent at doing what they were designed and built for — which is racing downwind. But if someone is looking for comfort, racing boats such as SC50s are probably not the way to go.

Jeff Hoffman  
San Francisco

Jeff — We can't imagine that anyone would disagree with your general evaluation of the SC50. But you have to remember that folks have different needs. For most, comfort is way up there. But for a smaller segment of the sailing population, speed is even more important than comfort and, for those folks, an SC50 — despite her various compromises — might be just the ticket. Indeed, a number of folks have done the Ha-Ha with them — and loved their boats.

It's also worth noting that SC50s aren't just race boats, they're ultra-light displacement boats. This means they are fabulous off the wind, but not as good upwind or overall as some of the IOR-type racing boats of her era.

## ↑↓OCEAN RACING IS NOTHING TO TAKE LIGHTLY

Thinking about the deaths of Kirby Gale and Anthony Harrow of the Cheoy Lee 31 *Daisy* in March's Doublehanded

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## LETTERS

Lightship Race, it's all too easy to forget that yacht racing is an extreme and hazardous sport, particularly shorthanded, and that conditions outside San Francisco Bay can be treacherous. We've lost a number of good, well-sailed boats in the past few years. For example, a friend of mine lost his J/35 in a very similar manner a few years ago, but was lucky — along with his crew — to survive.

In the case of the *Daisy*, there was apparently no EPIRB signal, so it's likely there was no automatic EPIRB properly mounted and in working order. Had there been, the Coast Guard might have been alerted in time to have saved the men's lives. There've been discussions about making EPIRBs mandatory in ocean races, but no action has been taken thus far — even though the cost of EPIRBs is now as low as \$500. Hopefully, this tragic incident will improve the chances of making EPIRBs mandatory in ocean races — preferably automatic EPIRBs that are properly mounted and ready.

John Navas  
San Ramon

*John — Sailing on the ocean is all about personal responsibility, and we think it's only responsible for folks who race in the ocean to carry EPIRBs. They're not that expensive, they do work, and they do save lives.*

*We're just sick about the deaths of Gale and Harrow. Most yacht racing really isn't dangerous. But, as we try to warn our readers each year, you have to be very careful outside the Gate when a big swell is running, and doubly so in the winter. Those conditions make for some fabulous sailing that is sort of the equivalent of double black diamond ski runs. But like double black diamond ski runs, the risks are much greater, too.*

*All race instructions carry the warning that it is the complete responsibility of the skipper to decide whether or not to start and/or continue a race. This responsibility can't be taken lightly. If you're not the best sailor or don't have the best boat or equipment, please think twice before doing any racing outside the Gate when there's a big swell running. Because of the Potato Patch and South Bar, it's much more dangerous in those conditions than sailing off Santa Barbara, Marina del Rey, Newport Beach, San Diego, or most other places. If you get caught in the shallow water, waves will break, and it may be impossible to save yourself. For those who think they can escape by staying in the deeper water of the shipping channel, the currents and the wind may make it a lot more difficult in reality than in theory. What's more, breaking waves curve and do all kinds of strange things, so there are times when they break in the main shipping channel, too.*

*Please folks, use good judgement when deciding whether or not to go outside the Gate when there are big waves, and make sure your boat is properly equipped. Until you and your boat are ready, there are lots of great shorthanded races inside the Bay that we would consider to be much less inherently dangerous.*

*For more on the tragic loss of Daisy and her crew, see this month's Sightings.*

*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](mailto:richard@latitude38.com). You can also mail them to 15 Locust, Mill Valley, CA, 94941, or fax them to (415) 383-5816.*

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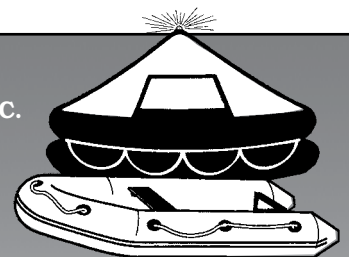
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# LOOSE LIPS

**Daisy tributes.**

We were frankly surprised at the outpouring of emotion from Bay Area sailors regarding the loss of two local sailors whose



boat disappeared during the Doublehanded Lightship Race on March 15. When last sighted, Matthew Gale and Anthony Harrow were homeward bound aboard Gale's Cheoy Lee 31 *Daisy*. They never arrived. A search in the days following the disappearance led to the discovery

of Harrow's body and wreckage from *Daisy* on the bottom several miles from the Golden Gate.

In the days following the tragedy, Island YC members (IYC sponsors the Doublehanded Lightship) put together a nice tribute — on the following weekend's OYRA Crewed Farallones Race, they manned the docks at St. Francis and Golden Gate YCs, handing out daisy flowers to crews before the race and inviting them to cast them into the water at the Lightbucket. They also held a short 'eight bells' ceremony ashore near the Wave Organ (at the end of the San Francisco Marina breakwater) and were pleasantly surprised when members of the Gale family showed up to take part.

Later in the week, we learned that several other clubs had their own tributes to the two Marin-based sailors, dropping their own bouquets of daisies into the water at starting lines, postponing starts for one minute of silent tribute, including the names in their own eight bells ceremonies, and so on.

Finally, BAMA, the Bay Area Multihull Association put together a memorial sticker (above) which they handed out before the OYRA race as well as their own offshore event, the Doublehanded Farallones Race on March 29.

**Old bold sailor.**

Elsewhere in this issue, you will find an updated list of West Coast Circumnavigators. We've tried to confine the list to sailors who either departed from and returned to ports on the West Coast of the U.S. or Hawaii, or sailors who were homeported there but might have 'tied the knot' in some other faraway place. We also thought it would be cool to note the record-holding circumnavigators, among them Minoru Saito, who became the world's oldest nonstop circumnavigator when he completed a roundabout in 2005 at age 71.

We ran a couple of teasers for the Circumnavigator's List — including the record holders — in our online *Lectronic Latitude* newsletter. That resulted in an email update on Saito-San.

Now 74, Saito has hardly slowed down. He is currently planning his next circumnavigation, a 26,500-mile wrong-way (upwind) voyage around the globe. This will be his first upwind go-around, his second nonstop roundabout and, get this, his *eighth* solo circumnavigation — which, come to think of it, is probably a record in itself. Last month, he sailed *Nicole BMW Shuten-Dohji*, his new-to-him 56-ft steel cutter, built in 1989, from Honolulu to Auckland for a refit. After that, he'll singlehand her up to Japan. He plans to cast off sometime in October. Upon the completion of his voyage in 2009, he will be 75.

Most of Saito's previous voyages (which include three BOC races) were aboard a Joe Adams-designed 50-ft boat also named *Shuten-Dohji* (and renamed *Challenge 7* for his oldest circumnavigation a few years ago). Called "the most experienced bluewater yachtsman from Japan," in his 30 years of sailing (he began





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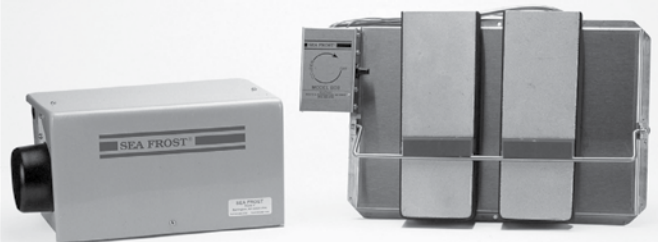
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## LOOSE LIPS

sailing seriously at age 39) he has accumulated an incredible 265,000 bluewater miles — almost exactly the distance from the Earth to the moon.

For more on Saito, go to [www.saito8.com](http://www.saito8.com).

**Why Americans have such short attention spans.**

The errors that sometimes get all of us *and* our proofreaders are sometimes mind boggling. Especially when one sticks out like a sore thumb when the issue gets published. But even then, it took an alert reader — and a Croatia one at that — to point out the misquote by Mike Harker in last month's interview, in which he said, "The distance of the circumnavigation was about 26,000 miles, and since there are 26 weeks in a year, I would have to average 1,000 miles a week . . . ."

Our gentleman caller then politely pointed out that in Croatia there are 52 weeks in a year — and he always assumed the same was true in America.

**Looking for Francis Who? II.**

We're planning another 'boat projects' article for an upcoming issue and are looking for interesting boat projects — restorations, new construction, radical transformations, what have you. One project we got a line on is the possible refurbishment of Frank Dinsmore's former Newland 368 *Francis Who? II*. This is the only sistership to designer Dan Newland's personal boat, *Pegasus XIV*, which is still one of the hottest boats racing in the Bay Area. Anyway, Frank sailed the *FW II* in the 1992 Single-handed TransPac and after that, she pretty much dropped off the radar. If our sources are right, she is now apparently being refurbished in a barn in Grass Valley by a couple of brothers. But neither Frank nor Dan had any contact information for them. If they read this, or someone does who knows them, please email [johnr@latitude38.com](mailto:johnr@latitude38.com). We'd like to include them and the boat in our upcoming feature.

**Clarke's numbers.**

D.H. Clarke is the official Guinness record keeper for epic yacht voyages. Among the data he has amassed in this capacity is the following: "95% of those who say they are going to sail around the world do not get their boats in the water; 95% of those who get their boats in the water do not get underway; and 95% of those who do depart do not complete a circumnavigation."

— noted by Tom Cunliffe in *Yachting World* magazine

**Speaking of Guinness . . .**

Andrew Urbanczyk has barely slowed down since his circumnavigation on the Ericson 30+ *Nord IV* in 1984, which was chronicled in a series of articles in *Latitude 38*. He recently sent a copy of a notice he received from Guinness noting a record raft passage he made in 2002-2003 from Half Moon Bay to Guam, a straight-line distance of 5,110 nautical miles (5,880 statute miles) in a time of 136 days.

"That's almost two times longer than the *Kon Tiki* voyage!" notes Andrew.

**Revenge of the fish?**

We've run stories on fish jumping *into* boats, needlefish impaling themselves in people's legs, a jumping whale that landed on a boat (killing one occupant) and a barracuda that jumped out of the water, chomped a small piece out of a man's belly and flopped back into the water. Each time, we recall labeling these as "bizarre" or "freak incidents" that could never recur.

Wrong again. On Thursday, March 19, a woman riding in a boat in the Atlantic Ocean off Vaca Key (one of the Florida Keys) was killed instantly when a stingray jumped out of the water and

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# LOOSE LIPS

hit her in the face. The boat was traveling about 25 mph when the 75-pound spotted eagle ray jumped and hit 55-year-old Judy Zagorski, a vacationer from Michigan. Other family members in the boat at the time were not injured, although the accident also killed the ray.

With the death of Crocodile Hunter Steve Irwin still in people's minds (he died in September, 2006 when a stingray barb pierced him in the heart), several wildlife organizations went public in the days following the Florida incident to reassure the public that rays were generally docile creatures that do not overtly attack people, either by jumping or stinging. Said one source, "A study of animal-related fatalities shows you're much more likely to be eaten by a gator."

"A private navy with about 400 crewmen."

That's what Stephan Mackay, an executive with Fleet Training, Ltd., of Portsmouth, England, estimates will be required to run Russian Roman Abramovitch's fleet of mega motoryachts once his 500+ foot-long *Eclipse* comes online. According to an article in the February 28 *Wall Street Journal*, Fleet Training, Ltd., arranges for the crew of private yachts to be trained by the Royal Navy, of all people, at their historic base at Portsmouth.

While it may seem strange that the British Navy is training crews of private yachts belonging to Russians and other nationals, they need the money and don't really have that much else to do. And when it comes to crew training facilities, there just aren't enough to meet the demand — particularly for crews of mega motoryachts.

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# SIGHTINGS

## ***gitana 13* sets new ny-sf record**

The splendid 110-ft catamaran *Gitana 13* glided under the Golden Gate Bridge at precisely 8:31:29 a.m. on February 28, shattering a sailing record from New York to San Francisco that had stood for a decade. Their elapsed time for the 14,000-mile voyage (which included heaving to for five days to wait out the weather near Cape Horn) was 43 days, 38 minutes, an average of 15.88 knots. That beat the old 1998 record of 57 days and change by two full weeks.

After also recording their time as they passed Alcatraz (just in  
continued on outside column of next sightings page

## **90-day**

The good news is, the 90-day rule — which allows buyers of new-to-them boats to avoid paying sales tax by keeping the boats out of the country for 90 days — is still in effect at this writing. The bad news is, its reform has become something of a poster child for politicians, including Governor Schwarzenegger, intent on “closing



LATITUDE / JR

## rule update

tax loopholes for the rich" to help stave off California's imploding economy.

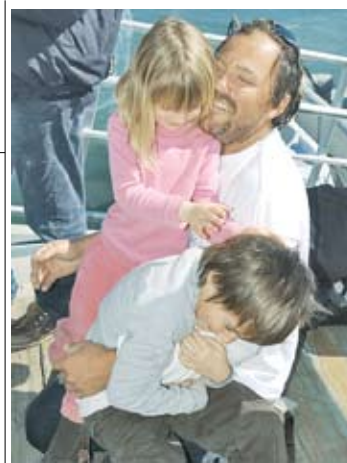
Opponents to the 90-Day Rule — what is now apparently referred to in-house as the "yacht tax" (even though it also applies to airplanes and RVs) — say it could potentially fill the state coffers with an

continued in middle column of next sightings page

## gitana 13 — cont'd

case, as that 'finish line' has been used in past NY-SF record sails), the boat was towed to a buoy off Corinthian YC where the crew set foot ashore for the first time since leaving the Big Apple on January 16. Many hugged wives, girlfriends and children who had flown over from France. All looked the part of sailors home from the sea — lean, tanned, unshaven and obviously weary from what navigator Dominic Vittet said was the most difficult part of the trip: the last 24 hours before arrival, as the big boat pounded upwind, making sleep all but impossible.

Highlights of *Gitana's* record run include a high day's-run mark of 640 miles, a top speed burst of 40.3 knots and several sustained speeds in the 30s. All the good stuff took place in the first weeks as



LATITUDE / JR & RICHARD

**Spread, 'Gitana 13' arrives under the Golden Gate. Above left, the crew toast. Skipper Lionel Lemonchois is in the tan hat; navigator Dominic Vittet is to his right. Top, 'G-13' dwarfs a local 26-footer. Above, the view from the bridge as press boats swarm the big cat. Far right, crewman Nicholas Raynaud is reunited with his children at Corinthian YC.**

the boat raced down the Atlantic. After the pause at the Horn to wait for better weather in the Pacific, she set all the 'low' marks of the trip on the northward second half of the trip, including her two slowest days — 190 miles in one 24-hour period in the Pacific doldrums, and only 240 miles on her final day before arrival in San Francisco. "The Pacific," said Vittet, "was very challenging."

Among those on hand at the Corinthian YC to greet the 10-man crew was CYC member Jim Gibbs, who was there, as he put it, "on family business." Seems that the 'Route of Gold' record the big cat had just reset — so named for the clippers who sailed it with hopeful 49ers during the California Gold Rush — was held for 135 years by the clipper ship *Flying Cloud*, and Gibbs's great-great-grandfather ("There may be one more 'great' in there," he says) was aboard! Israel Whitney Lyon and his two sisters were among 12 passengers on the ship's maiden voyage in 1851, when she set a new record of 89 days, 20 hours for the voyage. Three years later, she lowered her own mark to 89 days, 8 hours. That's the one that stood for 135 years. Israel Whitney didn't find gold, but went on to great success selling tooth powder (early toothpaste) to 49ers. Gibbs said he felt like he was 'completing a circle' of sorts by being there.

Later in the month, *Gitana 13* was moved to Nelson's Boatyard in Alameda for routine in-the-water maintenance. (The crew reported no serious damage to the boat during their long passage, which is as much testimony to the impeccable preparation of the *Gitana* organization as to any sort of luck.) After a couple of days of sea trials, she went on standby for her next record attempt, the San Francisco-to-Yokohama run. That record is currently held by another big French

continued on outside column of next sightings page



# SIGHTINGS

## ***gitana 13* — cont'd**

multihull, Olivier de Kersauson's 110-ft *Geronimo*, which set it in 2006. If all went as planned, *Gitana 13* left on Friday, March 28.

We hope it was as much a treat for Bay Area sailors to see this beautiful boat as it was for us, especially knowing her history. She was launched in 2000 as *Innovation Explorer* for The Race, the first and so far only 'unlimited' (no design limitations) nonstop round-the-world race. Under skipper Loick Peyron, she took second to sistership *Club Med* in that six-boat 2001 contest. In 2002, as *Orange*, under

continued on outside column of next sightings page

## **90-day rule**

additional \$21 million a year.

Supporters of the law point out that it will likely be quite a bit less than that and, in fact, in the long run may lose the state money, since most people who take advantage of the tax break are not rich — so they would buy fewer boats. This would adversely affect yacht brokers, yards, and even the Mexican economy,

*The 172-ft Perini Navi 'Tamsen' spent about a week in Sausalito while her owners — who were as likely to be seen scrubbing the decks as lounging on them — visited with their families. Super-bright underwater lights like 'Tamsen's can get so hot out of the water that their special heat-resistant lenses can actually melt.*





## — cont'd

since most 90-day boats spent their out-of-country time in Ensenada or other Baja ports.

And rich boat buyers will do what they've always done: set up an offshore corporation to 'own' the boat, thereby avoiding paying sales tax anyway.

The movement toward extending the  
continued in middle column of next sightings page

**gitana 13 — cont'd**

Bruno Peyron, she set a new nonstop round-the-world record (since broken). In 2003, as *Offshore Challenge*, under Ellen MacArthur, she was dismantled in the Indian Ocean during another round-the-world attempt. In between were countless other speedy ocean crossings under various skippers.

We also hope some of you got the big treat of meeting skipper Lionel Lemonchois or any of his 9-man crew, all accomplished sailors in their own rights. (We hear a spur-of-the-moment change of plans that led to an evening at the Bay View Boat Club was a night to remember for all involved.)

All in all, *C'est magnifique!* We wish Lemonchois and his crew the fairest of winds in all their travels, and hope to one day see them, and *Gitana 13*, back in the Bay again.

For more on the boat, the crew and the Gitana organization, go to [www.gitana-team.com/en/](http://www.gitana-team.com/en/).

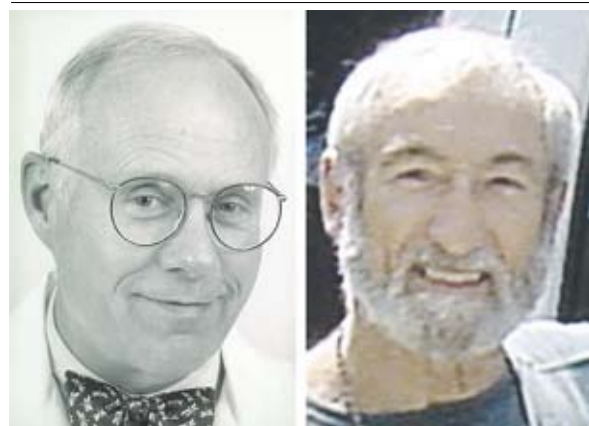
— jr

**the loss of daisy**

As we went to press, hearts were still heavy in the local sailing community over the loss of two sailors during the Doublehanded Lightship Race on March 15. Kirby Gale, 68, and Anthony Harrow, 72, were on the way home from the Lightbucket aboard Gale's Cheoy Lee Offshore 31 *Daisy* when they simply disappeared.

Conditions for Island YC's 37th annual edition of this 25-mile rite of spring — which takes racers from the start off Golden Gate YC to the big Lightship buoy and back — were typical, which is to say there was big wind and water: 20+ knots of breeze, gusting higher, and 10- to 12-ft seas. Waves were bigger and breaking on both the South Bar and Fourfathom Bank (aka the Potato Patch) to the north. Racers also reported occasional breaking waves in the ship channel itself.

According to witnesses, *Daisy* made it out to and around the Lightbucket in company with the last few boats. But they never made it back. Possibly the last sighting of the boat was by Rob Tryon and Aaron Dunlap aboard the Valiant 32 *Feolena*, who recall looking back now and then to check if a sail about a mile behind them was getting any closer. "Then, about six or seven miles out, we looked and the sail was gone," said Tryon. "We



**Matthew Kirby Gale and Anthony Harrow.**

thought it was because we were sailing faster." He also noted that the conditions made it difficult to keep track of any other boats unless they were on the tops of waves at the same time *Feolena* was.

*Feolena*, like most competitors — and the race committee — monitored VHF channels 16 and 72 (the race committee frequency). None heard any distress call.

There were 39 boats in the race. The 38th one finished about 3 p.m., leaving only *Daisy* unaccounted for. When the boat had not finished by the race deadline of 5 p.m., nor responded to repeated calls on VHF, the race committee called Gale's family. They called the Coast Guard who launched a search that ran Saturday night and continued

continued on outside column of next sightings page

# SIGHTINGS

## *daisy* — cont'd

through the day on Sunday.

At midmorning Sunday, searchers found floating debris that fit the description of *Daisy* a few miles south of her last estimated position. (Early reports that the boat's rudder was among the debris were later deemed incorrect.) About an hour later, the San Mateo County Sheriff's Office reported they had discovered the body of Harrow, still wearing his lifejacket, in a tidepool at Moss Beach (near Half Moon Bay) nearly 20 miles away. The search for Gale was suspended at 6 p.m. Sunday.

The search for *Daisy* resumed later in the week, with sunken wreckage located in 60 feet of water about 4 miles west of the Golden Gate on Thursday. A joint team of divers from the Coast Guard and San Mateo Sheriff's Dept. explored the debris and determined that it was the deck and rig of *Daisy*. Divers said there was no sign of the main hull or Gale. (At this writing on March 26, Gale's body still had not been found.)

As might be expected, there was lots of speculation in the days following the incident over what happened to *Daisy*. Did they spring a leak? Lose steerage? Get dismasted? Did they hit something — a buoy, a whale, a ship? Was there an explosion? And perhaps the biggest question: why didn't they fire flares or call for help?

We don't know what happened out there, and unless the Coast Guard finds direct evidence, such as paint scrapes (on a channel buoy), charred pieces (from an explosion) or other telltale clues, the best they're going to achieve is an educated guess.

For our educated guess, we invoke the story of Steve Klein's *J/105 Jammin'*. In the 2003 edition of the Doublehanded Lightship Race, *Jammin'* was also on the way home from the Lightship, also about halfway back to the Bay — and possibly in the very same area as *Daisy* — when a large wave broke over the boat. The impact spun the 34.5-ft sloop sideways, snapped the mast off and threw both Klein and crewman Jaime Quevedo into the water. *Jammin'* righted herself and the two men managed to climb back aboard. The knockdown killed all power aboard, plus the mast (and VHF antenna) was down, so they had no radio. They fired flares but nobody saw them. Klein had pre-programmed a direct line to the Coast Guard into his cellphone and managed to get off about a 30-second call to them before the second wave hit. That threw him across the inside of the boat where he whacked his head and lost the phone. (Quevedo, outside, had seen the wave coming and rode it out clinging to the boat for dear life.) By now the wind and waves had pushed *Jammin'* over the South Bar where the waves were really big. The third one to hit capsized her.

They were lucky. Klein's short cellphone call had put the Coast Guard rescue machinery into motion, and the two sailors were pulled off the swamped boat by the Coasties. *Jammin'*, or what was left of her, came ashore near Daly City the next day, nearly a dozen miles down the coast.

Sneaker waves — unusually big, breaking waves that can form quickly — are a common occurrence in the ocean off San Francisco in the winter and early spring. They are caused by a combination of rapidly shallowing water over the shoals, strong westerly breeze and a strong ebb coming out the Golden Gate. The March 15 event had all those elements. Although sneaker waves occur most often over the bars, as reported earlier, several racers said they saw breaking waves in the shipping channel itself.

We have done numerous stories of lost boats and people who were victims of sneaker waves. The survivors almost all told the same tale: it was a beautiful day out there until this wave came out of nowhere and broke on the boat.

Was it "too dangerous" to be out in the ocean that Saturday, as some local media insinuated? None of the competitors we talked to thought so. Most veterans thought the conditions were pretty typical

continued on outside column of next sightings page

## 90-day update

exemption to a one-year out-of-country requirement is gathering momentum among both Democrats and Republicans. There has even been a scathing TV commercial made about it that may air if it gets the backing.

Folks, a repeal of the 90-Day rule would be a bad thing for boaters *and* the state. We urge all of you to contact your



**— cont'd**

state representatives and tell them you want them to keep the 90-Day rule in place.

For more on how the 90-Day rule works, as well as regular updates on its status, see [www.truetraveler.com](http://www.truetraveler.com). For more on the current machinations in Sacramento, type 'California Yacht Tax' into Google and try to take it all in.

**daisy — cont'd**

for spring and, almost to a person, participants characterized it as a fun year for a fun race. It's worth noting that Island YC *has* cancelled the Doublehanded Lightship Race several times over the years when conditions were *really* horrible. (When that happens, they often run an in-the-Bay race as Plan B.) It's also worth noting that over the years, hundreds of shorthanded boats have sailed the Doublehanded Lightship — or the longer Singlehanded Farallones or Doublehanded Farallones later in spring — in conditions similar to those on March

continued on outside column of next sightings page



**Summer sailing is upon us, and so is Beer Can racing. These ultra-casual races on weekday nights feature lots of wind and tons of fun, but less stress than more organized race series. Check out 'Calendar' in this month's issue or the 'Northern California Sailing Calendar' for a full schedule.**

# SIGHTINGS

## ***daisy* — cont'd**

15 with little or no trouble.

Some have not. Although Gale and Harrow are thought to be the first fatalities in the Doublehanded Lightship, it's no secret that other boats and lives have been lost in ocean races off San Francisco.

Gale and Harrow were experienced sailors. According to his family, Gale had been sailing for more than 40 years on different boats and had owned and sailed *Daisy* for the last 8 years. He and Harrow had sailed the ocean before and knew the risks. And by all accounts,

continued on outside column of next sightings page

## **the *geja* torch**

"I'm the lucky reader who purchased the Islander 36 *Geja*, currently in Italy, from San Franciscans Eli and Sara Bottrell," reports Andrew Vik, also of San Francisco. "I would have written about my purchase sooner, but I've been too busy scouring various online cruising logs of the Med and making the Google Earth view of the Med a permanent fixture on



COURTESY ANDREW VIK

## is passed along

my computer monitor.”

Many readers will remember *Geja* as being the Islander 36 that Dick and Shirley Sandys of Palo Alto cruised most of the way around the world over a 15-year period. When Dick passed away about 18 months ago, Shirley put the boat, then in Spain, up for sale on *'Lectronic Latitude*

continued in middle column of next sightings page

**Andrew Vik, seen here at Isla San Francisco aboard the Beneteau 38 'Sea Fox' that he co-skippered in the '06 Ha-Ha, has bought the Islander 36 'Geja' in the Med.**



## daisy — cont'd

the boat was well prepared, having had an expensive new VHF radio installed (the kind with the 'instant alert' DSC button), and rigging work done in the weeks prior to the race.

Our sincere condolences to the families of Kirby Gale and Anthony Harrow. If any good is to come of their loss, perhaps the memory of it will give pause to some other sailor who heads under the bridge in winter, sees the whitecaps out beyond Bonita, and decides to turn back and spend the afternoon sailing the Bay instead. The ocean will still be there another day.

— jr

## i-crew list

It still seems weird: not running the Crew Lists in the magazine anymore. As regular readers will know, each year for the last two decades, we have run three big lists of people wanting to hook up with either boats or crew: the Racing Crew List in March, the Cruising, Co-Chartering, Daysailing and Boat-Swapping List in April, and a special Mexico-only Crew List in October.

Not anymore. Now all that activity takes place on the internet. Think of it as 'i-Crew' if you like.

In case you're new to these pages and have no idea what we're talking about, a bit of background:

A few years after beginning *Latitude 38* back in 1977, it became apparent to us that there were lots of people who wanted to crew on boats, but weren't meeting skippers — and lots of skippers who needed crew, but couldn't find them. Then, as now, lots of people got on boats by word of mouth or just by prowling the docks. But there was also this large cross-section of able and willing sailors who weren't making connections and therefore missing out. Geez, we thought, we could *lose* these folks to some horrible fate, like golf or tennis. So we dreamed up the Crew List. We ran forms in the magazine that both skippers and potential crew could fill out and send in. Then we'd publish all the names to make it easy for them to get in contact with each other. Of course, each person's listing would have a few details about desires and skill levels (as well as types of boats for skippers). And the Crew Lists were born. Thousands and thousands of people have since taken part in the lists, and we have received many happy stories over the years that all began with a phone call or email from the Crew List.

But the magic of cyberspace has made the term 'hard copy' irrelevant, if not downright neolithic. Who needs to wait for weeks to see their name listed in *Latitude* when all that now takes place in real time? That's right: you can literally set this issue down, spend about five minutes on the internet and you'll be on the current Crew List *right now*. Theoretically, you could be talking to a potential new skipper or crew by the time you get done reading this column!

As mentioned, the March issue used to carry the Racing Crew List. It appeared earlier because boats needed to firm up crew for the upcoming season. The current focus now is on our biggest list, the folks who are interested in Cruising, Co-Chartering, Daysailing and Boat-Swapping.

Taking part — or just checking it out — is as easy as going to [www.latitude38.com](http://www.latitude38.com), clicking on "Crew List" and following the prompts. Not only will you find forms specific to your situation, but with a few clicks of the mouse, you can view the current lists of boats looking for crew, or crew looking for boats — in real time.

Please note that you don't have to fill out a crew list form to take part in the fun. If you're a boat owner and you spot a guy or gal's name whose skillset fits your needs, by all means, contact them (click on the name for more information). However, please note that anyone who uses the Crew Lists must take responsibility for their own ac-

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# SIGHTINGS

## crew list — cont'd

tions. As the lawyers put it: the *Latitude 38* Crew List, and the Crew List forms, are intended for informational purposes only. *Latitude 38* does not make or imply any guarantee, warranty or recommendation as to the character of individuals participating in the Crew List or the conditions of the boats or equipment. You must judge those things for yourself.

Perhaps best of all, the Crew Lists are now free. And everyone who takes part is invited to our spring Crew List party on April 3 at Golden Gate YC. Hours are 6-9 p.m., admission is \$7 per person. And don't worry, no big changes are planned for this long-running *Latitude* tradition. Just the usual no-host bar, munchies, equipment demonstrations and camaraderie. (As an added attraction this year, Laura Paul of the YRA will be on hand to help racing skippers sign up to race.) It's not only a great 'neutral ground' for new Crew Listers to meet up for the first time, it's also a great place to make the actual crew-boat connection, since all boat owners and crew will be wearing color-coded name tags.

The one other thing this brave new world has in common with the old: Summer's not that far away and the good rides (and crew) get snapped up fast. So don't delay, Crew List today!

— jr

## the accidental whaler

We're happy to report that in West Coast waters both gray and humpback whales have made dramatic comebacks from their greatly endangered status a few decades ago. Unfortunately, there is a downside to their current proliferation. Many experienced offshore mariners consider them to be one of — if not the most —

dangerous hazard to navigation along the West Coast.

Former Bay Area sailor Bernard Slabek would probably agree with that assessment. After grazing a humpback off the Baja coast during the Ha-Ha rally last November, his Freedom 36 *Simple Pleasures* slammed into another one in January while heading south along the Mexican mainland *en route* to Barra de Navidad. It took most of the paint off the leading edge of the sloop's keel, but apparently did no

structural damage. And the whale appeared to be unharmed.

As with lightning striking twice, we have to wonder: What are the odds of that happening? And why is it that sailboats do occasionally hit whales, yet never make contact with dolphins, despite the fact that they like to dance in your bow wave, literally inches from the hull?

We asked Mary Lou Schram of the Gulf of the Farallones National Marine Sanctuary for her thoughts on Bernard's strange encounters. "I'm not an authority on fluid dynamics, but my guess as to why

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## geja

for just \$10,000. The Bottrells were the lucky buyers, and enjoyed seven exciting and virtually trouble-free months of cruising the boat in the Med last summer, as was reported in *Latitude*. Having had their big adventure, the couple put the boat up for sale.



LATITUDE / ANDY



**The last time we sailed with Bernard Slabek, the sea creatures he was bagging were of a manageable size. But these days, he seems to be gunning for bigger targets.**

## — cont'd

"Like the Bottrells," Vik reports, "I'm in my 30s. But unlike them, I'm not married and therefore won't have the benefit of a permanent crew. I expect that many friends and family members will join me but, if there are any spots to fill, I'll be  
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## whales — cont'd

dolphins don't seem to collide with vessels is that when they swim next to vessels, they are not just 'sharing the road' with them, they purposely utilize the pressure wave from the vessel's bow to hitch a ride. My further guess is that they're constantly gauging the boat's proximity by sensing the pressure on their bodies.

"As to why whales are being shipstruck more often, it could be  
continued on outside column of next sightings page

*These ladies seem to be having a good time sailing their appropriately named Sunsail charter boat 'Bound to Please' in last month's St. Maarten Heineken Regatta.*



# SIGHTINGS

## whales — cont'd

population increase — of whales or of vessels! — or it could be changes in their distribution/migration patterns. It could be that human-generated ocean noise is increasingly confusing to them, making them less able to detect the presence of approaching vessels. But being asleep is not likely, since both dolphins and whales have to be awake to breathe — one hemisphere stays awake while the other snoozes."

Humpbacks, by the way, are still on the Endangered Species List, but the Eastern Pacific population of Grays was removed from the list in '94. However, they remain gravely threatened in the western

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## geja

looking for like-minded crew at the April 3 Crew List Party at Golden Gate YC in San Francisco. To me, 'like-minded' means someone in their 20s or 30s, male or female, who is not opposed to mooring next to, and going into, those crazy Mediterranean discothèques. But some sailing skills would be nice, too."

This won't be Vik's first time sailing in the Med. "Back in '02, I spent a few weeks



LATITUDE / ANDY



**— cont'd**

sailing aboard the 42-ft yawl-rigged youth sailing hostel *Clizia* in the Med, and ever since have been dreaming of returning for an extended cruise. Now, thanks to *Latitude 38* and the Bottrells, my dream will come true. But I'm pretty sure that, after a summer or two, it will be time for me to pass the *Geja* torch to yet another lucky *Latitude* reader."

— richard

**The best way to view whales is from the deck of a whale watching boat, like this one in Banderas Bay.**

**whales — cont'd**

Pacific, specifically in Korean waters.

Before we went to press with this story, NOAA's Farallones Sanctuary organization released a plea to Bay Area boaters to keep a lookout for migrating whales — especially at this time of year — and steer clear of them. From March to May, thousands of migrating gray whales make their way north from breeding grounds off Mexico to feeding grounds off Alaska, with mothers and their young calves often swimming very close to shore.

"Keep a lookout for the gray whale's blow," the agency advises, "which looks like a puff of smoke about 10 to 15 feet high. A whale may surface and blow several times before a prolonged dive, typically lasting from three to six minutes."

It is further suggested that boaters stay a football field's length away from all whales, never cut across their path, avoid making sudden changes of speed or direction, and "never get between a cow and her calf — if separated from its mother, a calf may be doomed to starvation."

— andy



LYDIA MAZZIE

**While it's breathtaking to watch whales breach, it's also against the law to get too close.**

**brrrr, it's chilly down here**

We hope the devil has some earmuffs and gloves because, late last month, Hawaii's governor, Linda Lingle, released nearly \$4.2 million to upgrade, repair and rebuild the Ala Wai Small Boat Harbor in Honolulu. For years, we — and many sailors — have verbally spanked the state's government for allowing what should be one of the premier marine facilities in the Pacific to fall into such disrepair that almost half of the slips were not just unusable but downright dangerous.

The funds will go toward replacing B, C and D docks, as well as the transient docks, and Rows 500 and 700. The projects will take a couple years to complete but we have to give kudos to Governor Lingle for finally seeing the light.

— ladonna

**westpoint marina update**

If you think building and launching a boat takes longer than expected, try building and launching a whole marina. It was way back in 1988 that Mark Sanders got the idea of turning an old salt drying pond in Redwood City into a state-of-the-art marina. It would take 16 of the next 20 years just to jump through all the necessary government and environmental hoops before he turned the first shovelful of mud. Now all the mud and riprap are nearly bulldozed into submission, the basin is full, and three of the eventual seven big docks are in. What was little more than a pretty artist's conception when we first learned about Westpoint Marina is now well on the way to becoming reality — and the first patient berthers on a long waiting list may start getting calls to come put their boats in slips as soon as . . . this summer!

No one is more amazed — and happy — than Sanders himself, who has been a hands-on part of Westpoint Marina since its inception, down to driving a tractor every day alongside the small army of workers constructing the levee surrounding the new marina.

The first few berthers will likely feel a bit of the pioneering spirit

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# SIGHTINGS

## westpoint — cont'd

themselves, as it's going to be a while until any shoreside facilities are in. But berthers *will* have big, beautiful docks, running water, enough electricity at each slip to run a small house (really!) and even a pumpout 'hydrant' every few slips that can service five surrounding boats. When all the docks are in, the marina — the first new full-service marina to open in the Bay Area in more than 30 years — will boast over 400 slips in 44, 50, 55 and 60-ft sizes, in addition to several hundred feet of additional dock for really big boats up to (100+ feet), and guests.

Sanders estimates he has about \$15 million into the marina so far, every penny of it his. (His resumé includes several years as CEO of Pinnacle Systems.) He figures it will cost at least that much more before it's done. Upon completion, the site will feature a boatyard, launching ramp, dry storage, guest berths, fuel dock, engine shop, rigging shop, sail loft, chandlery, harbor master's office, yacht brokerage, and other marine-oriented businesses. Not to mention a nice restaurant or two.

A personal note from this reporter: it has been a real treat to see the fruits of perseverance (Sanders would have John Donne clapping in appreciation). But an even bigger treat to see one man's vision take form. Twenty years ago, Sanders looked out over an abandoned bittern pond and envisioned a marina — and then chipped away at the paperwork, the mud and the rocks until he had one. Not to get too carried away, but we couldn't help but think of Michelangelo chipping away at a similarly shapeless block of marble to reveal *Pieta*. Pretty neat stuff.

For more on Westpoint Marina, including how to apply for a slip, go to [www.westpointmarina.com](http://www.westpointmarina.com).

—jr

## a sailor's tragic fall

Newport Beach sailor Jim Forquer was one of those rare guys who seemed to have everything going for him: a spectacular Catana 52 catamaran; a beautiful, energetic girlfriend; and no need to work, thanks to money in the bank from his many successes in the high tech industry. Yet unlike others with similar good fortune, it had not gone to his head. Sailors who'd met him all along the Mexican coast in recent years regarded him as down-to-earth, accessible and always willing to share his substantial nautical and technical expertise.

Tragically, Forquer's life came to an abrupt end March 9 when he apparently lost his footing and fell to his death at Isla Navidad Marina in Barra de Navidad. Forquer, who was in his late 50s, had dined with fellow Balboa Yacht Club members aboard their motoryacht not far from where Forquer's cat, *Legato* was berthed. At approximately 11:30 p.m. he said good night and began the 200-yard walk to C Dock — a route he had traveled many times before. About halfway along that distance, a 12-inch-high curb interrupts the walkway, defining the edge of a launch ramp below. It appeared obvious to friends on the scene that Forquer simply had not seen the curb — the walkway was unlit at

the time — and toppled onto the concrete ramp, 8 to 10 feet below. His body was found early the next morning by a security guard. According to friends, Jim had not been drinking heavily, and there is no suspicion of foul play. An autopsy is pending, but all indications

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## lube it or

It's often been said that the wheel is the 'oldest, most important invention'. That may be true, but lube would have to come in a close second because, without it, wheels don't reach their maximum effectiveness — and may not even turn at all.

**Proud parent — Mark Sanders is all smiles these days as Westpoint Marina takes shape in Redwood City.**



LATITUDE / ANDY



**Jim Forquer will be missed.**

## lose it

There are lots of 'wheels' on boats, and among them would be sheaves. During last month's Banderas Bay Regatta, we found out how important lube is for an aluminum sheave turning on a stainless steel pin. The Spectra outhaul for

continued in middle column of next sightings page

## forquer — cont'd

are that it was simply a tragic mishap.

A lifelong sailor, Forquer had eased into the cruising life only recently, but he'd enjoyed racing all his life. In 2005 he won the mutihull division in the Atlantic Rally for Cruisers. This smart, gregarious man will be sorely missed in both the sailing and high tech communities.

— *andy*



LATITUDE / JR

# SIGHTINGS

## e-scows: not just for lakes anymore

For more than a century, scows have been among the most popular sailing craft on lakes and protected bays. Their planing ability downwind and small wetted surface when heeled upwind — likened by some to a catamaran flying one hull — makes them fast and fun . . . as long as the water is relatively flat. Chop is the Achilles heel of a scow. Which is why you rarely see them on bumpy oceans or bays, such as San Francisco.

But every so often, some crazy . . . uh, *brave* soul gives it a shot. Like Chris Shepherd, who showed up with a bunch of friends aboard

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## lube

the mainsail broke on *Profligate* one race, which was something of a surprise, because it hadn't been that windy, and Spectra is very strong line. When we got back to the dock, we found out that it wasn't the line's fault at all. The sheave was frozen in place, which meant that any time we took in or eased out on the outhaul, the line was subject to severe




## — cont'd

abrasion.

After the crew got out the hammers and penetrating liquids, we finally loosened up the sheave on the pin. It still didn't turn very freely, so with the help of the baby sledge hammer, we removed both of them from the boom. It immediately became clear that we, rather than the

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**Team Peckerhead sails again — from l to r, Tom 'Wardog' Warren, John Greene, owner Craig Shepherd (in back) and Kevin Sullivan.**

## e-scows — cont'd

*E Ticket*, a 28-ft E-Class Scow, for the Sunday pursuit race at Richmond YC's Big Daddy Regatta. Here's his story.

"Years ago I purchased my first E-Scow for my wife for our fifth wedding anniversary. Karri is the great-granddaughter of J.O. Johnson, who's credited with inventing the modern scow about the same time a couple of other inventors named Orville and Wilbur were getting their latest invention off the ground. Her father, Dave, always talked to me about sailing scows near the family's booyard on White Bear Lake in Minnesota, and he always kind of lamented the fact that there weren't many scows west of the Rocky Mountains. Well, I changed that.

"Karri and I sailed our first 'E', a '79 Johnson, for four years in beer can races at the Stockton Sailing Club. The conditions in the Delta are ideal for a scow: flat water and 10-15 knots of breeze every summer evening makes for a quick race.

"Karri and I went our separate ways about three years ago, and I gave her both the E-Scow and my prized Columbia 5.5 meter, *Bandit*.

"For the last few years, I've been part of Rick Wesslund's J/120 crew on *El Ocaso*. Rick emailed one day that we were trying out a new bow guy, who turned out to be 'Wardog' — Tom Warren. We used to sail together on a couple of Bill Chapman's *Bones VII* and *VIII* boats. Then, several months ago, my good friend Sean Svendsen, who you probably know runs a boatyard, told me he had an E-Scow on lien. Nobody bid on it so he asked if I wanted it, so I could 'beat up on the ex-wife'. And besides, it was free. No one was quite sure how or when it had come west, but the 1983 boat, also a Johnson, was in decent shape, still stiff, and had seen little use in the past."

— jr

## return of the peckerheads

Team Peckerhead Racing was started in the early '80s, back when racing and drinking went hand in hand. After a few years, we went our separate ways. Then the inevitable happened and two of us found ourselves on the same crew again. Things had changed over the years and now the drinking was mostly reserved until after the day's racing was over. Everyone was also more serious about racing and the results showed it. One night in the midst of a post-race drinking binge, one of the original TPR members said "Hey, I've got this cool boat. Let's do the Ditch Run."

Now, being Peckerheads, the rest of us had some questions. "Can we drink before the race?" The reply was, "Sure why not?" Then the most important question "Can we drink *during* the race?" And to our great relief the reply was, "Only rum and tequila — beer is too heavy." In that one bright, shining moment, Team Peckerhead Racing was reborn.

Now, you might notice than none of us asked what kind of boat we would be racing on. That's because when a fellow Peckerhead said it was "cool," that was good enough for us. Well, he was right — the boat looks odd, but is a blast. So if you see a boatload of Peckerheads flying around the Bay, drinking rum on a boat that looks like a popsicle stick, don't worry, it's just the Peckerheads on the E-Scow in pursuit of the ultimate *E Ticket* ride.

— tom 'wardog' warren

## fuel for the fire

You think fuel prices are high in the United States? They're not, at least not compared to other Developed countries. We learned this lesson last month when we had to buy five gallons of gas for our dinghy and five gallons of diesel for the cat. The bill for that 10 gallons of liquid energy? A jaw-dropping, wallet-lightening \$70 U.S.!

We know what you're thinking — everything is expensive in St.

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## **fuel — cont'd**

Barth. It's true that some things are absurdly expensive on the island, but fuel is actually less expensive there than it is in France, the United Kingdom, Germany, Italy and Belgium. During the week of January 20, fuel in the U.S., taxes included, averaged \$3.26 a gallon, while in the previously mentioned European countries, it was well more than double that, at anywhere between \$7.70 U.S. a gallon and \$8.17 a gallon.

If Americans had to pay European prices for fuel, we think it would have a tremendous impact on what kind of cars we drove and whether we tended to buy powerboats as opposed to sailboats. And, whether we had outboards on our dinghies or rowed them.

As of January 1 of this year, St. Barth has a new status that makes her much more autonomous from France than she used to be. The people love the freedom and independence. What they are discovering they don't like is that they are now going to have to pay for it in the form of self-imposed taxes and fees to support various services and the island's infrastructure. One of the ways they're going about it is by assessing every vehicle on the island with an annual fee. And because this island is very environmentally conscious — for example, you have to pay 10 cents for every plastic bag at the supermarket — the vehicles are being taxed on a sliding scale based on horsepower. If your car has twice the horsepower, you have to pay twice the annual fee, which can run as high as \$700 a year.

A good friend of ours in the Caribbean runs a 90-ft powerboat in the islands in the winter and the Med in the summer. He told us that, while making a two-day run from Italy to France last year, he burned up \$20,000 U.S. in fuel. And mind you, in these waters a 90-footer is about as special as a Catalina 30 is on the Bay. Can you imagine what would happen if these megayachts — or their sisters that are five times as long and burn up 15 times as much fuel — had to pay fees on a pro-rated basis?

— richard

## **pacific cup & shtp deadlines looming**

The entry deadline for this year's 15th biennial Pacific Cup is coming up quick, so if you've been thinking about making the trip to Hawaii this year, don't wait any longer — you have until May 1 to get the first part of your entry packet in. But even if you make that date, you could still find you're too late. The race is limited to 70 boats by virtue of the moorage available at the finish in Kaneohe Bay. The entry list stands at 74 at the moment, with an additional three boats "in the process" of entering.

One of those entries in process is Kentfield's Paul Cayard with his brand new-to-him Santa Cruz 50. Cayard's crew will be made up mostly of his college-age kids and some of the friends they grew up sailing with in the San Francisco YC junior program. We're hoping to get an interview with Cayard for next month's issue to find out how that effort is coming along.

So what are the chances you'll get in if you've been so busy preparing your boat that you've forgotten to enter? Well, one sailing writer described it as "like monitoring a college class" — meaning that for a variety of reasons, some people just won't make it to the start line and, if you're around and at the head of the waitlist when they drop out, you'll get the nod. The race has a very comprehensive website where you can find all this and more at [www.pacificcup.org](http://www.pacificcup.org).

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## **lube**

sheave, had failed. As you might be able to see from the photo, the center of the sheave is no longer round, and thus very clearly hadn't been in the mood to turn in a long time. We'd been negligent in lubricating the sheave on a regular basis, which would not only have assisted in the sheave turning more freely, but also would have prevented — or at least limited — the aluminum sheave from corroding



***Are we rolling, Bob? Spread, a lack of lube caused this sheave to corrode. Above, every boat should be stocked with a variety of lubricating products — and they should get used.***



## — cont'd

because of its contact with the stainless steel pin.

It's spring and the weather is great for sailing, but in order not to make the same mistake we did, take a few minutes to lube your sheaves. If you do it regularly, it takes little more than a shot of spray from a can, making it one of the easiest maintenance jobs on a boat.

— richard

## deadlines — cont'd

If you don't like waiting in line for the head, picking up after someone else, hotbunking or arguing about how close to cut the corner of the high — there's always the Singlehanded TransPac. After a couple weeks you might be doing all those things with your alterego, but at least you'll know him or her well! This year's 30th running of the Singlehanded Sailing Society's classic event has 19 entries already, and the deadline is May 3. The 2,120-mile course finishes in Hanalei Bay on the garden isle of Kauai, and you can find out more about it by visiting [www.sfbaysss.org](http://www.sfbaysss.org).

— rob



# SIGHTINGS

## come see us at the show

It's April and that means it's once again time for the only all-sailboat show on the West Coast: Strictly Sail Pacific, April 16-20. You may have noticed that this month's issue of *Latitude* was made particularly thick thanks to the 48-page pre-show planner crammed in the middle of *Calendar*. Well, that planner is also crammed full of info to help you plan your assault on the show. Check out the exhibitor list, seminar descriptions and the new show layout smack in the heart of Jack London Square in Oakland.

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## supreme court sides

New York Supreme Court Justice Herman Cahn ruled in favor of BMW Oracle Racing on March 18, disallowing Alinghi's appeal that BMW Oracle's presumed challenging vessel — a 90-ft trimaran — didn't fit the definition of a 'keel yacht'.

Now the two sides are at a deadlock as to when and where America's Cup 33 will happen. Alinghi claim that they can't



BURCE NESBIT



## with bmw oracle

possibly have a boat built by this October's match dates, and that, if Larry Ellison wants a fair match 'on the water', that he'll need to give them more time. The response from BMW Oracle and Team New Zealand — 'B#!!f0it'!

That begs the question — is forfeiture in the cards for Alinghi?

—rob



**Gordy Miller points out that he won't be 99 for much longer. He'll celebrate his 100th birthday on April 3.**

## boat show — cont'd

The seminar schedule for this year's show is an eclectic mix that offers something for everyone, including splicing lines (Andy and Pam Wall), interpreting weather forecasts (Lee Chesneau), writing while you cruise (Lin and Larry Pardey), learning sail trim (Kame Richards), and practicing yoga onboard (Kim Hess), to name just a few.

Among the bunch of vagabonds speaking during the show are the Baja Ha-Ha's very own Grand Poobah and Banjo Andy. The Poobah, *Latitude's* publisher Richard Spindler, will give his spirited presentation on the annual cruiser's rally from San Diego to Cabo San Lucas on Friday, April 18, at 2 p.m. and Saturday, April 19, at 6 p.m. If you've been thinking of doing the Ha-Ha, whether on your boat or as crew, you can get all your questions answered.

For many of those who join the Ha-Ha, the ultimate goal is the South Pacific. Enter Banjo Andy Turpin, one of *Latitude's* editors and ringleader for the annual Pacific Puddle Jump (see bios for this year's fleet later in this issue). His talk on Saturday, April 19, at 4:45 p.m. will give cruisers the info they need on getting there, chartering, destinations and more.

If you're one of the many cruisers who've "been there, done that," be sure to stop by *Latitude's* booth (#2022) at 6 p.m. on Friday, April 18, for the Baja Ha-Ha & Pacific Puddle Jump Reunion. Reconnect with old friends and make some new ones over free beer, wine and snacks. You can even buy a new T-shirt to replace your old sun-faded one.

Even if your future sailing plans have you going no further than the Golden Gate Bridge, there's still plenty of cruising to be had in the Bay Area. Head on down to the docks and check out the Ranger 33 *Summer Sailstice*, official 'committee' boat for the annual global celebration of sailing started by *Latitude's* Associate Publisher, John Arndt. His crew will be happy to tell you about cruise-outs all over the world — and Bay — that will be held on the weekend of June 21-22, the longest days of the year. Go to [www.summersailstice.com](http://www.summersailstice.com) for more.

To help take the edge off how much it'll cost in gas to get to the show, go online to buy discounted tickets. Just surf on over to [www.strictlysailpacific.com](http://www.strictlysailpacific.com) and click on the 'Tickets' tab on the left. Type 'Latitude 38' in the Promotional Code box and you'll save \$2 for every one-day ticket you buy. Plus you won't have to stand in line at the ticket booth. While you're on the site, check out all the other cool events, seminars and features at the show. See you there!

—ladonna

## lordy, lordy, gordy's . . . 100!

Local sailor and 74-year member of Richmond YC Gordy Miller will celebrate the "Big 100" on April 3. Gordy's love for sailing dates back to 1934, when he joined the newly formed Richmond YC. He would have joined a year earlier as a charter member but he had to save up for the \$5 initiation fee. Gordy's home-built Snipe Cotton II won many races in those early days, before he moved on to El Toros, Zephyrs, and later, a Cal 25 and Ericson 27, continuing his winning ways.

Richmond YC was relocated several times during the war years to make space for ship construction. Each relocation was done by the members, so Gordy spent as much time building yacht clubs as he did sailing back then. RYC settled into its current location during the mid '60s.

Gordy continues to actively sail the Bay with the RYC Sunshine Boys on Wednesdays, and cruises to Angel Island with the Geratol Lunch Bunch once a month. Gordy and his wife Margaret regularly help out with the mailing of the club newsletter and enjoy the comradeship of their many friends at the club on weekends.

Happy 100th birthday, Gordy!

—bruce nesbit

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# DOUBLEHANDED LIGHTSHIP 2008



**J**onathan 'Bird' Livingston and his veteran Wylie 39 hull #1 *Punk Dolphin* surfed to another corrected victory in March 15's Doublehanded Lightship Race. The win, his "sixth or seventh — how should I know?" over the years, was made all the more enjoyable by his first-time crew, Nancy Potter Tompkins. The wife of Commodore Tompkins, Nancy has done plenty of racing and cruising aboard the couple's sistership Wylie 39, *Flashgirl*. This was her first race as a 'punk', though. And to show

you how strategically planned it all was, Nancy had returned to the Bay Area from New Zealand to visit family and friends and called Jonathan just to say hi. Bird's planned Lightship crewman had just cancelled on him, so he said, "You want to go sailing tomorrow?"

That's about as complicated as it gets with this program.

*Punk Dolphin* was one of 39 starters in four divisions that assembled off the Golden Gate YC for the Saturday morning starts. Thirty-seven boats finished.

One dropped out soon after the start. The other was to throw a sobering shadow over the event. The Cheoy Lee 31 *Daisy* disappeared on the way home, along with owner Kirby Gale and his friend and crewman, Anthony Harrow. (For more on the loss of *Daisy*, see *Sightings*.)

Up until that bad news broke later in the day, the Island YC's 37th annual Doublehanded Lightship Race — part of whose proceeds go to benefit Cerebral Palsy — was a great challenge and a great ride from start to finish.



**P**unk Dolphin was in the second start at 9:10, right behind the multihulls. Or what was left of them. Of five boats entered, there was only a single starter: Dave Austin's Corsair 31R *Lil Bear*.

Livingston, who has done and won a lot more than 'six or seven' of these things, says he was particularly impressed with his Division B competition this year. *Punk Dolphin* rates the same as an Express 37, and there were two of those, John Dillow's *Escapade*, and

**Woman driver! — Nancy Potter Tompkins steers 'Punk Dolphin' for the Golden Gate while Bird gets ready to set a spinnaker. Inset, Nancy and the skipper.**

Larry Wright's *Spindrift V* — "and they were both sailed very well," said Bird. He also gives a nod of appreciation to Torbin Bentsen's slightly higher-rated Beneteau 42.7 *Tivoli*, which beat him to the Lightbucket.

According to Livingston and several other DHLS veterans, conditions for this annual rite of spring were pretty typical,

which is to say there was lots of wind and big seas, the latter made all the more imposing by a strong ebb. Most boats saw 20-25 knots of breeze and 10-12-ft seas, with even bigger waves occasionally breaking over the South Bar. Jonathan, who has owned and sailed *Punk Dolphin* since 1984, was cool with everything, but he could see Nancy was concerned.

"Nobody else was putting up spinnakers on the way in, and when she realized I really did want to, she kind of gulped, but she went forward and made

# DOUBLE LIGHTSHIP

LATITUDE/JR



'Bucket Listers' — Above, part of a clump of homeward-bound boats that restarted after the wind took a 45-minute hiatus. Right, 'Taz!' blasts out to sea. Below, 'Vent Vitesse' completes a jibe under the Golden Gate. Far below, the Santana 22 'Tchoupitoulas', the race's smallest entry, on the way to a win in Division D.



LATITUDE/JR



LATITUDE/JR



it happen. Once we got set up, I let her drive and we were both hooting and hollering. It was a great ride."

"All I'd heard on the news the night before was, '30-knot winds and hail,'" laughed Nancy, who has done several previous Lightship and Farallones races with Commodore and other people.

"So there was that. But honestly what concerned me more was holding Jonathan back. He's such a great sailor."

*Dolphin* sailed out under a #1 and a reefed main — a perfect combo as it turned out — making it to the 'Bucket' in an hour and 40 minutes. The #1 turned out to be additionally useful when they decided to hold off setting a kite for awhile because of all the north in the

breeze. With *Tivoli* doing the same — albeit with a smaller headsail — *Dolphin* overtook and passed.

When they did set *Punk's* big purple and blue spinnaker, Nancy was happy to see Jonathan still used the same double-pole setup that she and Commodore were so familiar with on *Flashgirl*. Although this arrangement requires additional rigging and gear, the benefits are many,



Above, dueling Cal 40s — 'Green Buffalo' (left) and 'Shaman' drag raced side by side down the channel. After the no-wind 'restart', 'Shaman' finished five minutes ahead. Left, smiles like Rachel Fogel's aboard 'Chesapeake' were evident through the fleet until everyone heard the bad news later in the day. Below, Dave Van Houten and David Kuettel put the pedal to the metal on 'Serena'.



ALL PHOTOS WWW.LYONSIMAGING.COM EXCEPT AS NOTED

especially when shorthanding. With a bit of practice, you can jibe the boat from the cockpit without having anyone on the foredeck. And yes, it's easier to say than do.

*Punk Dolphin* surfed home hitting 10s or better, right over the fading ebb on what turned out to also be dying breeze. They finished third, boat for boat, behind the Thompson 1150 *Serena* and *Lil Bear*.

*Serena* had a pretty good ride herself. Owner David Kuettel and crew Dave Van Houten blasted home at sustained speeds of 17 knots under the custom T-1150's big *aso* kite.

"Actually, that's the little kite," said Kuettel, who splashed the pretty blue Jim Betts-made rocketship in 2004. "The

big one is *really* huge."

Kuettel and Von Houten, who has been an integral part of the *Serena* program from the start, had a great ride out and back. Flushed by the morning ebb like everyone else, they set up north of the channel and laid the Lightbucket easily. Like *Punk Dolphin*, the north component in the wind also delayed their spinnaker set, but even longer — until they were

# DOUBLEHANDED LIGHTSHIP 2008



LATITUDE/AIR

*'Punk Dolphin's two-pole arrangement. To jibe: lazy pole up, crank in the old sheet/new guy, ease out the old guy/new sheet — and lower the 'old' pole end to the deck. Couldn't be easier.*

almost abeam of Point Bonita. And when they did set, they weren't sure they could clear Mile Rock. Another concern was the boat's tendency to slide down the face of a wave so fast that she'd plant her pole in the back of the wave ahead. Although she always recovered, "That was a bit more excitement than we would have liked," admits David.

They did shinny past Mile Rock, only to realize they weren't going to make

a first to finish time of 3:08:28 — just three minutes off their personal best first to finish time in 2006, and only about 15 minutes shy of the course record of 2 hours, 51 minutes set by Jim Antrim and Bob Gay aboard the Open 50 *Convergence* in the 2000 race.

Soon after *Punk Dolphin* finished, the wind suddenly died everywhere east

of Point Bonita. This phenomenon was nowhere more apparent than from the western bikeway of the Golden Gate Bridge, where your faithful reporter was perched, camera in hand. From that high vantage point, it was obviously still honking out in the ocean. But in the channel there were just a few ruffles on the water here and there. In the Bay, it was so bad that the StFYC actually had to postpone most of their Spring One Design Regatta races until Sunday.

For 45 minutes, the first wave of DHLs boats tried vainly to sail toward the Bridge on wisps of breeze — while being carried back out to sea at about a knot by the now-raging ebb. Of course, while this was happening, the second and third waves of boats were coming in and catching up. We haven't seen an accordion act like it since the old Lawrence Welk show.

When the wind finally did fill back in — with Jim Fair's pink-spinnakered Merit 25 *Chesapeake* appearing to surf the windline in like a big rightie at Mavericks — the whole shebang restarted. Boats finished in such big clumps that it took

of Point Bonita. This phenomenon was nowhere more apparent than from the western bikeway of the Golden Gate Bridge, where your faithful reporter was perched, camera in hand. From that high vantage point, it was obviously still honking out in the ocean. But in the channel there were just a few ruffles on the water here and there. In the Bay, it was so bad that the StFYC actually had to postpone most of their Spring One Design Regatta races until Sunday.



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# — TRIUMPH AND TRAGEDY

until Tuesday for the race committee to finally figure out who beat whom.

“**O**ur race this year was actually quite good until the restart just outside the bridge,” said Tim Knowles, who sailed with wife Karin on the couple’s WylieCat 39 *Lilith*. “It’s kinda tough to save 25 miles of time allowance in a 1-mile race!”

Tim and Karin have done three DHLs on *Lilith* — one each year since getting her in 2005. Before that, they did many more aboard their old boat, the Olson 30 *Dragonsong*. This year, they had the interesting *déjà vu* of finishing almost side by side with *Dragonsong*, which is now owned by Sam McFadden.

Natalie Criou and Nathan Bossett on the Express 27 *Elise* (who are warming up for participation in the doublehanded division of the Pacific Cup later this summer) also found the conditions, well, confounding.

“I don’t know what the windspeed was because our meter is broken,” said Nat. “But it was definitely crawling-on-the-

foredeck-and-keep-a-line-in-your-hand-at-all-times conditions out in the ocean.

“Then on the way back, the wind went away really fast. We bobbed around with everyone else right in front of the Gate in totally weird conditions. Some boats had wind, some didn’t. The wind would fill, change direction 180 degrees — then disappear again!”

**Y**et another co-ed team were IYC Commodore Lucie Mewes, sailing with hubby Ben on their veteran 30-ft Black Soo *Mirage*. Considering the little hard-chine Van de Stadt speedster turned 40 years old in ‘08 — making it the oldest boat in this year’s race — it was impressive to see her looking more like a jet ski than a sailboat on the broad reach home. (That’s her on this month’s cover.) “We had a great ride,” says Lucie.

## RESULTS

Boat	Type	Skipper
<b>DIVISION A (Multihull; 1 boat)</b>		
1. <b>Lil Bear</b>	Corsair 31R tri	Dave Austin
<b>DIVISION B (PHRF &lt; 99; 11 boats)</b>		
1. <b>Punk Dolphin</b>	Wylie 39	Jonathan Livingston
2. <b>Serena</b>	Custom T-1150	David Kuettel
3. <b>Dragonsong</b>	Olson 30	Sam McFadden
<b>DIVISION C (PHRF 100-155; 17 boats)</b>		
1. <b>Half Off</b>	Moore 24	Karina Carreau
2. <b>Le Flying Fish</b>	Moore 24	J.P. Sirey
3. <b>Vent Vitesse</b>	J/30	Tony Castruccio
<b>DIVISION D (PHRF &gt; 156; 9 boats)</b>		
1. <b>Tchoupitoulas</b>	Santana 22	Stephen Buckingham
2. <b>Chesapeake</b>	Merit 25	Jim Fair
3. <b>Arabella</b>	Alerion Exp. 28	Harry Allen
<b>FIRST TO FINISH: Serena</b>		
<b>FIRST OVERALL: Punk Dolphin</b>		

As they do every year, Island YC donates a portion of the entry fee to the United Cerebral Palsy Foundation. This year, the DHLs race contributed \$500 to that worthy organization.

— **latitude** /jr

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# 25 THINGS EVERY

Imagine trying to learn to play the saxophone with no prior knowledge or instruction. Of course it's possible, but what a huge amount of time you'll waste over taking a few lessons and learning the basics. So it is with sailing. No one with a new boat or new-to-them boat should untie a single dockline until they have a good basic understanding of sailing.

Many first-time boatowners — ourselves included — don't do this. Consequently, your maiden voyage may turn

out much like ours: a m o b c r u i s e with every friend you ever wanted to impress

p a c k e d onboard. But because it's a case of the ignorant directing the incompetent, such

maiden voyages usually result in frustration and chaos. You're not sure which direction to turn the tiller when backing out of the slip. You have no idea where the genoa sheets should be led. You're anxious about the wind coming up because you don't know how to shorten sail.

But if you spend a day or two with a professional, you can hit the Bay with confidence. You'll continue learning more about sailing for the rest of your life, but a day or two of good instruction will help you handle a day on the Bay with minimal confusion.

But an instructor can only teach you so much in just a few lessons, so we've compiled a list of 25 things every sailor should know that your coach may not have covered. Even if you're an old sea dog, we're sure you'll learn a new trick or two.

## The Boat

**1) The Basics** — The obvious ones are keep the water out, don't hit anything harder than you, don't go out in Perfect Storms and don't catch on fire. Just about anything else is survivable.

**2) Knots** — Commodore Tomkins says sailors only need to know five knots: the bowline, sheet bend, rolling hitch, clove hitch and fisherman's (or anchor) bend. Any basic knot book will show you how to tie them, or you can watch how it's done at [www.animatedknots.com](http://www.animatedknots.com).

**3) Maintenance** — Boats need regular maintenance and, unless your other pastime is raising an orchard full of money trees, you would be wise to learn how to do as much of it yourself as you can. Read a few books (*Don Casey's Complete Illustrated Sailboat Maintenance Manual* comes to mind), take a course and talk to more experienced people. Having a diver service your boat — regular cleanings and zinc replacement — is also a great idea.

Part of regular maintenance is regular haulouts. Plan on these every two years, which is about when your bottom paint will lose its effectiveness and need to be renewed.

**4) Know Your Boat** — Spend some time learning where everything is on your boat. Having to hunt for a fire extinguisher when your galley curtains begin to blaze could mean the difference between a smelly cabin and a sunk boat. Same goes with thru-hulls (and the plugs that should be attached to each), personal flotation devices, manual bilge pump handle (in case the electric pump gives up the ghost), and fuel shut-off valve/switch. It's also a good idea to make a waterproof chart showing where everything is for guests and crew.

**5) Christening** — To sailors, the launch of a new boat is a ceremony only slightly less sacred than marriage. It is steeped in tradition — and superstition — and

we recommend you respect both. There needs to be champagne and broken glass — don't just pour the bubbly over the bow (unless you're renaming

it — in that case refer to John Vigor's *De-naming Ceremony* on our website at [www.latitude38.com](http://www.latitude38.com) under 'Features'). Buy a special 'weakened' bottle of champagne at your local chandlery — a real champagne bottle is about as easy to break as a Louisville Slugger. There should also be an invocation to the sea gods to watch over the vessel and all who sail on her. Look online for samples

*Even old sea dogs might learn a new trick or two.*



LATITUDE / LADONNA

of these.

So what's in a name? It's your boat, you can name it anything you want. However, we advise against:

- Re-using infamous names — *Titanic*, *Marie Celeste*, *Andrea Doria*.

- Self-fulfilling-prophecy type names: *Sinker* (which did) or *Innocent Bystander*, a yacht which was caught in a crossfire and sunk during the Falklands War.

- Really long or inappropriate names. There actually was a boat named *Fuckthenavy* which had to be rescued by — you guessed it — the Navy.

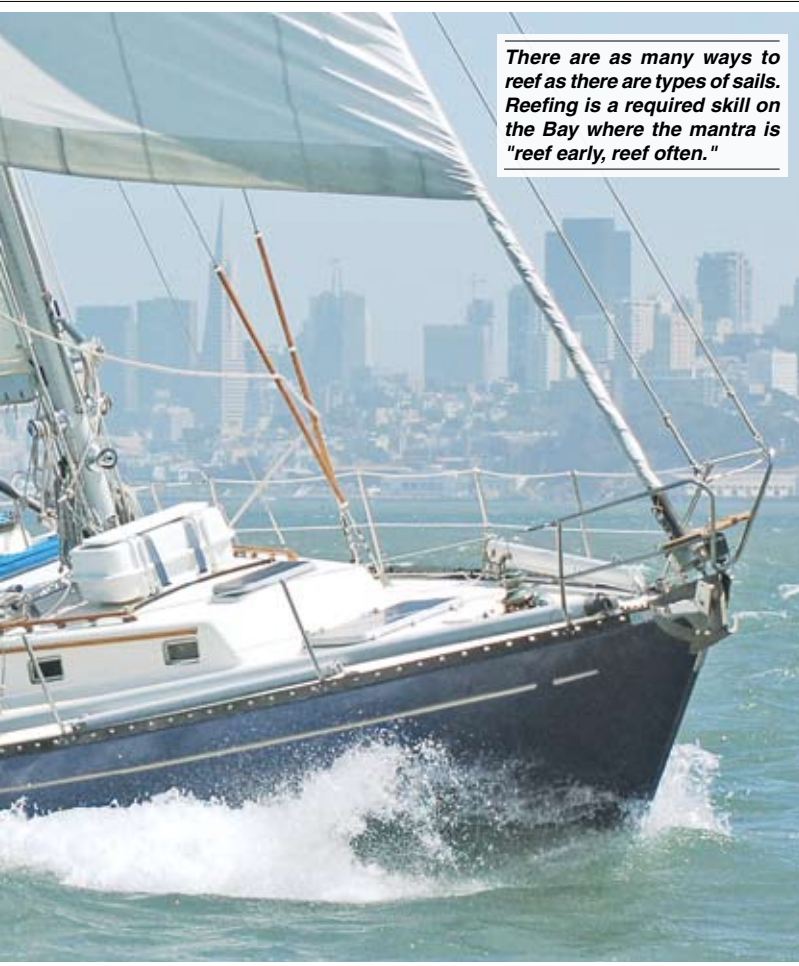
**6) Superstitions** — Like any good sport, sailing has plenty of superstitions. Roll your eyes if you must, but why tempt fate? We all sail with women and bananas aboard. Both used to be considered bad luck. But who hasn't whistled on a no-wind day, just in case it really did bring wind? And there is at least one among the *Latitude* crew who, until the day he dies, will never again start a voyage on a Friday.

## At the Dock

**7) Walking** — Understand that the stern of your boat will 'walk' one way or



# SAILOR SHOULD KNOW



*There are as many ways to reef as there are types of sails. Reefing is a required skill on the Bay where the mantra is "reef early, reef often."*

spring lines as well. While the former determines how far away the boat sits from the dock, the spring lines keep the boat from surging back and forth. Except for very brief tie-ups at Sams, you should always use both types of lines with those black rubber snubbers attached to absorb shock loads. And don't use old sheets for lines. Buy and use dedicated lines. Our advice is to go one size bigger than recommended.

- Roller furling sails should be removed and stowed if you aren't going to use the boat during the cooler months. If you do use the boat during the winter, you need to

the other when you put the engine in reverse. This is caused by the direction and pitch of the propeller. Most — but not all — sailboats will 'walk' a bit to port. You can easily test this in calm water by coming to a complete stop and then — with the helm amidships — putting the engine in reverse just long enough for the prop to bite but not long enough to actually move backwards. The stern should slowly drift either to the left or right. Factor this new knowledge into your departures and arrivals.

**8) 50 Ways to Leave Your Lover** — Who hasn't arrived at the boat for a nice day of sailing only to find wet settees, a bilge full of water, the odor of rotten food or mold, a few scraps of Dacron where your roller furling jib used to be, or damage to your hull or rail because a dockline broke. All could have been prevented if you hadn't forgotten — or didn't know — how to properly leave the boat, especially over the winter or during storms. So along with the 'duh!' stuff like closing all hatches and ports and removing old food and cleaning the icebox . . .

- Don't just use bow and stern lines to secure your boat — be sure to attach

'overfurl' when you leave it so that the sheets are wound snugly several times around the sail.

- Your boat shouldn't be completely airtight as it encourages mold growth and a musty smell. Dorades or solar vents will get some air movement going. During the warm months, it's okay to leave ports or hatches open, but there are occasional intruders — and many stolen boats are accessed through hatches left ajar. Then there was the story of the two guys who took their boat out one day, only to come face to face with two raccoons who had climbed aboard through the boat's open forehatch.

## The Bay

**9) The Wind** — On San Francisco Bay, the wind blows hard out of the west from May through September. By hard, we mean 15-20 knots every afternoon, with occasional 25-30-knot days. It really starts honking around 2 p.m. with peak winds about 4. However, there is

relief from such boisterous conditions in areas like Raccoon Strait, behind Angel Island and along the Embarcadero (off the City, past the Bay Bridge).

**10) Currents** — As anyone who has watched a movie about the prison at Alcatraz knows, San Francisco Bay has strong currents. The twice daily ebb (water running out of the Bay) and flood (water coming in) run from a relatively benign 2-3 knots in the summer, to 5 knots or sometimes more in the winter, especially if it's been raining. If you don't pay attention, you can get into embarrassing or even scary situations.

Your best bets are to 1) get a tidebook (they're available everywhere and many are free) and use it; 2) hug the shoreline if you're moving in the opposite direction as the current; and 3) use buoys and other fixed objects as a guide to how fast the current's running — sometimes, especially in the spring, marks such as Yellow Bluff are pulled completely underwater.

**11) Chop** — Mix outgoing current with incoming wind and you get the Bay's infamous ebb chop. You get a similar spiky effect by petting a cat backwards. It only makes sense, then, that during a flood, when the wind and current are going the same way, the water is flatter.

**12) Fog** — Basically, don't sweat it. The postcard stuff that obscures the Golden Gate is summer fog. It's thick up high, but at water level, you can usually see fine for hundreds of yards. However, if you're venturing outside the Gate, do sweat the fog as there are sometimes ships in it. A working radio, GPS, radar or radar detector, and/or AIS setup are big helps here.

**13) Sail Handling** — Achieving proper sail trim is akin to blowing a screeching blues solo on that old sax we mentioned earlier. No matter how many books,

*If you need a time-out from The Slot's honkin' winds, tuck in behind Angel Island for a Mediterranean-style lunch break.*



# 25 THINGS EVERY

classes or pros you consult and how much theory you know, the only way you're going to get better at it is to keep doing it, over and over and over. But here are some general rules:

- Halyards should be taken up tight enough to remove puckers or scallops in the luff, but not so tight as to make vertical wrinkles.

- When in doubt, let it out. Most beginning sailors trim sails too tightly.

- When you're out sailing, copy what other well-sailed boats around you are doing with their sail selection and trim.

- As soon as you think it's time to reef, it is. When we first started sailing the Bay, we knew nothing of reefing. Our boats would heel over like crazy, the girls would scream and there was enough foam, noise and commotion for everyone. We were so fast, so macho, so cool! At least we thought we were. It took several years before we realized how slow, stupid and uncomfortable we really were.

## Rules and Safety

**14) Crash courses** — There are just as many 'traffic laws' for mariners on driv-



LATTITUDE / LADONNA

**A puff of wind could knock this sailor off his balance and into the drink. Wrap your arms around the shrouds before doing your business.**

ers of the highways. These are known as the Navigation Rules or more commonly as the Rules of the Road. We urge you to be at least tacitly familiar with them. (Find them at [www.navcen.uscg.gov/mwv/navrules/rotr\\_online.htm](http://www.navcen.uscg.gov/mwv/navrules/rotr_online.htm).)

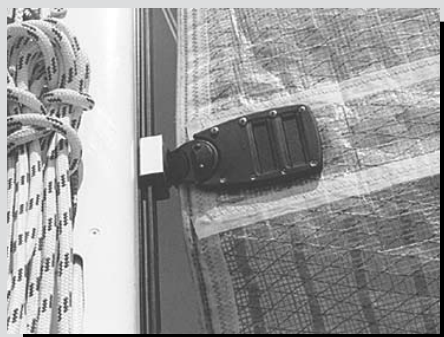
For beginners, there are really only two you need to know. One: stay out of the way of ships — if you see one coming (they move much faster than you might think), take immediate action to turn away from its path. If you hear five long blasts from a ship's horn, it basically means, "Get the hell out of my way!"

The other rule all new sailors should know — this one unwritten — is to avoid racing fleets. Sailboat racing is a form of temporary insanity. Just as you stay clear of a crazy person talking to themselves on a downtown street, give racers plenty of room and you'll usually come out unscathed.

**15) Safety Equipment** — Make sure your boat is stocked with all the required safety equipment or your first Coastie boarding might just ruin your day. If you don't know what's required, surf on over to [www.uscgboating.org](http://www.uscgboating.org).

**16) Danger Zones** — There are danger zones on a boat, which are accentuated when the breeze comes up. These include the lee (or low) side. If anything lets go —

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# SAILOR SHOULD KNOW

a jibsheet snaps or a clew pulls out — all the flogging and banging and thrashing lines are going to be on the leeward side. So on breezy days, have everyone stay in the cockpit. If they have to move forward, do it on the high side with lifejackets on, hanging on to rails and lifelines and crouching low. Don't let anyone sit on or in front of loaded winches. Remove winch handles when they're not in use. Never get a finger between the winch and sheet. And so on.

**17) Crew Overboard** — This is probably the biggest nightmare of any recreational sailor. Opinions differ widely on return and pickup procedures, but all agree on two things: you must return to the person as soon as possible and attach them to the boat as soon as possible. Our local waters are so cold that even good swimmers will soon lose the ability to stay afloat. Actually, getting a hypothermic adult, who might not be able to help himself, back aboard is a whole other can of worms. It's not a subject to be put off or taken lightly: we highly recommend that all new Bay sailors take a course on man

overboard recovery — and practice it often.

**18) Other Emergencies** — Fires can start, masts can fall, boats can get holed, people can collapse from heart attacks or strokes. There are many emergency situations that can occur on a boat, and as a captain you should research and know the basics of how to deal with as many as possible.

**19) Emergency Calls** — Nowadays, it's easy to dial 911 and ask for the Coast Guard. However, the proper procedure is still to contact the Coasties directly on Channel 16.

There are three levels of 'emergency' VHF calls: *Mayday*, *Pan Pan* and *Sécurité*. Here's when to use each:

- *Mayday* (most serious) — To be used



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**A small galley fire can turn into a blazing inferno surprisingly fast. Know where all your fire extinguishers are and keep them charged.**

only when lives are at risk.

- *Pan Pan* (less serious) — Use this if you have a problem that's not life-threatening but you want to make folks aware of the situation, like you've dismasted but are still able to head home under your own power.

- *Sécurité* (least serious) — Call this for things such as a hazard to navigation, like a big log, or if you're becalmed in a shipping channel.

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# 25 THINGS EVERY



DON DOE

**There are three types of sailors: Those who've run aground, those who haven't yet, and those who lie about it.**

As soon as you make contact with the Coast Guard, be prepared to answer a bunch of questions about you, the boat, how many people are aboard, the nature of the distress and — perhaps most importantly — your position in latitude and longitude.

### Sailing With Friends

**20) Personal Responsibility** — This is a

big one. As owner/skipper, you are responsible for the health and welfare of everyone aboard your boat from the time you leave the dock until the time they step back onto it after you return. As such, in addition to sailing the boat, you would do well to know proper radio procedures, basic first aid and how to keep guests out of harm's way. Know that it's the law that kids under 13 must wear lifejackets, and we hope you will encourage adults to do so, too.

**21) The Spiel** — Whenever new crew or guests come aboard, while still at the dock, the skipper should give a little speech. The main message is "Let's go have fun but do it safely." This should in-

clude encouragement to wear PFDs, the dangers of a low boom, where it's okay to sit and where never to sit, and what to do in the event of a person overboard or other emergency.

**22) Head trips** — Even though it may be technically legal to pee directly overboard, you might just get a ticket for indecent exposure. But if you're feeling lucky, guys, the safest method is to brace yourself against the shrouds, wrap your arms around them and then do your business. It should go without saying to do this on the leeward side and out of sight of other boats (you never know who has a camera). Gals, hanging it over the side is just too risky to recommend.

If you like your privacy, remember that marine toilets cannot flush directly into the Bay. They have to be plumbed into a holding tank, which you can later empty at one of the many pumpout stations around the Bay.

Make sure all guests know how to flush your head. And a good rule to have — unless you enjoy tearing apart heads clogged with huge wads of toilet paper or

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# SAILOR SHOULD KNOW

tampons — is that nothing goes in the toilet unless you ate or drank it first.

**23) Dress Warmly** — Due to various climatic and meteorological interactions whose details are unimportant, it can be 100 degrees in San Rafael, but will still rarely top 60 out on the Bay or in San Francisco in the summer — all due to the cold, wet wind that hums under the Golden Gate. So don't be like so many guests we've taken out over the years who dismiss our suggestions to 'dress warmly' and arrive in only T-shirts and shorts. After returning to the dock wrapped in sailbags and towels and still-chattering teeth, they went home believers. We finally dedicated a locker just to sweat pants and old sailing jackets for the use of skimpily-clad guests and handed them out early with the admonition "It's easier to stay warm than to get that way."

**24) Mal De Mer** — Sailing is not fun when you're seasick. We always advise guests to plan accordingly — no alcohol or sweets prior to departure, take any



COURTESY SEFERIA

*From the sailing days of yore to today, seamen (and women) have made offerings to the sea gods — preferably over the leeward rail.*

medications several hours early and stay on deck to breathe fresh air. Most of the time it works, even if they're a bit queasy. But you should always have a Plan B in mind for someone who really goes south. A lot will depend on the person and the

circumstances, but this could vary from simply easing the motion by turning downwind to ducking in behind Angel Island — to calling the whole outing off and returning to your slip.

**25) Running aground** — Most of the time, this is not a dire situation in the Bay unless you hit a breakwater. The Bay bottom almost everywhere is mud and usually with a bit of rocking and forward-reverse, you'll come free. At worst, you might have to wait out a tide cycle with the boat over on its side. In these situations, it's hard to look like you 'meant to do it', which is why most people hide below. But you can always try the ploy of the guy we spotted up in the Delta years ago. From a distance we could see his boat flopped over ignobly in the mud. But as soon as he saw us coming, he quickly leapt up and started 'cleaning the bottom' with a long brush. He gave us a big wave and smile as we went by. Nice try buddy. But we weren't fooled. We'd been there too many time ourselves.

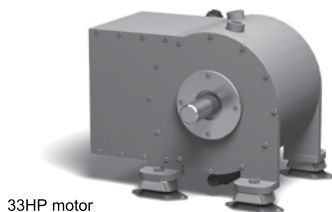
— latitude 38 crew

“Okay, go ahead and start it.”  
...  
“It's already on!”

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# MEET THE FLEET, PT II

As you read this, many of the sailors profiled here are literally in mid-ocean, bounding over long ocean swells as they are driven by the easterly trades toward the fabled landfalls of French Polynesia — a crossing we like to call the Pacific Puddle Jump.

As we noted last month in our first installment of mini-bios, members of this year's fleet are jumping off from a wide



LATITUDE/ANDY

**"We're not in Kansas anymore!" Joel and Mary are going '360' after a visit to Polynesia.**

variety of ports along the West Coast. Again this year, Puerto Vallarta and Zihuatanejo are the most popular pre-departure staging points, but many boats are also setting sail from La Paz, Cabo San Lucas, San Diego and Ecuador, while European and East Coast sailors will jump off directly from Panama after transiting the Canal.

As you'll see here, this year's fleet is composed of a broad range of boat types, and they're certainly not all 'gold-platers'. Notable are several 32-footers, one of which is homebuilt. The backgrounds of this year's Jumpers are equally varied. At one end of the spectrum are highly successful professionals searching out a bit of adventure after making their mark in their field; and at the other end is a 16-year-old high schooler who hopes

to become the youngest to complete a singlehanded circumnavigation.

Along their lonely, 3,000-mile route, many passage-makers will undoubtedly make contact with like-minded sailors whom they've never actually seen before. But hopefully many will meet in the flesh in late summer when the fleet finally converges at Tahiti. On June 27 and 28 the Tahiti Tourisme organization and several partners — including *Latitude 38* — will host the Tahiti-Moorea Sailing Rendezvous with the specific purpose of welcoming cruisers to those spectacular islands and introducing them to the rich traditions of Polynesian culture. Joining forces with local paddlers to race around the Moorea lagoon is apt to be the highlight! In any case, we hope to bring you a full report this summer on the Rendezvous as well as anecdotes from this year's migration.

With that introduction, let us introduce you to the Pacific Puddle Jump Class of 2008 (Part II):

## **360 — Passport 41 Joel & Mary Thornton Seattle, WA**

Although she may not look it, Mary is a pretty salty sailor with thousands of offshore miles under her belt. She did a big SoPac circuit 25 years ago with a former husband and four (!) young kids. "I don't know if it's easier to be older with no kids along, or younger with the kids," muses Mary with a smile. "But I do know that Joel is a much better husband!"

This will be Joel's first big Pacific circuit, but he's done loads of offshore racing, including several Pac Cups, as well as a crossing from New Zealand to New Caledonia. He and Mary do intend to eventually complete a full circumnavigation, by the way. Hence the name 360. Get it?

Ironically, these two ocean voyagers originally hailed from the Midwest. Mary grew up in Sheldon, Iowa — where she claims to have read all the swashbuckling adventure books in the local library. And Joel grew up in Kansas, where he learned to sail on a local reservoir. Goes to show, you just never know where life will lead you.

*They met a cruising couple who . . . regaled them with tales of seafaring adventure.*



**Richard and Betsy of 'Gayaq' will be seeking out the less-traveled places.**

## **Gayaq — Valiant 32 Richard Spore & Betsy Plotkin Seattle, WA**

It's not surprising that Richard and Betsy are among at least a half dozen crews who'll reach French Polynesia via Ecuador and the Galapagos. They've often traveled off the beaten track, so to speak. Back home in Washington, one of their favorite pastimes was exploring wilderness areas by sea kayaks.

Of their recent travels they write: "We loved Mexico — the people, the food, the ease of travel. Everywhere we go we are impressed with how nice and accepting the local people are. We love the Latin American culture and its emphasis on family — if anything, it's made us closer to ours, even though we're further away from them."

In keeping with their 'take-it-slow' attitude, they may leave the boat on the hard in Raiatea at the end of the season and return home for a few months to fatten their cruising kitty, before pushing on westward.

## **Morning Light — Hylas 46 Jaime & Christine Tate, San Diego**

Some cruisers can precisely pinpoint the inspiration that led them to this vagabonding lifestyle. For Jaime and Christine it was a dreamy vacation at Bora Bora 20 years ago, where they met a cruising couple who invited them aboard for dinner and regaled them with tales of seafaring adventure. "What can we say? We got hooked right then!" recalls Jaime.

# — PACIFIC PUDDLE JUMP '08

Ten years later they chartered a bare-boat out of Raiatea and tested the waters firsthand. "Our goal then was that when we turned 60 we would sail our own boat through the Bora Bora pass. We can't believe we are going to be doing just that!"

Their able crew for the crossing are Les and Diane Sutton, who've cruised extensively through Mexico and the Caribbean during the past nine years aboard their Albin Nimbus 42 *Gemini*.

As for advice for the dreamers, Jaime is only half kidding when he advises: "Buy a small travel trailer that needs a lot of work. See how it feels living together 24/7 in cramped quarters and repairing everything yourself as far away from civilization as possible."

## Warm Rain — Hylas 44

**Tom & Dawn Baker, Blaine, WA**

Tom and Dawn fell in love with 'life on

*This time, Jaime (left) and Christine (right) will arrive at Bora Bora aboard 'Morning Light'.*



LATITUDE / ANDY

the water' long before they began their cruising life two and a half years ago. He's lived aboard for 17 years and she's been 'afloat' for almost half that time. Ten years ago they bought this cutter-rigged

ketch and began their decade-long preparations.

Like most Puddle Jumpers, they plan to follow the 'milk run' to the land of the kiwi bird, then reassess. "We're

very excited about seeing New Zealand," says Tom. "We may even decide we want to live there."

Their advice to the wannabes back home: "Go now, don't wait. It costs more than you think, but it's worth it."

## Warrior — N/A

**Michele & Melissa, Australia**

We had a nice chat with Aussies Michele and Melissa, but somehow came away with incomplete info on their boat and crew. What we do know is that Michele and her husband are longtime sailors who bought this boat recently (on the West Coast, we believe) after he decided he'd had enough of running a condo complex back home. No doubt cruising her home to the Land of Oz via Chile, Easter Island, Pitcairn and French Polynesia will be a whole lot more exciting than fixing busted plumbing and trying to collect delinquent association dues. Although their daughter Melissa had never sailed before two years ago, she's thrilled to be going along as crew on this grand adventure.

## Grace — Peterson 46

**Geoff Lane & Sally Heins  
Bainbridge Island, WA**

In our book, Geoff and Sally deserve a special 'Puddle Jump spirit' award, although we're certain they'd rather not be eligible for it. In an example of unbelievably bad luck, Sally was hit by a speeding motorcycle in early February while crossing a highway in Nuevo Vallarta, right after attending our Puddle Jump Kickoff Party. Although her injuries were



*"Oz, here we come!" Michele and Melissa are taking 'Warrior' down under.*

quite serious, her characteristically upbeat spirit could not be dampened. She is determined not to let this unfortunate setback quash their long-held cruising dreams. So Geoff and a couple of friends will sail the boat to Polynesia where Sally will join them after her injuries heal.

Geoff is a lifelong sailor, who introduced Sally to the sport when they met many years ago. They began planning this cruise at least a decade ago. Since leaving Puget Sound last summer, their experiences have apparently been far more positive than negative: "We had no idea how much we would enjoy this lifestyle," they say.

Ironically, the horrible traffic accident



LATITUDE / ANDY

*Sally and Geoff are not about to give up their dreams of sailing 'Grace' to Tahiti.*

Sally endured may make her and Geoff much less apprehensive about future ocean crossings. In fact, just before the accident, fellow cruisers remember her quipping, "We'll be lucky to make it across this street, let alone 3,000 miles of open ocean."

# MEET THE FLEET, PT II



'Sunshine's father/daughter crew, Merritt and Lew, are chasing the perfect wave.

## **Sunshine — Coronado 32 Lew & Merritt Burch, Phoenix, AZ**

"All we want are good waves breaking on a lovely beach in a beautiful, laid-back environment," explains 1st Mate Merritt, who is 12. Before they set out three years ago, they used to drive five hours to SoCal beaches, only to be shut out by the hordes of local surfers. Since beginning their cruise at Rocky Point, OR, in '05, father and daughter have explored thousands of miles of coastline — as far south as Ecuador — and, we assume, have found many uncrowded breaks. But apparently they're still in search of the illusive perfect wave.

They've covered 5,600 nm so far, but only in 1- to 5-day coastal hops. So the estimated 40-day trip from the Galapagos to the Marquesas should be a serious test of their stamina — it's a big ocean when you're in a 32-footer.

Don't worry, in addition to the education she's getting in the 'school of life', Merritt is also learning 'the three Rs' along the way, as Lew is an elementary

*After enduring long Alaskan winters, the 'Wind Dancer' crew is loving the sunny latitudes.*



school teacher by profession.

## **Gingi — King's Legend 41 John Bringetto & Amanda Berks San Francisco**

If you find yourself smack-dab in the middle of the ocean, halfway to Nuku Hiva, and you think you hear the piercing sound of a jazz trumpet wailing in the distance, fear not. You're not hallucinating. It's only John practicing his chops. He is, after all, a professional jazzman.

As far as we know Amanda does not play an instrument, but she must be a jazz lover, as she and John have been cruising together successfully aboard this 41-footer since leaving SF Bay in '99. During that time they've seen just about all there is to see in the Eastern Caribbean, along the East Coast as far north as the Canadian Maritimes, and along the West Coast up to the Pacific Northwest. So naturally, it's time for them to head west into the vast Pacific. That ought to keep them busy for a while.

## **Wind Dancer — Catalina 36 The Burns family, Juneau, AK**

"It has been a lifelong dream to cast off and see the world," explains Cap'n Grant. "As life in the U.S. has increasingly become a rat race, a make-money-as-fast-as-you-can society, our decision to leave was solidified." Who knew there was a rat race in Alaska too!

With 1st Mate Richelle (aka Mom); son Grant, 12; daughter Grace, 8; and friend Bob Doll along as crew it'll be a cozy ride to the islands aboard this 36-footer, but Alaskans know how to rough it.

The game plan is for the family to island-hop to New Zealand or Austra-

lia this season, then eventually head across the Indian Ocean around South Africa and up to the Caribbean. If they're still liking the cruising life by the time they reach the Panama Canal, they figure they might head back out into the South Pacific to see what they missed. Sounds like an excellent way for the kids to get an education — and avoid the rat race.

## **Madeline — Gib Sea 106 Meghan & Jeremy White Portland, OR**

Both in their early 30s, Meghan and Jeremy are among the youngest owners in this year's fleet. They too are taking the Galapagos route. But unlike most, they have their sights set on Southeast Asia before heading back to Australia or New Zealand to look for work — they're both engineers.

They both learned to sail in their early 20s and bought this boat five years ago. The idea to cross the Pacific only took hold about a year ago. Displaying an open-minded attitude, they say the only places they plan to avoid during their travels are "reefs, nets, rocks and other boats!" Their advice to future Puddle Jumpers: "Buy lots and lots of fans!"

## **Scarlett O'Hara — Serendipity 43 John & Renee Prentice, San Diego**

This trip to Tahiti has been a long time coming for John and Renee. Back in the mid-'80s they bought the bare hull of a Columbia 50 and fitted her out for world cruising. But for a variety of reasons that trip never happened.

The idea never died, though — at least for John — and in 1990 they bought this pedigreed warhorse as a fixer-upper from Cal Maritime. Longtime racers will recall

*Tragically, 700 miles out the rudder sheared clean off at the waterline.*

that she made headlines in the early '80s by winning the SORC and most of the Admiral's Cup races.

In the spring of '04 they set off to Jump the Puddle, even though Renee was admittedly a bit reluctant at the time. Tragically, 700 miles out the rudder sheared clean off at the waterline. So



John and Amanda have cruised on 'Gingi' for the past nine years.



# — PACIFIC PUDDLE JUMP '08



LATITUDE / ANDY

## **Renee and John are more ready than ever — and 'Scarlett O'Hara' is too.**

the big adventure that year was getting back to port safely.

This year, however, *Scarlett* has been fitted with a seemingly indestructible carbon rudder shaft (off the SC70 *Mon-goose*). And the other big change is that Renee has lost her ocean-crossing anxiety and is rarin' to go. "I did a lot of soul searching, but now I'm really looking forward to it!"

## **Shilling of Hamble — Oyster 435 Dennis & Janet Knight, England**

As we learned when Dennis and Janet did the Baja Ha-Ha back in '05, they both grew up around boats, and she still has vivid memories of her dad building the family's first dinghy on the dining room floor when she was two.

Having set out from England in '99, they'd already logged 25,000 cruising miles by the start of the Ha-Ha, including four summers spent in Southeast Alaska and the Puget Sound area. They've made many new friends along the way, partly because Dennis plays guitar and seems to know the lyrics to a zillion songs — some of which are a bit bawdy! As they now head west, their goal is to be in New Zealand by Christmas.

## **Questzalcoatl — Brewer 45 Don Bryden & Seishu Sono Green Bay, WI**

"It just seemed like the natural thing to do," says Don, when asked about his motivation to cruise. We understood what he meant when we learned about all the places he's sailed during the past 35 years. In addition to sailing in his home waters — he worked as a cop in Southern California — he's done trips in the Caribbean, along the Eastern Seaboard, all along the West Coast and elsewhere. So the South Pacific is the logical next step.

Don has been to French Polynesia several times and loved it, but this trip will be much more ambitious. He and Seishu plan to eventually work their way north to Japan, where she was born, then across the North Pacific to Alaska, back down to Mexico and perhaps all the way 'round the planet.

## **Tin Soldier — Waterline 50 The Middleton family White Rock, BC**

"Our 2000-2001 trip was to 'try out' the cruising lifestyle and make sure it worked for all three of us," explains Glen, of his circuit to Mexico, Hawaii and home again with his wife Marilyn and son Jaryd, now 11. That experience obviously met their expectations, because they started planning this cruise as soon as they returned home.

Glen and Marilyn have a huge advantage over other couples who take their kids out of school to go cruising: they are both career educators. With that, and the fact that they plan to visit many of the less-traveled Pacific islands during their open-ended cruise, Jaryd will be getting an education that will probably serve him well for the rest of his life.

Glen and Marilyn offer these sage words of advice: "The boat and the long passages are a means to an end. Don't fixate on them other than to ensure the safety and well being of the crew. Relationships are what

count most. Keep an open mind and be flexible. A positive attitude makes the difference. Remain in awe of the opportunity and the experience."

## **Island Time — Norseman 447 Ron & Mary Ellen Leithiser San Diego, CA**

Believe it or not, Ron has sailed and lived aboard this boat for 22 years. But



**After 22 years, Ron and Mary Ellen are finally letting 'Island Time' live up to her name.**

as he says, this is the first opportunity to "get *Island Time* out doing what she was designed for." He and Mary Ellen have done many offshore races, as has crewman Bill Jessee.

Ron confides that he's regretted for 30 years not taking up an offer to sail to the Galapagos and French Polynesia with two marine biologists during the mid-'70s. So now he's finally following their lead. Having just started out a few

**Marilyn and Glen will give Jaryd an education in the school of life aboard 'Tin Soldier'.**



# MEET THE FLEET, PT II

months ago, he and Mary Ellen don't have a whole lot of sage wisdom to share. But they do know that contemplating cruising is similar to putting in the first reef: "If you're thinking about it, it's time to do it."

At the top of their must-see list is Bora Bora, where they spent their honeymoon. "We always wondered what the boat would look like anchored in the lagoon."

## Moonduster — S&S 47 Wayne Meretsky, Alameda

A microprocessor and computer systems designer by profession, Wayne cites "professional boredom" as his sudden inspiration to head out this year after only three months of prep.

But then, he and *Moonduster* have been 'out there' before. During the '97-

'98 cruising season Wayne sailed her solo from San Francisco to Mexico, out to Hawaii and across to Alaska and BC, then did a Mexico circuit with crew the next season.

Built primarily of mahogany in Ireland in the early '70s using cold-molded construction techniques, *Moonduster* is one of the more unusual boats in the fleet. Having totally refit her, Wayne says he's "owned her for about \$500,000 now." That is, since 1992.

His advice to would-be voyagers is probably similar to what he said to himself prior to deciding to taking off: "Life is short and fragile. No one's epitaph says they wished they'd spent another day at the office. Get out and do something!"

## Kuay — Westsail 42 Edd Hoeschen & Ingemar Granath Seattle, WA

Edd and Ingemar come from very different professions — real estate and commercial fishing, respectively — but they became fast friends when they met in Nicaragua four years ago. Since then, they've sailed many miles together, and they plan to continue on around the world at a leisurely pace. Edd's owned this boat for 25 years, he's now 67, and says, "It's time!"

Part of his inspiration came a few years ago at Huatulco when he had a chance meeting with Harry Heckel, who was on his way to becoming the oldest singlehander in the world. He was 89 when he reached his homeport. "Harry's advice was to take your time going around, otherwise you miss a lot."

Following that advice, Edd has also done a lot of inland travel since leaving Seattle in 2002, including a trip to Peru's Machu Picchu. But he's no luxury cruiser. The boat has only been in one marina since leaving Mexico.

## BeBe — Amel Super Maramu 53 Bill & Judy Rouse, Houston, TX

A favorite expression among cruisers is that their plans are etched in Jell-O. But Bill and Judy take it a step further, explaining that their Jell-O mold is cracked — translation: their long-range plans are completely undecided.

That said, their must-see list includes the Galapagos, the Tuamotus, Suvarrow, Moorea, Tonga and Madagascar — if they decide to circumnavigate.

The boat is from St. Thomas, where, we assume, the couple's cruise began two years ago. What's impressed them the most so far? "The realization that

## 2008 PACIFIC PUDDLE JUMP FLEET

(Although we've added a number of boats since publishing this list last month, it is undoubtedly still far from complete, as many boats escape the Latitude radar.)

Boat Name	Owners & Crew	Boat Type	Homeport
360	Joel & Mary Thornton	Passport 41	Seattle, WA
59th St. Bridge	The Leib family	Cal 2-46	San Francisco, CA
Airwego	Mike & Cindy Miller	McIntosh 47	Seattle, WA
Andiamo	Jerry Marsden & crew	Alden steel ketch 64	Phuket, Thailand
Aquamarine II	Chris, Beth & Yvette	Passport 40	Gloucester, MA
Argonaut	Mike Scott & Liz Strash	Cal 40	Seattle, WA
Baraka	Dave Pryde & Jan Eckmann	Slocum 43	Seattle, WA
BeBe	Bill & Judy Rouse	Amel SM2	Houston, TX
Blue Plains Drifter	Jim & Tiffany Tindle	Tayana 48 DS	Santa Cruz, CA
Camelot	Neil & Jackie Michell	Pan Oceanic 46	Preston, UK
Charisma	Alan & Kristen Spence	Amel Mango 53	Napa, CA
Chinook	David & Candy Decker	Saga 43	Evergreen, CO
Don Pedro	John & Patrick Boggs	Beneteau 475	Sidney, BC
Elusive	Stephen & Wendy Bott	J/44	Seattle, WA
Elusive	Josh Clark	custom Cal 32	Panama City, PA
Entropy	Robert & Carol Forbes	Hunter 456	Newport Beach, CA
Emily Grace	Tom, Kim & Emily	Nordhavn 46 trawler	Ludlow, MA
Eshamy	Jeffrey Allison	Amel 53	Hartlepool, UK
Free Spirit	Paul, Michele, Merric & Seanna	Catana 431 cat	Hollywood, FL
Freestyle	Jenna & Tim Smale	Cape Dory 36	Oceanside, CA
Gingi	John Bringetto & Amanda Berks	King's Legend 41	San Francisco, CA
Grace	Geoff Lane & Sally Heins	Formosa Peterson 46	Bainbridge Is, WA
Hannah	Steve Wrye, Tracy Willett, Nolan Willett	Mason 44	Brinnon, WA
Horizons	John & Mary Hallinan	Southern Cross 39	Seward, AK
Island Time	Ron & Mary Ellen Leithiser	Norseman 447	San Diego CA
Kuay	Edd Hoeschen & Ingemar Granath	Westsail 42	Seattle, WA
Linda	Steve & Linda Maggart	Rhodes Bounty II	Elephant Butte, NM
Liberty	The Nichols family	Peterson Formosa 46	Seattle, WA
Madeline	Jeremy & Meghan White	Gib Sea 106	Portland, OR
Malachi	Jay & Margaret Crandell	Tayana 48	Vancouver, BC
Meridian	The Powers family	Tayana 48	Napa, CA
Migration	Bruce Balan & Alene Rice	Cross 46 tri	Long Beach, CA
Monju	Carl & Mei King	Brewer 38	Seattle, WA
Moonduster	Wayne Meretsky	S&S 47	San Francisco, CA
Morning Light	Jaime & Christine Tate; L & D Sutton	Hylas 46	San Diego, CA
Our Country Home	Ralph & Glenda Johnson	Hans Christian 41	Corpus Christi, TX
Pacific Star	Horst Wolff & John Shryock	IP 35	San Francisco, CA
Pax Vobiscum	Sally & Brad Bagshaw	Fast Passage 39	Seattle, WA
Point Zero	Andrea & Gaby Sciuotto	Hanse 53	London, UK
Qayaq	Richard Spore & Betsy Plotkin	Valiant 32	Seattle, WA
Quetzalcoatl	Donald Bryden & Seishu Sono	Brewer 45 ketch	Green Bay, WI
Rolling Thunder	Bruce & Jan	Horizon 42	Portland, OR
Scarlett O'Hara	John & Renee Prentice	Serendipity 43	San Diego, CA
Second Wind	Michael Heumann & Daniel Glass	C&C 48	N/A
Shilling of Hamble	Dennis & Janet Knight	Oyster 435	Southampton U.K.
Solace	Paul & Gina Rae	Hylas 44	New Zealand
Sunshine	Lew & Merritt Burch	Coronado 32	Phoenix, AZ
Tempress	Alex & Lara Coburn	San Juan 34	Port Gamble, WA
Tender Spirit	Joan & Chuck Martin	Hans Christian	Sitka, AK
Tin Soldier	The Middleton family	Waterline 50	White Rock, B.C.
Tracen J.	J & M Spiess; J & D Kiesling	44 Crealock	Blaine, WA
Vari	Gordon & Jeanine Wunder	40-ft Simpson steel cutter	Kosrae, Micronesia
Warm Rain	Dawn & Tom Baker	Hylas 44	Blaine, WA
Warrior	Melissa, Michele, et al	N/A	Australia
Wind Dancer	The Burns family	Catalina 36	Juneau, AK

the U.S. is totally a consumption society, that Cartagena is a wonderful place, and that the French have the best Caribbean islands."

They have a lot of advice for future cruisers, including: "Charter in as many

*Strange as it sounds, at 16, he's already spent half his life cruising.*

areas as possible before starting. And don't bother to purchase and bring sailing-related books, because you will never open them once you leave home."

**Linda — Rhodes Bounty II 41  
Steve & Linda Maggart  
Elephant Butte, NM**

This vintage, 1957 sloop may be the oldest boat in the fleet but, having had one in the family ourselves, we can testify that its bulletproof fiberglass hull is so thick it will probably outlive us all. Steve and Linda obviously have confidence in her, as they plan to take her "all the way around," via South Africa.

What led them to the cruising life? "The desire to see as much of the world



**Steve and Linda of the Bounty II 'Linda' are heading for a simpler life.**

as possible, meet new people and experience new cultures, to experience a simpler way of life and to achieve the feeling of accomplishment that goes along with passage-making."

Among the places on their must-see list are Suvarrow, Vanuatu and Madagascar. "We're excited about all the long passages," they say, "as often the most exciting things occur at the most unexpected times and places."

**Migration — Cross 46 tri  
Bruce Balen & Alene Rice  
Long Beach, CA**

Having spent some time with Bruce and Alene, we know that they love exploring *beneath* the surface of the ocean as much as they love sailing upon it. So we wouldn't be surprised if the Tuamotus are a highlight of their Polynesian adventures.

Before reaching that vast archipelago, however, they will tour the Galapagos, having sailed south to Ecuador last season.

Years ago, Alene did a long stint of exploring the world while lugging around a backpack — until she discovered the phenomenon of sailboat cruising. Her first boat was a small Cross tri, so when she met Bruce they had more than a few things in common. Both had also fattened their cruising kitties by working in high tech, but Bruce also has a highly entertaining side profession: he writes children's books.

**Elusive — Custom Cal 32  
Josh Clark, Panama City, Panama**

Our hats are off to Josh. Not only is he singlehanded to French Polynesia in a boat he built himself from a bare hull, but he's only 16 years old! Although it's hard to confirm, he may be the youngest ever to do it.

"I was eight years old when I got my first sailing dinghy and started sailing singlehanded," recalls Josh. "I have loved boats my whole life and have always dreamed of sailing around the world alone."

Strange as it sounds, at 16, he's already spent half his life cruising, as the family toured the Caribbean and part of the Pacific coast for eight years aboard a boat called *Tropic Isle*.

He found *Elusive*, a 1973 Cal 32 hull, lying abandoned at the Balboa Yacht Club three years ago. Since then he's redesigned and rebuilt her



LATITUDE / ANDY

**Alene and Bruce's 'Migration' will reach Polynesia via the Galapagos.**

from stem to stern, "mostly all by myself," he says proudly.

"We have a short time on this lovely planet," says Josh, "and I want to make the most of it. So *viva la cruising* and beautiful, sun-kissed islands."

**Horizons — Southern Cross 39  
John & Mary Hallinan, Seward, AK**

John and Mary got their first taste of sailing only seven years ago when she bought him sailing lessons for his 55th



# MEET THE FLEET, PT II

birthday. Since then, they've had many adventures on *Horizons* and a previous boat, which gave them the confidence to make this ambitious jump to Polynesia. "Mary and I have always enjoyed the strange and the new," says John, "and sailing fills the bill."

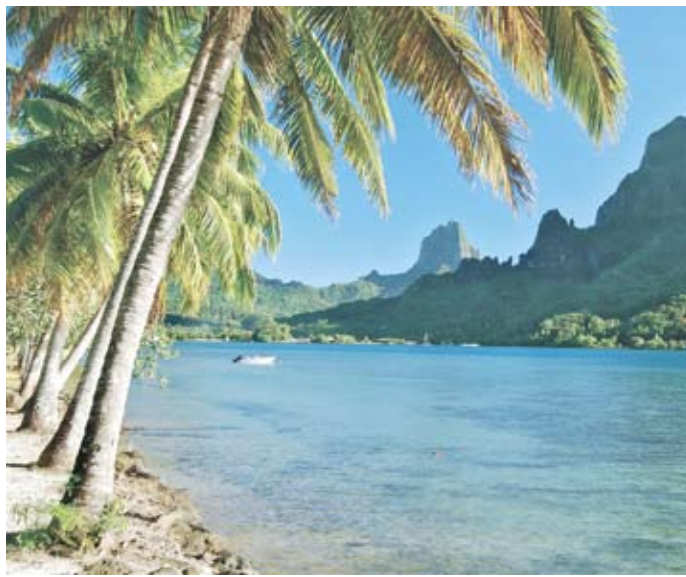
John's love of aviation led to a successful career and a successful marriage — he was Mary's flight instructor when she was a student pilot. Up in Alaska, Mary was helping design highways while John did aerial mapping for the USGS all over the western U.S., before transferring to the FAA.

Their long-term plans are yet to be determined, as they adopted the philosophy of an old salt named Sparky years ago: "You can't have a boat and a schedule too!"

## **Eshamy — Amel 53**

**Jeffrey Allison, Hartlepool, UK**

We don't know a heck of a lot about



LATITUDE / ANDY

*Being able to drop the hook at idyllic anchorages like Cooks Bay, Moorea, is one of the rewards of Puddle Jumping.*

this Englishman, but he already had many thousands of sea miles under his belt when he bought this beautiful yacht a few months ago. If we understand his notes correctly, he's sailed all over Europe, done four transatlantic cross-

ings and been up to, if not through, the Northwest Passage.

His game plan is to head west until he rounds Africa, then up to the UK, apparently as rapidly as possible. Jeffrey's advice to future cruisers is succinct: "Be careful!"

**A**nd there you have it: The collected profiles of as many of this year's fleet members as we could muster. We hope to meet even more of them this summer, though. So stay tuned to hear about the highs and lows of their

ambitious passages in an upcoming follow-up article. If you wish you were out there island-hopping too, you're not alone. So do we!

— **latitude/andy**

*For further info on the annual Pacific Puddle Jump, including articles on previous fleets, see [www.pacificpuddlejumps.com](http://www.pacificpuddlejumps.com).*

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# EYE ON THE BAY



*'Discreet Charm' makes a showy splash.*



*Buddies sail 'My Friend' through Hurricane Gulch.*



*Doing the 'Django' tango.*

ALL PHOTOS LATITUDE / LADONNA, JR. & ROB



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## — WHAT'S YOUR EXCUSE?

**M**arch on San Francisco Bay seemed more like summer than summer normally does. Warm days and mellow breezes made for gratifying sailing that didn't leave you bruised and battered, a refreshing change from the bucking bronco nature of the Bay.

With all the T-shirt weather we've

been having, it's easy to forget that the majority of the country is still in the grip of winter. News reports of tornadoes, flooding, snow storms and freezing temps remind us how lucky we are to live in an area where we can sail year round.

So that begs the question: How much sailing did you do this winter? The ideal



# EYE ON THE BAY



*No more excuses — clockwise from above, a nice afternoon daysail is a sure-fire stress reliever, "Pass me another 'Pacífico'" (top), 'Santana' takes advantage of a fresh breeze, (bottom), the recent fabulous weather is reminiscent of the Med, 'Christina' pokes her nose outside the Gate, 'Sea Witch' casts a spell on all who see her.*





— WHAT'S YOUR EXCUSE?



# EYE ON THE BAY

answer to such a question is not numerical but "As much as I wanted." If that wasn't your answer, now's the time to discover ways to make it happen.

After all, these better-than-summer conditions won't last much longer. Soon we'll be shrouded in fog and buffeted by winds that make grown men cry for mommy. So what's your excuse?

- "I have to spend time with my kids." We can't think of a more enjoyable way to spend an afternoon with a child than going for a quick sail. Deep down kids want nothing more than to be included in what their parents enjoy, so make them part of the crew, increasing their responsibilities each time. The more they have to do, the more important they feel and the more they can brag about it to the other kids at school. Remember the wise words of one Captain Ron: "Incentives are important. Learned that in rehab."

- "I work long hours and don't have time to sail during the week." There's an old quip that goes "No one on their death bed ever said 'I wish I'd spent more time at the office'." And while most of us can't



PETER LYONS / WWW.LYONSMAGING.COM

**Sailing with your kids doesn't have to be 'Too Tuff'. Teach them responsibility and teamwork while you all have a great family outing.**

totally blow off work altogether, everyone can call in 'healthy' now and again. Or take off a little early once a week ("Sorry, boss, gotta meeting!") and join in some beer can racing — check out *Calendar* for a complete listing of these super-laid-back evening races.

And if you haven't discovered the joys of night sailing on San Francisco Bay, don't wait another day . . . uh, night.

- "My spouse doesn't like sailing." It's quite possible that your significant other's only experience sailing on the Bay was in the summer, when boats heel, water sprays and your hair gets messed up. A gentle spring sail — complete with a romantic 'picnic lunch' behind Angel Island — might be just the thing to change your lover's view of your favorite pastime.

- "I don't own a boat." This one's easy. There are a number of local chartering companies and clubs on the Bay — check out this month's *World of Chartering* for a comprehensive list of every one we know about.

If chartering or clubs aren't to your liking, then you have no excuse for not joining us at Golden Gate YC on April 3 for our annual Crew List Party (see *Calendar* for details). If you can't make *that*, then check out the Crew List story in this month's *Sightings* for details on signing up for our online Crew List.

— **latitude 38** / *ladonna*



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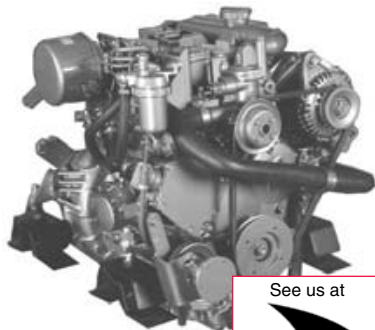
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# CAN ANYBODY PLAY?

Decades ago, most parents we knew issued the same command to their kids almost every day: "Go outside and play until dinner's ready!" But that was okay, because back in the '50s, '60s and '70s *outside* was where most young kids wanted to be anyway — riding their bikes, playing ball at the park, hiking in the hills or, if you were really lucky, goofing around at the beach. By comparison, being inside was boring. Back in the

ever-increasing percentage of American kids are physically unfit, if not obese.

Fear not, though. We've got the perfect solution to this sorry state of affairs. To our way of thinking, the ideal antidote to the 'adolescent couch potato syndrome' is for more kids to get out sailing and revel in the glory of Mother Nature. Luckily, here in the Bay Area there are a wide variety of opportunities for kids from age 7 to 18 to do just that — in some cases at no cost. In these pages we'll give you an overview of the many options, and invite you to do further investigation on your own.

As you might imagine, many Bay Area yacht clubs have instructional 'junior' programs for kids, particularly during the summer months. But there are also a number of community sailing programs specifically designed to make the sport accessible to any and all Bay Area kids, regardless of their familiarity with watersports or socio-economic status.



GREG GORSISKI

**Which boat is trimmed properly? Who cares! Both kids are having fun in the great outdoors. They can sweat the fine points later on.**

pre-cable days, even TV programming was, like, 'dullsville'.

But somewhere along the line, things changed. As toys and electric gadgets became increasingly more elaborate, many kids found themselves spending less time climbing trees and shooting hoops, and more time cooped up in their bedrooms with their stereos blasting. When home computers and electronic gaming devices became prolific, spending active time in the great outdoors became even more of a foreign concept in many households. Add to all this the fact that many parents nowadays are paranoid about letting their kids go outside without an escort. It's no wonder that an

## Yacht Club Programs

At last count, there were more than a dozen Bay Area YCs that offered summer programs and almost that many that offered them during the school year. Most have been operating successfully for many years, thanks to dedicated club volunteers who organize events, teach classes and do maintenance on the boats. Right now is an ideal time to check out their various offerings in order to get your kids signed up well before summer begins, as most programs have limited openings.

Although most YC summer sessions

**Under the watchful eyes of an instructor, teens race in Raccoon Strait off Belvedere's San Francisco Yacht Club.**



charge a fee, many offer scholarship programs for folks who can prove financial need. It's important to note that parents usually *do not* have to be current club members. At YCs where youth membership is required, kids are typically offered a youth membership rate between \$15 and \$55. The idea, after all is to bring new blood to the sport, not to set up deal-breaking obstacles. Most clubs require that young trainees know how to swim, but require no previous boating experience.

At YCs, the focus is almost always on dinghy sailing, as the idea is to build basic skills which will serve as a solid



SCOTT BRIGGS

# YOUTH ACCESS TO BAY SAILING



RICHARD GILLETTE / PEGASUS PROJECT

***Trips aboard the 51-ft Alden ketch 'Pegasus' build character, self-esteem and lasting memories for both kids and volunteer crew.***

foundation for a lifetime of sailing fun. By contrast, some non-YC programs are run aboard large keelboats, as their primary goal is just to give kids their first introduction to the nautical world.

*The ideal antidote to the 'adolescent couch potato syndrome' is for more kids to get out sailing.*

A wide range of boats are used in junior programs, and in most cases are provided at no additional cost. The vast majority of young sailors start out in El Toros or Optimist prams. Once they learn the ropes they're likely to move up to Lasers, and eventually to two-person FJs or 420s (both jib-and-main boats). Some clubs also work with nearby high schools to provide race training and support racing teams.

YC junior programs tend to be a win-

ning idea all the way around: The kids have a blast, get some healthy exercise, gain an appreciation for the simple physics of wind power, and perhaps even pick up a lifelong hobby. The club members have fun sharing their expertise, while getting to know potential future club members

— or possibly future sailing rockstars. (John Kostecki and Melissa Purdy both spent a lot of time in the Richmond YC's program, as did Paul Cayard before moving on to the St. Francis.) And the kids' parents come away with the satisfaction of knowing they've introduced their son or daughter

to a new form of active, outdoor fun. Many, in fact, probably wish they'd had such opportunities when they were young.

## Public Access Programs

For the purposes of this overview, we'll lump together all non-yacht club sailing options. But in fact, they all have distinctly different qualities and offerings. That said, all 'community-access' programs do tend to share the same overarching goal: to expose as many kids as possible to the joys of sailing in the Bay Area's unique aquatic realm. Often, kids also come away with a greater awareness of the Bay's delicate marine ecosystem, and an appreciation for the region's colorful maritime heritage. Most, if not all such programs, have provisions for kids to sail for free through need-based grants and scholarships. This fact has led to one of their greatest successes, as they are accessible to disadvantaged youth who

otherwise might never have a chance to set foot in a sailboat, let alone learn to operate one.

For many years, savvy corporations



TREASURE ISLAND SAILING CENTER

***Ahh... well... it's not exactly a textbook cleat hitch, but it'll do. For these kids, being allowed to 'captain' their own 'vessel' is a thrill.***

have used 'team-building' exercises aboard sailboats to build character among their employees and foster within them an appreciation for mutual cooperation. The teamwork required to maneuver a big keelboat or rig and launch a fleet of sailing dinghies yields similar results in kids of all ages.

Here's a quick look at some popular community programs:

**Treasure Island Sailing Center** — Located literally in the middle of the Central Bay, this multi-faceted facility is well-named, as it is indeed a 'treasure' for the surrounding communities. Established by a group of Bay racers in 1999 after the City of San Francisco obtained use of T.I. from the Navy, the Center's programs have continually expanded over the years to promote sailing and ecological awareness to the broadest possible spectrum — including at-risk kids, and those who

***"Seriously, I can do this. Just give me a minute!" As any dinghy sailor knows, capsizing is part of the fun — as long as you're dressed for it.***



PAUL OLIVA / SOUTH BEACH YC

# CAN ANYBODY PLAY?

## A BAY FULL OF KIDS' SAILING OPTIONS

There are so many youth sailing opportunities in the Bay Area that we only have room to list basic info here. We encourage you to investigate further at: [www.latitude38.com/YRASchedule/youth.html](http://www.latitude38.com/YRASchedule/youth.html) and at the websites of individual organizations. (Please alert us of errors or omissions.)

### YACHT CLUB PROGRAMS

- **Benicia YC** — Derith Lutz, (707) 746-0739, [foderith@sbcglobal.net](mailto:foderith@sbcglobal.net), [www.beniciayachtclub.com](http://www.beniciayachtclub.com) • Summer program, ages 9-12 & 13-18; in DeWitt Dinghies, Vanguard Optis and El Toros (provided)
- **Encinal YC** (Alameda) — Katie Tinder, (510) 769-0221, [juniors@encinal.org](mailto:juniors@encinal.org), [www.encinal.org](http://www.encinal.org) • Summer Program, ages 8-18, all levels; in Optimists, Lasers, FJs, 420s (provided) • Fall, Spring Program, ages 8-18; in Optimists, Lasers, FJs (provided) • High School Program, grades 8-12; in FJs (provided); scholarships
- **Golden Gate YC** — Robert Bozina, (408) 554-4431, [rbozina@scu.edu](mailto:rbozina@scu.edu), [www.ggyc.com](http://www.ggyc.com) • High School Program, grades 9-12 from any high school (middle school students by arrangement); in FJs (provided); free, but students must demonstrate desire & commitment to sailing
- **Inverness YC** — Barbara Jones, (650) 474-1402, [barbaraj@occamssoft.com](mailto:barbaraj@occamssoft.com), [www.invernessyachtclub.org](http://www.invernessyachtclub.org) • Summer Program in Optimists, El Toros, Lasers, FJs and Flying Scots (provided); scholarships
- **Monterey Peninsula YC** — (831) 372-9686, [summersailing@mpyc.org](mailto:summersailing@mpyc.org), [www.mpyc.org](http://www.mpyc.org) • Summer Sailing Lessons, ages 8-16; in Optis, FJs (provided); scholarships • High School Team, grades 8-12 from Pacific Grove, Salinas & Monterey during school year; in FJs (provided)
- **Richmond YC** — (510) 237-2821, [www.richmondyc.org](http://www.richmondyc.org) Winter Program, ages 8-18; El Toros, Bytes, Lasers (BYOB); Optis (for fee) • Doublehanded Program, ages 8-18; in FJs, 420s (provided) • Summer Sailing Program, grades 8-12; in FJs, 420s • Summer Sleepover Camp (at Stockton Sailing Club); in El Toros (BYOB); scholarships
- **Sailing Education Adventures** (Marin YC, San Rafael) — Michael Mason, [info@sailsea.org](mailto:info@sailsea.org), [www.sailsea.org](http://www.sailsea.org) Summer Sail Camp, ages 8-16; in Lasers • Mini Sail Camp, ages 8-10; Basic Camp, ages 10-16; Advanced/Race Camp, experienced sailors/campers; see [www.SailSEA.org](http://www.SailSEA.org); scholarships
- **St. Francis YC** (San Francisco) — Mike Kalin, (415) 820-3729, [junior@stfyc.com](mailto:junior@stfyc.com), [www.stfyc.com](http://www.stfyc.com) • Tinsley Island Summer Camp, ages 7-17; in Optimists, Lasers, Bytes, 420s (provided); scholarships • Cityfront Day Camp, ages 7-17; in Optimists, FJs, 420s, 4.7s (provided); scholarships
- **San Francisco YC** (Belvedere) — Richard Feeny, (415) 435-9525, [www.stfyc.org](http://www.stfyc.org) • Spring & Fall Learn-to-Sail Program, ages 8-18; in Optimists, Laser Radial & 4.7, FJs, 29ers, 420s (provided) • Summer Program, ages 8-18, all levels; in Optimists, Laser Radial & 4.7, FJs, 29ers, 420s (provided) • High School Program, grades 9-12 from any Marin County high schools; after school in FJs (provided); scholarships
- **Santa Cruz YC** — Peter Pillsbury, (831) 425-0690, [info@scyc.org](mailto:info@scyc.org), [www.scyc.org](http://www.scyc.org) • Pinto Lake Program, ages 8-14; in El Toros (for fee); scholarships • Scholastic Program, grades 8-12 nearby high schools; in FJs (provided); Lasers, 420s Advanced Sailing Program, independent competitors; in Moore 24s (provided); Lasers, 29ers (BYOB)
- **Sausalito YC** — Peggy Plumley, (415) 332-7400 ext.

114, [jpboatfam@aol.com](mailto:jpboatfam@aol.com) • Summer Program, ages 9-17; in Optimists, Lasers, Laser Radials (provided); scholarships

• **Sequoia YC** (Redwood City) — (650) 361-9472, [www.sequoiayc.org](http://www.sequoiayc.org) • Junior Beginning/Intermediate Program, ages 10-14; Dan Humphreys, (650) 941-9303, [dkchumphreys@comcast.net](mailto:dkchumphreys@comcast.net); in El Toros (provided) • Advanced Program, ages 12-16; Dave Pirron, (408) 966-5659; When: in Lasers (4.7, Radial & Full Rig)

• **Peninsula Youth Sailing Foundation** — Eric Anderson, (650) 854-1048, [hiker4u@aol.com](mailto:hiker4u@aol.com) • Summer program, ages 7-12; JY15s, Optis, 420s & FJs; scholarships • High School Sailing; CFJs, 420s, Lasers, 29ers.

• **South Beach YC** (San Francisco) — Kevin Wilkinson, (650) 333-7873, [kevinw@pacbell.net](mailto:kevinw@pacbell.net), [www.southbeachyc.org](http://www.southbeachyc.org) • Junior Program, ages 8-16; in El Toros, Lasers (provided); scholarships

• **Spinnaker YC** (San Leandro) — (510) 577-3462, [www.ci.san-leandro.ca.us](http://www.ci.san-leandro.ca.us) • Summer Sailing Day Camp, ages 10-18; DeWitt Dinghies (provided)

• **Stanford Summer Sailing Camp** (Redwood City) — Jay Kehoe, (650) 723-2811, [jkehoe@stanford.edu](mailto:jkehoe@stanford.edu), [www.stanfordsummersailing.org](http://www.stanfordsummersailing.org) • Beginner and intermediate sailing program, ages 9-17; Advanced 420 Clinic; in 420s, FJs (provided); scholarships

• **Stockton Sailing Club** — Suzi Wasielewski, (209) 951-5690, [www.stocktonsc.org](http://www.stocktonsc.org) • Learn to Sail Program, ages 9-18; in El Toros and FJs (provided) • Summer Sleepover Camp (with RYC); in El Toro (BYOB); scholarships

### COMMUNITY ACCESS PROGRAMS

- **Treasure Island Sailing Center** — Amy Lyons, (415) 421-2225, [youthsailing@tisailing.org](mailto:youthsailing@tisailing.org), [www.tisailing.org](http://www.tisailing.org)
- **Oakland Parks & Rec Dept.** — Sarah Herbelin, (510) 238-2196, [merrittsis@yahoo.com](mailto:merrittsis@yahoo.com), [www.oaklandnet.com/parks/programs/boating.asp](http://www.oaklandnet.com/parks/programs/boating.asp); Lake Merritt & Jack London Aq Ctr
- **Pegasus Project** — (510) 621-8130, [info@pegasusvoyages.org](mailto:info@pegasusvoyages.org), [www.pegasusvoyages.org/project.html](http://www.pegasusvoyages.org/project.html)
- **Blue Water Foundation** — [www.bluewaterfoundation.org](http://www.bluewaterfoundation.org)
- **Call of the Sea** — (800) 401-7835 or (415) 331-3214, [info@callofthesea.org](mailto:info@callofthesea.org), [www.callofthesea.org](http://www.callofthesea.org)
- **Sea Scouts Marinship 1** (Tiburon YC) — David Mai, (415) 328-0993, [daviddmai@gmail.com](mailto:daviddmai@gmail.com) • Year-Round Program, ages 14-21; Santana 35 & 22s, Lasers, FJs, 420s, tall ship
- **Spaulding Wooden Boat Center** (Sausalito) — (415) 332-3179, [info@spauldingcenter.org](mailto:info@spauldingcenter.org), [www.spauldingcenter.org](http://www.spauldingcenter.org)
- **S.F. Maritime National Maritime Park** (San Francisco) — MJ Harris, (415) 215-6291, [mjharris@maritime.org](mailto:mjharris@maritime.org), [www.nps.gov/safr](http://www.nps.gov/safr)
- **Tall Ship Semester for Girls** — America True; (415) 974 1018, [info@americatrue.org](mailto:info@americatrue.org), [www.americatrue.org](http://www.americatrue.org)
- **Nehemiah** — Rod & Joni Phillips, (510) 234-5054, [captain@sailingacross.com](mailto:captain@sailingacross.com); website: [www.sailingacross.com](http://www.sailingacross.com)

are mentally or physically disabled. A broad range of programs give 7- to-18-year old trainees exposure to sailing aboard dinghies as well as on Moore 24s and J/24s.

Thanks to extensive community support and volunteer fundraising, nearly 80% of participating kids sail for free. With its unique location at the edge of Clipper Cove — renowned for brisk wind over flat water — the Center conducts serious racing classes here also, and has hosted at least one national one design championship.



# YOUTH ACCESS TO BAY SAILING

*Oakland Park & Recreation Dept.* — Two other 'gems' which greatly benefit Bay Area kids are the Lake Merritt Boating Center, near the city center, and the Jack London Aquatic Center, located along the north shore of the Oakland-Alameda Estuary.

A number of introductory programs are offered at the lake for grade-schoolers, including after school Learn-to-Sail courses in El Toros. The action on the

Estuary is geared toward high schoolers from any area school, who race and train aboard Lasers.

*Blue Water Foundation* — As evidence that on-the-water experience for kids is a benefit to society, this nonprofit, volunteer-run group is heavily supported by both the San Francisco School District and the San Francisco Police Department. Since its founding in 1992, more than 8,000 young salts from virtually ev-

ery S.F. public school have sailed aboard the Foundation's 20-ft daysailers or its flagship, the former 46-ft ocean racer *Golden Bear*.

*The Pegasus Project* — Over the past 10 years, some 4,000 kids have been introduced to the joys of sailing the Bay aboard the well-kept Alden 51 ketch *Pegasus*. Drawing primarily from East Bay schools, the volunteer staff's mission is for young trainees "to become productive members of a sustainable society through positive outdoor environmental education, and by reinforcing life skills." With the support of several partner organizations, and profits from mainstream

**An East Bay beginner gets helm time aboard 'Pegasus'; classroom instruction at South Beach YC; buoy racing as Sail Camp; two young neophytes rig for action; looking for a passing lane; putting youthful stomach muscles to work on a Laser.**



PAUL OLIVA / SOUTH BEACH YC



GREG GORSISKI



GREG GORSISKI



GREG GORSISKI



TREASURE ISLAND SAILING CENTER

# CAN ANYBODY PLAY?

charter work, many kids can attend these hands-on sessions for free.

*Call of the Sea* — This well-respected organization offers three-hour programs aboard the traditional, 82-ft schooner *Seaward* (which also offers mainstream charters). Hands-on sessions focus on seamanship, local history and navigation, and align with 4th and 5th grade social studies curriculum — yet are adaptable to other grade levels.

*Nehemiah* — Like so many others involved with youth sail training, Capt. Rod Phillips and his wife Joni saw sailing as an avenue for troubled kids to garner a new perspective on the world they live in. So years ago they decided to offer their boat — a classic, 57-ft ketch — and their maritime knowledge to young people from nearby communities. In recent years they've taken hundreds of kids, many of them classifiable as at-risk, out for booming sails on the Bay.

A longtime professional mariner,



GREG GORSISK

***Are we having fun yet? Oh yeah! Who needs video games when you can be out in the fresh air riding the breeze?***

Capt. Rod sets a fine example as he and other volunteers instruct kids in the arts of traditional seamanship aboard this sturdy vessel which has twice circumnavigated the globe.

Free or nearly free youth programs are supported by occasional mainstream charter work.

*Spaulding Center & S.F. Maritime*  
— Although not specifically affiliated, we

were excited to learn that both the Spaulding Wooden Boat Center — one of the maritime treasures of the Sausalito waterfront — and the S.F. Maritime National Park have developed innovative multi-phase programs which teach kids traditional woodworking skills, then lead them through the process of building a small boat, and finally, teach them the fine points of sailing it. Here, too, scholarships are available.

S.F. Maritime also works with *America True's* ongoing Tall Ship Semester for Girls (TSSG) program, a three-part curriculum which includes a six-week internship and six weeks crewing aboard a tall ship. Nice!

**O**h to be young again! With so many ways to get out on the water, the adolescent couch potato may soon become an endangered species.

— **latitude/andy**

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# ONCE MORE, DEAR FRIENDS . . .

"This is going to be the next Antigua Sailing Week," a smiling John Moore proclaimed to the crowd gathered for the Banderas Bay Regatta awards ceremony on March 8. It was a bit of



**There was no doubt about it, the 'old guys' ruled Class 5 with an iron fist, taking three bullets but no prisoners.**

hyperbole for the Commodore of the four-year-old yacht club, as his prediction would require an 800% increase in entries, one hundred much larger boats, and thousands of young sailors drinking feverishly into the wee hours while chasing members of the opposite sex to the deafening pulse of rap music. Yet Moore can be forgiven for being a little excited, as he'd recently taken delivery of his Corsair 7.50 Sprint trimaran *Mi Cohete*, and had spent the regatta sailing hot angles around Banderas Bay at up to 18 knots.

But hey, let's not pick nits, as once again the Banderas Bay Regatta came up with people-pleasing 10 to 18 knots of wind, flat water, and 85-degree temperatures for the three-race around-the-buoy, not serious, cruiser series. And at a perfect venue, too. That there were only 29 entries in five classes — a typical number for the last few years — is truly a shame, what with all the boats sitting idle in nearby berths. Alas, most cruisers — understandably enough — aren't that keen on racing their 'homes', even in an event without an entry fee.



**"Fix my main and you won't go thirsty."**

been on it. Take Charles Naslund, originally from San Francisco, but now of Mazatlan, and quite possibly soon to be of Puerto Vallarta, who was the winner of Class Five for the second year in a row. He originally sailed to Mexico aboard his Morgan 382 *Moon Shadow*, but once he tried to do a little racing in the predominantly light air, found the stout Morgan to be overbuilt for the conditions. So he sold her, found an '83 Catalina 30 in Ventura, rechristened her *Saber Vivir* — 'knows how to live' — and returned to Mexico with the '05 Ha-Ha.

"The Catalina 30 is a terrific boat for cruising and racing in Mexico," says Naslund. "There are scores of used ones around, which means people can find a very decent one for about \$25,000 — like I did. Sure, my boat creaked and groaned a little during the heavier winds of the '05 Ha-Ha, but there weren't any real problems. And she's been a great boat for the light airs I've had in Mexico ever since.

Naslund again won his class with three bullets. "And that's despite me being a true liveaboard who races with everything I own — including my favorite boat accessory, a 12-volt, self-contained, Engel refrigerator-freezer that I keep in the quarter berth."

With *Saber Vivir* hardly tricked out for racing, perhaps Naslund's secret weapon was the deep experience of his crew. Although there were only four of them, they represented a collective 175 years of sailing experience! Fifty-nine-year-old Gary Cook was the young pup, Naslund is 61, Herman Ford is 80 and Louis Pollen is 81. Lest you think the 80-year-olds didn't help much, Pollen — "My name is the symbol of fertility!" — sails his Yankee 27 *Delfin* out of Puerto Vallarta six months a year and his Catalina 36 *Galaxy* out of Marblehead, Mass., the other six months; while the particularly youthful-looking Ford sails his Cape Dory 36 *Sea Tern* out of Puerto Vallarta.

The relatively light winds and chop aren't the most favorable conditions for heavy displacement cruising boats, so Jeff and Judy Wald of the Yankton, South Dakota-based Wellington 47 *Island Mistress* are to be commended for taking



JAY ALLWORTH

second in the six-boat class, narrowly edging Richard Stanley's Hunter 32 *The Jake*. Also worthy of mention is Rafael Hemphill-Fernandez's Punta Mita-based San Juan 24 *Mita's Pizza*, which finished fourth. Rafael and his lady found the boat high up on the Punta Mita rocks after hurricane *Zenna* a few years back. When nobody did anything with the boat for months, the couple repaired her, put her back in the water, and have been sailing the daylights out of her ever since. The real owners of the boat are out of the picture, but Rafael has no papers for the boat, so no boatyard will haul 'his' boat.

**B**artz Schneider, who spends most



**S**ome cruisers, however, are very

# BANDERAS BAY REGATTA XVI

of the year campaigning his Express 37 *Expeditious* on San Francisco Bay and winning Rolex watches at the St. Francis YC Big Boat Series, took Class Four honors with the P.V.-based Jeanneau 43 DS *Tomatillo*. While the boat is part of the J/World charter program out of Paradise Marina, Schneider chartered her "for almost nothing" from owner Jim Casey, his Lake Tahoe buddy, for the second year in a row. Schneider says that to a large extent he owes his victory to the quintessential Mexican trait of people helping people in need.

"The clew tore off the main just before the start of the first race," he says. "There was no way we could finish that race in the light air without the main, but we still managed to cross the starting line — first even — so we didn't lose a point for taking a DNS as opposed to a DNF. As soon as we got back to the dock, we hopped into a cab and rushed the main to the sailmaker in Puerto Vallarta. But it's not like the Big Boat Series, where the sailmakers understand the need to get sails fixed in time for the next day's race, and as a result the woman there told us she couldn't help us. Fortunately,

one of her employees piped up and offered to do it for \$50. We jumped at it — and he did a great job, too."

While *Tomatillo* enjoyed relatively comfortable margins of victory in the second and third races, Schneider credits navigator Chris Hackett for their success. "He called the layline to the weather mark from 2.5 miles away." Yes, you normally don't want to have to call a layline from that far away, but with the right side of the course normally favored, it's often necessary.

Two points back in second was Rush Faville's always-competitive S-2 7.9 *Escape Velocity*, followed by Tom Jones' San Francisco-based Liberty 458 *Charissa*. Jones wasn't carrying a Honda 650 dirt bike on the aft deck like he did in the '05 Ha-Ha, but nonetheless was the heaviest boat in class and did well to take third. One of the best looking Class 4 boats sailing on Banderas Bay was



**The most competitive sailing was in Class 1, where 'Bright Star', 'Sooner Magic' and 'Auspice' frequently went at it in close quarters.**

the San Francisco-based 65-ft schooner *Seaward*. Unfortunately, the schooner was sailing the bay freestyle rather than around-the-buoys — despite having signed up for the regatta.

**W**e admire all women skippers, but feel a special affection for horny female owner/skippers who know how to push their boats around a course. So that would include Patsy Verhoeven of the formerly-Portland-and-now-La Paz-based Gulfstar 50 *Talion*, which also got three bullets, but in Class Three. Proudly wearing the Viking hat with horns that she won for some achievement we can't recall in the '07 Ha-Ha, Verhoeven dismissed the fact that she was making a 600-mile round trip from La Paz just to compete. "When you sail out of Portland, you get used to having to travel long distances to make the start of races."

Verhoeven is also one who has become accustomed to dealing with adversities. She and her husband cruised their previous boat, *Ocean Gypsy* — a Columbia 43 that Patsy had personally taken apart, repaired, and put back together — as far as Costa Rica for two years before returning home. "I loved that boat, she was like my '55 Chevy," Patsy says. But then there was a tremendous propane explosion while her husband was inside. One side of the deck was blown six inches off the hull, the mast teetered, the engine



**A happy Patsy.**



JAY AILWORTH

# ONCE MORE, DEAR FRIENDS . . .



**Sarah 'Google' Bates kept the all-star crew of 'Auspice' in "Mexican mellow" mode, thus assuring them of victory.**

was thrown six inches off its bed, and the prop shaft was blown out of the boat. Although her husband miraculously survived the explosion without major injury, he passed away a few years later of melanoma. Racing with friends who had flown down from Portland as well as folks cruising on another Portland-based boat, Patsy keeps chugging on with a smile, and was last seen dreaming up courses for the Sea of Cortez Sailing Week.

There was a tight battle for second in Class 3, which ended up with Thomas Lilienthal, a vet of the '03 Ha-Ha on the Oceanis 41 *Dream Seeker*, edging Ron and Valerie Hoskin's formerly Avalon-based Columbia 43 *Valerie K* by one point. The Hoskins have an interesting story. He's from Corona del Mar while she was born and raised in Avalon. In '03, they did the Marina del Rey to Puerto Vallarta Race. Finding the tropical weather preferable to those cool evenings in Avalon, they decided to stay, and have subsequently opened up a business.

**W**alking off with Class 1 honors, also on the basis of three bullets, was Jim Coggan, who was armed not only with his Richmond-based Schumacher 40 *Auspice*, but also with an excellent crew that featured such fine sailors as Gordie Nash and Ruth Suzuki, Bernard Slabeck, Chris Coggan on the bow, Patrick of *Amy Michelle*, Wayne Meretsky of *Moonduster*, and Sarah 'Google' Bates. Not only did this team win their class in the Banderas Bay Regatta, but took class honors in the Governor's Cup held at the



**Jim Taylor of 'Sooner Magic' was about to accept 'Auspice's' victory gracefully — until they tried to lure away Heather, his 'boat bunny'.**

beginning of the week. Some wondered if they wouldn't have done almost as well in the MEXORC regatta which was going on at the same time.

The *Auspice* crew credited, perhaps a little facetiously, non-sailor Bates for their success. After travelling the far corners of the globe for 15 months, she

spent her last days of freedom at the regatta before starting work on hardware systems at Google. "She set a mellow Mexican tone for our boat," claims Coggan, "and was a great spirit to have around to keep the crew working well together."

Having none of the harmony and sweetness crap was Jim Taylor, who finished third — in part because they had to drop out of the second race with a torn headsail — with Garland Bell's San Francisco-based Beneteau 47.7 *Sooner Magic*. "Coggan and his crew sailed really well . . . with his cheatin' little boat while citing racing rules to us on the course. I didn't

mind any of that, but what really did get me was when they tried to steal Heather, my 'boat bunny'."

Coggan, who won the glamour class of the regatta, is a halfway-retired periodontist, aka "floss instructor." While an accomplished racing helmsman, he says he's always loved the non-racing aspects of sailing also. "For instance, I always enjoyed delivering boats back to California as much as doing the Hawaii races



JAY ALLWORTH

# BANDERAS BAY REGATTA XVI

themselves. So being able to cruise and stop at places such as Isla Isabella has really been great. This winter I cruised a month, then worked a month. Next winter my goal is to try to cruise three months, then work a month — and in the spring take off for the South Pacific. *Auspice* is bare bones as cruising boats go, but I love it anyway."

Taking second in Class 1 was Dorr Anderson's always-competitive Guadalajara-based Jeanneau 40 *Bright Star*. The three J/World J/80s, whose crews rotated for each race, took fourth, fifth and sixth in class, victims of lighter conditions than the J/80s prefer. Nonetheless, their crews had a blast.

**T**his was the year that San Jose's David Crowe finally got his Choy/Morrelli 68 cat *Humu Humu* flying almost as fast as his Eclipse jet, and therefore won Class 2, the multihull division. Having only shown bits of speed potential in previous regattas, this time *Humu Humu* got it all together, in both lighter and stronger winds. That might have had something to do with the fact that she raced with crew from Mary Coleman's Farr 40

***Inset: There is no doubt Bob Smith's -50 rating 'Pantera' is the real cruising deal. Inset; But we're not so sure about 'Mi Cohete'.***



JAY AILWORTH

*Astra*, Bill Finkelstein's Valiant 50 *Raptor Dance*, and Lani Spund's butt-kicking SC52 *Kokopelli*. However, these were not the young studs from those boats, but the owners and the Old Guard. Nonetheless, they got the big and powerful cat moving faster than ever before. The only downside is that her PHRF rating is sure to be adjusted, as she currently gives the 23-ft-shorter *Capricorn Cat* only five seconds a mile.

***Dorr Anderson had his Jeanneau 40 'Bright Star' steaming on the reaches, but ultimately corrected out second in class.***

Vancouver. If that doesn't qualify her as a cruising boat, we're not sure what would.

First to finish in each multihull class race, however, was Bob Smith's custom, all-carbon, self-built, 44-ft *Pantera*. Despite a rating of -50, she was so fast that she still managed to correct out high enough to take second in class. You might wonder what kind of cruising boat a 4,000-lb catamaran could be. Well, she's the kind of cat that the Vancouver-based Smith has cruised from Vancouver to and around Mexico twice, then single-handed, without an engine, back up to



***Dave Crowe and his crew got 'Humu Humu' sailing so fast that his hair stood on end.***

Correcting out third in class was Vallarta YC Commodore Moore's spanking new *Mi Cohete*. In no more than 18 knots of true wind, Moore's featherweight tri was getting darn close to hitting



# ONCE MORE, DEAR FRIENDS . . .



20 knots. He liked it! Banderas Bay is actually a great place for such folding trimarans, and we can't imagine that it will be too long before there is a fleet of them.

Two of the most interesting people we met at the regatta were the brother and sister duo of Cal Talmage and Kathy Alkire. He sails on a New Jersey-based Irwin 28, while she sails Idaho lakes on a Hunter 28. About six years ago, they found an internet special for Puerto Vallarta, so they flew down. "We were pretty

*From left: 'Valerie K' enjoying the bay. A disconsolate Patsy after dropping and breaking her trophy! 'Sooner Magic' tries to put a move on 'Auspice'.*

wasted on tequila one morning," remembers Kathy, "and started wandering around the docks. We somehow learned there was a regatta going on, and even more unlikely, got to crew on a boat. It was so much fun and we met so many great people that we've done it almost every year since. In fact, we wait until the dates of the next year's Banderas

Bay Regatta are announced, then we book our plane and hotel reservations for Mexico. Getting on a boat is never hard, as we just get on the VHF net when we arrive and ask around. We've raced on some great boats and wouldn't miss the Banderas Bay Regatta for anything!"

The dates of the '09 Banderas Bay Regatta haven't been announced as yet, but when they are, we'll let you know — so you can book your air and hotel reservations, too.

— latitude 38

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# THEY'VE BEEN AROUND —

Some people seem to be born with an inordinately strong sense of curiosity and wonder which drives them to extremes. Put them in front of a jagged mountain peak and they'll want to climb it. Lead them to the edge of a raging river and they'll want to swim across it. Remind them that our planet is round, and they'll want to sail around it.

Ever since the early 1500s, when 18 surviving members of Ferdinand Magellan's expedition proved that circumnavigating by sea was possible, all sorts of adventure-hungry sailors have followed their lead — if not in their wake. Among them are nearly 400 sailors who completed a lap around the planet begin-

by a potential for great commerce, as the Portuguese navigator's Spanish benefactors sought a westward sea route to the Spice Islands, in what is now Indonesia. But most of the sailors you'll find on the roster below were motivated by much more personal goals: to test their seafaring skills and physical stamina beyond the sight of land; to immerse themselves in the cultures of far-distant lands; to escape the monotony of the workaday world; or perhaps to exorcise personal demons in the spiritual realm of mid-ocean.

and photographed, many remote islanders — some of whom he suspected were cannibals. His little wooden gaffer endured raging storms and a grounding at South Africa, but eventually brought

*The mate had had enough, so Harry Pidgeon gave Long a short course in navigation during a Sunday sail.*



HARRY PIDGEON

Eighty-five years ago Harry Pidgeon considered his hard-chined, gaff-rigged Seagoer yawl to be the perfect cruising boat.

ning and ending on the West Coast — or who call the West Coast home, yet began their circumnavigations elsewhere (most often in around-the-world races.)

Magellan's trip, of course, was fueled

The first known Left Coast sailor to successfully go 'round, was an adventurous nature photographer named Harry Pidgeon. He built his engineless, 34-ft yawl *Islander* on an L.A. mudflat from plans published in a popular boating magazine of the times. After a shakedown cruise to Hawaii, Pidgeon, then 52, set off in 1921, 'west-about' around

the world.

By his writings it's obvious that he truly loved life at sea, and the substantial challenges of passagemaking, decades before high-tech nav gear, sophisticated weather forecasting and on-board power generation. Along his route (via Africa and the Panama Canal) he befriended,

him back home safely in 1925. Pidgeon's name was thus chiseled into the annals of singlehanded sailing right beneath that of Joshua Slocum, who'd become the world's first solo circumnavigator in 1898 when he circled the globe (via South America and Africa) aboard his 36-ft yawl *Spray*.

In 1932, Pidgeon set off on his second solo lap. While in Hawaii he met Dwight Long, a restless 21-year-old from Seattle who'd recently dropped out of the University of Washington, reasoning that with the Great Depression raging there was little point in completing his studies. Instead, he decided to explore the world under sail aboard his 32-ft ketch *Idle Hour*, despite having virtually no offshore experience. By the time Long and his crewman — a college buddy who'd studied spherical trig — reached Hawaii, the mate had had enough, so Harry Pidgeon gave Long a short course in navigation during a Sunday sail.

Evidently, Pidgeon was a good teacher, because Long eventually did complete

## The Semi-Official, Ever-Evolving WEST COAST CIRCUMNAVIGATOR'S LIST

"We're sorry!" Let us apologize right up front for any errors or omissions. That said, please send corrections and additions to [andy@latitude38.com](mailto:andy@latitude38.com) (Note: \* an asterisk after the name indicates a singlehanded voyage.)

Pidgeon, Harry* #1	<i>Islander</i>	San Pedro	1921-1925	Seagoer yawl
Pidgeon, Harry* #2	<i>Islander</i>	San Pedro	1932-1937	Seagoer yawl
Long, Dwight	<i>Idle Hour</i>	Seattle	1934-1938	34-ft ketch
McCann, Teets & Vickers	<i>California</i>	Long Beach	1949-1953	Mason 63 schnr
Smeeton, Miles & Beryl	<i>Tzu Hang</i>	Victoria, BC	1951-1969	46-ft ketch
Holcomb, Ted & Marilyn Cook	<i>Landfall II</i>	Oakland	1953-1957	50-ft schooner
Guzzwell, John*	<i>Trekka</i>	Washington	1955-1959	Giles 21 yawl
Lavery, John & Mary	<i>Sitisi</i>	N/A	mid-'1950s	N/A
Reynolds, Earle & Barbara	<i>Phoenix of Hiroshima</i>	Honolulu	1956-1958	50-ft ketch
Norcross, Bill & lady friends	N/A	San Francisco	1957-1958	N/A
Griffith, Bob & Nancy	<i>Ahwahnee</i>	N/A	1959-1978	52-ft woodie
Alexander, Larry, Margaret & John	<i>Sea Fever</i>	San Pedro	1961-1964	42-ft Monk ketch
Quinn, Lee	<i>Neophyte</i>	San Francisco	1962-1970	45-ft ketch
Boden, Ed*	<i>Kittiwake</i>	California	1962-1976	Vertue 25
Katter, Bruce	<i>Easterling</i>	Edmonds, WA	1963-1966	Brittany 32

Cain, Clifford & Marian	<i>Trekka</i>	Monterey	1964-1967	Giles 21 yawl
Graham, Robin Lee*	<i>Dove</i>	Los Angeles	1965-1970	Lapworth 24
	<i>&amp; Return of Dove</i>			Luders 33
Steele, Tom* #1	<i>Adios</i>	Newport Beach	1960's	Tahiti ketch
Kane, Mike	N/A	Newport Beach	1966-1969	45-ft Piver tri
Liggett, Al & Beth #1	<i>Bacchus</i>	Agana, Guam	1966-1970	40-ft ketch
Barthol, Clark; Meta & Dennis Fontany	<i>Cetacean</i>	Marina del Rey	1967-1970	32.5 Piver tri
Pardey, Lin & Larry	<i>Seraffyn</i>	Newport Beach	1968-1979	Lyle Hess 24 ctttr
Hansen, Earl #1	N/A	Alpentel, WA	1969-1976	H-28 ketch
Bernwall, Hans & Carl Seipel	<i>Fia</i>	Richmond	1970-1976	40-ft Alden cutter
Morgan family	<i>Lualan</i>	San Diego	1970-1977	Seawitch 35
Peet, Charlie & Marty, Jim Leech	<i>Santana</i>	Sausalito	1971-1973	S&S 52 schnr
Bercaw family	<i>Natasha</i>	Goleta	1971-1975	38-ft Seawolf
Hanelt, Robert & Kristi, Robby Fouts	<i>Skylark</i>	San Francisco	1972-1974	53-ft S&S yawl
Hollywood, Jim, Gini & Rebel	<i>Calypso</i>	SJ Capistrano	1972-1976	34-ft Seagoer
McGarry, Brian	<i>Fiona</i>	San Francisco	1972-1985	42-ft gaff cutter
Triplett, Ray & Shirley	<i>Morning Star</i>	Lafayette	1973-1980	Garden 46 ktch
Carlin, Ramon; Ray Conrady, Keith Lorence & Bob Martin	<i>Sayula II</i>	Mexico/W. Coast	1973-1974	Swan 65
Wilcox family	<i>Vela</i>	Palo Alto	1973-1978	40-ft Pinky cutter
Chiles, Webb	<i>Egregious</i>	San Diego	1975-1976	Ericson 37



# WEST COAST CIRCUMNAVIGATORS



JOHN GUZZWELL

**John Guzzwell had his own personal reasons for sailing alone around the world, but his enduring book made him a hero to thousands.**

his voyage, aided by a variety of pick-up crew. It was no easy trip, though. Along the way, he got lost more than a few times, *Idle Hour* was dismantled by a typhoon en route to New Zealand, a Tahitian crewman died of malaria in Long's arms and he was jailed in Spain as a would-be assassin. The worst setback, however, was when a sudden Atlantic hurricane made landfall at New York, badly battering *Idle Hour* just as Long was about to give a radio interview in Manhattan. Eventually, he was able to make her seaworthy again, and he returned to Seattle in 1938.

**D**uring the post-WWII era, two

big schooners — *California* and *Landfall II* — made the roster with relatively little fanfare. It wasn't until the mid-'50s, though, that another West Coast singlehander attempted a rounding. Raised in Great Britain's Channel Islands, the son of a well-traveled merchant seaman, John Guzzwell immigrated to Victoria, B.C. in 1953 with a plan to build his own small sailboat and try his hand at singlehanded, long-distance voyaging.

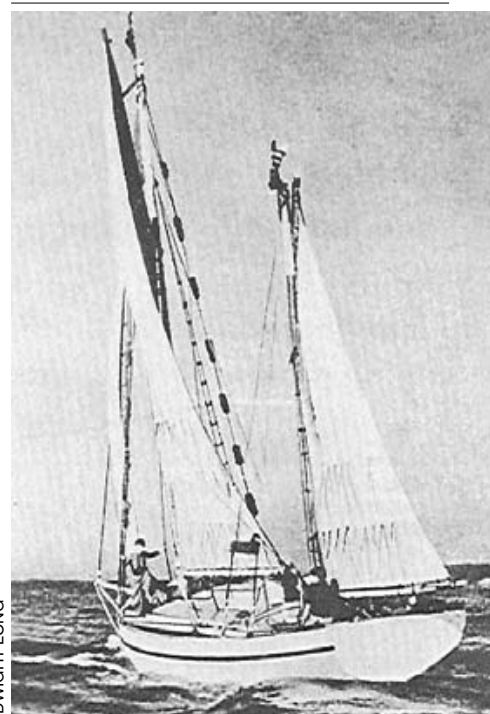
Unlike Harry Pidgeon, however, he was an accomplished shipwright who'd completed a formal apprenticeship in yacht joinery. And unlike Long, he'd grown up in a seafaring family and had experienced offshore sailing as a young boy.

While working as a shipwright in B.C., Guzzwell built the splendid 22-ft yawl *Trekka* in his spare time. Tiny, but finely crafted, her light-displacement hull — an anomaly among the typical heavy displacement hulls of the day — was designed by Laurent Giles.

In 1955, when Guzzwell set sail from Victoria to Hawaii at age 25, he was wise and experienced beyond his years. Not only had he sailed from England to South Africa aboard the family's 52-ft ketch as a child, but his father had taught him navigation during the war while the family was imprisoned in a German internment camp.

Tall, handsome and confident, Guzzwell reveled in the adventures of passages and easily made new friends at every port of call. Among them were Miles and Beryl Smeeton, also Brits who had immigrated to Canada. Not long after Guzzwell endured a cyclone in the Tasman Sea, they convinced him to leave *Trekka* on the hard in Australia and help them attempt a Cape Horn rounding in their 46-ft wooden ketch *Tzu Hang*. The threesome were pitchpoled, but survived

**Dismasted in a South Pacific typhoon and nearly destroyed on Long Island, Dwight Long's 32-ft 'Idle Hour' eventually brought him home.**



DWIGHT LONG

Arnold family.....	<i>Nomad</i> .....	Menlo Park.....	1975-1977.....	Cumulant 33
Sandstrom family #1.....	<i>Anduril</i> .....	Oakland.....	1975-1980.....	Cross 40 tri
Steele, Tom* #2.....	<i>Adios</i> .....	Newport Beach.....	1970's.....	Tahiti ketch
Liggett, Al & Beth #2.....	<i>Sunflower</i> .....	Agana, Guam.....	1976-1992.....	42-ft Perry cutter
Janes, Steve.....	<i>Zoom</i> .....	Zamboanga, PK.....	1976-1999.....	Horstman tri
Dashew family.....	<i>Intermezzo</i> .....	Southern Calif.....	1976-1983.....	Columbia 50
Vincent, Dean*.....	<i>Eos</i> .....	San Diego.....	1977-1980.....	Samson 39
Minney, Ernie.....	<i>Shearwater</i> .....	Newport Beach.....	1977-1980.....	82-ft schooner
Blondell, Anthony & Bertha #1.....	<i>Wayward Wind</i> .....	Coronado.....	1977-1980.....	Garden Porpoise
Beasley family.....	<i>Lark</i> (copy).....	Newport Beach.....	1977-1980.....	55-ft ketch
Becker, Kathy & Jay.....	<i>Jocelyn</i> .....	Newport Beach.....	1977-1983.....	Cal 34
Shane, Roger.....	<i>No Name</i> .....	Berkeley.....	1978-1988.....	CSY 44 cutter
Hatheway, Buzz & Maureen.....	<i>Gambit</i> .....	San Diego.....	1978-1987.....	Lapworth 36
Beland, Mickey & Ellie.....	<i>Aikane</i> .....	Long Beach, CA.....	1979-1987.....	NZ 37 cutter
Vance, Stephen & Marja.....	<i>Twiga</i> .....	Dana Point.....	1979-1986.....	Cal 2-27
Waters, Thomas.....	<i>Tiama</i> .....	Sausalito.....	1979-1986.....	Islander 34
Shamhart, Bill & Carol.....	<i>Shammy</i> .....	San Francisco.....	1979-1986.....	Kettenberg 50
Loners, Tom & Nancy.....	<i>Knockabout</i> .....	Ketchikan, AK.....	1979-1987.....	Pearson 365
Rector, Jim & Cindy.....	<i>Rebel Yell</i> .....	San Diego.....	1979-1989.....	Alberg 35
Saarnan, Irma & Paul.....	<i>Rapture</i> .....	San Francisco.....	1980-1982.....	Columbia 50
Crow, Stephen & Sara Ackley.....	<i>Carina</i> .....	Ft. Lauderdale.....	1980-1984.....	Cal 2-46
Allen, Rex & Joan.....	<i>Tavarua</i> .....	Vallejo.....	1980-1984.....	Downeast 32
Blondells, Anthony & Bertha #2.....	<i>Wayward Wind</i> .....	Coronado.....	1980-1984.....	Garden Porpoise
Davock, Mugs.....	<i>Shearwater</i> .....	Seattle.....	1980-1987.....	Rhodes 41

Bergt, Neil; Mike Farley, Alix Bulajich & George De Neef.....	<i>Alaska Eagle</i> .....	Alaska / Calif.....	1981-1982.....	S&S 65
Roth, Hal & Margaret.....	<i>Whisper</i> .....	San Francisco.....	1981-1985.....	Spencer 35
Sutton, Stan & Caren.....	<i>Marinka</i> .....	San Francisco.....	1981-1989.....	Westsail 43
Rowe, Jeannie & Bob.....	<i>Salacia</i> .....	San Francisco.....	1981-2002.....	Brewer 35
Houck, John & Virginia.....	<i>Joggins</i> .....	Lake Stevens, WA.....	1981-1987.....	Fast Passage 39
Lewis, Mike & Dorna.....	<i>Helaine</i> .....	San Diego.....	1981-1988.....	42-ft Stone cutter
Byrne, Dan*.....	<i>Fantasy</i> .....	Marina del Rey.....	1982-1983.....	Valiant 40
Jardine, Ray & Jenny.....	<i>Suka</i> .....	LaPine, OR.....	1982-1985.....	CT-41
Wells, Ben & Jean Lawler.....	<i>Dawntreader</i> .....	Emeryville.....	1982-1988.....	Odyssey 30
Bazan, Anthony C.....	<i>Troubadour</i> .....	Charleston, SC.....	1982-1991.....	Folkboat 25
.....	<i>&amp; Freedom</i> .....	.....	.....	& Snowbird 30
Fleming, Kellogg & Diana.....	<i>Swan</i> .....	East Bay.....	1982-1992.....	Garden 42 ketch
Mitchell, Paul & Susan.....	<i>White Cloud</i> .....	San Diego.....	1982-2007.....	Alden 58
.....	<i>&amp; Elenoa</i> .....	.....	.....	& 38-ft sloop
Schrader, Mark*.....	<i>Resourceful</i> .....	Stanwood, WA.....	1983-1984.....	Valiant 40
North, Lowell.....	<i>Wanago</i> .....	SoCal.....	1983-1991.....	Tayana 52
McNeil, Frank & Janet.....	<i>Isle Ibarra</i> .....	San Diego.....	1983-1994.....	Yorktown 40
Skladal, Conrad & Charlotte.....	<i>Wisp</i> .....	San Francisco.....	1983-1997.....	homebuilt
Nish, Arlo #1.....	<i>Saga</i> .....	San Francisco.....	1980s.....	Wylie 65 yawl
Nish, Arlo #2.....	<i>Saga</i> .....	San Francisco.....	1980s.....	Wylie 65 yawl
Jennings, Roy & Tee.....	<i>Foxglove</i> .....	Inverness.....	early 1980s.....	Freyja 39
Hudson, Beau & Annie.....	<i>Lionwing</i> .....	Inverness.....	? - 1983.....	Freyja 39
Bruneski, Don, Bridget & Paul.....	N/A.....	Vancouver, BC.....	? - 1986.....	N/A

# THEY'VE BEEN AROUND —

largely due to Guzzwell's ingenious jury-rigging and hull repairs. He went on to complete his own voyage (via Africa and Panama) with comparatively minor challenges. To this day, the chronicle of his trip, *Trekka Round the World*, remains a must-read for every would-be voyager.

As one generation inevitably inspires another, in 1965 — 10 years after Guzzwell left Victoria — 16-year-old Robin Lee Graham set sail for Hawaii aboard his Lapworth 24 *Dove*, on the first leg of what would eventually become one of the most widely known solo voyages of all time. Undoubtedly some *Latitude* readers followed his travels in *National Geographic* reports and many more read the best-selling book, *Dove*, that he co-authored after returning home. Graham's little fiberglass sloop was dismasted en route to American Samoa, then again in the Indian Ocean, this time leaving the teenage voyager to sail 2,300 miles to Mauritius under jury rig. There were many high times too, of course,



ROBIN LEE GRAHAM

Seen here aboard his second boat, 'Return of Dove', Robin Lee Graham sails downwind under twin jibs, a favorite sail plan of solo sailors.

including his marriage and honeymoon in South Africa, and the satisfaction of knowing that on completion of the trip (aboard the Luders 33 *Return of Dove*), he would become the youngest solo sailor ever to circle the planet.

Graham's predecessor on the roster of West Coast solo sailors deserves mention here also, although he neither achieved nor desired substantial notoriety. In 1962, Californian Ed Boden bagged his budding engineering career and went to England to buy the Giles-designed Vertue 25 *Kittiwake*. He singlehanded her across the 'pond' and around the world, slowly, between '62 and '76, enjoying the simple pleasures of vagabonding in a spartan boat. Apparently a minimalist at heart, he literally chucked his engine overboard at one point and installed a sophisticated stereo system in its place — with 15-inch speakers! Needless to say, music was one of Boden's great-

Urbanczyk, Andrew*	<i>Nord IV</i>	San Francisco	1984	San Francisco
Butler, Alan*	<i>Amon-Re</i>	Pender Island, BC	1984-1986	26-ft catamaran
Testa, Serge*	<i>Acrohc Australis</i>	Berkeley	1984-1986	12-ft custom
Taylor, Buzz	<i>Ishi</i>	Burlingame	1984-1988	Custom 49-ft
McGowan, Dave	<i>Small World</i>	San Francisco	1984-1987	CT 54
Reed, Richard & Doris	<i>Satan's Doll</i>	Molokai, HI	1984-1988	42-ft sloop
Peterson, Robert	<i>Topaz</i>	San Francisco	1984-1989	C&C 38
Francis, Jack & Laura	<i>Tamarac II</i>	Murphys, CT	1984-1990	Westsail 32
Beard, Tom & Carolyn	<i>Moonshadow</i>	Port Angeles, WA	1984-1991	Tayana 37
Gustavson, Rick & Jean	<i>Mana</i>	San Diego	1984-1991	Westsail 28
Hoffman, George	<i>Io</i>	Moss Landing	1984-1992	Westsail 32
Hansen, Earl #2	<i>Incredible</i>	Alpental, WA	1984-1993	Peterson sloop
Pardey, Lin & Larry	<i>Talesin</i>	Newport Beach	1984-2004	Lyle Hess 29 ctr
Siebert, Andy & Jan	<i>Bug Off</i>	Long Beach	? -1987	Columbia 44
Mante, Ewout	<i>Equity &amp; Law</i>	N/A	1985-1986	Baltic 55DP
Brown, Stephen*	<i>Southbound</i>	Scotts Valley	1985-1989	Bingham 32 ctr
Copeland Family	<i>Bagheera</i>	N/A	1985-1991	Cheneteau 35
Jessie, Jim & Diana	<i>Nalu IV</i>	Oakland	1985-1992	Lapworth 48
Bryce, Don & Linda	<i>Green Dolphin</i>	Long Beach	1985-1995	40-ft ferro ketch
Brutschy, Fred & Kapulei Zeller				
	<i>Nepenthe</i>	San Francisco	1985-2007	Brewer 46 cutter
Roth, Hal	<i>American Flag</i>	San Francisco	1986-1987	Santa Cruz 50
Schrader, Mark*	<i>Lone Star</i>	Stanwood, WA	1986-1987	Valiant 47
Dopyera, Emil & Susan	<i>Rachel B. Jackson</i>			
		Southern Calif	1986-1989	70' gaff schooner
Byhre, Dick & Bonnie	N/A	Salinas	1986-1991	Cal Cruising 36
Sedwick, Keith	<i>Toucan</i>	San Francisco	1986-1991	Ohlson 38
Anderson, Norm & Lois	<i>Sisu</i>	Boise, ID	1986-1993	Tartan 37
Saxon, Bob & Marge	<i>Tusitala</i>	Round Pond, ME	1986-1996	Channel Ctr 30
Halverson, Lloyd & Judy	<i>Batwing</i>	Seattle	1986-1998	Skookum 34 junk
Raichart, Al & Barb	<i>Aurora</i>	Seattle	1986-2000	Valiant 40
Warren, Fritz #1	<i>Truly Fair</i>	Johor, Malaysia	1987-1990	48-ft cutter
Clark, David #1	<i>See Me Now</i>	Lafayette	1987-1991	P/S Mariah 31
Blondells, Anthony & Bertha #3	<i>Wayward Wind</i>	Coronado	1987-1994	Garden Porpoise
Longwell, Ed & Kathy	<i>Pegasus</i>	Modesto	1987-1994	Downeast 45
Yellen, Stuart & Ann	<i>Annie's Song</i>	San Francisco	1988-2004	Valiant 40
Sandstrom family #2	<i>Anduril</i>	Oakland	1988-1989	Cross 40 tri
Salmon, Mark & Laraine	<i>Arietta</i>	Alameda	1988-1992	Standfast 36
Carson, Jack & Monica Gildersleeve				
	<i>Island Breeze</i>	Vancouver Island	1988-1993	Swain 36
Sheufelt, Eddie & Eileen Schmeller				
	<i>Nubian</i>	Portland, OR	1988-1993	H/Rassy 33
Kraus, Werner	<i>Colombine</i>	Honolulu	1988-1996	Union 36

Mery, Gordon & Joan	<i>Alegre</i>	Portland	1988-1997	Hardin 45
Riley, Dawn #1 & Amanda Swan-Neal				
	<i>Maiden</i>	Marin / Friday Hbr	1989-1990	Farr 58 sloop
Jourdane, John	<i>Fisher &amp; Paykel</i>	Long Beach	1989-1990	Farr 80 ketch
Scott, Tom*	<i>Nepenthe</i>	Menlo Park	1989-1994	Folkes 39 cutter
Wilhelm, Tim	<i>Dulcinea</i>	San Clemente	1989-1994	Dreadnought 32
Erley, Nancy #1	<i>Tethys</i>	Seattle	1989-1994	Orca 38
O'Connell, Jim	<i>Moko Jumbi</i>	Seattle	1989-1995	Hylas 42
Henry, Pat*	<i>Southern Cross</i>	Mexico	1989-1997	So. Cross 31
Catran, Chuck & Koko	<i>Kokoana</i>	San Pedro	1989-1998	Peterson 44
Bradley, Scott	<i>Ini</i>	SF/Grenada	1989-2006	Fuji 32
Roth, Hal	<i>Sebago</i>	San Francisco	1990-1991	Santa Cruz 50
Rowland, Robert	<i>Kiana</i>	Key West	1990-1994	Golden Gate 30
Gillespie, Ty & Helen	<i>Azura</i>	San Francisco	1990-1996	H/Christian 38
Theberge, Kevin & Wes & Tim Harris				
	<i>Scorpio II</i>	San Diego	1991-1993	Adams 50 steel
Wilson, Dick & Lona	<i>Kite</i>	San Francisco	1991-1993	Stevens 47
Warren, Fritz #2	<i>Truly Fair</i>	Johor, Malaysia	1991-1995	48-ft cutter
Vennesland, Martin & Anne Brevig				
	<i>Nor Siglar</i>	Vancouver, BC	1991-2000	Gib/Sea 40
Foley, Jim & Lyn	<i>Sanctuary</i>	Seattle, WA	1991-2001	Valiant 40, 1975
Nicca, Jean (age 70)*	<i>Peregrine</i>	San Francisco	1991-2006	Passport 42
Crabill, Ken & Margaret	<i>Tomorrow</i>	Ensenada	1991-2007	Acapulco 40 ctr
Ness, Jim*	<i>Dream Merchant</i>	Chula Vista, CA	1992-1997	DownEaster 38
O'Neill, Brian & Mary Alice	<i>Shibui</i>	San Diego	1992-1997	Norseman 447
Kittel, Peter*	<i>Tehani</i>	Morro Bay	1992-1998	Chinook 35
McQueen, Duncan	<i>Thistle</i>	Morro Bay	1992-1999	Cal 39
Petersen, Merl	<i>Viveka</i>	Redwood City	1992-1999	75-ft schooner
Chapman, Bill & Diana	<i>Bones VIII</i>	Stockton, CA	1992-1999	Swan 47
Van Klompenburg, Jeff & Janet	<i>Halcyon</i>	San Francisco	1992-2000	42-ft Garden kch
Corenman, Jim & Sue	<i>Heart of Gold</i>	Alameda	1992-2001	Schumacher 50
Baardens, Sigmund & Carol	<i>Mary T</i>	San Pedro	1992-2005	Cheoy Lee 40
Bailey, Larry & Maxine	<i>Shingebiss II</i>	Seattle	1992-2005	Sceptre 43 cutter
Riley, Dawn #2	<i>Heineken</i>	Marin	1993-1994	Whitbread 60
Westbeck, Roy	<i>Bretta</i>	Santa Clara	1993-2000	Columbia 34
Salmon, Steve & Tina Olton	<i>Another Horizon</i>	Berkeley	1993-2001	Valiant 40
West, Gillian	<i>Khamsin</i>	Vancouver, BC	1993-2005	34-ft cutter
Lewis, Joseph	<i>Morning Wind</i>	Oakland	1994-1996	Westsail 32
Sproul, Jerry	<i>Pacific Avenue</i>	So. Florida	1994-1998	Valiant 42
Sherman family	<i>Rubaiyat</i>	Corte Madera	1994-1999	Stevens 47
Alcorn, DeLoyce & Patricia	<i>La Cabriole</i>	Marina del Rey	1994-2001	Rawson 30
Dodge, Robert, Grace, Alan, Janelle				
	<i>Nanamuk</i>	Nanaimo	1994-2001	Endurance 35

# WEST COAST CIRCUMNAVIGATORS

est passions. During his South Pacific travels he made a series of documentary

*In the spirit of the times an increasing number of sailors were thumbing their noses at the rat race. . .*

recordings of local musicians and singers.

By the mid-'60s and early-'70s the idea of circumnavigating in a relatively small boat was still wildly ambitious. Navigation and communications hardware was still incredibly primitive and inefficient by today's standards. But in the spirit of the times an increasing number of sailors were thumbing their

noses at the rat race and 'establishment values', and setting their sights on adventures beyond the horizon. Most were in no hurry to complete the circle quickly — in fact, quite the contrary. Setting out in 1966, Al and Beth Liggett took only 4 years to go around the first time aboard their 40-ft ketch *Bacchus*, but 15 years to complete their second lap aboard their Perry 42 *Sunflower* ('76-'92). And the last time we checked they were still out there cruising.

The mid-'60s also marked the begin-



LATITUDE ARCHIVES

Looking happy and eager, Hans Bernwall and Carl Seipel beat upwind aboard their 40-ft Alden cutter 'Fia'.

ning of the multihull cruising phenomenon. In '66 Mike Kane of Newport Beach headed west aboard his Piver 45 tri and

McCarthy, Jack & Lynn.....	<i>Southern Cross</i> .....	San Francisco.....	1994-2002.....	Peterson 44
Messenger, Rob & Mary Miller	<i>Maude I. Jones</i> .....	Dallas & Sac'to.....	1994-2004.....	Finch 46 cutter
Vielhauer, Hans & Marianne Wheeler	<i>Chapparral</i> .....	Penngrove.....	1995-1996.....	Cal 40
Caldwell, Brian*	<i>Mai (Miti) Vavau</i> .....	Hawaii.....	1995-1996.....	Contessa 26
Testa, Serge & Robin.....	<i>Encanto</i> .....	Berkeley.....	1995-1997.....	60-ft custom
Knecht, Jerry & Suzanne.....	<i>Nightwatch</i> .....	Tiburon.....	1995-1997.....	Moody 425
Hart, Ed*.....	<i>Hooligan</i> .....	San Diego.....	1995-1999.....	Cascade 29
Berger Family.....	<i>Windflower</i> .....	San Diego.....	1995-2000.....	N/A
Erley, Nancy #2 & Kaci Cronkhite	<i>Thetys</i> .....	Seattle.....	1995-2001.....	Orca 38
Radcliffe, Don & Katie.....	<i>Klondike</i> .....	Santa Cruz.....	1995-2007.....	Beneteau 456
Crouch, Les.....	<i>Maverick</i> .....	SoCal.....	mid-late '90s.....	Nelson/Marek 68
Thorndike, Karen*.....	<i>Amelia</i> .....	Seattle.....	1996-1998.....	Rival 36
Mendez, Ernie & Emily.....	<i>Quiet Times</i> .....	San Jose.....	1996-2000.....	Cal 46 III
Mondloch, Kurt & Piella.....	<i>Osprey</i> .....	Port Orchard, WA.....	1996-2001.....	Tatoosh 42 sloop
Pane family.....	<i>Dolphin Spirit</i> .....	Newport Beach.....	1996-2002.....	Mason 53
Peterson, William.....	<i>Kamera</i> .....	Bodega Bay.....	1996-2005.....	Newport 41
Middleton, Frank.....	<i>Bon Ami</i> .....	San Francisco.....	1997-1998.....	Shannon 50 ketch
Cayard, Paul #1; Kimo Worthington, Steve Ericson, Josh Belsky & Chris Blewett #1	<i>EF Language</i> .....	CA, WA & BC.....	1997-1998.....	Whitbread 60
Burke, Jean.....	<i>Picton Castle</i> .....	San Francisco.....	1997-1999.....	180-ft barque
Eckstein, Clint & Sarah.....	<i>Shania Makai</i> .....	Anacortes, WA.....	1997-1999.....	N/A
Matzke, Karl, Jill, Ben & Cam.....	<i>Moondance</i> .....	Palo Alto.....	1997-2000.....	Kennex 445 cat
Butler, Trace & Denise Kelley.....	<i>Wanderlust</i> .....	Los Angeles.....	1997-2001.....	Cal 3-46, 1977
Johnson, Dick & Kay D.....	<i>Mermaid</i> .....	Salcha, AK.....	1997-2001.....	Pearson 365
Kelley, Denise & Trace Butler.....	<i>Wanderlust</i> .....	Los Angeles.....	1997-2001.....	Cal 3-46
Stanford Family.....	<i>Margarita</i> .....	Anacortes, WA.....	1997-2002.....	LaFitte 44
Casher, Jeff & Gail.....	<i>Sea Witch</i> .....	Marina del Rey.....	1997-2005.....	Liberty 458
Van Liew, Brad* #1.....	<i>Balance Bar</i> .....	Santa Monica.....	1998-1999.....	Open 50
Lemley, John & Derek Wade.....	<i>Coeur De Lion</i> .....	Long Beach.....	1998-2000.....	Swan 65
Case, Robert*.....	<i>Suntrekka</i> .....	San Diego.....	1998-2001.....	Endurance 37
Gooch, Coryn & Tony.....	<i>Taonui</i> .....	Victoria, BC.....	1998-2001.....	Custom 42-ft
Faustina, Steve & Mike Holtz.....	<i>Solitaire</i> .....	Oakland.....	1998-2002.....	Barnett 42
Ellison, Buddy & Ruth.....	<i>Annapurna</i> .....	San Francisco.....	1998-2007.....	H/Christian 48
Clark, David #2*.....	<i>Mollie Milar</i> .....	Lafayette.....	1999-2001.....	Whittholz 42
Harwood, Pierre & Yvonne.....	<i>Alcyone</i> .....	Vancouver, BC.....	1999-2001.....	Tayana 52
Pobjoy, Graham & Susan.....	<i>Sabbatical of Swanwick</i>	Swanwick, UK.....	1999-2001.....	Oyster 49
Goundard Family.....	<i>Imani</i> .....	Sausalito.....	1999-2004.....	Simpson 33 cat
Nickols, Greg & Denise Schepens	<i>Four Winds</i> .....	Sausalito.....	1999-2005.....	Tayana 37
Gould, Gary.....	<i>Pakele</i> .....	Oxnard.....	1999-2007.....	Islander 96
Deaver, Dick & BJ.....	<i>Outta Here</i> .....	Long Beach.....	late '90s.....	Farr 55
Erdmann, Wilfried*.....	N/A.....	Germany.....	2001*.....	N/A
Smithe, Randy.....	<i>Team Adventure</i> .....	Huntington Beach.....	2000-2001.....	110-ft G-Cat
Arnold, Ed.....	<i>Nomad</i> .....	Menlo Park.....	2001-2002.....	Brewer 35
Johnson, Tony & Terry Shrode.....	<i>Maverick</i> .....	San Francisco.....	2001-2003.....	Ericson 39
Douglas, Stu.....	<i>Shangri-La</i> .....	Newport Beach.....	2001-2004.....	Mariner 48
Miller, Rick, Patti, Jessica.....	<i>Infidien</i> .....	Goldon, CO.....	2001-2006.....	Lavranos 43 ctr
Jacobson, Larry, Ken Smith.....	<i>Julie</i> .....	San Francisco.....	2001-2007.....	50-ft sloop
Wotruba, Pat & Dick.....	<i>Crusader</i> .....	Santa Barbara.....	2002-?.....	K Peterson 44
N/A, Lisa, Brian, Max & Gina.....	<i>Glide</i> .....	Calif.....	2002-?.....	Merrill 40
Van Liew, Brad* #2.....	<i>Tommy Hilfiger Freedom America</i>	Santa Monica.....	2002-2003.....	Open 50
Schwab, Bruce* #1.....	<i>Ocean Planet</i> .....	Alameda.....	2002-2003.....	Wylie Open 60
Kostecki, John.....	<i>Illbruck</i> .....	Fairfax.....	2002-2003.....	Volvo 60
Rudiger, Mark #2.....	<i>Assa Abloy</i> .....	Marin.....	2002-2003.....	Volvo 60
Schwab, Bruce* #2.....	<i>Ocean Planet</i> .....	Alameda.....	2004-2005.....	Wylie Open 60
Stewart, John.....	<i>BP Explorer</i> .....	Southampton, UK.....	2004-2005.....	Challenge 72
Earl, Harley & Jennifer.....	<i>Manu Kai</i> .....	Sausalito.....	2004-2006.....	H Christian 41
Cayard, Paul #2 & Curtis Blewett #2	<i>Pirates of the Caribbean</i> .....	CA&BC.....	2005-2006.....	Farr Volvo 70
Ardell, Lien.....	<i>Catalyst</i> .....	Albuquerque.....	2005-2006.....	NorSea 27
Honey, Stan.....	<i>ABN Amro One</i> .....	Palo Alto.....	2005-2006.....	Volvo 60
Lien, Ardell*.....	<i>Catalyst</i> .....	N/A.....	2005-2006.....	Nor'sea 27
McNeese, Casey; Matt Smith & Jeff Stewart	<i>Sohcahtoa</i> .....	Seattle.....	2005-2007.....	LaFitte 44
Mays, Julie & Chris.....	<i>Cisnecito</i> .....	Newport Beach.....	2005-2007.....	Swan 46
Harker, Mike*.....	<i>Wanderlust II</i> .....	Lake Arrowhead.....	2006-2007.....	Hunter 466
Burwick, James.....	<i>Anasazi Girl</i> .....	San Diego.....	2006-2008.....	Open 40
<i>Reported Circumnavigators — Dates Unavailable</i>				
Twidale, Bill & Maryanne.....	N/A.....	Port Townsend.....	N/A.....	Cape Geo 31
Balding, Gary & Jessie.....	<i>Heart of Gold</i> .....	Winchester Bay, OR.....	N/A.....	30-ft sloop
Black, Bill & Mary.....	<i>Foreign Affair</i> .....	Seattle.....	N/A.....	Valiant 40
Braskett family.....	<i>La Gitana</i> .....	Santa Maria, CA.....	N/A.....	Peterson 44
Klein, Andre & Barbara.....	<i>Northern Lights</i> .....	N/A.....	N/A.....	Passport 47
Lucid, Morgan & Jane.....	<i>Trinity</i> .....	Monte Sereno.....	N/A.....	Kanter 48 ctr
Moenzer, Dick.....	<i>Osprey</i> .....	Puerto Escondido.....	N/A.....	3-mast schmr
Riley, Mike & wife.....	N/A.....	N/A.....	N/A.....	Columbia 24

Circumnavigation Records can be found at [www.latitude38.com](http://www.latitude38.com).

# THEY'VE BEEN AROUND —

returned four years later, becoming the first West Coast multihuller to go 'round. Other so-called "multihull nuts" followed in his wake during the same era.

About the same time, Sausalito sailors Charlie and Marty Peet, with crewman Jim Leech and others, completed an uncommonly fast lap aboard Humphrey Bogart's former S&S schooner *Santana* ('71-'73). Earl Hansen's trips were more typical. Beginning in 1969, he took a leisurely 7 years to go around aboard his Herreshoff H-28, then began his second solo lap 8 years later.

A year after Hansen first headed west, Hans Bernwall and Carl Seipel — both Swedes who'd planted roots in the U.S. — set off on a 6-year circumnavigation aboard their 40-ft Alden cutter *Fia*. Drawing from that experience, Hans later developed the Monitor windvane, which has been a blessing to thousands of circumnavigators ever since.

**I**n contrast to these take-it-slow cruisers, the early '70s also added names to our roster from a whole other realm of sailing. Nautical history buffs will re-



LATITUDE / JR

**Most women in their mid-50s begin to take life slow. But Karen Thorndike decided to solo circumnavigate via the five great capes.**

call that, in the aftermath of Sir Francis Chichester's one-stop circumnavigation aboard *Gypsy Moth IV* ('66-'67), the unprecedented Golden Globe Race was staged, which established the first non-stop, around-the-world record via the 'three great capes', and laid the founda-

tion for every globe-circling contest since then: the (crewed) Whitbread Round the World Race, which became the Volvo Ocean Race (both of which included stopovers); the (singlehanded) BOC Challenge, which evolved into Around Alone, then Velux 5 Oceans (all with stops); and the nonstop races, Trophée Jules Verne (crewed), Vendée Globe (solo) and the Barcelona World Race (doublehanded).

On corrected time, the first Whitbread ('73-'74) was won by the Swan 65 *Sayula II*, whose owner, a genial Mexican manufacturing magnate named Ramon Carlin, had recruited a team of talented young hotshots. Among them were American sailors (Radar) Ray Conrady, the navigator, sailing master Keith Lorence and Bob Martin — who was washed off the stern, then back aboard again during a rollover while he was at the helm.

During the decades since, an impressive number of West Coast globetrotters have not only made our list, but have also made headlines for a wide variety of accomplishments. Pat Henry was the first American woman to solo around via the Canals, and Karen Thorndike was

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# WEST COAST CIRCUMNAVIGATORS

the first American woman to go around via the great capes. Serge Testa set a record for circling in the smallest boat (12 feet!). Bob Case was the first disabled sailor to solo the planet. Clarinet-playing David Clark was the oldest Left Coast 'soloist' (then 77), and his antithetical counterpart, Brian Caldwell, was the youngest (then 20).

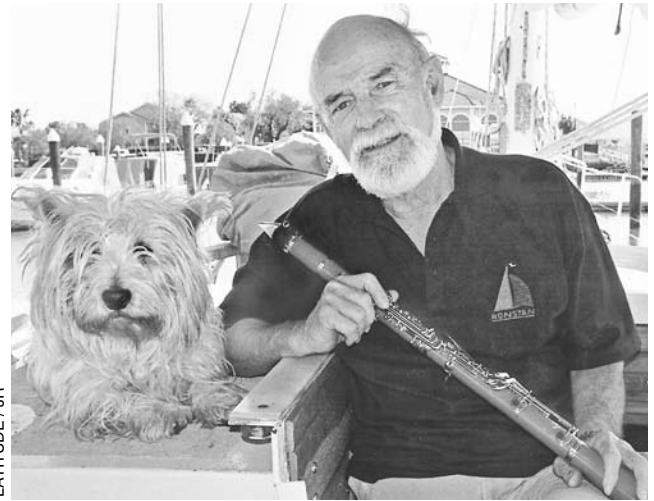
Following the story-telling traditions of Pidgeon, Long and Guzzwell, many of these and other long-range sailors published fascinating accounts of their adventures. But no West Coast word-smiths have been more prolific about their sailing exploits than Lin and Larry Pardey, Hal Roth and Webb Chiles, all of whom inspired an untold number of voyagers to cast off their docklines.

In the realm of racing, recent additions to the list include Paul Cayard and Co., who took top honors in the '97-'98 Whitbread aboard *EF Language*; John Kostecki, who led the *Illbruck* team to victory in the '02-'03 Volvo Ocean Race; Brad Van Liew, who swept all five legs of the Around Alone (Class II) the same year aboard *Tommy Hilfiger Freedom America*,

and navigator Stan Honey, who led *ABN Amro One* to a win in the '05-'06 Volvo.

The list just keeps on growing and growing. In fact, in last month's edition we featured an interview with paraplegic sailor Mike Harker, who'd just completed a lap aboard *Wanderlust II*. And as we go to press this month, our roster is about to receive another impressive entry. Having sailed singlehanded, non-stop around the world — the hard way: westward, via the 'five great capes' — Tomasz Lewandowski and his trusty dog Wacek are expected to cross their tracks at Ensenada any day now. He's actually a Polish citizen, but like several others on the list who began and ended on the Left Coast, we figure it's a 'gimme'.

No doubt all who've circumnavigated — from any coast — would agree

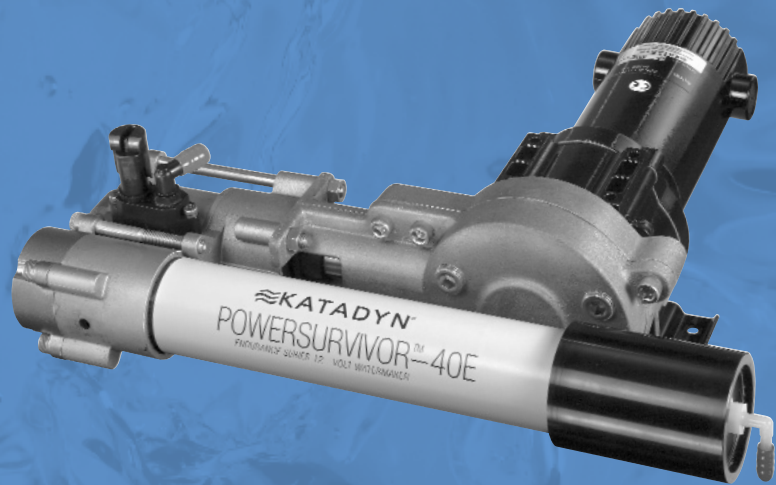


**Sadly, David Clark's faithful dog Mickey was lost during the sinking of 'Mollie Milar'. He named his next boat after the globe-trotting pooch.**

that sailing around the earth is a life-altering experience which fills the head with unforgettable memories and the heart with unique emotions. Harry Pidgeon may have said it best on the final page of his classic chronicle, *Around the World Single-Handed*, "Those days were the freest and happiest of my life."

— **latitude/andy**

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# MAX EBB

It had been a long time since I last attended a Harbor Commission meeting but this last round of berth rate increases — not to mention the rumors of a huge, wind-blocking hotel being built nearby — was just too much to take sitting down. With only a little urging from my dock neighbors, I had been talked into joining the mob at City Hall.

We couldn't get our torches and pitchforks through security, but we did look like an effective mob just the same. I got there just in time to fill out a speaker's card, and took a seat in the first row of the public seating area, the only row that still had some empty chairs.

The meeting was called to order, and after roll call they went straight to public comment. First up to the lectern was one of my friends from the yacht club, the owner of a 45-ft cruiser.

"I've had a boat in the marina for 30 years," he began, "but I'm ready to leave because of this last increase. With all these rate hikes I'm now paying double what I was five years ago."

"Actually," interrupted one of the commissioners, "the rate has only gone up 55% over the last 10 years."

"And it's not just about the fees," continued the berther. "Services are substandard. The docks are in bad shape, the landscaping looks terrible, the bathrooms are dirty, there's a security problem in the parking lot . . ."

"All of those problems have been addressed in the last year," the commissioner interrupted again, "with significant improvements in each of those areas."

"No discussion, please," admonished the Commission Chairwoman. "This is only public comment, and we have a big stack of cards here."

"The bottom line," said the boat owner, "is that the berth rates are too high

thumbs-up sign as he walked past me, because he'd said almost exactly what I'd been planning to say.

Next up was a much younger female sailor I didn't recognize. She was a windsurfer, concerned with a possible hotel development.

"The California Constitution guarantees our right to free navigation on state waters," she concluded after giving some examples of other sailing areas impacted by structures on shore, "and if the hotel blocks the wind to our launch area, then we are effectively prevented from reaching the open Bay on our short boards and that right is denied. We promise this will never get past the EIR stage if a big hotel is really in the works for this part of the waterfront."

There was more applause, mostly from different people than the ones who had applauded the first speaker. The mob of berthers wasn't as large as I thought — nearly half of the people filling up the chairs were windsurfers.

Fortunately, the first windsurfer was followed by several more speakers who were opposed to rate increases. One sailor, who identified himself as a real estate broker and property manager, was particularly upset over rate increases for the smaller size slips.

"I'm paying over 40% of the value of my boat in berth fees every year," he complained. "And my dock is full of vacancies. Now, in my sector of real estate, the market rate is defined as the rate that results in 90% occupancy. Folks, we are above market rate, and you will not increase revenue by raising rates more and driving occupancy lower."

There was applause for him as well, but much more reserved, as some of us were aware that a break for small boats could only mean a stiffer increase for larger ones.

The next speaker took up the big boat cause:

"The increase is totally unjustified," he said. "Especially since the marina is becoming less desirable every year because of shoaling at the channel entrance. I have to check the tide book now before I can even plan a daysail. And parking — on weekends the lot is full if I get there after 9:30 a.m. And what about my race crew? They arrive in 10 separate cars that all need parking, so they end up having to go all the way over to the small boat hoists to find spaces. Then there's this ferry terminal that everyone

*Never has the old adage "Boats are holes in the water, into which you throw money" been more true.*



*"You're swimming in the shallow end of the logic pool."*

and boats are starting to leave. And all our other costs are going up, too, especially fuel. If you expect to continue to have a marina in this city, you have to have more consideration for what boat-owners are able to realistically pay for berthing."

He thanked the Commission and returned to his seat while most of the crowd applauded. I gave him the

is talking about. It will completely jam the access road with traffic, fill up the parking lot, obstruct boats going in and out of their slips, and contribute nothing to marina revenue."

His rant against ferries and shallow water, and how the requirements of large sailboats were being ignored, continued for the full three minutes he was allowed. He was finally cut off by the Commission Secretary.

"Let me point out for the record," said a commissioner, "that the ferry will only

## — FEES AND LOATHING IN LAS MARINAS



increase access road traffic by 30% on weekdays, and use only 20% of available parking."

The Commission Chair repeated her admonishment, and called up the next speaker: "Lee Helm, representing the University Sailing Club."

I hadn't noticed Lee in the room, but her speaker's card was near the top of the stack. I was delighted to see her step up to the microphone — she could

surely make a compelling argument for the cause of sailors.

"The marina and the maritime activities of our city are very important to a lot of people for a lot of reasons," she began. "If you take the long view, this is, like, seriously threatened. I think you people are taking a trailing-edge approach."

It was a good lead-in but, unfortunately, she had turned to face the audience, not the commissioners.

"Look at Alviso. Look at Palo Alto. Look what's happening to San Leandro, already circling the drain. I mean, we're next. If we don't lock in some other fund-

ing stream for maintenance dredging, the marina is toast. The cost of dredging is going up way faster than your berth fees, and you need to grok the simple factoid that berth revenue alone can't cover dredging. In 50 years, we'll have a tidal marsh and an office park. The ferry is a way to prevent that from happening, and like, okay, so if your dock is near the ferry terminal you'll need a parking permit. I mean, big deal. Maybe some of you are too old to care about whether we still have a marina in 50 years, but I sure do, and the Commission is supposed to act in the long-term interests of the waterfront and the city. Shallow water is already making the marina undesirable for large sailboats. Without the ferry and the dredged channel that comes with it, this is going to get worse fast."

Then she turned her attention to the windsurfers.

"Windsurfers also need to think carefully about that proposed waterfront hotel. It might block some wind, but that might actually be a good thing. I mean, you can't have a ski resort without the bunny slope, and if we have a wide range of wind conditions — all accessible from nearby launch sites — it will make our marina a world-class windsurfing destination. The hotel can be part of this, and I'm sure we can extract some concessions for better launch facilities that work at all tide heights. Basic principle here is that there's no revenue stream to support windsurfer facilities, educational programs, non-profit sailing and paddling clubs, and all the good community service stuff that goes on down at the marina, except via revenue from commercial activity. And if the right developer drinks the Kool-Aid, the rest will be as easy as peeing in your wetsuit."

"At least she hasn't come out in favor of the berth rate increase," I thought to myself.

"Now for the berth rates," she said. "I don't think the marina is in the business of subsidizing private boat berthing."

"Oh no," I thought. "She's turned against us!"

"The only rational way to set the berth rate is to charge market rate, and the only rational way to determine market rate is to look at vacancies. Clearly we're below market in any size category that has a waiting list. We're also clearly above market in any size category that has significant vacancies. That means small boats and very big boats, respectively. Because the very big boats are more sensitive to channel depth than they are to price, there's much less demand elasticity there than in the small

# MAX EBB

sizes, so it's harder to figure out market rates based on vacancies. I suggest the Commission take a serious look at square-foot berthing as now applied in some other marinas. But like, ultimately it's the market that rules. Thank you."

**W**hen she was done she noticed me in the front row, and sat in the empty seat next to mine.

"Lee," I whispered. "A good lefty like you, telling a city commission that the market rules?"

"You're swimming in the shallow end of the logic pool," she whispered back. "Main thing is to keep the harbor dredged, the docks repaired and the cash flowing in from all the private and commercial uses, so we can still have a good marina that serves the public."

We were shushed by the person sitting behind us, just in time to hear that the next speaker was from the Urban Land Use and Transit Coalition. He was holding a big book titled *The High Cost of Free Parking*.

"My organization is concerned with

the extent to which parking is being over-subsidized," he explained, "even at waterfront locations where parking is considered a necessary amenity. Ultimately, when parking for cars and boats is offered below market rate, it produces artificially increased demand and

*"Go down to 35 feet from 44, and costs are slashed by 63%"*

chronic abuse of the public resource. Just as derelict boats collect in under-priced berths, second and third cars or trucks parked in public spaces cause loss of time and productivity by creating artificial scarcity . . ."

He proceeded to cite several academic studies, then passed out some documents to the Commission. They seemed

interested, and asked some questions. He held up the book.

"I highly recommend a quick study of the table of contents of this book," he told the Commission. "It's in one of my hand-outs, and it's all you need to understand why free parking is so expensive."

Several of the Commissioners indicated that they had already read the book, and were in agreement.

This was not good. However reasonable this person's proposed policies might be, the end result looked like it was going to be not just a hefty berth rate increase, but also a parking fee scheme of some sort.

Finally, the Commission Chair noticed that this speaker was way over time, so she ended the discussion and apologized for breaking her own rules, then called the next speaker.

"Our last speaker: Max Ebb."

As I walked up to the microphone I realized I was in trouble. Just about everything I had planned to say had already been refuted by better arguments. But I had to try anyway.



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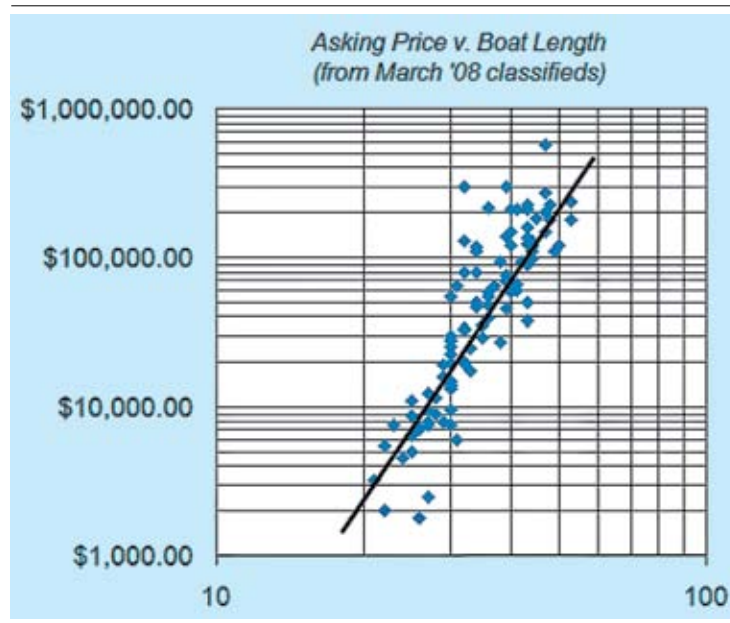


# — FEES AND LOATHING IN LAS MARINAS

"Uh, I know the marina needs cash flow," I said. "Please give us a break. If we get the ferry we can take some of the dredging cost out of the budget, and if we plan for a waterfront hotel we can project significantly more revenue when it comes online. I have to agree with my friend, Ms. Helm, that the public uses of the waterfront, especially those that enhance water access, are the most important."

I sat down, but no one was clapping.

The Commission then took up last week's minutes, then the agenda, and it was clear that it would be awhile before the berth rate issue came up for discussion. So most of us decided to wait out in the hall, where we could assess the damage and decide what to do next.



"Looks like we're in for another big increase," I said to Lee as we moved far enough away from the meeting room so as not to disturb those still inside.

"Whether they try to implement square-foot pricing, or just go by vacancy rates, mid-size boats are going to get hit hard."

"Los breakos," said Lee. "You're in the center of the demand curve."

"They can't do this to us, Max!" complained one of my dock neighbors as he rushed over. He was the owner of a very large offshore cruiser. "I've had it! I'm moving my boat to another marina. You should, too."

"The thought has crossed my mind," I said.

"Gotta, like, recontextualize," said Lee. "The rate increase is nothing compared to a couple new racing sails.

Think of it as buying a couple more crew lunches every month."

"Well, I certainly don't race," he answered, sounding almost offended at the thought. "And if I did, there's no way I could afford the increased fees."

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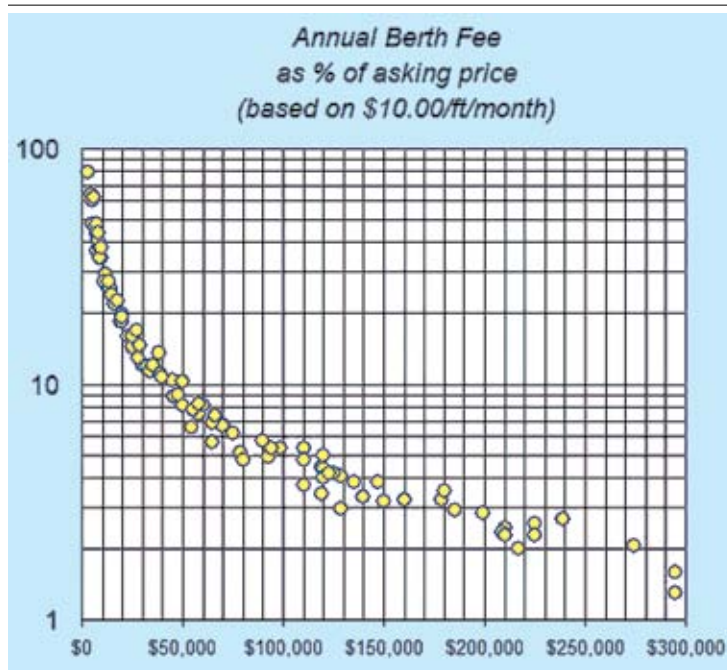


# MAX EBB

"Sure there is," said Lee. "The cost of buying and maintaining a boat is roughly proportional to length to the fourth power. If it's too expensive, just go down a notch in size. All you have to do is, like, drop from 45 feet to 40 feet and costs are cut by 37%. Go down to 35 feet from 44, and costs are slashed by 63% — that's almost two-thirds! I mean, no one says you have to have such a big boat if you can't afford to pay market rate to berth it."

Predictably, my friend decided he'd rather chat with some other sailors in the crowd.

"Even square-foot berthing is going to be relatively harder on the smaller boats," said Lee. "That woman paying 40% of her boat value every year — 40% is a conservative fraction. I know people with 20- and 22-footers who pay more than their boats



are worth each year. But, like, look at 70-ft boats of similar age, and compare their berth fees with boat value. Maybe

subsidized any more than busses and meet the new emission standards."

"Make sure the emission standards are in pollutants per passenger mile, counting actual load factors, and not

2%, just pulling a number *ex rectum*. That's why the small boat is very sensitive to price point, but the big boat is more sensitive to amenities and services. And thin water."

"Hi, Lee," said the gentleman from the Urban Land Use and Transit Coalition, who obviously knew her. "Good comments. Think they sank in?"

"You never know with this Commission," she said.

"Hope you can come to our meeting on Thursday evening, Lee. We're ready to come out in favor of urban ferries, as long as they're not



Photo: David Gartland

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# — FEES AND LOATHING IN LAS MARINAS

parts per volume of flue gas, which allows some monstrously inefficient rigs to pretend they're clean. Horsepower is going to vary by  $V^3$ , so designs for lower speeds than we've been seeing lately should be, like, a condition for your endorsement."

"That's why we need you there."

"I'll try, but it's a busy week. Don't know if I can spare the cycles. I also have that water trail planning meeting on Wednesday to see if we can get money from the state to put kayak racks on marina docks, as a required part of all the dock rebuild projects that the state subsidizes."

"Is there demand for that?" asked the planner.

"The demand is kind of low right now," she conceded, "but we're anticipating a big surge well within the lifetimes of the funded projects. All you have to do is, like, recognize that we're past peak oil, and it's a no-brainer. Cars get too small to pull trailers, so kayaks remain as the only real growth sector in boating. Then, urban infill makes it difficult to store a

'yak or any other kind of small boat at home because fewer people have extra garage and yard space. Cars keep getting smaller, till it's even hard to drive with a kayak on top. So if the next generation is going boating in any significant numbers, they'll be doing it with a kayak or some other small non-motorized water-thing stored in a rack down on the dock. Or with a club or co-op, but that's another issue, and I have another meeting about that on Tuesday."

"Can you come to our subcommittee meeting next Monday?"

"Love to, but I'm going to Sacto to meet with the 'Fix AB 2110' group."

"AB 2110?" I asked. "What's the state assembly done to us now?"

"That's the reincarnation of AB 1458 from last year. You know, the one that was going to require boat operator licenses for all boats, including kayaks and rafts, but not rental Jet Skis or houseboats."

"You mean it's back?"

"Only for powerboats this time," Lee assured me. "So I think we won that one, but you never know. 1458 started out that way, too. They still have this totally brain-dead exemption for rentals, and the phase-in is so slow that by the time anyone actually has to have this certificate, fuel will be so expensive that no one will be running powerboats anyway."

"If only," said the land use planner.

"I've been tracking this thing, too," said the windsurfer, who also knew Lee. "You ought to sit in on an RBOC meeting sometime. All they care about is keeping the cost down to something below \$20 instead of the \$30 or \$35 it would cost to do it right. A few hours of gas for a PWC already costs more than that. If RBOC is that hung up on a few pennies, it's easy to imagine them in the pocket of the powerboat lobby."

Lee was tapping on her little electronic gizmo, apparently updating her appointment calendar, as she spoke.

"The trouble with democracy," she sighed "is that there are never enough weekday evenings."

— max ebb

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# THE RACING

We crank up the heat in this month's Racing Sheet at the Mexico-inspired 'Some Like it Hot' Richmond YC **Big Daddy Regatta**, cool out for a spell at the St. Francis YC's **Spring Invitationals**, catch up with some local sailors in balmy Sint Maarten for the **Heineken Regatta**, then head west to the Pacific for a taste of both the **Vallarta Race** and an inspired **MEXORC**. Back on the Bay we finish up with the **Crewed Lightship Race** and **The Rites of Spring**, celebrating its own rite of passage. If all this running around leaves you flushed, the final midwinter **Box Scores** are there for climate control.

## Big Daddy Regatta

With midwinter series around the Bay winding down, 94 boats in 11 classes showed up March 8 and 9 to celebrate the impending onset of spring at Richmond YC's Big Daddy Regatta. With a tested format of three buoy races and a party at the end of the day followed by a pursuit race the next, the Bay Area classic walks the walk when it comes to the Richmond YC motto "This Club Was Built For Fun."

Saturday saw sunshine and a vernal breeze that built to the high teens by the end of the day — not the drift-fest predicted by the National Weather Service. Ed Durbin and a partially substitute crew of Anna Rosta, Ben Mewes, Ed Hearst, Marilyn Sweeney, Paul deRoulhac and Mark Rommell on the Beneteau 36.7 *Mistral* found it enough to their liking to post the only straight-bullets performance of the one design classes — despite a confusing final race.

"At the start of the third race, we had great position and found ourselves

the leeward mark, they'd closed on the mystery boats and were surprised when one headed for the barn after rounding the leeward mark. They ground the other boat down on the next leg, still wondering where they'd gone wrong.

"We just kept on racing," Durbin said. "We learned afterwards that those two boats had missed the postponement signals and had started five minutes earlier than the rest of the fleet!"

Among the other one designs, the Wabbits and the J/105s had the biggest showing with nine boats each. Tim Russell's *Weckless* took Wabbit class honors, beating out Simon Winer's *Syzygy* on a tiebreaker with Erik Menzel's *Bad Hare Day* only two points behind. In the J/105s Sue Hoeschler's *Yikes!* posted a consistent 1,2,2 for the honors. Mark Lowry's *Xena* took the Express 27 class with a 1,2,2.

The J/24s went down to the last race, with Michael Whitfield's *TMC Racing* coming out on top with the help of Lulu Yang at the mast, Lester Igo trimming, Mike Arrajj in the middle and Michele Williams on the bow.

"We rounded the last leeward mark in third, four boatlengths behind the first place boat," Whitfield said. "About halfway up the last weather leg the two boats ahead went right hunting for the early ebb.



'Big Daddy' winners Michael Whitfield and Ed Durbin

rounding the windward mark in front of the fleet, or so I thought," Durbin said. After the set, he said he looked down the course. "I saw two Beneteaus ahead of us by a few hundred yards."

Wondering if everyone else had followed them to the wrong side of the first beat and they just hadn't seen it happen, the *Mistral* crew started sailing hard to catch up. By the time they'd rounded

We banged the top lefthand corner and came in a boatlength and a half ahead of them at the weather mark. After the spinnaker hoist, they engaged in a little luffing match, and we pulled out to a three-boatlength lead to win . . . It was a ton of fun!"

In the PHRF divisions, two boats won their divisions with straight bullets — John Wimer's J/120 *Desdemona* in



Division B and Tim Cordrey's *Henderson 30 Sea Saw* in Division E.

In Division A, Brad Copper's *Tripp 43 TNT* came close but posted a second in the final race of the day to finish three points clear of Jeff Pulford's *Sydney 38 Bustin' Loose*. Noble Griswold's *Bluefin* took Division C and John Andrew's *Cinderella Story* mopped up Division L.

Later that evening, Richmond YC was jammed tight for the traditional theme party. The regatta's theme this year was 'Some Like it Hot' — with a Mexican twist. There was live music, jello shots and instant costumes — curled, jet-black press-on mustaches — for the unprepared. If there had been a prize for the 'most inventive use of the instant costume' it would have gone to the crew



**Up, down, and all-around** — Ray Lopez's 'Infrared' showing the way around this month's Racing Sheet in the Big Daddy pursuit race.

of Olson 30 class winner *Hot Betty*. Owners John and Toni Scarborough sported one upside down as a goatee and crewman David Clawson stole wife Sandy's and turned them into eyebrows.

The start of Sunday's 11-mile pursuit race — aka the 'Two Bridge Fiasco' — was pushed back exactly two hours until a southerly breeze finally came through to scrub the greasy calm off Southampton Shoal. It didn't take long before the RC got things rolling and struck the AP. Soon the graduated procession of 90 starters took off running. The bulk of the fleet opted for the clockwise route, heading for Alcatraz first in a gradually

winding southerly. But no matter which direction you went, you were following a Wylie Wabbit by the time you got to Angel Island.

On the clockwise route, it was *Syzygy* that blazed a trail to the potholes off Pt. Knox. Those holes allowed Peckerhead Racing's *E-Ticket*, a 28-ft E-Scow, to roll up from behind along with *Desdemona* — which worked her way into second by the finish. On the counter clockwise route it was Colin Moore's *Kwazy* that led the pack to the finish, ultimately coming in third followed closely by *Sea Saw* and *E-Ticket*. *Desdemona* picked some nice shifts inside Raccoon Straits, using her taller sailplan to advantage to get through the smaller boats as the fleet compressed in the straits.

When it was all said and done Bill Erkelens Sr. and Marie Roehm sailed the race's smallest entry, an Olympic class Tornado E-2 to an emphatic win, hitting a nice shift while exiting the strait that sent them over the horizon — impressive considering that E-2 was the second-to-last starter, rating faster than John Walker's Mull 82 *Sorcery* despite giving up 64 feet of LOA.

If we're counting right, this year successfully marked the 25th anniversary of the regatta founded by its namesake, the late Richmond YC Commodore Bob "Big Daddy" Klein. For Durbin, a Richmond YC Staff Commodore, the regatta takes on a little more meaning.

"It is a sentimental moment when doing the Big Daddy Regatta," Durbin said. "I knew Bob well and he was instrumental in getting me involved in club activities . . . and eventually becoming Commodore. Bob was a real sportsman, and being singled out for race wins each year is a thrill to me and a tribute to him."

#### **BIG DADDY REGATTA (March 8-9)**

EXPRESS 27 — 1) **Xena**, Mark Lowry, 4 points; 2) **Shenanigans**, Moore/McCord, 7; 3) **Silly Rabbit**, Chris Gage, 9. (5 Boats)

WYLIE WABBIT — 1) **Weckless**, Tim Russell, 7 points; 2) **Syzygy**, Simon Winer, 7; 3) **Bad Hare Day**, Erik Menzel, 9. (9 Boats)

BENETEAU 36.7 — 1) **Mistral**, Ed Durbin, 3 points; 2) **Ay Caliente**, Aaron Kennedy, 8; 3) **Bufflehead**, Stuart Scott, 10. (7 Boats)

J/24 — 1) **TMC Racing**, Michael Whitfield, 5 points; 2) **Small Flying Patio Furniture**, Edward Walker, 7; 3) **Little Wing**, Luther Strayer, 7. (6 boats)

J/105 — 1) **Yikes**, Sue Hoeschler, 5 points; 2) **Wonder**, Tom Kennelly, 7; 3) **Risk**, Titchener/Woodley/Whitney, 9. (9 Boats)

OLSON 30 — 1) **Hot Betty**, John Scarborough, 4 points; 2) **Mas Rapido**, Rick Smith, 6; 3) **Wraith**, Ray Wilson, 10. (7 Boats)

PHRF A — 1) **TNT**, Tripp 43, Brad Copper, 4 points; 2) **Bustin' Loose**, Sydney 38, Jeff Pulford, 7; 3) **Howl**, Sydney 38, Peter Krueger, 10. (10 Boats)

PHRF B — 1) **Desdemona**, J/120, John Wimer, 3; 2) **Bullet**, Express 37, Michael Maloney, 7; 3) **Comfortably Mumm**, Mumm 30, Erkelens/Stoneberg, 13.

PHRF C — 1) **Bluefin**, Santana 35, Noble Griswold, 6; 2) **Baleineau**, Ericson 34, Charlie Brochard, 6; 3) **Razzberries**, Olson 911, Bruce Nesbit, 8. (6 Boats)

PHRF E — 1) **Sea Saw**, Henderson 30, Tim Cordrey, 3 points; 2) **Always Friday**, Antrim 27, John Liebenberg, 10; 3) **Cascade**, Antrim 27, Steve Rienhart, 11. (9 Boats)

PHRF L — 1) **Cinderella Story**, Ultimate 20, 6

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points; 2) **Clean Sweep**, Olson 25, Tom Nemeth, 8; 3) **Sweet Ness**, Olson 25, Nesrin Basoz, 8. (8 Boats)

PURSUIT RACE — 1) **E-2**, Tornado, Bill Erkelens, Sr.; 2) **Desdemona**, J/120, John Wimer; 3) **Kwazy**, Wylie Wabbit; 4) **Sea Saw**, Henderson 30, Tim Cordrey; 5) **E-Ticket**, E-Scow, Peckerhead Racing; 6) **Mintaka 4**, Farr 38, Gerry Brown; 7) **Szyggy**, Wylie Wabbit, Simon Winer; 8) **Double Trouble**, 1d35, Andy Costello; 9) **Sorcery**, Mull 82, John Walker; 10) **Swiftsure II**, Schumacher 54, Sy Kleinman. (90 Boats)

Complete results at: [www.richmondyc.org](http://www.richmondyc.org)

## StFYC Spring Invitationals

In the spring in San Francisco, young sailors' fancy turns to — what else? — the St. Francis YC's Spring Series. A total of 173 boats turned out for the three-consecutive-weekends series, with the fleets breaking down like this: Spring Keel (March 1-2), Spring Dinghy (March 8-9) and Spring One Design (March 15-16). Here's a quick look at each.

For the smaller one-designs, the Spring Keel Regatta drew 69 boats in six divisions that enjoyed two races Saturday and two Sunday in what Express 27 fleet winner Will Paxton calls "Perfect summer conditions and perfect midwinter conditions." The two races Saturday were sailed in crisp 10-15-knot westerlies, while Sunday's two bouts went off in warmish conditions, light northerly breeze and "a big ripping ebb." Summer-winter . . . get it?

Showing his versatility in both conditions, Will and his *Motorcycle Irene* crew of wife Lauren Goche, Oliver Wiggett, Nate Campbell and newcomer Gabe ("I can't remember his last name!") took both races on Saturday and one on Sunday to walk away with the win in the 16-boat fleet.

The winners' circles in the other fleets also included many usual suspects: Michael Whitfield (J/24s), Peter Jeal (Folkboats), Chris Perkins (Knarrs) and Tom Rankin (Melges 24). The only real 'newbie' — who is anything but — was Scott Easom sailing his recently tricked out Moore 24 *Eight Ball* to victory in that class's 23-boat-strong fleet.

The 66 boats and nearly 100 sailors racing the Spring Dinghy Regatta on March 8-9 enjoyed more summerish condition on both days: light morning westerlies turning to 10-15 knots in the afternoon for their three Saturday races, and only slightly less on Sunday. Again, there were familiar names in the winners' circles, including reigning 29er National Champions Max Fraser and David Liebenberg, who took that six-boat division by only one point; and the



*The Spring Invitationals have sprung (clockwise from below right) — competition was hot in the new 'Man O' War' division; five-ohs going 'nine-oh' off host St. Francis YC; two-thirds of Kame Richards' winning 'Golden Moon' crew; 'Brick House' wastes no time in the turns; "They went that-a-way!"; few boats at the Spring Dinghy were as pretty as Mike Maszaros's Flying Dutchman 'Saudade'; the One Design weekend was the stuff of postcards; 'Magic' in the heat of battle; note to self: do not play footsie with the traveler.*



Laser Radial skipper Ben Lezin, whose scorecard carried three firsts, a second and a throwout third.

In the 17-boat Laser class, the largest fleet in the event, Sean Kelly and Mehmet Sevinc battled the whole weekend to tie at 10 points apiece, with the nod going to Kelly on the tiebreaker. There was also a tie for third, with both boats throwing out



their last race and Michael Kalin taking the bronze spot.

But the big nod of the dinghy weekend has to go to Mike Martin and Jeff Nelson sailing a 505 called *The Black Boat*. How well did they do? Let's just put it this way: how many other racers can claim to have used a first-place finish as their *throwout!* Among the vanquished in



the eight-boat fleet was Howie Hamlin, Martin's skipper when the two won the 1999 505 Worlds.

Weatherwise, the Spring One Design Regatta on March 15-16 was the weirdest. On Saturday, while participants in the concurrent Doublehanded Lightship Race tussled with 20-25 knots of north-westerly out in the ocean, in the Bay the

breeze was light and extremely shifty. So much so that after two false starts, the StFYC race committee gave up on the Cityfront courses altogether and radioed everyone to reconvene on the Berkeley Circle. Even there the wind was so undependable that only the Express 37s and J/120s got off a single race. Luckily the breeze was back on Sunday, so those

two fleets got in three more windy races to round out their four-race series, while the J/105 weekend was based on their three-race Sunday alone.

And talk about the usual subjects: Kame Richards' *Golden Moon* topped the six-boat Express 37 fleet, while the green machine, Steve Madeira's *Mr. Magoo*, snatched another narrow victory in

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the J/120s, winning the tiebreaker over Barry Lewis's *Chance* after both boats scored 8 points. Madeira's eight-person crew were mostly *Magoo* regulars, with two important additions on the bow: Tad Lacey and Coleman Brinkerhoff. "Both guys were just great," says Madeira. Lacey is a well-known local sailor, with Brinkerhoff hailing from the East Coast. "He's an old IOD sailor like me, so we hit it off right away," says Steve, whose homeport of Northeast Harbor, Maine, appears on *Magoo's* transom still celebrating his IOD days back east.

In the 23-boat J/105 class, the always well-sailed *Donkey Jack* took top honors on March 15-16, skippered by Rolf Kaiser, one of three partners in the boat. Backing him up were Ted Conrads, Rebecca Beard, Can Gear, Geoff McDonald and Scott Sellers. (This crew also has its long-distance commuter, with Can Gear flying in from his new home in Chicago to do the series.)

"It was really tight, with the top boats changing positions every leg and everyone getting to the weather mark at the same time," says Kaiser.

A particular treat for DJ partners Kaiser and Sellers was sailing against a longtime competitor, John Horsch, who is beginning his first season as skipper in this tough class with *Rhymenoceros* (ex-*Chili Pepper*). These guys first started sailing against each other in FJs 20 years ago when Horsch was at Cal and Kaiser and Sellers were going to Stanford!

## SPRING KEEL (March 1-2)

EXPRESS 27 — 1) **Motorcycle Irene**, Will Paxton, 6 points; 2) **Moxie**, Jason Crowson, 12; 3) **El Raton**, Ray Lotto, 18. (15 boats)

FOLKBOAT — 1) **Polperro**, Peter Jeal, 8; 2) **Windansea**, Donald Wilson, 16 points; 3) **Nordic Star**, Richard Keldsen, 17. (7 boats)

J/24 — 1) **TMC Racing**, Michael Whitfield, 5 points; 2) **Small Flying Patio Furniture**, Edward Walker, 9; 3) **Little Wing**, Luther Strayer, 12. (5 boats)

KNARR — 1) **3 Boys and a Girl**, Chris Perkins,



COURTESY MALACHITE

7 points; 2) **Snapps III**, Knud Wibroe, 13; 3) **Gossip**, Mark Adams, 17. (7 boats)

MELGES 24 — 1) **Smokin'**, Tom Rankin, 9 points; 2) **Nothing Ventured**, Tom Klenke, 12; 3) **Where's Bob?**, Robert Tennant, 15. (8 boats)

MOORE 24 — 1) **Eight Ball**, Scott Easom, 8 points; 2) **Flying Tiger**, Vaughn Seifers, 10; 3) **Jumping Bean**, Scott Sorensen, 17. (23 boats)

## SPRING DINGHY (March 8-9)

29er — 1) **Zeitgeist**, Max Fraser/David Liebenberg, 5 points; 2) **Spitfire**, Julia Paxton/Nina Malingri, 6; 3) **USA 599** Matt Van Rensselaer/Scott

Lynchaer, 11. (7 boats)

505 — 1) **The Black Boat**, Mike Martin/Jeff Nelson, 4 points; 2) **Pegasus 8888**, Bruce Mahoney/Paul Allen 9; 3) **Essex Girl**, Mike Holt/Bruce Edwards 13. (12 Boats)

FLYING DUTCHMAN — 1) **Anger Management**, Zhenya Kirueshkin-Stepanoff/Lance Kim/Mark Playstead, 6 points; 2) **Defiant**, Jean Jimenez/Peter Henck, 10; 3) **Longshot**, Douglas McWilliams/Mike Thomas, 10. (5 Boats)

FINN — 1) **Everything Zen**, Darrell Peck, 5 points; 2) **Team LYRA**, Andrew Casey, 7; 3) **USA 555**, Don Jesberg, 12. (13 boats)

## FINAL MIDWINTER RACE RESULTS

Spring's here, meaning the focus for the 'box scores' now shifts to beer can racing. To get your club's results in the magazine, e-mail your results directly to either Rob ([rob@latitude38.com](mailto:rob@latitude38.com)) or John ([johnr@latitude38.com](mailto:johnr@latitude38.com)).

### GOLDEN GATE YC MANUEL FAGUNDES SEA-WEED SOUP PERPETUAL FINAL

PHRF 1 (<45) — 1) **Howl**, Sydney 38, Peter Krueger, 8 points; 2) **Alpha Puppy**, 1D35, Mark

Witty, 8; 3) **Absolute O2**, Sydney 38, Michael Stimson, 20. (13 boats)

PHRF 2 (46-69) — 1) **Q**, Schumacher 40, Glenn Isaacson, 10 points; 2) **Mr. Magoo**, J/120, Steve Madeira 13; 3) **Jolly Mon**, J/120, Christopher Chamberlain, 17. (9 boats)

PHRF 3 (70-110) — 1) **Yucca**, 8-Metre, Hank Easom, 6 points; 2) **Tivoli**, Beneteau 42s7, Torben Bentsen, 17; 3) **pHat Jack**, Express 37, Bob Lugliani, 17. (13 boats)

PHRF 4 (111-136) — 1) **Shaman**, Cal 40, Steven Waterloo, 5 points; 2) **Acadia**, Santana 27 modernized, Gordie Nash, 15; 3) **Lazy Lightning**, Tartan 10, 15. (11 boats)

PHRF 5 (>137) — 1) **Huge**, Catalina 30, Russell/William, 15 points; 2) **Bluejacket**, Cal 29, Bill O'Connor, 17; 3) **Crazy Jane**, Thunderbird, Doug Carroll, 19. (10 Boats)

IOD — 1) **La Paloma**, IOD, James Hennefer, 6 points; 2) **Youngster**, IOD, Ron Young; 3) **Huge**,





ALL PHOTOS BOB GRIESER EXCEPT AS NOTED

**Heine outtakes (clockwise from above) — a big wave breaks over 'Hexe'; 'Malachite's' bowgirl Monica Parikh keeps her team close at heart; 'Rapture' on the prow; the spectacular Swan 68 'Chippewa'; some boats had to resort to all-girl crews — life can be tough in the Caribbean.**

LASER — 1) **SFYC/StFYC**, Sean Kelly, 10 points; 2) **A La Turca**, Mehmet Sevinc, 10; 3) **Dunder Mifflin Infinity**, Michael Kalin, 11. (18 Boats)

LASER RADIAL — 1) **StFYC**, Ben Lezin, 5 points; 2) **Laser 175086**, Nick Dugdale, 7; 3) **Laser Radial**, Claire Dennis, 9. (10 Boats)

#### SPRING ONE-DESIGN (March 16)

EXPRESS 37 — 1) **Golden Moon**, Kame

Catalina 30, Houlston/Woodruff. (6 boats)

CATALINA 34 — 1) **Queimada**, David Sanner, 7 points; 2) **Obsession**, Lee Perry, 10; 3) **Wind Dragon**, Dave Davis, 18. (10 Boats)

KNARR — 1) **Knarr 134**, J. Eric Gray, 9 points; 2) **Nordlys**, Rislely Sams, 13; 3) **Benino**, Mark Dahm, 14. (6 boats)

FOLKBOAT — 1) **Nordic Star**, Richard Keldsen, 8 points; 2) **Windansea**, Don Wilson, 14; 3) **Scout**, Randy Hietter, 14. (6 Boats)

OVERALL SEAWEED SOUP WINNER — **Shaman**, Cal 40, Steven Waterloo.

Complete results: [www.ggyc.com](http://www.ggyc.com)

Richards, 7 points; 2) **Bullet**, Michael Moloney, 10; 3) **Elan**, Bill Riess, 11. (6 Boats)

J/105 — 1) **Donkey Jack**, Rolf Kaiser, 9 points; 2) **Rhymenoceros**, John Horsch, 10; 3) **Aquavit**, Tim Russell, 12; 4) **Arbitrage**, Bruce Stone, 18; 5) **Wonder**, Tom Kennelly, 20. (23 Boats)

J/120 — 1) **Mr. Magoo**, Steve Madeira, 8 points; 2) **Chance**, Barry Lewis, 8; 3) **Dayenu**, Donald G. Payan, 12. (7 Boats)

Complete results at: [www.stfyc.org](http://www.stfyc.org)

#### SAUSALITO YACHT CLUB MIDWINTERS FINAL

J/105 — 1) **Lulu**, Don Weineke, 8 points; 2) **Jose Cuervo**, Sam Hock, 10; 3) **Blackhawk**, Scooter Simmons, 13. (6 Boats)

PHRF LOW (<99) — 1) **Q**, Cstm. Schumacher 40, Glenn Isaacson, 9 points; 2) **Razzberries**, Olson 34, Bruce Nesbitt, 12; 3) **RacerX**, Farr 36, Gary Redelberger, 15. (9 Boats)

PHRF HIGH (>99) — 1) **Gammon**, Tartan 10, Jeff Hutter, 6 points; 2) **Lynx**, WylieCat 30, Steve Overton, 6; **Carlene**, WylieCat 30, Fred Soltero, 11. (8 Boats)

PHRF NON-SPIN — 1) **Roxanne**, Tartan 30,

#### Heineken Regatta

A casual challenge over a few glasses of wine at the Sequoia YC in 2006 set two bay area sailors on a path to Sint Maarten for this year's Heineken Regatta, where they got the chance to test themselves, train, and tangle with the local talent. Drawing a record-breaking 284 boats March 7-9, the event has grown into the largest regatta in the Caribbean, with fleet quality to match. Throw in the parties with musical acts like dancehall-reggae m.c. Shaggy — think 'Boombastic' — warm Caribbean water and big breeze and it's not hard to see why.

"The parties were off-the-hook," said Sequoia YC member Ron Brown, who led half of a two-boat Bay Area team there, "Great music, lots of cheap booze and eye candy. The race organization and execution was top notch."

In 2006, Ron Brown had just come back from racing a chartered bareboat at Antigua Race Week when a meeting with fellow member Stan Phillips who had done the same at the Heine back in 2004 led to the two hatching a plan. While in Antigua, Brown's eye had been caught by what turned out to be an Archambeault 40, a quick-looking sprit boat popular in France. Looking for something a little more demanding than a cruising bareboat, the two decided to charter a matching pair to race the regatta.

They decided to take it a step further and Phillips put feelers out to find a coach to get their crews — which included regulars on Phillips' Bay Area-based *J/29 Smokin' J* and Brown's *Beneteau 25, Black Sheep* — up to speed, much to his surprise he received an email from none other than Dawn Riley. While Stan was fully expecting to get some help on the water, hiring Riley had some unforeseen benefits.

"She called us from the Paris boat show with tips from the Archambeault factory staff," Phillips said. "We needed polars, she just called her friend, de-

Charles James, 4; 2) **Grey Ghost**, Hanse 342, Doug Grant, 9; 3) **French Kiss**, Beneteau 350, Dave Barton, 12. (14 Boats)

SANTANA 22 — 1) **Tackful**, Frank Lawler, 9 points; 2) **Elaine**, Pat Broderick, 11; 3) **Cloud 9**, Jim Doyle, 18. (9 Boats)

MULTI — 1) **Origami**, Corsair 24, Ross Stein, 8; 2) **Wingit**, F-27, Ray/Amy Wells, 11. (2 Boats)

#### WEST MARINE REGATTAPRO WINTER ONE DESIGN SERIES FINAL

J/120 — 1) **Mr. Magoo**, Steve Madeira, 7 points; 2) **Grace Dances**, 8; 3) **Jolly Mon**, Bow-

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signer Bernard Nivelte, and a detailed spreadsheet soon arrived in my inbox.”

When they arrived, they realized that the boat's blown-out dacron sails weren't what their division required, but they were stuck with what they had. They also found that the bottom paint was “stucco-like,” which sounded like a good excuse to go swimming — with sandpaper in hand. Both Phillips and Brown said they were impressed with the charter company. The french company, Autremer Concept, sent a representative to support both boats as well as the cruising cats each team chartered for floating hotels.

“Having the catamaran as accommodation was definitely more convenient than staying ashore,” Phillips said. “Traffic was always heavy and getting the few miles around the bay could take forever.”

Finally, after three days of practice and prep it was time for four days of racing. The two teams found themselves in Spinnaker 4, one of the most competitive divisions in the regatta. Spinnaker 4 also featured Heine veteran and

Bay Area sailor Rick Wesslund's *J/120 El Ocaso*. Wesslund sailed to a third in the division with Phillips' *Malachite* in eighth and Brown's *Black Sheep* in eleventh.

If finishing down the leaderboard dampened Phillips' enthusiasm, it's hard to tell. Right now both say they're planning a return in 2010. Phillips even abashedly admitted that his team “didn't party as hard as we raced, though there was ample opportunity to do so.”

“What counted for us was the sailing,” he added. “The water was warm, winds were great and the organizers did a great job at putting together a world class regatta. We'll be back again to bring it up



Sit 'er down — 'Morpheus' (far left) saving her time on 'Peligroso' at MEXORC. They swapped finishing orders for the Vallarta Race.

a notch.”

“This was my first race outside of the Bay Area,” said *Black Sheep* crewmember and newly minted Sequoia Yacht Club Port Captain Joseph Curtis, who

## FINAL MIDWINTER RACE RESULTS — CONT'D

man family, 12. (7 boats)

BENETEAU 36.7 — 1) **Mistral**, Ed Durbin, 5 points; 2) **Serendipity 2**, Thomas Bruce, 10; 3) **Bufflehead**, Stuart Scott, 23. (5 boats)

J/105 — 1) **Jam Session**, Adam Spiegel, 6 points; 2) **Wonder**, Tom Kennelly, 7; 3) **Taboo**, Phil Laby/Rich Pipkin/Mary McGrath, 17. (11 boats)

Complete results: [www.regattapro.com](http://www.regattapro.com)

### ENCINAL YC JACK FROST SERIES FINAL

PHRF A (<130) — 1) **Golden Moon**, Express 37, Kame Richards, 7 points; 2) **Zephyr**, J/109, Matthew Dean, 20; 3) **Max**, Antrim 27, Ryan Richard, 26. (7 boats)

MELGES 24 — 1) **Smokin'**, Kevin Clark, 9 points; 2) **Personal Puff**, Dan Hauserman, 20; 3) **Snip**, Jan Crosbie, 30. (8 boats)

SF 30 — 1) **Shameless**, Schumacher 30, George Ellison, 13 points; 2) **Jane Doe**, Olson 911S, Bob Izmirian, 22; 3) **Stink Eye**, Laser 28, Jonathon Guttoff, 25. (12 boats)

PHRF B (>131) — 1) **Uno**, WylieCat 30, Steve Wonner, 10.5 points; 2) **Life Is Good**, WylieCat 30, Andy Hall, 13.5; 3) **Crinan II**, WylieCat 30, Bill West, 15. (5 boats)

SANTANA 22 — 1) **Dominatrix**, Heidi Schmidt, 17 points 2) **Bonito**, Michael Andrews, 25; 3) **Auggie**, Sally Taylor, 25. (4 boats)

Complete results: [www.encinal.org](http://www.encinal.org)

### SOUTH BEACH YC ISLAND FEVER FINAL

PHRF < 140 — 1) **Savage Beauty**, FT 10 Meter, John Lymborg, 5 points; 2) **Fancy**, Ericson 33,

Chips Conlon, 10; 3) **Solar Wind**, Martin 32, Max Crittenden, 14. (5 Boats)

PHRF >141 (except 'PHRF 180 only') — 1) **Freedom Won**, Islander 36, John Melton, 7 points; 2) **Double Play**, Yankee 30, RDK Partners, 8; 3) **Auggie**, Santana 22, Sally Taylor, 18. (8 boats)

PHRF 180 ONLY (protest pending) — 1) **Goose**, Catalina 30, M&L Kastrop, 4 points; 2) **Huge**, Catalina 30, Amanda Deisher, 8; 3) **Dancing Bear**, Catalina 30, Joe/Ray, 11. (6 boats)

NON-SPINNAKER — 1) **Seaview**, C&C 115, Pete Hamm, 5 points; 2) **Popeye & I**, Cal 9.2, Ruth Summers, 6; 3) **La Maja**, Islander 30, Ken Naylor, 11. (4 boats)

Complete results: [www.southbeachyc.org](http://www.southbeachyc.org)

### OAKLAND YC SUNDAY BRUNCH FINAL

DIVISION 1 (PHRF <157) — 1) **Scout**, Etchells, Steve Ritz, 7 points; 2) **Crazy Eights**, Moore 24, Aaron Lee, 9; 3) **Wile E. Coyote**, Express 27, Dan Pruzan, 10; (6 boats)

DIVISION 2 (158-175) — 1) **Bewitched**, Merit 25, Laraine Salmon, 4 points; 2) **Double Agent**, Merit 25, Robin Olivier, 10; 3) **Bandido**, Merit 25, George Gurrola, 12. (5 boats)

5.5 METER — 1) **Alert**, Liem Dao, 4 points; 2) **Wings**, Mike Jackson, 6; 3) **Tenacious**, Heather/Adam/Noel Sadeg, 6. (3 boats)

FAT 30 — 1) **Zeehond**, Newport 30, Don Guay, 5 points; 2) **Nice Turn**, Cal 2-29, Richard M. Johnson; 3) **Joanna**, Irwin 30, Martin Jemo, 10. (4 boats)

MIGHTY MIDGETS (>185) — 1) **Dominatrix**,

Santana 22, Ted Crumm, 5 points; 2) **Snarklet**, Cal 20, Thomas Charron, 8; 3) **Magic Carpet**, Ranger 23, Ralph Woodard, 10. (5 boats)

MULTIHULL — 1) **Seabird**, F-27 Rich Holden, 4; 2) **Triple Play**, F-31, Richard Keller, 5. (2 Boats)

NON-SPINNAKER — 1) **Maybe**, Santana 22, Ernie Rideout, 4 points; 2) **Samsara**, Rhodes 19, Barbara Douglas, 7; 3) **Chupacabra**, Rhodes 19, Thom Gritzer, 13. (10 boats)

Complete results: [www.oaklandyachtclub.com](http://www.oaklandyachtclub.com)

### ALAMEDA/ISLAND YC MIDWINTERS FINAL

SPINNAKER (PHRF 0-138) — 1) **Rascal**, custom Wilderness 30, Rui Luis, 5 points; 1) **Ragtime!**, J/92, Bob Johnston, 8; 3) **Vitesse**, SC 27, Bart Goodell, 13. (7 boats)

COLUMBIA 5.5 — 1) **Alert**, Liem Dao, 8 points; 2) **Wings**, Mike Jackson, 8; 3) **Krasny**, Zhenya, 13. (4 boats)

SPINNAKER (140-180) — 1) **Crazy Eights**, Moore 24, Aaron Lee, 5 points; 2) **Bewitched**, Merit 25, Laraine Salmon, 7; 3) **Wuvulu**, Merit 25, George Gurrola, 15. (9 boats)

SPINNAKER (>190) — 1) **Meliki**, Santana 22, Tom Montoya, 9 points; 2) **Fun Zone**, Santana 22, Tom McIntyre, 7; 3) **Auggie**, Santana 22, Sally Taylor, 17. (7 boats)

NON-SPINNAKER — 1) **Cassiopeia**, Islander 36, Kit Wiegman, 6 points; 2) **Flyer**, Peterson 33, John Diegoli, 13; 3) **Svenska**, Peterson 34, Fred Minning 14. (7 boats)

Complete results: [www.islandyachtclub.org](http://www.islandyachtclub.org)



LATITUDE/RICHARD

brought along a copy of *Latitude* for some activity-appropriate après-sail reading. "I was really impressed with St. Maarten as a sailing venue."

#### Vallarta Race and MEXORC

Doug Baker celebrated Leap Year by finally beating an old record set by the

'old' *Pyewacket* in San Diego YC's Vallarta Race. His *Magnitude 80* finished the 1,000-mile course in 3 days, 15 hours, bettering Roy Disney's record — set in 1996! — by six hours. For awhile, it seemed the canting keel *Andrews 80* could do no wrong, as she was the only boat to keep moving through the course's big transition zone south of Cabo, leaving the remaining 18 boats in four divisions to grapple with frustratingly light air.

The race featured two starts off San Diego, with the smaller Division 4 boats leaving on Thursday, February 21, and the Division 1, 2 and 3 boats leaving on Saturday.

But Baker didn't quite get the hat trick he was hoping for. Mike Campbell and Dale Williams' pretty Kernan 68 *Peligroso*, finishing 14 hours later, corrected out to win Division A and overall IRC honors. (They also won under the concurrently-scored ORR handicap.) *Mag 80* took a most respectable second to both those firsts.

In Division 2, Brack Duker's SC70 *Holua*, with Bay Area navigator Mark Ru-

diger performing the incantations, took Division 2 over Dennis Conner's Farr 60 *Stars & Stripes* and John MacLaurin's veteran Davidson 52 *Pendragon IV*. And speaking of veterans, this is Duker's second SC70 (he sold his first, *Evolution*, back when the boats started moving to the Great Lakes), and he's happy to see the class reforming out west. He was also happy to see such a veteran crew aboard, including Rudiger, Dave Ullman, Bruce Nelson, Mark Sims, John Fuller, Scott Gregory, Bill Erkelens, and Brent Ruhne. The youngest guy aboard — Ruhne — was 39, and the average age was 52!

So many of the same boats showed up for MEXORC, held the following week of March 1-8, well, you'd think they'd planned it that way! And they did. The 19 entries in 3 divisions included seven boats fresh off the Vallarta Race, and 10 Mexico-based yachts.

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# THE RACING

to be one of the most amazing places on earth to sail," wrote Scott Dickson of *Pendragon*.

The magic was certainly there again this year as the fleet completed four days of windward-leewards, two distance races and a layday featuring an Americans vs. Mexicans exhibition race using two America's Cup class boats. Oh, and a party scene that reminded Dickson of a the Tour De France à La Voile a few years ago when the observation was made: "Fantastic regatta — but this sailing is really getting in the way of all the parties."

Of course, there was a lot of hot sailing, both figurative and (with temps in the 80s) literal. Among the hottest programs was Bill Turpin and David Janes' R/P 77 *Akela*. Although built in '97, she's been re-turbo'd with the addition of a sprit, five more feet of mast, and two more feet of keel. (The boat has also gone through almost as many name changes as modifications — before *Akela*, she's been *Zephyrus IV*, *Bright Star* and *Scout Spirit*.) After four races, she had three



***Kipling's 'Akela' was the leader of the pack. At MEXORC, Turpin's 'Akela' did her namesake proud, winning Division 1, and overall honors.***

bullets and a second in class.

On Tuesday, March 4, Turpin reported they covered the 30-mile distance race

from Paradise Marina to the jungle-lined shore of Las Caletas in about two hours, an average of 15 knots.

*Akela* carried the momentum through to the end, winning division and overall honors, with Jim Gregory's Richmond-based *Morpheus* hot on her heels the whole time. When the spray had settled after seven days, nine races, one throw-out and countless parties, *Akela's* provenance showed five bullets and two seconds for a series total of 9 points, to *Morpheus'* six firsts and one fourth for a total of 10, making these two boats first in their respective divisions and first-second overall, respectively. A Mexican boat, regatta chariman Ernesto Amtmann's Frers 43 *Bandido*, won division C and third overall.

We certainly got the impression that most everyone who stayed for MEXORC really enjoyed the event Amtmann and his team put together — from the layday match racing in both IACC boats and lasers, to the shoreside parties and the elegant touches like the live music

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provided by members of the Mexico City Symphony.

As for the Vallarta race, organizing club San Diego YC got kudos as well. From making what must have been a tough decision to score the race under IRC in addition to ORR fairly late during the registration process, to finishing the race at Punta Mita and effectively taking out a potentially debilitating parking lot, the club put on an event with a caliber far exceeding the number of entries. Put the two events together and you get a potent winter one-two punch in a relaxed and competitive atmosphere — what could be better?

#### VALLARTA RACE

DIVISION 1 — 1) **Peligroso**, Kernan 68, Mike Campbell/Dale Williams; 2) **Magnitude 80**, Andrews 80, Doug Baker; 3) **Akela**, R/P 77, Bill Turpin/David Janes. (4 boats)

DIVISION 2 — 1) **Holua**, SC70, Brak Duker; 2) **Stars & Stripes**, Farr 60, Dennis Conner; 3) **Pendragon IV**, Davidson 52, John MacLaurin. (3 boats)

DIVISION 3 — 1) **Valkyrie**, DK46, Andy Rasdal;

2) **Blue Blazes**, R/P 50, Dennis Pennell; 3) **Morpheus**, Schumacher 50, Jim Gregory. (7 boats)

DIVISION 4 — 1) **Super Gnat**, Beneteau 40.7, Cliff Thompson; 2) **Uncontrollable Urge**, Columbia 30, James and Chris Gilmore. (2 boats)

OVERALL — 1) **Peligroso**, 2) **Magnitude 80**, 3) **Akela**. (18 boats)

Complete results: [www.sdy.org](http://www.sdy.org)

#### MEXORC

CLASS A — 1) **Akela**, R/P 77, Bill Turpin/David Janes, 9 points; 2) **OEX**, SC70, Peter Tong, 14; 3) **Pendragon IV**, Davidson 52, John MacLaurin, 19. (4 boats)

CLASS B — 1) **Morpheus**, Schumacher 50, Jim Gregory, 10 points; 2) **Ruahatu**, Concordia 47, Ricardo Brockmann, 14; 3) **Flojito**, Farr 40, Gabriel del Valle, 19. (8 boats)

CLASS C — 1) **Bandido**, Frers 43, Ernesto Amtmann, 10 points; 2) **Velocity**, n/a, Francisco



LATTUDE/RICHARD

Los Gatos' Bill Turpin lit it up at MEXORC 2008, his decade-old R/P 75 proving boatspeed never goes out of style.

Villar, 14; 3) **Super Gnat**, Beneteau 40.7, Cliff Thompson, 16. (8 boats)

OVERALL — 1) **Akela**, 2) **Morpheus**, 3) **Bandido**. (19 boats)

Complete results: [www.mexorc.com](http://www.mexorc.com)

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# THE RACING

## OYRA Crewed Lightship

Nic Gibbens and Bill Moore's *Shenanigans* romped to a win of the 10-boat Express 27 class in OYRA's season opener, the Crewed Lightship Race, on March 22. Some 52 boats in five additional divisions started the race off StFYC. There were three DNFs, and four more boats were scored DNS after they failed to check in by radio before the start. Don't forget to read your SIs, folks!

It was a glorious, sunny day, with breeze barely making it into the mid-teens for most of the fleet. And the swell was easy and long — quite the antithesis of the previous weekend when the 31-ft *Daisy* was lost during the Doublehanded Lightship race, which covers the same 25-mile course out to the Lightbucket and back. (See *Sightings* for more on this incident.) In a memorial gesture, many OYRA boats carried daisy flowers out and cast them into the sea as they rounded the Lightship.

The Express 27 win was a particularly fun victory for Gibbens, who has only lately gotten back into sailing. He bought



*The SC 50 'Emily Carr' leans into it on the way home from the lightbucket during the fully-crewed version.*

and named *Shenanigans* (hull #67) in 1989, but in a familiar story, sold her after the second of three kids came along.

A few years ago, new owner Bill Moore approached him with the idea of a partnership. Nick accepted, and has enjoyed sailing *Shenanigans* again whenever time allows.

"The wind was easterly at our start and we carried a spinnaker all the way to Point Bonita, staying up against the headlands to stay out of the flood," he explained. The wind conveniently veered north and west at just the right time, allowing Gibbens, Moore and additional crew Eric Baumhoff, Tony Fisher and Warren Seward to fetch the Lightbucket easily, jibe, and ride their spinnaker all the way in over the last of the ebb. They finished almost five minutes ahead of the second Express, Ray Lotto's *El Raton*. (They won the same division last year by five minutes also.)

It appears that the Lightship win will have to serve as Gibben's 'sailing fix' for awhile. Except for some Friday nights, there doesn't seem to be a lot of time in the partners' busy schedules to do much

ERIK SIMONSON/WWW.H2OSHOTS.COM

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more 'real' racing until the Express 27 Nationals in August.

EXPRESS 27 — 1) **Shenanigans**, Bill Moore/Nick Gibbens; 2) **El Raton**, Ray Lotto; 3) **Ergo**, Chris Gage. (10 boats)

PHRO-1A — 1) **Serena**, custom Thompson 1150, David Kuettel; 2) **Flash**, TP 52, Mark Jones/Will Paxton; 3) **Kokopelli**<sup>2</sup>, custom SC52, Lani Spund. (6 boats)

PHRO-1 — 1) **Sapphire**, custom Synergy 1000, David Rasmussen; 2) **TNT**, custom Tripp 43, Brad Copper; 3) **Summer Moon**, custom Synergy 1000, Josh Grass. (17 boats)

PHRO-2 — 1) **Azure**, Cal 40, Rod Pimental; 2) **Green Buffalo**, Cal 40, Jim Quanci; 3) **Red Sky**, Olson 34, Brian Boschma. (9 boats)

MORA — 1) **Always Friday**, Antrim 27, John Liebenberg; 2) **Hot Betty**, Olson 30, John Scarborough; 3) **Far Niente**, Tartan 30, George Hamilton. (3 boats)

SHS (shorthanded) — 1) **1st Impression**, SC27, Rick Gio/Jan Grant; 2) **Banditos**, Moore 24, John Kernot; 3) **Andiamo**, SC27, Mark Sutton. (10 boats)

Complete results: [www.yra.org](http://www.yra.org)

### Rites of Spring

The Oakland YC's Rites of Spring Race celebrated its 20th birthday March 22.

The club was concerned that attendance might be down with Easter coming the following day, but the turnout — 65 boats in 14 classes was the second highest ever, proving that holiday preparations didn't get in the way of the single and doublehanders celebrating the arrival of spring and the regatta's milestone anniversary.

Karin and Tim Knowles celebrated by



COURTESY/RUTH SUMMERS

*In Marin County, trained dogs are used to keep the goose population from putting down roots. On the Estuary, there's a customized Wilderness 30 SX. Here 'Rascal' shoos one along during the IYC/Alameda YC midwinters.*

sailing their custom Wyliecat 39, *Lilith* to a win in Division 1A for the third time in four years. The scratch boat in Div. 1B, Gordie Nash and Ruth Suzuki's modernized Santana 27 *Arcadia*, took top honors.

In the Wyliecat 30 one-design division, just 17 seconds separated Steve

24<sup>th</sup>  
Annual



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# THE RACING SHEET

Seal and John Skinner on *Silkye* from Steve Wonner and Bill Hansen on *Uno*. There were several other tight contests over the 11 to 13-mile courses, which required only one set and douse for the spinnaker divisions.

In a rarity for the Rites of Spring, the 12:30 first gun had to be delayed for 40 minutes to wait for some wind. "When we did start, the conditions were beautiful," Gurrola said. "It was warm, 12 knots, flat water — almost eerie. As someone said, very 'San Diegish'."

One change in the format this year came about as a way to show appreciation for the Race Committee: all races finished off the eastern shore of Treasure Island because, according to Gurrola, "The RC was tired of getting sick while anchored off the Berkeley Pier waiting for finishers!"

PHRF ≤ 120 SPIN — 1) **Lilith**, custom Wyliecat 39, Karin/Tim Knowles; 2) **Outsider**, Azzura 310, Greg Nelsen/Frank Slooman. (7 Boats)

PHRF > 120 SPIN — 1) **Acadia**, custom Santana 27, Gordie Nash/Ruth Suzuki. (4 Boats)



LATITUDE/ROB

*Springtime zen courtesy of a boat designed in 1954. The 505 Worlds come to the Bay in 2009. The Spring Dinghy gave us a sneak peak.*

WYLIECAT 30 — 1) **Silkye**, Steve Seal/John Skinner. (4 Boats)

PHRF ≤ 140 NON-SPIN — 1) **Spirit of Free-**

**dom**, J/124, Bill Mohr/Mike Berndt; 2) **Unkn**, J/109, Martin Ratner/Bob Freedman. (7 Boats)

PHRF 141-199 — 1) **Arabella**, Alerion Express 28, Harry Allen/Henry Culp; 2) **Unkn**, Custom Yankee 30, Geoff Clerk/Michael Tosse. (9 Boats)

CATALINA 34 — 1) **Crew's Nest**, David Irvine/Rob Brainard; 2) **Unkn**, Dave/Russ Davis. (7 Boats)

SANTANA 22 — 1) **Meliki**, Tom Montoya/Jeff Rude; 2) **Tchoupitoulas**, Stephen Buckingham/unkn. (7 Boats)

PHRF ≥ 200 NON-SPIN — 1) **Slip Away**, O'Day 27, David Ophem. (2 boats)

SINGLEHANDED SPIN — 1) **Travieso**, Ericson 30+, Daniel Alvarez. (3 Boats)

SINGLEHANDED NON-SPIN — 1) **Svenska**, Peterson 34, Fred Minning. (4 Boats)

DOUBLEHANDED MULTI — 1) **Three Sigma**, F-27, Chris Harvey/Phillip Jenkins; 2) **Unkn**, F-31, Darren/Dan Doud. (5 Boats)

SINGLEHANDED MULTI — 1) **Sea Bird**, F-27, Rich Holden. (2 Boats)

WOMEN FULL-CREW — 1) **Wayward Whale**, Ericsson 38, Terri Griffith. (1 Boat)

TORNADO — 1) **E-2**, Bill Erkelens Sr./Marie Roehm. (1 Boat)

MULTI NON-SPIN — 1) **C-Monster**, Corsair 36, Steve Jacoby/Terry Smith. (1 Boat)

Complete results: [www.oaklandyachtclub.com](http://www.oaklandyachtclub.com)

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We depart from our normal format this month to bring you our annual springtime overview of **Greater Bay Area Bareboat and Crewed Charter Yacht Fleets.**

## A Bay Full of Possibilities For Getting Out On the Water

Every sailor has springtime traditions. Here at *Latitude* one of ours is to present you with a complete round-up of virtually every keelboat and multihull available for rent on the Bay. So in these pages you'll find listings of both (drive-it-yourself) bareboats and fully crewed charter yachts of all sizes and descriptions. Included are at least a half dozen boats which have just been added to the fleet in recent weeks. We encourage you to peruse it now, and perhaps also save it for future reference.

**Bareboats** — Here in the Bay Area, there are roughly 250 bareboats available for hire, but the businesses that manage them are not simply rental agencies. Almost without exception, these boats are offered by sailing schools — usually called 'clubs' — which offer a full spectrum of courses, from basic sailing to coastal cruising and celestial navigation.

In most cases, you don't have to be a member of the sailing club to rent a boat, although nonmembers will pay somewhat higher rental prices.

The first time you charter with a company you will generally have to get checked out by their staff so they'll feel confident that you're not going to run the pride of their fleet into a waterside restaurant. Our advice concerning

check-outs is to drop by the rental outfit a few days ahead of time and get 'signed off', so you won't cut into your precious charter time on a busy weekend.

Beyond rental discounts, there's usually added value to club membership

on the water of-ten spawns lasting friendships.

Even if you already own a boat or have access to a friend's, the Bay's combined fleet of



GREG TARCZYNSKI / OCSC

such as dockside barbecues, 'social sails' where everyone pitches in a few bucks to cover costs, and charter flotillas to idyllic venues in the Caribbean, South Pacific or elsewhere. For folks who don't own their own boat and/or who don't have close friends interested in sailing, joining a club is a smart move. The friendly ambience of a club creates a low-pressure forum for advancing through a hierarchy of classes, and the natural camaraderie that comes with shared activities

so many varied types of boats can be a valuable resource. Suppose, for example, you can go out racing with a friend whenever you like, but you rarely get time on the wheel. Renting a bareboat is the perfect solu-



### BAY AREA BAREBOATS

As the following list demonstrates, there is a wide variety of sail-it-yourself bareboats available for rent in the Bay Area. Compiled here are listings from the area's principal companies (listed alphabetically). We've attempted to be as up-to-date and comprehensive as possible. We regret any errors or omissions.

Please note: Not listed here — due to space limitations — are university and community sailing programs which offer the use of sailing dinghies and daysailers in conjunction with their instructional programs.

#### Cass' Marina

Sausalito (415) 332-6789  
www.cassmarina.com

#### • 30' & UNDER •

Santana 22 Mk II (6)  
J/24  
C&C 25  
Bristol 27  
Lancer 30

#### • 31' - 35' •

C&C 35  
Ericson 35

#### • OVER 40' •

Bristol 40

#### Club Nautique

Sausalito, Alameda  
(800) 343-SAIL

www.clubnautique.net

AL = Alameda ; SA = Sausalito;

#### • 30' & UNDER •

Colgate 26 (7) AL, SA  
Hunter 290 AL  
Hunter 306 AL

#### • 31' - 35' •

Hunter 31 (8) AL, SA  
Jeanneau 32 (2) AL, SA  
Hunter 320 (3) AL, SA  
Hunter 326 (2) AL

Hunter 33 (2) AL, SA  
• 36' - 40' •

Dufour 36 (2) AL, SA  
Jeanneau 36i AL  
Hunter 36 (3) AL, SA  
Jeanneau 37 SA  
Caliber 40 AL  
Jeanneau 40 SA  
Marinship 40 AL

#### • OVER 40' •

Hunter 41 (3) AL, SA  
Hunter 410 AL  
Jeanneau 43 AL  
Gib Sea 43 AL  
Hunter 44 DS AL  
Jeanneau 45 DS AL  
Jeanneau 54 DS AL

#### J/World

Alameda (510) 522-0547  
San Francisco, Puerto Vallarta  
www.sailing-jworld.com

#### • 30' & UNDER •

J/80 [26'] (7)

#### • 31' - 35' •

J/105 [34'] (3)

#### • 36' - 40' •

J/120 [40'] (2)

C&C 38

#### • OVER 40' •

Dehler 41  
Jeanneau 43 DS  
Custom 70-ft catamaran

#### Lighthall Yacht Charters

Santa Cruz (831) 429-1970  
www.lighthallcharters.com

#### • 30' & UNDER •

N/A

#### • 31' - 35' •

Catalina 34 (2)

#### • 36' - 40' •

N/A

#### • OVER 40' •

Catalina 42 (w / skipper)  
Catalina 427 (w / skipper)

#### Modern Sailing Academy

Sausalito (800) 995-1668  
www.modernsailing.com

#### • 30' & UNDER •

Islander 30  
Ericson 30

#### • 31' - 35' •

Beneteau 311  
Pearson 32

Ericson 32

CC 32

Beneteau 33

Seawind 1000 [34'] cat

Beneteau 35

#### • 36' - 40' •

Beneteau 38  
Beneteau 393

Caliber 40

J/120

#### • OVER 40' •

Beneteau 423

# OF CHARTERING



*This daysail crew out of Club Nautique is all smiles as they blast up the South Bay. Inset, left: OCSC sailors strike a pose for the classic bridge shot. Inset, right: Racing with J/World on a J/120.*



PETER LYONS / LYONS IMAGING

tion for honing the full range of skills. We'd bet that virtually every Bay Area sailor has fantasies about chartering a boat in some tropical paradise, but if you never get a chance to take total responsibility for a boat — including anchoring — how will you ever be qualified to charter abroad? Trust us, it's a whole lot more fun to begin an expensive vacation charter if you have confidence in your abilities, as opposed to the continual angst brought on by trying to fake it.

Likewise, if you're thinking of buying a boat of your own, there's no better way to scrutinize the differences between popular makes and models than by personally sea-testing them before you commit.

**Crewed Charter Vessels** — The vessels you'll find in this section are accessible to folks of all ages, with no sailing skills required whatsoever. However, there are special occasions when even diehard sailors who own arsenals of sailing craft could also use these services.

Consider a few possibilities. Suppose you have a slew of relatives coming in from out of town for a wedding or reunion, and you'd like to show them around the Bay. Do you really want to cram them all onto your beat-up old

CLUB NAUTIQUE

## Monterey Bay Sailing

Monterey (831) 372-7245  
www.montereysailing.com

### • 30' & UNDER •

Catalina 22  
Hunter 24  
Cal 27  
Coronado 30  
Wyliecat 30

### • 31' - 40' •

Celestial 32

### • OVER 40' •

Coronado 42

## OCSC

Berkeley (800) 223-2984  
(members only)  
www.ocscsailing.com

### • 30' & UNDER •

J/24 (22)  
Ultimate 24 (2)  
Olson 25 (4)

### • 31' - 35' •

Catalina 32 (4)

Gemini 105 cat [34']

J/105 [34'] (5)

J/109 [35']

### • 36' - 40' •

Catalina 36 (5)  
Sabre 362  
Caliber 40  
C&C 110 [36']

### • OVER 40' •

Seaward Schooner [82']

## Pacific Yachting/Sailing

Santa Cruz (800) 374-2626  
www.pacificsail.com

### • 30' & UNDER •

Santa Cruz 27  
Catalina 28  
Olson 911s

### • 31' - 35' •

Beneteau 31  
Catalina 31  
Catalina 32 (3)  
Beneteau 33 (2)  
Hunter 34  
Catalina 35

### • 36' - 40' •

Catalina 36  
Hunter 36

### • OVER 40' •

Beneteau 46.1

## Tradewinds Sailing School & Club

Pt. Richmond (510) 232-7999  
www.TradewindsSailing.com  
Brickyard Cove / Richmond Marina Bay  
(\*boats also at Folsom Lake)

### • 30' & UNDER •

Capri 22 (7)  
Newport 24\*  
Catalina 25\*  
Catalina 250  
Ericson 27 (3)  
Cal 27 (2)  
Catalina 270  
Newport 28  
Catalina 30 (4)  
Newport 30

### • 31' - 35' •

Beneteau 323

Cal 31 (2)

Dufour 31

### • 36' - 40' •

Hunter 35  
Islander 36  
Catalina 38

### • OVER 40' •

Beneteau 42  
Jeanneau 43

## Spinnaker Sailing of Redwood City

(650) 363-1390  
www.spinnakersailing.com

### • 30' & UNDER •

Santana 22 (4)  
Cal 24 (2)  
Merit 25 (7)  
Catalina 27 (3)

### • 31' - 35' •

Bristol 31  
Catalina 320  
Hunter 33  
Hunter 336

### • 30' & UNDER •

## Spinnaker Sailing of San Francisco

(415) 543-7333  
www.spinnaker-sailing.com

### • 30' & UNDER •

Santana 22 (4)  
Santa Cruz 27 (6)

### • 31' - 35' •

Hunter 310  
Catalina 310  
Catalina 320  
Catalina 34  
Allmand 35  
Hunter 356

### • 36' - 40' •

Jeanneau 36  
Catalina 36  
Hunter 380  
Beneteau 39  
C&C 40

### • OVER 40' •

Hunter 410  
Hunter Passage 42

# WORLD

daysailer with the nonfunctional head? No. The smart move would be to charter one of these well-kept 'multi-passenger' vessels, where the pampering service of a professional crew will allow you to sit back, sip champagne and play tour guide.

Similarly, when your coworkers are scratching their heads trying to come up with an original plan for the annual office party, you'll be a hero when you introduce them to the idea of a Bay cruise on a bona fide sailing vessel. Those who care to pitch in with the sailing chores are usually welcome to help, while the rest of the group soaks in the salt air and takes in the sights.

The Bay Area's fleet of fully crewed charter vessels breaks down into two principal categories: **'Six Pack' boats**, which are licensed to charter with only six passengers for hire, and **'Multi-Passenger Vessels'** (technically called Inspected Vessels). In most cases these can legally carry up to 49 passengers.

*On these pages we've attempted to be as comprehensive and up-to-date as possible. We regret any errors or omissions, so please let us know if we've left anyone out!*

## 'Multi-Passenger' Vessels (7+)

(In alphabetical order.)

**Argosy Venture:** One of the largest and more unique yachts in Northern California, this 101-ft Nevins motorsailer does occasional charters on the Bay as well as annual expeditions beyond the



*'Argosy Venture' is a rare classic.*

Golden Gate. Built as a private luxury yacht in 1947, her gleaming brightwork and period styling make her an eye-catching sight when she roars across the Bay at 12 knots.

- Carries up to 12 passengers.
- Berthed at Brisbane Marina.
- Available for special custom charters locally (including corporate), family charters and expeditions, as well as film and dive charters.
- (650) 952-4168; email: [charters@argosyventure.com](mailto:charters@argosyventure.com)



*'Adventure Cat II' is fast and fun.*

[argosyventure.com](http://argosyventure.com); website: [www.argosyventure.com](http://www.argosyventure.com).

**Adventure Cat I:** A familiar sight on the Bay, this 55-ft catamaran was custom-built specifically for chartering here. Definitely one of the fastest local charter boats, she's been clocked at 20 knots with a full complement of passengers aboard. Guests can choose to ride on the open-air trampoline, forward, or within the sheltered salon.

- Carries up to 48 passengers.
- Berthed at Pier 39, Dock J, in San Francisco.
- Available for scheduled sails daily (individually ticketed), private group charters and special events, including weddings, whale watching and corporate programs.
- (415) 777-1630 or (800) 498-4228; [sharon@adventurecat.com](mailto:sharon@adventurecat.com); website: [www.adventurecat.com](http://www.adventurecat.com)

**Adventure Cat II:** Designed by cat connoisseur Kurt Hughes, *Adventure Cat II* was launched several years ago. Like her older sister (above), she is fast and fun, yet is much larger and, consequently, can carry twice as many passengers. For really big groups, consider chartering both boats and sail together in tandem.

- Carries up to 99 passengers.
- Berthed at Pier 39, Dock J, in San Francisco.
- Available for private group charters and special events, including weddings, whale watching and corporate programs.
- (415) 777-1630 or (800) 498-4228; email: [sharon@adventurecat.com](mailto:sharon@adventurecat.com); website: [www.adventurecat.com](http://www.adventurecat.com)

**Bay Lady:** At 90 feet in length, *Bay Lady* is the largest Coast Guard 'certified' sailing vessel on the West Coast. Licensed to carry up to 80 passengers, she holds the second-largest capacity of

any sailing charter vessel in the region. *Bay Lady* was built of steel in New England specifically for the charter trade. Her design combines modern strength and safety features with an old-time sail plan — she carries great clouds of sail on her traditional gaff rig.

- Certified for 80 passengers (most comfortable with about 65).
- Berthed at South Beach Harbor, San Francisco.
- Some scheduled sailings (individually ticketed), private group charters, offshore charters (such as to Monterey) and special events including corporate and baseball parties to McCovey cove.
- (415) 543-7333; email: [rendezvous@earthlink.net](mailto:rendezvous@earthlink.net); website: [www.rendezvous-charters.com](http://www.rendezvous-charters.com)



*The steel schooner 'Bay Lady' carries 80.*

**Cat Ballou:** Originally a Caribbean charter yacht, this sweet-sailing Catana 42 catamaran joined the Bay Area charter fleet after owners Chuck and Ellie Longanecker upgraded her substantially during an extensive refit. As well as doing custom charters on the Bay, she also occasionally voyages beyond the Golden Gate. In fact, in recent years she's offered a series of 'adventure charters' to, from and within Mexico. A management consultant by trade, one of Chuck's specialties is teambuilding charters.

- Carries up to 12 passengers.
- Berthed at Schoonmaker Marina, Sausalito.
- Available for private group charters, special events and corporate charters, including teambuilding.
- (888) 566-8894; website: [www.sanfranciscosailing.com](http://www.sanfranciscosailing.com)

**Chardonnay II:** This custom-built Santa Cruz 70 is one of the most popular charter vessels operating on Monterey Bay. She was custom built for fast sailing, yet with the comforts to accommodate up to 49 passengers. She offers a wide array of

# OF CHARTERING



**Sleek and sexy 'Chardonnay'.**

'themed charters' such as wine tasting, sunset cruising and corporate team-building.

- Carries up to 49 passengers.
- Berthed at Santa Cruz Harbor.
- Custom 'themed charters', special events and corporate teambuilding.
- (831) 423-1213; website: [www.chardonnay.com](http://www.chardonnay.com)

**Derek M. Baylis:** Named after a famous Bay Area yachtsman, this distinctive 65-ft cat ketch was built specifically for conducting ocean research and marine education. Tom Wylie designed it to be an "environmentally friendly way to keep up with whales and other marine life without using an engine."

- Carries up to 49 passengers on day-sails or 12 passengers for overnights.
- Berthed at Monterey; pickups in Santa Cruz and elsewhere by special arrangement.
- Scheduled sunset 'wine and cheeze'

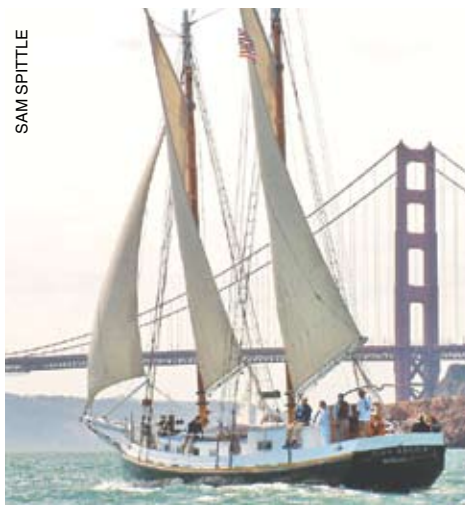
**The custom Wylie 65 'Derek M. Baylis'.**



cruises Wed.-Sat. Available for custom group charters, including corporate event, in addition to her specialized marine research work and educational marine study groups (such as the Monterey Aquarium's Science Under Sail program, great white shark studies and marine debris research).

- (831) 818-6112; email: [captain@sealifeconservation.org](mailto:captain@sealifeconservation.org); web: [www.sealifeconservation.org](http://www.sealifeconservation.org). [For Monterey Aquarium trips call 800-756-3737.]

SAM SPITTLE



**'Gas Light' is a replica of bygone days.**

**Gas Light:** Designed by Carl Schumacher and built by master shipwright Billy Martinelli, this beautifully crafted 50-ft schooner is reminiscent of the days when hay and produce were brought down Bay Area rivers to market under sail, aboard similar scow schooners. Her main cabin is spacious and bright, while her broad decks make it easy to mingle during a party cruise, and she heels only minimally.

- Carries up to 49 passengers (ideal with 25-35).
- Berthed at Schoonmaker Marina, Sausalito.
- Available for private group charters and special events including corporate meetings and teambuilding. Kids' groups welcome.
- (415) 331-2769 or (415) 601-1957; email: [gaslightcharters@hotmail.com](mailto:gaslightcharters@hotmail.com); website: [www.gaslightcharters.com](http://www.gaslightcharters.com)

**Glory Days:** This classic Morgan Out Island 51 is owned and operated by Pam Powers, one of the few professional female skippers in the local charter trade. Before going out on her own a few years ago with the purchase of *Glory Days*, Pam skippered many of the Bay's biggest



**The Morgan O.I. 51 'Glory Days'.**

charter vessels.

When Morgan first began producing the Out Island line in the late '60s, it quickly became a hot cruising design, and charter companies loved them — especially the 51s, like *Glory Days*.

- Certified for 42 passengers — probably the only O.I. 51 which is.
- Berthed Pelican Harbor, Sausalito.
- Available for corporate events, private charters, weddings, ash scatterings, teambuilding sails and Angel Island BBQ sails. Occasional scheduled sails (individually ticketed) such as Friday night sunset sails and full moon cruises (see website for schedule).

- (800) 849-9256 or (415) 336-0392; email: [info@sfbaycharters.com](mailto:info@sfbaycharters.com); website: [www.sailsfbay.com](http://www.sailsfbay.com)



**'Nehemiah' has circumnavigated — twice!**

**Nehemiah:** Among the things that make this classic wooden ketch unique in the Bay's charter fleet is the fact that she has circumnavigated — twice — under previous owners.

Her current use is also unique, however. Capt. Rod Phillips and his wife, Admiral Joni, enjoy doing Bay charters for the general public, which finance their true passion, youth sail training — particularly for 'at-risk' youth. Solidly built and traditionally rigged, she is an

# WORLD

ideal platform for hands-on training, as well as pleasure sailing. A lifelong mariner, Rod also captains S.F. Bay ferries.



**The custom steel sloop 'Ruby'.**

- Carries up to 32 passengers.
- Berthed Richmond's Marina Bay.
- Available for youth sail training, scheduled sails (individually ticketed) and private charters.
- (510) 234-5054; email: [captain@sailingacross.com](mailto:captain@sailingacross.com); website: [www.sailingacross.com](http://www.sailingacross.com)

**Ruby:** At 64 feet in length, this double-ended steel sloop has been a familiar site on the Bay for as long as we can remember. In fact, *Ruby* has been chartering longer than any other boat on the

Bay — 26 consecutive years. She's also become a landmark at her San Francisco Boat Works homeport, adjacent to The Ramp restaurant. Owner/skipper Josh Pryor designed and built her himself back in the '70s with thoughts of long-distance cruising, but once he started chartering her, he discovered that both he and she were well suited to the business. In addition to scheduled sailings, she does a variety of special charters — one of the most memorable was when The Playboy Channel brought a dozen bunnies aboard for an Opening Day photo shoot in the waters off what is now AT&T Park.

- Carries up to 31 passengers.
- Berthed at The Ramp restaurant, foot of Mariposa St., San Francisco.
- Available for lunch and evening sails daily (individually ticketed), private group charters, and special events including corporate functions and ash scatterings.
- (415) 861-2165; email: [rubysailing@sbcglobal.net](mailto:rubysailing@sbcglobal.net); website: [www.rubysailing.com](http://www.rubysailing.com)

**Sea Raven:** This comfortable 65-ft catamaran specializes in elegant dining cruises under sail, accommodating up to 30 guests for 'sit-down' dinners in her customized salon. For this purpose, she is completely unique within the Bay Area fleet, which, naturally, brings her plenty of corporate business and special-occasion charters.

- Carries up to 48 passengers.

**The sail training schooner 'Seaward'.**



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# OF CHARTERING

- Berthed at South Beach Harbor, San Francisco.

- Available for private charters only: dinner cruises, private group charters, special events including corporate functions and baseball tailgate parties.

- (415) 543-7333; email: [rendezvous@earthlink.net](mailto:rendezvous@earthlink.net); website: [www.rendezvous-charters.com](http://www.rendezvous-charters.com)

**Seaward:** This 82-ft staysail schooner was a new addition to the Bay Area charter fleet last season, having arrived here from Boston last summer. Rather than doing typical daysails, during the spring, summer and fall her primary function is running hands-on sail training for youngsters in, or near, the Bay. When winter approaches, she heads for the sunny latitudes of Mexico, where she offers a series of programs which combine education in traditional seamanship, study of the marine environment and fun in the sun. She is owned and operated by the nonprofit Call of the Sea organization.

- Carries up to 45 passengers on day trips; 15 for overnights.



**The 'Team O'Neill' cat is easy to spot.**

- Berthed at Sausalito.
- Available for youth sail training, overnight coastal trips, scheduled (individually ticketed) Friday night and Saturday sails, overnights to Drake's Bay and the Farrallons, private group charters and corporate events, plus 'adventure

sailing' in Mexico during the winter.

- (415) 331-3214; email: [info@callofthesea.org](mailto:info@callofthesea.org); website: [www.callofthesea.org](http://www.callofthesea.org); and for Mexico: [www.seawardadventures.org](http://www.seawardadventures.org)

**Team O'Neill:** As her operators like to say, "For an Extraordinary Santa Cruz Adventure, just add water!"

Promising a unique and specialized sailing adventure on the Monterey Bay, this 65-footer gives you a true appreciation for big catamaran sailing. Her length and 28-ft beam provide an exceptionally smooth and stable ride, with plenty of deck space to move around freely. Her full galley can accommodate catered sails, or guests may choose to bring along a picnic style meals.

Ideally suited for both family and friends of corporate groups.

- Carries up to 49 passengers.
- Berthed at Santa Cruz YH.
- Available for private group charters, whale watching and special events including corporate.
- (831) 475-1561; email: [oneillcharters@pacbell.net](mailto:oneillcharters@pacbell.net) and website: [www.oneillyachtcharters.com](http://www.oneillyachtcharters.com)

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**Yukon Jack:** Although a remarkable amount of 'big boat' racing takes place on the Bay each year, only a minuscule portion of the sailing community ever gets to ride on those sleek, go-fast machines. But if you'd like to check out the adrenal thrill of blasting across the Bay on an ultralight, this proven Santa Cruz 50 is the boat for you. A former ocean racer, she actually holds the San Francisco-to-Tahiti record from her '95 crossing: 19 days, 4 hours and 51 minutes, if anyone's counting.

- Carries up to 25 passengers.
- Berthed at South Beach Harbor, San Francisco.

• Race charters (including offshore), private group charters, and special events including corporate.

• (415) 543-7333; email: [rendezvous@earthlink.net](mailto:rendezvous@earthlink.net); website: [www.rendezvous-charters.com](http://www.rendezvous-charters.com)

## Six-Passenger Crewed Yachts

We need to preface this section by saying that in addition to the six-passenger vessels which follow — many of which



*The new girl, 'Angelique'.*

are operated by their owners — **virtually every sailing school (aka 'club')** listed at the beginning of this section also has boats which are **available for 'six-pack' charters with captain and crew.**

Some of the larger boats in those fleets are very nicely fitted-out for both **comfortable daysails and overnight charters.** Call them for details and pricing.

**Angelique:** One of three new additions to the local charter fleet, *Angelique* is a sweet-sailing Columbia 57, built for comfort inshore or offshore. Her roomy, nicely appointed interior and stable racer-cruiser design makes her a good choice for extended cruises.

- Carries up to 6 passengers.
- Available for 'captain-only' charters at very reasonable rates, as well as full-service crewed group charters, as well as multi-day trips in the bay and along the Coast.
- (707) 707-953-0434; email: [andy@sailingbiz.com](mailto:andy@sailingbiz.com); website: [www.sailingbiz.com](http://www.sailingbiz.com)

**Apparition:** Sleek and speedy, *Apparition* was custom-built in Sausalito with small-group chartering in mind. Captain Stan Schilz loves to introduce guests to the ease and comfort of multihull sailing by letting them take the helm. One of the few crewed charter yachts that does overnights, this 38-footer has two double cabins and a full galley. If you're planning to bareboat a cat soon, spend-



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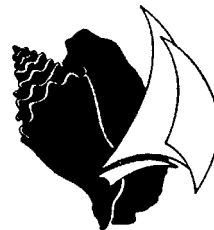
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# OF CHARTERING

ing some time aboard *Apparition* would be good preparation.

- Carries up to 6 passengers for private charters. Can also be bareboated by special arrangement with up to 12 passengers.

- Berthed at Schoonmaker Marina, Sausalito.

- Available for private group charters, special events, multihull sailing instruction and trips up the Delta or the Petaluma or Napa Rivers.

- (415) 331-8730; email: [info@apparition.com](mailto:info@apparition.com); websites: [www.apparition.com](http://www.apparition.com) or [www.boatsboatsboats.net](http://www.boatsboatsboats.net)

**Bay Wolf:** A very recent addition to the Bay fleet, this pedigreed Santa Cruz 50 ocean racer is a veteran of many Hawaii and Mexico races. With her brand new mast, rigging and other upgrades, she promises fast, exhilarating Bay sailing.

- Carries up to six passengers. (Note: This boat may soon be certified for 25 passengers.)

- Berthed in Sausalito.



*This 'Apparition' is a familiar sight.*

- Available for private group charters, corporate charters and special events. Passenger participation is welcomed.

- (650) 858-1640 or cell (650) 492-0681; website: [www.sfbaysail.com](http://www.sfbaysail.com)

**Carrera:** At the smaller end of the spectrum is Gene Maly's well-kept Capo 32 racer/cruiser. Based at Monterey, *Carrera* balances her increasingly busy schedule between intimate group daysails and instructional sails that feature plenty of one-on-one attention.

- Carries up to six passengers.

- Berthed at Fisherman's Wharf, in Monterey.

- Available for scheduled daysails including whale watching and Marine Sanctuary tours, private charters, accredited instruction, and "teambuilding challenges" for corporations.

- (831) 375-0648; email: [captain-gene@sailmontereybay.com](mailto:captain-gene@sailmontereybay.com); website: [www.sailmontereybay.com](http://www.sailmontereybay.com)

**Flying Tiger:** This sleek former racing yacht is one of the newest additions to the Bay's charter fleet. Originally designed to race in the SORC, she was later fitted out for comfortable cruising and explored both Mexico and Alaska. Kirk Miller (a.k.a. Capt. Kirk) gave up a successful career in the energy business to pursue his dream of chartering on the Bay aboard *Flying Tiger*.

She is ideally suited to charters with those who enjoy high-performance sailing — it doesn't take much to convince Kirk to put up the chute on the downwind run past the Cityfront. She has recently undergone an extensive refit.

- Carries up to six passengers.

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**Ladies' day aboard 'Flying Tiger'.**

- Based at Sausalito.
- Available for private group charters, corporate charters and special events. Passenger participation is welcomed.
- (650) 858-1640 or cell (650) 492-0681; website: [www.sfbaysail.com](http://www.sfbaysail.com)

**Incognito:** This custom-built C&C 48 is the 'dream boat' of 30-year charter skipper Mark Sange. He had been looking for a stiff, high-performance boat

that was well balanced and responsive. And to hear him tell it, *Incognito* filled the bill perfectly. Having skippered big luxury charter yachts in the Med for a decade, Mark knows a thing or two about putting excitement back in his client's lives. "I like to introduce them to the therapeutic effect of bashing to windward in 20 knots of breeze with the lee rail buried."

- Carries up to six passengers.
- Berthed at Sausalito Yacht Harbor.
- Available for all types of private charters, including corporate and special events; specializes in instructional 'performance sailing' charters.
- (415) 868-2940; (415) 987-1942; email: [captainmarco@cs.com](mailto:captainmarco@cs.com); website: [www.captainmarco.com](http://www.captainmarco.com) or alternately,

[www.sailingsf.com](http://www.sailingsf.com).

**Leibling:** This sleek Amel Super Maramu 53 is also operated by Executive Charters. Her elegant 'gold-plater' appointments are ideally suited to those high-end clients in search of a truly luxurious sailing yacht. Owners Lisa and Garrett Caldwell focus on the high-end, small-group market. Their charters include limo pick-ups, first-class service and fine cuisine catered by a fine San **The C&C 48 'Incognito'.**





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# OF CHARTERING

Francisco hotel.

- Carries up to six passengers.
- Berthed at Alameda, with pick-ups at South Beach Harbor, Pier 38 and at Jack London Square.
- Focused on high-end service and accommodations; available for whale watching, private day charters including corporate and offshore voyage legs.
- (916) 826-5653; email: [gcaldwell@yachtcharters.com](mailto:gcaldwell@yachtcharters.com); website: [www.executiveyachtsystems.com](http://www.executiveyachtsystems.com)

**Magnum:** The design of his sleek Nordic 44 combines sailing performance with a luxuriously appointed interior. She serves as a comfortable daysailer or comfy overnighter. (Company also books large group charter on a variety of Bay vessels.)

- Carries up to six passengers.
- Berthed in Sausalito.
- Available for private group charters, sunset sails, and corporate events.
- (415) 332-0800; email: [atlantis@yachtcharter.com](mailto:atlantis@yachtcharter.com); website: [www.yachtcharter.com](http://www.yachtcharter.com)



MARIAHS EYES

*The Alden classic 'Pegasus'.*

**Ocean Aire:** This beautiful Tayana 47 sloop is the new this year to the Bay Area fleet. She recently underwent a thorough \$175,000 refit which left her in better-than-new condition, with luxurious amenities below decks. As with charters on the owner's other yacht, *Leibling*, *Ocean*

*Aire* charters include limo pick-ups, first-class service and fine cuisine catered by a San Francisco hotel.

- Carries up to six passengers.
- Pickups at South Beach Harbor, Pier 38 and at Jack London Square.
- Focused on high-end service and accommodations; available for private day charters including corporate, special events, whale watching, skills assessment and scattering of ashes.
- (916) 826-5653; email: [gcaldwell@yachtcharters.com](mailto:gcaldwell@yachtcharters.com); website: [www.executiveyachtsystems.com](http://www.executiveyachtsystems.com)

**Pegasus:** For the past 15 years this beautiful 1953 John Alden 51-ft ketch has specialized in taking school groups and at-risk youth out on the Bay. In order to subsidize those programs, they've recently made this Philippine mahogany beauty available for private charters.

- Carries up to six passengers.
- Based at Berkeley Marina.
- Available for private group charters, corporate charters and special events in addition to special youth sails. Passenger participation is welcomed.

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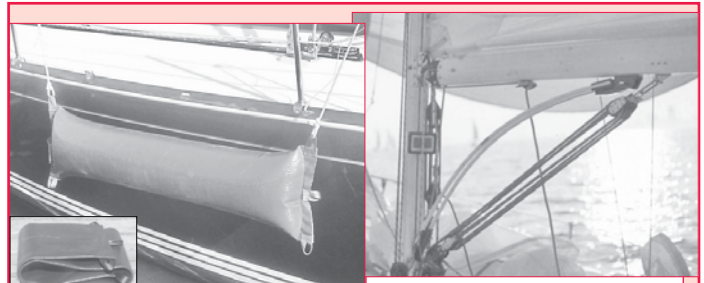
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# CHANGES

With reports this month from **Finisterre** on doing two 360s in the Panama Canal; from **Nataraja** on the crocs of La Manzanilla; from **Freewind** on India's Andaman Islands; from **Maltese Falcon** on diving Costa Rica's Cocos Island; from **Gallant Fox** on the real 'King of San Blas'; from **Moonduster** on a second long solo cruise; from Pat Miller on long delays in the **Panama Canal**; and **Cruise Notes**.

## **Finisterre — Saintonge 44 Mike and Kay Heath 360s In The Canal Locks! (Marina Bay, Richmond)**

Our *Finisterre* possibly has the distinction of being the first sailing vessel to have completed two 360-degree turns inside a Panama Canal lock.

A Canal transit isn't always a piece of cake, and cruisers should be aware that, despite all their preparations with extra long lines, wrapped tires, and expert line-handlers who have already done a transit, things — and boats — can still go sideways.

As of February of this year, the ACP — aka the Panama Canal Authority — no longer allows sailboats to be tied along the wall of a lock. With boats in such a position, the boat's line-handlers and the ACP personnel along the top of the lock were fully in charge. Now the only options are being tied to a tug or another vessel, or going solo mid-Canal with lines to both sides of the Canal. During *Finisterre's* transit from Panama City to Colón on February 13, we were first tied to a tug during the climb up to Gatun Lake via the Miraflores locks. *Finisterre's* crew and the tug crew were great. We made it to the Colón locks on time despite the wind being on our nose. (By the way, if you don't make it in time, the ACP threatens to not return your bond.)

Once at the Colón locks, our ACP advisor instructed us to wait, so we tied to the side of the lock entrance. We and a large cargo ship then waited for *Discov-*

***The dicey part of a Canal transit is that the fate of your boat can lie in the hands of not-always-attentive line-handlers on other boats.***

*ery*, a 120-ft eco-tourism aluminum cat that we were to tie to for locking through. *Discovery* is not, however, conducive to having a smaller vessel tied alongside, as the fore and aft decks are small and the sides of the hulls are vertical with no walkways. Line-handling was difficult because we were required to be nested amidships of them.

We made two locks down in good order, and hoped the third and final one would be a charm. It wasn't. While in the last lock, a *Discovery* crewmember spaced out and let the aft line off his bollard so that it fell in the water! Because of the turbulence in the lock, *Finisterre's* stern drifted toward the opposite side of the lock. We narrowly missed *Discovery* and the rough cement sides of the lock as we maneuvered to re-tie to *Discovery* by motoring forward and then trying to turn around. After doing the first 360 to get back in position, we were unable to turn around going forward. We proceeded to do the only thing possible, which was tie up facing the back of the lock! The meant that a large cargo ship was right behind us, taking up almost all the space in the lock. When the lock doors opened and we were at the level of the Caribbean Sea, we were facing backwards!

*Discovery* offered us a puny line and suggested that we tie it to our bow and let them whip us around as we exited the lock. No thanks! We got our lines back from *Discovery*, then waited mid-lock until they exited. Then, doing an emergency turn, we did another 360 turn right in front of the car carrier. We had to turn on a dime, as our 44-footer only had 60 feet of space in which to exit the lock successfully.

We were too wound up to take photos, but we — including our advisor — all sighed with relief when we got out. Our advisor was very complimentary of the skills displayed by those on our boat, but used very salty terms to describe the crew's performance on *Discovery*.

Lessons learned: When tying to another vessel that isn't a tug, don't assume the line-handlers will be competent. When we come back through the Panama Canal



**Emmy communing with a boobie.**

later, our preparations will include making the extra lines available to throw up if a second attempt is needed. In addition, the line-handler assigned to the open side of the boat should stand close to the line-handler in charge, and provide support by being able to throw a second line if one is dropped — or, if needed, even take over. One of the guys who helped us with our transit did it again with his own boat a week later, and had a guy on their partner boat get their lines wrapped. The line-handler had to board his boat and cut the line to prevent it from being lifted out of the water!

We are not sure that ACP will take the reports of the advisors concerning these incidents into consideration as they plan future requirements for sailboats using the Canal. In addition, there are rumors about possible ACP restrictions on number of sailboats allowed through the Canal each day.

Besides our little mishap, the ACP authorities were a pleasure to work with. The paperwork process was unbelievably easy, and the ACP admeasurer and tran-





BOTH PHOTOS COURTESY NATARAJA

***Dinghy disasters are hugely entertaining for spectators; but seriously, before long one is going to end in tears. Please be careful!***

sit advisor assigned to get us through were a pleasure to work with. Our fee for the transit was \$600, and the \$850 bond was returned to us.

*Finisterre* continues her travels through the San Blas Islands and on to Cartagena.

— mike and kay 03/13/08

*Readers — For more, but not good, news about the Panama Canal, read Pat Rains' contribution later in this section.*

**Nataraja — Flying Dutchman 37  
Eric and Emmy Newbould  
Wild Creatures of Mexico  
(Brickyard Cove, Richmond)**

We're having a blast as you folks back home can only imagine! Sure, the anchorages in Mexico tend to be a bit more crowded than we'd care for, but hey, we're keeping busy with shoreside activities. Thanks to a large westerly swell, the dinghy beach landings at the last couple

of anchorages, including Tenacatita Bay, were challenging and not for the faint of heart. For the record, we were flawless on landings and only got splashed when going out. Most other cruisers weren't so lucky. In fact, the hotel guests at Tenacatita Bay were hanging out on the beach watching the wipe-outs just for the entertainment. The hotel television wasn't getting the NASCAR races, so watching the yachties crash was the next best thing.

We took the boat over to the La Manzanilla anchorage the next day, and made some friends and hung out with the crew of *Jazz*. It was such a wonderful visit that it was dark and late almost before we knew it. Going out through the surf when there is any swell is challenging enough, but doing it in the pitch black is a whole different thing. By some

miracle we made it out and only got a little wet.

The next morning we returned to quaint La Manzanilla to do a little exploring. There are a number of *tiendas*, a butcher shop, fish shop, lots of little restaurants, and quite a few hotels and bungalows. The town square has an unusual gazebo, as the roof is shaped like a big clamshell and the columns are decorated with critters from the sea. After climbing a hill, we walked the main street as far north as we could to look for the crocs in the lagoon. When we got to the viewing area, we couldn't see any. After moving on a bit, we heard a big commotion. It was two of the big crocs going at each other. The water was all churned up, tree branches were snapping, and we were glad there was a cyclone fence between them and us. Then the fighting stopped as suddenly as it started.

We continued walking along the fence until it ended — but noticed that the lagoon didn't. In other words, there was nothing to keep the crocs in the lagoon. In fact, once we reached a palapa at the end of the lagoon, there was a massive croc lounging in the sand right next to where people were eating their lunch! With the wind now making the beach a lee shore, we headed back to the boat and the main anchorage on the other side of Tenacatita Bay.

But the next morning we decided to make the three-hour walk back to Tenacatita. At one point, we had to climb over a rocky point instead of just walking along the beach. I was taking some photos by myself when I noticed something out of the corner of my eye. It was a tarantula! I never seen one in the wild, so I poked at it a bit. By this time the trail

***La Manzanilla probably has the highest ratio of crocs to humans of any popular cruiser stop in Mexico. And they aren't really contained.***



LATITUDE/RICHARD

# CHANGES

was covered in vines and prickly bushes and seemed pretty creepy. I had visions of boa constrictors and big spiders dropping on my head.

We eventually found a road that lead into town, but it did so by way of the crocs who weren't contained by the cyclone fence. One of the giant beasts



**Lifejackets on sale in La Manzanilla are colorful — but not Coast Guard approved.**

Realizing just how big those crocs are, I decided I wouldn't be doing any more 'jungle rides' in our little inflatable boat.

Once in town, we stopped at a little palapa for some lunch and ordered the special — chili rellenos stuffed with shrimp and cheese, served in a tomato broth. They were the best chile rellenos ever! When it came time to start our walk back, we had to run the gauntlet of crocs again. This time there were two of the big guys snoozing on the beach by the palapas.

After we made it safely past the crocs, something else caught my eye. It looked to be a dead sea snake — until we poked it and it moved. We felt bad for him, so Rich carefully picked him up by the tail, walked to the surf, and tossed him in. The little bugger washed back in to

**Starring down the throat of a large croc is not recommended. A croc ran away with a three-year-old boy last year on Banderas Bay.**



was relaxing in the sand where the road ended — with a big fish between his giant teeth. We had to walk by this wonder and skirt the water — where other crocs might have been lurking — to get into town. It was a frightening couple of minutes, but we didn't lose any limbs.

shore. So Eric picked him up and threw him out to a flat spot. Fortunately, he didn't wash back in again. Some kids later told us that black and yellow sea snakes, like the one we'd fiddled with, were the most venomous.

Continuing on, we spotted two more crocs lounging in the mud flat behind the hotel! Boy, was I glad that I hadn't explored that arm of the mangroves in our inflatable kayak!

The next couple of days were comparatively uneventful — except for when Eric got in the water to clean the bottom of the boat. He kept freaking out, thinking there were big crocs lurking just out of sight.

Ultimately, we moved on to Melaque at Bahia de Navidad. Most cruisers anchor in the lagoon, but being nonconformists, we anchored off Melaque itself. Granted, it was so rolly that we had to set a stern anchor, but on the other hand there were only four of us there and 65 boats anchored in the lagoon.

There is great shopping in Melaque — and that's a good thing, because all we had left in the refrigerator was one steak and a yellowed bunch of broccoli. We would have done some shopping in La Manzanilla, but we were low on pesos and there wasn't an ATM in town. We love shopping in Mexican towns and villages on Saturdays as it's a total immersion into the culture. You've got all the locals selling the wonderful produce, you belly up to the *carnicero* (butcher) counter for your meet, visit the *pollo* lady for your chicken, and the smell of guava permeates the air. It's wonderful!

— emmy 03/15/08

## **Freewind — Gulfstar 50 Frank and Janice Balmer Cruising The Andaman Islands (Tacoma)**

We're presently cruising the Andaman Islands, a remote archipelago of approximately 300 islands that are part of the Union Territory of India. Together, the Andaman and Nicobar Islands form the peaks of a vast submerged mountain range that extends almost 600 miles between Myanmar (Burma) and Sumatra, and separate the Bay of Bengal from the Andaman Sea.

As we cruise this area, we look back fondly on our experience in the '03 Ha-Ha, which was not only fun, but also a great introduction to cruising. We still run into a few Ha-Ha folks now and then, but there aren't many in this part of the



world. About 55 Ha-Ha'ers left Mexico for the South Pacific when we did. About 25 or so continued on to New Zealand, but only three or four have continued on to Indonesia, Thailand, and beyond. We still sail a lot with Jack and Daphne Garrett of the Clovis-based Cascade 36 *Resolute*, which also did the '03 Ha-Ha.

Anyway, we left Langkawi, Malaysia, on January 1 for Phuket, Thailand, where we had both our alternators — the working one and the spare — rebuilt, and did some provisioning at our 'last' Western style supermarket before heading across the Indian Ocean. We left Phuket on January 24 with Jack and Daphne's *Resolute* on a passage to Port Blair, South Andaman Island. After motoring the first day we picked up steady winds of 15 knots aft of the beam, and it seemed as though it would be an eventful passage.

Well, *Resolute* fouled their prop with the rope from a fishing trap on the first day out, which prevented them from using their engine. This meant they had to sail, even when the wind dropped to



# IN LATITUDES



SPREAD, LATITUDE/RICHARD; INSET, FREEWIND

**Spread; It doesn't happen often, but raw water pumps do fail. Inset; Janice and Frank, still buddyboating with Ha-Ha friends in India!**

just a couple of knots a few days later. As such, they fell behind us. But shortly after the wind died and we started our engine, the belt broke. Frank put on a new belt — but it broke, too!

While all this was happening, Jack was able to dive on *Resolute's* prop and remove the line, meaning they could motor again. Floundering in very light winds, we managed to cover a mere 30 miles in 24 hours. So when Jack and Daphne caught up with us, they offered to tow us the last 30 miles to Port Blair. Not wanting to average one knot for yet another full day, we accepted. Once we got to Port Blair, we were able to briefly run our engine without damaging it in order to properly set our anchor.

Having done that, we hoisted our quarantine flag and waited for the officials to come and check us in. Coast Guard, Customs, and Immigration came in rapid succession. They were all very officious, with the shuffling and stamping

of papers — and even took pictures of us and the inside of our boat. Nonetheless, we considered ourselves quite fortunate that we were able to get checked in on the day of our arrival. Other cruisers who arrived in the following days were confined to their boats for as long as four days until all the officials completed the check-in process! The cruisers maintained their 'cool' and polite attitudes, of course, as they were at the mercy of the remnants of India's English-style bureaucracy.

The following morning we checked in with Harbor Control to present our cruising itinerary for the Andaman Islands, and were told that we would need to check in with them via SSB radio each morning. We've never had to do that before.

Before setting out, Frank discov-

ered why our engine belts were breaking — the water pump on the engine had frozen up. So he replaced it with our spare, and things worked fine again. Meanwhile, the outboard for our dinghy conked out, so we mounted our spare — which hadn't been used in four years. It didn't run very smoothly, so we ordered a new Yamaha from the dealer in town. It arrived two days later by air freight from Calcutta. We were lucky to have been in a city of 100,000 when we had these problems, as, thanks to Ravi, our knowledgeable cab driver, we were able to find a good mechanic, a good outboard dealer, belts for the water pump, and other gear.

With all of our repairs behind us, we did some sightseeing. We visited the Cellular Jail National Memorial, which was built by the British over a period of 18 years from 1890, and has been preserved as a shrine to India's freedom fighters. The remnants of torture devices give an impression of the kind of 'hell on earth' the prisoners had to endure at the hands of the "English barbarians."

Once we set sail, our first stop was Corbyn's Cove, also on South Andaman Island. It was an extremely rolly anchorage — so rolly that it woke us up several times during the night. The next morning we motored to Havelock Island, where we anchored off the jetty leading to the main village. We took a tuk-tuk tour of the island, and noted the numerous resorts with palm thatched huts and tents for accommodation. We felt a little '70s *deja-vu*, what with all the pot smoking, men in long skirts, hippie types with dreadlocks, and backpackers.

The landscape was lush, with thick forest and white sand beaches bordering the turquoise waters that washed over the coral reefs. The houses in the main

***When you think of India, you think of gut-wrenching poverty and teeming masses, not Caribbean-like blue waters.***



FILLINE GOUGH

# CHANGES

village were mainly tumble-down shanties with no plumbing, but further out in the forest the people had cleared trees to grow gardens and keep a few chickens, goats and pigs. What we didn't see here was the desperate poverty we'd seen on our previous land trip to India. On South Andaman Island, the people had enough land to sustain themselves, and it made a huge difference.

We motored on to our next destination, North Button Island, which is heavily forested but uninhabited. The horseshoe bay provided excellent protection, and the white sand beach had long fallen logs on it that provided us with some shade. After our hike around the island, we returned to our dinghy to find it high and dry! The tide had gone out much further than we had anticipated, so we had to wait a few hours for the tide to come in with the six inches of water we needed to float our dinghy.

The next day we motored to Number 7 Beach on Havelock Island, so named because the white sand stretches for seven miles. We found a sandy spot to anchor in between the coral heads, and cooled off with a swim in the clear waters. The surf was quite heavy, however, and we made a dinghy landing reminiscent of those we had to make when we cruised Mexico. Ashore there was a large ecotourist resort with beehive shaped huts in the forest. We had dinner at one of the numerous food stalls, then made our way to the beach for our surf departure on an outgoing wave. We had to move fast, but made it thanks to Frank and Jack really working the oars.

After we return to Port Blair to check out, arrange for fuel, and do some re-

**Like all cruisers, Frank and Janice have been making friends wherever they go. Frank holds up a birthday cake for an Indian girl.**



FREEWIND

provisioning, we'll take off for Sri Lanka (Ceylon). It should be about a six-day passage. There is some continuing political strife in Sri Lanka with the Tamil Tigers, but we'll check in at Galle on the southern end of the island to avoid the trouble, most of which has been taking place in the north. Cruisers in front of us have been very impressed with the beauty and culture of Sri Lanka, and it also breaks up our passage to Cochin in southern India.

— *janice and frank 02/11/08*

### **Maltese Falcon — 289-ft Dyna Rig Tom Perkins Cocos Island Fishery Patrol (Belvedere)**

Shortly after the middle of February, we finished four of the most incredible days of diving ever. The eight or so species of sharks in the Cocos were in full abundance, the water clear, and the temperature perfect. The accompanying photo shows a typical 8-ft hammerhead shark, a type we swam with by the hundreds.

Cocos Island is a diver's paradise, and the island itself is beautiful. It's said to be the world's largest uninhabited island, and there are only park rangers camping ashore with a young marine biologist — who joined us for some of our dives.

The rangers told us their 'patrol boat', a 12-ft outboard powered skiff, was out of commission with motor troubles, and accordingly the fishing boats of several nations were poaching well within the 12-mile prohibited zone. When we departed for the Galapagos after dark, we immediately encountered seven boats fishing illegally just three miles offshore. In the darkness they interpreted our radar footprint — which must be awesome with our high carbon masts and reflective carbon yards — as probably that of a warship, and pulled nets and headed for legal waters on our approach. We chased them for a couple of hours in radio silence, but with our powerful searchlight scanning, and saw them over the legal border. They'll be back, of course, but it was fun helping to protect the fishery, even if for only a few hours.

— *tom 02/20/08*

### **Gallant Fox — Malo 39 Gary Barnett, Marianne Fox Who is The King of San Blas? (Seattle)**

During the winter of '06, which was our last rainy season in Seattle, we often read about San Blas, Mexico, in the pages of *Latitude*. Several letters — some



positive, some negative — discussed the activities of a longtime ex-pat there named Norm Goldie. Back then, San Blas might as well have been on the back side of the moon for what we knew about it.

We left Seattle in January of '07, wintered in Sidney, B.C., and rounded Cape Scott, the tip of Vancouver Island, on my 52nd birthday in early July. We spent a month traveling down the coast, enjoying time in Newport, Eureka, Monterey and Oxnard. We highly recommend this combination of overnight jumps, day-sailing, and inshore sightseeing. Many fellow cruisers who bombed straight down the coast 100 miles offshore with no stops were slammed by high winds and big seas in September. But travelling like we did, 25 miles offshore in 'Foggust', resulted in a relatively pleasant light wind trip.

We spent October waiting out the last of hurricane season at Marina Coral in Ensenada — a great town we really enjoyed. We took a tour of the wineries at nearby Guadalupe Valley, 30 miles north

# IN LATITUDES



SPREAD, MALTESE FALCON; INSET, MIGRATION

**Inset; There was no shortage of sharks at Cocos Island. Inset; 'Falcon', as seen in the Galapagos, is recognized as an historic yacht.**

of Ensenada, and bought four cases of wine. We left Ensenada on November 1, and spent 21 days moving down the Pacific coast of Baja, doing a combination of overnight downwind sails and day-hops between anchorages. We often anchored alone off isolated fishing camps, indentations in the coast, or at dusty Baja towns. It was a trip not to be missed. We reached Mazatlan by Thanksgiving, and enjoyed the festivities at Marina Mazatlan while berthed at El Cid. We found Mazatlan to be an enchanting town. During our stay we attended three events at the historic Angela Peralta Theatre, watched the Venados (the local baseball team) on television, and hung around the historical Centro district buying shrimp from the shrimp ladies. This town grabs you and will not let go, as it's a great combination of an authentic Mexican City and a 'Gringo Gulch'.

It wasn't until February 2 that we finally found ourselves at the afore-

mentioned San Blas. As we pulled into Matanchen Bay, a few miles south of San Blas, at 4 p.m., we heard a voice on the radio. It was Norm Goldie, the self-proclaimed 'Voice of San Blas'. "Are there any new boats here? Let's have check-ins, I'm here to help you," he broadcast. Norm came on twice a day, at 8 a.m. and 4 p.m., offering help and advice.

From Norm, we learned how to enter the San Blas estuary; how to keep our possessions safe; that he hung out with Lee Marvin in the '70s; that he'd had a heart operation; and which repairs we should get from whom in San Blas. He also arranged tours to orphanages, waterfalls, and the jungle. Norm turned out to be a full service travel agent, taxi dispatcher, tour guide, fishing guru, and a veritable encyclopedia of local knowledge. He hangs out in the plaza every night — after

which he says he stays up all night coordinating search and rescues. In the morning, he gives out his map — with cake and coffee — to any and all cruisers who stop by his house. Norm clearly thinks that he's the King of San Blas, and tries to control access to all who enter his domain.

All this was a revelation, as we'd read so much about him in *Latitude*, and now here he was. To be honest, he was a bit overwhelming. And he didn't always provide accurate information. For instance, he advised everyone that they had to go to the port captain's office in person in order to check in. Well, Marianne is fluent in Spanish, so she called the port captain on the radio to confirm Norm's information. The port captain said he was happy to check boats in and out over the radio. When we told Norm about this, he said the regulations must have changed the day before!

Anyway, we were sitting in Matanchen Bay when we heard a hail on the radio. A cruiser was coming in with a finger half cut off, and needed medical care. We advised him that we'd would alert Ismael, who runs the Ramada Matanchen beachside restaurant, to arrange getting the victim to a doctor. We'd met Ismael the day before, and learned that he watches dinghies that are parked in front of his restaurant, will arrange to have your laundry done, and lets you use his shower facilities. Ismael wasn't there when we went ashore with the medical issue, but a family member said that she would arrange for a taxi to meet the cruiser. As it turned out, Ismael was there when the cruiser arrived, and he not only took the cruiser to the hospital in his own car, he waited to bring him back to the beach after he received treatment.

***If anyone wants the assistance of Norm Goldie, they'll have no trouble locating him in San Blas's historic zocolo during the evening.***



LATITUDE/RICHARD

# CHANGES

When Norm got on the radio the following morning, he acknowledged Ismael's contribution — but he wasn't about to vacate his throne. Norm, who has been

in San Blas for something like 30 years, said he'd heard of Ismael, but didn't know him! By this time we'd been around San Blas long enough to know who we think the real King of San Blas is — and that's Ismael, the cruiser's true friend.

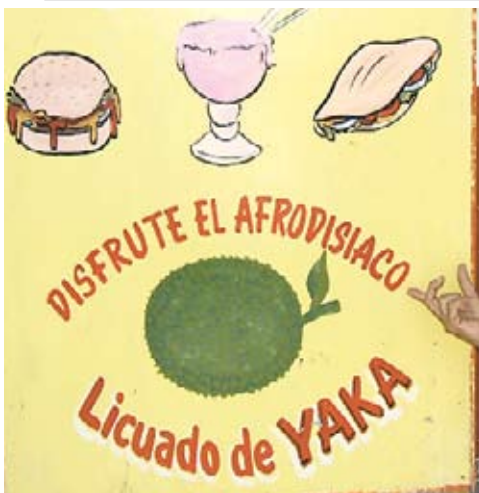
*This historic church in historic San Blas.*

Ismael is also a great cook. Here's the recipe for his specialty, wood grilled snapper: Find a mangrove tree, cut it down, and age the wood for one year. Build a stone BBQ with a steel grate, and burn a bunch of this hardwood down to coals. Reverse butterfly a two-kilogram snapper — it causes the fish to open like an accordion — bones on one side, two open filets side-by-side. Score the filets with a cross hatch, then rub in a mixture of melted butter, Worcestershire sauce and Huichol salsa picante — no other hot sauce will do as this one is made out of chile cascabel. Smoke over the open coals for about 30 minutes, then serve with shredded lettuce, rice, and lots of tortillas. It's truly a meal fit for a king!

— gary and marianne 03/15/08

*Gary and Marianne — That's classic Norm Goldie. Over the decades some cruisers have found him to be pleasant and helpful, while others have found him to be intrusive and overbearing.*

**Forget the Viagra and Cialis, the Licuado de Yaka will make your member harder than a stump of perata — or so it's claimed.**



## **Moonduster — S&S 47 Wayne Meretsky The Second Cruise (Alameda)**

I arrived in San Diego early on the evening of February 1, just after the Police Dock closed. Since there was no real alternative, I tied up to the Customs dock, walked to the office, banged on the door, and, taking note of a sign that said that under no conditions should one take an empty slip unless assigned during office hours, walked back to the boat. I cooked up a great big mess of pasta, had dinner, and slipped into bed around 10 p.m. — only to be awakened by some abrupt pounding on the boat and a stern declaration of police presence. It was just midnight.

The police informed me that I couldn't stay and, in the same breath really, that there was nowhere I could legally go. I pointed out that these rules made my choice, of staying right where I was, as good as any other. The two outstanding Defenders of the Peace looked at one another trying, I think, not to smirk. After a bit of jawing, they decided that they could go to the office and see if any of the dozen or so vacant slips might be available for the evening. After a few disclaimers about this being completely against the rules, they suggested that I could use any of the empty slips. I thanked them profusely and fired up the motor, being sure to turn on the running lights because we wouldn't want to break any laws on the 100-foot voyage to the slip, would we? Maneuvering in tight quarters is never easy on a single screw sailboat, and it doesn't get easier in the dark, while yawning, with drizzle and a cross breeze. I picked an empty slip that was easy to get into, tied up the boat, shut down and stole back into bed.

The ritual of signing up for a slip the next morning was painless, and the attendant shrugged in response to my explanation of why I'd taken a slip as if it were completely normal. Go figure.

Knowing that I'd previously done a cruise, the *Changes* editor asked me for details. Here goes:

My first real cruise was '97-'98, which wasn't a Ha-Ha year for me. I sailed south to Cabo, La Paz, Mazatlan, Banderas Bay and then headed west from Manzanillo to Hilo, Hawaii, and then on to Honolulu. From Honolulu, I sailed north to Sitka, then south down the Inside Passage of Alaska, British Columbia and Washington. I finally came out of the Strait of Juan de Fuca, and sailed south to San Francisco. I covered



a total of 10,000 miles in a few days shy of one year. While I had friends join me for short periods, I did all of the passages alone. The longest two were 20 days from Manzanillo to Hawaii, and 18 days from Hawaii to Sitka. Both times I averaged 165 miles a day.

My trip to Hawaii was fairly uneventful — except coming within a quarter of a mile of being run down by a container ship. I'd sailed north toward a low pressure trough in search of wind, forgetting that the rain would prevent me from using my radar's guard zone. In the ensuing rain, the radar alarm went off constantly, therefore making it useless. I finally overslept my alarm clock, woke up in a dead start, and look out — and up! — saw both the red and green running lights of the ship, as well as her white range lights aligned.

My passage to Alaska is the highlight of my sailing career to date. I had a great three-day beat out of Honolulu under blade and single-reefed main. Then, within just a few hours, the wind clocked

# IN LATITUDES



BOTH PHOTOS COURTESY MOONDUSTER

**Now that 'Moonduster' has a Max Prop, Meretsky is hoping to up his daily average from 165 to 180 miles.**

aft and I set the 3/4-ounce chute. I carried it for nearly 12 days straight. On the 'night' before my landfall, the sunrise turned into sunset without the sky ever getting dark. With the blade back up, I charged right into Sitka's inner harbor, dropping the sails no more than 100 yards from the dock.

I don't have the typical cruising boat, to a large extent because she's wood. She's an S&S 47 that was launched at Cross Haven Boatyard in Ireland. Denis Doyle, her first owner, raced her extensively, including in the '73 and '75 Admiral's Cups as a member of the Irish team. At the time, the Admiral's Cup was the most prestigious offshore race event in the world. I bought *Moonduster* in '92 — despite rigger Glenn Hansen's warning: "She's a great looking boat, but you'll have to replace every single thing on her." He was right, but she's been a fun boat to own, and because of her I've

met many sailors from the British Isles who have fond memories of their times aboard her. A sistership, *Love & War*, was lofted from her same lines in Australia. She turned out to be one of only two boats to have won the Sydney-Hobart three times — including last year. The other was the legendary 39-ft *Freya* in the mid-'60s.

*Moonduster* is, at the moment, rather heavy — probably near 40,000 pounds. I'm carrying more provisions than I did before in an attempt to offset the high prices in French Polynesia. I'm also sailing with 12 bags of sails — #1, #2, #3, staysail, storm jib, main, backup main, storm-tri, plus one 1/2-oz chute, two 3/4s and a 1.5. This is a lot more than most boats carry, and frankly, is kind of stupid. After all, I can't change headsails while underway and therefore plan to use my #2 for

almost the entire trip. The #1 and #3 are along just for buoy racing, should those opportunities arise. I arrived too late to get crew for the recent Banderas Bay Regatta, but it's those sorts of low-key events I hope to find as I go.

My current focus is getting to New Zealand via a slightly modified Milk Run that favors islands a bit off the beaten path. But I don't really know what that means, as I haven't looked at the charts or cruising guides much. But I have nearly 1500 miles to get across the ITCZ before any of that really matters, which gives me more than a week to sort it all out.

From New Zealand, I'm seriously thinking about sailing east across the northern edge of the Southern Ocean to Tierra del Fuego, and then north up the canals of Chile, which is what they call their inside passage. Sometimes that trip sounds fantastic, but other times it sounds like too much while solo on a 35-year-old boat. Regardless, beyond all that, I'm committed to being uncommitted.

I'm not looking for crew, but have found that the most amazing people fall into my lap with regularity. That said, I built *Moonduster's* interior based on an old cruising adage, the origin of which I can't recall. But it holds that the ideal cruising boat seats twelve for cocktails, six for dinner, and sleeps but two. *Moonduster* is a one-cabin boat, which makes crewed passages fairly intimate affairs and, as a result, either delightful or awkward — or awkwardly delightful.

Having done my first long solo passage at age 38, and now starting my second at age 48, it's clearer than ever to me that the time to go is always now. Don't wait. Life is short.

— wayne 03/19/08

**Ten years after his first long solo cruise, Meretsky, who no longer has the ponytail, is off once again on his ex-Admiral's Cupper.**



LATITUDE/ANDY

# CHANGES

## Panama Canal Backed Up Pat Miller Rains

As of the middle of March, Pete Stevens and Tina McBride, two veteran ship's agents in Panama, report that yacht transits are presently backed up about four weeks — even for vessels that were scheduled to transit sooner! The agents also said that all the marinas on both ends of the Canal are packed to the gills with cruisers waiting to transit.

Stevens said that the ACP — Panama Canal Authority — is allowing only six yachts per day — three from the Pacific side and three from the Caribbean side — to start their transits, and that they must anchor in Lake Gatun for the night, finishing their transit the next day. At this time of year, the Canal previously allowed about 15 to 20 boats through the each day. Speaking on March 12, McBride told me that if you were already there with your boat, had your boat ad-measured, and had paid all your fees, the earliest you might be able to transit was April 8.

While the ACP raised the transit rates by 7% on March 1, the backup problem started a week later when the pilots refused to work overtime. As such, there are even more ships — 104 — than yachts waiting to transit. Naturally, ships get priority.

Stevens and McBride said the best plan for cruisers is to get to Panama, have the boat ad-measured, pay your fees, then go cruising nearby for the next few weeks, always staying in touch with the ACP about your transit date. They both said the scheduling is going to get worse, so owners and crew should not book any non-refundable flights to or from Panama.

— pat 03/12/08

**As of the middle of March, these three boats represented half of all small boat traffic per day in the Panama Canal.**

## Cruise Notes:

"I sailed from Mazatlan back to my home port of Valdez, Alaska, via the offshore route," reports Paul May of the 32-ft Vancouver pilothouse **Accomplice**. "It took me 44 days, and I covered 4,400 miles, all under sail, making the big offshore loop from Mazatlan to Port Townsend, Washington. I did this solo from mid-June to the end of July of last year. It was quite an easy trip the entire way, with no bashing. The average wind-speed was about 12 knots, and only blew harder than 20 a handful of times. I faced 30 knots once — my last day before pulling into the Strait of Juan de Fuca. It was sunny nearly all the way. I recommend the route. By the way, I've never missed an issue of *Latitude* since the beginning, so I've renewed my subscription."

A 44-day solo passage without an engine — wonderful! Few sailors have made such a long passage. A tip of the *Latitude* hat to you — and all the other sailors who have made a similar passage but never bothered to tell anyone. Anybody else out there ever completed the offshore route from Mexico back to San Francisco or points north?

More — or at least better — berths for Banderas Bay? Emilio Oyarzábal García and the folks at **Nuevo Vallarta Marina**, which is directly across the channel from **Paradise Marina**, have announced that they will be putting in 230 slips for boats 22 to 130 feet in a luxurious waterfront setting. These are much-needed berths on Banderas Bay, but one can't help but wonder what's going to happen to the boats, many of them in very poor condition, that are currently scattered among the existing dilapidated docks. Oyarzábal advises that the first of the new slips should be ready for occupancy by the summer, with the remaining one sometime during the next winter season.

Just for fun, here's *Latitude's* thumbnail reviews of the other three marinas on Banderas Bay:

**Marina Vallarta**, where the high season rate for a 44-footer has been \$1,100 a month, is totally urban, surrounded by restaurants and businesses, and just minutes from the recently expanded airport. There's a hubbub of activity everywhere, and it can get still and hot in the afternoon, but it's ultra convenient to the airport, Wal-Mart, Costco and relatively close



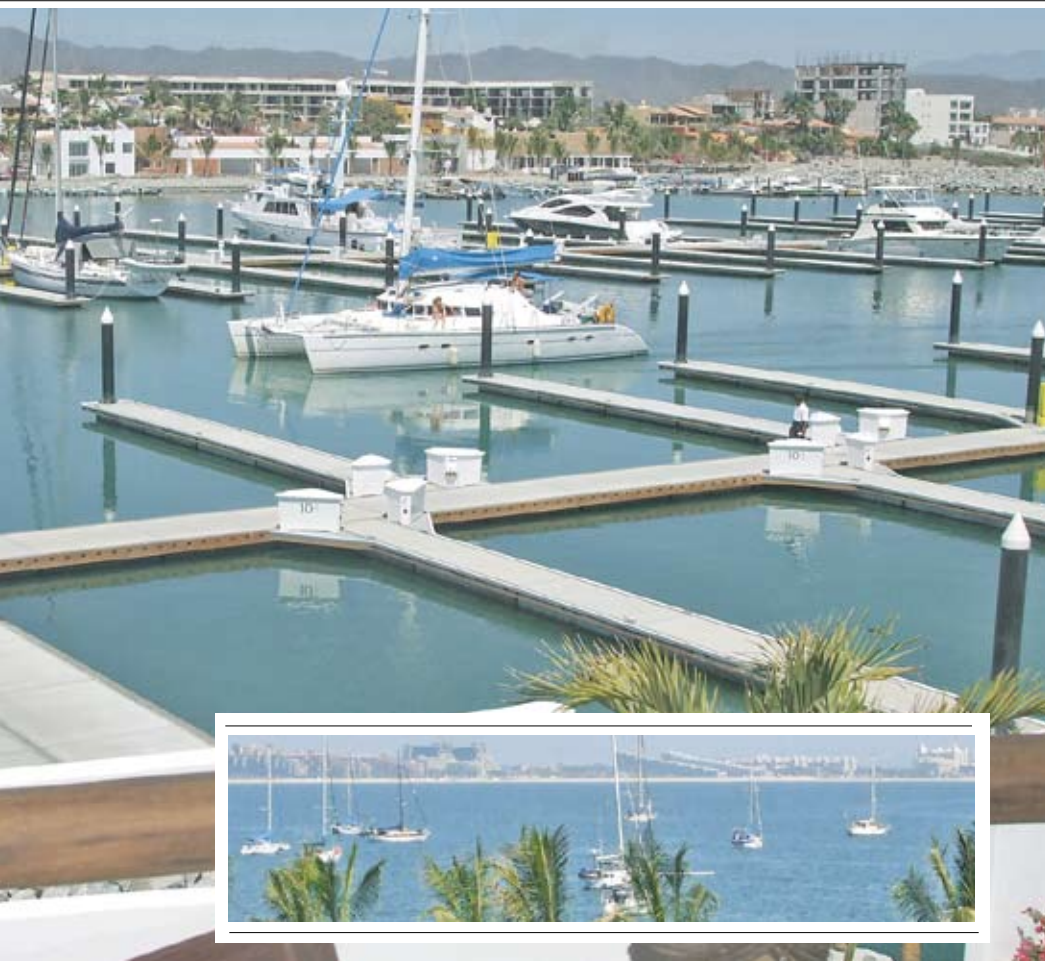
to the delights of downtown Puerto Vallarta. There are no depth problems, but the marina is showing its age and really needs to kick up the maintenance a bit.

**Marina Paradise**, where the high season rate for a 44-footer has been \$998 a month — taxes and other fees included — is in the midst of a very clean but somewhat isolated and strictly tourist resort environment. Graziano, the larger-than-life owner who epitomizes workaholicism, makes sure all his many facilities are well-built and very well maintained. It's a busy but structured environment, with harbor master Dick Markie in charge. There are plenty of restaurants and stores, but no fuel dock, and for better or worse, it's Resortico, not Mexico. For instance, it's miles to the nearest taco cart. The marina's biggest drawback is that deep draft vessels often can't get in or out at medium to low water.

**Marina Nayarit Riviera**, where the high season rate for a 44-footer has just been raised to \$1,229 a month, taxes included, has a background of jungle mountains and is at the edge of the wonderful and authentic Mexican town



# IN LATITUDES



ALL PHOTOS BY LATITUDE/RICHARD

**The Nayarit Riviera Marina is new and has a spiffy yacht club and Sky Bar, but cruisers feel it is denying them normal access to La Cruz.**

of La Cruz. Once the marina and all the nearby condos are completed, there will be more of an upstairs-downstairs feel, but right now it's a relatively isolated and small town — featuring cruiser favorites such as Anna Banana's, Philo's, and several fine restaurants — that's kept all its wonderful ambience. All the marina docks and facilities are new, of course, but there is still quite a bit of construction going on. The entrance is still being dredged, which is a good thing, because a number of boats have hit bottom hard.

In other words, there are currently three entirely different marinas within a 10-mile stretch of the bay, each with very different ambience, each right on the edge of the bay known for fine sailing. Given the demand for slips — and lower prices — more berths at a new and improved Nuevo Vallarta Marina would be much appreciated.

Some ill will has developed between **cruisers anchored out at La Cruz** and the new Riviera Nayarit Marina. The marina was great about opening up several months early, providing much needed

slips for cruisers as early as November. Those anchored out were allowed to pay \$3 a day to tie up their dinghies. By early March, the dinghy tie-up fee had been raised to \$10 per time, not per day, one of the highest rates we've ever heard of. While cruisers could still land their dinghies just outside the marina breakwater, they felt that the marina management was trying to coerce them into taking slips — something many of them couldn't afford to do even if they wanted to. As such, a number of cruisers banded together and have been distributing the following protest:

**"Free the cruisers!** La Cruz de Huacacaxtle has been a favorite destination for hundreds of boats each winter for decades. The residents of the village have welcomed these generations of cruisers with smiles, good food and shopping, authentic Mexican culture and lively entertainment. La Cruz has the best anchorage in Bahía de Banderas, and for many years the old breakwater provided easy and free access to the town and its businesses. But this has

suddenly changed. The owners of the Nayarit Riviera Marina are using their waterfront monopoly in an attempt to force cruisers out of the anchorage and into their expensive marina. Why is the marina working so hard to keep cruisers out? Why do they want to close the anchorage? The residents of La Cruz appreciate the considerable business generated by cruisers, but the marina is making it difficult for cruisers to continue to patronize their businesses and services. We're asking all cruisers to spread the word to other cruisers and local businesses that the marina is causing these problems. We need to band together to get the marina to change their harmful policies. Please help us get the word out."

When we were in La Cruz in early March, there were 64 boats in the anchorage, the highest number in many years. We're hoping that something can be worked out between the marina and the cruisers, because it would be in the best interests of both — as well as the good people and merchants of funky little La Cruz. On the other hand, it would also be in the best interests of cruisers to do better job of keeping the entrance to the marina open. It was very dangerous when we tried to enter one night, as many of the boats showed no lights while on the hook. In addition, the marina needs to set out more channel markers.

There have been rumors circulating on Mexico's coconut telegraph that Rick Carpenter, owner of **Rick's Bar** in Zihua, who has been a great friend of cruisers and the Zihua SailFest, has been kicked out of Mexico. That's not true. Here's what we believe to be the real scoop from a reliable source on the scene:

"For the tenth year in a row, Rick came down to Mexico and applied for **Heike and Rick Carpenter of Rick's Bar in Zihuantanejo. Everyone is hoping the visa problems can be worked out.**



LATITUDE/ANDY

# CHANGES

his working visa. But when the Immigration field inspector routinely visited his bar, he found Rick personally serving drinks and collecting money — a no-no because Rick's visa is as a restaurant consultant. He's not allowed to do any hands-on work. So they canceled his application for a visa renewal. Regulations required Rick to fly out of the country — he doesn't even have to leave the San Diego Airport before flying back — before returning on a six-month tourist visa, at which point he can apply for a new working visa. It's admittedly an expensive and bureaucratic hassle, but ultimately not a great crisis. The situation is actually more common than one might suspect. Folks tend to forget that Mexico is the home team, and that we gotta play by their game rules."

It's unclear to us how much local business politics might have influenced the actions of the Immigration folks. Thanks to Rick's understanding of cruiser needs, he's grown a successful business, and that may have created business envy.

"In January of '99, we wrote in to re-



LATITUDE/RICHARD

*Some of the original Brit-built catamarans may look a little old and funky, but they enjoy great popularity — even in tres chic St. Barth.*

port that we'd sailed from the very top of Mag Bay, at Boca de Las Animas, to the bottom, at Punta Santa Maria, a distance of 120 miles, aboard our 30-ft Catalac catamaran **Spindrift**," write Ron and

Linda Caywood. "We subsequently spent three years in the Sea of Cortez, and to our knowledge were the first cruisers to go north from Mazatlan to Altata in order to get a better angle for crossing the Sea of Cortez to La Paz. In the spring of '02, we trucked our cat to Tucson and Houston, then spent four years in Marathon, Florida, and the Bahamas. We think Georgetown in the Exumas is as good as the Eastern Caribbean — but without the 25-knot winds. We spent this past winter at South Padre Island, in Texas, and are now on our way to Mobile Bay, Alabama, where we will go up the Tenn-Tom Waterway to the Great Lakes. Every since we got Verizon Wireless, we now read the e-book version of *Latitude*. In the last issue, we saw a *Changes* from our friends Bob Steadman and Kaye Nottbusch of the Cascade 36 **Bettie**. We first met them in Marathon's Boot Key Harbor. At the time, Bob had just finished working on a James Bond movie, and we went to see it with him because we're Bond fans and because we wanted to see his name in the credits. If they could contact us

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at roncaywood@gmail.com, we'd love to hear from them."

You folks have certainly got your money's worth with your 9-meter Catalac catamaran! But a lot of readers will probably wonder how you can say that you travelled 120 miles from one end of Mag Bay to the other — when it's only 40 miles long. These folks should crank up Google maps for a good satellite view of the 'inland passage' that starts far north of Mag Bay proper and runs south. We're not sure if all that you're referring to would be considered to be Mag Bay proper, but we get the idea. In fact, we've always wanted to do the last part of the second leg of the Ha-Ha via the inland route you're talking about, but have never had the guts to risk the bar at Las Animas. We wonder how many cruisers have?

Nobody is believing it until they see it, but David and Kim Wegesend of the Paradise Marina-based Catana 42 **Maluhia** claim they are, after eight years, finally going to move on. The original excuse for staying in one place for so long is

that their son needed to finish middle and high school. But he's moved on, so that excuse doesn't cut it anymore. But with David and a local crew having been seen working hard on the cat, who knows, maybe they really will be moving on soon.

"We're here at San Cristobal in the Galapagos Islands, and saw the 289-ft **Maltese Falcon** drop her anchor the other day," report Bruce Balan and Alene Rice of the Northern and Southern California-based Cross 46 tri **Migration**. "We then went into an internet cafe and read owner Tom Perkin's posting about Costa Rica's Cocos Island. He's right about the diving, as it was the best Alene and I have ever experienced. However, he was wrong



**Kim and David Wegesend of 'Maluhia'. Dave's a nice guy and all, but what everyone at Paradise will really miss is Kim's lovely smile.**

when he wrote that "Cocos is the world's largest uninhabited island." Anyone who has cruised the Sea of Cortez knows that there are of number of larger ones there alone. As for the Galapagos, checking in and getting *zarpes* is a bit of a mess, but the islands themselves are awesome. We plan to spend about a month here before

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# CHANGES

heading on to Easter Island."

If *Migration* is being allowed to spend a month in the Galapagos, the good news must be that Ecuadorian officials haven't cracked down too hard on cruisers. There had been talk about restricting visitor access to the fabled islands. As for the claim that Costa Rica's Cocos Island is the world's largest uninhabited island, it's somehow attained the status of the nautical version of an urban legend. We don't know who is trying to push it, but the World Island Information website says it's nonsense, that there are at least 50 uninhabited islands that are larger.

Can you hear me now . . . out here in the middle of the Pacific? Anyone care to guess how many **Iridium satphones** are in use in the world? As of the end of '07, the company says the number was 234,000, up 34% from the year before. One of them was parsimonious Francis Joyon, who used an Iridium phone to get his weather routing info while sailing around the world in just 57.5 days aboard his 97-ft trimaran **IDEC**. Joyon didn't want more complicated communications stuff because he's a 'green' sailor and didn't want to have to carry



LATTUDE/RICHARD

**When making calls from Mexico to the States, Iridium phone charges are but a fraction of those bandito-like ones passed out by AT&T.**

fossil fuel and a gen set to power the more complicated equipment. We don't know how many Iridiums are owned by mariners, but they've become more popular because they provide relatively

low-cost voice communication to and from anywhere in the world. The sound quality isn't always the best, but, unlike Globalstar phones, Iridiums almost always work. And compared to **AT&T**, which seems to think nothing of charging unsuspecting cell phone users hundreds of dollars for relatively short phone calls home from Mexico, Iridium is at least straightforward about their charges. Hint of the year — if you're going to Mexico, don't even dream of using an AT&T cell-phone without first checking to make sure you won't get completely worked over.

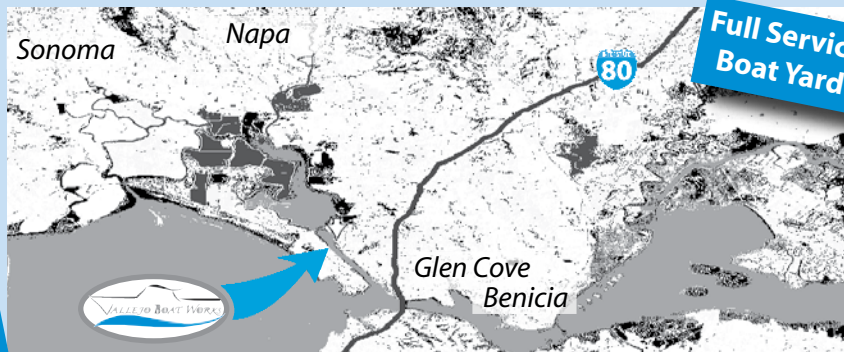
We want to acknowledge that we've gotten a number of letters from cruisers, both in the Pacific and the Caribbean, lamenting the death of Jim Forquer of the Newport Beach-based *Catana 52* cat **Legato**. Forquer, who we ourselves had only really gotten to know during December's Banderas Bay Blast, was our kind of guy. He was smart, but knew how to have a hell of a lot of fun while still being completely responsible. For more details on his tragic death, see this month's *Sightings*.

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How would you like to get into the marina business in Mexico? "A Spanish language newspaper in Puerto Vallarta recently ran a story that says the **Singlar Escalera Nautica** facilities owned by Fonatur have been put up for sale," write Dave and Merry Wallace of the Redwood City-based Amel Maramu **Air Ops**. "As for us, we're having a great time. We made Z-Fest, but not the Banderas Bay Regatta. We'll soon be headed off to the Sea of Cortez, as we want to get an early start on spring over there."

Connie **Sunlover** at Puerto Escondido, Baja, home to one of the most underutilized of Singlar's 11 facilities, reports that Singlar was originally asking \$18 million U.S. for the Puerto Escondido facility alone. "Now Singlar says they want to sell all 11 marinas as a package," she reports, "but we don't know the price." Trust us, if you have to ask the price, you won't be able to afford them.

Speaking of **Puerto Escondido**, Connie reports that all the repair work has been done on the moorings. What's that mean? "For the moorings for boats 40

feet and under, it's 1/2-inch chain from the block to the water's surface, then a 3/4-inch rope from the swivel to the boat. For the moorings for 41 to 90-ft boats, it's 3/4-inch chain and a one-inch line from the swivel to the boat. Seven moorings, for unusually large and heavy boats, will have 7/8-inch chain from the block to the surface, then one-inch from the swivel to the boat. For a typical cruising boats, which these days is 45 feet, a mooring would be \$82/week."

This price still seems ridiculously high to us for Puerto Escondido, which would explain the lack of takers. But it's their business. And who knows, maybe Singlar will offer specials for the **12th Annual Loreto Fest** which will be held May 1-4. As always, there will be music,



*With so many beautiful free anchorages in the area, it's hard to understand how Singlar can justify the high prices for their moorings.*

music, and more music, as well as a silent auction, seminars, games, workshops, and other stuff. The money generated by Loreto Fest goes for education projects for the children in the area.

How is life in the Puerto Escondido area? "There's a feeling in the air among the people who have been here for the

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# CHANGES

past 10 years," says Connie, "that the community is starting to come back together, particularly after the big slump of the last two years. The hotel and restaurant at Tripui are under new management, which is trying to rebuild their reputation with the community. They have wi-fi at a good price, and are adding more services. And there's much more going on."

"I'm anchored in La Cruz, and am no longer a virgin, having just done my first singlehanded overnight passage," reports Glenn Twitchell of the Newport Beach-based Lagoon 38 **Beach Access**. "It was a 100-mile trip from Chamela to La Cruz that I completed in 18 hours. It was nice to have some buddyboats around since the weather window we expected didn't open, and we had as much as 25 knots on the nose. Since it was a first for me, I was diligent in preparing the boat for sea. Still, I had one of the lines that keeps the dinghy from swinging chafe through, and found a hatch that I never open undogged, which got water in and on my technical library. I'm hanging around here for a couple of days,



LATTITUDE/ANDY

**One way to moor cheaply at Puerto Escondido would be to buy the entire Singlar concession of 11 marinas and all their facilities.**

then heading up to Mazatlan to pick up Brad, my first visitor from home. We'll cross over to the Baja side, then stick around for Sea of Cortez Sailing Week. I've never raced *Beach Access* because

she's my home, she's heavy, and I can't imagine that she would be competitive. Yet it could be fun, and I do have a genaker that I've only flown twice. In any event, it will be nice to see everyone again. I was hit very hard by the death of Jim Forquer of the Catana 52 **Legato** as a result of his fall at Barra de Navidad. We'd had lunch poolside at the Grand Hotel the day before his death, and had discussed how we were going through similar changes in our lives. I was leaving Barra the next morning when the news came."

"After keeping our Pearson 365 ketch **Third Day** at Marina Palmira in La Paz since the '07 Ha-Ha, it's now time to make the nearly 1,179-mile trip back to her mooring in Port San Luis," reports Rich Boren. "With the trip about to begin, I've been sleeping with Capt. Jim Elfers' *The Baja Bash II* under my pillow, trying to get ready. Unlike the Ha-Ha, the return trip promises to hold more 'excitement', since we'll be heading into the prevailing wind and swell. Once we leave Cabo, it will be 750 miles of close-

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hailed sailing or motorsailing, as we make our way to San Diego. In addition to the boat's 50-gallon fuel tank, we're planning on carrying another 50 gallons of fuel on deck. That should allow us to make Turtle Bay for a refill before the tanks run dry. At typical cruising speeds in normal conditions, our Westerbeke 40 hp burns 0.5-0.6 gals/hr of fuel while making 5.5-6.5 knots. But since we'll be going into the wind and sea, I'm calculating burning 0.75 gals/hr at four knots, giving us a motorsailing range of diesel for 133 hours, or 5.5 days, or 532 miles. I'll be having a crew of five and *Third Day* has an autopilot, so we shouldn't have to steer the entire way as we did coming south."

So what does Boren plan to do when he gets back to Port San Luis? "We will begin the final phase of preparation for our big cruise. We plan to move aboard **Third Day** for good on Independence Day, then sail south on October 27 as part of the '08 Ha-Ha fleet. But this time we'll keep sailing south with our two kids."

The folks in **Monterey** report they may have a limited number of monthly or seasonal moorings available for boats in the 25 to 50-ft range this season. "This is a good alternative for those with lighter budgets who might want to sail out of here for the summer," they suggested. For details, contact Scott at (831) 646-3950.

"I held the record for the biggest dorado caught aboard our boat," reports Heather Corsaro of the Monterey-based Cal 36 **Eupychia**, "until David managed to catch the big one in the accompanying photo. That baby was 52 inches long



*Given the size of the fish that are caught in Mexico, you think at least one company would offer extra large-size tortillas.*

and weighed 22 pounds. The dorado we usually catch feed the two of us and the cat, but with this one could have fed an entire family."

"The report in *Lectronic* about Mike and Kay Heath doing two 360s inside a lock of the Panama Canal with their

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# CHANGES

Saintonge 44 *Finisterre* brought back fond memories from '94 of our own 360 with **Monakewago**, our British Columbia-based Coast 34, in the last lock leading down to Colón," writes John Bavin. "We were rafted to a tug along with William Walden's Monterey-based Baba 40 **Ventana**, for going through the locks. I didn't realize that there was a current because of the fresh water mixing with the salt water at the end of the last lock. But after we cast off and the tug pulled ahead in the lock, *Ventana* pulled ahead to raft up with them again. Unfortunately, the tug crew was only able to secure their bowline, with the result that *Ventana* swung sideways in the lock up against the gates — and almost T-boned the lock wall with their bowsprit! My advisor stopped the advance of the ship behind us, and I did a 180 so as to motor into the current. When all was well with the tug, I did another 180, and this time made damn sure that the tug crew picked up my stern line! All the cruising we'd done in the crazy currents of British Columbia prepped us for this one, because my wife Brenda didn't make a peep. This all



LATITUDE/RICHARD


***Of all places to have to maneuver your boat in reverse, a Canal lock is among the least desirable. Line-handlers are your boat's lifeline.***

happened just after we'd spent a great month at the Pedro Miguel Boat Club."

"I had a similar incident in the Panama Canal in the mid-'90s aboard the Jongert 80 **Scarena**," writes Paul Dines of San

Francisco. "I was the navigator when we were locking up on the Balboa side. We had risen to the top of the first lock when our pilot blew his whistle, indicating the line-handlers ashore could move their ends forward to the next set of bollards. When those lines were loose, the captain put the boat in ahead slow. But in a distance equal to the length of the boat, she veered sharply to starboard, leaving us 90 degrees to the walls. It was pretty scary! We were able to stop our forward way with the motor, but we needed our shore lines re-secured in order to re-cue and proceed. We always assumed it was the result of residual turbulence combined with a salinity/density issue."

The Heath's report about their incident is, of course, one of this month's *Changes*. There are two things we'd like to add to it and the two other reports above. First, based on our experience and that of others, we don't have supreme confidence in the attentiveness of the crews on other boats — or the guys on the Canal tugs or the Canal line-handlers on shore. As far as we're concerned,

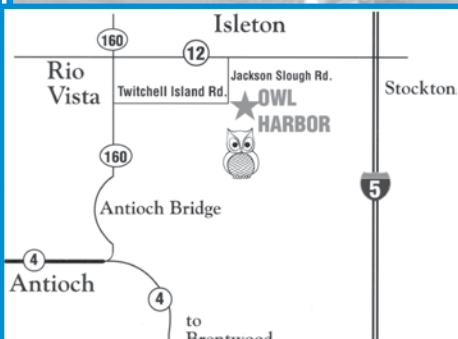


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all their actions need to be monitored closely. Secondly, it's our understanding that the worst current of any lock is in the last one before being let out into the Pacific. If you're not careful to limit the speed of your boat, she'll be pushed toward the forward gates. And if you give your boat some reverse, you have to make sure the sometimes lackadaisical Canal line-handlers on shore are paying attention so your boat doesn't slide up against the lock's vertical cement walls. We don't think Canal transits are inherently dangerous — as long as everyone is as alert as they should be. Unfortunately, that's not a given.

Thomas Todd of San Diego-based Hunter 54 **Topaz** seemed to have a thing for danger. For example, he once jumped from the deck of **Profligate** — which has nearly seven feet of freeboard — to a cement dock. Broke his heel, too. As you can see in the accompanying photo, he's been up to danger at other times, too.

"The photo was taken on Gary and Leslie Brant's Glendale-based C&C 36 **Lysistrada** during a trip from the Chesapeake

Bay up to and around Newfoundland," writes Todd. "Gary left Ventura in the mid-'80s on a cruise, and after the first time around, just kept going! He also works as the chief engineer on the 130-ft yacht **Dione Star** that's cruising the world, but when he's off, he and Leslie take off for the Caribbean, the Arctic Circle, or who knows where? Anyway, I joined them for a trip from the Chesapeake to the small island of St. Pierre, which took about 10 days. We spent a couple of days fog bound, during which time we sampled the French breads and wines, and explored St. Pierre. We later headed up a long inlet that had a large waterfall



**Thomas Todd, hanging out on the end of the boom, heeling the C&C 36 over so they could make it over the bar to open water.**

at the end of a fork. We anchored at the base of the waterfall and explored some more. The tides are pretty big up there, so when we tried to leave, the bar between the waterfall pool and open water had become too shallow to cross. We were trapped. As the largest of the three aboard, I was 'elected' to go out to the end

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# CHANGES

of the boom. During my first attempt, I fell off the sail-covered boom — but managed to keep from falling into the water. That was a good thing, because the water is so cold there can be ice. We then rigged the chair off the end of the boom, which heeled the boat far enough over so we could power over the bar."

We're not sure why Tom waited four years to send us the photo, but if you've got a similarly good sailing shot, there's no need to let it age so long before sending it to us at richard@latitude38.com.

The folks at the **Puerto Lucia YC in Ecuador** have good news for cruisers. To paraphrase their news release, after some temporary setbacks with officials over the last six months, they are pleased to announce that: 1) Cruisers can now arrive in Ecuador without having to use an expensive ship's agent, 2) They can stay a maximum of eight months, and 3) Fuel is available at no higher than international prices. However, 48 hours prior to arrival, all yachts must send an email to guayaquil\_radio@digmer.org, with a copy to marina@puertolucia.com.ec. The email needs to include the




LATITUDE/RICHARD

**With the clearing issues having been resolved in Ecuador, cruisers can devote their attention to the delicious and inexpensive food.**



following information: 1) Vessel's name, call sign, and flag. 2) Port, date, and time of departure from the last port. 3) The vessel's ETA for their port of destination or yacht club. 4) The lat/long and time

and date when the message was sent. 5) A waypoint with the lat/long and time and date. It's also important to include the vessel's name, length, beam, draft, gross tonnage, net tonnage, date of construction, nationality, port of registry, and documentation or registration number. As soon as a yacht coming to Puerto Lucia YC gets within radio range, the captain must report directly to Puerto Lucia YC on VHF 19 between 0800 and 1800. Normally, the yacht will be told to proceed to the marina and either dock at the reception pontoon or anchor a short distance from the marina lighthouse on the starboard side past the entrance. If the arrival is after working hours, the captain must anchor outside the entrance buoy for early clearance the following morning.

The other good news is agents are no longer required for clearing out, either. The yacht club, with assistance from the captain, will prepare all arrival and departure documents, and arrange for authorities to come aboard for clearance and free *pratique*, as well as all



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the documentation for clearance. Except in special cases, crew will no longer be required to go to the Immigration office to get their passports stamped. Free 90-day visas are granted on the spot, and may be extended. While yachts are currently allowed to only stay for eight months and nine days, the yacht club is working with Customs to extend the legal period to 10 years! They expect to get it, too.

The Puerto Lucia YC is a private club located at La Libertad. The marina is part of the private club, so cruisers only have access to a bar and the La Gaviota restaurant. The rest of the facilities, including the swimming pool, are off-limits unless other arrangements are made. For example, for \$150 U.S. a month or \$5/day — except for weekends and holidays — cruisers will be able to use of the laundry, a complete gym, the main bar and restaurant, showers, and get free wifi, ice and so forth. However, weekend and holiday use will be excluded. For more information, visit [www.puertolucia.com](http://www.puertolucia.com). All in all, it sounds as though both the country of Ecuador and

the Puerto Lucia YC are really rolling out the red carpets for cruisers — and just at the time of year that cruisers will be arriving. Well done!

"At least one boat has broached in the breakers on approach to the estuary entrance to beautiful and popular **Marina Puesta del Sol** in Nicaragua," reports Patricia Miller, author of the *Boating Guide to Mexico* and other guides. "Apparently the marina's sea buoy has either moved or a new shoal has developed, obstructing the formerly safe path in that the marina had been recommending. The good news is that the marina is happy to provide free pilot



*As long as you use one of the guides provided by the marina, you won't have any trouble getting into Puesta del Sol.*

service to guide boats in to their facilities. They can be reached on VHF 16 when within range, at which point boats need to wait outside. It's exactly the same drill as for Barillas Marina and Bahia del Sol in El Salvador, where they send out a very reliable *panga* pilot to guide boats across the bar.



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**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. Located Yacht Basin Marina, Canyon Ferry, Montana. Will deliver to the West Coast. More pictures available. (406) 579-2190 or email: [gmcrae55@aol.com](mailto:gmcrae55@aol.com).

**CLASSIC 1964 PEARSON ARIEL.** 25.7 feet, full keel. Restored hull with 5-hp outboard and new rigging. Asking \$4,995. Call Scott (415) 865-0323 or [scottwall@earthlink.net](mailto:scottwall@earthlink.net).

**RANGER 26.** Great Gary Mull-designed Bay boat. 2000 new sails, Harken furler, standing rigging. 2007 new bottom, keel bolts, battery. 9.9 ES Yamaha. Needs a little TLC. Brisbane Marina, 3-04. \$3,995/obo. (530) 570-9221 or [dubug7@gmail.com](mailto:dubug7@gmail.com).



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**SANTANA 525, 1979.** Recent paint, bottom paint, Halsev main sail, 85 jib, mainsheet ratchet, 4-stroke Nissr w wheels, tires. Alameda. Single boat. May trade for another. Call (928) 208-388-49@frontiernet.net.

**MacGREGOR 26X, 2000** power sailer. Suzuki 50-hp 4-cycle, fuel injection. Trailer, custom sails, sunshade, dual gas tanks and batteries, roller furling, new bottom paint, depth, VHF, custom sail cover, loaded. Many extras. Easy show. \$19,900/obo. Norm (415) 883-7198.

**ROCKET RIDE, SIEDELMAN 25 RACER, 1979.** Top condition. New North racing sails, new Yanmar diesel, very clean and pretty. Weighs in at 4,600 lbs. Easily trailerable, no trailer. \$14,500 or reasonable offer. (510) 830-7982.



**HUNTER 260, 2004.** Loaded boatshow Queen. Commissioned May 2005. Tack-tick depth/speed, Wheel helm, 9.9-hp electric start 4-stroke Mercury, power tilt, alternator, dual-axle/brakes trailer, roller furling jib, bimini, cockpit cushions, companionway canvas, stereo/ipod interface, stern rail seats, anchor rode/roller, interior upgrade, butane single-burner stove, ice chest, Porta-Potti/sink, enclosed head, 3-coat antifouling paint. Warranty transfer: 2 years hull/motor. \$36,950. Call Jim (510) 659-1153 or email: jllis2@comcast.net.

**ISLANDER 27, 1970** with 3 jibs, 9.9-hp 4-stroke Johnson electric start. Controls in cockpit, needs TLC, \$2,500/obo. Also American 26, 1980 with trailer, 7.5-hp Honda, \$3,000/obo. (530) 589-1973.

**PEARSON COMMANDER, 1965.** LOA 25.8', draft 3.8', displacement 5,000#, ballast 3,000#. Full-keel classic, well maintained, super clean. 6-hp Johnson, propane stove, cold water, Porta-Potti, depth, compass, VHF, new sails 2003. \$4,200/obo. Call for pics, maintenance/upgrade list. (510) 232-5869.

**SAN JUAN 28, 1978. \$9,800.** 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. Photos at: <http://www.flickr.com/photos/22980245@N04/show/> Steve (916) 801-1397 or stein.steve@yahoo.com.

**CONTESSA 26.** Famous fiberglass world cruiser. Please do your research. New: cruising main, all rigging, bottom. Tiller/pilot, Origo stove, VHF. Functionally excellent. Cosmetically pretty good. 4-stroke Honda inboard saildrive with 30 hours, alternator. 14k invested. Price Reduced: \$5,200. Call (510) 837-4258.



**BEAUTIFUL 1961 CHEOY LEE 25** Fricso Flyer. Varnished teak hull, Kubota diesel engine, sloop rig. Well cared for by second owner for 30 years. \$10,000/obo. Call Don Boatman (805) 772-9147. Morro Bay.

**CATALINA 27 FRESHWATER BOAT.** Mexico vet, radar, GPS, new depth/speed, solar, VHF's, furler, traditional interior. 1990 9.9-hp Evinrude, electric start and cockpit controls. Bottom done 2/07, very clean, too much to list. Can email pics. \$6,500. (707) 386-2490.

**DUF0UR 27, 1974.** This solid coastal/Bay cruiser is roomy, comfortable, very clean and well appointed: Standing headroom, galley with 2-burner alcohol stove, enclosed head, freshwater-cooled Volvo diesel, VHF, full sail inventory. \$8,000. Call Dick (408) 358-0384.

**PEARSON TRITON 28.5, 1962.** A gem. 1st place Classic winner So-Bay OP-Day, 2006. 18-hp Yanmar, freshwater cooled. 7 sails including spinnaker. Barients, autopilot, standing headroom. Haulout 4/05. Located Redwood City, CA. (650) 327-0190. Will email photos: cdroth2@sbcglobal.net. Asking \$11,500. Certified check only.



**MacGREGOR 26M, 2004** power sailer. Excellent condition, fully loaded, stored in drydock for two years, approved 70-hp 4-stroke outboard, sleeps 6. \$23,990. Loch Lomond. Call Dan or Jeff (415) 456-2644.

**CATALINA 27, 1978.** Atomic 4 engine runs great. Custom teak interior, dinette model. 2-burner alcohol stove, 2 anchors, rain roof, sail cover and much more. Ready to sail. Price reduced for quick sale, we've bought a bigger boat. \$7,500. Pix available. Email: buysailboat@aol.com.

**RANGER 26, 1973.** 9.9-hp Johnson Yachtwin. New: mainsail, mainsail cover, jib, standing rigging with freshly painted spreaders, main sheet, halyards, cabin cushions, deep-cycle battery, VHF radio. Boat includes: spinnaker with accessories to fly it, three jibs, two mainsails. Hauled and painted with Trinidad bottom paint in late January, 2008; have pictures of haulout. Great Gary Mull SF Bay sailboat. Boat in very good condition; ready for 2008 summer sailing. \$6,500. Call (209) 915-7057 or (209) 406-8316.

## 29 TO 31 FEET

**BREWIDJ 31, 1985.** Dutch-built steel sloop. True round hull, no chines. No interior. Boat is stripped of all gear except mast and boom. This is a project. All reasonable offers considered. Leo (415) 672-9286.



**BEAUTIFUL J/30, 1984** with trailer. \$29,900. Tow vehicle negotiable. Located in Portland, OR. (503) 227-5232.

**1979 PACIFIC SEACRAFT MARIAH.** Factory-finished liveaboard model with full-size Pullman berth, major refit in 2000, extremely well found, lovingly maintained. Lying Mazatlan. \$59,900/obo. For specs and photos email: jhallorion@netzero.net.



**OLSON 30, 1981, HULL #133.** Great condition, 4 spinnakers, Triad dual-axle trailer, Honda 9.9-hp engine, sailboat prop, controls in cockpit, Harken roller furler, Hydraulic vang, Powertow mule for moving trailer. Many extras. Dry storage, Alameda Marina. \$14,500. Call William German (443) 822-7964 or email: wbg737@gmail.com.

**ISLANDER 30.** Interior like new. New standing rigging, halyards, sheet stoppers, Harken r/f 130 genoa, fuel tank, depth, canvas covers. Bottom 9/07, no blisters, VHF, stove, 7 winches, spinnaker, wheel, Palmer engine, 3-bladed prop, cockpit cushions. New paint, varnish. \$16,950. (415) 924-2463.



**HUNTER 310, 1999.** Excellent condition. LOA: 31'. Draft: 5'6". Displacement: 8,500#. Yanmar engine, 18 hp. 2GM. Tankage: fuel: 28, water: 50, holding: 20. Spacious salon, teak/holly sole, durable upholstery, curtains, lights, large V-berth with hanging locker plus aft cabin sleeps 2. Head shower. Galley: microwave, LPS gas stove/oven. Deck: helm seats, Furlex roller furling, deep lockers, all lines led aft. Bottom paint 2007. Located in Bayview, Idaho. Price to sell: \$45,000. Call (509) 999-8363.

**OLSON 30.** Texas-sailed until 2005. Single spreader, dry-stored in Alameda Marina. Many 2006 upgrades: New Balleger Spar steel running rig, chainplates, halyards and lifting eye. Rebuilt spreaders, keel joint and mast, modified cockpit extended to transom. Call Frank (321) 662-4340.



**RAWSON 30.** Set up and used for single-hand Bay sailing, or an easy double-hander. Roller furling jib, self-tailing winches, autopilot. Tiller, dodger, good ground tackle, recently rebuilt Volvo MD2B diesel. In good condition. \$14,000/obo. (510) 414-0056.

**ISLANDER 30 Mk II, 1971.** 4-cyl gas inboard, Palmer P60. Fiberglass with teak trim. 3-burner alcohol stove/oven, BBQ. Depth/fish finder, CB and radio. Recent haulout. New bottom paint, zincs, standing and running rigging, carb, batteries, blower, engine tune-up, tiller cover, refurbished mainsail. Sails include spinnaker, 2 storm jibs, 100% and 130% genoa. Mahogany interior. 5 lifejackets, lots of extras. Sleeps 4 comfortably. Good solid boat. Ready to sail. Asking \$9,900. Call (831) 915-6783 or email: drbradcase@sbcglobal.net.



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**OLSON 30.** Newer mast, double spreader rig, boom, Lewmar hatch, Lewmar traveler and main sheet, Lewmar vang. Sail inventory: 2 mains, #1, #2, two #3's, #4 and 2 spinnakers. Includes trailer and 6-hp ob. Possible Santa Cruz sublet. \$12,750. (831) 426-4755.



**HUNTER 31, 1984.** Excellent condition, professionally maintained. Full dodger, roller furler, custom designed Quest 150 genoa, new mainsail cover, double spreader mast, spinnaker pole, Raymarine radar/chartplotter, Raymarine autopilot, teak cockpit table. Yanmar diesel, well maintained, low hours. VHF radio, recently upholstered interior, CD with 6 speakers, 120-volt wired with internal charger, low-wattage inverters, 2 deep-cycle 12v batteries, 2006 bottom paint no blisters, new head, H/C pressure water system, 2-burner alcohol stove and oven, microwave, BBQ, all safety required equipment, 5 inflatable lifevests, new inflatable mini-dinghy with electric motor, radar detector, extra mainsail and genoa, two 30-amp dock electric cords, two Danforth anchors. \$26,000. Call Carlis (775) 626-2679.

**CATALINA 30, 1982.** Newer sails, canvas, GPS/chartplotter. Dinette layout, Atomic 4, h/c water, refrigerator. Second owner. \$20,000/obo. (650) 714-7482.



**CHEOY LEE 30 KETCH, 1966.** Classic pocket cruiser with elegant lines. Masts and spars are spruce-fir, hull is heavy-gauge fiberglass, engine is two-cylinder diesel. 3/4 keel and ketch rig provide good stability and reliable maneuverability in rough conditions. Full set of sails, autopilot, depthsounder, two anchor rode, Sunbrella tarps. Boat is located in San Francisco and is ready to sail. Asking \$18,000. Call (415) 601-5666 or email: [sfsusan@gmail.com](mailto:sfsusan@gmail.com).

**ERICSON 29, 1973.** Ready to sail, well-running Atomic 4, mainsail and hank-on jib new in 2004 plus several more jibs. Very clean interior, low-tech boat. Berkeley slip available. \$7,500. Call (510) 289-0355 or email: [jdeboersf@yahoo.com](mailto:jdeboersf@yahoo.com).

**CAL 30, 1983. CRUISE READY.** Fully loaded for cruising or liveaboard. Comes with one-year slip Santa Cruz Harbor. \$22,000/obo. Brand new: 185w solar panels, refrigeration, Lewmar windlass, Furuno radar, GPS chartplotter, horizon depth/knot electronics. Custom hard dodger. Raymarine autopilot, Schaffer roller furling/130 headsail, new mainsail, spinnaker and sock, Volvo Penta MD2B diesel, electric tabernacle, new standing and running rigging, 3x to Mexico vet. LectraSan head, 2-burner stove, gas and BBQ, 1,000w inverter/charger, EPIRB, safety gear, tons of extra gear. Solid fiberglass boat. Call John (831) 818-4161 or (831) 479-7678 or email for pics: [jdeworke@hotmail.com](mailto:jdeworke@hotmail.com).



**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](http://www.yachtworld.com)> Call Rich (360) 658-8401.



**CAPE DORY 30 CUTTER, 1978.** Volvo diesel, roller furling, sleeps 4, shore power, charger. Two boat owner wants her sold. Clean. \$34,975. Call (510) 917-7749 or [yachtcowboy@yahoo.com](mailto:yachtcowboy@yahoo.com).

**CATALINA 30 SLOOP, 1981.** Original owner, clean interior, new main and 90% jib. 24-hp Yanmar 3GM30F. Wheel steering, standing rig replaced 2001, dark brown trim. Located South Beach Harbor, SF. \$20,000. (415) 731-4956.



**30-FT PEARSON 303, 1983.** Roller furling, Yanmar diesel, sleeps 6, shore power. Served her present owner well and ready to continue to serve. \$27,975. Call (510) 909-8819 or [yachtcowgirl@yahoo.com](mailto:yachtcowgirl@yahoo.com).



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**PACIFIC SEACRAFT MARIAH, 1979.** LOD 31', LOA 36', LWL 25', beam 10'9", draft 4'5", displacement 16,000 lbs, ballast 6,000 lbs. SA 596 sq ft, headroom 6'5". Fiberglass hull double-ender, full keel, cutaway forefoot. Wheel steering or emergency tiller. Staysail, roller furling foresail, fully battened mainsail. 30-hp Yanmar diesel, full service 12/07. Survey 12/07. New standing rigging 9/03. Bottom paint 4/07. Radar, GPS, VHF, SSB/Ham, Muir windlass, more. Loch Lomond Marina. \$69,000/obo. Richard (415) 927-2765.

**OLSON 30, 1983. FAMILY HOUR.** Turnkey boat. Stiff hull and all class-approved stiffeners. Clean. Double spreader rig. 22 bags of sails. Keel and rudder faired. Numerous upgrades. Trailer. One of the best Olsons on Bay. \$19,500/obo. (925) 934-6926.

## 32 TO 35 FEET

**MARINER 32 KETCH, 1979.** Unicorn. LOA 32-ft (9.8 m), beam 10-ft (3 m), draft max 4-ft (1.2 m). Fuel 35-gal (132.5 ltr), water 35-gal (132.5 ltr). Full keel, fiberglass hull, aft cockpit. Anchor windlass, Harken roller furling Mk III. All sails good condition, new sails and hatch covers. 3 Barlow #20 winches. Rack and pinion steering, wheel and emergency tiller. Signet knotmeter and depthsounder, compass, new VHF. 2-burner alcohol stove, ice box, pressure hot/cold water. Perkins 4-108M diesel, 37 hp. \$28,000/obo. Can be seen on Dock 5, Brisbane Marina. Call Bob (650) 355-5166 or (650) 996-4631 (cell). No brokers please.



**34' x 10' x 5' CUSTOM CRUISING** sloop. All new construction on sound reclaimed, recoated glass hull. 25-hp Universal/Kubota with Hurth v-drive. Tanbark Dacron 100% and 150%. #40 2-speed self-tailing Andersen winches. Hydraulic steering, autopilot. 280' chain, 2 rode, 4 anchors. Beautiful varnished blond wood interior. Sleeps 4, lots of storage space. A jewel. Pt. Richmond. \$42,000. (415) 706-6962.

**BENETEAU 325 FIRST 1988.** This is a beautiful racing cruiser lying in Puerto Vallarta. Sails: Spinnaker, 2 mainsails, 2 genoas. Fortress anchor with 100' rode. Sony CD player with 2 speakers. VHF Ray with DSC, brand new. Autotiller, lifejackets, 12v battery, navigation lights, anchor lights, Porta-Potti, 2-axle trailer. \$17,000. Email: cristazo@hotmail.com or call 011-52 (322) 779-9191.

**J/105, BANDWIDTH, LATE 2001.** Hull #405. Turnkey boat for class racing (J/105 NAs in August) and/or cruising season. Lightly used, well maintained, excellent condition. Sausalito berth. Asking \$108,000. Lots more info at: <http://www.rockskipper.com/gallery/3826252> Please call (415) 380-9075.



**DOWNEAST 32 CUTTER, 1979.** Good condition. 24-hp Universal diesel, furling jib, bimini, davits, radar, refrigeration, autopilot, solar. New running and standing rigging, hardshell dinghy, older Achilles inflatable, 3-hp Evinrude. Lying LaPaz. \$33,500. (949) 500-0652 or dgroverman@aol.com.

**CATALINA 320, 2006.** Almost new. 53 hours on Yanmar engine, ultra-leather interior, dodger, cockpit cushions/table. 8" LCD RAY C80 chartplotter, RAY 60 wind/knot/depth/repeater. 2-kw radar, ICOM VHF, autopilot ST4000. 6' fin keel, Martec prop, many extras. \$129,000. (408) 353-3393.

**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. (415) 519-7007 or see: <http://homepage.mac.com/wjblackburn/boat/>



**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.

**J/105, 2001.** Join strongest one-design fleet in SF. Well equipped, full sail inventory, well maintained. Lying San Francisco. \$125,000/obo. (415) 812-3277.

**HOBIE 33.** New Ballenger boom, carbon pole, ST-4000 autopilot, full set of B&G instruments. Rigged for SH/DH racing. Full suit of race sails plus bags of sails. \$21,900. Email: seanmcbu@yahoo.com.

**PEARSON 32 RACER/CRUISER, 1979.** \$22,000. Fast, easily singlehanded cruising boat for couple, not a motel. See August 2007 *Practical Sailor*. 1,260 hours on original M-15 Universal diesel. Gear (about 1995): Autopilot, digital depth-finder and gauge, gennaker, Harken furler, Navtek backstay adjuster, Quick Vang, radar, WM Loran-C, 25-watt marine radio. New: Electric fuel pump, 19-gal aluminum fuel tank 2002, batteries 2006. Documentation: all original manuals, 1995 surveys, maintenance, add-ons, diving, haul records since my 1995 purchase. Location: Alameda. (510) 525-2754.



**TARTAN 10R, FIRE DRILL.** Professional racing bottom. Hull polish. New UK Kevlar/carbon racing main 2007. New UK Kevlar/carbon racing jib 2007. New UK Air X 700 spinnaker 2007. All from UK sails at Rooster Sails. Also Dacron class main and jib in good condition, little used. Light-air downwind spinnaker, good. Older #1 genoa, 150%, poor. Yanmar 2GM 13-hp, low hours. Full running backstay rigging, off for winter. Much hardware and spare parts. Good racing condition. Berkeley Marina, dock O-317. Asking \$14,900/obo. Serge (925) 377-8284 (hm) or Dave (510) 749-1479 or cyntel2@yahoo.ca.

**CATALINA 34, 2005.** Like new. Wing keel, hard dodger. Engine 115 hours. Raymarine autopilot ST4000, GPS, ST 60 wind/speed/depth, stereo, VHF. 3-bladed prop and much more. In Alameda. Webpage: <www.Catalina34.com/whybuyours.html> Only \$119,000. (530) 514-1547 or email: SailingForever@Catalina34.com.

**11:METRE ONE DESIGN.** 34-ft racing boat and great recreational daysailer. Fast and fun. North 3DL Kevlar main/jib. Multiple spinnakers. 5-hp Nissan 2-cycle outboard, recently overhauled. Full survey, June 2006. \$9,450. Call Jim (707) 545-4505.

**CATALINA 34, 1986.** Great condition. Radar, GPS, VHS, depth/knot/wind, autopilot, inverter. Diesel, new propane stove, new bottom paint, new ss rigging last season. Sails good shape, including spinnaker, roller furling. San Carlos, Mex. \$45,900. (520) 232-2391 or email: chuck.kaufman@gmail.com.

**ISLAND PACKET 32 CUTTER RIG, 1991.** Very clean, wood just refinished. Asking \$110,000. Located Alameda. Call (925) 451-7229.

**CATALINA 320, 1994.** Re-fit in 2006. Fabulous condition. New main, tabernacled mast, shows like new, upgraded electronics, Sunbrella, dodger. \$79,000. Will not disappoint. (858) 713-9303. Can email photos.



**DOWNEAST 32 CUTTER, 1977** in fair condition. Needs bowsprit repair, paint, varnish. Good mechanical condition. Have Stalocs and wire for standing rigging. Mast is lowered on deck, ready to truck. Located in Santa Cruz, slip not included. \$18,000/offer. (425) 495-5809.

**ERICSON 32, 5.5 METER, 1967.** Restored 1998. Interior maple and mahogany. 4 jibs, 3 spinnakers, battery charger, head and holding tank. Berkeley slip. \$5,000/obo. (775) 746-2750.

**35-FT CATALINA 350, 2004.** SF Bay. Mint condition, well kept and serviced. Sails in excellent condition. 135% roller furling jib. Full-batten large roach main. Approximately 350 engine hours. Upgrades include: Dodger, CD player with MP3 input, cockpit table, custom cafe doors, Wallas diesel furnace for year-round cruising, and more. This is a great boat for the Bay and beyond, interior space rivals many 40 footers, perfect for family cruising. For pictures and details, visit: <svcat350.googlepages.com> Asking \$149,000. (650) 201-2300 or svcat350@gmail.com.

## 36 TO 39 FEET

**HUNTER LEGEND 37.5, 1988.** New dodger, refrigeration, 6 new batteries, autopilot, radar, handheld GPS, 2 pfd's/harness. New dinghy davits, lots more. \$58,250 obo. In Vallejo Marina. Contact me at (530) 329-4894 or f111epilot@yahoo.com.

**CAL 39 Mk III, 1983.** Only the second owner is parting with this excellent sailing vessel. The three-cabin design includes many extras including new roller furling, new bimini, new fuel tank and hot water heater, and rebuilt Perkins 4-108 with 80 hours. Owner moving out of state and must sell. Located in Alameda. \$69,500. Call (408) 202-1151 or email: Doug.swanson@earthlink.net.

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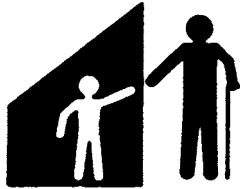
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**PETERSON 44 CENTER COCKPIT** cutter, 1977. Two staterooms, two heads. New Yanmar, LP, fuel tanks. Robertson autopilot, radar, dinghy, ob. \$119,000. San Carlos, Mexico. Call or email for complete list and photos. (520) 742-2727 or svubetcha@aol.com.



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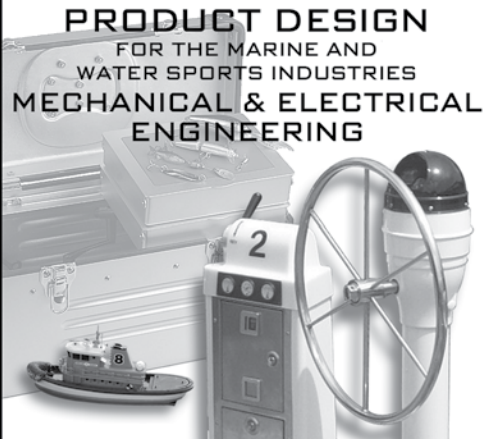
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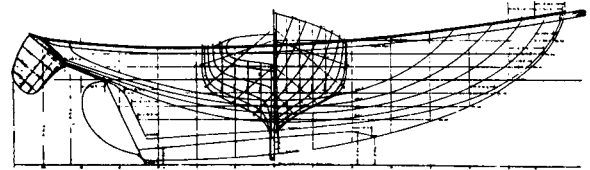


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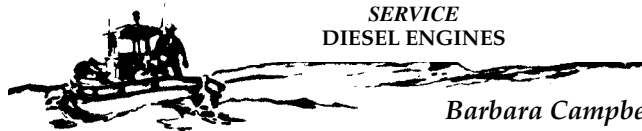
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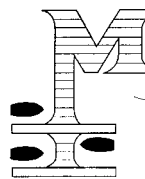
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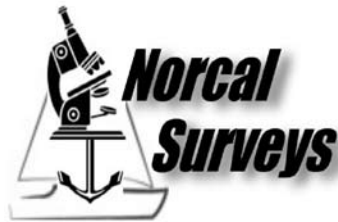
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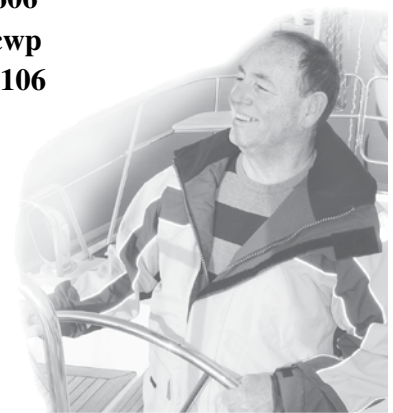
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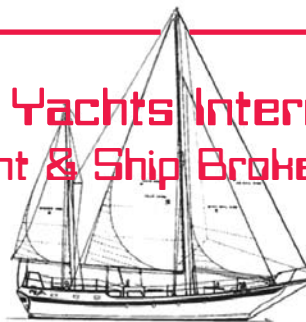
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**NORSEMAN 447 CENTER COCKPIT, 1984**  
Newer engine, low hours genset, newer rig and sail.  
**\$225,000**  
Also: **NORSEMAN 535, \$549,000**

# Anchorage Brokers & Consultants YACHTS



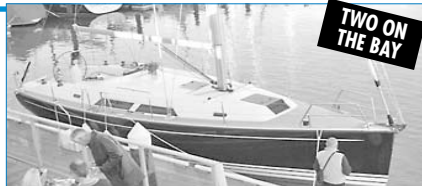
*Hanse*

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**HANSE 370**



**HANSE 540**



**HANSE 350**

SEE THESE HANSE YACHTS AT STRICTLY SAIL PACIFIC • JACK LONDON SQUARE • APRIL 16-20



**O'DAYS: 34', 37' & 40'** Pictured: 34' has a new engine, '84, \$37,000. 37' center cockpit, Sausalito slip, '84, \$37,000. 40' in Mexico, '86, \$75,000.



**PACIFIC SEACRAFT 31 & 27**  
27', 1980. New Yanmar, radar. \$49,000  
31', 1979. Radar, AP, low hours. \$69,000



**37' C&C, 1982**  
All updated UK sail inventory w/spinnakers, electronic package, cruiser/racer. \$64,900



**PASSPORT 40, 1986**  
New main, new hull Awlgrip, Pullman.  
Super clean.  
**\$183,900**

SAIL		POWER	
53'	Norseman 535 ..... '88	67'	Catalina, new engine ..... '75
52'	Hartog schooner ..... '99	30'	Islander ..... '75
49'	Reliant Ketch ..... '91	30'	Lancer ..... '80
47.7'	Bristol CC ..... '92	30'	Hunter ..... '90
47'	Jeanneau Sun Odyssey ..... '92	30'	Golden Gate ..... '91
47'	Perry cutter ..... '80	29'	Hunter 29.5 ..... '94
44'	Hylas ..... '86	28'	Newport ..... '81
44'	Norseman CC ..... '84	27'	Pacific Seacraft ..... '80
43'	Corten steel SS ..... '84/'08		
43'	Hans Christian ..... '82		
42'	Baltic DP ..... '84		
41'	Beneteau 411 ..... '99		
41'	CT ..... '76		
40'	Passport Pullman ..... '86		
40'	Cheoy Lee MS ..... '75		
40'	O'Day ..... '86		
40'	Hunter 40.5 ..... '95		
40'	Challenger ..... '73		
39'	Mota Huta, steel ..... '80		
39'	Cal, nice ..... '79		
38'	Ingrid ..... '76 & '84 from		
38'	Hans Christian ..... '80		
37'	O'Day CC ..... '84		
37'	Pearson ..... '82		
37'	Alberg, equipped ..... '72		
37'	Rafiki, new engine '07 ..... '77		
37'	Irwin ..... '79		
36'	Steadfast ..... '74		
36'	Islander ..... '77 & '74 from		
36'	Catalina ..... '84 & '93 from		
36'	Sweden ..... '84		
35'	Fantasia ..... '79		
35'	Hanse ..... '08		
35'	Hunter 35.5 ..... '93		
35'	Baba ..... '79		
35'	Ericson, nice ..... '79		
35'	Ericson Mk III ..... '84		
35'	Fantasia Mk II ..... '79		
34'	Hanse 341 ..... '03		
34'	C&C, nice ..... '80		
34'	Sabre ..... '83		
34'	J/105 ..... '01		
34'	O'Day, new Yanmar ..... '84		
33'	Hunter 33.5 ..... '92		
32'	West sail ..... '77		
32'	Fuji ketch ..... '76		
31'	Pacific Seacraft Mariah ..... '79		
30'	Lancer ..... '80		
30'	Hunter ..... '90		
30'	Golden Gate ..... '91		
29'	Hunter 29.5 ..... '94		
28'	Newport ..... '81		
27'	Pacific Seacraft ..... '80		
67'	Stephens Alum ..... '80		
65'	Pacemaker, cert ..... '71		
65'	Elco Classic MY ..... '26		
57'	Chris Craft ..... '65		
53'	Hatteras MY, new engines ..... '76		
50'	Stephens ..... '65		
50'	Whitcraft ..... '74		
48'	Dutch canal barge ..... '50		
45'	Chris Craft ..... '73		
44'	Marine Trader CP ..... '84		
44'	Defever ..... '82		
44'	Gulfstar MV ..... '79		
43'	Viking Sundeck ..... '77		
41'	Hatteras ..... '61		
41'	Hatteras, nice ..... '65		
40'	Sea Ray Sundancer, diesel ..... '97		
38'	Bayliner, nice ..... '90		
38'	Holiday Mansion ..... '89		
35'	Cooper Prowler ..... '86		
34'	Atlantic SF ..... '89		
34'	Mainship ..... '81		
34'	Sea Ray Sundancer, dsl ..... '01		
34'	Kevlacat ..... '97		
34'	Silverton Express ..... '91		
32'	Bayliner 3288 ..... '89		
32'	Uniflite, t/d ..... '77		
32'	Silverton FB, 370 hrs ..... '98		
30'	Sea Ray ..... '88		
28'	Maxium 2800 ..... '99		
28'	Mako CC ..... '96		
27'	Seaport w/trailer ..... '96		
26'	Osprey long cabin ..... '03		
26'	Osprey ..... '02		
24'	Chaparral, trailer ..... '94		
24'	Orca, inboard ..... '99		
24'	Osprey ..... '96		
22'	Grady White 222 w/trlr ..... '02		
17'	Marlin, '91, & OB, '02 w/trlr ..... '29,500		



**47' JEANNEAU SUN ODYSSEY, 1992** 3 state-rooms, master is Pullman, upgraded beautiful interior, RF main, 75hp Yanmar. Worth seeing! \$199,000



**BENETEAU 411, 1999**  
Tri-cabin.  
**\$112,000**



**35' J/105, 2001**  
**\$143,500**



**HYLAS 44**  
Center cockpit, two large double cabins, SSB, radar, AP, FB main, RF, davit/dinghy, more.  
**Price Reduction \$183,000 to \$165,000**

## Hanse Dealer Report

The second Hanse 350 arrived in the Bay Area in March. Come see us at Strictly Sail Pacific and sign up for a test sail.

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**100' MEGA SLOOP** Custom Offshore Performance Cruiser. Luxurious, spacious, comfortable, sleeps 25 in 17 bunks. Loaded w/amenities & equipment. Fast, Cummins dsl. Excellent condition. Great private yacht with super charter potential. World class cruising and MORE! **\$1,500,000 Ask**



**DREAM CHARTER BUSINESS**

**100' ADVENTURE CHARTER YACHT & BUSINESS** in PANAMA. Successful, operating Adventure Tourism business w/high-endurance, stand-alone luxurious & extremely seaworthy steel vessel. 16 overnite pass., tenders/speedboats, surfing, diving, fish, explore & ALL THE TOYS. Try **\$2,250,000 USD**



**37' HUNTER Sloop.** Diesel, good sails, new main, spin, ++. Bluewater cruiser, comfortable, well equipped and in nice condition & MORE! **Asing \$31,950**



**58' ALDEN BOOTHBAY MOTORSAILER** center cockpit ketch. Dsl, genset, air/heat, new upholstery, much recent refitting & refinishing. Loaded w/cruising gear, AP, radar ++. Great comfortable bluewater cruiser w/excellent layout & more!! **\$268,950 Ask**



**32' FUJI KETCH.** Diesel, furling, shower, full galley, full cruising keel with cutaway forefoot. Very nicely maintained ++. We have two starting at **\$31,950 Asking**



**REDUCED GRAND BANKS**

**32' GRAND BANKS CLASSIC TRAWLER.** 1970 Economical diesel, dual helms, flybridge, TEAK decks, full electronics, swim platform, mast and boom. She's a great cruiser and a very well loved design. **\$31,950/Offr**



**REDUCED ENGLISH ELEGANCE**  
**66' THORNYCROFT CUTTER-RIGGED KETCH** Classic 1923 design, well maintained. She's like a beautiful & comfortable private British club down below. Must be seen. Teak decks, diesel, genset, radar and more. Extremely charming and a great performer. **Asking \$174,950**



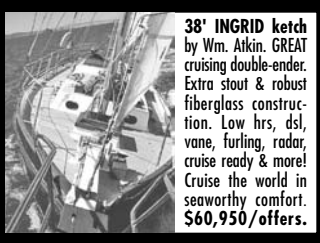
**57' CHINESE JUNK.** Teak const. Huge & very comfortable well lit & well appointed inter. Outstanding liveboard cruiser w/lug rig & highly desirable Gardner dsl. Charm, character. Gen set, washer/dryer. Pos. liveboard slip & more! **\$149,000/Offr**



**REDUCED**  
**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 \$29,950**



**REDUCED**  
**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**



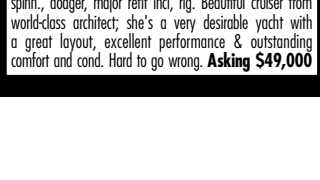
**38' INGRID ketch** by Wm. Atkin. GREAT cruising double-ender. Extra stout & robust fiberglass construction. Low hrs, dsl, vane, furling, radar, cruise ready & more! Cruise the world in seaworthy comfort. **\$60,950/offers.**



**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. Try **\$29,950**



**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/Offr  
 50' CAULKINS Slp. A project, but all there. Dsl, strip plank, 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. Major upgrades. Center cockpit, aft cabin, diesel & more..... Asking 74,950  
 39' FREYA Double-ender, steel, dsl, dink+o/b, new point, solar, furling, RADAR, AP, cruise equipped + more! Ask 57,950  
 37' GULFSTAR cent. cockpit, aft cabin, dodger, dsl & more..... 43,950  
 37' VILLENAVE Cruising Ctr Blue Water Euro Performance. Loaded..... Ask 43,950  
 36' ISLANDER Sloop. Major upgrades, dsl, dodger, furling & more..... Ask 44,950  
 36' STEEL HARTOG ketch, double-endered cruiser. Great potential and a great value priced at..... Reduced! 9,900  
 36' NIELSEN classic 1918 Danish aux. sloop. Nice condition..... Asking 15,000  
 35' CHEOY LEE by Robb. Dsl, teak... 17,950  
 30' NEWPORT Slp, 1/B, A/P, F/G... 11,950  
 30' CATALINA Sloop. Furling, dodger, diesel, wheel steering, Avon, EXTRA CLEAN & More!..... REDUCED! 16,950  
 29' PEARSON TRITON. New diesel. Total refit nearly done..... Asking 15,950  
 28' MORGAN Out-Island Slp, 1/B, shower & more! A Great Boat at a Great Price!..... Ask 8,500  
 26' CONTESSA Slp, F/G, inboard Saindrive, outstanding condition. Famous pocket cruiser..... Ask 7,200  
 25' CHEOY LEE FRISCO FLYER, teak, 8,000  
 23' HERRESHOFF Classic PRUDENCE Slp w/'03 Honda..... 7,500

**POWER**  
 130' CAMCRAFT Passenger Ship. Certified for 33 passengers overnight. Booked for the season. Virtual turkey. SS and opportunity..... 2,200,000  
 75' SCOTLAND-BUILT NORTH SEA TRAWLER YACHT. Massively strong, impeccable & luxurious high endurance cruiser. Cape Horn Vet. Gardner diesel. FABULOUS!..... 825,000 Asking  
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 65' CLASSIC MOTORYACHT by WHEELER, 1931. Much recent major struct. rebuild, twins, 3 doubles, crew's qtrs & huge salon. Excellent restoration project..... BARGAIN: 49,950/Offrs  
 63' FERRY conversion, 671 diesel, 19.5' beam, excellent condition... Ask 28,000  
 60' MATTHEWS NY, '65, twin diesels, big, comfortable liveboard cruiser w/South SF berth..... Asking 215,000

45' STEPHENS 1929 classic Beautiful Gatsby-Era Motoryacht waiting to transport you back to the days of yachting in the grand style..... Try 75,000  
 43' MATTHEWS, '65, diesel. A gem! Loaded and beautiful..... Ask 69,450  
 42' GRAND BANKS twl. Aft cabin, FG, Onan, twin dsls, RADAR. Excellent.... 121,000  
 41' CHRIS-CRAFT CONSTELLATION. Aft cabin. Great liveboard, full Delta canvas, new shafts, smooth running, dinghy w/outboard & MORE! Great potential! REDUCED! Asking 12,950  
 40' OWENS, '65 TAHITIAN. Great for cruise/live, comfort, room & NICE! Newly refinished... REDUCED! 17,950 Asking  
 37' HATTERAS Convertible. One of their BEST EVER! Maj. refit just complete. Twin BV53 Dsls, 7.5 kw Onan, F/B. Loaded & outstanding... 179,000/Offr  
 37' DE FEVER TRAWLER by North Sea. Dsl, F/G, F/B, 2 heads, showers, RADAR, gen., thruster, GPS/map & MORE! Very nice..... 88,950 Asking  
 36' UNIFLITE, F/B, aft cabin, twins, radar, GPS and more!..... Asking 59,950  
 36' CHRIS CRAFT Express Cruiser, twins, runs well. SUPER BARGAIN!..... 4,950/obo

32' ROBERTS commercial fish w/HERRING PERMIT & more!..... Asking 58,950  
 32' CARVER. Glass, twins, Sausalito liveboard berth. Nice!..... Asking 30,950  
 32' BOWPICKER, aluminum. Commercial (herring) license..... 49,000  
 31' MONTEREY BAY EXPRESS PILOT HOUSE utility, F/G, 1991, twin 130 Yanmars, trailer, USCG-documented, commercial quality gem. REDUCED! 29,950 Asking  
 30' WILLARD Trawler, dsl ++... Ask 34,950  
 29' WELLCRAFT 2900 EXPRESS. Twin screw (not outdrives). Super clean & nice! Bright red..... REDUCED! Asking 19,950  
 28' RODMAN WA, F/B, 2004. Twin dsls, high quality & loaded. Looks new!..... Reduced! 149,000  
 27' FARALLON Pilothouse, F/G, twin 51 V8s, fast & seaworthy. Just detailed & very nice 1986..... Ask 51,950  
 26' PACEMAKER, cab. cruise w/V8, nice!..... Ask 8,500  
 26' BARTENDER by Caulkins. Capable double-ender, V-8..... Ask 11,950  
**OTHER**  
 56' LCM-6 with dive support, steel, W/H, twin 671s, full electronics..... REDUCED! Try 16,950

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**30' WILLARD VOYAGER TRAWLER**  
 Glass, diesel, cabin heat, well-respected design offering remarkable seaworthiness of a much larger vessel. USCG documented, colorful & attractive. **\$34,950 Asking**



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