

Latitude 38

VOLUME 371 May 2008

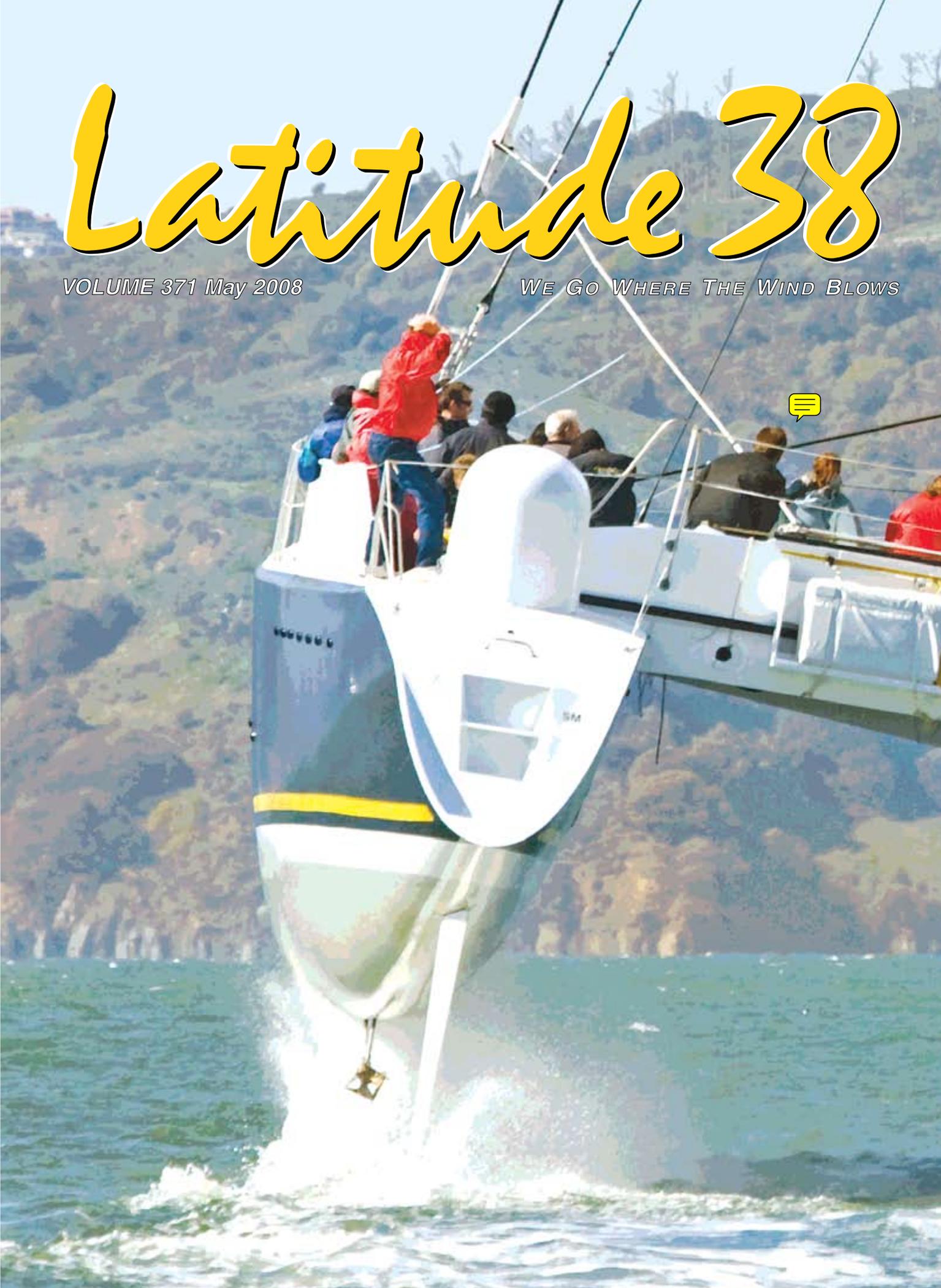
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Latitude 38

MAY 2008

VOLUME 371





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Can O'Whoopass*

Richard Von Ehrenkrook was a constant menace in the ODCA and HDA circuits during the 1980s and early '90s with his Cal 20 *Farmers*. But after 1993, he left sailing to focus on family and business. A chance phone call in the fall of 2006 from an old sailing buddy, needing a driver for the Berkeley Midwinters, shook out the cobwebs.

He cleared out a few more cobwebs on an old Cal 20 (#624) he had sitting on the hard at his furniture shop in Petaluma. And with his best friend, Paul Sutcheck, he launched *Can O'Whoopass* in August of 2007.

Richard won his division in the '07-'08 Berkeley Midwinters with a set of Dacron sails, all Pineapple Sails, from the '90s. But he was ready for an upgrade. Taking delivery of a new carbon fiber Pineapple main and jib and Airx spinnaker, he won last month's Rosenblum Regatta and the following week took her division in the Wheeler Regatta.

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Charles Tobias

Charles Tobias, Chairman

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Cover: Getting high on *Gitana* 13.

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, or mail to Latitude 38 editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address or see www.latitude38.com/writers.html.



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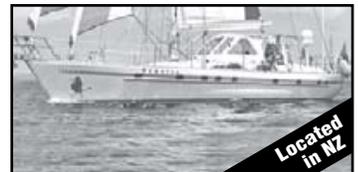
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55	New Zealand Steel Ketch	1980	199,000	38	Hans Christian Cutter	1987	145,000	30	Cape Dory Cutter	1983	28,000
54	Hunter	1983	105,000	38	Roberts Ketch	1982	66,900	29	Bayfield Cutter	1978	25,000
51	Formosa Cutter Ketch	1974	138,000	38	Shannon Cutter	1980	109,900	28	Bristol Channel Cutter	1950	39,500
50	Amazon Cutter	1988	300,000	38	Hans Christian Traditional	1979	97,500	27	Vancouver Sloop	1977	49,000
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47	Catalina 470 Sloop	2000	274,000	38	Bluewater Ingrid Ketch	1974	50,000	26	MacGregor 26X MS w/trailer	1998	26,700
46	Hunter 466 Cutter (Pending)	2002	199,900	37	Hunter Legend Sloop	1992	84,900	20	Pacific Seacraft Flicka	1978	25,000
46	Hunter 460 Cutter Sloop	2000	235,000	37	Pearson Sloop	1989	59,900				
46	Morgan 462 CC Ketch	1981	109,000	37	Pacific Seacraft Cutter	1986	115,000				
45	Hylas 455 Cutter	1995	245,500	37	Endeavour 37.5 A Ctr K (SOLD)	1979	55,000	61	Norlund Flybridge Cockpit	1975	199,900
45	Island Trader CC Cutter Ketch	1979	142,000	37	Hunter Cherubini Cutter	1979	34,500	60	Gladding & Hearn Pilot	1960	219,000
44	Hunter 450 Passage CC	1998	219,000	37	Rafiki Cutter	1978	59,500	60	Lien Hwa Custom Classic	1980	TBA
44	Irwin CC Sloop	1987	89,000	37	Tayana Cutter	1976	79,000	53	Hatteras Yachtfish Cockpit FB	1980	249,000
44	Miller 44 CC Cutter (Pending)	1980	138,000	37	Tayana Ketch	1975	72,000	52	Kettenburg MV	1970	135,000
44	Kelly Peterson	1979	138,000	36	Union Cutter	1983	89,900	48	Bluewater Coastal	1991	161,000
43	Beneteau 423 Sloop	2003	220,000	36	Chung Hwa Magellan Ketch	1979	39,900	47	Santa Barbara Yachts	1964	75,900
43	Polaris Cutter	1979	120,000	36	Westerly Conway Ketch	1976	38,900	45	CHB Sedan Trawler	1981	169,000
43	Nautor Swan Sloop	1969	89,900	36	Cape George Cutter	1974	24,500	43	Silverton Sport Bridge	2006	550,000
42	Hylas CC Cutter Sloop	1987	155,000	36	Columbia Sloop (Pending)	1968	20,000	42	Bertram Convertible	1985	180,000
42	Sabre Sloop	1986	167,500	36	Cal Sloop	1967	24,000	42	Grand Banks Trawler	1970	69,000
41	Cooper US 42 PH	1981	105,000	35	Yorktown Sloop	1979	16,000	40	Hatteras Convertible Sportfish	1968	95,000
41	Seawind Cutter Sloop	1977	55,000	35	Bristol Sloop	1970	35,000	39	Bayliner 3988	1998	189,500
41	Tartan Sloop	1973	85,000	34	Catalina Sloop	1986	45,000	39	Sea Ray Express	1989	80,000
41	Pearson Rhodes Bounty II	1966	59,000	34	Hunter Sloop	1985	44,500	32	Blackfin Combi w/charter	1989	125,000
40	CS Sloop	2001	149,900	34	C&C Sloop	1980	TBA	32	Uniflite Sedan Sportfisher	1977	32,000
40	Valiant Sloop	1988	175,000	32	Freedom Sloop	1984	59,500	30	Black Watch Flybridge	1990	139,000
40	Passport Sloop	1982	TBA	32	Morgan Custom Sloop	1979	TBA	28	Precision 2800 Flybridge Sportfish	1994	TBA
40	Robert CC Sloop	1980	109,000	32	Downeaster DE 32 Cutter	1978	33,500	26	Pursuit 2555 CC (Pending)	1995	35,000
				32	Islander Wayfarer (Inact)	1971	29,500	23	Custom Launch	1988	12,200
				31	Pacific Seacraft Mariah Cutter	1979	68,000				
				31	Brown Searunner Trimaran	1978	26,500				



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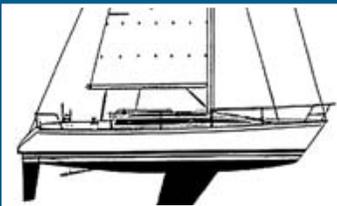
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2001	35'	J/105, <i>Odin</i>	SOLD
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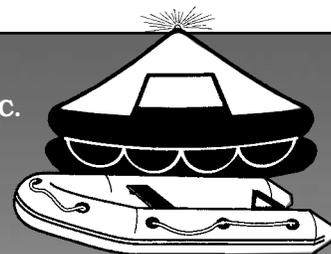
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CALENDAR

Non-Race

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 for details.

May 3 — Nautical Swap Meet at Owl Harbor Marina in Isleton, 8 a.m.-2 p.m. Call Shawn at (916) 777-6055 for info.

May 3 — Tour the SF Maritime Park's Small Craft Collection. Info, (415) 561-6662 ext. 30.

May 3 — 11th Annual Delta Loop Fest. Enjoy a variety of family activities along a 10-mile stretch of the Delta, 10 a.m.-4 p.m. Info, www.deltaloop.com.

May 4 — People Paddle for AIDS, a paddling fundraiser at South Beach Harbor. Info, www.peoplepaddle.com.

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

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

May 5 — Provisioning seminar for the Singlehanded TransPac at Spinnaker YC in San Leandro, 7:30 p.m. Info, 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 7-28 — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m., \$13.50. Enjoy lunch and a dynamic speaker every Wednesday. All YCs' members welcome. More info under the 'Events' tab at www.stfyc.com.

May 7, 21 — Pt. Fermin Singles Sailing YC invites singles to two monthly meetings, 6 p.m. at Acapulco Restaurant in San Pedro. Info, (310) 427-4817 or www.pfsyc.com.

May 8 — 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 or (510) 233-1064.

May 8, 10, 13 — GPS for Mariners, taught by Point Bonita USCGA at Yerba Buena Island, \$55. For details, contact Sue Fry at (510) 524-2501 or sue.fry@sbcglobal.net.

May 10 — KFOG KaBoom Concert and Fireworks Show off Piers 30/32. See www.kfog.com for details.

May 10 & 17 — Tour *Grace Quan*, the replica of a traditional Chinese shrimp junk, for free at Hyde St. Pier, 11:30 a.m. Watch her raise sail, then go aboard, haul a net, explore and take a turn at the tiller. Info, www.nps.gov/safr.

May 11 — Take Mom for a sail today.

May 11 & 25 — See how Chinese cannery workers lived aboard *Balclutha* during the great salmon runs, adults \$5, kids free. Hyde St. Pier, 1 p.m. Info, www.nps.gov/safr.

May 15 — Racing Rules Seminar at SFYC's Sailing Center in Belvedere, 7 p.m. Info, (415) 789-5647 or www.sfyc.org.

May 17 — Lin and Larry Pardey present their "Sixteen Ways to Keep Your Lover" seminar at Ventura City Hall's Community Meeting Room, 7-9 p.m. \$15. Info, (805) 794-1747.

May 17 — Coyote Point YC Boaters Swap Meet, 8 a.m. Info, (650) 347-6730 or swapmeet@cpyc.com.

May 17 — All-day Ham radio study session and exam, Redwood Shores, \$30. For reservations, contact Ross at (650) 349-5349 or wb6zbu@arrl.net or go to www.baecars.com.

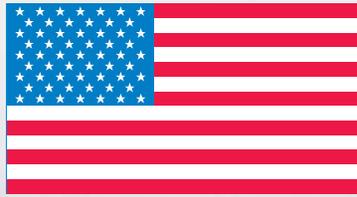
May 17-18 — Corinthian YC presents their Women's Basic Sailing Seminar. Go to www.cyc.org for details.

May 17-23 — Safe Boating Week. PFDs only work if you wear them! See www.wearitcalifornia.com.

May 18 — Elkhorn YC Nautical Flea Market in Moss Landing, 7 a.m.-4 p.m. Food and live music. Info, (831) 724-3875.

May 18 — Nautical Swap Meet at Marina Bay Yacht Harbor in Richmond, 8 a.m.-noon. Info, (510) 236-1013.

May 18 — Cal Sailing Club will give free sailboat rides at



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CALENDAR

Berkeley Marina, 1-4 p.m. Info, www.cal-sailing.org.

May 19 — Full Moon on a Monday night.

May 24 — A presentation about the S.S. *Brother Jonathan's* shipwreck off St. George Reef in 1865, Maritime Library in Lower Fort Mason, 6 p.m. Info or reservations, (415) 561-7040 or melani_van_petten@partner.nps.gov.

May 24 — Free Boatyard 101 seminar at KKMI's Boathouse in Richmond, 9 a.m. RSVP to Ginger at (510) 235-5564.

May 25 — Brisbane Marina Nautical Swap Meet, 8 a.m.-3 p.m. Info, (650) 583-6975.

May 25 — San Rafael YC's monthly Nautical Flea Market, 9 a.m.-noon. Info, (415) 456-4684.

May 26 — Observe Memorial Day.

May 27 — Cruising Destinations Seminar at Modern Sailing Academy in Sausalito, 7 p.m. \$15 (free for members). RSVP, (415) 331-8250.

May 28 — How the Tides Work for You seminar by Kame Richards at the Bay Model in Sausalito, 7 p.m. Learn how to use the Bay's currents, \$15. For reservations, contact Jim at jimtantillo@comcast.net or (408) 263-7877.

May 31 — USCGA Safety Course at the San Jose West Marine, 10 a.m.-2 p.m. \$20, with lunch provided. Call (408) 246-1147 to register.

May, 1978 — It Was Thirty Years Ago, from the article *Cruising with Kids* by Sue Rowley:

"Cruising with your kids? How do you maintain your sanity?" I've been asked. The answer is, I don't.

But I'm prepared to offer you a few tidbits on how to survive sailing with your children:

- 1) You can bind, gag and stow them in the bow.
- 2) You can tow them 50 feet behind you in a leaky dinghy.
- 3) Or you can move the cocktail hour up to 9 a.m. and ignore them completely.

To tell the truth, kids on the boat can be a million laughs. It's so jolly to find one of them peering earnestly into the bilge while holding an empty Cracker Jack box.

It's a regular riot to hear them sing the 22nd chorus of "The Wheels on the Bus Go Round and Round" ad nauseum. I will personally maim whoever is so inconsiderate as to teach my children "One Hundred Bottles of Beer on the Wall."

And it's very amusing when you finally finish recaulking all the stanchions and find the kids playing catch with your very last can of Coors.

My heartiest advice would be, whenever you sail with children, be sure to bring along one important thing: your sense of humor.

June 1 — Minney's Marine Swap Meet, daylight to noon in Costa Mesa. Info, (949) 548-4192 or minneys@aol.com.

June 7 — Aeolian YC Nautical Swap Meet, 8 a.m.-1 p.m. Info, (510) 523-2586.

June 7 — Corinthian YC presents their Women's Intermediate Sailing Seminar. Info, www.cyc.org.

June 7 — San Jose YC's 50th Anniversary Party at SBYC, 5 p.m. Paulette, (408) 292-0961 or preeder@peoplepc.com.

June 7 — Photo presentation of the islands of San Francisco Bay by James Martin & Mike Lee at Oakland YC, 7:30 p.m. Info, (510) 522-6868 or emendes@oaklandyachtclub.com.

June 9 — Medical & Safety seminar for Singlehanded TransPac at SBYC, 7:30 p.m. Info, www.sfbaysss.org.

June 21-22 — Celebrate with sailors around the world during 'Summer Sailstice'. Bay sailors are invited to Treasure Island's big party on Saturday, noon-7 p.m. Live music, food, treasure hunts and a boat-building contest will keep the whole family entertained. Anchor in Clipper Cove for the weekend.

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Aug. 2 — Flea Market & Maritime Celebration at Galilee Harbor in Sausalito, 8 a.m.-6 p.m. Info, (415) 332-8554 or www.galileeharbor.org.

Racing

May 3 — YRA-WBRA Knox. SFYC, www.yra.org.

May 3 — SBYRA Summer Series. Info, (510) 459-5566.

May 3 — Trans-Folsom. Folsom Lake YC, www.flyc.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.

May 3-4 — Moore 24 Regatta. A counter for the Roadmaster Series. SCYC, www.scyc.org.

May 4 — Pelican racing in Aquatic Park, 10 a.m. Check out the action from the bleachers next to the Maritime Museum.

May 4, 25 — Stockton SC Spring Series. Phil, (209) 476-1381.

May 10 — Annual El Toro Flight of the Bulls, Foster City Boat Park. Info, hh_wolff@hotmail.com.

May 10 — YRA-OYRA Northern Star. EYC, www.yra.org.

May 10 — J/105 Mayfest Regatta. StFYC, (415) 563-6363 or www.stfyc.com.

May 10-11 — Dinghy Invitational for Bytes, Lasers and Snipes. RYC, www.richmondyc.org.

May 10, 31 — Andreas Cove YC Spring Series, two races per day. Bill, (707) 718-4866.

May 17 — YRA-WBRA. BYC, www.yra.org.

May 17 — YRA-ODCA Spring 1. OYC, www.yra.org.

May 17 — Folsom Lake YC Spring Series, www.flyc.org.

May 17-18 — Lake Yosemite SA Annual Regatta in Merced. Info, www.lakeyosemitesailing.org or (559) 776-9429.

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

May 17-18 — Elite Keel (Melges 24, Etchell, Express 27, J/24). SFYC, (415) 789-5647 or www.sfyc.org.

May 17-18 — Finn NorCal #3. SFYC, (415) 789-5647 or www.sfyc.org.

May 17-18 — Stone Cup for PHRF, Islander 36s, other one designs, and IRC. StFYC, (415) 563-6363 or www.stfyc.com.

May 17-18 — Lake Yosemite SA's 10th Annual Regatta in Merced. Info, www.lakeyosemitesailing.org.

May 23 — Spinnaker Cup, leaving Knox Buoy at 11 a.m. and arriving in Monterey by midnight (hopefully). SFYC, (415) 789-5647 or www.sfyc.org.

May 24 — Master Mariners Regatta at Encinal YC. A must for woody-philies. Info, www.mastermariners.org.

May 24 — Long Distance Race 2. SSC, www.stocktonsc.org.

May 24-25 — Whiskeytown Regatta, WSC. For more info, www.whiskeytownsailing.org.

May 24-26 — 65th Swiftsure International Yacht Race, the big one for Northwest sailors. Four different race courses ranging from 18 to 140 miles. Info, www.swiftsure.org.

May 31 — YRA-HDA ODCA Spring 2. SBYC, www.yra.org.

May 31 — YRA-WBRA. SBYC, www.yra.org.

May 31 — Corinthian Race. SSS, www.sfbaysss.org.

May 31 — Corinthian Challenge #2. CYC, www.cyc.org.

May 31-June 1 — Cal Race Week in Marina del Rey. CalYC, www.cal yachtclub.com.

June 5-7 — 25th Annual Classic Mariners' Regatta in Port Townsend, WA. For wooden boats of classical designs. Go to www.woodenboat.org for more info.

June 7 — Delta Ditch Run. RYC/SSC, (510) 237-2821.

June 7 — Women's Regatta. CYC, www.cyc.org.

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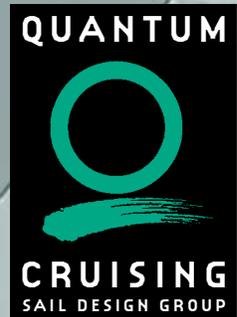
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CALENDAR

June 7-8 — YRA-OYRA Drake's Bay #1 & #2. CYC, www.yra.org.

June 7-8 — J/105 Invitational. SFYC, www.sfyf.org.

June 12 — Coastal Cup, a 277-mile sprint to Santa Barbara. EYC, (510) 522-3272 or www.encinal.org.

June 14 — YRA-WBRA City. StFYC, www.yra.org.

June 14 — CYC/TYC Friendship Regatta, www.cyc.org or www.tiburonyc.org.

June 28 — Channel Islands to Marina del Rey Race, including PHRF, ORCA and Cruising classes. Channel Islands YC & Santa Monica Windjammers YC, www.smwyc.org.

July 4 — 41st Annual Marina del Rey to San Diego Race. Info, www.smwyc.org or www.southwesternyc.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.

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.

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

July 21-23 — Ultimate 20 NAs on Huntington Lake, Fresno YC. Info, (831) 336-9345 or www.u20class.org.

July 25-27 — Santana 22 Nationals hosted by Santa Cruz YC. Info, www.scyc.org or (831) 425-0690.

Aug. 29-31 — Express 27 Nationals. StFYC, www.express27.org or www.stfyf.com.

Summer Beer Can Regattas

BALLENA BAY YC — Friday Night Grillers: 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.

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

BENICIA YC — Thursday nights through June & July-September. Bill Watson, (707) 746-0739 or bill@watsonparty.com.

BERKELEY YC — Every Friday night through 9/26. Tom Nemeth, (510) 652-6537 or tom.nemeth@there.net.

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

CORINTHIAN YC — Every Friday night through 9/5. Donal Botkin, www.cyc.org/race or (415) 435-4771.

COYOTE POINT YC — Wednesday nights through 10/8. Roger Anderson, (650) 367-7480 or regatta@cpyc.com.

ENCINAL YC — Spring Twilight Series, Friday nights: 5/2, 5/16, 6/6, 6/20. Tom Wondolleck, rearcommodore@encinal.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.

HP SAILING CLUB — El Toro races on Stevens Creek Reservoir. Every Wednesday night through October. See www.hpsailingclub.org for details.

ISLAND YC — Spring Series, Friday nights: 5/9, 5/30, 6/13, 6/27. Joanne McFee, (510) 521-7442.

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MONTEREY PENINSULA YC — Sunset Series, Wednesday nights through 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: 5/7, 5/21, 6/4,

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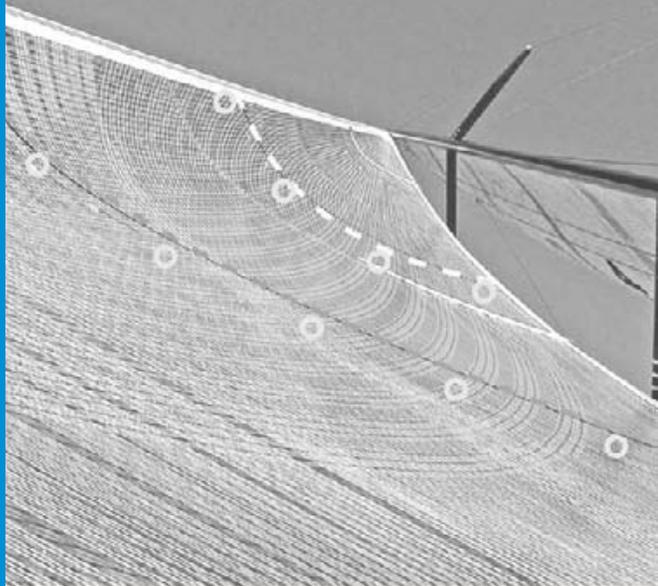
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CALENDAR

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.

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: 5/13, 5/27, 6/10, 6/24. Paul Adams, (415) 269-1973 or race@syconline.org.

SEQUOIA YC — Wednesday nights: 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 BEACH YC — Friday Night Series: 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.

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.

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

VALLEJO YC — Every Wednesday night through 9/24. Timothy Dunn, fleetcaptainsail@vyc.org.

Remaining Mexico Event

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.

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

May Weekend Currents

date/day	slack	max	slack	max
5/03Sat		0257/4.7E	0640	0938/3.9F
	1251	1523/3.4E	1840	2134/3.5F
5/04Sun	0027	0340/5.3E	0724	1026/4.4F
	1346	1611/3.3E	1920	2215/3.4F
5/10Sat		0229/2.0F	0509	0842/4.5E
5/11Sun	1251	1604/3.4F	1932	2141/1.7E
	0107	0343/1.8F	0624	0946/3.9E
5/17Sat	1355	1712/3.2F	2028	2301/1.9E
		0311/4.2E	0658	1006/3.5F
5/18Sun	1307	1541/2.3E	1851	2141/2.7F
	0026	0341/4.4E	0736	1044/3.6F
5/24Sat	1353	1614/2.2E	1926	2213/2.5F
		0115/1.7F	0343	0732/4.1E
5/25Sun	1128	1432/2.9F	1814	2013/1.6E
	2303			
5/26Mon		0204/1.5F	0428	0819/3.8E
	1212	1520/2.7F	1901	2106/1.6E
5/31Sat	0015	0302/1.4F	0524	0911/3.5E
	1259	1610/2.7F	1947	2202/1.9E
6/01Sun		0139/4.4E	0535	0832/3.3F
	1146	1407/2.6E	1718	2017/3.0F
6/01Sun	2309			
		0228/5.1E	0623	0926/3.9F
6/01Sun	1247	1503/2.6E	1807	2104/3.1F
	2351			

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LETTERS

IT'S BACK, AND IT'S NOW 15 YEARS OLD!

Sorry to bother you about this, but I don't know where else to research it, as Baja Ha-Ha, Inc., and its website stay in hibernation from after the Ha-Ha in November until May of each year. But as I want to enter this fall's Ha-Ha, I have two questions:

- 1) How do I get the application form, rules, and all the other stuff I need to sign up and participate?
- 2) Does anyone at *Latitude* know if/how/where to go about lining up a slip in La Paz if I decide to leave the boat there for awhile after the Ha-Ha?

Robert Valentine
Pleasant Hill

Robert — Details on how to sign up for this fall's 'Fabulous Fifteen' Ha-Ha can be found in this month's Sightings. As for slips in La Paz — or anywhere else in Mexico — Ha-Ha entry packs



Singlar's Marina Fidepaz, deep in La Paz Bay, is often an option when all other La Paz slips are taken.

include Latitude's First-Timer's Guide to Cruising Mexico, which provides a listing of the email addresses and websites of every marina in Mexico. You can also find this listing online at www.baja-haha.com

by going to 'First Timers' Cruising Guide to Mexico', and then clicking on 'Marinas'. If you're looking to get a post Ha-Ha slip in La Paz or Banderas Bay, we encourage you to make reservations sooner rather than later, as they go fast.

SHOULD EPIRBs BE MANDATORY?

With regard to the sailing tragedy that claimed the lives of Kirby Gale and Tony Harrow on the Cheoy Lee 31 *Daisy*, it's all too easy to forget that yacht racing is an extreme and hazardous sport, particularly when sailing shorthanded, and that conditions outside the Gate can be treacherous. We've lost a number of good, well-sailed boats in the past few years. A friend of mine lost his J/35 *Jammin'* in similar conditions in which *Daisy* was lost, but he and his partner were lucky enough to survive.

Daisy apparently wasn't equipped with an EPIRB (Emergency Position Indicating Radio Beacon), a piece of equipment that might have alerted the Coast Guard in time to save their lives. There's been discussion of making EPIRBs mandatory in ocean races, but so far there hasn't been any action — even though the price of personal EPIRBs has come down to a quite reasonable \$500. Hopefully, this tragic incident will improve the chances of EPIRBs, preferably the ones that go off automatically, being made mandatory in all ocean races.

John Navas
<http://sail.navas.us>

John — Statistics prove that yacht racing is not a particularly hazardous or extreme sport — at least when enjoyed inside the Bay and in most popular coastal locations. Nor do we think there are any statistics to indicate there is anything particularly dangerous about doublehanding. The extreme and

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dangerous part comes from sailing in big seas, particularly when in relatively shallow water — two conditions that are often found just outside the Golden Gate. Unfortunately, the same conditions that make for very spirited sailing aren't that much different from those that can result in tragedy.

We're not sure that many mariners understand the limitation of EPIRBs. As you'll read in this month's Sightings, it may take quite some time for an EPIRB signal to be received by the Coast Guard, and their response might be much less than you imagine it would be.

The members of our editorial staff are split on whether EPIRBs should be mandatory. Despite knowing their considerable limitations, the publisher believes that they should be mandatory. However, several other members of the staff strongly believe that carrying one should be a personal decision. After everyone reads the Sightings report on the limitations of EPIRBs, and what a typical Coast Guard response would be to an EPIRB signal, we'd like to know your opinion on whether they should be required when racing offshore.

↑↓ I THINK I WAS THE PREVIOUS OWNER OF DAISY

There are probably a number of letters speculating on what happened to the Cheoy Lee 31 *Daisy* during Island YC's tragic Doublehanded Lightship Race on March 15. As I'm pretty sure that *Daisy* was once my boat, then named *Viajero*, I might have some insight.

In my opinion, a Cheoy Lee 31 would sink relatively easily once water got into the cabin. The problem is that the design has low freeboard and very little buoyancy aft, which makes her vulnerable to big following seas. I made a passage from Cabo San Lucas to Mazatlan with *Viajero* one time when it got rough, and the thought of a wave breaking over the stern had me wondering about what might happen. We simply ended up being lucky — and scared — and arrived at Mazatlan six hours ahead of schedule. But I was careful to avoid following seas after that incident.

My full-keel, low freeboard Cheoy Lee 31 was heavy to begin with, but then the owner before me put a layer of concrete in the bilge for extra stability. I used to joke that she felt like a submarine. Another problem is that her engine sits beneath the middle of the cockpit, putting that weight in an area that



RICK NILES

'Viajero', like 'Daisy', is a Cheoy Lee 31, but we don't know if they are the same boat.

is particularly buoyant in most boats. The upside was that you've never seen such a sea-kindly 31-footer. We had a pretty hard bash up the Baja peninsula, and while she was constantly wet, she was also amazingly stable. It took a constant diet of french fries and a bad hang-over for anyone to get seasick.

But there was a downside. If a wave had ever broken over her stern and flooded the cockpit, I don't think the cockpit drains could have cleared the water in time to prevent her from being very vulnerable to subsequent waves. With a flooded cockpit, the Cheoy Lee 31 would have sat dangerously low in the water, and it wouldn't take much more to completely submerge the aft section. I think it could happen very quickly,

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as it would be just a matter of that one wave that many of us never see. I was in my late 20s and early 30s when I owned the boat, and like a lot of guys that age, felt immortal. I always figured I could bail her with a bucket if I had to, so I kept one handy.

Rick Niles
Gentle Storm II, Catalina 42
Sausalito

Rick — Cheoy Lee built a number of Offshore 31s, and we have no way of knowing if your old boat Viajero became Daisy. However, it sure would be interesting to know given the cement added for extra stability.

Antonio des Mortes, the noted Basque 'bank robber and Caribbean terrorist' who was the captain of our Ocean 71 Big O in the Caribbean for a number of years, once owned Scorpion, a ketch-rigged Cheoy Lee 31. While approaching Panama one afternoon in heavy Caribbean trades with huge following seas, he was handing his ladyfriend an afternoon martini when the low freeboard boat raced down the face of a wave, buried her bow, and pitchpoled. Antonio was thrown from the boat, which lost both her masts and took on a frightening amount of water. A resourceful and supremely confident sailor, Antonio clambered back aboard, bailed as though his life depended on it — which it did — and miraculously managed to get the diesel started. They limped into Panama, glad to be alive.

Although it wouldn't surprise us if someone has circumnavigated with a Cheoy Lee 31, it's not the kind of design that we'd choose to race offshore in challenging conditions.

IT'S NOT WISE TO MAKE JUDGEMENTS

I agree with *Latitude's* thoughts on the responsibilities of those who race in the ocean. Just like the driver of a car, the captain is the one in charge of the vessel and is responsible for the safety of the vessel and her crew. No one will ever know what happened to *Daisy*, so it's not wise to make judgements about it.

Gregory Clausen
Wisdom, Santana 30/30
Marin County

THE RACE COMMITTEE SHOULD BE SHOT

What the hell happened in the Doublehanded Lightship Race that claimed the lives of Kirby Gale and Tony Harrow?! The yacht club responsible for this race has major problems. Not only should they have had a race boat stationed somewhere between the Lightbucket and the Gate, but there are so many problems with their response to the *Daisy* situation that they should be taken out and shot. Period.

The last boat in the race made it back to the dock at 2:45 p.m. After trying to raise *Daisy* on the VHF and getting no response, the yacht club should have declared *Daisy* overdue at 3 p.m. sharp, and immediately called the Coast Guard. Had they done that, the search and rescue operation would have had a two- to three-hour head start in broad daylight. The Coasties might well have found the one crewmember who washed up wearing a lifejacket, at the very least. An earlier start by the Coast Guard would have given the two sailors a fighting chance to survive what was clearly a catastrophic failure of their boat.

But it's much, much worse than that. The *San Francisco Chronicle* quotes the yacht club officials as saying they tried to hail *Daisy* because they wanted to go home! Unbelievable! Furthermore, the yacht club officials were quoted in the paper as saying that it was not their responsibility, but rather that



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LETTERS

of the family, to call the Coast Guard! Can you fathom this kind of behavior!?

The race organizers left it to the skipper's wife to call the Coast Guard at around 6 p.m., after the yacht club had contacted her to see if she had heard from *Daisy*. Perhaps this kind of lack of action on the part of the race organizers is not criminal, but my God, they left two of their own to drown. There's no other way to put it. The performance of the race officials can, at best, be described as 'amateur hour' — except in this case they killed two people. Where we come from, we take care of our own. They left theirs to drown. Bastards.

Andrew Barnsdale

Little Wing

Planet Earth

Andrew — Given the loss of two very fine men, we can understand your anger and frustration — but it's misplaced and based on ignorance. For you to charge the race committee with 'killing' two sailors, while not having any idea of what you're talking about, is reprehensible. For the record, we're writing this having no idea of who was on the race committee.

You claim that the race committee should have had a boat stationed between the Lightbucket and the Golden Gate. Pray tell, precisely where would you have had that boat stationed? Given the larger seas toward the end of the day, which often limited visibility to a couple of hundred yards, they could have had 20 boats stationed on the course — which would have been an extremely reckless thing to do — and Daisy and her crew still could have disappeared without a trace. Indeed, the race committee could have had several helicopters hovering over the course — an unthinkable expensive thing to do — and still not have seen the boat go down.

Apparently you don't understand the nature and responsibilities of race committees. They are volunteers who work so others can play. The event in question — in its 37th year, by the way — was put on by the Island YC, an unpretentious everyman's club, as a benefit for United Cerebral Palsy. Such events are funded by the participants' entry fees alone. Perhaps you should poll them to see if any of them think entry fees should be raised to hundreds of dollars so a useless 'rescue' boat could be stationed at the Lightbucket. Offshore racers understand that everything you do in life is a calculated risk, and when they enter, they assume these risks.

To suggest that the race committee should have called the Coast Guard 15 minutes after the last boat finished is similarly ridiculous. Because winds can die and tides turn, it's common for the last boat to finish such races much later than the next-to-last boat. For example, in last year's Singlehanded Farallones Race, the last boat finished three hours after the second-to-last boat, and there was nothing unusual about that. As you might expect, the race committee tried to contact the skipper by radio. He heard them, but his handheld wasn't powerful enough to reach the race shack, and he was too busy sailing his boat and pumping the bilge to go below to use the more powerful radio at the nav station. Race committees can tell you an endless number of similar stories.

Are you under the impression that the Coast Guard would have responded immediately with a helicopter if the race committee had called them at 3 p.m.? Nothing could be further from the truth. If you knew that 99% of all overdue boat reports are false alarms, you know why the Coast Guard doesn't do stuff like that. And as you'll read in this month's Sightings, even if the Coast Guard had received an EPIRB signal — Daisy was not equipped with one — it would have been a considerable amount of time — from 20 minutes to 3 hours — before they



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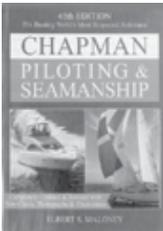
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LETTERS

would have responded with a search. And the search would have begun with a motorlifeboat, not a helicopter or airplane. And frankly, the chance of a motorlifeboat crew searching such a big area of ocean — roughly 33 square miles — in such weather conditions and finding the boat would have been less than that of finding a needle in a haystack. And as you'll also read, depending on locations of satellites, it could take up to three hours before they had a position and sent out a helicopter. The Coast Guard will be the first to tell you that they are no deus ex machina, able to rescue all distressed mariners in all situations.

While we can't be sure, we very much doubt that the Coast Guard would have been able to help the two men, even if they had the capability — which they don't — of responding with a helicopter the instant they received a signal from the EPIRB that Daisy didn't have. In our opinion, it's most likely that Daisy was hit by a large wave, swamped, and went down very quickly. Lifejackets or no lifejackets, it's highly unlikely that two 70-year-olds — or anybody else — could have survived the combination of frigid water and breaking waves for more than a few minutes.

What everybody who goes to sea understands is that it's not a controlled environment like a boat ride at Disneyland or some other amusement park. And there are few places that are less predictable than just outside the Golden Gate. It's not like racing inside the Bay, off Newport Beach, in San Diego Bay, or off Marina del Rey. On days when the seas are big, the Gulf of the Farallones should be the domain of experienced sailors who understand the challenge. Every skipper in a yacht race signs a document confirming that it's his/her responsibility to make the decision to start and continue the race. We've declined to start races and dropped out of races with both our Ocean 71 and our Surfin' 63 catamaran — two boats that are much bigger and more seaworthy than a Cheoy Lee 31 — because we felt the conditions were too dangerous for either the crew or the boat. And we're not ashamed to admit it.

For those who feel that the race committee should have called off the race, veterans said it was typical Gulf of Farallones conditions. Even those in boats as small as a Santana 22 reported not being particularly concerned. Indeed, every participant we spoke to was jacked about the thrilling conditions — until, of course, they later learned about the missing crew.

As for the race committee leaving the race shack at 6 p.m. and turning the matter over to the skipper's wife, it sounds much worse than it really was. At the start of every Ha-Ha, we cajole, beg, threaten and do everything else we can to get finishers and dropouts to report — either to us or to one of the other 150 boats — that they are still alive and well. It's a simple request, but annually ignored by about 5% of the fleet, who have all kinds of excuses from broken radios to simply forgetting or having better things to do. Such behavior drives us and other race committees nuts, but it's human nature. The truth of the matter is that volunteer race committees have families and other obligations, and while they care deeply about all the participants, their staying in the race shack all night wouldn't have been the least bit productive. What would you have them do that the Coast Guard couldn't or wouldn't do? To blame the race committee for the tragic loss of Gale and Harrow is playing the blame game in the worst way possible.

WE WOULD HAVE BEEN IN THE SAME AREA

On March 22, the weekend after the loss of Daisy, five Club Nautique boats made Coastal Passagemaking trips to Half Moon Bay. All five boats sailed out the shipping channel and passed by where Daisy had sunk, and showed our respect



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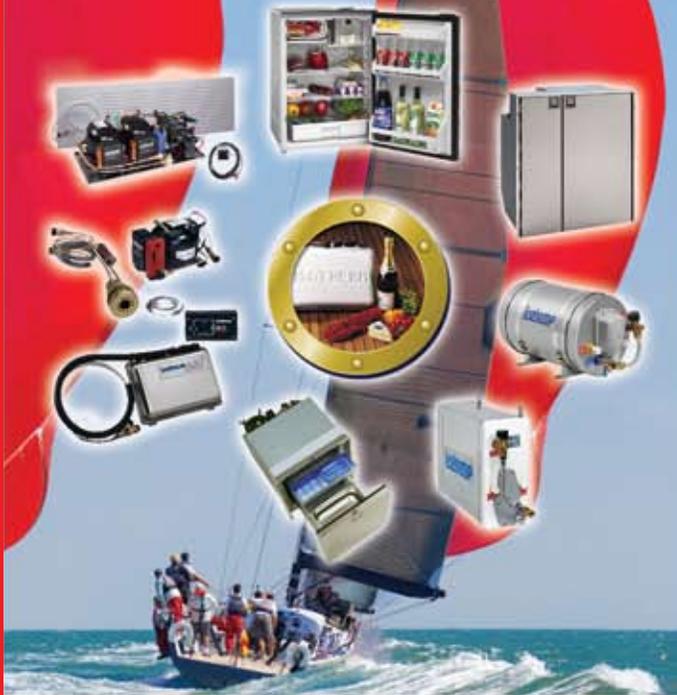
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LETTERS

for her lost crew. *Daisy's* homeport was Kappas Marina in Sausalito, the same as that of Club Nautique. Although I didn't personally know Kirby Gale, *Daisy's* owner, I'd walked by his boat hundreds of times.

As our boats got close to the R2 buoy, we could see *Daisy's* LifeSling floating on the surface, still attached to the boat. *Daisy's* final position, just to the southwest of the buoy, would indicate to me that her crew had been where I would have wanted to be in heavy northwesterly weather. Running down the ship-



ARNSTEIN MUSTAD

'Daisy's LifeSling was seen floating on the surface, still attached to the boat, a week after she went down.'

ping channel just inside/outside the red buoys would have been the best place to be, so I can find no fault with what they had been doing. As such, I suspect that

there must have been some unusual factor in the loss of the boat. The odds of a freak wave twice the size of the 'Significant Wave Height' is about two million to one, a rarity indeed.

If I remember correctly, the significant wave height on the day that *Daisy* was lost was 12 feet, with a deep water period of over 10 seconds — or about 500 feet. To me, this wouldn't be an issue at all — except when sailing over a bar with the ebb opposing the wind. The max ebb for that day was four knots, so I suspect that many of the boats were fighting the tide the entire way back — or elected to cross the south bar in order to seek current relief. I believe that the latter would have been unsafe.

Personally, I would not cross the San Francisco Bar — in either direction — with an opposing ebb of four knots knowing that the deep water significant wave height was over eight feet and that the wind was blowing in excess of 20 knots. Perhaps the easiest solution would be not to schedule races that would require competitors to return on such a strong ebb.

When it comes to crossing the bar during a strong ebb, in my book it's a 'same day decision'.

Arnstein Mustad
US Sailing Passage Making Instructor
Club Nautique

Arnstein — We're not sure how you come up with 500 feet between waves on the day Daisy was lost, but we agree with almost everything else you said. Unless Daisy drifted significantly after going under, Gale and Harrow had the Cheoy Lee 31 right where we would have wanted to be for the safest sailing. By the way, our Racing Editor Rob Grant took a photo of the fleet from the Marin Headlands as they were returning from the Lightbucket, and it showed all the shipping channel buoys out to what looks to be the Lightbucket. At the time of the photo, the only boats seeming to attempt to avoid the ebb were doing it on the north side of the shipping channel.

We can understand some hardcore sailors who are looking for a challenge being willing to ride a four-knot ebb out the Gate when it was blowing 20+ and there were eight-ft seas, but like you, we'd probably wait for another day. But if we were entering the Gate on a relatively large and fast boat when there was

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a four-knot flood, we'd probably be inclined to go for it.

As for not scheduling ocean races when there's going to be a strong ebb, it might not be feasible, particularly with the longer races. After all, the tides turn every six hours, so depending on the vagaries of the wind and boat speed, it might not be possible to avoid a relatively strong ebb. We think each competitor needs to be cognizant of the forecasted wind and seas, the speed and direction of the current, and decide whether he/she and his/her boat are up to the challenge. It's obviously a decision that shouldn't be made lightly.

↑↓AFRICAN KILLERS OR WESTERN HONEYS?

In the case of your having driven away bees from *Profligate* in Mexico, as reported in the April 9 'Lectronic, we think you might have mistaken ordinary bees for Africanized 'killer bees'. We cruised the Sea of Cortez last summer and heard many stories of bee swarms. The swarms that we and others experienced were those of ordinary bees looking for fresh water. For example, one boat with standing fresh water in their shower sumps got thousands of bees in their head while sailing away from an island — Isla San Francisco, if we remember correctly. Once they got a certain distance away from the island, every bee flew out.

We had some swarms of hundreds come into our boat and gather around our galley sponge or the spout in the sink, but they left once we dabbed some saltwater around those areas.

Kristina was initially very afraid of these bees, but with time she got accustomed — if not happily so — to working around them. They swarmed our garbage and every other source for fresh water, but once we eliminated those sources by contaminating them with saltwater, they left.

We're not bee experts by any stretch of the imagination, but given your location and our experiences in the Sea last year, we're guessing that your bees were the innocuous breed. The other evidence we're taking into account is that, while you attacked the bees, you didn't mention that all your crew were stung dozens of times — as would have been the case with 'killer bees'.

For what it's worth, Susan on *Daydream* called them "happy little Ghandi bees," and we started using the phrase as well. We're not fruity bee lovers or anything, but just wanted to offer up our two cents.

Adam Yuret and Crew
Estrella, Magellan 36
Portland, OR

Adam — After doing some research, we learned two surprising things about bees: 1) The only sure way for even experts to tell an Africanized bee from a Western honeybee is by DNA testing. 2) Many hives are hybrids, in which European bee colonies are becoming Africanized. The following are some of the reasons that made us think that at least some of the bees that visited us were indeed Africanized bees:

1) They seemed unusually angry from the moment they ar-

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LETTERS

rived.

2) They 'visited' our boat on four separate occasions, and each time they made it clear they wanted to head inside the opening in the back of the boom. Such cavities are popular for locating hives. There was no freshwater around the opening of the boom, but there was in the nearby galley.

3) Africanized bees have migrated all the way up through Mexico and to all the states in the southern two-thirds of the U.S. Last year, the County of Los Angeles treated or otherwise disposed of 3,000 colonies of predominantly Africanized bees, and now spends more time dealing with them than with mosquitoes.

For what it's worth, there are no such things as "innocuous bees," as the venom from Western honeybees is just as strong as that of 'killer bees'. Swarms of killer bees are considered more deadly only because they tend to sting perceived threats in much greater numbers. Because so many people are allergic to or suddenly become allergic to bee venom, some health professionals recommend that cruising boats in Mexico carry Epi-Pen auto injectors of epinephrine, and that the crews know when and on whom it would be appropriate to use it. Epinephrine, for example, can be very dangerous if used on people with heart disease.

Lastly, we're cool with bees. When they visit our food and/or drinks, we know they mean no harm, so we either ignore them or casually and gently encourage them to move along.

↑↓ I GOT STUNG ON MY 'LOVE HANDLE'

We were recently buzzed by dozens of very aggressive bees while on our way from Mismaloya to Nuevo Vallarta on Banderas Bay. Anh, my partner, got stung on the wrist. Another bee went up my T-shirt and got me on the 'love handle'. I'd never had a bad reaction to a bee sting before, but this time I developed a huge red and itchy spot that was about six inches in diameter. I had to take some antihistamine medication, but the next day the swelling was nearly gone.

I'm glad I hadn't read the April 9 'Lectronic' posting about bees earlier or I would have been petrified. But I will remember the fire extinguisher trick. I have a couple of extinguishers that are getting old and will need to be replaced soon, so I might as well put them to good use.

Jeannette Heulin and Anh Bui
Con Te Partiro, Bristol 32
Mexico / Emeryville

Jeannette and Anh — It takes about 800 bee stings to kill an average human. It sounds like a lot, but a human could easily be stung that many times on one arm.

↑↓ THE BUZZ FROM A BEEKEEPER

While I have no experience with Africanized bees, which is the correct and non-hyped term for these insects, I have been keeping honeybees for the last 20 years or so. I can report that plain water will knock a flying swarm of bees out of the air, and soapy water will kill them. Fire extinguishers may be more handy on a boat, but because they have to be replaced or recharged, would also be more expensive. Using fire extinguishers against bees might be dangerous, too, as what would happen if you had a fire on your boat?

A bee swarm itself is unlikely to be aggressive, but as soon as they started to call *Profligate's* boom home, they would aggressively start defending it. And like your article said, much more aggressively than European honeybees that we keep in the United States.

My point is, depending on the size of the swarm and the

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LETTERS

strength of the water pressure, a stern shower might do the trick.

Tony Bourque
Planet Earth

Tony — We value your knowledge and suggestions, but if the same situation were to occur again, there are two reasons that we'd still reach for the fire extinguishers. First, the fire extinguisher puts out a surprisingly powerful and opaque stream that the bees don't seem to want any part of. The water coming out our stern shower isn't anywhere near as powerful, so we'd have to get much closer to the bees. Second, and even more important, using fire extinguishers gave us mobility. We could retreat or move in on the bees quickly, something we couldn't do with a stern shower.

We agree that fighting off bees with fire extinguishers is certainly more expensive than fighting them off with water, but we're more than willing to pay for what we believe is the more effective deterrent. The thought of a fire on our boat terrifies us, so we carry quite a few extinguishers.

↑↓ YOU REPLACED THE FIRE EXTINGUISHERS, RIGHT?

After reading your report of using dry chem fire extinguishers on killer bees near La Paz, I would hasten to add that you, of course, immediately replenished the now-useless fire extinguishers. Didn't you? Or is your boat now unprotected from fire, thereby possibly voiding your fire insurance?

P.S. Love *Latitude*, keep it up.

Paul R. Burnett
Safety Program Administrator
Santa Clara Valley Water District
San Jose

Paul — Why would it cross your mind that we wouldn't replace our fire extinguishers? Having seen how fiberglass boats usually burn to the waterline if fires are not put out immediately,

we can assure you that we not only carry more than the required number of extinguishers, but that the used ones will be replaced before our boat leaves the dock again. Big box stores sell Coast



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↑↓ THE OWNER BELIEVED IN DEFENDING HIMSELF

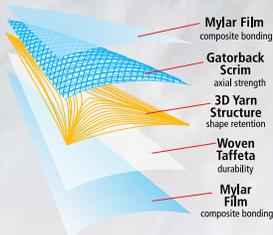
The mid-March reports on the hijacking of the 288-ft French sailing vessel *Le Ponant* and her 30-person crew off Somalia are alarming. But piracy in those waters is nothing new. In '79, while making the same passage from the Seychelles to the Red Sea near the end of a circumnavigation aboard the 86-ft Camper & Nicholson ketch *Lord Jim*, we faced a similar threat. An Arab dhow of perhaps 90 feet, which had been keeping pace with us for the latter part of the day, closed on us rapidly

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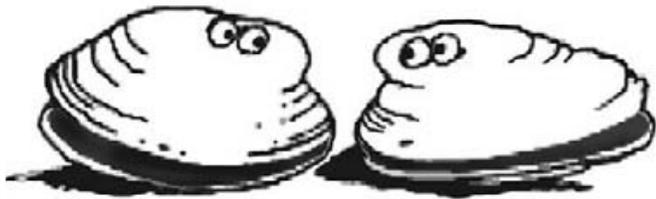
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at sundown, with many of the crew suddenly appearing on deck. Suspicious of their intentions and aware of the threat of piracy in those waters, Peter Codrington, our skipper, ordered



MARK DARLEY

Lord Jim in the Marquesas, where they don't even eat people anymore.

us to break out our arms and prepare to be boarded. At the time, we carried two M-16s, one with a grenade launcher attachment, a 9mm rifle, a sawed off shotgun, and a pair of .38 handguns. The vessel's owner had been a

Free French Army and Resistance member in World War II, and believed in defending himself.

We crouched in the scuppers with the arms. When the dhow came to within 300 yards, Codrington, who is ex-British Navy, launched a grenade into the water in front of the dhow. It made an impressive splash. The dhow, to our relief, did a smart U-turn and headed back to shore.

We had no way of knowing what their intentions were, but when in doubt, it's best to keep such craft at a distance — at least in the areas of the world well known for piracy.

Mark Darley

Former Mate on *Lord Jim*, Camper & Nicholson 86

Readers — Much of the general public thinks it's common for pirates to attack cruising boats. It's not. The exceptions are eastern Venezuela, certain parts of the Pacific and Caribbean coasts of Colombia, the Straits of Malacca in Southeast Asia, and the approaches to the southern entrance to the Red Sea. Just about everywhere else, the greater dangers are to be found ashore.

Most — but not all — cruisers go unarmed because of bureaucratic problems with carrying guns. For example, a couple of months ago Steve Bonner of the San Jose-based Eleuthera 60 catamaran Caribbean Soul ended up in jail — and then prison — for about a week in the British Virgin Islands for not declaring a pistol. It's a long and crazy story, in which he shared a cell with a notorious 'hit man' from St. Thomas, had a new lawyer — whether he wanted one or not — every few hours, and had to address the female magistrate as "Your Worship." What's more, the courtroom was the 3rd-grade classroom at a local school. He was eventually fined \$10,000 — and it could have been worse. The other fear of carrying weapons is being badly outgunned by the attackers. After all, in many of the danger areas, automatic rifles are on sale cheap in the local versions of 7-Eleven.

Nonetheless, a few years ago a Latitude reader and the skipper of a buddyboat fought back and killed a gun-wielding assailant on an attacking boat near the approaches to the Red Sea. The attacking dhow immediately retreated.

↑↓WE DON'T WANT SERIOUS NEWS

I find it very interesting that the story of the hijacking of the large French charter sailing yacht *Le Ponant* never made the national news in the United States — not even the U.S. version of the BBC — for many days. It had previously been



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LETTERS

covered in the European news media, most prominently in the Italian news, for over a week. At the same time, some teenage girls getting into a fist fight in Florida and dozens of other inane stories, were covered ad infinitum in the national news. The premiere U.S. sailing magazine — *Latitude 38* — did cover it in *Lectronic*.

Everyone knows that the coast of Somalia is renowned for hijackings of cruising boats and even large ships. It gets no coverage whatsoever.

Gruß Eberhard
Pepina

Gruß — There has long been a big debate in serious news circles about whether news organizations should give readers what they ought to know — important, serious stuff — as opposed to what they, in their weaker moments, might like to know — such as whether Britney wore underwear when she went clubbing the night before. We're mostly getting what we want to learn about in our weaker moments, which doesn't say much for us as a society.

Somalia, which is at the southern entrance to the Red Sea, has historically been the base for attacks and threats against cruising boats. The events haven't gotten much coverage because there are few, if any, news-gathering sources in that lawless area, and because there aren't many sailors in the world. While Somalia is perhaps most dangerous for cruising yachts, the real piracy and kidnapping nexus is the Straits of Malacca. The pirates used to go after yachts more often, but tend to ignore them now in favor of ships carrying big payrolls and other valuables.

As a result of the seizing of the 30-person *Le Ponant* crew, French President Jacques Sarkozy proposed an international military cooperation to prevent such attacks in places such as the entrance to the Red Sea and the Straits of Malacca. Don't hold your breath waiting for that to happen.

↑↓ THE ARMED MEN IN MASKS WERE MEXICAN NAVY

We read the March 11 *Lectronic* item about *Besame*, the Southern California-based mini-megayacht that was approached by a *panga* full of armed and masked men off the coast of mainland Mexico recently.

On the evening of March 5, off the coast of Zihautanejo, during our passage from the Galapagos Islands to Zihuantanejo, we heard a frantic call on the VHF from a large sportfishing boat to the Coast Guard reporting they were being approached by a vessel manned by men in black masks. I don't recall the exact description of the vessel the men were in, but I'm pretty sure it was a large *panga*.

After several responses from English-speaking folks on boats in the area, none of which were Coast Guard vessels, the men on the approaching *panga* lifted their masks — and turned out to indeed be members of the Mexican Navy about to conduct a routine vessel inspection. They were allowed aboard, and the skipper of the large sportfishing boat said that the boarding party was professional and courteous, and that the inspection was minimal. They gave no explanation for the masks.

The skipper of the sportfishing boat also said the boarders were all dressed in SWAT team-like garb, were heavily armed, and that it was quite frightening at first. No mention was made as to whether or not they were hailed by the Navy in advance of the boarding, but we heard many hails to vessels from the Mexican Navy in English and Spanish that night.

Many boats were boarded by the Navy off Zihua on the evening of March 5, but somehow we avoided the picket line.

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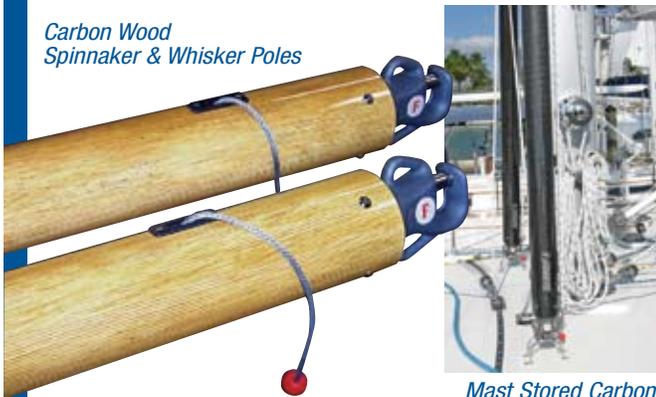


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LETTERS

Once we got to port, I asked the port captain about Navy personnel being masked. He said he knew nothing about it.

I have to admit, seeing a boatload of black-masked men approaching would be unnerving, but in this case at least, they were indeed Mexican Navy personnel.

Guy and Deborah Bunting
Élan, Morrelli & Melvin 46
On Our Way To La Paz

Guy and Deborah — We're pretty sure we understand what the masks are about. Thanks to the uncounted legions of controlled substance abusers in the United States, there are literally billions of dollars for illegal syndicates to earn transporting drugs via Mexico's roads and coastal waters. One of the first things that current Mexican President Felipe Calderón did was take on the notoriously powerful and violent drug cartels, and the cost in human lives has been tremendous. According to news sources, 3,500 have been killed, including many police. In addition, the drug cartels have tried to scare off the government by doing things like decapitating police and delivering the heads to police stations and discos. It's something to think about the next time you inhale or snort the latest import.

Because of the threats to representatives of the government, even police, federales and members of the military have sometimes taken to wearing masks. Like Guy, we'd be freaked if approached by a panga full of masked and armed men, but we think they'd be the real deal, and they'd probably be courteous and professional as most Mexican civil servants have become. In certain beach areas where common crime has started to become a problem, members of the Mexican Army have been ordered — in full uniform, and carrying automatic rifles — to patrol. Everybody welcomes them.

↑↓ HIGH SCHOOL FRENCH WAS THE ANSWER

We just read your 'Lectronic posting about members of the Mexican Navy boarding boats in mufti. They are not the only ones.

In '02, we made a passage from St. Maarten to Grenada in the Eastern Caribbean aboard our Berkeley-based Sceptre 41 *Indigo*. As we were motoring at dawn on our second day



COURTESY INDIGO

Michael and Hillair, formerly of Berkeley, used rusty high school French to thwart French 'pirates'.

some 20 miles west of Guadeloupe, Hillair was on watch and listening to a French Navy frigate vetting a freighter on the VHF. They were just barely visible in the distance. She then saw a large Zodiac leave the frigate and come streaking across the calm waters directly for us! The boat had 15 sailors in full riot gear with bulletproof vests and helmets with mirrorlike shields, and they were carrying automatic weapons. After Hillair waved the VHF and got no response, she called me up.

Now we get to the really strange part of the story. I keyed the VHF mic and, using my best high school French, said

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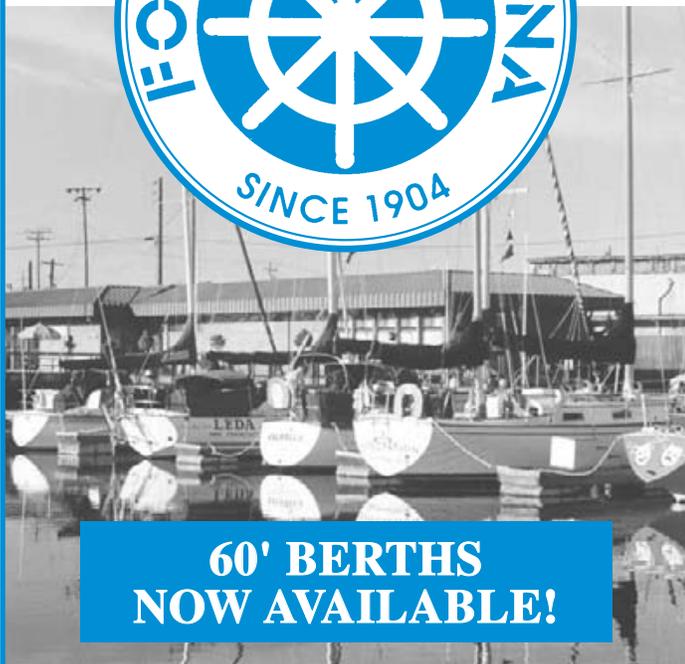
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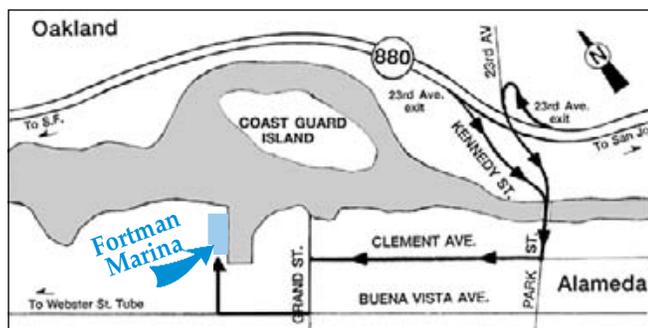
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LETTERS

"*Bonjour*." Suddenly the Zodiac spun around and raced back to the mothership! There was no word, no explanation.

We had heard the French Navy in radio contact with yachts, using very good English, go through a long protocol of documentation numbers, F.C.C. license numbers, and the like. But in our case, *rien*. So there is a good use for those rusty language skills.

Michael Sheats and Hillair Bell
Indigo, Sceptre 41
St. Croix, U.S. Virgin Islands / St. Croix

↑↓ **THERE'S NO REASON TO HOP OFF A BOAT**

In the April issue, Mark Johnston asked about dealing with aging knees and boat docking in a letter titled 'Senior Sailors and High Freeboard'. He expressed his concern about docking with a potential future bigger boat, noting ". . . it's not so easy . . . for my wife and me to jump down to the dock with lines in our hands."

We've had our Catalina 34 *Aquavite* for the past 10 years — with a Catalina 22 for two years and a Catalina 25 for 12 years before that — and sailed all over the Bay, the Delta, and up and down the coast. We employ what we believe is the most useful and safe technique for docking — but one that still seems to be a mystery to most sailors. It's called the midships spring line, and thanks to it, there's no reason ever to have to jump off a boat to dock her properly.

The maneuver is simple: Attach the springline to the midships cleat and run it fair outside the lifelines. As you approach the dock, loop the springline over the aft dock cleat, then bring it back to the winch. Snug the line up and keep the boat at low throttle forward. The boat will sidle right up to the dock, and no jumping is ever required to get off. A friend developed an 'enhanced' springline arrangement with a prefixed length of line and a hose holding a lower loop of line open to assure that it catches the cleat on the dock. With this, no line needs to be returned to the winch.

Like some other boats, our older Catalina 34 didn't come with a midships cleat, so we added one on each side at the forward end of the jib fairlead track. Many newer boats do come with the cleats.

I do a lot of singlehanded sailing, and have found this technique to be invaluable in docking in all conditions. I'm sure that once this trick is learned and mastered, it can be used in a wide variety of docking situations with all manner of wind and currents. Furthermore, it's not only safer, it sure is a knee and back saver. The only drawback is when docks don't have cleats but, as is so prevalent in the Pacific Northwest, have those nutty rings or raised wooden bull rails. I think those two things are why grapnel hooks were invented.

Stu Jackson
Aquavite, Catalina 34
Piedmont

↑↓ **LEAVE YOUR BOAT IN GEAR, THEN STEP OFF**

In the April issue, reader Mark Johnston said that, despite the fact he was getting older, he'd probably buy a larger boat — if he could figure out a way for him and his wife to get on and off easily. He should do like I do and use a spring line for docking.

When I became too old to safely jump from the boat to the dock, I developed the following technique: Tie one end of a spare sheet or halyard to the midship cleat. If you have a chock, push a bight — or open loop — through the chock. Form a big enough bight so that the crew can lean over the lifeline and sweep the dock with the bottom of the bight. Hold

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LETTERS

it open with a hand on each side, like a bullfighter holds his cape. When you have the proper sized loop, temporarily secure the fall — or tail — of the line.

As the helmsperson brings the boat alongside, the crew places the loop around the cleat, quickly takes in as much slack as possible, then secures the line to a cleat again. If the crew cannot do that quickly, lead the fall through a turning block, if necessary, and back to a cockpit winch where the helmsman can take in the slack. By the way, nobody should attempt to lasso the cleat. If necessary, make another pass.

But with the line secured to the midship cleat, motor forward slowly and steer slightly away from the dock. As the line tightens, the opposing forces will move your boat gently toward the dock. If you run out of room ahead of you, stop and take in more slack to shorten the loop. Once you have tested it to make sure everything is holding, you can safely leave the boat in gear and step off and secure your other lines.

I also have a one-step rope ladder that snaps into my swim ladder pad eyes and hangs halfway down my topsides, allowing me to step down on the dock.

If your boat does not have a midship cleat and chock, I think you could tie off to a stanchion and reeve your fall through a turning block and cleat off back in the cockpit. But do not overload the stanchion.

Ernie Copp
Orient Star, Cheoy Lee 50
Long Beach



↑↓ **TOO MUCH FISHING FUN**

You asked for photos of fish caught while cruising. The fresh fish special in the accompanying photo was caught using a meat line with a dock-line snubber about a week before we reached Oahu. We caught three of them before we stopped fishing due to having too much fun.

Gary Scheier
Serenisea, Hunter 28
San Rafael

After catching three, it was too much fun to fish.

↑↓ **GLOBAL WARMING? IT WAS FREEZING IN NOGALES**

The 'They Moved as Fast as a Car on the Freeway' letter in the March issue was interesting, and made me try — albeit unsuccessfully — to remember my waves and tides class from decades ago. I managed to remember that the speed of a wave is dependent on its wavelength, and that longer waves travel faster than shorter waves. Tsunamis move really fast — up to 500 mph.

Since any formulas had long since departed my brain, I did a little Google research, which gave a very complex formula for the theoretical speed of a wave at <http://hyperphysics.phy-astr.gsu.edu/Hbase/waves/watwav2.html>. As soon as I saw it, I knew why I didn't remember any of it!

Based on that formula, a single wave in deep water — waves in shallower water start to slow as they shoal — travelling at 50 mph, would have a wavelength of about 310 meters. My math says that would give about a 14-second period. That's a pretty long wave, but not too far off the charts. After all, you can see waves with 12-second periods from Aleutian storms as they make their way south.

Speaking of south, the weather in La Paz is great for the start of Sea of Cortez Sailing Week on April 1. It's a far cry from the weather this spring in San Carlos, up in the Sea of Cortez, where we splashed our boat. Just how cold was it?



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LETTERS

Cold enough that I was caught sleeping in my fleece pants, and that we used our heater a lot. Cold enough that it snowed in Nogales! To cap things off, as we were leaving our slip at Marina San Carlos to cross the Sea, it sleeted and hailed on us for 15 minutes! If I hadn't been so shocked, I would have taken a picture of the hail collected on the deck. I heard reports that there was so much sleet and snow in Nogales that all the roads were closed. We were very happy to finally make it down to the warm weather in La Paz.

Gordon and Vlasta Hanson
Far Country, Valiant 40

Sausalito / Currently anchored off Marina de La Paz

Gordon and Vlasta — We don't claim to have a complete grasp of waves at sea and in shallow water, but consider the following:

— *It's true that tsunamis travel at up to 500 mph at sea, albeit with a wave height usually well under one foot. It's also true that when they come to shore, they don't move anywhere near 500 mph. In fact, it's not uncommon for people to be able to run or even walk inland as fast as the ingress of a tsunami.*

— *According to your math, a wave with a 14-second period would travel at 50 mph. Based on the data from the San Francisco and other buoys, dominant wave periods of 14 to even 16 seconds are as common as dirt. If that's the case, why don't sailors see waves moving at 50 mph out there all the time? And why, in our nearly half century of surfing and sailing, have we not seen a wave travel anywhere near that fast?*

It seems to us there's some huge gap of understanding between your grasp of the theoretical speed of waves and what we've observed in the real world.

It was indeed a cool, cool winter in Mexico, all the way from down in Zihua up to San Carlos. After what happened this winter, it's going to be hard for this year's cruising class in Mexico to put much stock in the concept of global warming. Be that as it may, we're sorry that you ultimately missed the revived Sea of Cortez Sailing Week, as it was terrific fun. To see what you missed, check out the story and photos on page 144.

⇅ WEATHER WINDOW TO SOUTHERN CALIFORNIA

Is there a weather window for taking a catamaran from San Francisco down to the Los Angeles area?

I just read in the April *Latitude* that there are occurrences of fog and gusty winds outside the Gate. The other issues, such as current and tides, are year round, but I suppose are diminished a bit during the summer months. What I'm really asking is when is the best time, on average, to take a 32-ft catamaran out past the Gate and then south to Southern California?

Jim Barden
Ann Marie, Morgan 28 OI
Marina del Rey

Jim — Your primary concerns should be the seas and, to a slightly lesser extent, the strength of the wind. Oddly enough, generally speaking the best time to find light winds and flat seas is in the winter. Between fronts — which can be widely spaced — it's usually calm off the coast. In fact, during the winter it's likely that you'd have to motor all the way to Southern California. The downside of winter, of course, is that it's very cold and therefore not much fun out there.

Typically, spring and summer have the greatest preponderance of strong winds and big seas along the coast. But it's strictly a day-to-day thing, as there will be calm days in May

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LETTERS

and howling days in October. Weather forecasting has improved greatly in recent years, but there are still no guarantees — particularly along the Central California coast. So no matter when you head south, you need to be prepared for rough weather and know all the places where you can find shelter. With enough time and good planning, you shouldn't have trouble. The points — such as Sur, Arguello, and Conception — tend to have the strongest northwesterly winds and biggest seas, so if it's borderline elsewhere, you may want to take shelter until it calms down.

Once you round Pt. Conception, it's like entering a much more tranquil world. Santa Ana conditions are the biggest hazard, but even novices can forecast them easily. If the skies are clear and the decks of your boat are dry, expect a Santa Ana. The weather forecasts on VHF radio will generally be able to tell you how strong they'll blow.

The tide and currents at the Gate are primarily affected by the moon, so they can be as strong in the summer as in the winter. See the next letter for more details. If the seas were small, we'd leave on an ebb. If they were relatively small to medium, we'd leave toward the end of an ebb. If there were big seas, we'd keep a small cat in port until the swell subsided.

The coast of California is one of the major fog producing areas in the world. Fog can appear at any time of year, and it's often not possible to forecast it accurately. We've sailed down the coast of California several times on boats without radar, ran into fog, and had to mix it up with shipping. You don't ever want to find yourself being a sitting duck like that. Have a fun and safe trip.

↑↓ I COULD WRITE AN ARTICLE ON CURRENTS

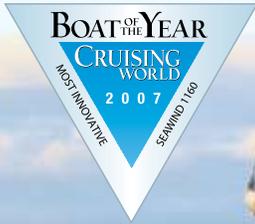
Latitude's description of the currents on San Francisco Bay in *25 Things Every Sailor Should Know*, needs a little maintenance. Maybe even a refit.

Surface currents in the Bay, which are the only ones that matter to boats, result from primarily three influences — the tides, freshwater inflows from the Delta, and wind events associated with storms. For mariners in Central Bay, the tides are the only thing that matter — except after inflows from rare and really large flood events in the Central Valley. Currents from wind become detectable only if a strong wind from one direction persists for several days, which almost never happens. Even so, they are small compared to tidal currents. So your point should focus only on the tides.

Tidal currents in the Bay go through a 14-day (spring-neap) cycle, being strongest during new and full moon (springs), and weakest during waxing and waning half moons (neaps). This 14-day cycle itself goes through an annual cycle, with strongest spring currents and weakest neap currents occurring around summer and winter solstices, and weakest springs and strongest neaps near the equinoxes. So the strongest tidal currents of each year occur during a full moon near June 21 and December 21, and the weakest currents occur a week before or afterward. For instance, last December the biggest tidal current in the Golden Gate area was on December 23, an ebb current around 5 knots. This summer, the biggest currents will occur on June 3, also around 5 knots. In both cases these contrast to maximum currents of only about two knots a week later.

A lot more could be said about current differences between channels and shallows, and about timing of maximum currents relative to tide heights in different parts of the Bay. I could help Max Ebb/Lee Helm to craft a description, if desired, or I would probably enjoy writing a guest article. I should say that I am retired from the U.S. Geological Survey, and

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Gary and Marge Rufener with West Coast Multihulls salesman Rod Jones, aboard their new Seawind 1000XL Mariah. Gary and Marge sailed their Corsair 24 and Catalina 320 in Southern California, but were looking for something that could expand their cruising horizons a bit. They wanted more comfort under sail, but were not willing to give up performance. One ride on the Seawind, and they were convinced it was everything they were looking for in their next boat. The 320 went bye-bye, but the Corsair will hang around for those days he just wants to fly around the bay. Congratulations to Gary and Marge!



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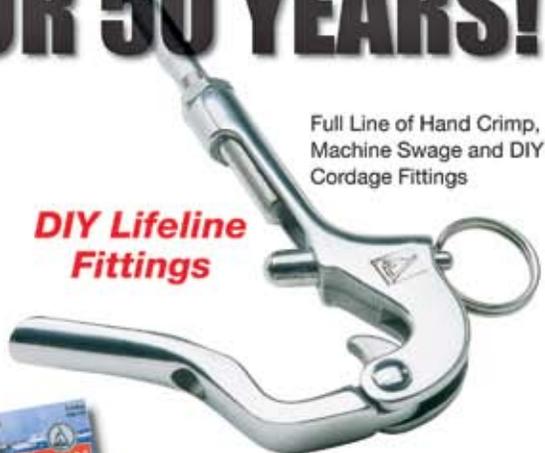
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LETTERS

for about a decade of my career I constructed hydrodynamic models of the Bay and analyzed tide and current data collected by us and NOAA.

Thanks for *Latitude 38* and *Lectronic Latitude* — they are a joy to read.

Larry Smith
 Pleamar, Aloha 32
 Vallejo

Larry — Thanks for the kind words.

We're not sure our description of the currents was so much wrong as necessarily brief because of the other 24 things sailors need to know that had to be fitted into the article. But very enthusiastically, yes, we've love to get a guest article from you on currents on the Bay.

↑↓ A QUESTION FOR MAX AND LEE

I have a couple of questions for Max Ebb and his sidekick, Lee Helm — or anybody else — about the tides and the relationship between slack current and high and low tides.

Take today, April 8, for instance. The first high at the Gate is at 0110, followed by a low at 0749, a high at 1455, and then finally a low at 1851. Slack currents are at 0252, 1002, 1636 and 2150. This means that the slacks are several hours after the high or low, with the slack following the low being later than the slack following the high. It would seem that at the high or low point of the tide, after which the high point starts to drop, or the low point starts to rise, is when the slack would occur. Why is it so much later?

Another question: In places further down the Bay, for instance at the Park St. Bridge in the Oakland Estuary, the highs and lows are 44 minutes later than at the Gate. Are the slacks also 44 minutes later than at the Gate?

My guess is that the water reaches its maximum height out at the Gate, but continues to flow into the Bay for some time, and this is why the slacks are so much later. If this is true, then would the slacks inside the Bay — at the Park St. Bridge, for example, be the same amount later than the slack at the Gate, or would they tend more to coincide with the highs and lows there?

There are obvious practical considerations for this, such as when to plan to leave the dock if one isn't near the Gate.

John Reimann
 Y-Knot, Catalina 36
 Alameda

↑↓ SAILING DANGERS ON THE OAKLAND ESTUARY

Recently, my wife and I sailed down from the Northwest to visit the San Francisco Bay Area. As part of our trip, we decided to visit Alameda and some of the local yacht clubs.

Upon entering the part of the channel past the docked ships, we encountered a number of sailboats tacking out the channel. Under sail ourselves, we stayed as close to the right shore as safely possible — without ending up on the rocks. On no fewer than five occasions we had to alter course to avoid hitting another boat, as they would tack over right in front of us. Little did they know that our boat, a 55-ft full keel steel cutter, does not have the same ability to maneuver as their smaller boats.

Even when we left the area under power, we found boats overtaking us on their way tacking out the channel — and then getting upset that we were in their way!

We do what we have to in order to keep our boat safe, and in congested waters we're very careful — but for all those who put themselves in harm's way, beware, for ours is a steel boat



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LETTERS

that would put a big dent in fiberglass.

Name and Boat Name Withheld By Owner's Request
55-ft Steel Cutter

N.W.B.R. — We're sorry that you felt endangered. The Estuary is something of a unique place, as it's almost always a gentle beat out and a run back, and almost always in flat water. As such, small boat sailors develop tremendous confidence in shaving other boats, and coming as close as possible to the two shores without actually touching bottom.

There are some places in California where the entrance channels are regulated. Marina del Rey, for example, where buoys mark three distinct lanes. Boats motor in the south lane, motor out in the north lane, and can sail in either direction in the center lane. Boats are not allowed to sail in either motoring lane.

There are no such restrictions in the Oakland Estuary, so unless we're mistaken, the Rules of the Road apply. That



means: 1) Boats — although not ships with limited maneuverability — under power have to give way to boats under sail. 2) Boats on port have to give way to boats on starboard. And 3) starboard boats to windward have to give

way to starboard boats to leeward. In other words, just like in open waters.

Rules of the Road or not, if we were tacking a boat out of the Oakland Estuary and found ourselves on a collision course with a boat such as yours hugging the starboard shore, we'd tack away well in advance to not cause you any concern. Unless, of course, we'd had a recent blast of testosterone, in which case we'd hail you to hold your course, then sail as close to you as possible before tacking away.

On the other hand, if we were tacking out the Estuary and you were motoring out, we'd probably insist on our right-of-way, as we'd be going about the same speed, and it shouldn't be hard for you to avoid us.

Mind you, we don't sail in the Estuary that often anymore, so it would be interesting to hear what you Estuarians think about all this.

Mind you, we don't sail in the Estuary that often anymore, so it would be interesting to hear what you Estuarians think about all this.

IT REALLY IS NO BIG DEAL

I know you visited the anchorage and dinghy landing at La Cruz de Huanacaxtle on Banderas Bay, but as it's the first time I had visited since the Nayarit Riviera Marina opened, I'd like to offer my own thoughts.

First, I think the way the marina extended the wall all the way up the beach invites a broken leg or worse. Perhaps the breakwater needed to be extended all the way into the bluff, but they could have designed it for easier access over the rocks. I know that I feel concern when climbing down the rocks while carrying laundry, groceries, or making the much longer hike into town to patronize the local businesses.

I'm sure that the Marina Riviera Nayarit wants to protect their property, and if they want to allow the pangas to dock in-

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side but deny dinghies access to town in a safe and easy manner, it's their prerogative. But they — and *Latitude* — shouldn't expect cruisers to accept it as "no big deal." Not all cruisers can



The breakwater is not tall where it meets the bluff — maybe six feet tall — and was clearly not designed and built to injure cruisers.

afford the almost 20 cents per foot higher berth fees than in Paradise Village, all for the privilege of watching the marina drive pilings late into the evening, paying \$8.50 for a bowl of soup, or \$6.50 for a small drink. It doesn't encourage me to visit the new marina or its businesses, but what someone charges for their services is their business. But when a marina constructs a wall that will surely cause injury, I say shame on them. There has already been one cruiser's death this year over a trip and fall. Do we really need another one?

Jerry Metheany
 Rosita, Hunter 46
 Mexico

Jerry — With all due respect, we think you're being a little bit ridiculous — and are giving the marina a great excuse for posting a 'no trespassing' sign and a guard at that portion of the breakwater that permits a shortcut into town.

First of all, it's silly to think that the marina wouldn't extend the breakwater all the way to the bluff, and absolutely preposterous to think that they somehow went out of their way to design a multimillion-dollar breakwater in a manner that would cause cruisers to be injured. Don't you think they had more important things to think about?



For those who don't want to risk climbing the low breakwater, a paved pathway, lined with flowers, is only about 100 feet away from the dinghy landing.

Second, if we're going to call a spade a spade, let's admit that any cruiser who gets hurt climbing up and down that very low section of breakwater has nobody to blame but themselves. Why? Because there's a paved walkway up the bluff not 100 feet away! Sure, it makes the walk into town a little longer, but it's not like cruisers are rushing to catch a bus to work. So if you're not a natural born mountain goat, if you're carrying groceries or laundry, if it's dark, or you feel at all uncomfortable, use the walkway for god's sake!

When we were in La Cruz last, which was less than a month ago, there was no problem with boats being anchored out for free for as long as their owners wanted, there was no problem with cruisers landing their dinghies on the beach for

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free, and there was no problem with them walking into town. Some elected to climb over the breakwater to get there, others decided to use the walkway. No matter which choice they made, it was up to them to live with the consequences of their decisions.

It's also important to remember the marina and situation are new at La Cruz, and therefore things are subject to change. Come next season, perhaps they'll decide to let dinghies again tie up at \$3/day to stimulate business at the restaurant, bar, and tienda. Or perhaps some enterprising local — and we think this is a great idea — will offer dinghy service between boats and the shore from early in the morning to late at night, making it unnecessary for cruisers to even put their dinghies in the water. But until then, cruisers need not take any unusual risks getting from the anchorage to town, so in our opinion, it truly is 'no big deal'.

↑↓ **THE HAPPIEST PLACE ON EARTH**

Latitude is an excellent magazine and therefore a great read any time — but it's especially appreciated on long flights.



COURTESY LAURALEI

Thanks to the gift of a recent 'Latitude', Ugyen and Pintsho can keep up with Bay racing results, even though they live high in the Himalayas.

We took a copy with us to the small land-locked Himalayan country of Bhutan this past March. Our guide, Pintsho Wangdi, and our driver, Ugyen, were very pleased to get the most current issue. Like many Bhutanese, they are fluent in English, and would like to try sailing sometime.

In the photo they are wearing the national costume and are standing in front of an ancient bridge over the Paro River just below the Paro Dzong, a fortified monastery originally built in 1646. The country held its first ever election on March 24.

Jim and Laura Gregory
Lauralei, Hunter 37
Sausalito

Jim and Laura — Thanks for the kind words.

Not knowing much about Bhutan, we did a little checking in Wikipedia. According to that source, despite the fact that the "land of the thunder dragon" is one of the most isolated and remote countries in the world, the data suggests that its citizens, unlike those in places such as Hollywood and Marin County, are among the happiest in the world. Is it possible that money doesn't buy happiness?

↑↓ **VIRGIN LOOKS 'RODE HARD AND PUT AWAY WET'**

Perhaps you have seen her before, or at least one like her. I came across this 'vessel' in an unlikely place, and thought you might find her interesting as an intriguing expression of design, resourcefulness, and tragedy. Guess where she lies? Not Papua New Guinea, American Samoa, or some other smallish, rundown port in the Pacific Rim. No, I came across her in a canal in the Albert Park neighborhood of San Rafael.

The outrigger *Virgin* was moored just down canal from the

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foot bridge to Wild Care, across from the tennis courts. The construction would be termed 'recycled' — epoxy covered canvas hull, PVC pipe framing with spray-on foam for flotation, driftwood mast, lumber oars, and lots and lots of tarps. I sense a bit of Donald Crowhurst here, with order and chaos sharing a berth.

I wish I could call her an 'art boat', but the good vessel *Virgin* — her name hand-painted on both bows — looks



STEVE GRANVILLE

Believe it or not, last year this boat was sailed from Bolinas to San Francisco Bay. And beware, a 'No Photos, Please' sign is normally posted.

like a homeless person's mobile quarters. I picture them pulling under San Rafael's various bridges at night to keep out of the weather and away from prying eyes. The need to keep aware of tide swings and making necessary

adjustments in position is evidenced by the line spool on the aft iako.

The seamanlike flourishes form a thin veneer on a life at its nadir. *Virgin* evokes in me pride and pity at somebody's application of their survival/creative energies to boat design.

P.S. Keep up the good work at *Latitude!*

Steve Granville
San Rafael

↑↓ A BOAT FOR YOUR BOOKS

Check out the accompanying photo of a bookshelf, complete with cleats, oarlocks, and a centerboard trunk. I found in the backyard of a Martinez antique store amidst ancient furniture, Coke and beer signs, musty books, and wonderfully



ROBERT J. PERRY

bad paintings. It appears to be an El Toro, a classic Bay Area one design. She was a tad rough, with the plywood and fiberglass fraying, but the old hull was relatively intact. And she was sporting a new — probably semi-gloss — paint job. But if anyone is looking for a bookshelf, at \$50 she is less expensive than the typical Ikea furniture-in-a-box. And if you rotate the 'shelves' 90 degrees, she might once again be a boat — although I don't think El Toros ever had seating.

As I look at her in her decline, I realize that some craftsman spent many hours constructing this vessel. Hopefully,

One of the world's rare sailing bookshelves.

it did what El Toros have done — change lives and get folks out on the water. Now it's become a place from which to hang a 42-inch plasma, first editions, and trophies. Are you listening, Mr. Nash? As for the rest of you, does your furniture float?

Robert 'not the Valiant 40 guy' Perry
Martinez, CA

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

Poop.

Poop.

Poop.

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

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'White Fang', Beneteau 40.7

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LETTERS

↑↓HAVEN'T TRIED YOUR CAMERA CLEANING TIPS YET

I have been sailing for almost three years, and have enjoyed reading *Latitude* for the same period of time. I recently



DREW MEYERS

You can imagine how much clearer this photo would have been had the camera first been rinsed in a bucket of sudsy water.

came across your February *Sightings* item about the 'care and feeding of digital cameras'. Although I have yet to scrub out the innards of my Nikon D-80 with soap as you recommended, I do clean it with a slightly damp cloth. It seems to work, as you can tell from the accompanying photo of our boat sailing to the Corinthian YC last June just prior to the Delta Ditch Run.

Drew Meyers
No News, Newport 28
Stockton

↑↓HAPPY 100TH BIRTHDAY, OLIN!

After redesigning a Sparkman & Stephens 52 racing boat in preparation for the '77 Southern Ocean Racing Circuit (SORC) — which back then was like the World Series of offshore racing in the United States — the time came to test Olin Stephens' new ideas. It soon became clear that his changes were less successful than expected, and that the boat was a dog. I asked Olin, who was aboard for the initial trial, what he thought of the redesign. "Oops," was his one-word reply. I will never forget his answer, and treasure the chance to have met and sailed with one of the great designers of all time.

Freddie Baggerman
Planet Earth

Freddie — Olin truly has had a long and glorious life and career as a naval architect. We salute him.

When we bought our Ocean 71 Big O in '85, she was located in the Caribbean, but the deal was through Sparkman & Stephens in New York. Fax machines were so new at the time that signed faxes weren't legal, so we had to fly to New York to sign the papers at the S&S office. As a Californian used to successful yacht designers working out of their homes (Gary Mull), in chicken coops (Bill Lee), and similar such settings, it was quite the shock to visit the S&S office, which at the time was on the 14th floor or so of some skyscraper on Madison Avenue in Manhattan.

↑↓WE BOW TO THE GOOGLE GODS

As you know, I've read *Latitude* since the very first issue. The magazine keeps getting better and better, so whatever you're doing, keep it up!

Jan Pehrson
Sausalito / St. Pete Beach

Jan — Thank you for the very kind words. We also like to think the magazine is getting better, and have to admit that improvements in technology are some of the major reasons.

When we started in '77, we typed every article on a manual typewriter, and retyped it on an IBM MTST system that required

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LETTERS

we change typewriter fonts every time there was an italic or bold face. Headlines required loading filmstrips onto big drums, only two at a time mind you, typing blindly, and then developing the film. Needless to say, it's now a much more efficient and less expensive process.

But photos were even worse. We'd have to take the shot, develop the film, make a print, screen a Velox, then lay it down on the pasteup boards. Even in a rush it could take several hours. Now we can take a photo, and even if the lighting is crappy, save it and have it in the layout in 10 minutes. Brilliant!

In addition, some of the younger readers may not realize just how dramatically international communications have changed. During the first 10 years of Latitude, the only way to get photos and stories from Mexico, the South Pacific, and Europe would be by mail. It was so exotic that we used to collect the stamps. The process was not only unreliable, it took forever — as in weeks, if not months. And unlike email, if you had a question about someone's report, it would take another couple of weeks or months to get a clarification.

Indeed, the two greatest improvements have been email and Google. We live on the former and bow down to the latter, which is our gateway to all knowledge in the world. What's more, they're both all but free and lightning fast.

While we never had to deliver Latitude by horsedrawn cart, all the other improvements in technology mean we've been able to spend a lot more time on the editorials and layouts — and stay in business.

↑↓ I WAS UNABLE TO KEEP WORKING FOR HIM

That was a very interesting photo of the weld problems on David Vann's homebuilt 50-ft trimaran Tin Can that he hoped to sail around the world in four months. It was the



COURTESY PARADISO

first time I'd seen that perspective of the structure. No wonder it failed on the way from San Francisco to Santa Cruz.

'Paradiso' upon her launch in Stockton.

About five years ago, I designed a 65-foot, then 79-foot, and finally 85-foot catamaran for Vann. He

insisted on a couple of unusual things, such as masts that would fail in less than 30 knots of wind, and engines that couldn't push the boat into that much wind. Because of monetary considerations, I was unable to keep working for him and gave the drawings to another designer. The cat was finished.

Amazing!

Kurt Hughes
Kurt Hughes Sailing Designs
Seattle, WA

Readers — The catamaran that Hughes initially drew for Vann became the 90-ft long, 35-ft wide, 80,000-pound split rig catamaran Paradiso. She was built — in the port of Stockton, of all places — by Martinek Manufacturing of Fremont, which is owned by Mark Martinek, who describes himself as Vann's "partner in adventure." After Paradiso's launch in May of '04, she was delivered, by water, to the Virgin Islands, where she now charters with as many as 20 passengers at a time.

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LETTERS

↑↓IT'S JUST AS ILLEGAL FOR SURFERS TO PEE

On page 140 of the April issue, the writer states: "Even though it may be technically legal to pee directly overboard . . ." This is incorrect, as it's illegal to pee anywhere in the San Francisco Bay, the Sacramento Delta, and less than three miles offshore. If you were caught doing this, the Coast Guard, sheriff, or police would cite you for dumping sewage — as well as indecent exposure. I've had numerous discussions with various authorities, all of whom state that no sewage of any kind can be released, either directly or indirectly, into these waters. The article did not specify the area, and your magazine did a disservice to your readers by misleading them.

Will Risseuw
Redwood City

Will — It's illegal to pee overboard less than three miles offshore and in all inland waters. Therefore, it shouldn't be done. It is, however, legal to pee overboard more than three miles offshore. We apologize for not having been more specific. We did note that those who pee overboard risk being cited for indecent exposure, although we can't recall it ever happening.

For what it's worth, urine from healthy kidneys is sterile and, while unpleasant, isn't anywhere near the public health issue that human feces is. Urine, however, is not sewage, because by definition sewage must include at least some waste solids.

When inshore or in a marina with Profligate, we almost always pee in a large plastic container, then pour it overboard when later offshore. It's easier than using a manual head, and who wants to spend half their life filling and emptying holding tanks? This only makes sense, of course, if you frequently go more than three miles offshore.

But what we're really interested in, Will, is your position on surfers being required to wear diapers. After all, if sailors shouldn't be allowed to pee within three miles of shore, neither should surfers. But the first thing a surfer does upon getting into cold water is pee in his/her wetsuit to lessen the shock of cold water.

↑↓THE FASTER THE AMERICA'S BOATS, THE BETTER

As a keen racer, I've been keeping pretty close tabs on all the America's Cup business. Too be honest, I just want them to get on with it and race. The faster the boats, the better — as well as anything that will make the Cup more spectator friendly. I've never been a fan of Larry Ellison, but compared to Ernesto Bertarelli, he's coming across as a proper fair-play gentleman! While no fan of the courts, at this point I'd love to see the New York judge take stewardship of the event away from the Alinghi syndicate.

Jack Barnett
Planet Earth

↑↓A DISCONNECT WITH THE LOWER 90% OF SAILORS

Sounds a lot like the '88 Michael Fay Kiwi challenge in San Diego. The current state of the America's Cup may be the best single indication of the disconnect between the top 10% of competitive sailors and the rest of us.

Brad Trottier
Star Light, Willard 8 ton
San Diego

↑↓WHEN YOU COME TO SAN FRANCISCO, REMEMBER TO WEAR AN AMERICA'S CUP BOAT IN YOUR HAIR

I think it will be good that the America's Cup will be sailed for in giant multihulls. The general public no doubt thinks it's just rich guys playing around, but those of us who have

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LETTERS

followed the drama know that Ellison had to do what he did because Bertarelli was trying to hijack the whole event. It all went before a judge, a decision was made, now they should sail for it. Gigantic multihulls racing against each other — it will be a gas! One of the latest things Alinghi has said is that they can't build a defender in time and therefore must default. If that's the case, the America's Cup would come to San Francisco!

Dave Fiorito
Shenanigans
Novato

↑↓ J CLASS YACHTS ARE BACK!

I say bring back the J Class boats.

Bob Easterbrook
San Diego

Bob — The J Class boats are coming back! They just aren't coming back in the America's Cup.

Only 10 J Class yachts were ever built, all of them before World War II. By the late '90s, the only survivors were Endeavour, Velsheda, and Shamrock V — and only because they'd



COURTESY UK HALSEY

Silicon Valley's Dr. Jim Clark is soon to take delivery of an aluminum version of 'Endeavour II', the original of which is seen here.

all but been entirely rebuilt. Now there is talk that as many as 10 J Class yachts could be hitting the starting line at once in just a few years. The renewed interest in the J Class is strong from individuals who, in an

earlier era, might have mounted America's Cup campaigns.

In less than a year, two new aluminum J Class yachts will be launched in the Netherlands. One is Endeavour II, a version of the 138-footer that Charles Nicholson designed for Tommy Sopwith in 1936. She's been commissioned by Silicon Valley serial entrepreneur Dr. Jim Clark, who previously had the same Huisman yard build his 156-ft Frers sloop Hyperion and his 295-ft clipper ship Athena. The second is Lionheart, which at 144-ft will be the longest J Class yacht ever. She's based on the Model F version of Ranger that Starling Burgess and Olin Stephens drew for Harold Vanderbilt, but which was never built.

But if you think racing in J Class yachts would solve all of the America's Cup problems, you'd be wrong. For one thing, it wouldn't be what we consider match racing, as the J Class yachts will vary in length from the 119 feet of Shamrock V to the 144 feet of Lionheart when she hits water. And there are rules and restrictions upon rules and restrictions over what materials can be used, what variations are allowed from original lines, what the sail plans can be like, and so forth.

↑↓ IT'S SUPPOSED TO BE FUN

Deja vu all over again? There seem to be some parallels with the '88 fiasco in San Diego when Michael Fay and the Kiwis challenged with the giant monohull, and Dennis Conner responded with the little catamaran. And now the bitterness and litigation between Alinghi and BMW Oracle has escalated to the point where we've reached the 'multihull stage'. I sug-



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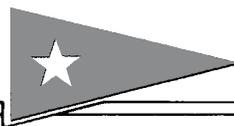
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LETTERS

gest some new rules: 1) The boats must be 60-ft monohulls. 2) Eighty percent of the crew, including the owner and skipper, must be nationals. And, 3) The teams must switch boats after each race. Gee guys, can't we all get along? After all, it's supposed to be fun.

Bruce Adornato, M.D.
Amelia, Krogen 42
South Beach

Bruce — Given the ultra high stakes — the America's Cup has long been more about business than fun — we wonder what condition one team would leave their boat in after a race knowing that another team would be sailing her in the next race?

↑↓ ONCE THEY'VE GONE OVER TO THE DARK SIDE, IT MAY BE HARD TO GET THEM BACK TO MONOHULLS

Competing for the America's Cup in 90-ft multihulls is the best thing that could have happened! We're going to see a lot of innovation and learning. We may even conclude that multihulls aren't the right kind of boats for match racing, but it won't be for lack of investment or effort! Based on the comments of James Spithill, Ed Baird, and others, they may have a difficult time going back to the 'lead mine' monohulls.

Russ Irwin
New Morning, Swan 44
Sausalito

Russ — The learning has already started, what with helmsman Ed Baird of Alinghi almost immediately flipping their 60-ft trimaran trial horse Foncia. We're all about to learn why multi-



COURTESY FONCIA

hulls aren't the best weapons for match racing, but we're sure that the big multihulls are nonetheless going to thrill the daylight

sailors. So who knows, maybe the real beneficiary of the current mess will be Paul Cayard and Russell Coutt's proposed World Sailing League, which is to have 70-ft one-design catamarans competing at major venues around the world. That project is currently on hold, no doubt pending the settling of the America's Cup dust.

↑↓ WHY BOYCOTT THE OLYMPICS WHEN YOU CAN BOYCOTT THE AMERICA'S CUP?

BMW Oracle Racing has made a mockery of sailing in general. The America's Cup has become a cruel joke that puts all sailors in a very bad light. I've been a sailor for over 50 years, and I plan to boycott the products of any sponsor who is foolish enough to get involved with this travesty.

John Raymond
White Rabbit, J/40
Port Townsend, WA

John — Larry Ellison, the man behind Oracle and the BMW Oracle efforts, has had no shortage of critics over the years,

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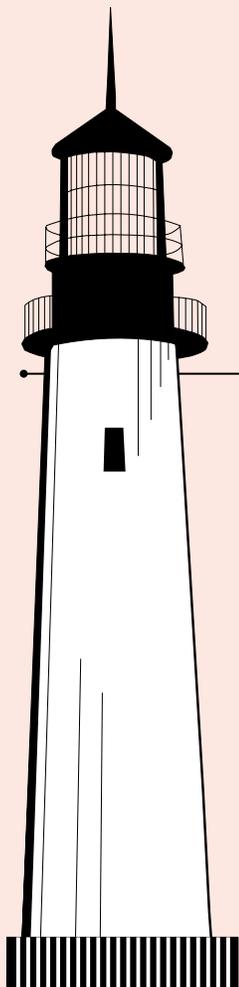
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LETTERS

but in this particular battle, many former critics view him as the guy wearing the white hat.

↑↓ **BEND OVER, THIS WON'T HURT AT ALL**

We think multihulls competing for the America's Cup won't hurt anything — except that it will delay the next real America's Cup. The whole thing is stupid.

Max and Shirley Lynn
Tranquility, Beneteau 36.7
Santa Barbara

↑↓ **WHERE ARE THE CALLOUSED HANDS?**

The original purpose of the America's Cup and its tradition have died. They were killed by the modern penchant for



LATITUDE / LADONNA

"... where are the calloused hands?"

technology and labor-saving devices that, as much as possible, mitigate the need for experience, intuition, skills, guts, and luck found in the early days of yacht racing. Where are the calloused hands, the weathered faces, the salty trial-by-fire possessed by the hidebound participants of old? Until modern times, the America's Cup competitions were a showcase of hard-earned, hard-knock experience manifested in a true test of man, canvas, line and tar versus the wind, sea, and each other.

Even though modern America's Cup racing does rank a little higher than watching grass grow, I'm not interested in all their millions. They can spend it on whatever racing event they like, but they should find another name for it and give the true and original America's Cup a decent burial.

Ray Thompson
Planet Earth

↑↓ **DESPERATE PEOPLE NEED UPDATES**

Selecting multihulls for the America's Cup is good, as it will give the America's Cup the update that it desperately needs.

Richard Keller
Triple Play, Corsair F-31
Alameda

Richard — The multihull aspect will be a brief 'update', as just about everyone agrees that all stakeholders want to go back to monohulls for future America's Cups. But at least maybe they'll be much more exciting monohulls than we've seen in the past.

↑↓ **AND NOW, AN OPINION FROM THE UNITED KINGDOM, LOSERS OF THE FIRST AMERICA'S CUP**

My feeling on multihulls in the America's Cup can be summed up in two words. Who cares? The upcoming battle will not conform to the Deed of Gift stipulation that the America's Cup be "friendly competition." In fact, nothing could be further from the truth these days, and the personal animosity between Bertarelli and Coutts will see to that. I say hand the Cup over to the New York YC for permanent display — with a plaque saying that the competition died in '07. I will then

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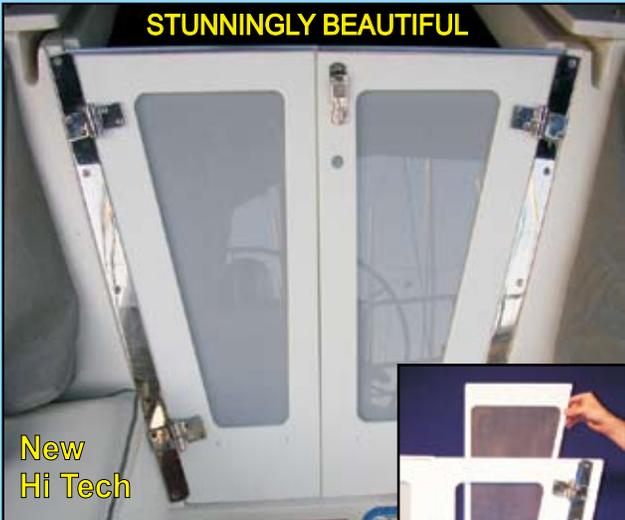
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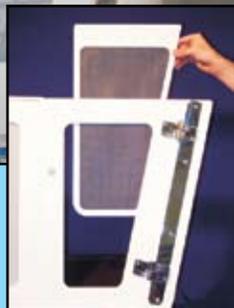
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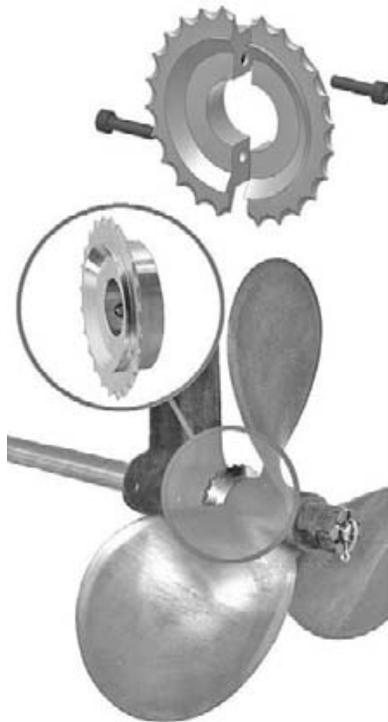
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LETTERS

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John Harwood-Bee
Ware, United Kingdom

↑↓PLAYING FAVORITES?

In my opinion, the America's Cup should always be competed for in monohulls.

George Koch
J/122 Sailor
Planet Earth

George — By any chance are you related to Bill Koch, winner of the 1992 Cup with the monohull America³? And if so, would this influence your opinion?

↑↓WE WANT TO ADOPT A JUNGLE BOY

We're looking for a little help. Lorraine and I want to take Borau, who is an adorable but non-English-speaking 12-year-old illiterate Kiribati jungle boy, with us when we leave Fanning Island. We have no idea what we may need aboard as we continue our travels to show that we did not kidnap him when we arrive in places such as the Cooks, Fiji, Samoa, Tonga, and New Zealand. We have no phones or internet here with which to do research, but according to the minimal research we've been able to do, he wouldn't need a visa in Fiji or New Zealand.

Does anyone have any experience doing anything like this? Would it be sufficient just to add him to the crew? It seems like we should have some paperwork from his family or the government giving us guardianship. Unfortunately, the authorities here do not have any experience either, and are planning on just giving him a Kiribati passport and sending him off.

Robby and Lorraine Coleman
Southern Cross, Angelman Gaff Ketch
Fanning Island

↑↓CRUISERS SHOULD HEED FIJI TRAVEL WARNINGS

There was a report in *'Lectronic* that economic sanctions have been imposed on Fiji, which is why the government is broke, and why the 'fundraising' limitation on yacht stays got started. This is far from true. The limitation on yacht stays was imposed due to the paranoia of Mahendra Chaudry, the Minister of Finance, who dislikes the tourism sector and wants to weaken it. His goal is to strengthen his political stronghold with the powerful sugar cane interests.

There have been no economic sanctions imposed on Fiji. In fact, the only sanction imposed — even after the New Zealand ambassador was expelled for getting a better seat at a rugby game than Commodore Bainimarama, Fiji's dictator / interim Prime Minister — is that members of the Fiji military government, the military and their immediate families, have been denied entry to New Zealand, Australia, and the U.S.

A number of nations continue to issue travel warnings for their citizens thinking about visiting Fiji. As a resident here, I suggest that the gist of these warnings be heeded: Avoid any large gatherings — arrests have been made of unauthorized gatherings of more than three people, especially in the Suva area. Avoid talking about local politics in public. The Fiji Intelligence Service, which is the secret police, has been revived, so just because someone isn't wearing a uniform doesn't mean they are not part of the government. So far, three people have been murdered by the military/police, which are now one and the same, and countless hundreds have been beaten.

Fiji is still beautiful, however, and a great place to cruise

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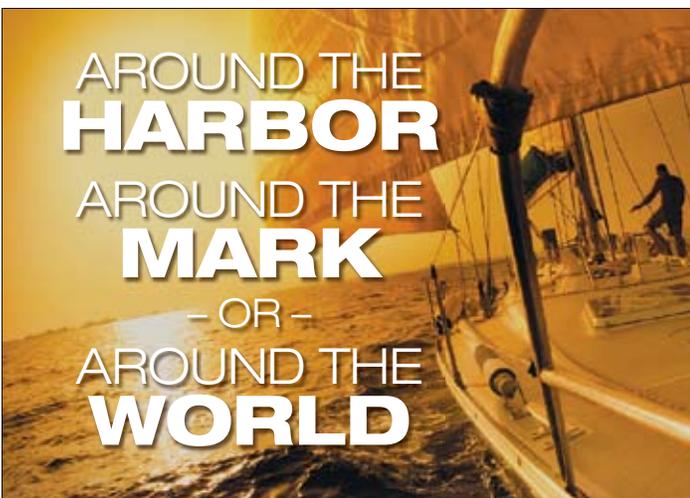
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LETTERS

— especially in the north, including Vanua Levu, Taviuni, and so forth. It's similar to Cuba, in that while it's a great place to cruise, it's also important to keep your mouth shut in public. There is a new regulation that allows for the immediate expulsion of any foreigner, without access to the courts, for 'incitement' or speaking out against the administration.

Completely ignoring the entire body of economic works since Marx is what is destroying the economy. If anyone wants to wade through them, they can download the monthly economic reports published by the Reserve Bank of Fiji at www.rbf.gov.fj, which allows you to see how business has retrenched and, given the political situation, is refusing to invest.

Emails are being monitored, but I don't think the government can hack Yahoo.

Name Withheld by Request
Fiji

Readers — Fiji continues to be a political mess, and the problem, like always, has been the divide between the ethnic Fijians, who own 80% of the land, and the ethnic Indians, who have been there for many years and make the economy go.

We like the letter writer's analogy to Cuba, for while there is obviously internal trouble, if visitors keep their noses clean, they shouldn't have any problems. Indeed, Pacific Blue Airlines, an affiliate of Virgin Blue, which is part of the Virgin family of companies, has now significantly increased its number of flights from Australia to Fiji to meet the demand of tourists.

As for yachties keeping their noses clean, a member of the Fijian marine industry reports that there is a new police group of 25 that has been assembled to monitor and enforce laws pertaining to yachts. Among other measures, police stations are now going to have VHF and HF radios for monitoring yachts. It's no secret that every year a number of yachts have been illegally stopping in the Lau Group, not having gotten prior authorization. The current military government has placed the Lau Group off-limits — the 'legal' Prime Minister is from Lau — and they fully intend to enforce the law. "If the word gets out that it's a really, really poor idea to try to visit the Lau Group," this source reports, "then only the most dim-witted scofflaws will have their yachts seized and be jailed."

↑↓IT'S ALL ABOUT PLAYING NICE WITH OTHERS

I loved your editorial reply to Bob Minkiewicz regarding his desire to crew on *Ticonderoga*. I think you hit it on the head, as it doesn't matter how smart, how experienced, or how athletic a person is, if you can't get along immediately — and thereafter — with others in the confines of a boat, then you are going to find yourself on the beach.

As for your description of Brad Avery waiting for years to become part of the *Ticonderoga* crew, you neglected to mention one very important thing about him. He's not only an incredibly experienced sailor, but is also the nicest guy you could ever hope to meet. I've known Brad my entire life, as he crewed on my dad Tony Duchi's 47-ft PCC *Ransom* in the late '60's when he was a teenager, terrorizing the Bay and garnering every trophy imaginable, and in the '70s and early '80s on our Tartan 48 *Ranger*, continuing the winning ways.

In fact, the only person that Brad seemed not to be able to sail with was his father, Charles P. (Chuck) Avery. He was one of Newport Beach's legends and raconteurs, and the owner of the classic 1906 8-meter *Synnove III*. I think the father/son sailing issues likely had something to do with too many characters with too much knowledge and experience on one boat at one time. Chuck, bless his heart, passed away a few years back at 87 years of age, but ask anyone who ever knew

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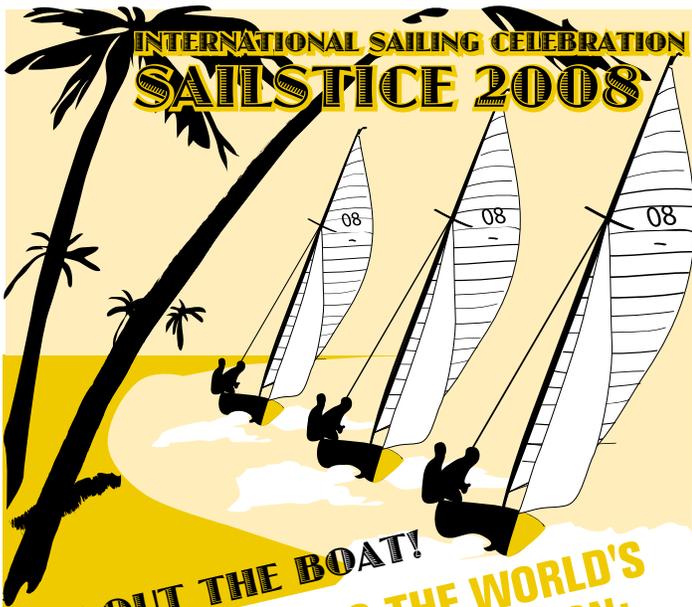
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LETTERS

him, he was as universally liked as his son. He lived on "the old bird," as he called her, with his dog Scupper, in front of his brokerage on Lido Way, right up until the end.

But enough of my digressing. The fact is that, even though Brad was an excellent and experienced sailor and super easy to get along with, even he still had a hard time getting on old Ti as a crewmember. Minkiewicz should lighten up a little, as he'll find it pays dividends when it comes to getting rides. Nowadays Brad doesn't have that problem, as he's the head of the School of Sailing and Seamanship at Orange Coast College, and therefore can skipper the 94-ft *Pyewacket* or any of the other many boats in their fleet. Plus, if he does decide he wants to crew on a boat, you can bet the list of people begging him to crew for them is as long as your arm, single spaced and with a size 8 font, and every one of them will have a boat that's a contender with one of the hottest boats in town. And it's not just because of his sailing skills and knowledge, but because he's a great guy to sail with — and to hang out with after you've (inevitably) won your race thanks to his contributions to making the boat go fast.

John Duchi
 12-ft Kite
 Temecula

John — Because of Brad's position as the head of the School of Sailing and Seamanship at Orange Coast College, and because he recently served as the Commodore of the TransPacific YC, we've become pretty good friends with him over the years. We're sure he'll be embarrassed as hell reading what you've written, but we couldn't agree more.

We also have some insight on the father/son sailing issues. As you surely know, Brad likes things just so, but apparently his father enjoyed a much more casual approach to things and life. Brad tells the story of how he once complained to his older brother Rob about having to always row out to Synnove III and back with his dad in a dinghy that leaked terribly. "That's nothing!" Rob is said to have responded. "You're a lot younger, but when dad used to take me sailing, we'd get down to the shore, then have to strip naked, put our clothes into a big spaghetti bowl, and then have to swim out to the boat on a mooring, pushing the bowl in front of us — all because dad was too cheap to buy a dinghy! Going out was bad enough, but after a long weekend of sailing and maybe getting sunburned, we'd get back to the mooring, then have to take our clothes off again, and put them in the spaghetti bowl before reentering the icy water to swim back to shore." Wooden boats, iron men, and all that.

Brad also has a few mixed memories of not-quite weekend trips to Catalina. Thanks to Synnove III not having an engine, he and his dad would sometimes bob for a day or so within a mile or two of Avalon or Two Harbors, but never quite get there. It had to be frustrating for a kid. For the record, Synnove III was sold to famed naval architect Doug Peterson, under whose ownership she sank at her Newport mooring. She was then shipped to Europe for a meticulous restoration.

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

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

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

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LOOSE LIPS

Eight bells.

We are sorry to note the loss of local L-36 stalwart Bob Griffiths, who passed away at home on April 17 after a long bout with cancer.

Griffiths acquired the Lapworth-designed *Eventide* (hull #31 of about 70 built) way back in 1976, and was an active sailor, racer and champion of the class for the next 30 years. That's 'champion' in both senses of the word: *Eventide* won often, and 'Chairman Bob' certainly championed the class at every opportunity. That's how we got to know him: to mark the 50th anniversary of the class in 2004, Bob convinced us we should run a *Boat of the Month* feature on the 36, which was one of the last production wooden boats ever built — and, some would argue (Bob included), the most successful.

Representatives of the Master Mariners claim that our May '04 article led to the L-36 class putting together their first one design fleet in more than two decades to race in that year's Master Mariners Regatta. But we know the real reason that six boats turned up had little to do with us and much to do with a pleasant, persistent and genuinely passionate sailor named Bob Griffiths, who cajoled even some of the longtime slip queens to come out of retirement. The 36s have been racing as a one-design class in that Memorial Day event ever since.

Fair winds, Chairman Bob.

Smoke on the water.

Three people jumped off the powerboat *No Worries* on Saturday, April 19, after fire spread through the 43-ft vessel near the Berkeley Circle. A nearby small fishing boat rescued the two adults and one child, who were not injured. The Coast Guard and fireboat *Phoenix* arrived about 10 minutes after the call from *No Worries* that, "We have a fire! We have a fire!" By then the old powerboat was fully engulfed. Despite attempts to save her, she eventually burned to the waterline and sank. The cause of the fire has not been determined.

No wine before its time.

It may be just a part-time gig at this writing, but one old windjammer is back in the business of hauling cargo. The 170-ft, three-masted barque *Belem* — built in 1895 for the chocolate trade (she hauled cocoa and sugar from Brazil to a famous chocolate maker in France) — delivered a cargo of wine from France to Ireland last month. The 'green' idea of returning to sailing ships to deliver certain cargos was that of Frederic Albert, founder of the shipping company Compagnie de Transport Maritime a la Voile. It was sparked by double desires: "To do something for the planet and something for the wines of France," he said. Albert is proud to point out that the *Belem's* cargo saved an estimated 4.9 ounces of carbon per bottle over 'powered' shipping. Plus the novelty of it all — each bottle had a sticker indicating they were "carried by sailing ship" — had the wine flying off store shelves.

The idea really seems to be taking off. Albert says he has a waiting list of 200 other wine producers all through France wanting to get their wares aboard sailing ships bound for the UK, and later to Scandinavian and even Canadian ports. If Albert's vision is fulfilled, he's even planning to build additional sailing ships — the first commercial tallships commissioned in France in over 100 years — for the wine trade.

Islands in the mainstream.

We don't do many book reviews, but we were most impressed with *The Islands of San Francisco Bay*, a photographic, historic and ecological journey to the 48 islands in San Francisco Bay. Check out the book by James Martin at your local bookstore.



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rescue during the dh farallones

Moss Landing's Luc de Faymoreau and Disun Den Daas of the Olson 40 *Pteradactyl* owe a lot to some solid seamanship, a Lifesling and transom steps. The dark green-hulled boat has been sailing on its own since owner de Faymoreau and crewman Den Daas were ejected from the boat when a "freak wave" pitched it on the way back to the Bay during March 29's Doublehanded Farallones Race in 20 to 30 knots of breeze and 10- to 15-ft seas. Its whereabouts currently unknown, the boat and crew were separated some five miles east of the island. The former is presumed to be out there somewhere. Thanks to the rescue efforts of unofficial entrants Cliff Shaw and Gregory Yankelovich, de Faymoreau and Den Daas are here to tell the tale.

"We were in the cockpit, relaxed and eating — we were sailing downwind doing about 10-12 knots with bursts to 14 or 15," de Faymoreau said. The two were wearing inflatable PFDs but not clipped in while sailing under a reefed mainsail and jib when a wave sent them into the water. "We're both very comfortable in the water, so I'd say the reaction was more surprise than fear. The adrenaline mitigated the cold and we didn't really notice it until afterward."

Fortunately for the crew of *Pteradactyl*, there was a pack of a half-dozen boats close by who saw that the boat wasn't behaving normally. Shaw's Crowther 36 catamaran *Rainbow* had been in hot pursuit of *Pteradactyl*, keeping pace with de Faymoreau and Den Daas on a broad reach back to the Bay.

"I saw the boat spin out toward the north and then on to the west. It was immediately obvious that the boat was out of control," Shaw said. "My first thought was, 'Here's a boat that was perfectly trimmed . . . what are these guys doing?' I knew there was something wrong because they had been sailing so well."

Shaw and Yankelovich weren't officially entered in the race — Shaw's insurance company won't insure his rig if he officially enters. So, like he did for the 2006 Pacific Cup, Shaw and Yankelovich were "racing" the Doublehanded Farallones for none of the official marbles. As part of Shaw's preparations for the 2006 Pacific Cup, he attended one of the Safety at Sea seminars mandatory for official entrants, where he learned and practiced man overboard recovery techniques. Earlier this year he'd repeated the course as a refresher. Add that experience to multiple practice sessions in the off-season. Then add that to the two wayward kayakers he successfully rescued during the Doublehanded Lightship Race a few weeks earlier, and you start to understand a big part of why he and Yankelovich had the two men onboard within what de Faymoreau estimated to be 10 minutes. According to Shaw, extensive preparation doesn't do away with the butterflies when confronted with such a situation.

"Two guys alone in the water like that, 20 miles out at sea, rips your gut," Shaw said. "It was kind of unnerving."

Shaw missed the two on his first pass when the Lifesling didn't deploy fast enough and he attempted to stuff *Rainbow's* high-windage bows into the wind. When that didn't work, Shaw realized he needed to take a different approach and directed Yankelovich to drop the jib while he started the engines. Shaw said he then saw that another boat, Jim Quanci's Cal 40 *Green Buffalo*, was standing by.

"Sometimes you overthink it," Shaw said. "I realized that to do it right, I needed to drag the Lifesling around them. It made a big difference that *Green Buffalo* was there because I felt I had backup, allowing me to relax and do it by the numbers."

After de Faymoreau and Den Daas had grabbed the trailing Lifesling, Shaw shut down the engines and helped Yankelovich pull the two — who "couldn't swim at all" due to the bulky inflatable PFDs they were wearing — up to the boat's waterline-level swimsteps where they quickly got aboard. Quanci witnessed the retrieval process from a short distance away.

"It was incredible how effectively and quickly the inflatable PFDs,

continued on outside column of next sightings page

great vallejo race

Bay racing's biggest event — as well as one of its greatest sailing traditions — is the Great Vallejo Race, which takes place this year on May 3-4. Having drawn more than 400 boats in years past (these days entries hover around the 300 mark), it has also been reputed to be the largest inland regatta in the U.S!

The race starts off Berkeley in the



— goin' up the country

morning, has a short upwind leg to a mark off Alcatraz, and the rest of Saturday — at least 99% of the time — it's a splendid, warm, downwind run the whole 20 miles to the Vallejo YC, just up from the mouth of the Napa River. There, the VYC somehow shoehorns the fleet into one gigantic raftup, feeds everyone and hosts one of

continued in middle column of next sightings page

rescue — cont'd

Lifesling and catamaran came together,” Quanci said. “It only took a few seconds of pulling by the boat crew and the guys in the water, and they were out and sitting on the swimstep. *Rainbow* was the perfect platform for a heavy weather rescue because of the steps that start inches above the waterline and the stability of a catamaran.”

After getting everyone in dry clothing, Shaw turned *Rainbow* to follow *Pteradactyl*. They trailed the boat for an hour and a half before a Coast Guard boat arrived on scene. They decided not to place

continued on outside column of next sightings page



Lots of boats were looking good in April, including (clockwise from here) 'Tuki', 'Neverland', and 'Windsong'.



TOP PHOTO: LATITUDE / ROB; ALL OTHERS: LATITUDE / JR

SIGHTINGS

rescue — cont'd

de Faymoreau and Den Daas back aboard *Pteradactyl*, citing safety concerns. Unmanned, the boat was sailing at what de Faymoreau estimated to be six knots, in a pattern of round-ups and bursts of speed. Before they gave up trying to recover the errant vessel, Shaw was able to toss *Rainbow's* EPIRB to the Coast Guard, who were, in turn, able to toss it into *Pteradactyl's* cockpit in hopes it would help in a salvage of the boat.

Unfortunately, it was a futile effort, as de Faymoreau's insurance company is unwilling to pay for the search for or salvage of the boat, although he sounded confident that his claim on the loss of the boat would be honored. De Faymoreau found that flying a six-hour search grid would cost upwards of \$3,500 in addition to what a salvage vessel would cost should the boat be located. With no guarantees about what a search would bear, de Faymoreau is now left in boat limbo. He's owned a Tornado catamaran, a Santa Cruz 27 and currently a Hobie 18, which he figures will be his only ride until *Pteradactyl* is either located or he reaches an agreement with his insurance company.

A postscript to this story — we understand Yankelovich and Shaw have been nominated for US Sailing's Arthur B. Hanson Rescue Medal. If they're chosen, it won't be the first time the Doublehanded Farallones race has produced two recipients. In 1999, Bruce Schwab and the late Joakim Jonsson received the medal for rescuing trimaran sailor Gary Helms from the surfline on the weather side of the island.

— rob

we all scream for *ishares*

"Thanks for joining the program, guys," was the half-joking comment from *iShares* skipper Hugh Styles as the bows of his Extreme 40 catamaran resurfaced after a bear-away saw the lively cat nearly pitchpole. *Latitude 38* was among the four invited guests for the late afternoon sail in 20 to 25 knots of wind on April 4, and all of us hangers-on were sitting on the aft end of the 40-ft cat's trampoline, throwing our efforts into the cause at hand — namely, not allowing the ass end of the boat to climb over the bows.

"Was that bow-down?" we asked naively, between spitting saltwater and reabsorbing adrenaline.

"Yeah. You guys are lucky, we don't normally bear away with guests aboard," was the reply. As the cat took off on yet another scalding reach across the Bay, traveler trimmer Andrew MacPherson grabbed the handheld GPS to see how fast we'd just gone — 28 knots with a reef in the main and a jib up! (Coming in at just 2,750 lbs, the all-carbon 40-ft speedster has been clocked at nearly 35 knots.) It was probably a good thing that a chase boat had already picked up the quivering AP photographer who'd begun his short trip by intricately planning shots of the crew and ended it by repeatedly muttering, "Yeah, that's good. Yeah, I got it. No, that's good, I think I'll get some from the powerboat now."

The following day, the crew had an even closer call with a pitchpole that nearly ended in a capsize, burying both bows even deeper and lifting both rudders well clear of the Bay before the boat gradually rounded up and settled back down.

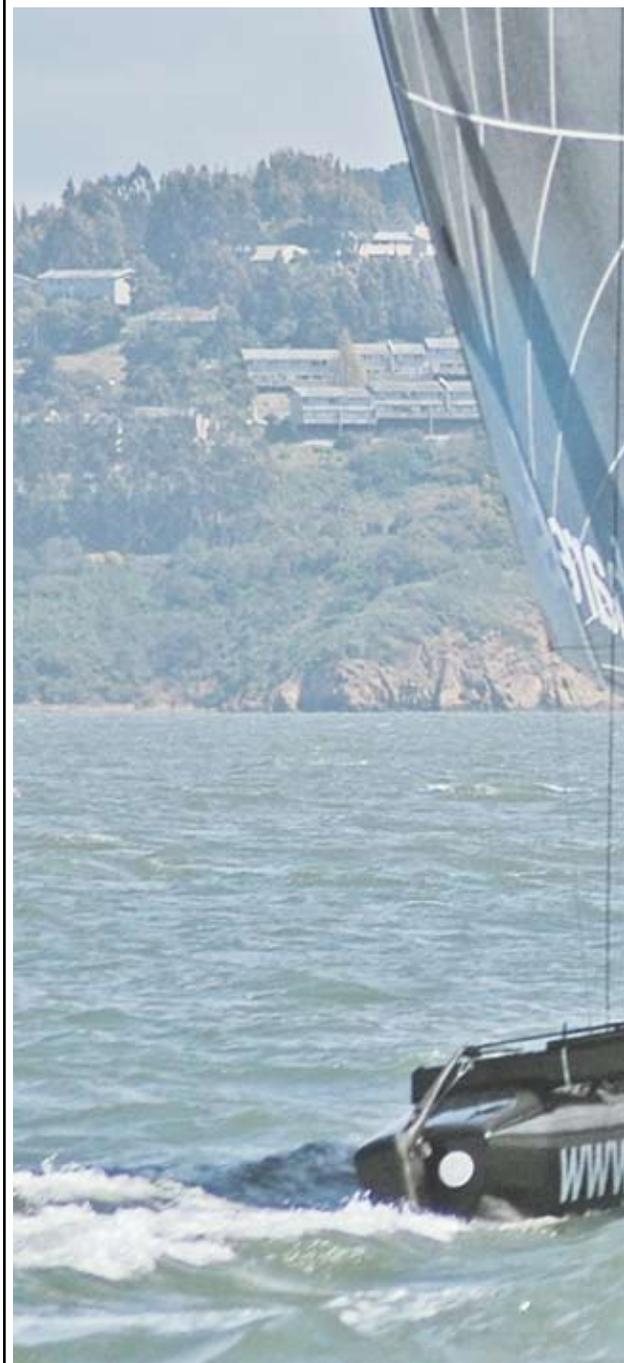
iShares was on the Bay for a 10-day stop, part of a worldwide promotional tour. Despite the orange anodized drums on the forward crossbeam winches and clear hydraulic lines zip-tied to the underside of the trampoline, the rigging is actually deceptively simple. The hydraulics are led to the helmsman's spot where he controls both mainsheet and cunningham tension with a few pumps of a handle. Other than the traveler, the jib sheet and control line for the self-tacking jib car, there's not a whole lot of strings on the boat, although the lighter-air gennaker adds a sheet on the list of things to be trimmed

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vallejo race

the great parties of the year.

On Sunday, most of the boats put up white sails and race home. (There are always a few who head on up the Napa River or into the Delta for a bit of R&R.) This is usually a cold, wet upwind bash the whole way. However, last year, the days were reversed as a northerly dominated the weekend, making Saturday's race a close reach, and Sunday the big spinnaker day.



— cont'd

The first 'official' Vallejo Race is thought to have been in 1925, although flotillas of boats had been heading up there every spring for years before that. With roots that deep, it's no wonder the Great Vallejo Race has long been considered the beginning of another great season of summer racing on the Bay!

For more information on the GVR, log onto www.vjc.org.

— jr

ishares — cont'd

when set.

Cats being the territorial animals they are, it didn't surprise us to see the Bay's resident ProSail 40 *Tuki* come out a couple days later to size up the jet black interloper. While *Tuki*, a progenitor of the Extreme 40, weighs in about 1,250 lbs heavier, the similarity in performance and visual impact are striking.

As had the ProSail 40 before it, the Extreme 40 has become quite a sensation. Its life began at various stopovers of the 2005-6 Volvo Ocean Race, where it served in a successful sideshow of spectator-friendly, close-quarters racing. The next year, iShares Funds took

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Spread, with a power-to-weight ratio rivaling that of a new Ferrari, Extreme 40s can really fly. Above, in the floor exercise part of the program, 'iShares' goes from a backflip into a double handspring.

SIGHTINGS

ishares — cont'd

over sponsorship of the entire circuit.

A year later, iShares decided to sponsor a boat as well, tapping British Olympic Tornado sailor Styles to manage the project and skipper the boat in the 2008 iShares Cup. Joining styles and his regular crew of MacPherson, Hugh Fletcher and 18-year-old Adam Piggot, for the Bay portion of the tour was Nick Maloney of Offshore Challenges. In addition to having a few laps of the globe under his safety harness, Maloney will be Styles' competition on this year's circuit as the skipper of the BT-sponsored entry.

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a new sea of cortez

It's been awhile since a new cruising guide for Baja's Sea of Cortez has been published, so Shawn Breeding and Heather Bansmer's *Sea of Cortez: A Cruiser's Guidebook* will be a welcome addition to every Baja-bound boaters bookshelf.

Breeding and Bansmer spent more than two years painstakingly researching this beefy 312-page guide. They even created chartlets of the most popular — and



Above, the Arques School's longtime director, Bob Darr, is thrilled to be under Spaulding's roof. Inset, right: The Boat Works' manager, Michael Wiener hand-planes a scarf. Spread: Look for the 1906 gaffer 'Polaris' in this month's Master Mariners Regatta.



SPREAD: LATTITUDE / LADONNA; INSETS: LATTITUDE / ANDY

cruising guidebook

some lesser-known — anchorages in the Sea. Using satellite photos and NASA data, as well as taking depth soundings by hand, the couple have created extremely detailed charts that include accurate GPS waypoints, topography and the best snorkeling spots.

The spectacular photography and bits of history, trivia and recipes scattered throughout really bring the book to life,



ishares — cont'd

One of Moloney's laps around the globe was aboard Bruno Peyron's *Orange* in 2002. *Orange* would later become *Gitana XIII*, which we sailed aboard by coincidence a week before our blast on *iShares*. The difference between the two boats can best be summed up by likening the 110-ft *Gitana* to a supercharged Bentley and *iShares* to an open-wheel race car — the sensations on the latter are much more immediate and direct. After hearing that we'd just gone for a sail on the former, Moloney remarked, "I bet *Gitana* didn't feel quite like this." We couldn't argue.

Another of the many cool things about the Extreme 40 is the relative ease with which it can be shipped pretty much anywhere in the world. After performing the same role in Sydney in January, *iShares* was launched for its Bay Area stay after only about six hours of assembly at Svendsen's Marine in Alameda. Designed from the outset to be transport-friendly by former Olympic Tornado sailors Mitch Booth and Yves Loday, the entire 40- by 26-ft boat and two-piece, 62-ft mast fit inside a standard 40-ft shipping container.

"They open up the container and all you see are two bows that come right up to the door," said Svendsen's yard manager Adam Saged. For transport, the demountable crossbeams are removed from the hulls and set between them on the boat's trailer. They're then nested with both sections of the carbon fiber wingmast, bowsprit and boom. Finally, the trailer's telescoping bunks are retracted to form the portable, compact package.

Recently the Extreme 40 has been in the news, as both Alinghi and BMW Oracle Racing picked up a pair each to train for an impending Deed of Gift America's Cup match in maxi multihulls. After sailing on both *Gitana XIII* and *iShares*, we now understand all the smiling faces in the PR photos coming from both teams. These boats should come with a manufacturer's warning: "Side effects may include decreased appetite for keelboats."

— rob

spaulding and arques get married

Just as 'birds of a feather flock together', it seems only natural that Sausalito's two premier wooden boat facilities should be housed under the same roof. And now they are. Last month, the long-established Arques School of Traditional Boatbuilding officially moved into a portion of the historic Spaulding Boat Works building at the south end of Gate Five Road.

The names of both organizations are taken from Sausalito waterfront pioneers, Donlon Arques and Myron Spaulding, who each endowed a namesake nonprofit to carry on their lifelong passion for wooden boatbuilding. The mission statement of the two outfits are somewhat different, however: Arques is primarily focused on training fine craftsmen and producing original and replica sailboats, while the Spaulding Wooden Boat Center functions as a working boatyard and what you might call a 'working museum', which also offers public access to woodworking and small-boat sailing.

Before Don Arques died in 1993, he envisioned "a school and center for the restoration and replication of small wooden boats that have had historical significance in the greater San Francisco Bay Area." In the years since, the school's director, Bob Darr, has done just that and more, turning out dozens of accomplished artisans who shared in the construction of a variety of museum-quality sailing craft.

Similarly, before Myron Spaulding passed away in 2000 (at age 94), he laid the groundwork for his legendary waterfront Boat Works to transition into its current nonprofit status. Since it's been a busy boatbuilding and repair facility for more than half a century, it's no wonder manager Michael Wiener and his crew came across all sorts of fascinating gear and memorabilia recently, when they undertook a

continued on outside column of next sightings page

spaulding and arques — cont'd

major housecleaning in advance of Arques' arrival. "I'll bet we found stuff that's been around here since the first year Myron opened (1951)," recalls Michael, who worked with Myron for decades. "And we're just beginning to pour through all the old paperwork — fascinating stuff! I'll tell you, if someone wanted to write a book . . ."

With the arrival of the Arques School, the Boat Works facility is even more of a local treasure than ever, and there are a number of ways for the public to enjoy its offerings. Darr invites those curious about the school to drop by any Tuesday through Saturday and have a look at what he and his students are working on — every step in the process, from designing new boats to hewing local woods to varnishing. Meanwhile, the Spaulding Center offers combination woodworking and sailing classes for kids, up-close-and-personal observation of the *Freda* restoration (the oldest recreational sailing vessel built on the West Coast), special events and lectures, daysails for kids and seniors aboard the vintage sloop *Polaris*, and, of course, the full services of the boatyard.

Having recently hired Michael and his crew to scarf and refurbish a 50-ft wooden spar, we can attest to the fact that the expression 'quick and dirty' is not within their lexicon. Following Myron's time-honored techniques, they hand scrub boat bottoms, hand paint hulls, and specialize in TLC. By the way, we'd bet that few local sailors know Spaulding's will work on boats of any material, hoisting them onto their sheltered wooden pier with a crane that can hoist boats of any width up to 12 tons. As foundation director Mark Welther points out, "Having your boatwork done here supports our community programs, as everything we do is under the umbrella of the nonprofit."

With a 10-year lease signed and sealed — and an option for 10 more years — the marriage of the Arques School with the Spaulding Center is expected to be both long and fruitful.

— andy

two down, none to go

Bruce Allen joined the club on Saturday, April 19. That would be the large and ancient fraternity of sailors who have experienced dismastings. In fact, in the space of about five seconds, Allen became a senior member after both the main and mizzen masts of his *Mariner 31 Gitana Vela* went over the side.

Bruce and friends Jay Virok, Jay Hickman and Doug Workmaster were abeam of Red Rock at the time, motorsailing into a stiff northerly under jib and jigger (jib and mizzen only). They were headed toward a raftup at China Camp to take part in a rendezvous to celebrate the birthday of a friend.

They didn't quite make it.

"I heard the sound," said Hickman, who had joined 'the club' a few years ago. "You know — the 'pop'." Allen heard it too, but didn't know what it foretold until he looked up to see the windward spreader just kind of dangling there. Then came the dreaded 'bang' as the box-section spruce spar snapped in half just above the spreaders. Everything came down in that weird slow-mo that club members know so well, and landed in sort of an 'A frame' configuration over the middle of the boat. About two seconds later, the mizzen teetered backward and over the stern. Amazingly, it did not break, but — lacking the support of the triadic stay — simply hinged backward off its deck step.

The four men quickly made sure each of the others was okay, then turned to the task of clearing up the mess. That's when some piece of running rigging wrapped around the prop and the engine stopped. Oops. So much for motoring in under their own power.

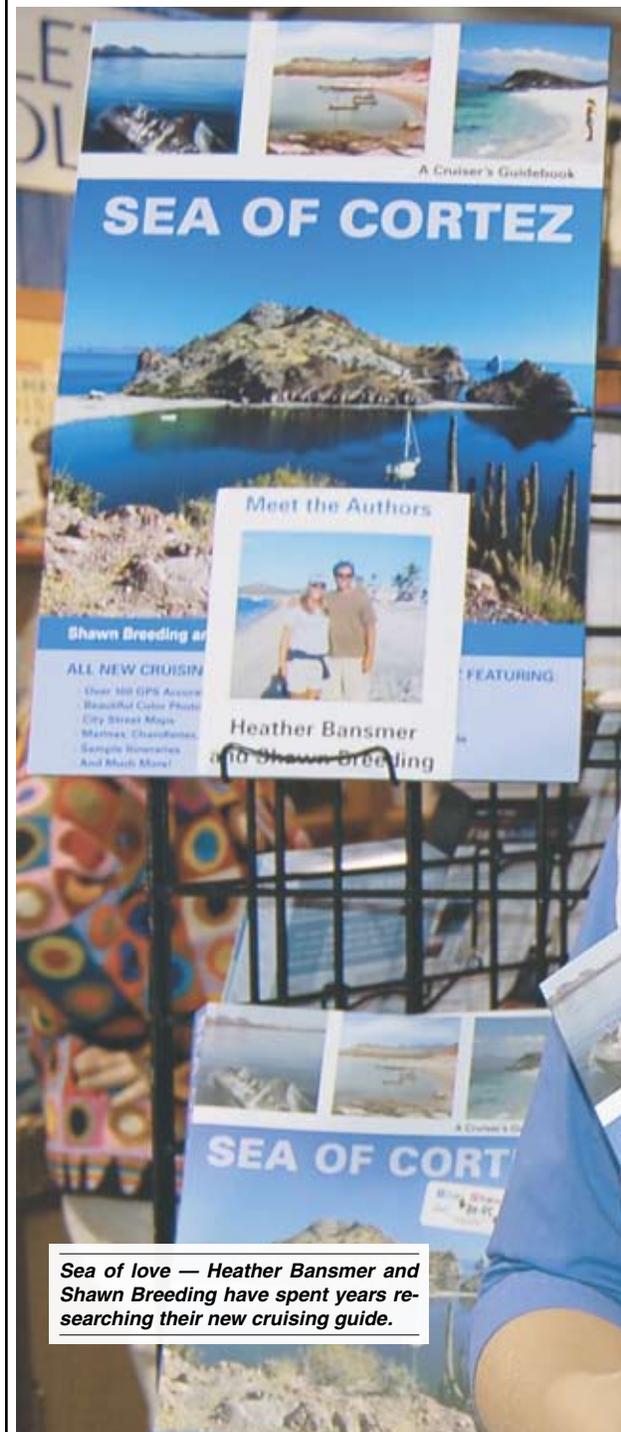
So the next order of business was to call the Coast Guard to advise them of the situation. Bruce was semi-amazed they answered since the VHF antenna was atop the mizzen mast, whose tip was then at

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guidebook

while the entries for each area offer a wide variety of activities and services for cruisers to choose from.

When we ran into the couple at Strictly Sail Pacific last month, we asked them how their guide is different from others. "It's better," laughed Shawn. That rather biased opinion aside, we have to say that



— cont'd

their efforts have resulted in an extremely user-friendly resource.

If you can't find *Sea of Cortez: A Cruiser's Guidebook* at your local chandlery — or you'd just like to check it out before committing — you can buy a signed copy at www.exploringcortez.com.

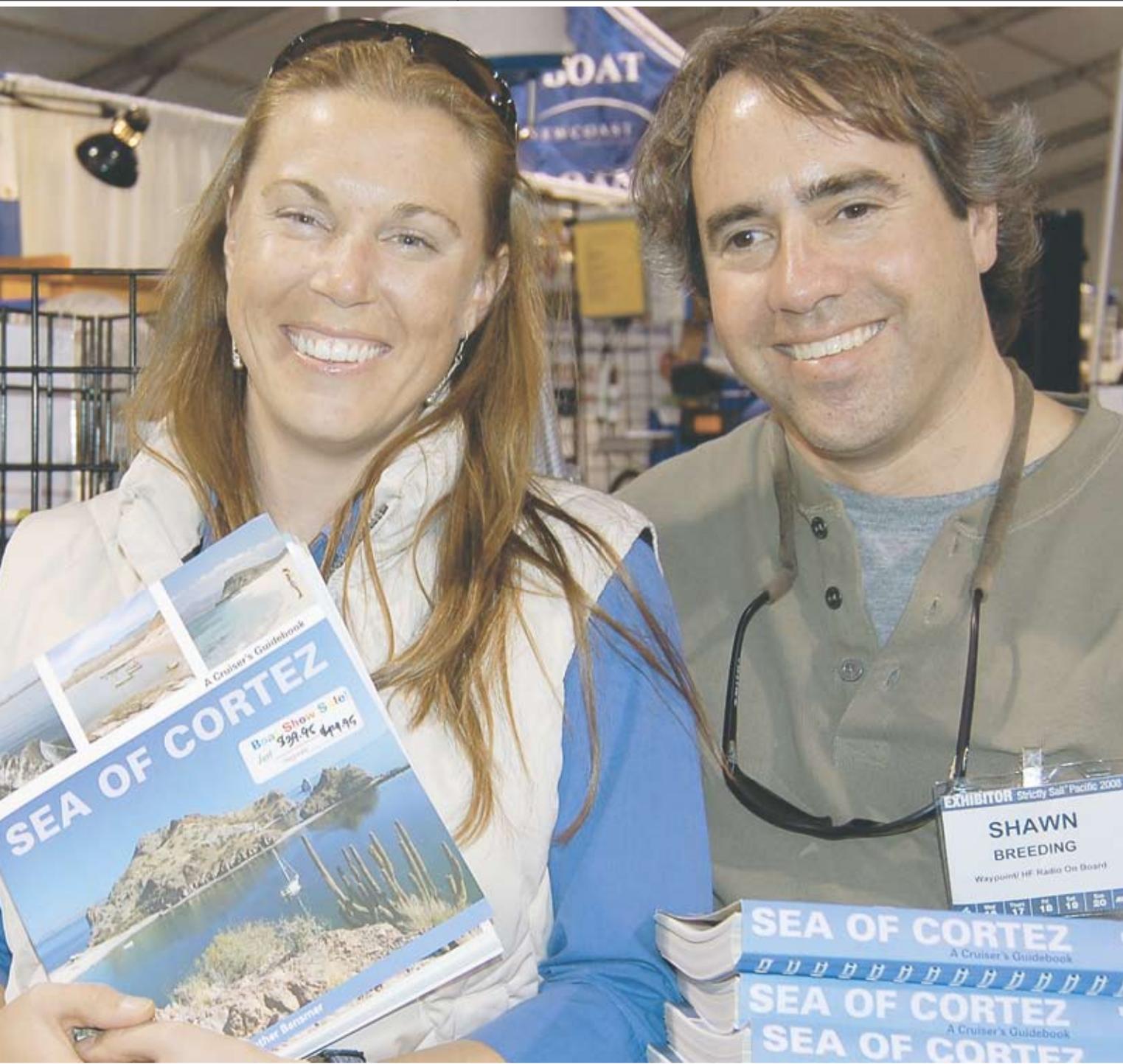
— *ladonna*

two down — cont'd

water level. (He would later learn that it kept transmitting while as much as two feet underwater.) The Coasties sent a helo out in about 20 minutes. After the crew made doubly sure the *Gitana Vela* guys were okay, it called the San Rafael police boat and hung around another 15 minutes until they arrived. The police boat towed the hobbled ketch into safe harbor at Paradise Cay.

Luckily, Bruce and wife Karen Mentzer have insurance. He plans

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LATITUDE / LADONNA

SIGHTINGS

two down — cont'd

to have a new box-section mast built — this time of stronger (though slightly heavier) Doug Fir, and with improved internal bracing to better distribute the spreader loads. The boat will also need a new stern pulpit. Otherwise, the damage was amazingly minimal and largely cosmetic. The mizzen — the original one since the boat's launch in Japan in 1971 — will be resteped, the sails need only a few patches, and a few other odds and ends need attention. Bruce hopes to be sailing again in a few months.

With winds gusting over 30 that afternoon, and the guys being really bounced around by the chop and the wind while they waited for the tow (they anchored for about an hour once clear of the ship channel), everyone was pretty beat after they finally got into the dock.

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will it turn

A lot of international sailing records have been shattered lately. But not the one held since '99 by Australian Jesse Martin, the youngest sailor to solo circumnavigate nonstop. He was only 18 when he returned home aboard his S&S 34 *Lionheart*.

Oddly enough, at this writing there are two 16-year-olds threatening to break that record, although until very recently they'd probably never hear of each other. Josh Clark, who's spent eight years cruis-



PHOTOS JENNY HALDEMAN

into a race?

ing with his parents, will soon be jumping off from Panama — if he hasn't left already — in a Cal 32 which he completely refurbished from a discarded hull. We don't know a lot more about him yet, but we're pretty certain he's serious.

According to Laurence and Marianne Sunderland of Marina del Rey, their 16-year-old son Zac, who has 15,000 ocean miles to his credit, will set off this month from Southern California aboard an

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two down — cont'd

So they dug into the provisions and pulled out the fixins for “one of the best steak dinners I've ever had,” says Bruce. And before digging in, Hickman poured everyone a glass of red wine and toasted the skipper.

“Welcome to the club,” he said.

— jr

angels don't always travel by air

Some of you may recall the strange tale of *Darla Jean*, the 48-ft motorsailer that washed up on Fanning Island last December after spending 95 days “drifting” across the Pacific from Moss Landing. On board with owners Jerry and Darla Merrow were their two pets, Gulliver, a five-year-old macaw parrot, and Snickers, a four-month-old cocker spaniel puppy.

After spending nearly two weeks on Fanning with literally just the clothes on their backs, the Merrows hopped a ride on the interisland supply ship *Nei Momi* and made their way back to California, leaving their pets in the care of some islanders.

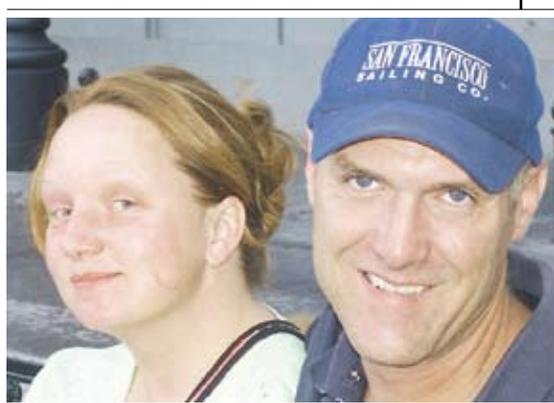
Robby and Lorraine Coleman of the Honolulu-based Angelman ketch *Southern Cross* — who've been on Fanning for several months — wrote us that the local officials were being pressured by authorities on Christmas Island to either send the animals back to the U.S. or destroy them (it's illegal to import animals). No one wanted to see the animals killed so, after repeated attempts to contact the Merrows failed, Robby and Lorraine emailed us for help. “Benaia, the local policeman, said he'd release the animals to someone else if arrangements could be made to get them off Fanning,” the Colemans said. “This is a tough place — survival of the fittest.”

Through Darla's family we learned that the Merrows will not be making it back to Fanning anytime soon — according to Darla's son, Steve Cliché, they've been busy making appearances on talk shows like *The Montel Williams Show* — so we put the word out in March 24's *Lectronic Latitude* in hopes that someone would be willing to run the gauntlet of legal red tape to rescue the animals.

That very day we received a hopeful email from Jack Joslin, a Las Vegas resident who'd lost his beloved 15-year-old border collie just a few days earlier. Joslin, known as ‘TaoJones’ on various online cruisers' forums, painstakingly researched what needed to be done to bring the animals back into the U.S. but was faced with roadblock after roadblock. He soon found allies in Rigo Neira of the Hawaiian Humane Society, and Honolulu residents Peter Forman and Laureli Lunn.

Through their tireless communications with the U.S. government, the state of Hawaii and Norwegian Cruise Lines, Snickers' rescue from the island came first in early April. The necessary equipment — crates, food, flea powder, paperwork, etc. — was sent to Fanning aboard NCL's appropriately named *Pride of Aloha* cruise ship, on its last visit to the remote island. *Pride* crewmembers cleaned up the abandoned pooch and gave him VIP treatment onboard. “You could tell he has been at sea before,” crewman Mark Bult told the Colemans. “Thank you so much. We could not have done this wonderful deed without your help. I now know that angels don't always travel by air.”

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JAY HICKMAN

Above, Karen Mentzer and Bruce Allen. Spread and inset, Ouch! That's really going to hurt in the morning.



MARLENE KAPAS

Snickers is slowly learning to trust again after being left to fend for himself on Fanning Island.

SIGHTINGS

angels — cont'd

Snickers' story was hot national news when the *Pride of Aloha* — and its guest of honor — finally reached Honolulu on April 16. The pampered pup was whisked to an animal quarantine facility for a medical evaluation, and soon made the acquaintance of Laureli Lunn, the animal behaviorist who had worked so hard on his behalf.



ROBBY COLEMAN

Gulliver would like to wave goodbye to Kiribati but he's stuck until he can be legally imported back to the States.

Local newspaper. "He doesn't trust other animals or people. I'm sure he learned the hard way that the first thing to do is be tough and offensive. He had to fight for his life." But with guidance from Lunn and others, Joslin is certain the "wild beast of Fanning" will eventually settle into his new digs.

Meanwhile, Gulliver the parrot's fate still remains uncertain. Animal rescue agencies are working frantically to get the bird repatriated before time runs out but the obstacles are significant. It's not money or lack of a new home that's the problem in his case, it's that international law prevents the illegal trafficking of endangered species. Since he no longer has a proper legband, it's impossible to track his country of origin, making his rescue difficult. "The way the authorities here look at it, he's possibly the product of illegal trade in endangered species, or he may be infected with avian influenza, or both," Joslin told us. "As I'm sure you know, bureaucrats aren't in the habit of sticking their necks out and making exceptions."

But Gulliver's supporters haven't given up yet. Lunn's uncle Bob Morrison, a pilot with Pacific Air Charters who fortuitously picked up a flight to Christmas Island, delivered a microchip reader in hopes the bird was chipped and registered at some point in his life. If so, his return to the U.S. would go much more smoothly.

As this issue went to press, Gulliver was scheduled to travel to Christmas Island aboard the interisland supply ship *Kwai*. He'll be hosted there by a local family at least long enough for a chip scan. Unlike Fanning Island, Christmas Island has an airport, allowing veterinarians to fly in and out more easily for a battery of tests and examinations but, even if he passes all with 'flying colors', there's no guarantee he'll be allowed back into the States. To find out how you can help, go to <http://gulliversisland.wordpress.com>.

— ladonna

apache's last stand

"I just can't let her die," says Ron Romero, looking as somber as a reluctant executioner. During the past 13 years he and his family have spent more hours than they can count attempting to complete a multi-phase refit of their classic 58-ft (LOD) staysail schooner *Apache*. As you might imagine, the process has been exhausting, both physically and financially.

Today, the 1925 classic sits idle in a San Rafael berth, as Ron's been unable to secure the backing necessary to complete the re-

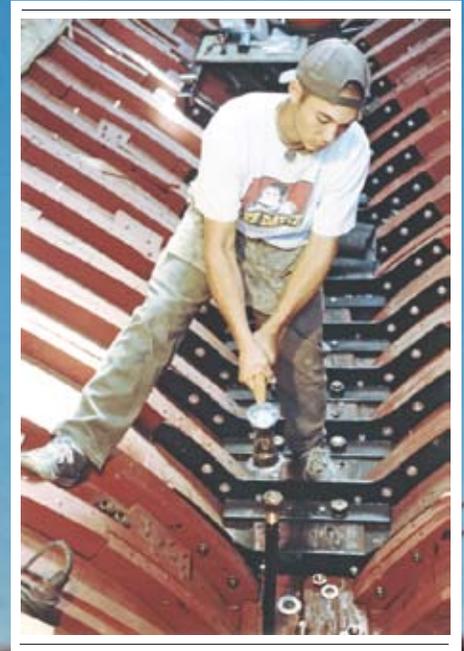
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race

equally thoroughly refurbished *Islander* 36 with hopes of breaking the record — although perhaps not nonstop.

Zac, whose first home was a Tradewinds 55, has been sailing all his life, including family adventures to Australia, New Zealand, the U.K., and Mexico, the latter being a three-year cruise. The son of a shipwright, Zac is an A student, an outstanding player on the football team, and is working out constantly in preparation for the trip.

According to the family, the boat's up-



Back in the '90s, the sweet-sailing schooner 'Apache' was a familiar sight on the Bay. Inset, left: Chris pounds in one of 20 new keel bolts. Inset, right: Lisa and Ron during a gig, doing what they love to do best — apart from sailing 'Apache'.

— cont'd

grades include "all new heavy-duty running and standing rigging, chainplates, stanchions and lifelines, new keelbolts and a custom fiberglass hard dodger." Additional pre-departure work planned includes all new thruhulls and seacocks, reinforcing key bulkheads, and the installation of advanced electrical systems and electronics, alternate power source systems and a watermaker.

We wish both Josh and Zac the best of luck.

— richard & andy

apache — cont'd

maining work needed on her topsides and interior. He and his wife, Lisa Madison, are faced with a grim selection of options — the worst of which is to simply destroy the Marconi-rigged woodie. Short of winning the lottery, the best outcome for the boat and her owners might be to find a well-heeled buyer to take on the project and bring *Apache* back to her former glory. She does, after all, have a substantial pedigree, having been built as a gentleman's racing yacht — one of 16 identical sisterships — for the prestigious Seawanhaka-Corinthian and New York Yacht Clubs. Only one is known to be sailing today. Built in Maine at the Bath Iron Works to a Cox and Stevens design, *Apache* measures 68 feet from bowsprit to boomkin and carries 1,750 feet of working sail.

Formerly a popular member of San Francisco Bay's crewed char-

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SIGHTINGS

apache — cont'd

ter fleet, *Apache* could be seen out on the water every week between '88 and '94. In January of 1995, Ron and his son Chris, who was his primary crew back then, decided that some interior issues could no longer be ignored, and they began what they thought would be a six-week haulout. As with so many other renovations of vintage woodies, the deeper they dug, the more structural problems they discovered. When they finally put the ol' girl back in the water in 1998, they'd replaced 26 iron floors, 20 keel bolts, 20 planks, both mast steps, engine mounts, the 24-ft forefoot and more.

The plan at that point was to complete the deck rebuild and interior refurbishing at the dock, but they lacked the buckets of money needed to do so. According to Ron, he actually had ample private financing lined up in 2001, but that deal evaporated due to post-9/11 'belt-tightening'.

So today, seven years later, *Apache* sits in a sad state. Her bones are strong but her sailing spirit lies dormant, waiting for a miracle to put her back in fighting trim so she can blast across the Bay again in all her glory. After racking their brains for a financial solution, Ron and Lisa have come up with a novel idea. In addition to their day jobs — he's a commercial diver and she's in the wine industry — they do frequent gigs with the Lisa Madison band. With help from friends in the music biz, they recently produced a tasty album of mostly original tunes, *Kiss the Sun*, which features Lisa's impassioned, bluesy vocals. If they can sell enough CDs, they figure they can finally put *Apache* back together again. It's a long shot, but one worth taking. If nothing else, this low-key 'save the *Apache*' campaign may inspire other creative solutions or perhaps bring a traditional yacht-loving buyer or benefactor into the picture.

You can check out a sampling of the tunes at www.lisamadison-band.com. Fittingly, one of the few non-originals is John Lennon's hopeful anthem *Imagine*.

— andy

the press of a button

Many sailors still believe that their EPIRB (Emergency Position Indicating Radio Beacon) is a 'magic button' that will lead to their immediate and guaranteed rescue. We've actually heard folks say "If we get in trouble, we'll just flip on the EPIRB" — as though it's some kind of ocean-going Onstar.

What they don't know is that it can take up to three hours for a satellite to even pick up the alert once the EPIRB is activated. "It depends on where the boat is in relation to the satellite that's receiving the signal," said civilian USCG SAR Duty Controller Ernest Delli Gatti. "It could take anywhere from 30 seconds to three hours for us to get the alert."

Once the signal is detected by a satellite, the digitized registration data is quickly sent to a collection point which automatically reroutes it to Mission Control in Maryland who then sends it on to the Rescue Coordination Center in the area in which the unit is registered. That part of the process takes a matter of minutes.

But the alert the RCC received may be lacking a critical piece of information: the position of the vessel. "The average time for a position report is a little over an hour," SAR Controller Ed Skinner pointed out. "But it could take as long as three."

If the position isn't part of the alert, Skinner says his first step is to call everyone on the registration contact list. If they can give him an idea where the boat is, an Urgent Notice to Mariners is broadcast on VHF 16 for that area, then an asset is launched. "A boat can get underway in about 10 minutes," he explained, "but a plane or helicopter takes 30-60 minutes to scramble." If no one answers his calls,

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angel island

They've asked nicely, now they're getting tough. For years, Angel Island Park Rangers have asked boaters to pay for the privilege of tying up to their moorings in Ayala Cove. But too many ignore the signs and self-pay station, and that has forced the park's hand.

"Budget cuts mean we need all the funds we can get to maintain the park," said Angel Island Park Superintendent Dave Matthews. So if boaters aren't willing to fork over the measly \$20 (in the high season) for use of the moorings — the



Our camera cleaning tutorial in the February issue of 'Latitude' was so popular that we thought we'd share our laptop cleaning technique.

means business

same price as a campsite, incidentally — they may find their night at the island to be much more expensive.

“People need to pay without being asked,” Matthews said. “If they don’t, rangers will give them a Warning of Violation.” That warning gives the mooching boater 24 hours to pay his bill. If he doesn’t pay, he’ll be issued a \$64 citation.

The easiest way to pay for your mooring is to sidle up to the docks and make your payment before grabbing a mooring. But

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epirb — cont’d

he’s forced to wait until he gets the position report.

So what about those new GPS-enabled EPIRBs? A tiny GPS inside the unit is designed to receive and send its coordinates with the databursts, hopefully making the response quicker and more accurate. While Delli Gatti acknowledges that they are *potentially* better units, they don’t necessarily make that much of a difference. “Again, it depends on the location of the receiving satellite,” he said, “as well as where the EPIRB is located.” If the unit is inside the cabin, for example, that could interfere with the GPS’s reception.

What about those cool new Personal Locator Beacons (PLBs) that fit in your pocket or around your neck? The response time would be the same, according to Delli Gatti, but there’s an inherent problem

continued on outside column of next sightings page



SIGHTINGS

epirb — cont'd

with those devices. "Your body absorbs the signal," he said, "so you have to keep them as far from yourself as possible."

Water also absorbs the signal, so if the unit — whether EPIRB or PLB — is more than a foot or two underwater, you might as well be waving your arms at the satellite. That's just one reason why it's critical to have your EPIRB located outside or very near the companionway.

Both Delli Gatti and Skinner pointed out that the biggest roadblock they run into is improperly registered EPIRBs. Boats trade hands and new owners forget to reregister the units, making them all but useless. "It only takes a minute and could save your life," Skinner said. To register your EPIRB or PLB, go to www.sarsat.noaa.gov.

No one reading this should infer that EPIRBs aren't valuable safety gear — they are. They're just not a 'magic button' that equates to certain rescue. EPIRBs are just one part of what should be a full arsenal of safety equipment.

— *ladonna*

angel island

on busy summer weekends, moorings go quickly so it may be wise to pick up the balls before dinhying to the dock to pay.

If you've never moored at Ayala Cove before, remember that, with the new mooring field, your bow should be pointed more toward Richmond than Sausalito. When picking up the fore and aft balls, we find it easiest to loop a very long stern line through one ball and pay out the scope — being careful not to let it get slack enough to foul the prop — while slowly motoring forward to the next ball. Once that ball is against the side of the boat, lean down and loop the bow line through it. Then just jockey the lines until you're



'Big Tom's worst moment during his 13-month westabout circumnavigation was when he realized he'd run out of beer and sausages.'

PHOTOS LYNN BRADSHAW

— cont'd

centered between the balls. Of course if your dinghy is in the water, you can just hook up the bow line and dinghy back with the stern. Never tie up sideways between buoys or use any kind of anchor.

Angel Island has many events throughout the year — the annual Civil War Days, June 7-8, at Camp Reynolds promises reenactments, tours, and fresh baked bread and cinnamon rolls — but the 5-mile walk around the perimeter road is reason enough to go. There are plenty of spots along the way to stop and catch your breath — which will be immediately taken away again by the incredible views.

— ladonna



tomek 'ties the knot'

In the June, 2006, issue of *Latitude*, we reported on Tomek 'Big Tom' Lewandowski's journey to starting a journey. In March, 2006, Tomek, a Polish citizen who had lived in the U.S. for many years, was nearly finished with a refit of his Mikado 56 *Luka* in Port San Luis when he fell from a ladder, breaking his arm in 16 places. While he was recuperating, U.S. Immigration showed up at his front door and deported him back to Poland.

After a month-long trip through Poland with his wife Beata, Tomek flew to Ensenada while Beata continued on to California. There Beata, who didn't have the first clue about boats, was instructed by Tomek via cellphone and email on what needed to be done to complete *Luka's* refit. Thankfully, Beata had the help of some boat-savvy friends who also helped her deliver the boat to Tomek in Ensenada.

Tomek — along with his faithful Jack Russell terrier Wacek — left Ensenada on March 6, 2007, in an attempt to be the first Polish citizen to complete a singlehanded westabout circumnavigation. On April 1, 2008, Tomek pulled *Luka* into Ensenada, 'tying the knot' on his 13-month trip the wrong way round.

On the docks to greet *Luka* were Lynn and Rick Bradshaw of the Hans Christian 33T *La Vita*. "We had a great time welcoming him back to Ensenada," Lynn reported. "Later, we attended a party hosted by Tomek's friends and family — we were the only cruisers to attend!"

They enjoyed meeting Tomek and Beata so much, in fact, that they accompanied the couple to a local tattoo parlor where Tomek 'got ink' in honor of his achievement. The day ran into the evening while Tomek told his story.

"He had mechanical problems right from the start," Lynn said. "But he had spares for everything — except the transmission's oil cooler." When *Luka's* transmission overheated just before taking on Cape Horn, Marty Codomiz, one of the friends who helped Beata finish *Luka* and the owner of Port San Luis Boatyard, talked 'Big Tom' through the repair via sat phone. "Without Marty's help, Tomek's dream would have come to an end," reported Lynn.

Tomek said that the most frightening part of his circumnavigation was in the Agulhas Current off the Cape of Good Hope, where wind and current collide to create enormous seas. "The noise was apparently awful," Lynn said. "He wondered if *Luka* would break into pieces. But once through, he knew she would take him anywhere."

While that passage was an ordeal, it didn't compare to the despair Tomek felt when he ran out of alcohol and Polish sausages. "When his uncle heard this dreadful news, he immediately flew to South Africa, rented a boat and delivered beer, whisky and Polish sausages to *Luka* in the Indian Ocean!" In an effort to prevent such a tragedy from recurring, Tomek built a still.

Wacek, Tomek's companion for the voyage, was a real sea dog. "He knew instinctively when the weather was turning and would go below," related Lynn. "When the weather was fine, he'd defend his whole 'backyard' by barking at dolphins, birds, waves — anything that might try to land on 'his' deck."

"Tomek wants to tell everyone to never let fear stop you from achieving your dreams," Lynn reported. "We all have the tools within us to make ourselves happy," Tomek told Lynn and Rick. "We must affirm the reality of our dreams by saying 'I am' instead of 'I want'. As the old saying goes, 'I want, never get.'"

— ladonna



Wacek the 'sea wolf'.

yankee's oodles of dandies

One of the most famous stories about one of the most famous boats in San Francisco was recalled in a special way last month. This one began back in 1906 — April 18, to be exact. That's when the Great San Francisco earthquake shook the City literally off its foundations. It also shook the nearly completed 53-ft gaff cutter *Yankee* off her building cradle at Stone Boat Works, located at that time in the grassy area adjacent to the present-day St. Francis YC. Fortunately for *Yankee*, the damage was minor and she was jacked back upright, finished and properly launched later that same year.

Of course, there are many more great stories of *Yankee* (we invoked a few of them in a *Boat of the Month* feature in the April, 2006, issue to celebrate the boat's 100th birthday), including her conversion to a schooner rig in 1911, and a major refit in the 1970s that revealed that her transom had no fasteners in it. For six decades, it had been held in place by only the deck and hull planking — and never leaked! It was surmised that Stone's might have been working on the transom when the Big One interrupted the workflow, and by the time they got back to boatbuilding weeks or months later, everyone had forgotten that the transom had not been fastened.

Yankee is still sailing, still well loved and still looking splendid — all due to the attention of around 50 (at last count) descendants and in-laws of brothers Sydney and Arthur Ford, who bought the boat in 1925. In fact, along with all the other hallmarks of a long career in Bay sailing, this boat probably represents the 'ultimate' boat partnership. About a decade ago, John McNeill and Dick Ford formed a limited liability company, and everyone in the family who wants to be part of it (which is most of them) contributes something, be it money, labor or just making lunches. So far, it's worked out well.

Yankee was hauled out at KKMI earlier this month for routine maintenance, and on April 18 — the 102nd anniversary of her 'accidental' launch during the Great Earthquake — she was launched once again, ready for another year of making memories. Look for her ripping up the Bay this month in preparation for another Bay classic: the Master Mariners Regatta, an event for classic wooden yachts whose roots go back even farther than *Yankee*'s. As always, it's scheduled for Memorial Day Saturday, which this year falls on May 24.

— jr

'fabulous 15' baja ha-ha

After just under 6,000 entries and roughly 21,000 participants in the first 14 years, the Baja Ha-Ha Rally Committee is pleased to announce that Baja Ha-Ha 15 will depart chilly San Diego on October 27 and finish up in tropical Cabo San Lucas, with an awards ceremony on November 8.

If you're new to sailing, the Ha-Ha is the 750-mile cruisers' rally from San Diego to Cabo with stops at both Turtle Bay and spectacular Bahia Santa Maria. The 'rally' part means that you can use your engine if and when you want, and that as long as you inform the event's Grand Poobah, you can engage in any number of variations, such as starting a little early or a little late, or from Ensenada. You might even choose to anchor for a night at Isla Guadalupe or Isla Cedros. All these variations are permitted, as long as you let the Rally Committee know where you are. The Ha-Ha organizers don't see their role as making a lot of rules, but as facilitating everyone's pleasure.

The goals of the Ha-Ha are simple — for everyone to get to Cabo safely while enjoying some great sailing and making countless new friends. If history is any guide — and you're not an axe murderer — these friendships will last for many years, if not a lifetime. Love to get drunk, party into the wee hours, and shake your booty all the way down the Baja peninsula? Then the Ha-Ha, which is all about responsible, G-rated fun, is not for you. Sure, most folks have a beer

continued on outside column of next sightings page

all it takes

So you've been on a waiting list for a slip for what seems like forever and think you'll never get in? Some powerboaters we know got The Call some 20 years after they'd signed up. Deciding "Hey, what the heck," they strolled into their nearest "boat store" and bought a 36-ft Bayliner.

Both husband and wife understood they were clueless about boats so they took baby steps. They'd start the engine, run it for a few minutes, turn it off, lock up the boat and go home. This went on for weeks before they worked up the courage



All in the family — the work party for 'Yankee's 2008 haulout included: (back row, l-r) Melo Tablado, Sophie O'Neal, Jock McNeill, John McNeill, Kathy McNeill, Marc Herrenbruck and John Collins; and (front row, l-r), Lexi Ford, Rosie O'Neal and Samantha Collins. Rosie (front row center) is the first of the fifth generation of the extended Ford family to work on the boat. Spread, 'Yankee' on the clubhouse reach at the 2005 Master Mariners Regatta.



is a little time

to untie the docklines — only to tie them back up and go home. They eventually felt confident enough to back the boat out of the slip before pulling it back in, tying it up and going home.

They were the punchline of every joke in the marina. “They’ll sell that boat by the end of the year,” everyone predicted. “They’ll never go anywhere.” Our friends ignored them and continued with their program.

We met them on their fifth trip up the Inside Passage to Alaska — true story.

— *ladonna*

ha-ha 15 — cont’d

or two and might do a little dancing on the beach, but the Ha-Ha has never been about wild and crazy behavior.

The event is open to all boats over 27 feet that were designed, built and have been maintained for open ocean sailing. If you’re not sure your boat fits that criteria, get a trip survey from a marine surveyor. While most boats will be carrying SSB radios, they are not required, as the VHF relay system for roll calls has worked very well over the years. But you’ll want to go over all your safety equipment and procedures carefully.

All Ha-Ha entries must have a minimum of two crew with overnight offshore experience. Everyone who participates needs to be in good health and physical condition. While a lot of couples doublehand, the Ha-Ha covers a pretty good distance in a relatively short period

continued on outside column of next sightings page



SPREAD: LATITUDE / JR; INSET: COURTESY JOHN MCNEILL

SIGHTINGS

ha-ha 15 — cont'd

of time, so you'll probably enjoy the sailing and the R&R stops more if you've got four or more competent crew on your boat. But such decisions are yours alone, not the Committee's.

There are three legs in each Ha-Ha, so there have been 42 legs to date. Of those 42 legs, only two of them have been upwind. Indeed, the typical Ha-Ha conditions are light-to-moderate following winds with small-to-moderate seas. But the Pacific Ocean is not a controlled environment so, while conditions are generally benign, you nonetheless must be prepared for the very slight possibility of heavy weather. Commanders Weather, which does forecasting for many of the best racing boats in the world, will provide forecasts which will be passed along during the roll call each morning. But remember, a forecast is a prediction, not a guarantee.

The two stops along the way are Turtle Bay, a dusty but loveable fishing village far off the main road, and primitive Bahia Santa Maria, which is truly out in the middle of nowhere. The former has a couple of small tiendas, a few low-capacity restaurants, an Internet cafe and usually some diesel. It *does not* have ATMS, banks, McDonalds, boatyards or spas.

Bahia Santa Maria has nothing — except a restaurant that appears magically appears one day a year, with a rock 'n roll band, just for the Ha-Ha. You need to be self-sufficient from San Diego to Cabo.

By signing up for the Ha-Ha, you get all kinds of benefits, such as a big 'swag bag' filled with hats, T-shirts, sunglasses, starting timers, frisbees, burgees, beach balls, an event program with mini-bios on all the entries — we can't even remember it all. In addition, you get all sorts of great offers and discounts on goods and services from California to southern Mexico. Looking for a berth for the winter? Many of the marina managers show up in San Diego for the kickoff party to take reservations.

For the first time ever, you may sign up online at www.baja-haha.com, beginning May 1 (or soon after — we're still working out the kinks). Your entry confirmation will be mailed to you shortly afterwards along with info and special offers from the event's many sponsors, as well as your official Ha-Ha burgee. (If you don't have Internet access, you may still sign up the 'old fashioned way', by mailing an entry packet request, along with a \$20 handling fee, to Baja Ha-Ha, Inc., 401-F Miller Ave., PMB 140, Mill Valley, CA 94941.)

One very good reason to complete your sign-up early is that berths in Cabo are assigned based on the order boats signed up for the event. This may not seem like much now, but when the lady in your life has been without a luxurious shower for 10 days, and your boat needs a washing and her tanks filled, the demand for slips goes way up. "Dang, why didn't I sign up earlier!?" is a complaint often heard during the last leg.

The online entry fee is \$350, which is an increase of just \$10 over last year, and that's in order to cover increased liability costs. Nonetheless, it's still only about 25% of the cost of similar two-week rallies elsewhere in the States and around the world. It's such a good deal, in fact, that Bill and Karen Vaccaro of the Chico-based Moody 44 *Miela*, which did the '05, will be bringing their boat north this summer just so they can turn around and do the Ha-Ha again. We've made them honorary 'entry number one' on the Ha-Ha list. There are also others who did last year's Ha-Ha who are bringing their boats back just to ha-ha again. Bill Lilly's Lagoon 470 cat *Moontide* from Newport is one, and Patsy Verhoeven's Portland-based Gulfstar 50 *Talion* is another — if she can find crew.

Latitude's 63-ft catamaran *Profligate* will be the mothership once again, with the Wanderer serving as the Grand Poobah, Banjo Andy as the Assistant Poobah, and Doña de Mallorca as the Chief of Security. This trio has a total of 37 Ha-Ha's to their credit, and have never missed one since they started.

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oil companies sued

Southern California law firm Kabateck Brown Kellner, LLP, has filed a class action lawsuit against major oil companies on behalf of California boaters. The firm claims that oil companies are manufacturing and selling ethanol-blended gasoline that damages marine fuel tanks, engines and other components.

In a statement, attorney Brian Kabateck writes, "The price of gas is bad enough. The oil companies know this fuel is corrosive, but they're keeping consumers in the dark. The cost to the consumer is thousands of dollars in repairs."

Ethanol replaced MTBE as an additive to gasoline in 2004, when the latter was banned in many states because of



Spread, West Marine's Olson 40 'Promotion' has participated in several Ha-Ha's and we hope they'll be back for many more. Inset above, no one enjoys the Ha-Ha more than cruising kids. Inset right, like Hilary, Ha-Ha women have lots of pull.

over ethanol in gas

pollution concerns. A study by Boat U.S. indicates that many of the at-risk boats are powerboats produced prior to the mid-'80s. Ethanol has been shown to attack the resin in the tanks, weakening them and eventually leading to leaks. Resin components dissolved by ethanol can damage engines. In the statement, Kabateck continued, "Consumers were never informed about the disastrous effects ethanol has on fiberglass marine fuel tanks." Boat U.S. recommends replacing fiberglass tanks with metal ones or, at a minimum, installing an organic vapor detector to detect potential explosion hazards due to leaking tanks.

— rob

ha-ha 15 — cont'd

For what it's worth, Baja Ha-Ha, Inc. has been acquired by the Poobah — who started the event — from his daughter Lauren. The primary reason is that Ms. Spindler is fully entrenched in New York City life at this time, and besides, the Poobah sensed that she was getting just a little too much pleasure out of making all the major event decisions and telling her father what to do!

For further details on the rally and related events — such as the pre-Ha-Ha gathering at Catalina in August and the September 10 Crew List Party at the Encinal YC — see www.baja-haha.com, and check for updates on *Electronic Latitude* (www.latitude38.com).

We don't know about the rest of you, but we can't wait to do another Ha-Ha. Sailing with new and old friends is always great, usually there's some terrific sailing, and it's a pleasure to get out in nature and away from urbanity. So we hope to see you at the West Marine Ha-Ha Kick-Off and Costume Party in San Diego on October 26, and on the starting line off Pt. Loma on October 27.

— richard



SPREAD: ELECTRONIC / RICHARD; INSETS: LATITUDE / ANDY

GITANA 13



— RIDING THE ROCKET

There are rides and there are... Rides.

Certainly one of the best perks of putting together a sailing magazine is getting great rides with nice people on cool boats — everything from dinghies to maxis. We've had many over the years, and enjoyed every one of them.

However, nothing that came before prepared us for the press/VIP junket on the 110-ft maxi-catamaran *Gitana 13*. On March 27, a month after they set a new sailing record from New York to San Francisco — and a few days before they took off to set another new record



Above, green-eyed lady, lovely lady. Spread, on a natural high. We're doing about 25 knots in this photo.

from here to Yokohama — skipper Lionel Lemonchois and an eight-man crew took 20 Bay Area sailors out for a ride. Some of us were journalists, some photographers, some were friends of the crew and

a few were just in the right place at the right time.

How was it? For once, hyperbole fails us. But we'll try: you know those movies where there's a rip in the space-time continuum and after that, nothing is ever the same? It was kinda like that.

Despite a look of latent power even at anchor — think crouching lioness watching the wildebeast go by — *Gitana* is still one of those big boats whose size sneaks up on you. From a distance, the

continued on page 128



GITANA 13



INSET LEFT, LATITUDE/JOHN ARNDT; INSET BELOW, LATITUDE/JR



Above, flying a hull as seen from the leeward side. It's hard to make out in this photo, but you can actually see the Golden Gate under that windward hull. Right, 'Gitana' mastman in the office. The yellow line controls mast rotation and his foot is on the boom gooseneck. Note the size of the main halyard winch in comparison to his head.



— RIDING THE ROCKET



The instrument at top center is the speed. Need we say more? Right, 'Latitude' Racing Editor Rob Grant mans the grinders with famed Japanese solo sailor Koji Shiraishi, who was sailing with 'Gitana' on their run to Yokohama. Spread, flying a hull with 29 people aboard, and only 9 of them knew what they were doing. C'est magnifique!

SPREAD, WWW.LYONSIMAGING.COM; INSET ABOVE, LATITUDE/JOHN ARNDT; INSET RIGHT, LATITUDE/JR



GITANA 13

eight-year-old craft looks vaguely like a ProSail 40 cat that's been pumping iron and eating lots of red meat. But the closer you get, the bigger she gets. And bigger. And . . . holy s**t, this boat is huge.

Scrambling up one of the sterns, our first impressions were as follows: 1) this thing looks like a tennis court with a mast in the middle. (Actually, the 55-ft beam is 20 feet wider than a tennis court, and her LOA is almost 30 feet longer.) 2) The wingmast would look right at home attached to the side of an Airbus cargo jet. 3) The trampoline net is big enough to catch circus performers — an apt analogy after you see the crew perform their *cirque du ballet* routine when tacking or jibing the boat. 4) The three main winches lining each cockpit are as big around as beer kegs.

As impressive as she looks, *Gitana* doesn't feel like most large yachts we've been aboard. Instead of the heavy, purposeful feel of a deep keeled craft, *G-13* feels more like a leggy thoroughbred being led up to the starting gate. We felt a bit like Lilliputian jockeys about to put

the spurs to a 24-ton Seabiscuit.

Lemonchois, a phenomenally accomplished sailor who solos 60-ft IMOCA trimarans when he's not helming maxi cats, guided the big boat out into the main Bay while his mostly new crew hoisted the 600-pound, 4,000-square-foot mainsail and unrolled the 1,100-square-foot staysail. With breeze in the teens and the boat capable of outsailing the windspeed, there was no need for the 1,900-square-foot Solent or, ahem, 5,900-square-foot genniker. There are, after all, rules about breaking the sound barrier near a populated area.

Once the sails were set, we sailed familiar territory — out past Mile Rock, then down along the Cityfront, under the Bay Bridge, and back across the slot to Tiburon to offload the starry-eyed passengers at Corinthian YC.

The difference between doing this on most boats and doing it on *Gitana* was that it would take most boats the better part of a day, while it took *Gitana* not quite 90 minutes. When did the Bay get so small? Oh, and we flew a hull. And we hit 30 knots — twice. The first time

was out past Point Bonita when we went from close-reaching at 15 knots — the windspeed — to a broad reach back in. There was no great sensation of acceleration, and the boat doesn't groan like some multis do at speed. She just does it. The second time was during one of the hull-flying sessions in the Slot. Guests whooped and applauded. Lemonchois lit another cigarette and tried not to look too bored.

Another surprise: there was no yelling among the *Gitana* crew. With so much acreage to deal with and gale-force apparent wind regularly blasting through the tramp, you probably couldn't hear verbal commands anyway. Lemonchois does his skippering with subtle head and hand signals that would look right at home on any big league pitcher's mound.

As with all torrid affairs, our fling with *Gitana 13* was over way too quickly. As with all torrid affairs, it will live in our hearts forever.

— latitude/jr

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Steve receives the coveted Seaweed Soup Trophy

PHOTO: JIM DEMETRIO

Congratulations to Moore 24 *Eight Ball*. In the competitive Moore 24 fleet, Easom-rigged *Eight Ball* just won the Spring Keel and the Resin Regatta.



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THE LATITUDE 38 INTERVIEW

Glenn Tieman

If you think you need a half-million-dollar yacht to cruise to far-flung Pacific landfalls, think again. In stark contrast to the comfortably appointed, gadget-laden cruising yachts sailed by most modern voyagers, Glenn Tieman has logged thousands of ocean miles aboard ultra-simple, homebuilt catamarans inspired by the sailing craft of ancient Polynesians. In our December 2005 edition we published Glenn's report on a decade of travel aboard his 26-ft Peregrine. In this month's interview — conducted last fall when we ran into Glenn at Turtle Bay, Mexico, during the Baja Ha-Ha — we learned additional details about his uncommon cruising style, and were introduced to his new 38-ft cat, Manu Rere.

Latitude: We've reported on you and your catamarans before, but please refresh our memories on your background.

Glenn: I'm 51 years old now and have most recently been living in Pasadena. I grew up in Modesto, however, and when I was five my dad built an 8-ft El Toro sailing dinghy. Some of my earliest memories are of him bombing around the Modesto Reservoir with it. I sailed on the reservoir as a teenager, but never thought of sailing on the ocean until I was 24 years old. At the time, I'd just graduated from UC San Diego, and was working for a tech company. But my salary was just paying for my rent, and I didn't find that to be a very satisfactory situation. Back then, San Diego Bay wasn't very regulated, and you could anchor out for free in many areas. After work on the day I learned that you could anchor out for free, I headed down to the harbor to look at the boats. Soaking up the whole environment, it seemed like a dream come true.

Before long I bought a Brown Searunner 25 trimaran, and spent a winter living aboard her at Coronado's Glorietta Bay anchorage. It's a beautiful anchorage by a golf course, and I used to jog around the course. I was stoked by the whole thing, and even some of the most ordinary things — like coming up a companionway or tying up the dinghy — seemed exotic and romantic. I began reading all the books about cruising.

But the Searunner wasn't really an oceangoing boat, so I built a James Wharram-designed Pahi 26 catamaran based on many of the Polynesian principles, and christened her *Peregrine*. Although I only spent about \$3,000 building her, I would cruise her for 10 years, living on \$1/day in the early years, and ultimately spending about \$3/day on everything, the boat included.

Latitude: Where exactly did you cruise?

Glenn: I spent a year in Mexico, going as far south as Acapulco. Then I sailed to Hawaii and spent a year there. I continued on to Palmyra and Samoa, then spent two years in

"After about 10 years, some of my friends convinced me that I was doing something wrong and needed to live a more normal life."

Samoa, Fiji and Tonga. Next, I crossed to Kirabati and spent a year in Micronesia, then continued on to the Philippines, where I spent four years. I finished that cruise by sailing to Malaysia, Singapore and Thailand.

Latitude: How often did you come back to the States?

Glenn: Not at all for the first six years.

Latitude: You built very inexpensive outrigger canoes for

dinghies. What did you use for navigation?

Glenn: Much of that cruise was before GPS, so I navigated using the cheapest plastic sextant that Davis Instruments marketed at the time. Although I later got a better sextant, I got more accurate fixes with the cheaper one.

Latitude: Why did you terminate that cruise?

Glenn: After about 10 years, some of my friends convinced me that I was doing something wrong and needed to live a more normal life. So I returned to Southern California. I have a chemistry degree, so I got a teaching credential, and for the last five years have taught school at Hamilton High in West Los Angeles.

By this point, our crew had become tremendously curious about Glenn and his adventures, so we turned the mic over to them.

Chris Hunt: We've all read stories about sailors becoming becalmed and having sharks circle their boats as they waited for a breath of wind. Did you ever get to know any critters like that?

Glenn: One time I made the passage from Fiji to Tonga — which is against the trades — during tropical cyclone season because you're likely to get a more favorable slant on the wind at that time of year. Well, the wind died completely for a couple of days, and during the calm three man-sized mahi mahi swam around and around *Peregrine*, enjoying the shade she provided. I remember them having bull-nose-shaped heads and slender bodies. They were very beautiful, too, being iridescent yellow and green.

Carolyn Hunt: Given the lack of accommodations and comforts on your 26-ft cat, did you have much of a social life during your cruise?

Glenn: The surprising thing is that I had a dramatically better social life during the trip than when living in California before and after my cruise. When I finished my cruise and returned to California, my social life died. Part of the reason I'm going cruising again is to resume a social life. Some people wonder how I could have a great social life when sailing alone in the middle of the ocean singlehanded, but because I was singlehanded, I was eager to meet people when I made landfall. When I got to places, I was certainly a topic of conversation, so it made it easy to meet people, and I often became part of the communities where I stopped.

I also deliberately chose destinations such as Polynesia and Southeast Asia, where I knew in advance that the people are known for being friendly. I was also a welcomed member of the cruising community. As you know, there's a real brotherhood or family, because no matter what kind or size boats we have, we have so much in common. But as much as I enjoyed spend-



ing time with other cruisers, I particularly wanted to meet my brothers in the most exotic places I could get to. As a result, I eventually lived like a native in places such as Samoa, Kiribati, and the Philippines.

Carolyn: I guess what I'm asking is if you had much of a social life with women?

Glenn: Oh sure. A couple of years ago there was a photo accompanying an article of mine in *Latitude*, and it showed a girlfriend of mine on *Peregrine*.

Robert Sutherland: I marvel at the evolution of a cat such as yours from the rafts or whatever Stone Age man must have used. Can you expound on that?

Glenn: Part of the reason I built the cat that I did is that she's a very good replica of a Polynesian 'migratory journey' catamaran prior to their contact with Western man. About 1,000 years ago, Polynesians used boats almost exactly like mine to travel a third of the way around the world, from Africa to Asia, across the Indian Ocean, to Hawaii and Easter Island. In addition, they came all the way from Asia across the Pacific

against the tradewinds — something that's hard enough to do with a modern-design sailboat made with modern materials. The early Polynesian catamarans were highly evolved. I built my current catamaran on the lines taken from a catamaran in a museum on the remote island of Tikopia in the Solomon Islands. The original was built before there was any influence from the outside world, so it's one of the best examples of what was used in ancient times.

David Cort: What happened to your original Wharram Pahi 26?

Glenn: When I was convinced to return to California to live a more normal life, I left *Peregrine* in the Philippines on some land owned by some American boatbuilders. After a few years I returned to have a look at her, and she had deteriorated badly. With her looking so hopeless, I asked the owner of the property if he would dispose of her. He told the locals to do what they wanted with it. They saved one detached hull, and the last time I saw it, 10 Filipinos were sitting on it. The owner poured gas on the rest and burned it.

the latitude interview:

Mark Deppe: It's just amazing to me that you can do any kind of a heavy weather crossing with such cats. How do you deal with the heavy weather? Your cats have no house or cabin, and I can't even imagine being able to get out of the hull you live in without having it flooded by a wave. Also, what do you use for self-steering?

Glenn: When sailing downwind, I steer by tying the sheets to the tiller. When I sail close-hauled, I simply adjust the trim of the sails — oversheeting or undersheeting — to get her to steer herself. And I very carefully lash down the helm. Most any sailboat will steer herself if you do those things.

But when sailing downwind in stormy conditions, the sheet-to-tiller arrangement can't handle it. This is especially true if the cat is surfing, as she'll tend to round up. In those conditions I drag a tire. It works, but I'm always working on ways to improve upon that technique. But it's true, with my cats I couldn't just push a button on an autopilot and go inside the salon. My cats have required frequent adjustment of the sails. I could leave the helm to make something to eat, but in strong wind I have to adjust the sails frequently.

I started down the coast of Baja with my new 38-ft cat in early October, a couple of weeks before the start of the Ha-Ha. A cold front came through, and I probably had 30 knots of wind from the northwest for most of the 360 miles from San Diego to Turtle Bay. The seas were only about 10 feet, but they were like steep walls, so I dragged a tire for 15 to 20 hours. It wasn't scary, and it did give me a great opportunity to experiment with ways to sail my new cat, and in particular, learn how to depower her.

The thing about my cat that many monohull sailors might not appreciate is that she's so buoyant that she rarely gets hit by solid water. The only part of the wave that sweeps over her is the breaking part, and that's rarely more than three feet high. On the other hand, there is lots of spray in those kinds of conditions.

Mark: How fast could you go in your cats?

Glenn: I can't even give you a good guess. But when I sailed the 26-footer from Mexico to Hawaii, I had several 200-mile days.

Everyone: Wow!

Glenn: The current was with me, of course, so that helped to some extent. But *Manu Rere*, my newer and longer cat, is

"If you're going to cruise singlehanded, long term relationships are something you pretty much have to pass on."

definitely faster. I've seen 12 knots on the GPS. And she's certainly gone faster than that, although I don't know how much faster because I usually don't have my GPS turned on.

Tammy Davis: I'm curious about the relations you have with your family and with women.

Glenn: The hardest part of the cruising life is the loneliness I feel when I leave a place. When I crossed the Pacific, I was zig-zagging back and forth so I wouldn't have to sail upwind, and therefore knew that I wouldn't be returning to places once I left them. This was hard because I'd made great friends — intimate friends — no matter where I went. Several times I even moved in with local families. So the first couple of days back at sea after those times were emotionally brutal. The people of the South Pacific are very warm, and leaving that warm social environment to singlehand across the ocean once again was

pretty harsh. But after a few days, I would begin to anticipate the next place I would visit, the new people that I would meet and befriend, at which point the last place I'd been to would begin to become just a fond memory.

But if you're going to cruise singlehanded, long-term relationships are something you pretty much have to pass on. Ultimately, the lack of such relationships began to wear on me. So when I got to Southeast Asia, I decided to change that. As such, I travelled with the monsoon, from the Philippines to the north coast of Borneo, and up the rivers. The monsoon blows one way six months, then the other way the other six months. So after six months, I'd sail back the other way, often stopping at places that I'd been before. I went back and forth for four years, which allowed me to see many good friends over and

Looking as though she'd sailed out of another century, 'Manu Rere' lies in Turtle Bay. Insets, left to right: deck beams are lashed down in the ancient style; super-simple hatch hinges; Glenn's cozy berth below-decks.



glenn tieman

over again.

Mike Messer: Having been to so many places for so long, you must be thinking of one of them as being a place where you could settle down. Do you see yourself doing that, and if so, where?

Glenn: It must be human nature to want to settle down, as people always seem to be thinking about doing that. But it wouldn't have been that easy for me to settle in places I stopped at, even if I wanted to. It may not be politically correct to say this, but those places are for the locals. I think that Samoa, for example, is really for the Samoans. And the residents of most places and countries I visited feel the same way. If I were to have married a native girl, I would have been expected to bring her — and her whole family — back to the United States and live here.

I did think about settling down in Hawaii, as it's both tropical and in the United States, which would have been very practical.

However, when I think of owning my own house, I think of a nice place and fitting into a role. But the idea of playing a 'role' just seems to bore me, and I'd eventually have to go somewhere else.

"For the most part, if you're an American, you're seen as very special and privileged, no matter what size boat you're on."

Julia Curtis: When you go places as an American in your little boat, you must appear very different to the locals than those on big boats. Are you treated differently, perhaps on a more human level, and perhaps not as someone to be gotten money from? And do you think this allows you to integrate into



the latitude interview:

their culture more?

Glenn: I have to say that in my travels, I've seen very little animosity toward Americans, no matter if their boats were small or big. Nonetheless, several times I was attacked out of the blue.



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Once I was talking to some Samoan friends in a village, and a drunk guy walked between me and the friend I was talking to. My friend said, "That's not polite." The drunk guy came back, looked at my Samoan friend, but then hit me! Fortunately I

wasn't drunk, and was able to step back and didn't really get hurt. As for the drunk guy, he fell down in front of me.

But for the most part, if you're an American, you're seen as very special and privileged, no matter what size boat you're on. In fact, you don't have to be American, just from a Western country, to be seen as special. They don't draw any distinctions in developing countries.

Julia: But what about your boat being so much smaller than other cruising boats?

Glenn: Often times the locals didn't recognize my boat as being any different from the larger cruising boats. It's true that there were cases where people did notice the difference in size, but nobody ever said anything like, "Your boat is like ours, but all the others are different." One of the reasons is that my boat also had a better-quality finish than the local boats. For example, although my boat was similar to the local boats in Samoa, no Samoans saw it that way. Mine was a 'white's man's boat' because she had a smooth and glossy finish. Boats made in developing countries don't have smooth, glossy finishes.

Doña de Mallorca: What kind of reaction did you get in the Muslim countries?

Glenn: There are lots of Muslims in Malaysia, but they're moderate, not extreme. Of course, I haven't been there for a few years, so I'm not sure how it is today. I imagine it would be a little bit different. But even when I was there, the newspapers — which are all controlled by the government — were



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full of anti-American stories. Nonetheless, the Malaysians were as friendly as they could be, and you could even talk to them about politics.

Doña: Is there one most magical place, an unspoiled paradise where you think every cruiser would like to go?

Glenn: Yes, but I can't tell where it is.

Doña: Come on!

Glenn: I'm just kidding. The real answer is that places are good and bad in different ways, and that no place is better in all respects. For example, when it comes to the most spectacular seascapes, it would have to be southern Thailand, which I believe is the Yosemite of seascapes. The friendliest and most accessible people are, I would say in . . . [very long silence] . . . well, a lot of places. The funny thing is that the places I found to have the most exciting, enjoyable, and exotic societies were a little on the rough side. For most cruisers, these would not be the most enjoyable. For example, if most cruisers have to choose between Tonga and Samoa, they'd choose Tonga because it's safer. But I was looking for more exotic, so I preferred Samoa — even though I had to watch my back. The Samoans are more aggressively friendly. Their culture is more exuberant. They have extravagant dances in the night, that kind of thing.

Dino Martin: Were there any problems in the poorer countries?

Glenn: No. I lived in Kirabati for a couple of months and absolutely loved it — even though it's one of the poorest coun-

tries. It's so poor that a lot of the people there can't even afford to eat bananas. It straddles the equator, so it often doesn't get rain for years, and has limited botany. I'm told that in some of the southern islands people count the coconuts in the trees to

"It's so poor that a lot of the people there can't even afford to eat bananas."

make sure they aren't stolen. Nonetheless, it was a very exotic country, and the people were outgoing and friendly.

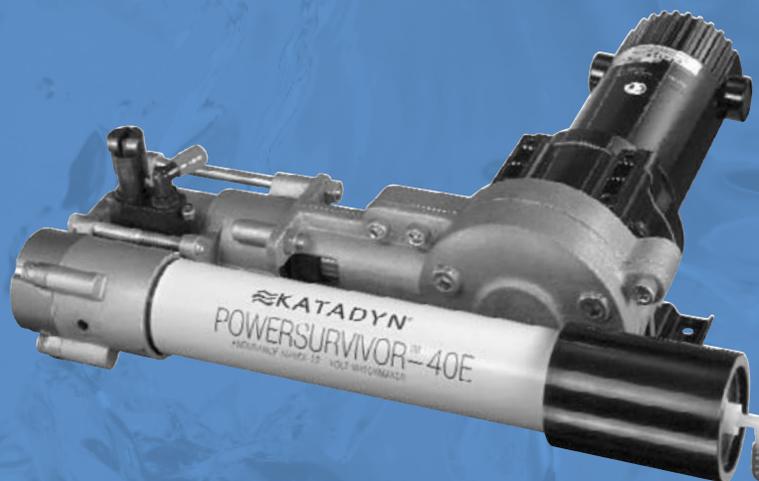
Carol Armitage: Given that you have such a small boat, how did you deal with weather on the long passages? Did you study ancient Polynesian weather forecasting?

Glenn: Not really. The ancient Polynesians sailed against the trades during tropical cyclone season because the trades are lighter then, and I did some of that. But I always had a shortwave receiver, the kind you buy in a department store. In fact, I bought mine in Apia, Samoa. I could pick up WWVH in Hawaii for severe weather warnings, as they are broadcast throughout the Pacific on the hour. But I was never good at reading the weather myself and didn't really study it.

Latitude: What's the worst weather you experienced?

Glenn: I was at Ulitia, an atoll in Western Micronesia, when people said, "Don't you know that there's a tropical cyclone coming?" I told them I didn't, and they said they could tell by

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the latitude interview:

the direction of the wind. I turned on the radio and learned that a tropical cyclone was indeed headed right toward the island, and Ulitia doesn't have a safe harbor. So I put out to sea immediately and sailed south all night. Then I put out a

"He managed to navigate all the way across the Pacific by just looking at the stars."

parachute sea anchor. I held position for three days while the cyclone passed. Fortunately, I wasn't in the middle of it, and the wind never blew more than 60 knots. But afterwards the seas were 40 to 50 feet! They were like far apart mountains. I felt like I was driving a car in the foothills.

Gail Welch: How did you deal with health matters in far-off places?

Glenn: I was fine as long as I wasn't in the United States, because everywhere else the healthcare is either free or very affordable. The physicians were from India or China, not the local population, as they were too primitive for the knowledge base. But I found that health care is available everywhere but the United States.

A lifelong abdominal problem which was never correctly diagnosed in the U.S. was finally determined in the Philippines to be a chronic gall bladder inflammation. Later I spent two days

in a hospital in Malaysia where the diagnosis was confirmed. Knowing what it is, I can now handle it by adjusting my diet when it flares up.

Another health issue I had was a lot of staph skin infections in Samoa and the Philippines — but nowhere else — which required oral antibiotics to control, and I was always able to get the health care required. One staph infection was a deep boil that had to be removed surgically, and this was done gratis by an American doctor stationed on Yap Island in Western Micronesia.

Chris: If you had no engine, what did you use for electricity and running lights?

Glenn: I had the smallest deep-cycle batteries they make, and two little 12-inch by 12-inch solar panels to keep them topped off. I used them to power my radio receiver. Right now I have kerosene running lights, but I can't seem to find kerosene on a regular basis, so I'll be putting electric running lights on my new cat.

I'm also looking for a new stove. I have two camp stoves, but one takes disposable canisters that don't seem to be readily available in Mexico. The other uses Coleman fuel, unleaded gas, or diesel, but needs frequent cleaning. I think I'm going to switch to propane or something more consistent with what's locally available.

Latitude: Did you meet anyone else out there cruising a boat as extreme as yours?

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Glenn: There are more of us out cruising than you would imagine, but usually off the beaten path. While in the Philippines, I met an American guy who was even more extreme than myself. He'd sailed a catamaran from South America, and didn't even have a compass. He managed to navigate all the way across the Pacific by just looking at the stars.

American cruisers are very diverse. The biggest boats were American owned, but the most extreme small boats were also mostly American. It's like America has both the very high end owners and the bohemians.

Latitude: You don't have a watermaker, so was water ever an issue?

Glenn: It's not as much of a problem in the tropics where it rains more. I carry up to 30 gallons of fresh water, but I only bath in saltwater and rinse in freshwater.

Latitude: You are obviously heading south. But do you have any specific travel plans?

Glenn: Plan 'A' has become pretty firm. From Mexico I'll go direct to El Salvador in mid-May when the dreaded Tehuantepec is most docile. I plan to spend months in Salvador, Honduras and Nicaragua, 3 months in Costa Rica, 3 months in Panama, then a stop at Galapagos if the fees aren't too heavy, on the way to the Marquesas. The plan gets fuzzy there, but there is no end to cruising planned.

One final point I'd like to make: Some folk get the impression, for good reasons, that the whole point of *Manu Rere* is

going as inexpensively as possible. While low cost is part of self sufficiency, which is an objective of mine, there is more to it. The biggest part is sailing. I love the feeling of sailing so



You wouldn't call Glenn's cockpit spacious, but it suits his needs quite well. The small tiller controls one of 'Manu Rere's' rudders, but when her sails are set properly, she often steers herself.

much that I just won't spoil it by ever motoring. I'd rather wait becalmed until the wind comes back for the opportunity to sail. And when it comes time to enter an anchorage, I cherish the opportunity to do a little maneuvering under sail.

— latitude

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BEER CAN SERIES

Enkidu drank seven cups of beer and his heart soared. In this condition he washed himself and became a human being.

— 'Gilgamesh' epic, Third millenium B.C.

Everyone knows that the America's Cup is sailing's longest-running competition. But have you ever wondered about the longest-running sailing event which is actually fun to do, is accessible to everyone and does not cost \$100 million to be competitive? After

years of research on the subject, we're here to tell you the answer to those questions is beer can series — those short, low-key, after-work, weekday-evening ***Beer can races typically feature lovely weather, lots of friends aboard and only one or two people per boat really paying attention.***

fun races, countless versions of which are held every summer, from sea to shining sea, in every body of water large enough to hold two or more sailboats.

No one quite knows where or when beer can racing started, or who thought it up — although it's probably safe to guess that the idea was hatched in a yacht club bar after a few brewskis. We once thought it might be tied to the discovery of beer, but it turns out the golden nectar (well, versions of it) has



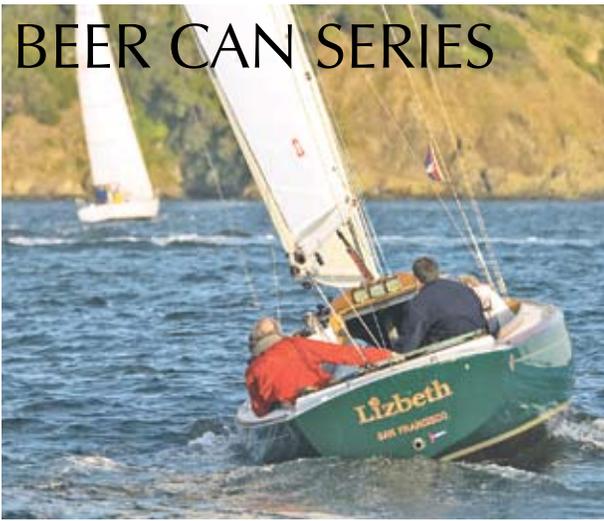
AFTER-WORK DELIGHT

been around for a very long time. The Babylonians were already enjoying up to 20 types of microbrew 4,000 years ago, and no Egyptian laborer's day was complete without picking up a sixpack on the way home from a hard day of pyramid building at Giza.

Our best information on the origins of beer can races came from a query we threw out to readers a few years ago. Some older sailors recalled that these evening regattas were already going



BEER CAN SERIES



strong in the post-war 1940s, at least in Southern California. And a couple of folks recalled some kind of relay race where dinghy sailors had to come into the dock, grab a can of beer and chug it before rounding the next mark. Thus the 'beer can' tie-in.

Of course these days you're more likely to see 'beer can' races referred to as 'evening races', 'twilight series', 'sunset series' or other politically correct monikers. (We understand that in a few

Golden moments from CYC's Friday Night Series. Note the common themes of light breeze, lovely lighting and miles of smiles.

less PC places they're actually called 'rum races'.) But just as our local football stadium will always be Candlestick Park to the football faithful (no matter who's sponsoring it this week), casual weekday racing series will always be beer cans to us.

Today, beer can races are more closely associated with family fun than

with drunken hooliganism. Even hardcore weekend racers can be spotted sailing beer cans, with spouses, children, friends and even the family dog.

We invite you to join them (and us) out there. It couldn't be easier to get involved: just check out the listings of 'Beer Can Races' in our *Calendar* section and call the one nearest you. Unlike most 'real' weekend races, you don't even have to belong to a yacht club to take part in most beer cans. Also unlike

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THE 10 COMMANDMENTS OF BEER CAN RACING

1) Thou shalt not take anything other than safety too seriously. If you can only remember one commandment, this is the one. Relax, have fun, and keep it light. Late to the start? So what? Over early? Big deal. No instructions? Improvise. Too windy? Quit. Not enough wind? Break out the beer. The point is to have fun, but stay safe.

2) Thou shalt honor the racing rules if thou knowest them. *The Racing Rules of Sailing 2005-2008*, unless specifically stated elsewhere in the Sailing Instructions, is the current rules bible. Few sailors we know have actually studied all of it — it's about as interesting as reading the phone book. For beer can racing, just remember the biggies: port tack boats shall avoid starboard ones; windward boats shall avoid leeward ones; and outside boats shall give room at the mark. Also, stay out of the way of bigger boats, pay your insurance premiums and keep a low profile unless you really know what you're doing. Like most things, it boils down to common sense.

3) Thou shalt not run out of beer. Since beer (aka brewskis, chill pills, thought cylinders) is the beverage that lends its name to 'beer can' racing, obviously, you don't want to run out of the frothy nectar. Of course, you can drink whatever you want out there, but there's a reason these things aren't called milk bottle bashes, Coke can competitions or hot chocolate championships. If you're under 21, a recent 12-stepper, or a sugar junkie: root beer.

4) Thou shalt not covet thy competitor's boat, sails, equipment, crew or PHRF rating. No excuses or whining; if you're lucky enough to have a sailboat, just go use it! You don't need the latest in zircon-encrusted widgetry or unobtainium sailcloth to have a great time out on the water with your friends. As the saying goes, "You can't make a racehorse out of a pig, but you can make a damn fast pig." Make modest goals and work toward improving on them from week to week. Or don't — it's only beer can racing.

5) Thou shalt not amp out. No screaming, swearing, or overly aggressive tactics. Save that stuff for the office or, if you must, for Saturday's 'real' race. If you lose it in a Friday nighter, you're going to run out of crew — not to mention friends — in a big hurry. Downing a quick chill pill on the way to the starting line has been medically proven to have a calming influence on the nerves.

6) Thou shalt not protest thy neighbor. This is extremely tacky at this level of competition and should be avoided at all costs. Perhaps it's justifiable if one's boat is damaged and blame needs to be established, but on the whole, tossing a red flag is the height of bad taste in something as relatively inconsequential as a beer canner. Besides proving that you're unclear on the concept of beer can racing, it screws up everybody's evening, including yours. Don't do it — it's bad karma.

7) Thou shalt not mess up thy boat. Everybody knows some hardcore weekend warrior who ripped his sails up in a Friday night race and had to sit out the championship race on Saturday. The point is that it's not worth risking your boat and gear in such casual competition. Like the song says, you got to know when to hold 'em, and know when to fold 'em. Avoid other boats at all costs, not to mention buoys and other hard objects. If you have the luxury of two sets of sails, use the old ones.

8) Thou shalt always go to the yacht club afterwards. Part of the gestalt of beer can races is belligery up to the yacht club bar after the race. Etiquette demands that you congratulate the winners, as well as buy a round of drinks for your crew. Besides, the bar is a logical place to see old friends and make new ones. However, when

meeting new sailors, avoid the gung-ho, overly serious types who rehash the evening in such gory detail that the post mortem (yawn) takes longer than the race. As much as we enjoy a quick romp around the cans, there's more to life.

9) Thou shalt bring thy spouse, kids, friends and whoever else wants to go. Twilight races are great forums for introducing new folks to sailing, such as your neighbors, out-of-town visitors, co-workers or maybe even the family dog. Always bring your significant other along, too — coed crews are happy crews. And don't just make the newcomers watch — give them a job on the boat. Get everyone involved.

10) Thou shalt not worry; thou shalt be happy. Leave the cellphone in the car, bring the iPod. Lighten up, it's not the Big Boat Series. Have fun, and we'll see you out there!



most bigger events, beer cans are inexpensive, rarely windy enough to get the deck wet, often warm, always friendly and just loads of fun. Almost all of them feature an apres-racing barbecue at the clubhouse, come one-come all.

If you're interested in getting into serious racing, or are an experienced racer with a new boat, beer can events are a good way to break in a new crew and not worry too much if you put the spinnaker up sideways or are miles off



BEER CAN SERIES



the pace. (Oh, and by the way, non-spinnaker divisions usually outnumber the spinny divisions at most of these events — so you can leave the spinnakers at home.)

Beer can races are healthy, too, for the mind and body. Not only do they get families out in the fresh air for some

Break out the A&W! — Beer can races are a great family activity, as exemplified by this boys' night out on 'Flying Machine'.

wholesome fun together, they are also a perfect way for Dad and/or Mom to unwind from the rigors of the day — and the week.

Perhaps best of all, in beer can rac-

es you can sail whatever boat you have, with however many friends you want, and don't have to offload a single CD from your music collection to be competitive. Because, honestly, hardly anyone will really care if you win, place or come in dead last. And those who do will forget about it by the following week. If you do happen to win or place, it won't take a lot of effort to clear a space aboard for your award: a cocktail glass with a little yacht club flag on it.

And just to be absolutely clear on the concept, modern beer can races no longer require the consumption of the bubbly brew. Yes, there is certainly a 'Miller Time' aspect to relaxing with friends at the end of a long week and enjoying a few beers. But those sailors who are underage, or don't drink, or who (gasp) don't like beer, can feel free to imbibe the refreshment of choice.

— **latitude**/jr

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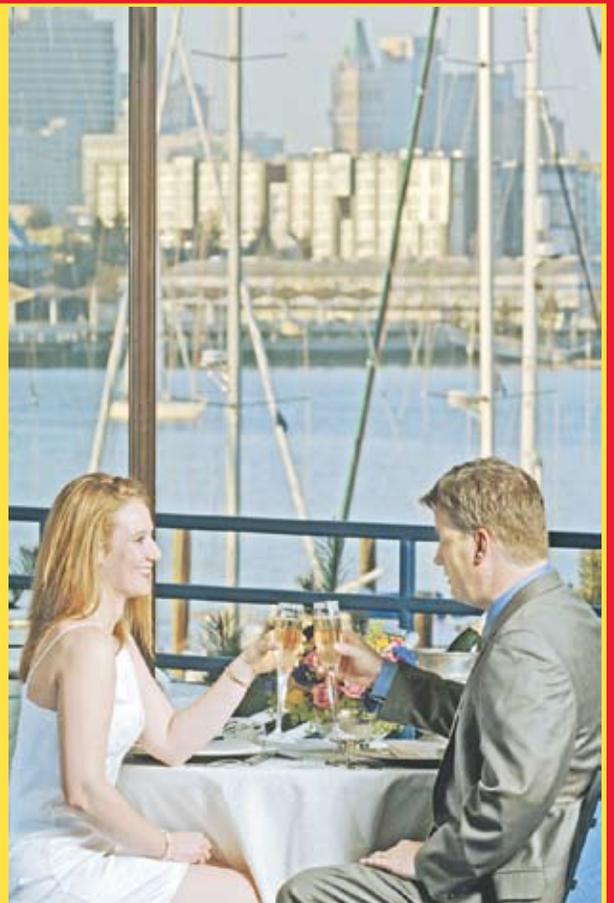
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WE HAVE A FANTASTIC LOCATION ON NEWPORT BL.

REVIVED AND REDUCED —

Twenty-five years after founding the Sea of Cortez Sailing Week, which flourished for about seven years before going into a long decline and eventu-



Dave and Heather drive the Monterey-based 'Eupsychia' past Isla Ballena, which has to be the fly capital of the universe.

ally dying, *Latitude* revived the six-day event starting on April Fool's Day. Folks who participated assured us they had a helluva good time. We know that we sure did.

Initially, there was some concern that there might be some friction with the Club Cruceros de La Paz, the local yacht club, which would be holding their more socially-oriented La Paz Bay Fest the following week. But there was no problem, as we quickly became friends with Commodore Rick Cromwell, owner of the beautiful Alamitos Bay-based CT-41 *Karma*, and other members of the club. Cromwell is yet another one of those people who had come to La Paz "for two weeks" with the intention of quickly continuing on toward the Caribbean or South Pacific — but is still there. The appeal of La Paz, the locals, and the **Glenn, Brad, and Kevin, high above the anchorage at Caleta Partida. The topography and colors are typical of the scenery in the Sea.**



cruising community is so strong that he and many others aren't sure when or if they will ever leave.

There were two main differences between the original and the revised versions of Sailing Week. The first is that the revised Sailing Week was, by intent, a much smaller affair. Not wanting another fleet of 175 boats at Caleta Partida, we deliberately downplayed the event, targeting it toward folks who really love to sail. The result was an intimate 12-boat, 34-sailor event. And this was a case where smaller really did turn out to be better. Since there were only 34 participants, *Profligate* was able to accommodate the entire group for pot-lucks, sundowner parties — and even a sunset cruise!

The fleet included everything from a Corsair 31 trimaran to a Santa Cruz 52. And with so few participants, it was a bit like *Cheers*, where after a couple of days everybody knew each other's name. It was so small, in fact, we have space to name all the boats and crew:

Bill Lilly with the Newport Beach-based Lagoon 470 cat *Moontide*; Chuck and Elaine Vanderboom with the Lake Havasu-based Corsair 31 *Boomerang*; Tom Wurfl and Helen Downs with the San Diego-based Lagoon 42 cat *Catatude*; David Addleman and Heather Corsaro with the Monterey-based Cal 36 *Eupsychia*; Patsy Verhoeven with the Portland and La Paz-based Gulfstar 50 *Talion*, with Marv, Artie and Craig as crew; Wayne Hendryx and Carol Baggerly with the Brisbane-based Hughes 45 *Capricorn Cat*; Kevin and Marcy Millet, with their daughter Ayla and Paul Biery, who were delivering the Cantana 52 *Legato* back to California for the estate of Jim Forquer; Pat and Carole MacIntosh with the Sacramento-based Hunter 430 *Espiritu*; Brendan Busch and 'Baba', aka Sonnie & Cher, with the La Honda-based Santa Cruz 52 *Isis*; Glen Twitchell and Brad with the Newport Beach-based Lagoon 380 *Beach Access*; Sam and Susie Crabtree with the Antioch and La Paz-based Cal 39 *Catch the Wind*; and the Wanderer, Doña de Mallorca, and John and Gilly Foy with the Punta Mita-based Surfin' 63 catamaran *Profligate*.

The second difference from the original event is that Patsy Verhoeven of *Talion* came up with four relatively long races: 14 miles

from Roco Lobos to near the old volcano crater at Caleta Partida; 20 miles from Caleta Partida to Isla San Francisco; 20



Ayla of 'Legato', who will turn 16 on the Ha-Ha, got so much tough love from Wayne of 'Capricorn Cat' that her eyes nearly popped out.

miles from Isla San Francisco back to Caleta Partida; and 14 miles from Caleta Partida back to Rocos Lobos. As was to be expected in the Sea, there were some



SEA OF CORTEZ SAILING WEEK

long periods of light to no wind. This resulted in only a couple of boats finishing the first race, nobody finishing the second race, and not all boats finishing the last race. But even when skippers did drop out, it was only after having in for a long time before resorting to firing up the iron donks.

At other times, however, the sailing was excellent. The run from Isla San Francisco back to Partida, for example, was held "in perhaps the last Norther of the season." It blew as much as 22 knots from the northwest, with several boats topping out at 16 knots or close to it. Singlehander Bill Lilly on the Lagoon 470 *Moontide* was courageous enough to be the first to set a chute — although it didn't stay up too long. For the four of us aboard *Profligate*, our crowning achievement was setting and then jibing a Santa Cruz 70 chute in a solid breeze — despite an average age that was frightfully close to 60.

Although the final race back to Roco Lobos started with several hours of light

Spread; The SC 52 'Isis', foreground, and Catana 52 'Legato', in the background, go at it in 20 knots. Inset; Five of the six cats.



Above; Wayne and Carol's Brisbane-based 'Capricorn Cat' is fast in both light and heavy air. Below right; John and Gilly Foy.

air — and horrible fly infestations for anyone foolish enough to try to work the venturi between Isla Ballena and Espiritu Santo — the breeze came up for the last eight miles. It was warm and dry, the sea and sky were blue as blue could be, and the boats that had hung in eventually took off on a broad reach. Chuck and Elaine Vanderboom, who had been cruising their 4,000-lb Corsair 31 trimaran since the end of October, made the most of their boat's light air prowess by getting to the wind first.

They horizoned everyone. The four of us on *Profligate*, including John and Gilly Foy, who own the Alameda and Punta Mita-based Catalina 42 *Destiny*, got the big cat sailing effortlessly in the low to mid-teens, and everyone else had their boats at hull speed. It was about as ideal sailing conditions as anyone could hope for.

Almost all the Sailing Week participants were veterans of the last Ha-Ha or two, and had spent most of the winter cruising tropical mainland Mexico. All the first-timers to the Sea were blown away by the dramatic scenery, which includes desert landscapes, jagged peaks, and brown hill and mountainsides that contrasted dramatically with the indigo sea. The only negative was that it had been an unusually cold winter everywhere in Mexico, so the Sea was still the temperature of a cool pool. It wasn't horrible, but nobody felt inspired to swim to shore from a half mile out. Even the water in beautiful shallows of Isla Partida and Espiritu Santo wasn't all that warm. Daytime air temperatures were hot, but it cooled down to light fleece conditions shortly after sunset. It's now May, of course, and before long folks in the Sea will be lusting for just a little bit of cool anything.

One of the pleasant aspects of the week was realizing how very little things had changed in this part of the Sea over the last 30 years. Back in the day, the area between Espiritu Santo and Isla San Francisco was pretty



REVIVED AND REDUCED —



Clockwise from above: The whole Sailing Week gang out for a sunset cruise; Heather, Tiffany, and Ayla say a last good-bye to Jim Forquer at Isla San Francisco; Glenn Twitchell's Lagoon 38 'Beach Access' takes a dive; home sweet home for a Partida fisherman; the always popular Sonny & Cher of 'Isis'; chutes up for 'Isis' and 'Eupsychia'; a little splendor in the sand, with Heather topping David; 'Beach Access' in pursuit of 'Legato'; Doña de Mallorca SUPs back to the boat; Tom Wurf getting the most of 'Catatude' in light air. Bottom left; There aren't any stores out at the islands, but there was no shortage of food at the potlucks.

famous as being the site for 'anti electromagnetic charters'. We don't know if any boats are still doing them, or if that whole movement has gone the way of the Breatharians, but this part of the Sea is still a long way from any lights, power poles, or telephone lines.

And it's still uncrowded. Most good anchorages only had one or two boats, and it was easy to find a cove all to yourself — even at islands close to the major boat center of La Paz. But the Sea is becoming more popular with mega motoryachts. In fact, one showed up in Caleta Partida and gave everyone a show by having its helicopter take off, fly away, and return about an hour later. Seeing that once or twice is fine, but if it got to be regular thing it would be more annoying than jet-skis.

There is now a \$4 person a day charge at all the islands — but only if you go ashore. And only if you're there on Monday, Wednesday, or Fridays, as the guy who collects the money takes the rest of the days off. We don't care what day we go ashore, we're happy to pay the fee to try to maintain the islands.

Interspersed among the four races were two laydays at Caleta Partida, which gave the members of

the group a chance to hike, take dinghy and *panga* tours, hang with the local fishermen, read, do boat projects, enjoy lots of sex, and tell stories. The group highlight of laydays — unlike the wild wet t-shirts of old — were the volleyball games. Gender and age made no difference, everyone participated. The incoming tide, which resulted in the court being flooded to mid-calf or higher, caused many stumbles and a few hilarious faceplants in the shallows. Another diversion was trying out one of the group's Stand Up Paddle (SUP) surfboard. Only paddling was possible, of course, because of there are no ground swell waves to ride in the Sea. Nonetheless, everybody had a good time — except when it came to putting the board away. SUPs are not only expensive, they're also heavy and unwieldy on a cruising boat.

There was also a memorial flavor to the event, as many of the group had come to know and love the late Jim Forquer of the Newport Beach-based Catana 52 *Legato*. Although the cat was on her way back to California, Forquer's



SEA OF CORTEZ SAILING WEEK



REVIVED AND REDUCED —

estate allowed Jim's very close friend Kevin Millet and family, the delivery crew, to take the boat to Sailing Week in recognition of Jim's love for sailing in the Sea. Memorials were left atop the tall peak at Caleta Partida by Kevin, Glenn, Artie, Craig, and Brad, the only ones able to make the steep climb all the way to the top. Two days later, a larger group — including Tiffany, Forquer's girlfriend of six months — climbed to the southern peak of Isla San Francisco for a final good-bye.

By the time you read this, *Legato* may already have a new Lake Tahoe-based owner. She was to immediately head north for survey in San Diego, and if she passed without major problems, the deal was to go through. The Catana brand tries to combine luxury with performance, a difficult thing to do, so the prospective owner — a veteran of high-performance monohull racing — has been a little worried about boatspeed. Maybe he shouldn't be. In the 20-mile downwind sail from Isla San Francisco to Caleta Partida, *Legato* and Brendan's Busch's Santa Cruz 52 *Isis* sailed almost



Despite frequent deviant behavior and a 30-year age difference, David and Heather easily walked off with the 'Most Loving Couple' award.

identical broad reach courses with white sails, and the relatively heavy cat finished a few minutes ahead.

You'll note that six of the 12 boats

— 50% of the fleet — were cruising catamarans, with half having daggerboards and the other half having fixed keels. We were surprised how well all the cats — even those designed and built for the charterboat niche, which means they weren't particularly light and don't have daggerboards — performed in the hands of skippers who cared about performance.

So who won? Everybody, of course! There were first place trophies all around.

We're currently consulting with Patsy Verhoeven, who did so much to help this re-inaugural event, on how to proceed with the revised Sea of Cortez Sailing Week. We don't want it to be exclusionary, of course, but by the same token thought it was really cool that everyone could fit aboard *Profligate* for social events. That would limit the fleet to about 20 boats and 50 people. Of course, if there was another cat available for rafting up, it might mean 30 boats and 75 people. We'll keep you posted.

— **latitude**

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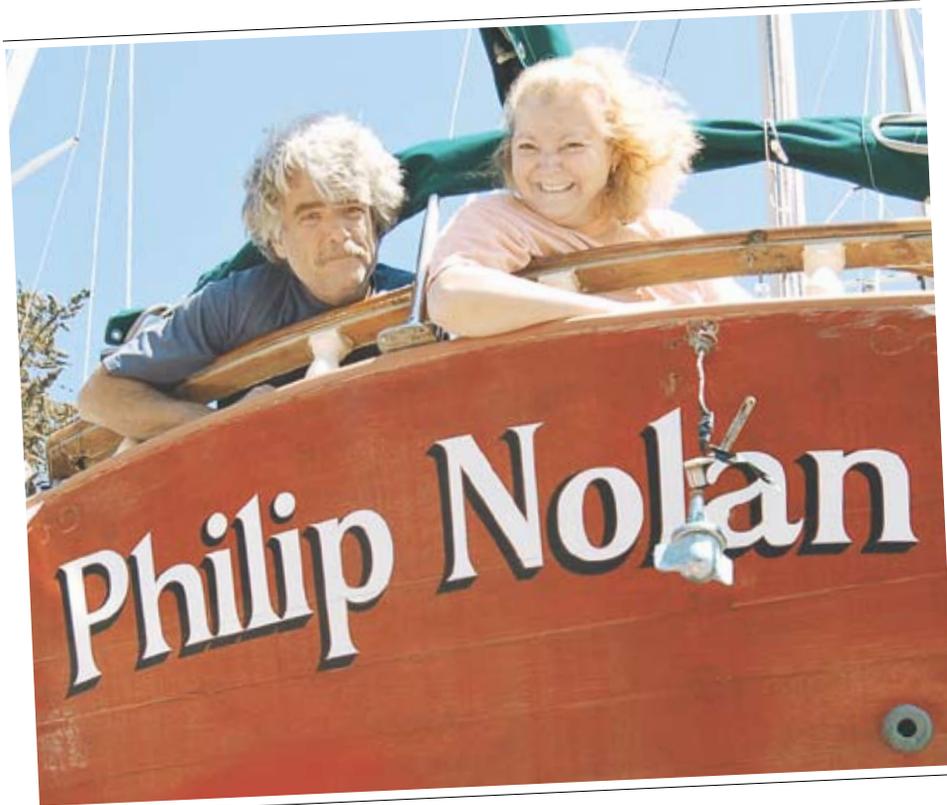
BOATYARD TOUR

When temperatures around the Bay edged into the 80s during mid-April, we had a feeling there would be no shortage of folks performing every sailor's favorite rite of spring: the yearly haulout. Little did we know that our annual boatyard tour would be cut short thanks to the multitude of interesting sailors who shared their stories with us in just a few stops.

Some were doing little more than the ubiquitous bottom job while others wound up with more on their plates than they'd bargained for. Several boatowners were experiencing the 'domino effect' — one project, such as installing a compass, leads to another which leads to another, and so on, until you find yourself decked out in a Tyvek suit and respirator spraying the final coat of paint on your hull, wondering just how the hell you got there.

As always, the sailors we spoke to were more than happy to put their brushes down to chat for a few minutes about their plans and, as always, they were all a delight. From the folks who bought their boat in an online auction to the fellow whose new-to-him boat sank as it was being lowered into the water to the group of students who pooled their resources to buy a small boat to the racer heading to Hawaii this summer, every sailor had their own story that we think you'll find every bit as interesting as we did.

— *latitude*/ladonna



Philip Nolan, Sea Spirit 34 — Salt Lake City-based Ed and Stacy McDonald's commute to their boat in Emeryville seems like a long one. Not so, says Stacy. "It's just a short ride from the airport!"

The McDonalds, who work in commercial contracting, bought their 1969 Hugh Angleman-designed ketch two years ago in an eBay auction. "It was our five year anniversary present to each other," laughed Stacy. It's pure coincidence that the traditional gift for Year Five is wood.

"Transmission issues" and "one small soft spot" meant several months in a Ventura boatyard installing a new engine and replacing a significant portion of the hull. "I learned a lot," noted Ed.

After getting *Philip Nolan* seaworthy, the McDonalds hired a professional skipper to help them deliver the boat to the Bay. "It was fun because I'd never been out there before," Ed said, "but miserable because of bad weather."

The couple plan on taking a sabbatical from work in a few years to go cruising, at least to the Caribbean but possibly around the world. "But we have granddaughters," explained Stacy, "so we'll be back."

— LIVIN' THE BRUSH LIFE



ALL PHOTOS LATITUDE / LADONNA

Relish. Herreshoff Rozinante — Wyoming resident Jeff Wilson longed for a Rozinante for years before finally realizing his dream of owning one. Built in 1997 by a Massachusetts boatbuilder, the cold-molded 28-ft yawl was designed in 1956 by L. Francis and is an amazing example of a double-ender (look closely and you'll see that's the transom).

Wilson bought *Relish* on the East Coast last year, sailing her on Long Island Sound during the summer. "And, yes," he told us, "she sails as good as she looks!" After spending the winter tucked in an Idaho Falls RV shed, *Relish* was about to touch the Pacific for the first time when we found Wilson touching up her bottom paint.

"I'll keep her on the Bay for a month or so," he said of his summer plans, "then I'll probably take her up to Tahoe till the end of the summer." Wilson's ultimate goal is to trailer the boat to Puget Sound where she'll undoubtedly turn heads, especially in Port Townsend, aka Mecca for woodie-philes.

As if *Relish* wasn't interesting enough on her own, she also boasts a 3-hp Elco electric engine. "I get about four hours of run-time at four knots," he said. Fixed solar panels help keep her three batteries topped up when at anchor. "The boat doesn't have a lot of electronics," he explained. "I have a knotmeter, masthead light and VHF, and will jump into the 21st century and get a GPS."

Bullet. Express 37 — In the two years that Michael Maloney, a San Jose-based aerospace consultant, has owned *Bullet*, he's completely refitted the boat. To some, that might mean simply rebedding deck fittings and giving the boat a quick bottom job, but to Maloney it means removing and upgrading every system on the boat, from the head to the electronics to the fuel tanks. "I do this to all my boats," he noted. He was fitting the emergency rudder and getting a quick bottom job done during his haulout.

A regular in the Bay racing scene, Maloney has also done three Pacific Cups — twice as crew on other boats and once on one of his previous boats — but work commitments kept him from participating in the last two runnings of the race. In the meantime, Maloney quenched his thirst for competition by racing Etchells locally.

Bullet, bought specifically for the Pac Cup, races every weekend to prepare her crew — Lief Wadleigh, Dave Parker, Tom Paulling and Brent Draney — for the big one this summer. That is, of course, when Maloney's not working on her. "Lately, I feel more like a boatworker than an aerospace executive," he laughed.



BOATYARD TOUR

\$1, Taipan 28 — "I'm rescuing this boat," Dave Chamberlain, a retired librarian, told us. Indeed, the little Cheoy Lee 27 lookalike had been sitting in an Alameda boatyard for weeks with a 'For Sale' sign taped to her hull when Chamberlain, who lives aboard his North Atlantic 29 in Alameda, spotted her. Her \$1 price tag seemed like a fair deal at the time, so he broke open the piggy bank and the boat was his.

Only when she was being launched did Chamberlain realize that he may have paid too much — hundreds of holes that had been drilled into the keel in a previous owner's effort to fix some delam leaked so profusely that it must have looked like a dozen small boys were peeing into the bilge. "The boat sank at the same rate it was being lowered into the water," Chamberlain laughed. The crane operator quickly pulled the boat back out and Chamberlain has been working ever since.

"I planned to put \$1 in the slip next to my other boat and use it as a crash pad while I finished my 'real' boat," he said. "But this boat needs more work." Even with the unexpected problems, Chamberlain is smitten with what he's referring to as \$1, but she really hasn't been named yet. "This boat is really worth saving."

And when he's finished, will he take either of his boats cruising? "No, I'll probably sell one," he said. "I've been a lot of places in my life, and everything I want is right here on the Bay."



Noblito, Catalina 22 — College students are often depicted as beer-bonging, class-ditching, mom-and-dad mooching bozos. Not so with the group of Berkeley and Stanford grad students we found busily working away on a 1970 Catalina 27 that five of them own together.

"Matt Gerhart is the senior owner," explained Peter Pauzauskie, who is the most recent owner as of last October. "He bought the boat about 10 years ago as a grad student pool. As people graduated and moved on, we were offered options to buy in."

Matt and his brother Andy, another owner, weren't at the yard when we stopped by, but their boat partners insisted they would be back to help. And that help would be much needed considering the laundry list of projects they had to work through.

First on the list was to scrub the remaining *Cosco Busan* residue from the waterline, a task that helper and wannabe crewmember Lizzy Goldsmith was performing with gusto. "I figured if I helped out, I might get an invitation to go sailing one of these days," she laughed. While Lizzy was on the waterline, crewmember Erin Gaines and co-owner

— LIVIN' THE BRUSH LIFE



Polperro. International Folkboat — Peter Jeal's San Francisco-based Folkboat may look like a woodie but this little beauty, built in 1990, is a wolf in sheep's clothing. Even though she's glass, Jeal points out that *Polperro* is class legal, and he would know — he's the measurer for the San Francisco Bay Folkboat Association.

"The boats behind me complained about my white transom," Jeal noted drily, "so I spent about an hour staining it to look like wood." Considering that Jeal and his wife Susan (along with an ever-changing "third") have been season champs for four years out of the last seven (they placed second in the '07 season), as well as international champs, there must have been a lot of complaints. In fact, they'll be traveling to Germany again this year to have another go at annoying the boats behind them over there.

Jeal, who works in architectural metals, hauled *Polperro* — named for a pirate fishing village in his native Cornwall — for a quick bottom job to prepare for the upcoming season. "I'm just wet sanding to smooth out any dings."

But racing isn't in the cards forever. "In about five years we'll get a big boat — I'm thinking a Farr 44 — and go somewhere," he said. "The wind's great here but there aren't many places to go. Europe's great for gunkholing — you go ten feet and there's a pub." We'll drink to that!

Kaitlin Shilling were scrubbing the topsides.

The last remaining co-owner, Philip Johnson, explained that the ever-expanding to-do list also included working on the keel bolts, replacing the outboard motor mount, as well as the original chainplates, fiddling with the rudder, and letting the yard do a bottom job. As soon as the bottom was done, the boat would be ready to sail again. And from the sound of it, *Noblito* (which someone said means "Our Boat" in Spanish) sails a lot.

"The boat goes out about once a week," said Philip, who's been a partner for the last two years. "An email generally goes out to everyone so more than one owner is usually aboard."

When they're not sailing *Noblito*, this laid-back group of students are busy pursuing their degrees in such varied fields as chemistry (Peter) and post-conflict resource management (Kaitlin).



BOATYARD TOUR

Sirena, Carabella 30 — Sausalito architect Chas Jones has an unusual — but we think, very cool — hobby. He picks up tired old boats, fixes them up a bit and "sells them for half of what I put into them."

His latest project, a mahogany strip-planked beauty built in Spain in 1965, is well-known along the Sausalito waterfront. "She was commissioned by someone in San Rafael and was a one-owner boat until several years ago," he said. She was in a Sausalito marina for many years, and was obviously someone's pride and joy. But at some point she fell into the wrong hands."

Sirena languished on a questionable mooring in Richardson Bay for several years before Jones bought her in late December for a song. "The yard hauled her just days before the big storm in January," he recalled. "She definitely would have broken free and gone up on the beach otherwise."

Work commitments and life in general have meant a longer-than-anticipated stay in the yard for *Sirena*. "The zincs were long gone," said Jones, "so we had to remove the rudder and take all the



glass off, rebuild a gudgeon and install a new pin." He also gave the boat a fresh paint job, new bottom, chainplates and did some engine work.

Before *Sirena* gets splashed, Jones planned on repainting her name on the

transom and giving her lovely mermaid figureheads a makeover. Then this lovely classic will be up for sale again — but only to someone who will love her as much as she deserves.

Photo: David Gartland



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GUIDE TO

Racing sailors know that 'local knowledge' of any racing arena is of utmost importance. You can have the fastest boat in the world, but if you don't know where to go for current relief — just one example — you're going to end up in the cheap seats.

Local knowledge comes in handy for daysailors, too. With our big summer winds, San Francisco Bay can be rough and intimidating for newcomers. Sure, you can learn your way around by hoisting sails and blindly bashing about while heeled over 45°, scaring the crap out of everyone (which is how we did it years ago). Or you can plan an itinerary using the conditions on various parts of the Bay to your best advantage — thus turning a potential disaster into, perhaps, someone's memory of a good time.

If any of this is news to you, or you are a boater new to the Bay, you have



BAY SAILING

come to the right article. In the next few pages, we've condensed about five years of lessons learned the hard way into one grand tour of the Bay done in style and comfort. We call it the The Perfect Daysail, and it goes like this...

Start anywhere east of Alcatraz about 11 a.m. — at which time the fog is beginning to burn off and a light breeze is filling in. You're going to be sailing counterclockwise around the Bay, so from Alcatraz, head around the backside of Angel Island and sail west up Raccoon Strait. (If there's a strong flood in the Strait, you may need to motor through this part.)

Once around Belvedere Point — you do have a chart aboard, right? — you can reach off toward Richardson Bay and the Sausalito waterfront. If you bear way off to hug the west shore of Belvedere, be careful not to stray past Cone Rock or you'll run aground. The Sausalito side

of Richardson Bay is dotted with everything from floating trash to megayachts and is worth a pass. Stay in the channel though, as the northeast side is shallow and the bottom is riddled with debris.

Sailing back out the Sausalito Channel, hug the shoreline and enjoy the Mediterranean look of southern Sausalito. Generally, the closer you stay to this shore, the flukier the wind — until you get to Hurricane Gulch. It's not marked on the charts, but you'll know when you're there.

Once you round the corner at Yellow Bluff, you'll have little Horseshoe Cove on your right and the magnificent Golden Gate in full view ahead. If the conditions are right (slack water or a moderate flood), you might want to slip under the most famous bridge in the

Boats like Hans List's 'Sequestor' make us glad we switched from black-and-white to color — even though our retinas may never fully recover.

world and enjoy the unspoiled scenery of the Marin Headlands. If you're on a small or slow boat, however, make sure you're not rocketing out on the start of an ebb or it will take you forever to get back in.

Now comes the best part: turn around. If everything has gone as planned, you've gone as far to weather as you're going to. With the breeze approaching its maximum strength about 2-3 p.m., there's no better time to start reaching and running.

Go ahead and cross over to the San Francisco side of the Bay. If you seized the day and sailed seaward as far as Point Bonita, aim for Mile Rock, then cruise along the Baker Beach shore (not too close) and aim for the red South Tower buoy. Don't take your eye off that buoy, because, for a stationary object, it sure seems to get involved in a lot of

continued on page 160



GUIDE TO

Chill Pill

Sailing on San Francisco Bay in the summer is not warm. We don't care if it's 100 degrees in San Rafael, it will always be cold on the Bay. So you need to dress for the occasion, but leave the Levis at home. The correct method is 'layering' with modern synthetics, which not only insulate better, but also wick moisture away from the skin. So go for undergarments of polypropylene, then polyester, and a top layer of quality foul weather gear (those made with Gore-Tex are best if you can afford them). Too warm? Remove a layer. Not warm enough? Add a layer — this isn't rocket science. As with most things, the more you spend on quality gear, the more comfortable and dry you will remain. We also strongly urge all boaters to wear flotation. If you fall in our cold local waters without a lifejacket, all the layering in the world won't keep you from going hypothermic quickly. And it's all downhill from there.

Flat Water Sailing

The main Bay offers great sailing, but you're going to get wet doing it. If you want some of the best flat-water, stay-dry (well, dryer, anyway) sailing of your life, head down the Oakland/Alameda Estuary. Again, it's best to beat to windward early in the day, then downwind sail back, perhaps stopping at one of the many waterfront restaurants that has a dock out front. Short of being kidnapped by the Swedish Bikini Team, there is simply no better way to rejuvenate your soul after a tough day at the office — even if it was the unemployment office.

Counterclockwise for Comfort

If your plan of the day calls for a grand tour of the Bay, always do it in a counterclockwise direction. It makes no difference if you start from the Estuary, Pier 39, Berkeley or Sausalito — and it's doubly applicable if you start in the afternoon rather than in the morning.

Sausalito

Richardson Bay

Golden Gate

Hurricane Gulch

Belvedere Point

Tiburon

Raccoon Strait

San Francisco

Alcatraz

Angel Island

THE SLOT

Bay Bridge

Clipper Cove

Yerba Buena

Treasure Island

Oakland Estuary

That's Easy for You to Say

"If you can sail in San Francisco," the saying goes, "you can sail anywhere in the world." While that may be a bit of a stretch, the reverse is certainly true: "You can sail anywhere in the world on San Francisco Bay." We're speaking figuratively, of course. Check it out:

Caribbean — Reaching back and forth behind the Tiburon Peninsula on a hot September afternoon feels an awful lot like the Caribbean.

Mediterranean — A few passes from Richardson Bay to Hurricane Gulch and back are just like the Med: There's either way too much wind or practically none, and it comes from all directions.

Roaring Forties — Sail out to the Farallones and back on one of those 40-knot days. Cape Horn will seem like a piece of cake.

South Pacific — Sail up to the Delta around July and you'll get a taste of what sailing the tradewinds is like. When the wind shuts off, you'll also get a good idea of what the South Pacific bugs and humidity are like.

BAY SAILING

Fogbound

One of the weather phenomena most associated with San Francisco is our famous fog. We once brought an out-of-towner to the Marin Headlands who was actually disappointed because he could see the Golden Gate.

A couple of things sailors should know about fog: 1) The classic Bay stuff comes through the Golden Gate and streams down the Slot toward Berkeley. It pretty much stays right there, so all you have to do to get out of it is sail perpendicular to the flow. 2) Even when the fog is in, you can sail most of the Bay in perfect visibility if you just avoid the Slot. In fact, one of the most spectacular sails you can ever make is in the early evening between sunny Sausalito and Angel Island as a thick carpet of fog streams over the Marin hills and through the Gate. A true Kodak moment.

Cruising

Whether you have a week or a weekend, there are plenty of cruising destinations in and around San Francisco Bay. For the weekenders: Angel Island, the Petaluma or Napa Rivers, or even across the Bay to the Oakland Estuary or Sausalito. For those with more time: the Delta, or perhaps out the Gate and south to Half Moon Bay, Santa Cruz or Monterey.

Richmond
Bridge

Red
Rock

The Delta



Dreams and Nightmares

Two scenarios: 1) You want to introduce the man/woman (circle one) of your dreams to sailing; or 2) Your incredibly irritating mother-in-law has been whining for a year because you've never taken her sailing. Here's the best way to deal with them both. For the boy/girlfriend, follow the advice under 'Counterclockwise for Comfort,' ending with a quiet anchorage behind Angel Island. Break out some crackers, cheese and a bottle of vintage Merlot and he/she will be putty in your hands.

Now for the mother-in-law. Leave Berkeley at 2 p.m. and head for the South Tower. Don't reef! Plan to be there at max ebb. Then reach back and forth across the Golden Gate until she begs for mercy. If that doesn't work, sail her out to the Potato Patch via scenic Point Bonita. When she feels the need to "call Ralph on the porcelain telephone" make sure she does so over the leeward side — just as you punch through another breaking wave.

If you're somewhere between these two extremes, say out for an afternoon with the boys from work, or your daughter and a few of her friends, just take things slow and easy. As soon as you perceive the slightest fear or hint of seasickness, crack off and head downwind to a less windy area.

One more thing: for any newcomers to the Bay, make it a point to sail under the Golden Gate. They'll remember it for a lifetime.

Richmond

Little/Big Boats

We hate to burst anyone's bubble, but in our opinion, boats under 20 feet are too small for sailing the open Bay. There are exceptions, of course, notably organized races sailed by properly attired small boat sailors where 'crash boats' hover nearby to help anyone who gets in trouble.

On the other end of the scale, San Francisco is a vibrant maritime port, and all manner of commercial shipping comes in and out at all hours. The main thing to remember is that big ships always have the right of way. If one of them gives you more than four blasts on its horn, it means, "I don't understand what you're doing and it's worrying me." It's probably time to tack and go the other way.

BAY SAILING GUIDE

'collisions' with boats.

It's possible to sail between the South Tower and shore, but there *are* hittable rocks there, so we suggest you sail through the main span of the bridge. And remember to give the South Tower Demon his due: a wide berth as you pass. If you don't, he'll steal your wind, redouble it and throw it back at you, in which case you may find yourself momentarily heading straight for the tower's cement cofferdam. Whee-ha, we're having some fun now!

Once back inside the Gate, the Wind Machine will probably be in high gear and whitecaps will ruffle the Bay. But you won't care because you're sailing downwind at what should be close to hull speed. The proper etiquette is to wave and smile beatifically at the cold, wet sailors pounding upwind past you. And at the sailboarders and kiteboarders who, on weekends, will be whizzing by you like a swarm of angry killer bees. Don't worry, they won't hit you. At least not too often.

This part of The Perfect Daysail will afford you one of the great views of San

Francisco, the place locals call "The City" (never "Frisco" or "San Fran"). If any greenhorns aboard felt queasy earlier, now's the time to roust them out from their bunks below and tell them to enjoy the view. No one pukes downwind.

Want an interesting detour? Jibe out toward Alcatraz. The likes of Al Capone and Richard 'The Birdman' Stroud once gazed out from behind those forbidding walls. The prison closed in 1963. Now it's a popular tourist destination and occasional Hollywood movie locale.

Once you've checked out Alcatraz — no landings allowed for recreational boats — jibe back and head over to Pier 39. Follow the curve of the shoreline around toward the Bay Bridge. The wind will usually drop quickly, giving you an easy and relatively warm sail while you enjoy the world-class skyline along the Embarcadero.

From here on, you have a number of options. You can power reach across the Slot to the lee of Angel Island, where you can drop the hook for the afternoon

or the whole evening and celebrate cheating death once again. Or you could slip around the backside of Yerba Buena and into Clipper Cove. If you're looking for a warm and gentle downwind run, keep right on going down the Oakland Estuary — an especially good destination if you happen to keep your boat there.

As you might have surmised by now, the secret to the Perfect Daysail is to get as far to weather as you're going to go before the wind really starts honking. Most days, that's about 2 p.m., with max breeze around 4. Remember to reef early and make sure your guests are dressed warmly — as we pointed out earlier, terrorizing chilly friends by sailing rail-down for extended periods is the fastest way to become a singlehander.

If you (or they) didn't bring warm enough clothes, definitely head for the warmest place on the Bay: the northeast (lee) side of Angel Island.

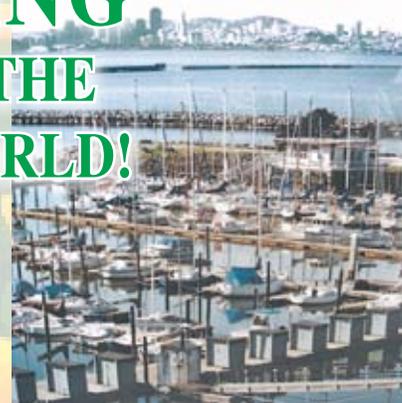
If you're not quite up to The Perfect Daysail yet, practice up on the lighter-air, flatter-water Richmond Riviera or behind Treasure Island/Yerba Buena.

Enjoy!

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MAX EBB

Everyone who owns a racing sailboat as old as mine should make it a point to crew on something a little more modern once in a while. There really has been some progress, and it's not just that they go faster and point higher. The jibs are smaller and easier to trim, the rudders are bigger, and the hulls are much lighter and more easily driven than the designs spawned during the dark years of IOR.

What impressed me most about this new machine was how easily we could control our biggest spinnaker in conditions that would have had my boat doing a death roll. And I think designers have finally learned the word "ergonomics," because the cockpit was actually set up so that everyone had enough room at their winch or trimming station. No sheet trimmer's elbows in my face when I was working afterguy. Of course the interior wasn't much, but there were enough pipe berths for the whole crew during a weekend regatta, and pipe berths make much better sail racks than hard bunks anyway.

But before the day was over, the downside to these modern boats had become apparent.

One minute we were sailing into the harbor under spinnaker, finishing up the last of our post-race cookies. The next minute we were stuck fast in the mud.

We all knew the drill and waited for the skipper to say the appropriate words.

"Oh shit," he announced, observing proper nautical etiquette.

"Spinnaker down!" yelled the foredeck crew, who was thinking a little faster. "Don't want it to round up up into the wind!"

It was a good call, because with no speed and no rudder response, and with a sudden five knot increase in apparent wind speed, the boat was starting to turn into the wind and lean over, leaving the big spinnaker to flog back into the rig.

"Let's get the main down, too," ordered the skipper, seeing that we were now aimed at shallower water.

"Maybe we can slide off if we heel over far enough?" suggested one of the trimmers.

"We're pointing the wrong way," the skipper replied. "Get everything down and we'll start the engine."

But by the time the main was down it was too late. The heel angle and leeway had pushed us to an even shallower part of the submerged shoal, and we came to rest at about 15 degrees of heel. The engine didn't have enough power to back us off, and we sure didn't want to go forward.

"Let's try getting all the weight up on the bow to reduce the draft," suggested the skipper. "We can use the sprit."

Since we couldn't get the boat to heel any more, the theory was that trimming the boat way down by the bow would lift the keel enough to free us.

"Hurry up, guys," prompted our tactician. The tide's still going out."

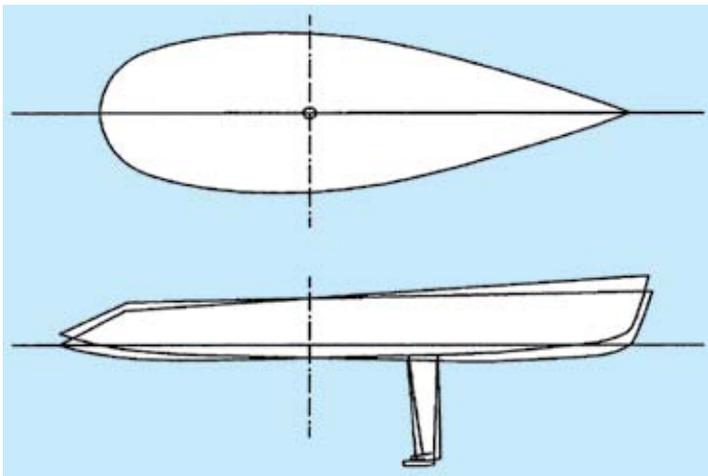
By quickly rigging a footrope — something like the ones under the yards of square-riggers — we were able to put most of the crew way out beyond the bow. But the boat didn't change trim as much as we had expected, and we

were still stuck solid. We couldn't figure out what to do next besides calling a towing service.

"Aground?" asked a kayaker who



'Staghound' ran aground last year on her way to the start of the Newport to Ensenada Race. She went on to win her division.



The center of flotation is the centroid of the waterplane area. Boats trim around this point, not around their center of gravity. So to reduce draft on a modern boat, move crew weight aft, not forward.

It wasn't a hard hit. Nothing crashed to the cabin sole and no one slid off their seat or lost balance. But it was that unmistakable feeling of "now you're sailing, now you're not" that only our soft San Francisco Bay bottom can dish out.

had paddled over to investigate.

"Drowning worms," I answered.

This, as I might have expected, required an explanation:

"Many years ago I was on vacation with my family, in a cabin on a lake back east. We walked down to the dock to find a boy sitting on the edge with a fishing rod in his hand, the line disappearing into the water. 'Fishing?' my dad asked. 'Drowning worms,' was the boy's reply. So it became my family's standard answer to any question with an obvious answer."

"Well, those worms must be pretty

— DROWNING WORMS



well done-in by now," said the man in the kayak. "Can I bring you guys anything from the yacht club bar? Tide's going down for another hour, you know."

I was beginning to think that this was the best offer we were likely to get until well after sunset and that maybe we should take him up on it, when another kayaker hove into view. This one was paddled by Lee Helm, a naval architecture grad student who, when not windsurfing, can sometimes be talked into crewing on 'legacy boats' — as she calls them — like mine.

"Yo, Max!" she hailed. "You totally got

yourself stuck but good. And the tide's still going down for, like . . ."

"Yeah, yeah, I know, the tide's going down for another hour. We have a tide book, too."

She paddled over to the bowsprit where some of our foredeck crew were still playing tall ship, clutching the yard with their feet in the makeshift foot-rope.

"Um, you guys know that you make the boat draw, like, more water, not less, when you do that, don't you?"

"We gots our orders," said the foredeck boss, perched all the way out at the tip of the sprit.

"I'll take it up with management," said

Lee as she paddled back to the cockpit where the owner was still playing with the engine controls and tiller, trying to wiggle the boat free.

"Uh, guys . . . a boat trims about its center of flotation, not its center of buoyancy or center of gravity," she shouted over the engine noise.

The owner backed off the throttle. "What's that?"

Lee repeated her advice.

"You're not making any sense," said the owner. "The flotation has to be right over the center of gravity."

"Nuh uh," Lee answered. "Naval arch 101. The center of flotation is the geometric centroid of the waterplane. It can

MAX EBB

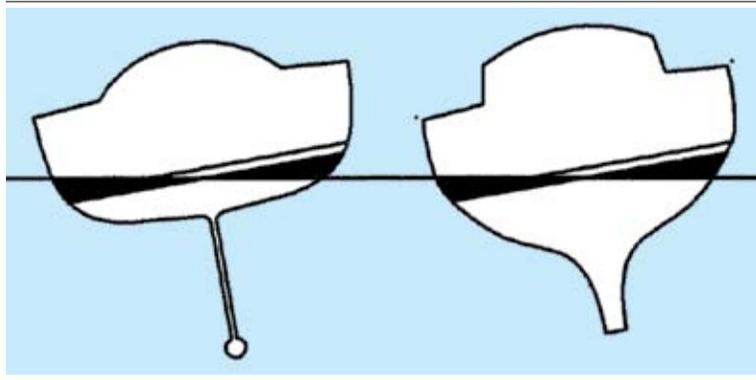
be, and usually is, way aft of the center of buoyancy and center of gravity, especially on a boat like this. The center of flotation is, like, way aft of the keel, so if you get your deck apes to hang off the stern, then the keel will go up instead of down."

I remembered running aground in old full-keel boats, where the back end of the keel was the deepest and the waterline beam was widest forward of midships. In boats like that, trimming down by the bow was standard operating procedure to help the boat get off a sand bar. But on this boat, with the keel well forward of the widest part of the waterline, maybe Lee was on to something.

"I think she's right," I advised.

"I still don't buy it," the owner said to Lee, and he gunned the engine again, this time in forward, to see if he could get the boat to move in any direction at all. The propeller promptly sucked in a

stray sheet tail that had gone overboard after the spinnaker douse, and the engine came to an unusually abrupt halt.



Displacement has very little effect on righting moment at small angles of heel. Compare the wedges showing the change in immersed hull volume. The heavy hull and the light hull will heel about the same amount under the same heeling moment.

"Oh *shít!*" said the owner, more emphatically this time but still following protocol.

"Good, now we can talk," said Lee, ap-

parently pleased that now we would have to do this the old-fashioned way. "Think of what happens when the boat pitches," she continued. "Any part of the hull going down will add displacement, and any part going up will subtract displacement. If the boat is free floating, the added displacement equals the subtracted displacement. That means the boat has to pivot about a transverse line such that the sum of all the bits of area on one side times their distance from the pivot axis equals the sum of all the bits of area on the other side times their distance from the pivot axis. And that's, like, the same as saying that the boat pivots around a line that goes through the center of gravity of the waterplane shape."

"That's what I said," the owner insisted. "We trim about our center of gravity,

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— DROWNING WORMS

which is right up by the keel, and forward of the keel when we put everyone up in the bow."

"No, the C.G. of the waterplane is not the C.G. of the boat! The waterplane is the 2-D shape that's the intersection of the hull and where the water surface would be if the hull wasn't there. The center of the waterplane is also called the center of flotation and, on this boat, it's way far back. You have your guys on the wrong end of the boat."

The owner, who had once been an engineer of some sort but had long ago been kicked up to management, made some strange motions with his hands, scratched his head, manipulated his hands some more, and then decided that Lee was right after all.

"All hands lay aft!" he commanded. "Let's try this the other way."

The crew piled off the sprit, and soon they were all hanging off the stern pulpit. The stern went down, the bow came up, and the boat's heel angle reduced a little, proving that the keel had in fact come up slightly.

"Well, I'll be," said the tactician. "Who woulda thunk."

Unfortunately, we were still stuck, and stuck good.

"Got an anchor? said Lee.

"Two of 'em," said the owner. "One for the class rules, and the little one we just

*"You have your guys
on the wrong end of
the boat."*

use for racing when there's no wind and contrary tide."

"Great," said Lee. "We'll need both."

"You really think we can pull on an anchor harder than the propeller thrust?"

"No, but you can pull in a more useful

direction, and apply the force to a part of the boat that will give you a more useful result. Bring up your big anchor, and attach the end of the rode to the end of your spinny halyard."

Lee's friend in the other kayak, whom Lee would later introduce as an oceanography student, knew the drill. "Hand me that little racing anchor," he said. "We're going to use your big anchor to pull the boat over on its side and the small anchor to pull the boat back into the channel. Keep the crew aft."

This being a race boat, both anchors were actually very light for their intended tasks. But the bottom was very sticky Bay mud, and just about anything holds in it.

The 'overnight' anchor, a funny looking single-fluke design, was balanced carefully on the deck of Lee's kayak. We paid out all the slack as she back-paddled away. When the spinnaker halyard, attached to the bitter end of the rode, pulled snug, she let the anchor slide overboard.

"Give it a minute to settle," she advised. "That thing was so light I half

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expected it to float."

After we were sure it was on the bottom, we took up the slack and led the halyard to a primary sheet winch.

Meanwhile, Lee's oceanographer friend had taken the 'racing' anchor out into deep water. Since the boat had spun nearly 180 degrees since we grounded, this second anchor line was led through a block on the bow, then to the other primary winch.

We waited until both anchors were solidly set.

Lee gave the word to haul on the halyard, and the boat rolled to what must have been a 45-degree heel angle — although it felt like about 85 degrees to those of us who had to balance on deck.

The crew on the other winch didn't need to wait for instructions. As soon as we felt motion, we hauled in on the other anchor line, and the boat slipped toward the deep water.

We were free, but still had two anchors out and a fouled prop.

boat that heels over easily," I said. "I'm not sure that would work with a heavy boat, considering how soft this mud is."

"No, initial stability has much more to do with waterplane than with center of gravity," Lee corrected. "So, like, a heavy boat with the same waterline shape would heel over just as easily as a light one."

"Initial stability has much more to do with waterplane than with center of gravity."

"No way," argued the owner. "Heavy boats are stiffer."

"Not at first," Lee insisted. "Think of those wedges of water where hull volume goes in and out. The righting moment is the same no matter how much hull is underneath."

"Wait a minute, there's a displacement term in the formula for righting moment," said the tactician as he pulled the mud-coated racing anchor out of the water, thought better of bringing it on deck, and tied it off to hang just below the waterline.

"You're right, righting moment, at least at low angles of heel, is displacement times heel angle times metacentric height. But, like, metacentric height also has a displacement term in it, and it's in the denominator. More displacement means a lower metacenter, so it's a wash. Just think of the wedges of water that go in and out as the boat heels. Same difference for heavy and light boats, if the waterplane shape is the same."

"Okay, what's this 'metacenter' that's part of the formula?" asked the owner.

"It's the transverse moment of inertia of the waterplane — that is, the moment of inertia about a fore-and-aft axis, divided by displacement. The metacenter is that distance above the vertical center of buoyancy and, if a boat were a rocking chair, the metacenter would be the

"G**ood** thing this is a nice light

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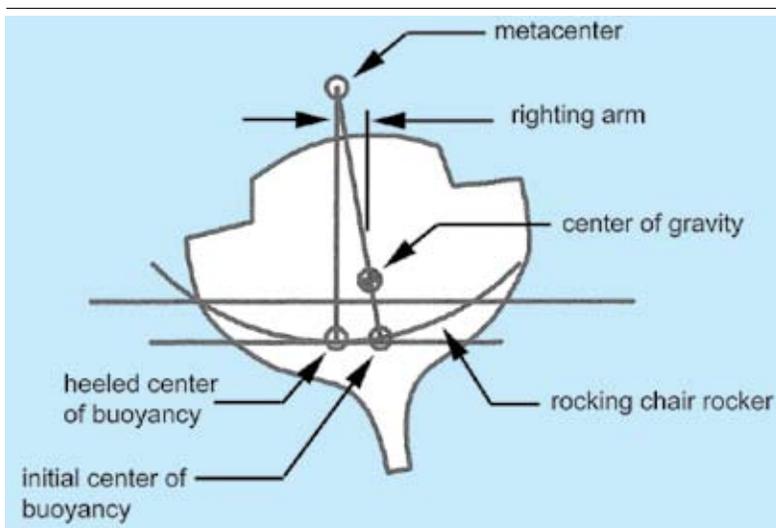
— DROWNING WORMS

center of the arc of the rockers."

"Ah ha!" said the tactician. "You said the metacenter is this distance above the vertical center of buoyancy. That's going to be lower for the heavy boat."

"Zactly," confirmed Lee. "That makes the metacenter even lower for the heavy boat, and a lower metacenter means less righting moment, so the heavy boat is actually a little easier to heel over than the light boat. Of course, at high heel angles it all goes non-linear and all bets are off, but for the initial few degrees of heel, heavy does not mean more stable."

By this time we were working on getting the big anchor up and raising



In the rocking chair analogy for transverse stability, the metacenter is at the center of the arc of the rockers. This point defines how the center of buoyancy moves as the boat heels through small angles. The distance between the center of buoyancy and the metacenter is equal to the transverse moment of inertia of the waterplane (in feet to the fourth power) divided by volumetric displacement (in feet cubed).

the main so we could maneuver under sail. But it was set very solidly, and we finally had to move crew forward, snub

built before most of your crew were born."

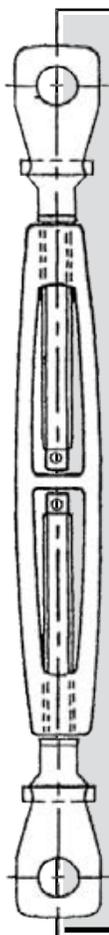
"Maybe when sea level rises about three feet," I answered.

— max ebb

up, then move crew aft to break it free.

Fortunately, this boat is surprisingly agile sailing under main alone, and we were able to tack up the center of the channel and into our berth, fouled prop and all. Lee and her friend followed us in with their kayaks, although we weren't sure if they were standing by to help, or to watch another maritime disaster unfold.

"So do you think it's time to upgrade your program, Max?" asked Lee before she paddled away. "Your boat was



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THE RACING

With spring in full swing, we check in with the **Doublehanded Farallones Race** and some **J Fest** action before turning our attention to some little boats with big ideas. We've got coverage of the **High School PCC's, Bullship Race, and St. Francis Intersectional**. Back to the keelboats, we run down the **Resin Regatta, Clipper Round the World Race, Rolex Farr 40 Worlds**, plus an update on the Bay Area **match racing** scene. So sit back and enjoy.

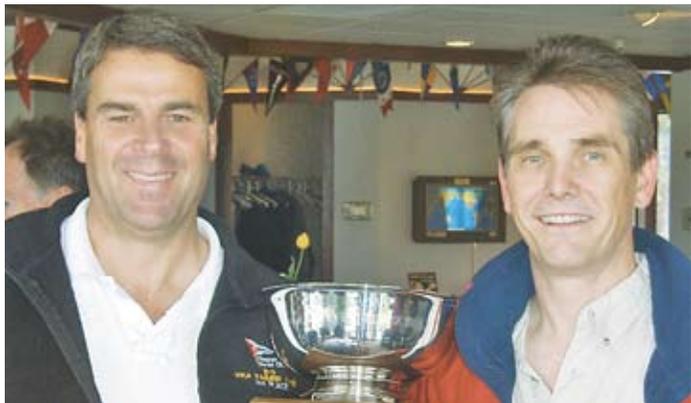
Doublehanded Farallones

With breeze, a dramatic rescue and 75 boats, the Bay Area Multihull Association had plenty going on for the 2008 running of its signature event on March 29. Perhaps the biggest story from the race was BAMA member Cliff Shaw and Gregory Yankelovich's rescue of Luc de Faymoreau and Disun Den Daas five miles east of the Farallones — see this month's *Sightings* for more on that.

For Dean Daniels and Paul Martson of the spit-shined Hobie 33 *Sleeping Dragon*, the aim was to get a little practice before they race in the doublehanded division of this year's Pacific Cup.

"We didn't sail particularly well upwind," Martson said. "Our goal was to log some heavy-air, downwind, shorthanded time — mission accomplished!"

Reports of wind consistently in the mid 20s to low 30s were common with seas at 15-feet for most of the course. It seemed to be to the liking of the Moore 24s. One of the stories to come out of this year's race was an overall corrected-time finish order that reads like part of the chorus to Billy Idol's "Rebel Yell"



COURTESY BAMA

Doublehanded Farallones Race winners Peter Shoen and Roe Patterson of the Moore 24 'Mooretician'.

— Moore, Moore, Moore!

The top three spots were all taken by Moore 24s, with Peter Shoen and Roe Patterson on *Mooretician* winning by a margin of nearly 8 minutes over the 58 mile course to take the Harvey Schlasky Perpetual Trophy for first monohull on

corrected time. Next in was Dan Nitake and Randy Lakos on *Absinthe* followed by Andrew Hamilton and Sarah Deeds on *The Bar-ba-loot*.

Other notables include Phillippe Kahn and Richard Clarke sailing Kahn's Open 50 *Pegasus 50*, which took home both the Stewart Kett Memorial and Dennis Madigan Perpetual Trophies for finishing first on elapsed time. Their -81 provisional rating effectively took them out of the hunt for any corrected time honors. Dave Austin and Bill Timms took both elapsed and corrected honors for the multihulls on Austin's Corsair 31R *Lil Bear*.

DIV. 1 — 1) **Lil Bear**, C-31R, Dave Austin/Bill Timms; 2) **Cross 40**, Cross 40, Steve Brodie/Michale LeBac. (7 Boats)

DIV. 2 — 1) **Sleeping Dragon**, Hobie 33, Dean Daniels/Paul Martson; 2) **Comfortably Mumm**, Mumm 30, Bill Erkelens/Matt Nolde. (7 Boats)

DIV. 3 — 1) **Nina**, Olson 29, Robert McDonald/Marc Arseneault; 2) **Bloom County**, Mancebo 31, Anthony Basso/Jason Seifert. (9 Boats)

DIV. 4 — 1) **Motorcycle Irene**, Express 27, Will Paxton/Bryan Moore; 2) **Strega**, Express 27, Sebastien Payen/Pascal Michailat. (9 boats)

DIV. 5A — 1) **Punk Dolphin**, Cust. Wylie 38, Jonathan Livingston/Joey Hulse; 2) **Bullet**, Express 37, Michael Maloney/David Parker. (9 Boats)

DIV. 5B — 1) **Timber Wolf**, Farr 38, Dave Hodges/Scott Parpan; 2) **Wife Not Happy**, J/105, Edward Holl/Andrew Carleton. (5 Boats)

DIV. 6 — 1) **Lynx**, Wyliecat 30, Steve Overton/Jum Plumley; 2) **Silkye**, Wyliecat 30, John Skinner/Charles Brochard. (12 Boats)

DIV. 7 — 1) **Poopsie**, SC 27, Jason Roach/Edgay Parker; 2) **Sugar Magnolia**, Hunter 29.5, Ward Fulcher/Chris Davison. (11 Boats)

DIV. 8 — 1) **Mooretician**, Moore 24, Peter Shoen/RoePatterson; 2) **Absinthe**, Moore 24, Dan Nitake/Randy Lakos; 3) **The Bar-ba-loot**, Moore 24, Andrew Hamilton/Sarah Deeds. (6 Boats)

PAUL MARTSON/SLEEPING DRAGON



OVERALL — 1) **Mooretician**, Moore 24, Peter Shoen/RoePatterson; 2) **Absinthe**, Moore 24, Dan Nitake/Randy Lakos; 3) **The Bar-ba-loot**, Moore 24, Andrew Hamilton/Sarah Deeds; 4) **Poopsie**, SC 27, Jason Roach/Edgay Parker; 5) **Motorcycle Irene**, Express 27, Will Paxton/Bryan Moore; 6) **Banditos**, Moore 24, John Kernot/Chris Champaign; 7) **Lynx**, Wyliecat 30, Steve Overton/Jum Plumley; 8) **Silkye**, Wyliecat 30, John Skinner/Charles Brochard; 9) **Green Buffalo**, Cal 40, Jim Quanci/Andrew Quanci; 10) **Strega**, Express 27, Sebastien Paayen/Pascal Michailat. (75 Boats)

Complete results: www.sfbama.org

J Fest

Fifty-three boats in six divisions assembled off the Cityfront on April 12 for the first half of the weekend-long J Fest, the first of several gatherings of John-



This year's Doublehanded Farallones was a bash; (inset) Dean Daniels keeps 'Sleeping Dragon' in front of the moving green wall.

stone-designed boats held across the country every year. In attendance were healthy fleets of J/105s, J/120s and J/24s, augmented by small three-boat fleets for J/80s, J/109s and 'J-Cruisers'. The schedule called for two races per day in most fleets except the Cruisers, who did just one race. Hey, they don't call 'em cruisers for nothing.

The first wrench in the gears was the weather. Not only was it 'unseasonably warm' — make that 'frigging boiling hot' — on Saturday, but there was a conspicuous absence of wind. At least on the Cityfront. In one of those weird spring deals, the northwesterly filled in great for

the Resin Regatta over on the Berkeley Circle, and it was downright over by Yellow Bluff. But off the City — *nada*. So some boats bobbed around for hours with the sail covers still on, while other crews stripped down to shorts and PFDs and dived overboard for 'current relief'. StFYC PRO John Craig and committee hung in there, though, eventually starting the first race around 3 p.m. A few boats didn't get back to the dock that day until almost 6 p.m., but overall it was such a pleasant day, nobody really complained.

By the time the Sunday awards presentation rolled around, there were many familiar names atop the leaderboards.

"We're back!" said Dave Wilson, partners with Chris and Phil Perkins in the

J/105 *Good Timin'*. He meant 'back' in reference to the boat's theft late last year, in which you might recall the thief threw a lot of stuff overboard to 'lighten the boat' before he was apprehended off Pillar Point. J-Fest was *GT*'s first official regatta since the AWOL incident.

Good Timin' is obviously back together in more ways than one. Most of the crew, including Wilson, Chris Perkins, Jon Perkins (Phil is in Ireland for awhile), Darren Ward, Heather Ross and Alan McNab, have been together since Perkins and Wilson were partners in a J/35 they campaigned in the late '90s. So they know where the strings are and when to pull them. Dave credits Chris for some really great starts and an incredible ability to keep the boat going in light air (the second race on Saturday never got over about 8 knots of breeze). Chris doffs his hat to second-placer "Peter Wagner and his gang on *Nantucket Sleighride* for coming out of a two-year retirement and setting the pace." The two boats were tied on points going into the last race, with *GT* getting a perfect start and leading wire to wire.

It was a nail-biter in the J/120 fleet, too, with Steve Madeira's *Mr. Magoo* looking (for once) iffy for a win, especially after they totally goofed up their last start. Until then, four boats were within a couple of points of each other, with Barry Lewis *Chance* holding a 1-point lead on the quartet.

"I saw it coming and still managed to screw the whole thing up," says Madeira about that last pre-start. Whatever it was they were trying to do ended up with the boat in irons, then the jib got backed the wrong way. . . and, well, by the time they got going they were definitely DFL.

But this is another experienced crew — Dave Grandin, Greg Meagher, Darren Goldman, Jeff Lawson, Tad Lacy, Tom Allard and Walter Keenan — that never says die. Using their combined 'sixth sense' — dosed with liberal amounts of luck — they went left while almost everyone else went right and started picking off boats. By the second upwind leg, they were sailing in mid-fleet, but with little hope of pulling victory from the jaws of defeat. Then, to Madeira's (and everyone else's) complete disbelief — the top boats started falling one by one to 'self inflicted wounds.' *Desdemona* fouled *Chance*, and then *Chance* fouled someone else. So those guys got passed while they were doing their penalty turns. Then on the last run, *Dayenu* got a leeward hook on the leader, *Grace Dances*, and those two boats tied up with each other on one side



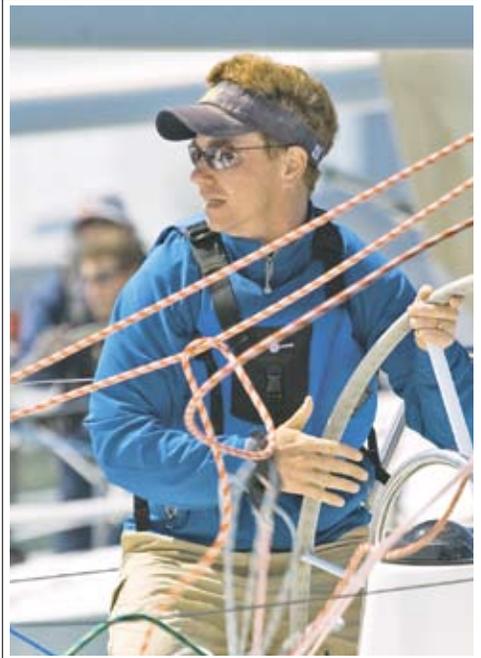
J-Festivities (clockwise from here): 'Desdemona' crew uniforms "allowed us to blend into the crowd unnoticed," according to skipper John Wimer. "Too bad the crew bikinis had not arrived yet" 'Grace Dances' bowman on the job; J/105 crowd observes Rule 9 (stay clear of shipping); no dry feet on 'Rail to Rail'; John Horsch of 'Hiphopoptamus' is all concentration; 'Cuchulain' heads upwind in heavy J/105 traffic; cooling off during the three-hour postponement on Saturday.



of the course while *Magoo* jibed into a nice header and crossed the finish line second — to win the series. As Madeira put it, "Our strategy to make our bone-head mistake earlier than everyone else worked out perfectly!"

Over in the J/24 class, "luck was not a factor" — or at least as much of one. It was good old-fashioned practice that guided Michael Whitfield and his *TMC Racing* team to victory. Part of Whitfield's yearly program is weekend practice ses-

sions where sometimes the team will even set up their own 'marks' and "do laps until everyone collapses." Its paid off, as most recently they won their class in both the Berkeley and RegattaPro Midwinter series.



For J/Fest, Michael's crew consisted of his wife, Lulu Yang, Michelle Williams, Mike Arrajj and Lester Igo. And despite his impressive 2-1-1 totals in the nine-boat fleet (the J/24s did not have a second race Saturday), he says the plac-

ings were far from easy to achieve, with 2007 Season Champion Ed Walker and his *Small Flying Patio Furniture* team breathing down TMC's neck the whole weekend.

There will likely be a lot more practice

for Whitfield and the TMC guys this season, as this year's winners of the J/24 Fleet 17 season earn a berth at the J/24 Worlds next year in Annapolis.

Racers in all of six fleets lauded the return of J-Fest to St. Francis YC after a

THE RACING



COURTESY LISSA STURDEVANT

Why sail on an alpine lake in the middle of April? Because it makes San Francisco Bay seem downright balmy. . . . A Vanguard 15 pulverizing Lake Tahoe moguls at Ski/Sail 2008.

several-year hiatus — "A first class event all the way," said Dave Wilson.

J/105 — 1) **Good Timin'**, Perkins/Wilson, 8 points; 2) **Nantucket Sleighride**, Peter Wagner, 10; 3) **Aquavit**, Tim Russell, 14. (28 boats, 4 races)

J/109 — 1) **Crazy Diamond**, Lidgard Soren Hoy, 10 points; 2) **Joyride**, James Vickers, 5; 3) **Zephyr**, Matthew Dean, 9 (3 boats, 3 races)

J/120 — 1) **Mr. Magoo**, Steve Madeira, 10 points; 2) **Chance**, Barry Lewis, 12; 3) **Dayenu**, Don Payan, 12. (7 boats, 4 races)

J/24 — 1) **TMC Racing**, Michael Whitfield, 4 points; 2) **Small Flying Patio Furniture**, Ed Walker, 7; 3) **Little Wing**, Luther Strayer, 10. (9 boats, 3 races)

J/80 — 1) **Painkiller**, Eric Patterson, 3 points; 2) **Isis**, Utkan Salman, 8; 3) **Lay Down Sally**, Phil Gilmour, 10. (3 boats, 3 races)

J/CRUISER — 1) **Day Dream**, Pat Nolan, 1 point; 2) **Pegasus**, Marc Sykes, 2. (2 boats, 1 race)

Complete results: www.stfyc.com

High School PCCs

Treasure Island Sailing Center hosted the Pacific Coast Interscholastic Sailing Association's PCC's April 19-20. Nineteen teams from up and down the coast were looking to qualify for the high school nationals this month in Annapolis at the U.S. Naval Academy. Only the top five teams qualified, all of which were from Southern California.

Perennial powerhouses dominated the top five with San Diego's Point Loma H.S. finishing 11 points clear of Newport Harbor H.S., Coronado H.S., Corona Del Mar H.S. and Sage Hill.

The top Northern California finisher was Serra H.S. in 8th. Conditions ranged from windy to windier the whole weekend

and the jury was still busy holding re-dress hearings for broken gear well into the afternoon after Sunday's racing.

1) **Point Loma H.S.**, 123 points; 2) **Newport Harbor H.S.**, 132; 3) **Coronado H.S.**, 162; 4) **Corona Del Mar H.S.**, 189; 5) **Sage Hill**, 206. (19 teams, 28 races)

Bullship Race

The Bullship Race turned 55 on March 29 and Art Lang celebrated by winning it on a puff he dubbed, "The gift of the gods." The defending El Toro national champion picked up that breeze by working his way up the Marin shoreline and finding the early westerly after the start off Sausalito. The fleet split soon after the start with the bulk of the bulls following the winner. The leeward group promptly sailed into a lull while Lang got the puff which he converted into a 100-yard lead.

The breeze at the start was light but built into the mid-teens as the 23 starters bucked a 3-knot ebb crossing the Bay. Off Anita Rock, Lang hooked into the counter current and stayed close to the beach, maintaining his lead until the finish. Buzz Blackett took second and Dennis Silva slipped in from the east ahead of Fred Paxton. The next three finishers were overlapped as they crossed the line, with Vickie Gilmour beating out Nick Nash, who in turn beat out uncle Gordie Nash. Gilmour also took home the trophy for the first female finisher and Duncan Carter's seniority got him the "El Viejo" award for the oldest finisher in the fleet, while the "Clydesdale Award"

given to the the biggest Brahma of the herd — first finisher over 200 pounds — went to Skip Shapiro.

Lang's raced the Bullship on and off since 1976, but never finished higher than 8th. Of the win, he reportedly commented, "A blind pig in the forest occasionally finds an acorn" — and that's no bull.

EITORO — 1) **Art Lang**; 2) **Buzz Blackett**; 3) **Dennis Silva**; 4) **Fred Paxton**; 5) **Vickie Gilmour**; 6) **Nick Nash**; 7) **Gordie Nash**; 8) **Paul Tara**; 9) **John Liebenberg**; 10) **Chris Straub**. (23 boats).

St. Francis YC Collegiate Regatta

Some might argue, but we think you'd have a hard time having more fun sailing a Club FJ than at the St. Francis YC's Intersectional Collegiate regatta. With the wind on the Cityfront into the low 30-knot range and a couple knots of ebb, this year was no exception. the last rotation in B Division was actually postponed until Sunday morning due to wind. Stanford put their relative hometown advantage to work on April 5-6, finishing nearly 30 points clear of the University of Hawaii, which just squeaked by the College of Charleston's women's squad. The Stanford women finished just a few points back, followed by the Dartmouth women's team.

Eddie Conrad, Carrie Denning and Graham Todd carried Stanford in A division, finishing 13 points clear of the Stanford Women's Evan Brown, Kelly McKenna and Hannah Borroughs. In B division, Stanford's T.J. Tullo and Leigh Hammel finished third, nine points behind the Charleston Women's Shannon Heasuler and Danielle Neri, and seven points behind Hawaii's Andrew Meade.

In other college sail-



ing news, the ICSA has adopted a new championship system this year for the coed dinghy nationals. Previously, districts were allocated slots at the nationals — which is limited by the amount of equipment the host school can provide — based on the number of teams in each district, with a guaranteed spot for each district, and a couple at-large berths assigned by the ICSA around which controversy invariably ensued.

This year, teams have been vying for a spot in the newly instituted, 18-team semifinals, which happen on both coasts. Districts are now only guaranteed spots at the semifinals, with the top nine from each semi going on to the finals. In addition to rewarding the more competitive districts which would often not be able to send really competitive teams capable of being in the top ten, the new system also eliminates the often contentious at-large berths.

This year, the Pacific Coast Collegiate Sailing Conference is sending UC San Diego and Stanford to the east coast semi, while USC and the University of

Short Courses make for tight mark roundings at the St. Francis Intersectional.

PETER LYONS/LYONSMAGING.COM



Little boats, big Bay — The Bullshippers shoveling it across the bay. A source alleges the intense concentration seen here is motivated by the Irish Coffee waiting on the Marina Green.

Hawaii will sail in the west coast semi.

1) **Stanford**, 111 points; 2) University of Hawaii,

140; 3) **College of Charleston Women**, 141; 4) **Stanford Women**, 147; 5) **Dartmouth Women**, 161; 8) **Cal Maritime**, 204; 21) **Cal**, 417; 23) **CSU Monterey Bay**, 473; 25) **Cal Poly SLO**, 497; 27) **Cal Women**, 594; 28) **UC Santa Cruz**, 604. (31 teams, 22 races)

Stanford A: Eddie Conrad, Carrie Denning and Graham Todd; **B:** T.J. Tullo Leigh Hammel.

Complete results at: www.collegesailing.org/pciyra/

Resin Regatta

The 2008 edition of San Francisco YC's Resin Regatta was sailed in "the best conditions I've ever seen for this race" said longtime Resin PRO Vicki Sodaro. That translated to 10-12 knots for the 63-boat, five-division fleet, which reveled in T-shirt conditions on the Berkeley Circle for the two-race-per-day series April 12-13.

There were several outstanding performances over the weekend, perhaps the most unusual of which was in the Melges 24 fleet, where Bob Tennant's *Where's Bob?* bulleted three of the four races. Steve Pugh's *Taboo* swept in to take Race Two, and DNC'ed the other three. "We showed up late on Saturday because we wrongly thought there was no wind on the Circle," noted Pugh. On Sunday, they decided to concentrate on team practice for their upcoming participation in the NOOD in Annapolis in mid-May.

Other standout performance nods went to Will Paxton's 'biker gang' on *Motorcycle Irene*, who shot four straight bullets in the 10-boat Express 27 class,



LATTITUDE/ROB

RACING SHEET

and Scott Easom, whose *Eight Ball* guys did the same thing in the huge 23-boat Moore 24 class. Scott's new-to-him boat was also probably the visual 'standout' of the weekend.

It's been a long time since Easom, a locally-based professional sailor and rigger, has owned a boat of his own. When you sail with programs like Roy Disney's *Pyewacket* and, most recently, Don Woolery's new Mark Mills-designed King 40 on the East Coast — well, who needs to buy a boat? (Locally, Scott also sails regularly aboard Lani Spund's SC 52 *Kokopelli*², as well as doing guest appearances from in other local fleets.) And here's some perspective: The last personal boat Scott campaigned was the Frers 41 *Bondi Tram* way back in the early 1990s!

Easom came to the Moore 24 fleet in a roundabout way. *Eight Ball* is Brad Butler's old *Eclipse*, which Scott bought to help another Moore 24 sailor hone his racing skills with some two-boat testing. When that guy went his own way, Easom decided to hang onto the Moore for a combination of reasons: a test-bed for his business, a project he could set up exactly like he wanted, and a fun outlet from the rigors of professional sailing.

Eight Ball — named in honor of an Acorn sloop that his late father, Bruce Easom, used to sail — has proven stellar in all those respects, particularly the latter. "The Moore fleet is the perfect balance of competition, camaraderie and fun," says Scott. As for the Resin Regatta itself, "We were lucky to get some good starts," he said. "If you get buried at the start in *this* fleet, I don't care how fast your boat is, you'll be extremely average."

In addition to Easom, the *Eight Ball* crew consisted of Gary Sadamori, Chris



Big breeze at the WBRA's Cityfront #1-2. William Stucky and Dennis Brewer's 'Polly' won both races for the Bird boats. For the Folkboats, Don Wilson's 'Windansea' took the first race while Peter Jeal's 'Polp-erro' took the second. Ron Young's 'Youngster' took the first race in the IOD class and James Hennefer's 'La Paloma' took the second. Mike Peterson's 'Knarrmageddon' took both races in the Knarrs.



Lewis and Matt Siddens.

This boat is so nicely set up and pretty in her glittering black-and-white 'tuxedo' paint scheme that Scott's already been approached by one sailor who offered to buy her on the spot. But Easom said he's made a commitment to the crew to sail the entire 2008 Moore 24 Roadmaster

series. "I told him, if he's still interested, ask me again in October."

ETCHELLS — 1) **Mr. Natural**, Bill Barton/Ben Wells, 9 points; 2) **JR**, Bill Melbostad, 15l 3) **Cougar**, Ethan Doyle, 17. (12 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Will Paxton, 4 points; 2) **El Raton**, Ray Lotto, 13; 3) **Strega**, Larry Levit, 18. (10 boats)

BEER CAN 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) or John (johnr@latitude38.com).

St. FRANCIS YC FRIDAY NIGHT WINDSURFING SERIES (4/18)

1) **Seth Besse**, 4 points; 2) **Eric Christianson**, 9; 3) **Jean Rathle**, 12. 4) **Andreas Macke**, 14; 5) **Ben Bamer**, 18. (11 Boards)

St. F YC CABRINHA RACE SERIES (4/17)

KITEBOARD — 1) **Anthony Chavez**, 5 points; 2) **Jeffrey Kafka**, 7; 3) **Shawn Richman**, 15; 4) **Geoff Headington**, 12; 5) **John Gomes** (30 Kites)

CORINTHIAN YC FRIDAY NIGHT SERIES (4/11)

J/105 — 1) **Tiburón**, Steve Stroub; 2) **Alchemy**, Walter Stanford; **Roxanne**, Charles James. (4 Boats)

CORINTHIAN YC FRIDAY NIGHT SERIES (4/18)

J/105 — 1) **Roxanne**, Charles James; 2) **Tiburón**, Steve Stroub; 3) **Vim**, Garry Gast. (5 Boats)

NON SPIN 1 — 1) **Yeofy**, 1D35, Eliel Redstone. (12 Boats)

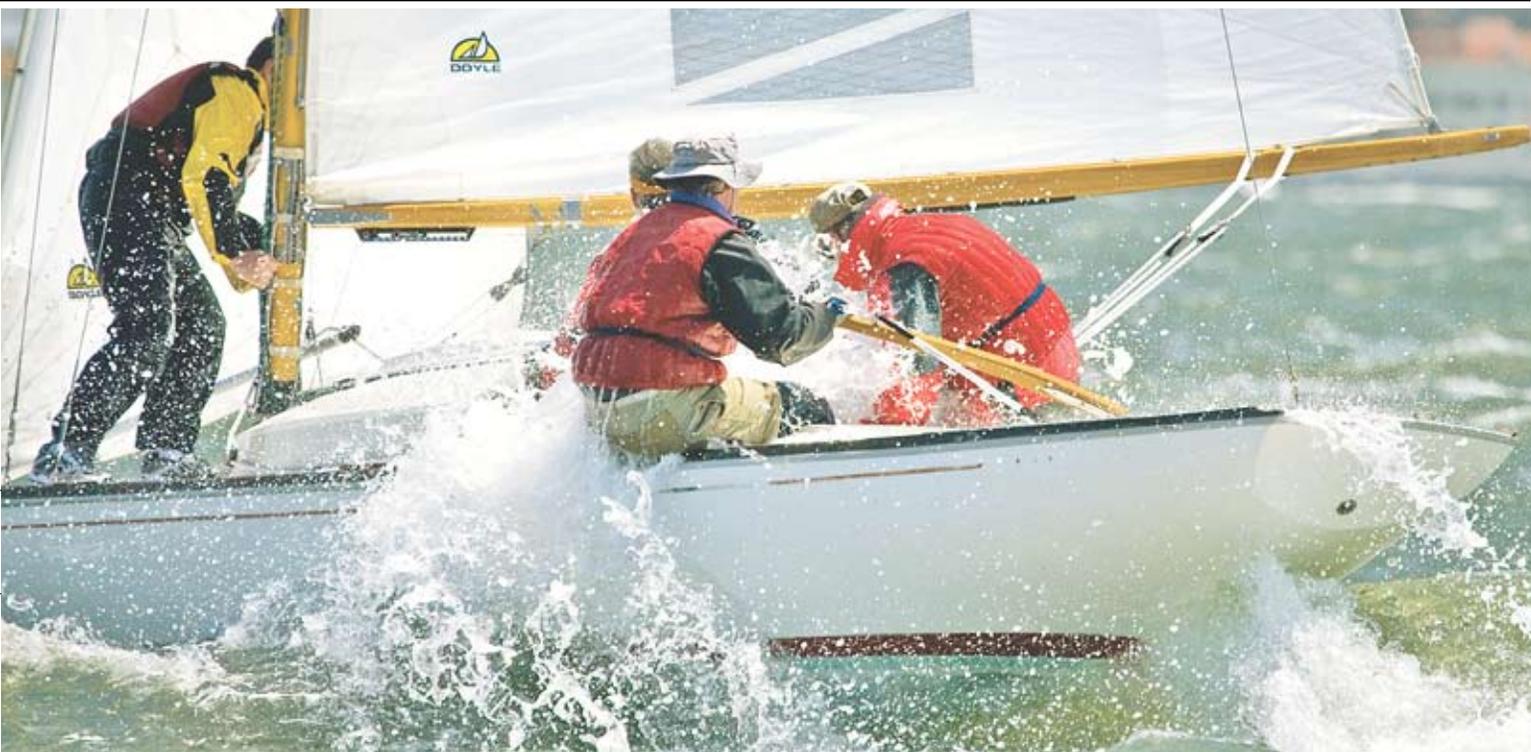
SPIN 2 — 1) **Good and Plenty**, Soverel 33, Will Baylis; 2) **Flash**, TP 52, Mark Jones. (2 Boats)

Complete results at: www.cyc.org

ENCINAL YC SPRING TWILIGHT SERIES (4/18)

PHRF (<126) — 1) **2213**, Rocket 22, Alan Barbes; 2) **Rascal**, Wilderness 30, Rui Luis; 3) **38006**, J/124, Bill Mohr, 26. (6 boats)

PHRF (126-150) — 1) **Furrocious**, Wabbit, Brett Allen; 2) **Double Trouble**, Moore 24, Kevin Durant; 3) **Wile E Coyote**, Express 27, Dan Pru-



ALL PHOTOS WWW.LYONSIMAGING.COM



MELGES 24 — 1) **Where's Bob?**, Robert Tennant, 8 points; 2) **No Name**, Will Graves, 10; 3) **Smokin'**, Kevin Clark, 14. (12 boats)

MOORE 24 — 1) **Eight Ball**, Scott Easom, 4 points; 2) **Sunshine Margarita Kiwi Surprise**, Scott Sorensen, 17; 2) **Mercedes**, Joel Verutti, 17. (23 boats)

OLSON 25 — 1) **Pearl**, Thomas Blagg, 9 points; 2) **Vivace**, Larry Nelson, 10; 3) **Clean Sweep**, Tom

zan. (8 boats)

PHRF (151-175) — 1) **Bewitched**, Merit 25, Laraine Salmon. (1 boats)

PHRF (>176) — 1) **Jaguar**, Columbia 5.5, Keith Rarick; 2) **Tenacious**, Columbia 5.5, Adam Sadeg; 3) **Alert**, Columbia 5.5, Liem Dac. (7 boats)

NON-SPIN — 1) **Blueberry**, Nonsuch 22, John Foster; 2) **557**, Mercury, Dan Ouellet; 3) **IS-KARA**, Mercury, Paul Mueller. (6 boats)

FINN — 1) **44**, Glen Hansen; 2) **66**, Steve Waterloo; 3) **Wharf Rat**, Steve Hutchinson. (6 boats)

Complete results: www.encinal.org

SVENDSEN'S THURSDAY NIGHT SERIES #1 (4/3)

VANGUARD 15 — 1) **641**, Ken Turnbull/Rebecca Beard, 6 points; 2) **1234**, Jim Barkow/Mela-

Nemeth, 10. (6 boats)

Complete Results: www.sfyc.org

Clipper Race

Uniquely Singapore squeaked past *Nova Scotia*, finishing at 5:16 a.m. in the dawn of April 22 to take the Honolulu to Santa Cruz leg of the Clipper Round the

World Race. The latter finished at 5:51, despite leading when the two reached a parking lot off Santa Cruz overnight. They'd been locked in a tight, two-boat battle since Hawaii, having sailed a more northerly course than the rest of the fleet and broken free from the rest of the pack early in the leg.

World Race. The latter finished at 5:51, despite leading when the two reached a parking lot off Santa Cruz overnight. They'd been locked in a tight, two-boat battle since Hawaii, having sailed a more northerly course than the rest of the fleet and broken free from the rest of the pack early in the leg.

SVENDSEN'S THURSDAY NIGHT SERIES #2 (4/10)

VANGUARD 15 — 1) **641**, Ken Turnbull/Rebecca Beard, 16 points; 2) **492**, Carlos Roberts/Kristina Beard, 17; 3) **1765**, Tom Allison/Amy Lyons, 20; 4) **1174**, Adam Bennett/Maddy, 21; 5) **1629**, Matthew Sessions/Andrea Cabito, 24. (20 boats)

LASER — 1) **170143**, Drake Jensen, 13

points; 2) **173261**, Eric Wilson, 16; 3) **151029**, Norm Anderson, 21; 4) **173670**, James Vernon, 22; 5) **179426**, Steve Orosz, 27. (10 boats)

SVENDSEN'S THURSDAY NIGHT SERIES #3 (4/17)

VANGUARD 15 — 1) **641**, Ken Turnbull/Abby Swann, 10 points; 2) **1234**, Jim Barkow/Andrea Cabito, 13; 3) **239**, Dave Siegal/Jenn Hoyle, 19; 4) **1174**, Adam Bennett/Maddy, 20; 5) **1157**, Adam Spiegel/Amy Guarnieri, 20. (18 boats)

LASER — 1) **83**, Mike Rutledge, 8 points; 2) **153357**, Jonathon Weston, 8; 3) **15547**, Mike Bishop, 13; 4) **156589**, Kevin Sullivan, 17; 5) **170143**, Drake Jensen, 20. (13 boats)

Complete results: www.vanguard15.org, www.tilaserfleet.org

THE RACING

"It seemed like a lot of the crew had settled for second place at the end until we started to see the lights of *Nova Scotia* on the final approach," said *Uniquely Singapore* skipper Mark Preedy. "So we kept going as we knew we had a good chance of getting closer. We were the northerly boat so we had an advantage and when the wind died it was a bit of a free-for-all. . . the wind came the right way for us, and we took them just before the line."

Dismastings in the race delayed the start of the leg and significantly shortened the Santa Cruz stopover.

The delay in the Clipper Race schedule looked likely when *westernaustralia2011.com* lost her rig 700 miles east of Yokohama, Japan, while sailing in moderate conditions from Qingdao to Honolulu. Then disaster struck again when *Durban 2010* and *Beyond* lost her rig, albeit much closer to the finish of that leg. But the clincher came when *westernaustralia2011.com* wrapped a line in her prop, damaging her transmission as she motored toward Honolulu after a refueling stop at Midway



COURTESY CLIPPER VENTURES

The Clipper Round the World Race departed Santa Cruz April 22 after a short stopover.

Island. Forced to return to Midway, organizers were able to get parts delivered there, and by the time the bulk of the fleet left Honolulu for Santa Cruz, the

two dismasted boats were having new rigs stepped. They ultimately didn't make the start and were permitted to motorsail to Santa Cruz to make it in time to start the leg to Panama.

The next challenge for sailors and race organizers alike is the apparent bottleneck at the Panama Canal, where pilots are reportedly not working any overtime, a situation creating wait times of up to two months to transit the Canal according to some reports.

"I have been closely involved with all our previous transits and can list endless worries and stories caused from water shortages to bumper Chilean soft fruit harvests," said race operations director Colin De Mowbray. "I very much hope it will not cause a problem for us. Even if we are not in the same country when the boats pop out of the Canal I think we will all have a quick celebration!"

1) *Hull & Humber*, 56 points; 2) *Durban 2010 & Beyond*, 54; 3) *New York*, 51.5; 4) *Glasgow: Scotland With Style*, 49; 5) *Liverpool '08*, 41.5; 6) *westernaustralia2011.com*, 39; 7) *Uniquely*



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Singapore, 38; 8) Nova Scotia, 33.5; 9) Qingdao, 30.5; 10) Jamaica, 19.5. (10 Boats)

Updates at: www.clipperroundtheworld.com

Rolex Farr 40 Worlds

The Farr 40 juggernaut steamrolls on as one of the world's most successful and competitive international one-design fleets in history. Which makes Vincenzo Onorato's third World Championship in a row all the more remarkable. But that's exactly what he and his *Mascalzone Latino* team pulled off at the 2008 Rolex Farr 40 World Championships held April 16 to 19 off Miami.

"It was a tough week," noted Onorato, who seemed as surprised as anyone else to find himself in the winner's circle again at the end of the 10-race, no-thruout series. Early on, the impossibility of a such an outcome seemed assured when longtime *Mascalzone* tactician Adrian Stead had to rush home to the UK before the first race to attend the birth of his first child.

A quick scramble by the Italian rascals saw Santa Cruz's Morgan Lar-

son jump aboard on day one to guide the team to a 3-12-1 score — and the early lead. John Kostecki came on board on day two and kept up the momentum for the remainder of the series — posting all top 10 scores (except one 14th) against 32 other boats from 10 countries and some of the best sailors in the world.

Conditions ranged from puffy 12-18 knots in the early races to "light and oscillating" on the last two days.

But *Mascalzone* wasn't the only program sailing well, nor the only Italians. In the ninth race, Giovanni Maspero's *Joe Fly* finished fourth to *Mascalzone's* seventh, sliding past *Mascalzone* to lead the



COURTESY ST. FRANCIS YC

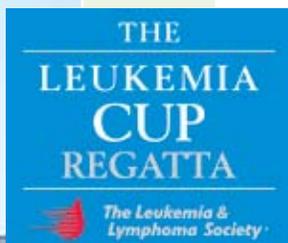
The Bay Area contingent at the 2008 Sundance Cup: (l to r) Rebecca Beard, Kristen Lane, Genny Tulloch, Mallory McCollum, Jen Morgan and Molly Carapiet

series by a point. A fifth-place finish in the final race on Sunday to *Mascalzone's* ninth seemed to put the exclamation point to a three-point win of the series, and the World Championships.

Or maybe not.

Following the final race, Onorato filed a third-party protest against *Joe Fly*, which he said had fouled Jim

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THE RACING

Richardson's *Barking Mad* at the first weather mark of Race Nine. After about 40 minutes in 'the room', and testimony from *Barking Mad* and two other witness boats, the international jury agreed with Onorato. *Joe Fly* was DQed from the ninth race, dropping them to second overall and giving the win to *Mascalzone*. Peter de Ridder's Netherlands-based *Mean Machine* was third.

Days after the regatta ended, Maspero publicly questioned not the right of *Mascalzone* to protest the incident, but whether an inherent conflict of interest existed for jury chairman Tom Ehman. Maspero pointed out in an open letter that *Mascalzone* tactician John Kosteki is currently employed by *BMW Oracle Racing America's Cup Challenge*, as is Ehman. Where this potentially political issue goes is anyone's guess.

The top American boat was *Ramrod*, Rod Jabin's Annapolis-based 40 with Gavin Brady on tactics. Two-time World Champion Jim Richardson's *Barking Mad*, guided as ever by Terry Hutchinson, was eighth.

What are the chances *Mascalzone*



'Joe Fly' crosses 'Mascalzone Latino' at the Rolex Farr 40 Worlds in Miami. 'Mascalzone' went on to win for the third year in a row.

can make it four in a row? If home court advantage counts for anything, not so bad: The 2009 Rolex Farr 40 Worlds

will be sailed off beautiful Porto Cervo, Sardinia.

1) **Mascalzone Latino** (ITA), Vincenzo Onorato, 63 points; 2) **Joe Fly** (ITA), Giovanni Maspero, 87; 3) **Mean Machine** (MON), Peter de Ridder, 102; 4) **Nanoq**, (DEN), HRH Crown Prince Frederik, 114; 5) **Calvi Network**, (ITA), Carlo Alberni, 120; 6) **Alinghi** (SUI), Ernesto Bertarelli, 121 points; 7) **Ramrod** (USA), Rodrick Jabin, 122; 8) **Barking Mad**, (USA), Jim Richardson, 126; 9) **Opus One** (GER), Wolfgang Stolz, 131; 10) **Nerone** (ITA), Massimo Mezzaroma/Antonio Sodo Migliori, 140. (33 boats)

Complete results: www.farr40worlds.com

Match Racing News

Bay Area sailor and 470 Olympic campaigner Molly Carapiet qualified for the ISAF Grade 1 Boat U.S. Santa Maria Cup, held May 27-31 (after this issue went to press) in Annapolis by virtue of her win at the **Sundance Cup**, hosted by Fort Worth Boat Club March 26-30. Sailed on Eagle Mountain Lake in North Texas, the regatta saw conditions ranging from big breeze to nearly none at all.

"The first three days of the event

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— during the round robins and the semi-finals — were all in very breezy and shifty conditions," Carapiet said. "This played to my strengths because I had never really skippered a keelboat before and the J/22 behaved more like a dinghy in the high winds."

Carapiet's crew for the event hailed from all over North America, including Molly Vandemoer from Annapolis, Emily Hill of Miami and Kingston, Ontario Canada's Carol Luttmer

Carapiet wasn't the only local sailor at the event, though. Three of the four teams in the semifinals were skippered and/or crewed by Bay Area racers. To win the event, Carapiet had to beat StFYC's Kristen Lane and her *Brickhouse* team 3-2 in the final match. Lane's crew included Mallory McCollom and Genny Tulloch.

"The last day of the finals was really light," Carapiet said. "That made it really difficult for us. We had a hard time keeping the boat moving in the pre-start maneuvering."

Another St. Francis YC member,

Rebecca Beard, sailed to a fourth place finish, narrowly losing 3-1 in the petit final to Jo-Ann Fisher of Annapolis.

As for last month's highly competitive international event, it was to be Carapiet's first Grade 1 Match Racing regatta although with her Olympic campaign she's been to more than a few in the 470.

Back on the Bay, San Francisco YC defended the **San Francisco Cup**, sailed in Etchells, by beating St. Francis YC 3-0 on March 29.

In more local match racing, eight



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San Francisco Yacht Club gets ready to turn the corner in its decisive 3-0 defense of the San Francisco Cup. Unlike other notable match racing classics, this one had no lawyers at work in the shore team. . . .

J/105s competed for San Francisco YC's **Belvedere Cup** April 19-20. The club was able to complete all seven flights despite only getting in three on Saturday. Bruce Stone's *Arbitrage* won on a tie-breaker over Kevin Mullen's *Cuchulainn* with Robin Driscoll's *One Trick Pony* in third.

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WORLD

With reports this month on **A Boatload of 'Book-by-the-Berth' Sailing Vacations**, part two of a **History Professor's Tour of the Channel Islands**, and miscellaneous **Charter Notes**.

Gotta Get Away? Just Sign Up, Pack a Bag and You're Gone

Do you ever feel like you've just gotta get away — and soon? Ever feel like you'd like to wake up in a completely new environment with a completely different view, perhaps even surrounded by some completely new people?

Yeah, we know the feeling. Everybody gets a little bored now and then. That's why they invented the concept of *vacation*.

Trouble is, sometimes when you feel like it's time to pull the plug on your less-than-thrilling workaday reality, your usual travel partner(s) may not be in sync. "Can't you just wait six more months until my vacation kicks in?" he/she might ask. Or worse yet, "Listen, I'm really on a roll at work right now and I'd hate to kill the momentum." If this comes frighteningly close to the soundtrack of your life — or your nightmares — we've got good news for you: There are plenty of options out there for sailing vacations that are safe, loads of fun, and can be booked by the berth or cabin.

At one end of the spectrum are the luxurious Star Clipper tall ships, which combine the fine lines and sailing ability of a tea clipper from the great age of sail, with the pampering service and creature comforts of a top-notch cruise ship. And, yes, they really do sail as often as possible from port to port. Although their scheduled trips in Tahiti, the Med and the Caribbean all look pretty dreamy, to

Mother Nature is alive and well in the Broughton Islands group, at the northeast tip of Vancouver Island.



SAN JUAN SAILING

our way of thinking the coolest option would be to sign on for a 'positioning cruise' across the Atlantic. With all those square sails drawing fully, that would be quite a ride.

If that's not your style, though, consider booking a 'cabin charter' through a well-established company like Albattross Yacht Charters for the Greek Isles (monohulls and motoryachts), Archipels Croisieres for the archipelagoes of French Polynesia (big sailing cats), or The Moorings, which offers week-long trips called Stow-Away Stateroom Vacations in the BVI, St. Lucia, the Grenadines, Belize, the Bahamas and Tahiti.

There are also a variety of 'expeditionary' sailing vessels which can be booked by the cabin or berth. Among the larger ones is the 143-ft (LOD) *Barque Europa*, a Dutch-registered three-masted square-rigger that does trips to Antarctica, Africa and beyond. Another is the New Zealand-based 142-ft *Soren Larsen*, which does annual circuits of the South Pacific that are broken down into legs of a week or longer.

Part of the attraction of these tall ships is the hands-on sail training they offer. For similar offshore training aboard a modern yacht, there are a variety of excellent choices. Consider signing on with the OCC School of Sailing and Seamanship's ex-Whitbread racer *Alaska Eagle* for part of her annual Pacific circuit, or one of John and Amanda Swan-Neal's instructional trips aboard the Hallberg-Rassy 46 *Mahina Tiare*. They're sailing northern Europe now and will be in the South Pacific next year. Another possibility here is joining the amiable Swede Las Hassler aboard his Beneteau 50 *Jennifer*. A long-time adventure charter skipper and circumnavigator who's recently published a book about his adventures, he'll be sailing the Med and North Africa this summer.

In places that see a lot of young, low-budget travelers — like Australia's Whitsunday Islands, Thailand's Phuket Island and Turkey's Dalmation Coast — you tend



ALASKA EAGLE



to find a lot of relatively inexpensive book-by-the-berth (or 'headboat') sailing trips, but it's not always easy or reliable to book them in advance from far away. Note also that in Turkey such trips are typically offered aboard traditional wooden boats called *gulets*, which are beautifully crafted, but tend to have the sailing ability of a shipping container, and therefore motorsail almost 100% of the time. (But hey, given enough Ouzo you might not even notice.)

Real sailors would probably have more fun joining one of the many bareboat flotillas that cruise Turkish and Greek waters from spring until fall. This style of travel — with as many as a dozen boats traveling together — is immensely popular among Europeans and, while many boats are wholly booked by families or friends, there are usually at least one or two boats that are booked by the berth or cabin. For worldly travelers, the international mix of shipmates makes it all that much more fun. And, yeah, folks on such flotillas do tend to party a bit. The huge charter firms Sunsail and Kiriacoulis offer dozens of flotillas each year in the Aegean and elsewhere.

OF CHARTERING



CLUB NAUTIQUE

LATITUDE / ANDY

Spread: Picture yourself aboard this Archipels cat in Tahiti; Inset, left: hands-on sailing with 'Alaska Eagle'; right: Club Nautique water games during a BVI charter.

There are also a number of long-established 'theme' flotillas out there, such as these in the BVI: the notoriously high-spirited Interline Regatta, where at least one crew on each boat has to work in the airline industry; the ever-expanding flotilla conceived by Bay Area sailor Paul Mixon called the Black Boater's Summit (all ethnicities are welcome); and the Holy Grail of windsurfing, the HIHO, where family, friends and tag-alongs tour the Virgins on big cats, while racers blast from point to point.

Another great way to snag a ride on an exotic charter trip is to check out the offerings of Bay Area and other West Coast sailing schools (or 'Clubs'). It seems like every time we revisit this subject there are more trips being offered — and they're often more exotic. Even though they are set up as 'added value' for club members, outsiders are usually welcome to join if there's availability.

A quick survey reveals that:

- By special arrangement, John Con-

nolly and a group of lucky students from Modern Sailing Academy recently completed a six-week instructional bareboat cruise of the Marquesas, Tuamotus — where there are no bareboats based — and Society Islands. He plans to offer a similar trip next year (a series of 10-day segments). The company also has a Caribbean trip planned for December, from St. Lucia to the Grenadines.

- Club Nautique has both international and near-local flotillas scheduled, including an SF to Santa Cruz trip, a BVI trip in May, a Petaluma River flotilla in June, a Delta cruise in July, a San Juan Islands flotilla in August, a Half Moon Bay trip in October and a southern Caribbean trip in December.

- Tradewinds Sailing School is offering multi-leg California coastal trips this month, a Croatian Invasion trip in September and a BVI trip in January.

- Spinnaker Sailing of

Redwood City has trips scheduled for the BVI in June and December, and Tahiti in September. The company's popular overseas trip-meister, Bob Diamond, has been leading such excursions for as long as we can remember.

- The only Bay Area trip leader who may have scored higher on the exotic fun-meter is OCSC's founder Anthony Sandberg. He's gone from offering relatively simple sailing trips to incorporating truly ambitious multi-faceted adventures, including treks along ancient Incan trails in Peru and an upcoming hike to the base camp of Everest! Perhaps his favorite trip, though, is his annual pilgrimage to Antarctica, which, in addition to sailing across the Drake Passage, includes ice climbing, skiing, kayaking, snow camping and tango dancing in Buenos Aires. That's a hard act to follow, but for those with less extreme tastes the company also offers a BVI charter trip next February.

Other West Coast sailing schools offer occasional flotillas and special trips. One that caught our attention was San Juan Sailing's flotilla to the Broughton Islands group, way up by the northeast tip of Vancouver island. Although there are a few resorts there, the big draw is unspoiled nature: waterfalls, dense forests and dream-like vistas. Booked by the berth or by the boat, it's set up in five legs, beginning this month.

We could go on, but we think by now we've proven our point — there are boatloads of travel options for solo sailers. So

The spectacular Star Clipper tall ships sail through the Med, Caribbean and South Pacific in style — with plenty of creature comforts.



STAR CLIPPER CRUISES

WORLD

what are you waiting for? Get busy and get gone!

— *latitude/aet*

Lessons in Conservation from a Channel Islands Cruise

Ed. note — We pick up here with Part Two of History Professor Rick Kennedy's report on a student sail to the Channel Islands. For those who missed the first installment, in March, Prof. Kennedy seeks to teach his students lessons about conservation and history through his annual cruises. The class was sailing aboard Wizard, a Bavaria 46 chartered from Marina Sailing in Long Beach.

... A few nights later our class got deeper into the subject of conservation at Scorpion Anchorage on Santa Cruz Island, a tight canyon that opens to a rocky beach. In the winter of 1909-1910 this was the site of an abalone/lobster fight that ended in gunfire. The story is told by Margaret Eaton in *Diary of a Sea Captain's Wife: Tales of Santa Cruz Island*.

The author was living with her daughter, Vera, as squatters in the tidal zone below the ranch house in Scorpion



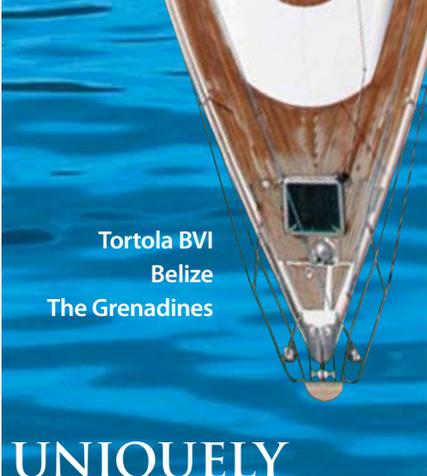
Our college history classes were never like this. Seven lucky scholars got a first-hand lesson in history and conservation.

Canyon. She loved her semi-homeless life as she and her fisherman-husband, Ira, poured money into boats rather than a house. She tells of other squatters

around the island: Mexicans, Portuguese, Chinese and even a back-to-nature hermit. "Our table had always been loaded with the best of food," she wrote, "a variety of fish and other seafoods as well. The island was a wonderful place to live, for no one need be without food, all they had to do was go out and get it."

Trouble started, though, when the abalone and lobsters started thinning out. Then a Japanese company brought an industrialized diving and canning operation to Chinese Harbor, not far from Scorpion Anchorage. The U.S. and Japan had a type of guest-worker agreement that allowed expert Japanese divers, using diving suits and air pumps mounted on skiffs, to contract with California land owners and set up factory-like operations. The Japanese on Santa Cruz Island were legal and were paying rent to the owners of the island. It was the Eatons and other squatters who were now looking more like poachers. These squatters were the first to notice that the numbers of abalone and lobster were decreasing rapidly.

Local fishermen tried to use the Santa



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OF CHARTERING

Barbara courts to stop the Japanese. But Margaret's husband Ira was a bit of a tough-guy, and found some other tough-guys to roust the Japanese. While Ira was at it, he also roused some Portuguese lobstermen, showing them "how to fish like white men."

Trouble breeds trouble in the contest for resources. Margaret called Ira's tough-guys "pirates," and they would not go away. One night on the Scorpion beach, three of them got drunk and abusive. Margaret and her daughter increasingly feared for their safety. Husband Ira was off, as he often was, in Santa Barbara. The caretaker at the ranch house refused to venture over to the pirates to calm them down.

Eventually, another man on the beach named Foster went to find the Portuguese, and asked them to come with their boat to remove Margaret and Vera. The Portuguese knew well that it was Ira who had cut their trap lines and stole equipment, but they agreed to help if Margaret would pay them twenty-five dollars.

Matters went south when the Por-



ALL PHOTOS RICK KENNEDY

Without regulation, the islands would undoubtedly be heavily developed by now. Thankfully, most anchorages are still serene.

tuguese boat arrived and Foster was helping Margaret and Vera find a calm spell of surf to push out in a skiff. Margaret recalls hearing "a war whoop from the men at the other end of the beach. Looking around, I saw them running toward us. Foster yelled, 'Quick! Into

the skiff before they get here!' Holding Vera, I jumped in; how I did I will never know. A swell hit the skiff and she stood straight up on her stern. I was sure we'd fall out and turn the skiff over on us, but the good Lord above was watching over us. We made it over the next swell, and I surely breathed a sigh of relief.

"On the beach, the pirates started picking up stones and throwing them at

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WORLD

us. One hit Foster in the eye, stunning him. Meanwhile, seeing something wrong on shore, the Portuguese had started their engine and got the boat as close to shore as they could. They helped us aboard and tied our skiff to the stern. Shots began whizzing over the bow as the boat began to turn and head out of the bay. I jumped down into the hold with Vera, laid her down, and stuck my head up out of the hatch to see what was happening. There was the flash of the gun on the beach — they were still firing. Just as we were rounding the point a bullet hit the pilot house; I ducked and the Portuguese let out an 'oath'."

Around the dinner table at Scorpion Anchorage we read aloud from Margaret Eaton's book. Her family never came back to Scorpion. On deck we surveyed the pebbly beach and could see the site of the Eatons' camp.

By contrast, today everything is well managed. The squatters and poachers are long gone. The island and surrounding waters are fully protected and well managed. Some would say too well managed. The frontier freedoms that al-

lowed the Eatons to live in the tidal zone are gone. Also gone are the rights and privileges of private ownership of land. Those rights eroded as the conservation movement took hold.

Back in 1963 the Gherini family, owners of the east end of Santa Cruz Island, drew up plans for a marina and housing development for 3,000 people in two settlements at Scorpion Anchorage and Smugglers' Cove. The plan was squashed in 1965 by the Santa Barbara County Planning Commission after open hearings in which the local chapter of the Sierra Club and National Parks Service pressed for continued agricultural use as they pursued the possibility of including the island in the National Park system. Thomas Storke, Santa Barbara's dynamic newspaper editor, who was instrumental in Santa Barbara development — including the marina — was adamantly in support of the National Park and against the Gherini plan. After the vote denying development of Scorpion anchorage, Pier Gherini declared it "morally reprehensible and legally wrong" to

deny him the ability to develop his own land on Santa Cruz Island.

Rights of private ownership of California islands and coastline took its biggest hit in the 1970s. In January 1969 a Union Oil platform opened five gashes in the ocean floor from which 200,000 gallons of crude oil washed onto Santa Barbara shores. In the aftermath, what had been local conservation hopes became established public policy. The crisis on the Santa Barbara beaches drew worldwide attention, and some Santa Barbarans used the opportunity of media attention to take the lead in promoting better stewardship of the earth. Rodrick Nash, one of my former professors at UCSB, wrote what has become the famous Santa Barbara Declaration of Environmental Rights. Using the form of the Declaration of Independence, it called for environmental rights over private rights.

Sitting around the table at Scorpion Anchorage last spring, my own students read out loud Nash's Declaration with the spirited voices such documents

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RICK KENNEDY

Apropos to the study of California history, the replica schooner 'Lynx' showed up at the islands, as if on cue.

demand, especially its last entry: "We must develop the vision to see that in regard to the natural world, private and corporate ownership should be so limited as to preserve the interest of society and the integrity of the environment."

The Declaration was a play for media

attention. Real changes started in 1972, when the California Coastal Commission was created. In 1973 Philip K. Wrigley created the family-dominated Santa Catalina Island Conservancy. In 1976 the U.S. Navy and the National Parks Service agreed to share oversight of San Miguel Island.

In 1978 Carey Stanton, owner of 90% of Santa Cruz Island, entered into an agreement to pass full ownership of his island holdings to The Nature Conservancy. This private preservationist organization assumed full ownership in 1987. In 1980 Jimmy Carter signed laws creating Channel Islands National Park (including Scorpion Anchorage), then the Channel Island Marine Sanctuary. Negotiations with the Vail, Vickers and More families resulted in Santa Rosa Island being fully included

in the National Park in 1986 with family use to continue until 2011. The oil spill disaster and subsequent outcry encouraged Californians to lead the way toward better public and private stewardship of its islands and coast.

California is a leader in the history of conservation. And no lesson on the state's role in the history of environmental stewardship can be complete without discussion of John Muir and the founding of the Sierra Club. On our floating classroom we read a few of Muir's essays in order to appreciate the man and the power of his prose. John Muir may be the most significant Californian in world history with his influence increasing rather than diminishing.

Most of the students in our class plan on becoming California school teachers. The California State Teacher Code calls for schools to celebrate John Muir every April 21 with "suitable commemorative exercises. . . stressing the importance that an ecologically sound natural environment plays in the quality of life for all of us." My suitable exercise is to sail future teachers to the Channel Islands.

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WORLD OF CHARTERING

The earth is our island home. On a boat anchored off an island one can't help but think of the stewardship of resources and the consequences of waste. For thousands of years, island Indians created a sustainable economic relationship with their island homes. The tragedy of Southern California history was the destabilization, even destruction, of these people and the violence that ensued in the contest for otters, lobster and abalone.

The future of California is in good stewardship. Since the 1969 Santa Barbara oil disaster, the way California's islands have been conscientiously handled by rich land owners, the National Parks Service, private trusts, and even the U.S. Navy, points the way for society in general. In the islands we can see the effectiveness of the Santa Barbara Declaration's call for us to develop "the vision to see that in regard to the natural world, private and corporate ownership should be so limited as to preserve the interest of society and the integrity of the environment."

— Rick Kennedy



"Hey! What about us?" Oops. We inadvertently left the popular sloop 'Imi Loa' out of our SF Bay charter overview last month.

Charter Notes

Being professional wordsmiths, we naturally have a love of language. But there's one word we absolutely abhor: *comprehensive*. Why? Because every April, when we attempt to put together a 'comprehensive' list of Bay Area charter boats we seem to miss one. This year it was **Imi Loa**, a well-kept Catalina 34.

Here's her info:

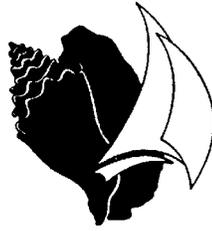
Imi Loa is one of the most popular cruiser/racers on the Bay in her size range. A stiff and comfortable boat with many amenities, this sloop comfortably accommodates six guests, and with her spacious cockpit and table, there's plenty of room for guests to enjoy cocktails and a snack during quiet evening sails or while cruising through Richardson Bay after a fast reach across the slot.

Captain Gregory Sherwood is a USCG-licensed Master and ASA certified sailing instructor who's been sailing *Imi Loa* in the Bay Area since 1996. He's also an accomplished offshore racer and cruiser.

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April 2009	Ensenada Race/Charter ...	\$5,000
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CHANGES

With reports this month from the **World ARC** in French Polynesia; from **Boomerang** on a long-term small boat cruise; from Alan Olson on the **Clipper Route** alternative to the Baja Bash; from **Swell** at unnamed surf spots in the Pacific; from **Freewind** on reasons not to bypass Cochin, India; from **Warren Peace** on two boats in Mexico with the same name; from **Nuevo Vallarta** on converting to a luxury marina; and Cruise Notes.

World ARC '08 & '10 World Cruising Limited

In 1986, after a six-year, 68,000-mile circumnavigation with his wife and two children aboard the Van de Stadt 36 *Aventura*, during which time he wrote for the BBC World Service, Romanian-born Jimmy Cornell founded the Atlantic Rally for Cruisers (ARC). It was the world's first long distance cruising rally, nearly 3,000 miles from the Canary Islands to Barbados — and more recently to St. Lucia. A smash from the outset, the ARC continues to regularly attract well in excess of 200 boats. Between '91 and '00, Cornell also organized five around the world cruising rallies, most of them taking two or three years.

In '99, rights to the ARC were acquired by the Isle of Wight-based World Cruising Ltd., which has continued to run successful ARCs and around-the-world rallies. Their current around-the-world event is the one-year World ARC '08, which left the Caribbean earlier this year. The fleet of 41 boats from 13 nations is now making its way through French Polynesia. There are but three American entries, which is terribly embarrassing, since there are also three entries from the sparsely populated country to the north whose loonie has been pounding our once-mighty dollar. The American entries are Don and Anne Myers' Syracuse, New York-based Amel Super Maramu 52 *Harmonie*, Jim and Mimi Logan's Sarasota-based Outremer 55 catamaran *Candela*, and Suzan Nettleship and Michael Bell's

One of the crew of the Outremer 55 cat Candela, just one of the three American boats in the World ARC '08, checks the rig.

Seattle-based Avatar 52 *Maamalni*. The latter boat, beset by mechanical issues, dropped three weeks behind in the Galapagos, so they are skipping the Marquesas and Tuamotus in an attempt to catch the rest of the fleet in Tahiti.

The Myers offered the following facts on their 2,980-mile Galapagos-to-Marquesas passage: It took 17 days and 9 hours, which included nearly 36 hours of motoring, meaning they averaged a credible 7.14 knots. The highest wind speed they encountered was 29 knots, while the lowest was three knots. The biggest seas were eight feet. It got as hot as 90.8 degrees and as low as 78.8 degrees.

Based on the popularity of the ARC '08, and how well things have been going this time around, World Cruising Ltd. has announced ARC '10, a similar event that will depart the Caribbean in January of '10 and take 14 months to circle the globe. Monohulls must be over 40 feet, while multihulls, for reasons that escape us, must be between 40 and 60 feet. We're sure the event will sell out despite a considerable obstacle — the price. Based on the size of the boat, this year's entries paid between \$8,000 and \$10,000 per boat, with an extra \$1,000 per crew. Such a rally is not the kind of way everyone would like to go around the world, but for some, it's just the thing. If you're one of the latter, visit their website at www.worldcruising.com/worldarc.

— latitude 04/15/08

Boomerang — Corsair 31 Chuck and Elaine Vanderboom Small Tri Cruising (Lake Havasu, Arizona)

When people think of going cruising, they rarely think of doing it aboard a small trimaran. But that was not the case with Chuck and Elaine, whose good looks and fine physiques belie the fact they're about to celebrate their 32nd anniversary. The two have been cruising Mexico since the start of the Ha-Ha in late October, and they still have two months to go. In all, they will have cruised the tri for seven months. "We'll have overstayed our visa by a month," laughs Chuck, "so we'll have to take care of that somehow."



The Lake Havasu couple — he's a contractor, she's a realtor and in property management — have only been sailing for four years. They started with a Hobie Cat, then moved up to a Corsair 24, a small tri that Elaine inadvertently managed to hit 20 knots with on Lake Tahoe. Two-and-a-half years ago, they bought the Ultimate Cruiser model of the Corsair 31 tri, which features a small aft cabin instead of a somewhat longer cockpit.

The couple have gone all over with *Boomerang* — including Lake Tahoe, Catalina, and San Diego multiple times. They report that their Corsair has been easy to tow with a Chevy Half-Ton Silverado pick-up with a 6.0 liter engine. Once they get to a destination, it takes them about 90 minutes to get the boat ready to cast off. "You raise the mast with a 'gin pole' using the trailer winch and a halyard," says Chuck. "We've probably done it 20 times and never had a problem."

By pure coincidence, the Vanderbooms used to take a land vacation in Cabo each year at the same time that the



IN LATITUDES



BOTH PHOTOS COURTESY NATARAJA

Spread; Chuck and Elaine's impeccably maintained Corsair 31 has been their home since late October. Insets; The cockpit and salon.

Ha-Ha fleet would pull in. After 'crashing' the Ha-Ha party in '06, they decided to do last year's giggle with *Boomerang*, which turned out to be one of three Corsair 31s in the event.

"The Ha-Ha was a real blast," says Elaine, "but it was really wet on the windy first leg. We were lucky to have our 24-year-old son Kevin along as crew. He's not that experienced a sailor, but he's an athletic water guy and learned fast."

"We did a lot of surfing at 14 to 18 knots," remembers Chuck. "It was lucky that it was too dark to see the waves that first night, because we were a little shocked when we saw how large they were the next morning. So we reefed the main, and still hit 14 knots with just that and the jib."

It's no surprise that *Boomerang* could hit such speeds, because she has plenty of sail area, yet only displaces about 4,000 pounds. Her light displacement

also means she's quick in zephyrs, too. In fact, she's easily been one of the fastest true cruising boats in Mexico this winter, and was the top first-to-finish boat in the recent Sea of Cortez Sailing Week.

The compromise, of course, is that *Boomerang* is not always as dry or luxurious as most other cruising boats. The only sheltered accommodation is in the main hull, which has about six feet of headroom. While nothing is very spacious, the interior still has a galley, head, and shower. 'Luxury camping' would be a good way to describe it. The Vanderboom's boat is impeccably clean, with everything — by necessity — in its proper place.

The cockpit is comfortable for two, and, thanks to the tri's 22.5-ft beam, there is plenty of room to stretch out on the tramps under the shade of the boom tent that was designed specifically for Corsair 31s at anchor.

Because the boat is so light, she's also sensitive to weight. Chuck says he can easily tell

when they've added 200 pounds of whatever. As such, they don't have a water-maker, and having to schlepp water and ice every couple of days has been one of the downsides of cruising on this type of boat.

The couple carry 30 gallons of water in a tank, plus six one-gallon jugs, and four 10-liter bottles of drinking water. "A gallon of water a day per person is about right," Chuck says. Getting water and ice every couple of days wasn't too hard on the mainland, but now that they are heading north of La Paz into the much less populated areas of the Sea of Cortez, they realize they may be moving into more of a "backpacking mode." But no worries, they're experienced campers, too.

Chuck and Elaine report they've spent about 30% of the season in marinas, where they get to scratch their greatest itch — long and hot showers, preferably in spacious stalls. "It's our luxury," admits Elaine. The only time they felt a need to get off the boat was in February in Ixtapa, after three months aboard. They took a hotel room for a week, but have been back aboard ever since.

Looking to the future, the couple have decided that seven months on a Corsair 31 is perhaps a little longer than they'd like to do every year. With the real estate market having cooled, it's been the perfect time for a contractor and a realtor to take a career break, but in the future they'll probably limit their Corsair 31 cruises to no more than four months at a time.

In the rare instances when there is not enough wind to sail, *Boomerang* is powered by a four-stroke Honda 15 outboard. "We can motor at up to eight knots," says Chuck, "but we only use *'Boomerang's light displacement combined with a generous sail plan make her fast in both strong winds and zephyrs.*



LATITUDE/RICHARD

CHANGES

half the gas when we throttle back to 6.5 knots." They also carry an 8-ft dinghy powered by a 2 hp Honda.

Boomerang's four small solar panels provide most of their modest electrical needs.

With *Boomerang* and *Latitude's* 63-ft catamaran *Profligate* both competing in the recent Sea of Cortez Sailing Week, it was a great opportunity to see two completely different cruising multihulls in action. In the first and fourth races, which were dominated by winds of less than five knots, *Boomerang* was very fast and *Profligate* might as well have been anchored. The third race, a 20-miler that featured 22-knot winds easing off to about 12 knots near the finish, was much more interesting. It took our crew of four on *Profligate* about 15 minutes after starting the rest of the fleet to set the main and a Santa Cruz 70 chute. Under that sail plan, we were able to top out at 16 knots and sail quickly through the rest of the fleet. But, as we neared the finish line in a good but diminishing breeze, we noticed a smaller boat not that far behind periodically gaining ground. "Who is that?" we wondered. It was Chuck and Elaine, who'd hit a top speed of 15.9 knots, and looked fine doing it. Two entirely different multihulls, one displacing one-tenth of the other, but nearly the same result.

— *latitude* 04/05/08

The Clipper Route Alan Olson

We've heard from several folks who have done a Clipper Route passage from Mexico back to Northern California or the Pacific Northwest, but Alan Olson of Sausalito has done it eight times himself, and been closely associated with boats that have done four others. He thinks more cruisers ought to at least be aware

Alan Olson helps show that, when taking the Clipper Route from Mexico back to San Francisco, you have to sail right off the chart!

of the option.

The course is simplicity itself. You set sail from mainland Mexico in what are predominantly northwesterlies, and sail as far west as necessary to reach the easterly trades. While the wind is light and the weather mild, it's a little spooky, because at best you're sailing due west, but more than likely south of west. In other words, away from your ultimate destination. You have to have faith that the shortest second sailing distance between two points is not necessarily a straight line — or even the rhumb line or great circle.

Once you get about 400 miles out, the wind will clock around to the north, northeast, and finally become the easterly trades so popular for blowing mariners to Hawaii. As you sail into the easterly trades, you don't change your sail trim, but simply continue to ride the increasing lift. "The easterlies blow at 10 to 20 knots," says Olson, "and the seas aren't too big — 4 to 9 feet. Because of the current, which is unfortunately adverse, the waves are more regular and separated than in other places.

Eventually, you'll find yourself about 600 miles west of the U.S. - Mexico border, at which point you begin to sail into a north wind — and then the northwesterlies that predominate off the coast of California. There may be a half or full day of transition between the easterly and northwesterly when you make a few tacks, but it won't last long. Once into the northwesterly winds, it's going to be quite a bit cooler, but you should be able to hold that tack all the way to San Francisco Bay. If you want to go further north, you do more reaching in the easterlies so as not to get into the northwesterly as soon.

Here's Olson's record with doing the Clipper Route:

He made two trips from Puerto Escondido, far south on the Mexican mainland, to San Francisco aboard *Stone Witch*, a 54-ft O.D. ferro cement brigantine that he built in Alviso. Both times were in April. The first time he did the nearly 3,000-mile passage, it was without an engine, so the best he could do was sail a little south of west in the northerly winds found off the coast of Mexico. It wasn't until he was about 400 miles



offshore, and due south of Los Angeles, that he got into the easterly trades, and gradually started getting lifted. Eventually — hundreds of miles off the U.S. - Mexico border — he was able to flop back over into the north/northwesterlies and lay San Francisco. The entire trip took five weeks.

Stone Witch had a working engine for the second trip, so they were able to motorsail offshore in the light northwesterlies off Mexico. Inexplicably, the trip still took five weeks.

Olson later acquired *Maramel*, a 45-ft William Hand-designed wooden staysail schooner. The boat did a total of eight Mexico-to-San Francisco trips via the Clipper Route, and Olson was skipper for six of them.

"All of my trips started from Puerto Vallarta," says Olson, "which isn't a bad place to jump off from. Our fastest time was 17 days, and our slowest was 19 days, so it's pretty consistent. It was always warm and mild getting out to the easterlies, at which point the water and air became much cooler. But it's a nice



IN LATITUDES



BOTH PHOTOS LATITUDE/RICHARD

Spread; The schooner 'Seaward' on Banderas Bay in March, just prior to her 14.5-day Clipper Route trip back to San Francisco. Inset, pilot charts for the Pacific show why the route works.

close reach in the easterly trades, and there's no real advantage in pointing as high as you can. At some point between 32 and 35 degrees, and about 400 miles off the coast, we worked into northerlies that became northwesterlies. From there we layed San Francisco. On the chart it looks like one long tack offshore, followed by one long tack into San Francisco."

Olson has most recently been associated with *Seaward*, the 65-ft O.D. steel schooner that's owned by the non-profit Call of the Sea. Although Olson hasn't made either passage, *Seaward* started two Clipper Route passages back from Mexico. The first one was disrupted by a medical issue that required the boat to put in at Santa Barbara. But on March 12 of this year, Capt. T.C. Sheridan and seven crew left Puerto Vallarta, arriving in San Francisco 14.5 days later.

(By the way, *Seaward* is a Bay Area-based educational vessel that serves youth and at risk youth, with daytrips, one-to-three-week trips with teenagers,

and sometimes adult education trips to Mexico. For further information, or to support this program, visit www.calloffthesea.org or call (415) 331-3214.)

Olson admits that there are three downsides to the Clipper Route. The first is that once you start, there's no turning back. For instance, if you sail 300 miles out from Mexico and decide to change your mind, you've wasted more than 600 miles of sailing, because you were simply setting yourself up for the second half of the voyage, and now have to return to the coast. "It's all or nothing," admits Olson, "for if you 'break passage', you're going to lose time, money, and crew. If you give up, your entire offshore investment is lost, and you're worse off than if you were

back in Puerto Vallarta again.

The second negative is that you have to expect some bad weather — almost always as you close on the coast of California near the end of the passage. "Everyone has to expect three to four days of tough weather in 'gale alley' coming in toward San Francisco," says Olson. "I did one trip where the worst weather was 40 knots, but did another where we had 45 knots of wind for three days. That was tough!"

Finally, if you look at a chart you can see that there is no place to take shelter far out in the Pacific. The Baja Bash has always been the more popular option because, while crews are likely to also have a bout or two of bad weather, at least they have many places to duck in and get out of it.

— latitude 04/15/08

Swell — Cal 40

Liz Clark

Places That Can't Be Named (Santa Barbara)

'Is there a limit to how much fun I'm allowed to have on this solo sailing surfing safari of mine?' I wondered to myself as I laughed wildly into the wind, unfettered by schedules or commitments.

I'm currently on my third stop enroute from the Tuamotus in French Polynesia to the Republic of Kiribati — which is between French Polynesia and the Marshall Islands, and consists of just 32 atolls and one raised coral island in some 1.5 million square miles of the Central Pacific. My goal in going to Kiribati is to avoid tropical cyclone season in the South Pacific. So far I've caught back-to-back swells in glorious board surfing conditions at each of my stops, and met wonderful people in the process. During my four weeks at these three magical stops, I've surfed more than I had in the previous three months — which is why

With Rincon-like tubes such as this, it's understandable that Liz can't reveal where she's been stopping to surf on her way to Kiribati.



SWELL

CHANGES

I can't reveal their names. The waves are still pouring in, but have to go un-riden as my body simply won't move anymore.

I've been warmly accepted into the tiny community at this, my third stop. We laugh and eat together, and share the simple joy that is life on this island. Life is so simple that I haven't launched my dinghy in a week. Instead, I paddle ashore on my longboard, wearing my new backpack, with my shortboard in tow.

Every time I lug this gear up the beach, I'm greeted by Rocky, the little orange and white dog that has become my faithful companion. No matter if I'm searching for a good coconut tree to climb, prowling the reef for shells, or resting in the shade of the palm frond shack on the point, Rocky is at my side. After a long session in the surf, I keep thinking that he'll have wandered home. But no, when I crawl up the coral I find him sleeping inches from my sandals. When I paddle back to *Swell*, he swims alongside me. I ultimately have to ignore him so he'll turn back for land.

A few months ago I was back in California — the 'land of much and many' — for my brother's wedding. It was a magical event, and I miraculously managed to stay upright in my bridesmaid's high heels. But since I'd been in the South Pacific for nearly a year, returning to Southern California was a shock. For the first time I felt like a foreigner in my native land and culture.

When alone at sea, I often think of things that I miss about California — the more sophisticated restaurant food, all the consumer choices, and the live music. But when I actually get back to California, I'm overwhelmed by the options. For example, when I wander the aisles of the produce departments of large grocery stores, I'm dumbfounded at the qual-

A surfing safari under sail is not all clean waves and following winds.

ity and variety of the fruit and vegetables. And when I try to pick up some green tea for my dad, I'm thrown by the dazzling packaging and nuances. Does he want green tea with jasmine, a hint of mint, apple blossom, lemon essence — and with or without caffeine?

I also can't



help but marvel at the social scene while shopping. A businessman bellows into his phone headset about some "merger" while he bags a handful of bean sprouts. In the dairy department, a flustered mother peels her kids away from a stand of discounted fruit roll-ups, while a skinny middle-aged woman in a velour jumpsuit frantically thrusts her cart past them as if the containers of fat free cottage cheese on the other side of the aisle are about to run away. It's a very different world than I've been used to in the South Pacific.

After a week or so, however, the American way of life begins to become routine again, but in my cruising-altered perspective, what once seemed normal now still seems weird. Having been so far removed from media bombardment makes it all the more confusing — and appalling. It's made me realize that being on my own boat is like ruling my own little kingdom. As I can pretty much control who and what is allowed to enter, it allows me to create my own reality. My oceanic moat shields me from the influences and distractions of the contemporary world that I'd rather be without right now. Despite what I feel is my enlightened perspective on it all, it

A normal young lady just a short time ago, Liz is now a true adventurer. These are some of the sights, people, and waves she's seen.

wasn't long before the forces of consumerism convinced me that I needed this or that product in order to feel adequate if not desirable.

I then returned to the South Pacific loaded down with two duffel bags and a board bag stuffed with a new J7 board, using my gorgeous new Feisty bikinis and a variety of Luna bars as packing material. I was quite a circus act getting from the airport at Papeete to my boat, the highlight being when everything fell off my push-cart in the middle of the crosswalk at 5 a.m.

I was delighted to see *Swell* again, and set to work preparing her for sea and provisioning her for what was to be a long stint away from traditional grocery stores. I had two problems with the engine waiting for me — a bad impeller and a slipping packing gland collar. But both were solved with relative ease.

In the rare moments between shopping and schlepping, I was entertained by the crew of *Pearl Hunter*, the rugged beast of a vessel that was next to me.





ALL PHOTOS COURTESY SWELL

up, where everyone — even me! — who paddled through the crowd was greeted by the others with a *Laorana* — 'hello' in Tahitian — and a hand-slap-bump. Back in California, you're lucky if someone so much as makes friendly eye contact. I found this Tahitian practice to be delightful — although not universal, thanks to more than a few snooty French surfers.

The reef pass nearest to the marina in Papeete is a mecca for every possible display of Tahitian water prowess. Not only was there a great diversity of wave-riding tools — longboards, shortboards, outriggers, etc — but the average Tahitian knew how to excel with them. No matter what the tool, they'd not only ride it, they'd get barreled with it.

One morning I paddled out and joined a solitary Tahitian man on an open kayak. The surf had come up enough and was throwing square, so I pulled out my step-up board. While I skittishly scrapped for the horizon at the first sign of a set, this guy took off on the biggest waves — and stuffed himself and his kayak deep in the barrel. I was in awe! A kayaker who shows up in a California line-up is generally both a nuisance and a hazard, but this guy was amazing. I saw many things like this around Tahiti, as these people are made for the water. The only thing I found puzzling was the lack of local girls and women in the surf. But looking down at my scarred body, I decided it might partly be because of the painful consequences of falling on reefs.

Stirring beneath the backdrop of Tahiti's somber peaks and cavernous green valleys is the city of Papeete. Although the word Tahiti conjures up visions of ripe tropical fruit, gorgeous women draped in leis and pareus, and palm frond bungalows over turquoise lagoons, Papeete has its share of the unbecoming characteristics common to any urban area. Traffic clogs the highways at rush hour, for example, while trash lies forgotten in the gutters, and stacks of new but dull condos seem to be crawling up the verdant hillsides.

The mix of Polynesian and French cultures makes it interesting, of course. But at times I found the blend of cultures to be odd, as I'm not sure if either cares much for the other. Many of the French, for instance, carry on as if the Tahitians

don't exist, while the Tahitians seem to tolerate the antics of the French — while continuing to live by their own set of cultural rules.

Nonetheless, the inner and outer beauty of the Polynesian people, the clear blue sea, the reef, and the salubrious climate eased my transition back to life in the South Pacific. I delighted in ripe roadside fruit, and soon cringed at the thought of eating another damn — but delicious! — baguette. Although I wouldn't want to stay in Papeete forever, I did find pockets of charm. There are two things I'd never get used to, however: the exorbitant price of just about everything, and the appalling sight of old Frenchmen in Speedos!

No matter how many times I've set sail, or how many miles I've added to *Swell's* log, leaving the safety and comfort of port for the open sea always rattles my nerves. After the ultimate pre-departure preparations, I piddle around, shuffle gear here and there, and procrastinate like there absolutely has to be some reason to stay in port for yet another day. But finally the day comes where there could be no more excuses for leaving. I make four trips to Carrefour, the Tahitian version of Wal-Mart that is located a half mile away, stowed everything, and sleep in anticipation of setting sail the next morning.

— liz 10/09/07

**Freewind — Gulfstar 50
Frank and Janice Balmer
Cochin, India
(Tacoma)**

Cochin is another of those stops that are overlooked by most cruisers. Frankly, we find it startling that so many cruisers, once past Thailand, skip so many interesting places. It seems that most are in a big hurry to get to the Red Sea and into the Med, or down to South Africa.

The famous Chinese fishing nets were originally brought to Cochin by Chinese Emperor Kubla Khan.



COCHIN TOURISM BOARD

Captain Pat, who slipped into the role of my big brother, drove me around Papeete to chase down provisions and propane. Since the door on the passenger side of his vehicle was broken, I got to get in and out through the window — just like the guys in the *Dukes of Hazzard* television show. Pat also came up with a brilliant way to fix my galley sink, which had rotted out from below, and was the one who came to my rescue when the packing gland began to resemble a waterfall.

As individuals, Pat and his crew of Pedro and Piper were great. So after a day of slaving under the tropical sun, I'd often join them beneath their awning. I must admit that their conversations made me feel dumber by the word, and I marveled at the way their lives could revolve so completely around the swells, wind, and women. As crude, lazy and immature as the three could be, they eased me into my first week back aboard — the time when I miss my family and friends the most. Plus they were surfers who lived and breathed it, so we shared the common goal of wanting to surf hard.

I'd never experienced anything like the Tahitian custom in the surf line-

CHANGES

So they just sail on by.

Our passage from Sri Lanka to Cochin was not particularly long, but it was full of weather and traffic surprises. The trip took us across the Gulf of Mannar, where the winds funnel down the Polk Straits that separate Sri Lanka from India, and then around Cape Comorin at the southern tip of India. The Gulf winds blow hard and build up some good-sized seas.

On our second night out, the wind was blowing to 35 knots and we had up to 12-ft seas on our starboard beam, so we sailed with just a reefed jib and mizzen. What a ride! All the while we were trying to identify and miss the hundreds of small fishing boats, most of which weren't lit, as well as the heavy ship and tanker traffic. At one point I was so busy trying to dodge fishing boats that I didn't even notice a 300-foot tanker that wove its way through the fishing fleet and passed within 100 yards of us! It's shocking how quiet such a huge ship can be!

We arrived at the outer buoy for Cochin Harbor 3.5 days after leaving Galle, and called the port captain for permission to enter. He asked us to lay off until a large container ship came out, after which we made our way down the 5-mile fairway to the first of our anchorages. On the way into the harbor, we passed the famous Chinese fishing nets that line both sides of the river and are nearly 200 years old. These net systems are giant wooden structures that are lowered in and out of the water by stone-weighted counterbalances. They were originally brought to Cochin by Kubla Khan, the Chinese emperor of the Yuan dynasty, and are still used today — albeit mostly for the benefit of tourists.

We were instructed to anchor in front of the Malabar Hotel and wait there for

Hauling hemp by hand.

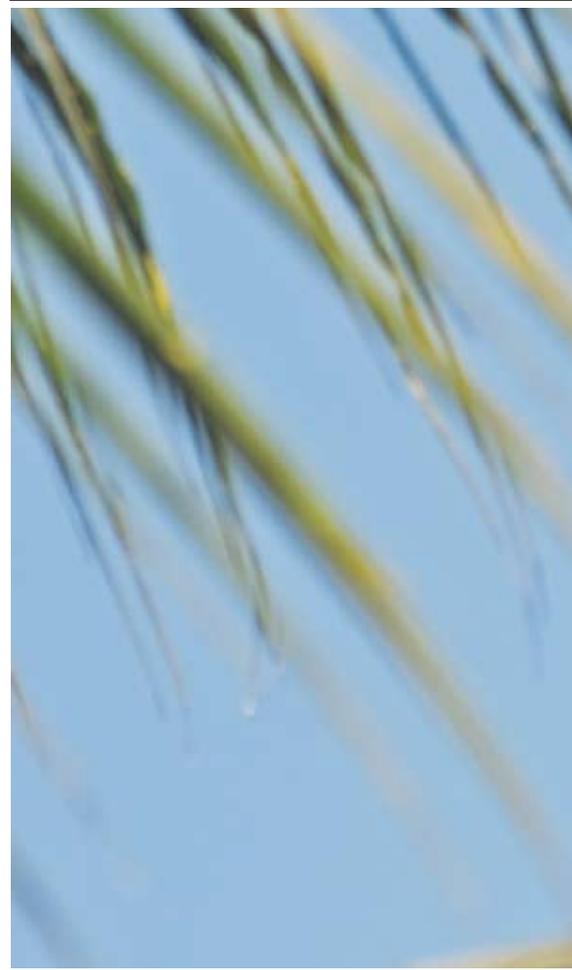
Customs and a representative from the Port Control. While waiting, we prepared for our inevitable collision with the much-ballyhooed Indian bureaucracy — and we would not be disappointed. Prior to our arrival, we'd heard that we'd be asked for lists of everything we had

on the boat — and we mean everything! Friends have told us that Customs can — and has — confiscated things such as cameras and binoculars that they found on the boat but had been overlooked by those making lists. So we'd spent the day before making a complete list of all our stores, fuel, equipment, spare parts, medical supplies, and so forth, and we had those lists ready.

Customs came aboard and, after giving us a cursory once over, started asking for gifts. We had carefully hidden all the liquor and cigarettes that we'd bought to use as *baksheesh* in the Suez. But we did have a couple open bottles of spirits as well as a case of beer and a cask of wine to show. The Customs folks helped themselves to about a third of the beer, a couple six packs of sodas — and then asked if we had any whiskey for a gift! Although we're not new to this part of the world, it still irritates us to be shaken down — particularly when the shake-down artist is a government official. After we got rid of the Customs folks, the Port Authority people came aboard, but they didn't strong-arm us. We then proceeded to Immigration, back to the Port Authority, and again to Customs, where we had to surrender our boat registration.

It's often said that India got its penchant for bureaucratic paperwork from the British — and then perfected it. We only wish we could have taken a photo of the Customs office, as there were piles of paper everywhere. In fact, it was stacked 10 feet tall, and huge sacks of it lined the hallways! We had dreams of never seeing our boat papers again. There wasn't a computer in sight. We later learned that the Communist Party, which governs the State of Kerala, has resisted computers so that more of the population will have jobs.

After all this and 36 hours of waiting, we were given permission to move to our permanent anchorage at the Bolgatty Hotel. This is a river anchorage that is perfect in all seasons. However, there are really no services — with the exception of water being available at a tap on shore near the hotel. For a fee of 100 *rupees* — or about \$2.50 U.S. — you can get all the water you want for a month. It's potable and doesn't require treatment. Contrary to the information in the cruising guides, the hotel will *not* accept mail. At the present time, moorage is on your own anchor in about 10 feet of water with a mud bottom. It's best to approach the well-marked channel on a rising tide. A cornerstone for a new 50-berth marina was laid last year. It's supposed to be



completed in 2010, but this is India, so only time will tell.

We'd both been to India before, but were pleasantly surprised by Cochin and Kerala. The north of India is steeped in overcrowding, poverty, pollution, and thousands of urinating cows doing their thing on every street and sidewalk. There are hundreds of thousands of people sleeping on the streets and sidewalks in the north, and more beggars than can be imagined. We saw none of this in Cochin. While the people here are poor, they are not destitute, and still have a sense of dignity. With the rare exception, we saw no one who looked as though they were starving, and they were all hard workers.

When we first arrived, we were approached by two individuals in boats who offered their services to help us with the paperwork, laundry, fuel, and so forth. Both were named Nazzar! One was Nazzar 76 and the other Nazzar 25 — the numbers being their boat numbers. Although Nazzar 75 had been recommended by someone on the Jimmy Cornell's Noonsite web page, he cheated us on tuk-tuk fees at the beginning, and



IN LATITUDES

LATITUDE/RICHARD



Phun Photo. What are maintenance jobs that cruisers fear the most? We'd have to guess it's those that require they go to the masthead.

later took some of our friends on laundry and fuel charges. But all he could talk about was how important he was.

We recommend Nazzer 25, whom we came to use exclusively. He had no outboard for his boat, but every day he rowed two miles to our boat to see if we needed any help. When he returned with our laundry on time, he brought his two children with him, as they wanted to see our boat. They got the most surprised expressions on their faces when they came below and saw our living space — as they don't have their own home. We were so impressed by Nazzer 25 that we gave him our spare outboard, hoping that it would make it easier for him to make a living. You should have seen the total look of surprise on his face, as well as the thanks that he heaped upon us. It will be one of the great memories of our entire cruise.

There is plenty to see and do in Cochin. The city is actually a collection of several towns built on islands, a peninsula, and the mainland. Fort Cochin is

the original settlement established by the Portuguese, and the famous explorer Vasco de Gama was buried here for many years before his body was taken back to Portugal. Cochin was later controlled by the Dutch and then the British, although the Portuguese were firmly entrenched in this part of India until the 1960s — at which point they were forcibly removed by the Indian military. There are beautiful old Dutch and Portuguese buildings, houses, and churches on every street.

Wandering the streets of Fort Cochin can take days, as there are many fine antique shops, galleries, restaurants, and so forth. Probably the best meal in the whole of Cochin is to go down to the fish mongers by the Chinese nets and purchase fish, shrimp, squid, or whatever, then take it to one of the restaurants where they will cook it to order.

One of the treats of a visit to Cochin is a trip on the Kerala backwaters. For \$15, this day-long trip takes

you through the villages and waterways of the state of Kerala. A great Keralan lunch is served at midday. The vegetable markets of Ernakulum are a feast to behold, with the best veggies and fruit we have seen since French Polynesia.

We left Cochin for Salalah, Oman, on February 20. It turned out to be the passage from hell — but that's another story.

— frank and janice 03/10/08

Warren Peace — Passport 47 John and Sharon Warren Two Boats, One Name (Tiburon)

Cruising Mexico has more than exceeded our expectations! Sharon and I did Baja Ha-Ha in '00, then I did it again with the 'Four Amigos' in '02. The third time we sailed down the Baja coast, we had to do it several weeks after the Ha-Ha because of scheduling issues. Nonetheless, our Passport 47 has been in Mexico since late '06.

I remember the day — November 12 — that we cast off from the Corinthian YC in Tiburon. We were sad because we'd be leaving behind so many close friends in the Bay Area, but we knew we'd be starting a great adventure and making new friends in the cruising community. We just never realized how close knit a cruising community it would be!

Last year we spent six months on the boat and cruised from the Baja on down to Las Hadas and Santiago Bay near Manzanillo. We met so many other cruisers, heard so many stories, and had so many wonderful experiences — it was fabulous! As for the people of Mexico, they have been so kind to us — and so generous when we needed their help. And we must say, the cruising community is very generous to the Mexicans, too. So it's definitely 'give and take', and ***Cruising in Mexico has more than exceeded the expectations of John and Sharon Warren — which is why they've sailed down three times.***



WARREN PEACE

CHANGES

in a very nice way.

One thing we decided after last year's cruising was that the Sea of Cortez had more to offer us than did the mainland. The water was clearer and the water temperatures were higher, so the scuba diving and snorkeling were more fun. And the mountain scenery was so much more dramatic, making the many remote anchorages unusually picturesque.

We only had time for a very short cruising season this year, so we decided to stay in the Sea of Cortez. Nonetheless, we still had that same sense of cruising community because of the Amigo Net and local VHF nets, all of which allow you to reach out to, on any given day, say 'hello' to many fellow cruisers. Just as last year, we were frequently meeting new people while saying good-bye to those whom we had befriended. Such is the cruising life when you move from port to port.

But there was also something a little different this year. We were hailed on the VHF just as we were leaving La Paz to head north for Isla Partida. I couldn't make out who hailed, so we responded, "Vessel calling *Warren Peace*, please come back." Another boat responded by asking for Steve on *Warren Peace*. We answered that it was John and Sharon on *Warren Peace*, and explained there was no Steve aboard. This happened several more times, confusing us even more.

After some discussion, Sharon and I decided to call ourselves on VHF — and see if anyone would answer. "*Warren Peace*, *Warren Peace*, *Warren Peace*," I called, "this is *Warren Peace*, do you copy?" To our astonishment, a voice responded, "This is *Warren Peace*, come back." I looked at Sharon and she looked at me — and we started laughing! As it turned out, there were two cruising sailboats named *Warren Peace* within 15 miles of each other, and we were getting each other's radio traffic! *Muy* confusing.

Steve and Linda Warren of Victoria, Canada, also have a boat named 'Warren Peace'. Mystery solved!



We started talking to each other on the radio, and decided that their VHF traffic would be called '*Warren Peace Steve*', and ours would be '*Warren Peace John*'. A few days later we ended up in the same anchorage, where we introduced ourselves to Steve and Linda Warren on the British Columbia-based *Tayana 37 Warren Peace*. We saw them again at Isla Danzante, San Juanico — where 50% of the anchored boats were named *Warren Peace*! — and at San Carlos. Both our boats are now hauled out at Marina Seca, and who knows, maybe they'll get our bill?! Next year we both plan on cruising down to Z-town, then back into the Sea in the spring. We're sure there will be more confusion on the radio, but it's all fun as we meet more friendly cruisers.

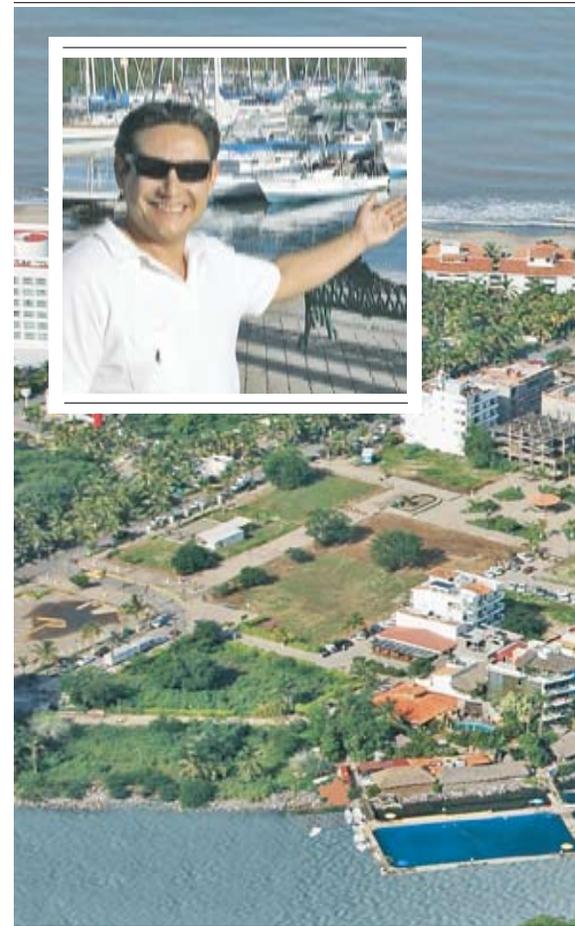
— john and sharon 04/15/08

Nuevo Vallarta Marina Rebuild (Banderas Bay, Mexico)

One of the most familiar consumer axioms is 'when businesses compete, the customer wins'. Unfortunately, when it comes to marinas in Mexico, the new ones don't always compete. For example, the lovely new Nayarit Riviera Marina in La Cruz has less than 20% occupancy, but the owners insist on having among the highest slip fees on the West Coast. The owners of a Catalina 42, for instance, were told that a slip would run them \$1,200 a month, taxes included. We Americans are perplexed by such a business model. Doesn't the marina understand they could generate a far higher yield by lowering prices and filling the marina? And once it was filled, they could gradually raise prices to reflect the market.

While some businesses in Mexico don't see the benefits of competition, others do — and fortunately that includes the owners of the soon to be rebuilt and greatly expanded Nuevo Vallarta Marina. Located directly across from Paradise Marina and sharing the same channel to the bay, the original version of Nuevo Vallarta Marina was a disaster. Not only were all the slips just 30 feet long and made of wood, there was never any maintenance. As it stands now, mostly larger boats are haphazardly crammed in, often at odd angles, or laying between two pilings whose docks have drifted away.

Emilio Oyarzabal Garcia, the professional and pleasant fellow who is the Director



General of the project, and the son of one of the Monterey, Mexico-based partners, tells us they are tearing everything down and will be putting in a total of 230 slips. Of these, 65 will be less than 30 feet, while there will be 39 41-ft slips, 24 46-ft slips, 25 56-ft slips, and a bunch of larger ones.

Here's the good part. Oyarzabal tells us that slip fees for a 44-footer — the average size of boats in the Ha-Ha — will be just \$649 a month, plus 15% tax. That's 25 to 30% less than the other marinas in the bay. So not only is Banderas Bay getting another 150 berths it didn't have before, the pricing is going to put pressure on some of the other marinas not to raise their prices — and who knows, maybe even lower them a bit.

Marina Nuevo Vallarta may not have as many on-site facilities as Paradise Marina, be as convenient to town as Marina Vallarta, or be located next to such a cool town as the Nayarit Riviera Marina, but we think that lots of cruisers — particularly commuter cruisers — will jump at the chance to get a big discount on a slip at a brand new luxury facility. One that is also going to have a fuel dock.

While Oyarzabal plans to be at the

IN LATITUDES



GRAPHIC COURTESY NUEVO VALLARTA MARINA

Spread; This computer-generated graphic shows how the new Nuevo Vallarta Marina will look. Inset: Emilio Oyarzabal Garcia.

Ha-Ha Kick-off Party in October, you can make reservations right now by emailing him at emilio@marinanuevovallarta.com. During our recent visit with Emilio, he also told us that boatowners will soon be able to make reservations online — "just like at a hotel." If you're planning on coming to Banderas Bay next season, and particularly if you will be a commuter cruiser, we suggest you email Emilio immediately. One reason is because 190-berth Marina Paradise, despite Harbormaster Dick Markie's drive to accommodate as many cruising boats as possible, was jammed this season. A second reason is that Marina Vallarta, with 350 berths, was also jammed all this season. A third reason is that Marina Riviera Nayarit, the only other option, is the most expensive marina on Banderas Bay.

Oyarzabal showed us the molds for the docks, which will soon be made by the same outfit that built all the docks for the Marina Riviera Nayarit. We're told that the marina will be done in two stages, with most of the larger slips to be ready in time for the start of the next

cruising season. We can't guarantee that will happen, but we have seen what lightning fast progress was made by the contractor at Marina Nayarit, and the folks at Nuevo Vallarta don't have to build a breakwater or even dredge. But even if the whole marina won't be ready for a year, we can see that many of the slips, particularly the larger ones, will be ready by November.

Think of it, 550 new slips will have been added to Banderas Bay over an 18-month period. It couldn't have happened in a better place. But even better still, there are still places on the bay for hundreds of boats to anchor for free.

— *latitude* 04/05/08

Cruise Notes:

Good news out of Zihua! Rick Carpenter of **Rick's Bar**, who has long been a great friend of cruisers and the Zihua SailFest, is not getting kicked out of the country because of visa issues. Apparently there had been some jealousy issues with a few other local restaurants, whose owners then tried to lean on Immigration. But it's been all cleared up. Carpenter has returned to California, as he always does for the off season,

but will be back rolling out the welcome mat for cruisers in November.

"The Wanderer may remember that we last crossed paths at the Bank of Baghdad in St. Barth," writes Janet Hein of the Gig Harbor, Washington-based 34-ft gaff ketch **Woodwind**. "We were all recovering from a hellish day — the Wanderer's hell being that the internet had gone down all over the island on the last day of his deadline for *Latitude*. Anyway, in the fall of '06, my husband Bruce Smith and I were waiting for the green light to go south into Mexico, down to the Canal, and across the Caribbean to the West Indies. As we moved from anchorage to anchorage in San Diego Bay, we discovered the thrill of picking up wireless signals on our boat. Our knowledge of the subject couldn't fill a shot glass, so we combed through back issues of *Latitude* looking for anything on the subject — and even started bothering our neighbors. Among them was **B'hajans**, a 40-ft trimaran owned by a very helpful Frenchman named Bruno. I know *Latitude* is a stickler for complete names and boat types, but Bruno is like Oprah and Cher — he only needs one name. As for his trimaran, there had been a lot of inbreeding, so she wasn't really one kind or another. Anyway, Bruno was busy for days buying new computer bits to hook up to his wireless receiving thing, an invention that consisted of a large metal cooking wok and a USB cable! The parabola collected the wireless signal, sent it through the cord to the computer, and he swore that it worked.

"After we left the Wanderer in St. Barth," Hein continues, "we sailed to Anguilla, where only sometimes did wireless signals reach our boat. In an act of desperation, Bruce tied up his tenor pan — what steel drummers beat on — **When not used to make sweet sounds on 'Woodwind', Bruce's tenor pan helped pull in weak internet signals from Anguilla.**



WOODWIND

CHANGES

and aimed it toward the router onshore. He then put his laptop in front of it — and darned if it didn't seem to help! Well, sort of. We're still in the testing phase, but if this works, West Marine will be selling steel pans at rock bottom prices and we'll become bazillionaires!"

"I'm currently at the new and lovely Marina Zar Par in the Dominican Republic, which was developed by New Yorker Frank Virgintino," reports Vincente Pastori of the St. Francis 44 catamaran **Birdwind**. "Virgintino wrote a Dominican Republic cruising guide that is available for free at noonsite.com. The 'DR' — which is what everybody calls it — appears to be relatively cheap and safe. For instance, my Immigration and port fees for six months were \$170 U.S. And if you want to travel inland a bit, there is so much to see and do. My current plan is to sail west and leave my cat on the Guatemala's Rio Dulce for the hurricane season — while I fly home to work so I can pay off the repair bills that I ran up in St. Martin. Then I plan to continue cruising next winter. If anyone is interested in chartering — or possibly



PETREL

Giles Douglas Finlayson's Newport 41 'Petrel' as seen on the hook in the blue, blue waters of the east coast of Australia.

boatsitting a very lovely St Francis 44 in the Rio Dulce this summer — they should email me at permasc@sasquatch.com."

"I believe that somebody reported that

I was missing in Mexico," writes Giles Douglas Finlayson of the Oceanside-based Newport 41 **Petrel**. "Describing himself as a "sailor, surfer, paddler, and adventurer," he says that he hasn't been missing at all. "I'd probably just sailed west. I'm currently in Mooloolaba, Australia, and can report that, since I left in '05, I've visited many beautiful places, surfed incredible waves, got hammered by some insane weather, and been chased by sharks while on my paddleboard. Now I'm getting ready to sail north to the Whitsundays for some fun in the sun." As if Giles Douglas Finlayson's name isn't formidable enough, he says he's also known as 'Nailed in the butt with an EPIRB'. That begs for an explanation, but not from us.

Hermey and Jack aboard **Iwa** advised friends that they have some discouraging news from Boca Chica in Western Panama. They say they were enjoying a peaceful day at Isla Gamez, a little island detached from Isla Parida in the Western Islands of Panama, when a fancy *panga* with two ANAM park

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officials came alongside. The officials told them that Isla Gamez was now considered to be, along with Parida, part of the national park, and therefore there was a \$25/night fee to anchor. The park officials told them that the only islands that aren't part of any park are Islas Secas, Isla Medidor and Isla Cebaco. "It's such a shame," they wrote, "as there are so many beautiful islands out here, but now only a few left where we can anchor for free. There are a few nice anchorages along the mainland that we can enjoy at no cost, but we can't help but wonder how much longer they'll be free. Not many cruisers will pay such ridiculous fees, so just about everyone will bypass the area — and that would be a shame." Apparently, the law permitting the fees was passed two years ago, but officials have only recently gotten the fancy pangas and outboards they need to patrol the islands."

Is there anyone out there who believes that Panamanian officials will collect enough in fees from cruisers to offset their employee, equipment, and fuel

costs? We doubt it.

"SailMail has totally changed cruising for me," reports singlehander Wayne Meretsky from mid-Pacific aboard his Alameda-based S&S 47 **Moonduster**. "When I did the Mexico-Hawaii-Alaska loop singlehanded 10 years ago, I used high-seas radio to keep in touch with but one person on a regular basis. Now it's so easy to get high quality weather, keep friends posted, share highs and lows, that it's a completely different experience. Hell, I'm even getting technical support from B&G while 500 miles offshore. My boat is doing great as I sail across to the Marquesas, and, thanks to Costco, Wal-Mart, and Mega big box stores in Puerto Vallarta, I've got



Anchorage in the Marquesas start to become crowded when the World ARC and Puddle Jump boats converge.

more delicious fresh food than you can imagine: brie, Roquefort, chevre, sereno ham, fresh chicken, pork and steak, grapefruit, oranges and limes. You name it, I've got it!"

Meretsky ultimately made the 2,725-mile rhumbline course from Punta Mita to the Marquesas in 20 days, having

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actually sailed 2,965 miles and averaged 148 miles a day. His best day was 187 miles or a 7.8-knot average, while his worst was 100 miles or 4.2 knots. He motored a total of 24 hours, all but seven of them in the light air on his way to Isla Clarion off Mexico, and burned a total of just 15 gallons. Among other things, he consumed two pounds of bacon, a half pound of brie, and a grapefruit a day. Remarkably, he still had some crisp lettuce from Mexico for a potluck in the Marquesas!

After clearing into French Polynesia, Meretsky shared the following information:

1) Nobody was asked for their Mexican *zarpe*. 2) The document you receive and must show as you proceed through French Polynesia, the Customs declaration form, which is printed in both French and English, has no number, no signature, and no stamp! 3) No officials boarded my boat — or even saw her from a distance. 4) I was never asked when I arrived. The officials presumed that it was the day that I cleared in. 5) I wrote "Ship's Stores" where the form asked for items requiring duty. The officials didn't



LATTUDE/RICHARD

Imagine sailing across the Pacific to the Marquesas — and still having lettuce fresh enough to bring to the potluck!

say a word. 6) U.S. and Canadian citizens — and presumably all non-EU citizens — must have either an air ticket or post bond. Bond was \$1,630 U.S. 7) Bond can be posted on a credit card, but will be

refunded in cash in French Polynesian *francs* — although the bank will be happy to exchange those *francs* for U.S. dollars — for which you'll pay dearly. "Clearing in is a drag and a mess," he concluded, "but that's how petty politics run, so it sorta goes with the territory."

Also coming with the territory in French Polynesia are some high prices. "The charge for my laundry — two sheets, four pillow cases, two tea towels, and about 10 face towels, to be washed, line dried, and folded — was \$25 U.S. Because I used an agent, I was able to buy deeply discounted diesel fuel — for \$4.88/gallon! While at the hardware store, I saw one of those firesticks you use to light a grill for \$33. Rite-Aid has them at two for \$5. The 50-micron water filter element I bought for \$3 each at Home Depot in San Diego is on sale here for — hold your breath, drum roll — \$62.88!"

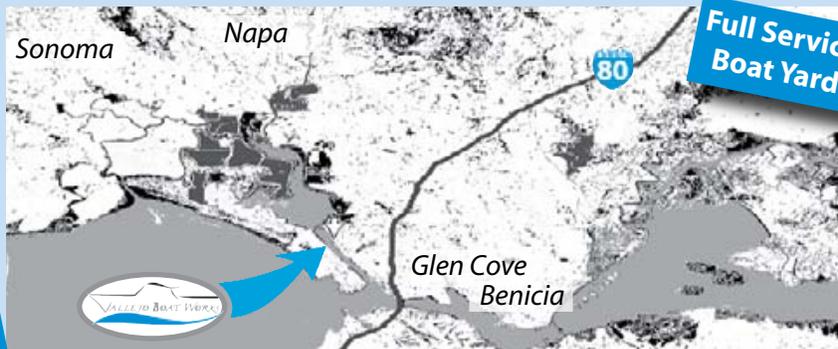
Those prices are high, but while in St. Barth this winter we saw a single peach for sale at the Match supermarket for \$92. How can that be, you wonder? It's simple. If the owner or a guest on a

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250-ft powerboat wants a peach, they're not interested in knowing how much the damn thing costs, they just want it. Besides, \$92 a peach is less expensive than having to take the jet back to Miami to buy them.

We made our first visit ever to Singlar's **Fidepaz Marina** in La Paz last month, and were discouraged to see that it had all the hallmarks of a government project. A ton of money had been dumped into it, but the entrance will need frequent dredging. It's quite a way from the city center and about as far from the islands as you can get, and many of the expensive trimmings are unused and already going to seed. During our visit, there were only three boats in the whole marina — which inexplicably had slip rates almost as high as the luxurious Costa Baja Resort marina on the other end of town. Fidepaz also had a fancy new Travel Lift and a spanking new fuel dock, but neither were getting much use. The only place that hummed with activity was the boatyard, which is being run by a branch of the Abaroa family. We're not saying that the marina

will never be needed, as the constantly growing number of cruising boats in La Paz seems to be absorbing most of the slips in the winter, but rather that private money wouldn't have built this kind of elaborate facility — lap pool, hot tub, and 'yacht club' on the second floor — until there was a market for it. On the positive side, Rodrigo, the marina manager, is a very pleasant fellow who is happy to help in any way he can — including taking your berth reservation. His number is one that you might keep for the height of the season next winter, if you find that you absolutely must leave your boat in La Paz, and all the other marinas are full.

Unfortunately, we never got the time to visit Marina Palmira, but we did stop by **Marina de La Paz** and **Costa**



Rodrigo, the marina manager at Fidepaz, wants everyone to know that he has a spot for your boat. Keep this in mind for next winter.

Baja Marina. These two marinas are both excellent, but couldn't be more different. The Shroyer family runs the homey Marina de La Paz in a very warm and personal manner, and it's definitely the regular cruiser social hub of La Paz. The Costa Baja Marina is the opposite, a corporate run, high-end marina with

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CHANGES

lots of really big boats, and is located a few miles outside of town as part of a big resort. But boy, do Gabriel and his crew do a terrific job! The place sparkles, and the office and dock staff are as pleasant and professional as they can be. No wonder both these marinas sell out in the winter — and are darn near at capacity in the summer, too.

Billy Lilly's Newport Beach-based Lagoon 470 **Moontide** and Wayne Hendryx and Carol Baggerly's Brisbane-based Hughes 45 **Capricorn Cat** are but two of the boats that travelled north of Mazatlan to Altata in order to make an easier crossing of the Sea of Cortez to La Paz. Altata is located on a 30-mile long lagoon, and serves as a workingman's weekend beach destination for the residents of 30-mile distant Culiacan. While most of the bay has deep enough water once you get inside, the channel leading in and out is subject to strong current, moves around, and is lined by very shallow water. In fact, both cats had exciting times getting in and out. *Moontide's* transit was actually more than a little exciting, as she was knocked



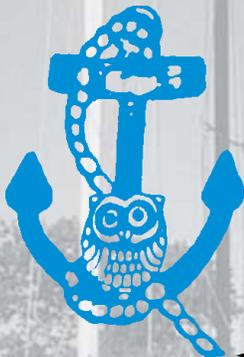
LATITUDE/RICHARD

Looking a lot like an unlicensed optometrist, Bill Lilly holds up 'Moontide's' rudder collar so that you can see where the casting failed.

sideways, and the unusually strong pressure on her rudder may have caused the cast aluminum collar for starboard rudderpost to crack. Lilly, who was singlehandedly, set the emergency tiller on

top of the quadrant in a semipermanent basis in case he ever needed it. Having one rudder wasn't that odd on the boat, as one blade of his three-bladed folding prop had whipped off, too! He still made it solo across the Sea in time for Sea of Cortez Sailing Week, and had a great time.

In the unlikely event — given the terrible dollar to euro exchange rate — that you'll be cruising to **Barcelona** this summer, you better make sure that your watermaker is working. The problem is that the great Catalonian city, which is the second largest in Spain, is nearly out of water thanks to 18 months of record drought. Oddly enough, Barcelona sits atop a major aquifer. In fact, they have to pump millions of gallons of water out of the subway system each year. Alas, the water isn't clean enough for drinking. The city government has ordered that all her famous fountains be shut down, and made it illegal to fill swimming pools. In addition, they have hired 10 ships to bring water in from Marseille. But you, with your trusty watermaker, don't have



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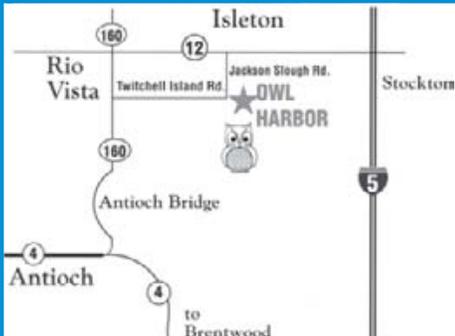
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to worry about anything — except the price of fuel to run your watermaker. It's almost \$8 U.S. a gallon!

We don't put much stock in **hurricane forecasts**, but hurricane experts at landlocked Colorado State University are upping the number of hurricanes they are forecasting for the June 1 through November 30 season in the Atlantic and Caribbean. They now foretell an above average hurricane season, with 15 named storms and eight hurricanes, four of them major. The chance of the U.S. being hit is put at about 50%. For the last two years, the many yachts in the Eastern Caribbean have gotten away all but unscathed. Let's hope they get away again this year.

We've been remiss in not reporting on the passing this January of **Gamelle** of St. Barth, perhaps the most famous dog in the Leeward Islands. Described as a "well-hung Gustavian low-rider," Gamelle loved sailing fast boats, catching lobsters, and putting a move on long-legged female dogs. He hated chickens! According to his touching epitaph, penned by

author D. Randy West, another lover of long-legged females, "Gamelle, the celebrated hitchhiking dog, aka Snoopy, aka Nasty Dog, aka Bullet, passed on last week due to old age and *joie de vivre*. He was well known for riding on motorcycles, taking vacations in Burgundy, rousting chickens, embarrassing much larger dogs, and delighting females of all breeds across the island. Gamelle had adopted English Steve as his mentor, and put Philou in his restaurant business. Survived by four sons, Steve, Marion, and many friends, he will be missed by all. God



Gamelle, the 'well-hung Gustavian low-rider', loved fast boats, motorcycle rides, long-legged females, and vacations in Burgundy.

bless Gamelle!"

The restaurant story is kinda funny. Gamelle originally roomed with Gaston the contractor, who had "traded" his girlfriend for the dog. Gamelle was later adopted by English Steve, whose then-girlfriend Marion would maintain

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CHANGES

joint custody of the dog until the very end, despite the fact she and Steve separated. When terrible hurricane Luis came through in '95, it blew away Eddy's Ghetto, a very popular restaurant where Philou had been the chef. That meant Philou, a magician in the galley, was out of a job. With no post hurricane income, he was soon reduced to living under a house, with few prospects of employment. Concerned about Philou's deteriorating condition, Steve arranged for him to get his own little restaurant — if they could only come up with \$20,000 in 'key' money. While Steve was walking Gamelle on Shell Beach one day, the Gustavian low-rider uncovered a Rolex watch worth . . . \$20,000! The money was used to open La Gamelle, a most unusual little restaurant behind the Totem Surf Shop, one that is reminiscent of 'old St. Barth'. On certain nights it is home best food, sailors, and ambiance in the Caribbean. If you ever visit St. Barth during the season, be sure to have a meal at La Gamelle, and tell Philou and Mimi that *Latitude* sent you. And if we're there, make sure we buy you a pastis in



BOB NORQUIST

My float has a hole in it! The little float plane would not have made it back to shore had not various mariners kept it from sinking.

memory of a much loved dog.

Mariners are used to coming to the rescue of other mariners, but pilots and airplanes? "Puerto Escondido cruisers and local residents responded quickly on April 19 when there was a report

over the VHF radio that a small plane had crashed near Juancalito Beach in Bahia Chuenque," advises Bob Norquist, who had been staying aboard his boat **The DarkSide** at Singlar Marina in Puerto Escondido. "The two-passenger Challenger float plane had crashed about one mile offshore. The Mexican pilot, who was uninjured except for his pride, said he'd been flying at a low altitude when a downdraft caused an unexpected loss in altitude. Then a wing tip hit the water, tore up the plane, and caused it to start sinking immediately. As soon as the rescuers arrived on jet skis, pangas, and dinghies, lines were quickly attached to the plane, which by that time was already beneath the surface. The banged-up plane was then towed to shore by three pangas and a cruiser's dinghy, at which time a four-wheel drive took over and pulled it up the beach." Norquist, a longtime cruiser, said it was just an example of why people should keep their VHF radios on all the time.

Sure, you have to assume that a cruising boat will be a depreciating asset,

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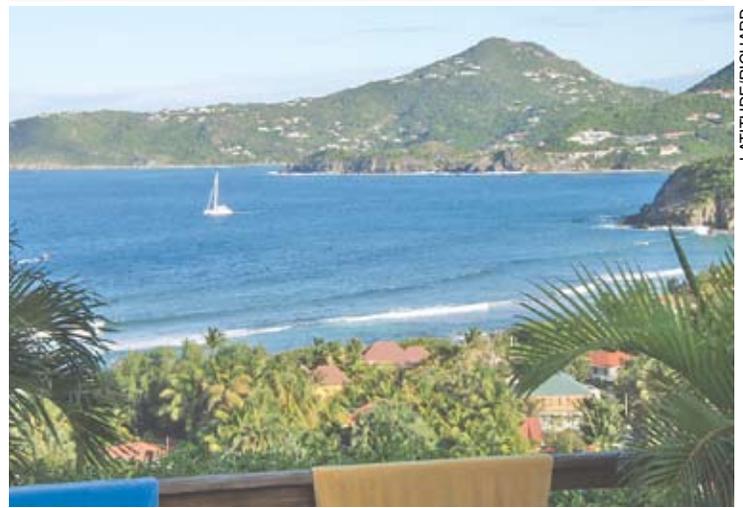
but there seems to be an increasing number of exceptions — particularly as everything in dollars seems dirt cheap to those with pockets full of euros. When we bumped into George Cathey at the San Francisco Airport on his way to *Profligate* in La Paz for the delivery back to California, he told us that he'd just sold his San Francisco-based Dragonfly 1200 folding trimaran **Impulse**, which he'd sailed in the '05 Ha-Ha and later cruised around Mexico. He tells us that he sold the 36-footer for — get this — \$320,000, which is more than he'd paid for her. "I'd gotten interest in her from all over the place, too," he said.

It reminds us that while in St. Barth this winter, we looked down from one of the hills and saw a beautiful site — a large catamaran motoring along in the blue waters just north of Baie St. Jean. Son of a gun if it wasn't the Catalina 581 **Aurora**, originally purchased by the Bernhard brothers, Mark and David, who with their family and friends sailed her across the Atlantic several times and cruised the Med for two summers.

This was all about five years ago, and then they sold the boat. Thanks to having bought the big cat when the euro was worth less than the dollar, and then selling her when just the reverse was true, we suspect they broke even or even made a profit on their adventures.

We wonder if Mark and David ever miss their cat?

"My husband and I cruised Mexico from '97 to '03, at which time we brought our boat back to San Francisco," writes Keri Hendricks of the Northern California-based Catalina 36 **Ramblin'**. "While in La Paz in '97, we purchased a **Temporary Import Permit**, which doesn't expire until '19. We miss the



'Aurora', the Catalina 58 that formerly belonged to the Bernhard clan, motors out from Baie St. Jean on a beautiful winter's day.

cruising life, so we'll be heading back to Mexico in the fall. We're wondering if, having taken our boat out of Mexico, our TIP is still good?"

We got our Temporary Import Permit for *Profligate* about the same time, take her between California and Mexico every year, and have never had a problem with it. Based on that, you shouldn't have

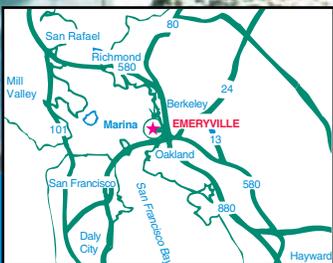


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anything to worry about.

Speaking of paperwork, it's so much easier in Mexico now that the old expensive and time-consuming **check-ins** aren't required when going from Mexican port captain district to Mexican port captain district. But this doesn't necessarily mean there is no check-in at all. At some places — notably Nuevo Vallarta — the port captain still requires that you stop by and fill out a form when you arrive and when you depart. If you don't, the port captain won't be happy. We know, because somehow *Profligate* didn't get checked in when arriving early this winter, a fact the port captain discovered when we tried to check out. It was an honest mistake, but a mistake nonetheless — and one we won't make again. So when arriving in a new port captain's district, always listen on the net or call the port captain to find out what he requires. Whatever it might be, it's free and won't take but a few minutes.

"I'm looking for information on life on the hook during the winter in Mexico, probably around Puerto Vallarta," writes



LATITUDE/RICHARD

Wintering on a boat in Mexico is, to our thinking, a no-brainer. It's warmer, safer, more tranquil, less expensive, and the people are nicer.

Louie Riel of the Nanaimo, B.C.-based **Hot Dog Bob**. "Do cruisers get hassled? What's the internet access like? Can I leave my boat in a yard for six months I'm not there?"

The living in populated North America,

while just minding your own damn business, would score about a 10 on the 1 to 10 Hassle-o-Meter. Living on the hook in Mexico during the winter, on the other hand, would score about a .01. The biggest potential hassle would be trying to find enough room on the dance floor at ex-cruiser Philo's totally laid-back music studio, bar and pizza palace during live music nights in La Cruz. For once the Baby Boomer cruisers have reached Mexico, they've ditched 95% of their cares, so they hit the dance floor with a vengeance. No matter where more than a few cruisers gather, there will be internet access. It's usually pretty fast, and often you can get it for free. Yes, you can leave your boat in a boatyard, and for as long as you want. In summary, if you love sailing, and the simple and thrifty outdoor life, and you don't have strong job or family commitments in North America, you'd have to be nuts not to spend winters on your boat in Mexico.

Speaking of **Mexico**, we're always amazed at how there is no single favorite place. It used to seem as though Zihua

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was the favorite of the majority, but no longer. During the season, we heard a number of people rave about Chacala. This was something of a surprise, because when we were there last a few years ago, we couldn't even get a margarita, just beer. Apparently, that's all changed. Despite the lack of nearby sailing destinations, Mazatlan is also a super favorite with cruisers, although it's never been one of our favorites. People have also been raving about Barra and, of course Tenacatita. La Paz has many hardcore adherents, as does our favorite, Banderas Bay. If you've cruised Mexico in the last year or two, we'd love to hear your top three places, with a short paragraph with specifically what you like about it. Here's ours:

"We like Banderas Bay because there are so many great and different sailing destinations — P.V., Nuevo Vallarta, La Cruz, Punta Mita, and Yelapa — and they are just five and 15 miles apart, and because they range from the urbanity of P.V. to the jungle of Yelapa. We also love the consistent wind, the fact that

you can anchor for free in a number of places, that bus service is cheap and frequent, and that it's only a three-hour flight between San Francisco and there. Did we mention the surf?"

Something like that, but please, not much more than 100 words.

"My husband Jeff Robbins and I set sail from the Pacific Northwest in '01, and are a cruising couple currently living, working, and yes(!) still sailing, in New Zealand," writes Deirdre Schleigh of the Nordic 40 **Vesper**. In the last 18 months, Jeff developed, proto-typed, and sea-trialed a collision warning alarm based on the AIS system. We've since taken the big step to manufacture and distribute these units. The unit has extremely low power consumption, and other features that differentiate it from other AIS options available through



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After another great winter season of cruising, the **summer cruising season** is here. We would love to hear from you!



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WILDERNESS 21, 1979. Great little Bay sailboat with lots of gear. Trailer, 2001 4-hp Johnson, Autohelm, electrical system with solar panel, Harken rigging, deep rudder, lotsa sails. For pictures go to: <www.chuckburnsyachts.com>, click on design portfolio. \$2,999/obo. Steve (510) 521-7730.



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PEARSON ENSIGN DAYSAILER, 1964. Hull #653. Full keel, mahogany and teak cockpit, cuddy cabin with two berths, Porta-Potti. 4-hp, 4-stroke Yamaha, low hours. Nice original sails, factory trailer. Tahoe boat in good condition from 2nd owners. \$6,800/obo. (530) 647-8735.



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COMPAC 16, 1989. Main, jib, genoa, trailer, 4-hp Johnson 2-stroke. All in good shape. Great trailer sailer. \$4,200. Call (916) 730-8227.



HIGH PERFORMANCE: KIWI designed, built and maintained. Offshore ready. Retractable centerboard with torpedo-shaped bulb with ballast of 845 lbs. Raised with winch mounted on cabin top, also serving as halyard/heavy weather sheeting. 5'6" telescoping, pivoting (to 60 degrees) tapered aluminum bowsprit. 6-hp Evinrude which pivots when raised and houses in the port cockpit locker. Another rating bonus. Twin companionways, dodgers, anchor locker fwd. Sails: North. Diax Mylar main with 2 reef points. Fully battened. 3 Diax Mylar headsails, storm jib. 1 masthead and 1 fractional spinnaker. Sleeps 4. Will assist with shipping. Galvanized road trailer. This vessel is unique and proven offshore. \$23,500. Peter (360) 695-5440. Visit for more pics and details: <<http://www.flickr.com/photos/21347849@N07/>>

TANZER 22, 1977. Fixed fin keel. New bottom, huge cockpit. Fully equipped, extra headsails, 8-hp Evinrude. A sporty daysailer rigged for singlehanding. Berthed in the slot at Berkeley. \$4,000. Call Don (510) 220-7669 or donlidd@aol.com.

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BENETEAU 235 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.

CATALINA 22, 1974. Furler, mainsail 2 years old, new running rigging. New Yamaha 2.5 outboard, less than 10 hours on engine. \$3,500. (415) 238-2076.

SANTANA 22, #400. Six time PICYA Admiral's Cup winner. Two suits of sails, one suit is almost new. Two chutes. 6-hp outboard. \$2,500. Tim (415) 453-8013 (phone/fax).

25 TO 28 FEET

WATKINS 27, 1978. Great Bay boat. High cabin (6'2") and beamy (10') with galley, ice box and table below and folding table in cockpit. Includes; new dodger, Lowrance GPS/chartplotter/depthsounder, autopilot, diesel engine overhauled 2006, runs great. Battery charger system, VHF radio, pressure water, legal head, anchor, furling genoa, main, spinnaker, spare sail, sail cover, more. \$7,500. (510) 384-5369 or watkins@finston.net. Pictures at: <<http://watkinsboatsale.blogspot.com/>>



RHODES MERIDIAN 26. Own a piece of history with this head-turning, graceful boat in excellent condition. Designed by Philip Rhodes and built at the DeVries yard in Amsterdam in 1962, this is hull #21. Early bullet-proof fiberglass. Last two owners have sunk thousands into her. Freshwater system, head, built-in cooler, V-berth and two quarter berths. New Pro-Furl jib, new self-tailing winches, all lines led aft for singlehanding. Full keel. Most recently reworked. Electric start, 2005 9.9 Mercury outboard with cockpit remote control. VHF. Full boat cover and more. \$7,000. Call (415) 332-2818 or (415) 730-3168.

MacGREGOR 26X, 2000. Trailer, 50-hp Evinrude 4-stroke, 2 gas tanks, low hours, top condition, freshwater sailed. Main, jib, roller UPS, bimini, depth, stove, ice box, SaniPottie, 2 opening ports, extra interior lighting. Great lake/Delta/Bay boat. \$19,500. (650) 703-6514 or email: sv_murmur@hotmail.com.

26-FT THUNDERBIRD SLOOP. New Pineapple main, genoa and jib. New standing rigging. Sail away. \$2,500. Call Steve (510) 237-0140.

CHEOY LEE 28. Full keel, fiberglass pocket cruiser. Volvo diesel. Trailer with tabernacle set up. Willing to trade for motorcycle or boat in Europe. (707) 438-7398.

1/2 OWNERSHIP IN A CATALINA 28 sailboat at Tahoe. Free pier and buoy on West Shore. Sleeps 6, pedestal steering, new interior, head, galley, diesel. \$12,000. Please call (415) 264-2659.



MacGREGOR 26X, 1999. \$1,800/OBO. Great boat for Bay, Delta, lakes. Furling jib, working jib, main. 50-hp Yamaha four-stroke. Tahoe legal. Head, galley, depthfinder, compass, portable marine radio, misc. boat gear, Bay charts. Call Brian (415) 485-1958.

EXPRESS 27 SAILBOAT WANTED. Would like to buy a good Express 27 with trailer to race against 'Mike' again. Prefer Northern California or nearby. Call (530) 318-3230 or rossgroelz@aol.com.

MacGREGOR 26X, 2000 power sailer. Trailer, Merc 60-hp BigFoot 4-cycle fuel injection. Roller furling jib, sunshade. Garmin color GPS/chartplotter/fishfinder. Versatile, fun boat. \$23,000/obo. Call Gary (510) 396-6697.

CATALINA 25, 1979. Trailer, swing keel, pop-top, Doyle sails, furler, gennaker with sock, Yamaha 9.9, cockpit cushions, bimini, BBQ, galley with stove, icebox, sink, head with Porta-Potti and more. Call for photos, Excellent condition, \$6,500/obo. (707) 224-2352.



PERFORMANCE SAILING: ANTRIM 27, 1998, Hull #7, Luna. \$29,500. Very well designed and built boat, great for competitive racing as well as casual sailing. Extremely fast and fun with open, spacious cockpit. Pics at: <<http://luna-tics.org/>> Call (650) 400-5302 or luna2707@live.com.

GULF 27, 1978. Classic pilothouse cruiser. Light and airy cabin which allows the option of inside wheel steering. Located in Dana Point Harbor, CA. Asking \$12,500. Call Steve (714) 313-4950.

SANTA CRUZ 27 for sale or trade for ? Fantastic Bay boat. Complete sail inventory including main, 3 jibs, spinnaker, blooper. Recent in-water survey. No outboard. Asking \$4,500. Photos/info/survey: <www.spinnaker-sailing.com/SC27forsale.htm> (415) 543-7333.

CLASSIC 1957 FRISCO FLYER 25. Similar to Folkboat. Great condition. Classic teak interior. All teak construction. Bronze fittings, 4-hp longshaft outboard. Main and 2 headsails. Great Bay boat. Perfect boat for Master Mariners Regatta in May. \$5,000/obo. (510) 290-4695.

SIEDELMAN 25 RACER in very nice condition. Canada-built, 1979 with new Yanmar diesel, nice sails, new Mylar 150% genoa, 4,600 lbs. Trailerable, no trailer. \$8,800 or reasonable offer. (510) 830-7982.



BEAUTIFUL 1961 CHEOY LEE 25 Frisco Flyer. Varnished teak hull, Kubota diesel engine, sloop rig. Well cared for by second owner for 30 years. \$8,000/obo. Call Don Boatman (805) 772-9147. Morro Bay.

SANTANA 525, 1979. Recent paint, bottom paint, Halsey mainsail, 85 jib, mainsheet rig, boomkicker. 6-hp 4-stroke Nissan. Single-axle trailer, new wheels, tires. Drydock, Svendsens, Alameda. Singlehander. Great family/race boat. May trade for Japanese car. \$5,500. Call (928) 208-3822 or dabaker49@frontiernet.net.

MacGREGOR 26X, 1996. 50-hp Honda, trailer, roller furling jib, main, drifter, dual batteries, autopilot, GPS, VHF, depthfinder, mast-raising system, Bimini top, 2 anchors, interior and cockpit cushions, Porta-Potti, sail covers, BBQ, etc. \$15,500. Pat (916) 632-8605 (after 5/15/08).

RANGER 26. Great Gary Mull design Bay Boat. 2000 new sails, Harken furler, standing rigging. 2007 new bottom, keel bolts, battery. 9.9 ES Yamaha. Sleeps 4., Porta-Potti. Brisbane Marina 3-04. \$3,695/obo. Call (530) 570-9221 or email: dubug7@gmail.com.

EXPRESS 27 PROJECT BOAT for sale or trade. Boat is in Watsonville, CA. No trailer or rudder. I also have a J/24 to trade or sell with a trailer. \$1,995 for Express. Call (763) 566-8534.

DUFOUR 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. \$7,500. Call Dick (408) 358-0384.



MacGREGOR 26D, 1988 with dual-axle trailer, \$7,700. Boat and trailer in excellent condition with numerous upgrades. New/used 7.5 outboard with year warranty. New electrical on boat and trailer. Bottom painted. New black leather cushions, very easy trailering. (415) 902-3968 or jonesb86@hotmail.com.

CATALINA 25, 1981. Pop-top, fin keel, standard rig, new main, 85 and 110 jibs and whisker pole, new 8-hp longshaft ob, all lines run aft. Interior is clean. Transferable berth at Alameda Marina. \$6,500/obo. (510) 331-7614 or catalinapop25@yahoo.com.

RANGER 26, 1973. Awesome Bay boat. Well maintained, just hauled. New bottom (two coats), 9.9 Honda outboard, mainsail and spare, 3 jibs, Horizon compass, DS, KM. Cushions, propane grill. \$6,000/obo. Rick (510) 325-7643. Have pictures of haulout. Must see.

CATALINA 27, 1978. Atomic 4 engine runs great. Custom teak interior, dinette model. 2-burner alcohol stove, 2 anchors, rain roof, sail cover, more. Ready to sail. Price reduced for quick sale, bought bigger boat. Pix available. \$7,500. (415) 331-2044 or buysailboat@aol.com.



TIZNA: MORGAN 24. Farallon and coastal vet. Pineapple full-batten main, new working jib, 2 spinnakers. 150. 5-hp Nissan, new standing rigging, VHF, autopilot, sleeps 4. Too many extras to list. Berkeley Marina. \$5,000. (510) 290-6792.

O'DAY 27, 1978. Smooth running Atomic 4, new cooling and ignition system last year, new cushions in 2006. Located Alameda Marina, #608. Clean in and out, great for weekends on the Bay and going to ball games. \$6,000. Call Bill (209) 770-2655.

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PEARSON TRITON 28.5, 1962. 1st place Classic winner So-Bay OP-Day, 2006. 18-hp Yanmar, freshwater cooled. 7 sails including spinnaker. Barient, autopilot, standing headroom. Haulout 4/05. Located Redwood City, CA. (650) 327-0190. Will email photos: cdroth2@sbcglobal.net. Reduced to \$10,500. Certified check only.

CAL 27, 1977. Farymann diesel engine, roller furling jib, turnkey boat, \$6,000. Also Cal 27, 1976, Yanmar diesel engine, roller furling jib, turnkey boat, \$6,500. Richmond Marina. Call (510) 232-7999.

CATALINA 27, 1972. Good condition, except needs gold hull rubbed out and some rigging is worn. Includes outboard and good sails, 2 mains, 3 jibs. Located near Rio Vista. A real bargain at \$2,000. Email: Liberty-Maritime@msn.com.

O'DAY 27, 1978. Yanmar diesel. Great cruising comfort and racing performance. Many upgrades. Complete inventory of sails. Price reduced, must sell. \$4,500/obo. Call (408) 497-6691.



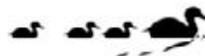
MacGREGOR 26M, 2004 power sailer. Excellent condition, fully loaded, stored in drydock for two years, approved 70-hp 4-stroke outboard, sleeps 6. \$23,990. Loch Lomond. Call Dan or Jeff (415) 456-2644.

RANGER 26, 1973. New sails, mainsail cover, standing and running rigging, cabin cushions. Fresh bottom paint Jan. 2008; photos of haulout. Freshly painted spreaders. Full sail inventory: two mains, three jibs, spinnaker with everything needed to fly it. 9.9-hp Johnson Yachtwin. \$6,000/obo. (209) 942-2136 or (209) 915-7057.

ERICSON 27. Baby now a toddler, forces sale. Marina Village. Price is going up. First \$4,000 this spring takes her. James (415) 710-5741.

29 TO 31 FEET

BUCCANEER 28.5 SLOOP. Trailer, center cockpit, wheel, positive flotation, diesel, Autohelm, depth gauge, GPS, roller reefing genoa, solar, swim platform, 6'2" headroom. 10' Avon with 3.3-hp Mercury ob. This is a fully equipped cruiser. Pictures and specs: <www.rhmarx.com> \$27,500. (928) 684-9606.



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CHEOY LEE LUDERS 30. Needs work. \$7,500/obo. Engine needs new head gasket and rings. Teak and brightwork need attention and work. New head installed 2004. Bottom painted 2004. Sails in good condition. Metal mast and boom in good condition. Standing rigging in good condition. Overall a very solid vessel that sails fantastic but in need of TLC. Located Berkeley Marina. Call (510) 435-5575 or miltwerner@aol.com.



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.

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.



ISLANDER 30 SLOOP. Well equipped. Newly-canvased dodger and a brand new, all-stainless Force 10, 2-burner self-igniting propane stove. \$12,000/obo. (562) 896-5361 or skipperwoody@yahoo.com.

CORONADO 30, 1972. Yanmar diesel, dodger, depthfinder, 110-volt refrigeration, water heater, new topside paint. Cockpit cushions, extra sails, spinnaker, club-footed jib, microwave, head, lifelines, lazyjacks 2 anchors, stainless steel swim ladder, marine radio. \$10,500. Call Dean or BJ (925) 458-1937.

CATALINA 30, 1989. Universal 24-hp diesel, mint condition, low hours. Wheel, newer oversized standing rigging, running rigging, solid vang, whisker pole. Ullman mainsail 2005, Hood furling jib 2004, cruising spinnaker and sock 2007. Dodger replaced 2006, full cockpit enclosure, cushions and cockpit table. Upholstery replaced 2006, propane stove, oven, double sinks, refrigeration, pressure hot/cold water. Stereo/Bose speakers, TV AC/DC flat screen with DVD. Wind, depth, speed, new GPS plotter at helm and GPS at nav station. Three batteries and built-in charger. CQR and Danforth anchors with rode and chain. Bottom done 4/07. Lots more. \$34,000. Call (650) 888-6626 or email: LLamuth@comcast.net.



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. \$26,900. See on <www.yachtworld.com> Call Rich (360) 658-8401.

RAWSON 30 SAILBOAT. Sloop rigged, diesel inboard, 9.9-hp longshaft ob, full keel, pocket ocean cruiser, \$8,000/obo. Also, Islander 30 sloop, diesel inboard, roller furling jib, super clean interior, \$12,000/obo. (650) 380-5535.



CATALINA 30, 1987. GREAT BOAT, ready for lots more fun. 2nd owner, excellent condition. Wheel steering, Pineapple main and 2 jibs, beautiful cruising spinnaker with sock. Like-new interior, cockpit cushions. 25-hp diesel, professionally maintained, only 700 hours. New Raytheon 400 Autohelm, Harken furling, lazyjacks and head in 2004. New batteries, cockpit table, beautiful custom navy canvas Oct. 2007. \$34,000. Call (408) 828-0837 or email: billsails2@yahoo.com.

STARBUCK, BLACK SOO 31. Ocean ready racer, 4,500 lbs with 1,800 lbs 6'8" draft bulb keel, articulating bowsprit, furler, tons of gear/new sails, autopilot, GPS, emergency tiller and rudder, trailer, 6 time SSS Season Champ. Winner Single-handed Transpac and Longpac. (925) 984-6768 or gregnelson@yahoo.com.

CAL 29 FIBERGLASS. 30-hp inboard, 9.9-hp Nissan electric start outboard, used 6 hours. Propane stove, two fridges, microwave, new TV, new DVD/VHS combo, sleeps 6, batteries, 2-man inflatable, etc. South City slip. \$5,000/firm. (415) 308-9752.



ISLANDER BAHAMA 30. Recent 25-hp diesel, sails, roller furling, electrical, C80 radar, custom arch, GPS, wind/speed/depth, cell amp, paint, kayak rack, custom bow roller/stem fitting. See her on *Yachtworld*. \$50k invested. Try \$28,000/obo. Ventura, CA. (805) 444-1341 or staney@roadrunner.com.

CATALINA 30, 1982. New dodger, newer sails, canvas, GPS/chartplotter. Dinette layout, Atomic 4, h/c water, refrigerator. Second owner. \$20,000/obo. Lying in Alameda. Call Deborah (650) 714-7482 or dtinnca@yahoo.com.



NEWPORT 30 Mk III, 1982, RUCKUS. Ready to race or cruise. Great condition. Westerbeke 24-hp diesel, rebuilt 2003. New Pineapple #3 jib. Main, #1 jib and spinnaker. Beautiful teak flooring recently refinished. See <www.ashefamily.com/ruckus> \$21,000. (707) 750-1646 or mashe@yahoo.com.

CATALINA 30, 1978. Yanmar diesel, dodger, tiller, custom interior, autopilot, depth, GPS chartplotter, head, CNG stove/oven, much more. Standing headroom for 6'2". Illness forces sale. Berkeley Marina upwind slip. \$12,000. (510) 610-4430.

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, 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.

CAPE DORY 30, 1980. New 20-hp Beta Marine engine, V-drive, shaft, bearings with less than 30 hours. 4-bladed Variprop feathering propeller. Radar, GPS, chartplotter. Davits, new Profurl Yankee furler. \$43,000. For details and photos call (925) 838-1048 or email: lgerhar@wildblue.net.

VICTORIA - LEIGH 30. Chuck Paine-designed cruiser, built in England. Full keel with cutaway, canoe stern, sloop rig, offshore equipped, truly turnkey. Boat and gear in like-new condition. Not worn out from previous cruise. \$99,000. Anacortes, WA. (360) 421-6909.



NONSUCH 30, 1982 CLASSIC. Hard dodger, autopilot, anchor windlass, all-chain rode. 4-cyl Westerbeke with V-drive, 2,000 hours. Force 10 propane cabin heater, Paloma demand water heater. New aluminum propane tanks with crossover. Electric main halyard windlass. Propane stove with oven. New Sunbrella cabin cushions, vinyl cockpit cushions, interior refinished. Lee cloths, all berths and jacklines, new sail cover. Located Richmond, CA. \$49,000. (925) 934-1580 or dwheeler94598@hotmail.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.



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 rodes, 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.

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.



CAL 30, 1983. CRUISE READY. Fully loaded for cruising or liveaboard. Comes with one-year slip Santa Cruz Harbor. \$20,000/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: jdeworken@hotmail.com.



MIRAGE IS FOR SALE. This fast Black Soo 31 is Hawaii-race ready and loves to surf. Asking \$15,000 with trailer and gear. Call Ben now (510) 520-0779,

CAL 2-29, 1975. Wheel steering, dodger, fore and aft anchors, full sail inventory, pressure water, microwave, propane cooktop, refrigerator. Cabin wired 110v. Stereo, television. Clean boat, cozy cabin, all in very good condition. \$8,000/obo. (209) 942-2136 or (209) 915-7057.

PEARSON 30, 1977. In excellent condition. Entire boat rewired/revamped. Pressurized hot and cold water, shower, dodger, furling jib with genoa. Flat screen TV/DVD. \$17,500. (650) 219-4357.

32 TO 35 FEET

CENTURION 32, 1972. Hauled, surveyed, anti-fouled Nov. 2007. Decks newly painted. Repowered with Yanmar, low hours. New Doyle Stack Pack. Genoa, halyards, Furlex, cruising equipped. \$33,500. (510) 534-4317 or Jillyboat@yahoo.com.

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1986 HANS CHRISTIAN 33 CUTTER.

Original owner, good to excellent condition, new bottom 10/07, 80-gal fuel, 90-gal water, Kenyon tapered spars, Navtec backstay adjuster, all rigging and winches oversized, Sea Tiger windlass, 1 Bruce and 1 CQR with 75' chain/rode. Seaward stove/oven/heater LPG, Cool Mate refrigerator, microwave, Yanmar 3QM30 freshwater cooling, Icom IC-725 SSB, weather fax, Icom IC-M55 VHF, Autohelm 7000, Raytheon R20 radar, Raynav-570 Loran, Si-Tex A310 satellite navigator, Harken Mk III jib furling, new Sutter sails 2003, 3/4-oz. reacher drifter, 1/2-oz. spinnaker with 4" pole and rigging, 130 genoa, 75-amp alternator, True Charge battery charger, 2 battery banks, Sony stereo/CD player, 2-man raft, more. \$100,000. Located Lake Tahoe, CA. (775) 287-9360 (days) or (775) 852-0321 (eves) or kathi.kunze@gmail.com.



PEARSON 323, 1978. \$23,900. Berthed San Leandro. Recent upgrades: Pro Furl system, new jib, mast rewiring and new nav lighting, Raymarine ST 60 Pak, head, water heater, new bottom, new sheets and halyards 10/07. Brightwork 2/08. Dan (510) 457-8171.

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.



COLUMBIA 34, ORIGINAL 1973. 4-cyl gas inboard, 3 props, built for SF Bay. 7' headroom, sails as is, needs TLC. Possible liveaboard slip Emeryville. Ask \$12,500/obo. Gary (510) 332-9606.

PACIFIC SEACRAFT 34, 1985. Crealock design. For sale by owner. Sloop rigged. Great sail inventory. Low engine hours. New interior. New bottom paint, no blisters. Excellent condition. Monitor windvane, spinnaker. \$105,000. Emeryville. Call (415) 385-6719 or email: harrington_dee@yahoo.com.

TWO BOATS: CORONADO 32 aft cockpit, wheel, dodger, roller jib, Palmer 60 gas, custom interior, LPG stove and heater, \$12,000/obo. Ranger 29, roller, tiller, 1-cyl Yanmar diesel, spinnaker and jibs, CQR with chain, windlass. \$4,000/obo. In Alameda. Call (510) 467-8372. Movin' on.



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.

2005 CATALINA 34 Mk II. Excellent condition, Raymarine GPS and autopilot ST4000, ST60 wind/speed/depth, engine few hours. VHF, stereo, safety/canvas package, 3-bladed prop, etc. In Alameda. Only \$119,000. Webpage: <www.Catalina34.com> (530) 514-1547 or email: SailingForever@Catalina34.com.



BENETEAU 323. BARELY USED. Incredibly well maintained, like new. 5'11" draft, furling jib, Raytheon ST40 Tri-data, Raymarine ST40 wind, stereo, CD, Eclipse VHF, propane stove and oven, refrigerator. \$105,000. Sausalito, CA. (415) 690-5835.

SABRE 34, 1983. Good mid-size cruiser/racer. 6'3" headroom below, can sleep six. Beautiful wood interior, galley, head with shower. New Hood 90-105 headsail, Harken roller furler, new Harken traveler, new fuel lines, dodger, Westerbeke 28-hp diesel. Clean. \$46,000. (415) 883-3733.

PEARSON 35 CB. Pearson quality. Wheel, roller furling jib, hot and cold water, stove, oven. Westerbeke 30 hp, 900 hours. Great Bay, Delta, coastal boat, shoal draft with centerboard. Sleeps 6. New Raymarine autopilot and wind/depth. Raymarine GPS, VHF radio, stereo CD with great saloon and cockpit speakers. 2 anchors, extra sails and spinnaker. Ready to go. In Sausalito. Roomy cockpit with dodger. Just redone brightwork. \$34,800. Call Curt (415) 559-8883 (cell).



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NOR'WEST 33. Classic bluewater racer/cruiser featured in November, 2006 *Cruising World Classic Plastics*. 1978, Hull #6. Cruising ready. Full complement of sails, wind generator, solar panels, new bimini and interior upholstery, radar, GPS, Monitor self-steering vane, autopilot, new standing rigging and Harken Mk IV roller furler headsail. LectroSan waste treatment system, all new head plumbing, bottom paint, new multistage battery charger. Most systems replaced in past 10 years. 2006 survey available. Currently berthed in San Diego. Asking \$55,000. (510) 301-3431 or sailskye@pocketmail.com.



ERICSON 32, 1972 with self-furling jib and extra sails. Newly rebuilt Atomic 4. Interior is in great condition, exterior deck shows wear, but solid. Have to sell, got married, need I say more? Sausalito slip. \$16,500/obo. (650) 740-4873.

PEARSON 32 RACER/CRUISER, 1979. Fast cruising boat, easily singlehanded. Recommendation: See August 2007 *Practical Sailor*. Original M-15 Universal diesel, 1,250 hours. Gear (about 1995): Autopilot, digital depthfinder and gauge, gennaker, Harken furler, Navtek backstay adjuster, Quik 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, surveys, maintenance, diving, haul records since my 1995 purchase. Location: Alameda. \$22,000 or good offer above low BUC. (510) 525-2754.



WE HAVE A VERY CLEAN EXAMPLE of the Cheoy Lee Lion for sale. We are seeking her new sailing companion due to a larger boat purchase. Asking \$35,000/obo. Please email or call for a complete equipment list: (707) 688-2314 or webmaster@deltamarina.com.

ERICSON 35 Mk III, 1984. New sails, new upholstery inside and out, radar, SSB, GPS, VHF, HF, LectraSan head. Too much gear to list. This boat is fast, comfortable and well rigged. A steal at this price. \$45,000/obo. For more information: (209) 986-5906 or vwanpaul@yahoo.com.

C&C 35.5 Mk II, 1974. Restored. Dark blue Awlrip hull. Yanmar GM30F, 320 hours. New cushions, topside paint, survey 10/07. New bottom paint, radar, Autohelm, all lines aft, 6 Lewmar ST winches, Pineapple asym. spinnaker, custom SS bow pulpit double roller with seat, Sprint electric windlass, sine wave inverter, pressure water, all electrical redone with new panel. Newport Dickinson heater, Nicro, Pineapple 90% jib, Harken furler, lazyjacks, rigid vang, new fuel tanks, new Lewmar portlights. Located Emeryville. \$43,000. See: <http://web.mac.com/lauracampyoga/Demasiada> Aaron (510) 798-3617.

WESTSAIL 32, 1977. Well equipped and maintained. Excellent condition. Outfitted for cruising. 28-hp Volvo 2003. Dual Racors. Stove and oven. Refrigeration. Documented. Tools and many extras. Located Sausalito. \$48,500. Call (415) 729-6127.

STEEL 34, 1986. Denis Ganley design, factory-built in New Zealand. Round chine. Looks of glass, strength of steel. USCG documented. Forward and aft private cabins. Monitor windvane. Yanmar freshwater-cooled diesel. Beautiful wood interior. Mexico veteran. Roller furling, VHF, GPS, propane. See specs & pics at: <http://sailboatmirage.blogspot.com> or 'live' at Alameda Marina, berth #408. \$50,000. Call Mike (707) 980-3192.

36 TO 39 FEET

CAPE DORY 36 CUTTER, 1980. Active cruiser now in Mexico. WH autopilot, Monitor windvane, VHF and Ham/SSB radios, SCS Pactor, sun panels, radar, watermaker, Adler Barbour fridge, spinnaker, Aquapro dinghy, 15 hp, much more. Survey 2006 available. \$79,500. svseatern@aol.com.

CAL 39, 1979. Excellent condition and loaded with new upgrades and extras, list available. Monitor windvane, dodger, bimini. Beautiful clean interior. Great engine and sails. Ready to cruise or sail the Bay. Sausalito slip possible. Price reduced by \$7k to \$69,900. Call (415) 846-6919 or sailonbaby@gmail.com.



FAST PASSAGE 39. Legendary cruising yacht. Two-time Hawaii, three-time Mexico vet. New engine, prop, dinghy, dodger, gennaker. Much much more. \$140,000. For details, email: DRJY2K@aol.com.

UNION 36 CUTTER. Located in Mexico. Bluewater cruising equipped and has cruised Mexico for 5 years. She is ready to go south or beyond. Contact owners directly: Jimjane@fleming@yahoo.com or (916) 679-7213.

FREYA 39 HALVORSEN steel sloop. Insulated, new rebuilt 85 hp Ford diesel. Autopilot, radar, GPS, fridge, shower, hot water. Hood rollerfurl, hydraulic windlass, sounder, dodger, refurbished aluminum mast/boom. Recent haulout, sandblast, paint 8 coats. \$55,000/obo. Pics: traim69@hotmail.com or (805) 200-6089.



2003 FARR 36 ONE DESIGN. Hull #2 with Triad trailer. Large sail inventory both North and Quantum, very nice instrument package, Furuno GPS plotter. Boat new to West Coast via Annapolis and Key West. Very fast and fun. Asking \$139,000. (530) 583-5150 or johncorda@hotmail.com.

CATALINA 36, 1987. Immaculate condition inside and out. All service records. Wing keel for Bay or Delta sailing. Autopilot, GPS, refrigerator, propane oven/stove/BBQ and new VHF radio. Hauled in March 2008 for bottom strip and paint. Ready to sail. At Fortman Marina, Alameda. \$52,000/obo. (925) 672-3047 or cuffhome@comcast.net.



1989 HUNTER LEGEND 37.5. Great Bay sailboat. 620 hours on 30-hp Yanmar diesel. Furling jib, Doyle stackpack, aft cabin, large galley, lots of storage. Great liveaboard, very roomy. Located Benicia Marina. \$62,000. For more photos call Jake (208) 880-6135 or mmoondoggie@gmail.com.

ISLANDER 36, 1977. Perkins 4-108, new rigging 2002, 2 self-tailing Harken 44s, 2 self-tailing Barlow 25s. Dodger, covers, holding tank, macerator, propane stove/oven, radar, chartplotter, VHF, bowroller, 2 anchors/chain and rode, carpets/curtains, Avon/ob. Alameda Marina #204. \$55,000/obo. Arnie (415) 999-6751 (cell) or (415) 383-9180 (hm) or email: arnoldgallegos@comcast.net.

RARE 1977 ERICSON 39B, #16 of 20 built. Located San Diego. Perkins 4-108 with 380 hours. Hull/interior in great shape. Original, well-cared-for cruising yacht. \$55,000/offers. Lew (858) 487-6224 or email: ldecke@san.rr.com.



HUNTER 36, 2007. Delivered 08/07. Can't make the payments. All 36 features, many extras: Electric windlass, second anchor, dodger, hardware for cruising spinnaker, inverter, quiet-flush head, Raymarine C80 GPS and radar, complete galley, AM/FM/CD with cockpit speakers, fitted cushions, 50-hour dealer service on 29-hp Yanmar diesel. Original price \$217,000. Will sell her for \$175,000. (650) 493-5059 or ranneyt@pacbell.net.



NEW YORK 36, 1983. Fin keel sloop. Volvo Penta 18-hp diesel, spade rudder, fiberglass hull. Good condition, 110v and 12v systems, lots of racer stuff. Autohelm builder, Tom Shock. Agent said, fix up and sell for 25k; I say come get it now from me for \$10,000. Lot of boat, good rating, come see. Vallejo Harbor. (925) 683-4539.



FREYA 39, SERIOUS CRUISER, serious seller, serious price. Mast repaired and fully tested from Chile north after dismast. One aluminum tank needs repair. No radar. Liveaboard berth Antioch. *Cruising World*, Feb 2005 for cruising history. \$49,900. (925) 522-1353 or crowellam@hotmail.com.

PACIFIC SEACRAFT 37, 1998 voyage-maker cutter. One owner. Meticulously maintained. Outfitted for serious cruising with most of the major equipment less than one year old. The perfect boat for bluewater cruising. Marina del Rey, CA. \$230,000. Call (213) 304-0053 or email: chiaricook@earthlink.net.



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FREYA 39, 1978. Built by Gannon Yachts. Yanmar with 1,500 hours. Monitor wind-vane, profurl, cruising spinnaker, SSB. New: standing rigging, dodger, radar/chartplotter, Spectra watermaker, fuel tanks and lines, batteries, galley range, cushions recovered. San Rafael. Asking \$80,000. (415) 717-5815.



HUNTER VISION 36, 1993. Excellent, sailaway condition. Unstayed mast, full batten main, electric main halyard winch, roller-furling jib, and single-line reefing makes even shorthanded Bay sailing easy and fun. Daysail, cruise, or live aboard. Hard dodger, Doyle stackpack, Raymarine color radar/plotter and AP. Refrigerator/freezer, CNG range/oven, pressure water, inverter, VHF, depth, wind, speed/log, electric windlass with ground tackle and more. 450 hours on 38-hp diesel Yanmar. \$79,500. Email: jbuetto@surewest.net for complete details and photos.

ISLANDER 36, CYGNET, HULL #495. Built 1978. Original owners. Meticulously maintained, turnkey condition, looks almost new. Option to sublet SF marina berth for 6 months. Never raced. Many extras. Asking \$56,000/obo. Please call (415) 601-9457 to inspect.



1964 CLASSIC 37-FT FRANZ MAAS Dutch steel sloop with impressive racing pedigree and cruising history. Excellent condition. Expertly maintained and updated. M30 Perkins. Newly rebedded teak deck. New Dyform rigging, topsides and cabintop LP paint. SSB, GPS, weatherfax, radar. New wind, depth and speed instruments. Autohelm and Aries. Solar panels, wind generator, watermaker. Six berths in two cabins. Mahogany interior. Teak and holly soles. All systems in excellent condition and easily accessible. Dodger, bimini, 6-man liferaft. \$98,000. Email: sandettie@gmail.com.

ERICSON 38-200, 1988. Immaculate condition. New standing rigging, running rigging, canvas, autopilot. Hull and topsides shine like new. Inspect the rest first. Professionally maintained with all receipts from 1988. \$78,000. (510) 864-3930.

MONK 37 KETCH. World cruiser, 7 sets of sails, full keel, diesel inboard, cold-molded hull, \$12,000/obo. (650) 380-5535.



S&S 1983 CATALINA 38 SLOOP. New 40-hp Yanmar diesel, new fuel lines, muffler, instruments. Elegant upholstery and teak finishes including teak floor. Refrigeration, pressure water, CNG cooking. Radar, GPS, plotter, VHF, Kenwood sound. Nearly new Quantum genoa and main, 2 spinnakers. Lewmar 48 primary self-tailing winches plus one electric Lewmar 40 self-tailing multi-purpose winch (wonderful). Autopilot, Achilles inflatable. Sunbrella dodger. \$54,000. Eastbay berth. More, call (707) 374-6352 or (415) 250-2347 (cell) or email: aliceronn@frontiernet.net.

PEARSON 36, 1973. Needs considerable attention. \$10,000. Roy (916) 929-0874 or (916) 747-1944 or Redravenroy@aol.com.



CAL 39, 1978. SAME OWNER for 16 years. Many upgrades, including rebuilt Perkins 4-108 engine and transmission. New tapered double-spreader mast, aluminum toe rails, radar, electric windlass, below-deck autopilot, headliner, port lights and watermaker. Hard dodger and bimini with new canvas, cockpit screens, and solar panels. Updated galley with new deep double stainless steel sink, refrigeration, stove/oven and microwave. Much more. Price reduced by \$6k to \$69,000. (209) 327-0274.

C&C LANDFALL 39, 1985. Center cockpit sloop. Two-cabin/two-head layout. Great for two couples or couple with kids. Plenty of headroom. 55-hp Yanmar, dinghy/outboard, spinnaker. Mexico vet. Located in Village Marina, Alameda. \$79,000. Call Ed (408) 733-3679 or email: e.lungren@comcast.net.

CATALINA 36, 1986. Below-deck autopilot, radar, electric windlass, 45# anchor and all chain, refrigeration, propane oven/stove/BBQ, high-output alternator, inverter, dodger, bimini, more. Time for you to enjoy this great boat. \$55,000. (510) 219-9116.



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CATALINA 36 Mk II, 1996. Universal diesel, 600 hours. New bottom Dec. 2007. New dodger and bimini, roller furling, three headsails. Garmin chartplotter, autopilot, wind direction/speed, depth. Meticulously maintained, beautiful interior, like new, must see. No disappointments. \$109,000/obo. (925) 228-2852.

FREYA 39 – IMMACULATE. World-class cruising yacht, ready to go. All necessary cruising and safety gear. Equipment list on request. Currently in NZ, ready to cruise the South Pacific and beyond. \$155,000. Call (707) 328-8758.



ISLANDER 36, 1974. Located in San Carlos, Mexico. Tall rig, Universal 35-hp diesel, solar, radar, autopilot, roller furling, dinghy, outboard, etc. Cruise ready. Worth 35k+, first \$25,000 gets it. Free accommodation and airport pick-up for buyer. Great deal. (503) 939-6196 or svcoconutexpress@hotmail.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.

CATALINA 38, 1983. IMMACULATE. Custom upgrades, faired keel, epoxy bottom, white hull with black trim. Cleanest Catalina 38 around. \$45,000. (831) 588-8452.

40 TO 50 FEET



FLAT-TOP PETERSON 46, 1979. Fast, nimble, safe for cruising, racing, live aboard. Extensive sail inventory. Kevlar hull, 12 winches, Maxi-prop, rod rigging, hydraulics, radar. Anacortes, WA. Surveyed \$125,000, first buyer \$89,500. (360) 920-3888 or plumberpjs@verizon.net.

VALIANT 40, 1983. Offshore equipped. Pictures and extensive equipment list can be viewed at: <www.rainersolutions.com/larrikin> or call (206) 999-6404.



47-FT OLYMPIC OFFSHORE cruising ketch. Ted Brewer design, hand-laid fiberglass to Lloyd's specs, 3 staterooms, spacious accommodations, 75-hp diesel, LPG oven/stove, refrigerator/freezer, hot water, radar, VHF, GPS/chartplotter. See more at: <www.rebeccasailboat.com> \$147,500. (360) 452-5050 or (360) 928-3058.



BILL TRIPP COLUMBIA 43. Achilles inflatable with 9.9 Evinrude. 2 Garmin plotters, 2 sounders, refrigeration, Ray autopilot. Good condition in northeastern Panamanian Islands. \$45,000/obo. (928) 910-2288 or rockndammer@yahoo.com.

HALLBERG RASSY HR39, 2000. Fully equipped cruiser. Superior condition. Located Mexico until June 1 then moored San Diego. \$295,000. For photos and equipment call (360) 301-0871 or email: onthebriny@hotmail.com.



HERRESHOFF CARIBBEAN 50. 14.5' beam, 6' draft. Perkins 6-354. Radar/AP/SSB-HAM, VHF, Probe, liferaft, spares and tools. Fresh interior refinish. Photos and info on <www.sailboatlistings.com> Located Eureka, CA. \$199,500. (707) 834-4798.

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50-FT SAMSON SEA-DEUCE KETCH. Tanbark sails, wheel, diesel, 6'6" headroom. Great liveaboard or world cruiser, free mooring included, first \$7,500 takes her. Also 28-ft Newport, diesel, wheel, furling, new 135 genoa, full electronics, stereo, free mooring, \$6,000. Bill (415) 621-2190.



47-FT CUSTOM-BUILT CUTTER, 2004. Fiberglass, insulated, 85-hp Perkins diesel, generator, wheelhouse, full keel, new sails, roller furling, radar, autopilot, dual hydraulic steering. Liveaboard, shower, workshop, cruise ready. Well built, low maintenance. Owner's health forces sale. \$575,000. (541) 888-5688. See: <www.hyssop.com/boat/>

HYLAS 42, 1987. German Frers designed. Fast, comfortable. Updated/outfitted by professional shipwrights and/or boatyards in 2005/2006 for long-distance cruising. Extensive equipment list includes watermaker, solar panels, ShadeTree, refrigerator/freezer, windvane. Located in Mexico. ready to go. \$145,900. 011-52-1-669-171-0771 or svangelfish@hotmail.com.



WAUQUIEZ CENTURION 45, 1992. High quality, very safe performance cruising yacht by Wauquiez, designed by Dubois with stellar record for fast, comfortable offshore passages. Solid FRP hull, mast-head sloop, removable cutter stay and stays'l, dyform rigging, owner's layout, fine European joinery. Icom SSB and VHF, Furuno radar, Garmin GPS, Raymarine ST 7000 autopilot, Harken furling, full-batten main, Windpilot servo-vane, swimstep transom, Lofrans electric windlass, dual refrigeration, new Balmar alternator/smart charger, 1000w inverter, AGM batteries 2006. Too much to list. Priced to move at \$185,000. 04/07 drydock survey available. Caribbean, South Pacific, Hawaii passages with up to 200 mpd made good. This boat can go anywhere you want. Photo catalog and inventory available. For more info contact: tunes@aloha.net or call (808) 826-6050.

SLOCUM 43 PILOTHOUSE CUTTER, 1987. Rare find on West Coast. Double-ender designed by Stan Huntingford, long cut-away forefoot, encapsulated fin keel, skeg-hung rudder. Design provides a lively, seaworthy go-anywhere bluewater vessel. Stainless steel hatches. Pilothouse model is more like a raised salon, reducing windage yet providing bright functional interior with good visibility at sea. Upgraded low hour 76-hp Yanmar diesel. Aft cockpit with lots of storage. \$167,000. Berthed Alameda, CA. Owner, Robert (925) 484-4629.



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PETERSON 44 CENTER COCKPIT cutter, 1977. Two staterooms, two heads. New Yanmar, LP, fuel tanks. Robertson autopilot, radar, dinghy, ob. \$109,000. San Carlos, Mexico. Call or email for complete list and photos. (520) 742-2727 or svubetcha@aol.com.



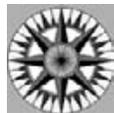
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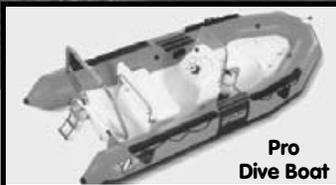
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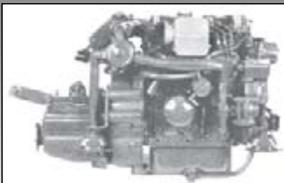
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GPS FOR MARINERS. Presented by USCG Auxiliary, Point Bonita Flotilla. Thursday, May 8, 7:30-9:30pm, Saturday, May 10, 10am-1pm, Tuesday May 13, 7:30-9:30pm; at Yerba Buena Island. For more info call Sue Fry (510) 524-2501 or email: sue.fry@sbcglobal.net.

LAKE YOSEMITE SAILING Association Annual Regatta in Merced, May 17-18. Info: <www.lakeyosemitesailingassociation.org> or (559) 776-9429. Motorhome and tent camping available. Individual classes as well as PHRF Fleets.

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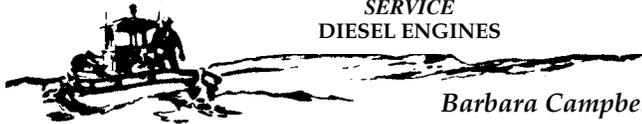
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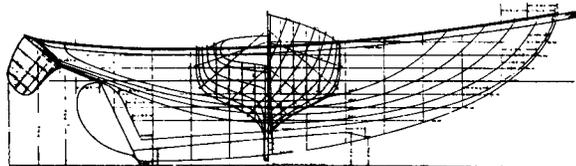
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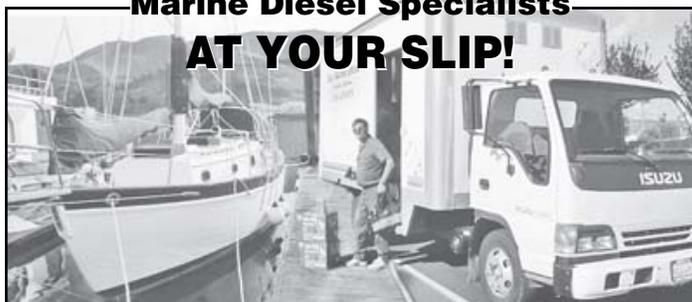
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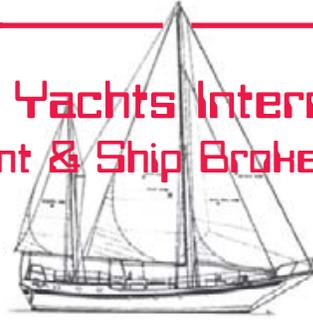
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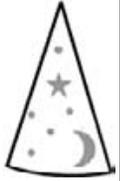
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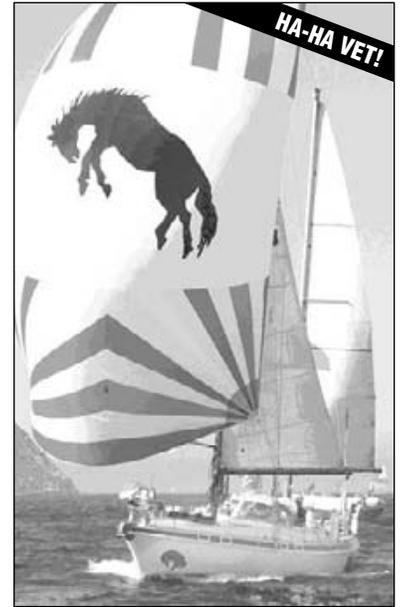
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30' NONSUCH CLASSIC, 1980 Rugged, amazingly ROOMY cat-rigged cruiser built to very high standards by Hinterhoeller. With the waterline length and beam of a 36-footer, and the beam carried well forward, the cockpit can comfortably seat eight. And she has a separate stall shower! **\$49,900**

SISTERSHIP



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35' ERICSON, 1985 Built in the U.S. (back east in Rhode Island) to typical high Pearson standards, this is one of the last 35s to be built. She's been a local boat since 1993 and is in very nice shape (just detailed, and the brightwork is bristol), priced right and lying in the Sausalito Yacht Harbor — all in all, a nice turn key package! **\$34,800**



REDUCED

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32' ERICSON 32-III, 1985 This Bruce King classic has had only two owners since new, is in nice shape and attractively priced. She's also well equipped with low time on the diesel engine, dodger, autopilot and radar, refrigeration, electric windlass, much more. Motivated owner, offers encouraged. **\$29,000**

SISTERSHIP

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43' HANS CHRISTIAN, 1989
Cutter, Telstar, low hours.
\$215,000
Also: 38', 1980...\$99,000

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PASSPORT 40, 1986
New main, new hull, Awlgrip, Pullman.
Super clean. **\$183,900**



36' PALMER JOHNSON, 1974
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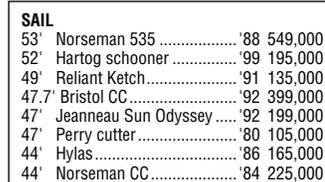
36' SWAIN (STEEL), 1997
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Also: 29' STEEL, '80...\$29,000



HYLAS 44 Center cockpit, two large double cabins, SSB, radar, AP, FB main, RF, davit/dinghy, more.
Price Reduction ~~\$183,000~~ to **\$165,000**



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Both in great shape. Passagemakers.
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36' SWEDEN, 1984
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53' Norseman 535	'88	549,000
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47.7' Bristol CC	'92	399,000
47' Jeanneau Sun Odyssey	'92	199,000
47' Perry cutter	'80	105,000
44' Hylas	'86	165,000
44' Norseman CC	'84	225,000
43' Corten steel SS	'84/'08	99,000
43' Hans Christian	'89	215,000
42' Baltic DP	'84	189,000
41' Beneteau 411	'99	112,000
41' CT	'76	79,000
40' Passport Pullman	'86	183,900
40' Cheoy Lee MS	'75	73,900
40' O'Day	'86	75,000
40' Hunter 40.5	'95	116,000
40' Challenger	'73	67,500
40' Catalina 400 Mk II	'04	205,000
39' Mota Huta, steel	'80	29,000
38' Ingrid	'76 & '84 from	61,900
38' Hans Christian	'80	99,000
37' Pearson	'82	44,500
37' Alberg, equipped	'72	70,000
37' Rafiki, new engine '07	'77	57,000
37' Irwin	'79	35,000
37' Espirit	'78	74,900
36' Steadfast	'74	46,000
36' Islander	'77 & '74 from	42,000
36' Catalina	'84 & '93 from	52,500
36' Sweden	'84	69,000
36' Palmer Johnson	'74	46,000
36' Swain Steel	'97	Inquire
35' Hanse	'08	Inquire
35' Hunter 35.5	'93	54,750
35' Baba	'79	69,500
35' Ericson, nice	'79	33,000
35' Ericson Mk III	'84	59,900
35' Fantasia Mk II	'79	50,000
34' C&C, nice	'80	37,500
34' Sabre	'83	46,000
34' J/105	'01	125,000
34' O'Day, new Yanmar	'84	31,000
33' Hunter 33.5	'92	54,750
32' Westsail (two)	'77 & '79	52,500
32' Odyssey, #10	'67	75,000
31' Pacific Seacraft Mariah	'79	69,000

POWER

67' Stephens Alum	'80	795,000
65' Pacemaker, cert	'71	299,000
65' Elco Classic MY	'26	450,000
57' Chris Craft	'65	135,000
53' Hatteras MY, new engines	'76	259,000
50' Stephens	'65	135,000
50' Whitcraft	'74	118,000
48' Dutch canal barge	'50	219,000
45' Chris Craft	'73	149,000
44' Marine Trader CP	'84	159,000
44' Defever	'82	200,000
44' Gulfstar MV	'79	147,000
43' Viking Sundeck	'77	95,500
41' Hatteras	'61	Inquire
41' Hatteras, nice	'65	149,000
40' Sea Ray Sundancer, diesel	'97	179,000
38' Holiday Mansion	'89	38,500
38' Chris Craft	'65	66,000
35' Cooper Prowler	'86	78,000
34' Atlantic SF	'89	79,000
34' Mainship	'81	48,000
34' Sea Ray Sundancer, dsl	'01	155,000
34' Kevlacat	'97	160,000
34' Silverton Express	'91	Repo
34' Tolly Craft	'72	29,000
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32' Silverton FB, 370 hrs	'98	55,500
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30' Maxium 2800	'99	50,000
28' Mako CC	'96	32,500
28' Cruiser, nice	'86	28,000
27' Seaport w/trailer	'96	90,000
26' Osprey long cabin	'03	85,000
26' Osprey	'02	98,000
24' Chaparral, trailer	'94	19,000
24' Orca, inboard	'99	59,950
24' Osprey	'96	69,500
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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**



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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! Washer/dryer ++. **Asking \$55,000**



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