

VOLUME 377 November 2008

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Q - for Quick and Quality



Glenn Isaacson commissioned his 40-ft Schumacher-designed *Q* with two goals in mind: cruising San Francisco Bay doublehanded with his wife, Gaby, and racing the Bay with a full crew. To make the doublehanded cruising easier, the boat was fitted with a removable Hoyt boom for a self tacking jib. To make the racing faster, *Q* was fitted with Pineapple carbon sails.

In September Glenn combined shorthanded sailing with competitive racing in the Singlehanded Sailing Society's 21-mile Richmond/South Beach Race. To keep things simpler, Glenn elected to enter the non-spinnaker division. Glenn sailed doublehanded with his friend and crew, Todd Hedin, and their elapsed time around the race course was less than all boats entered, save one multihull. On corrected time, they won their non-spinnaker class, as well as first over all of the doublehanded division, spinnaker boats included!

Half of all the sails we build are for committed racers, the other half for committed cruisers. But race or cruise, all our sails are carefully designed and crafted from the best materials to perform and to last. Whether you race or cruise or both, give us a call. After all, we are committed too.

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- 1. We have this year's inventory to move out, and they are priced to sell.
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- 3. Lease back programs available on new models. Receive monthly payments in exchange for keeping your boat at our docks and allowing us to show it at your convenience.
- 4. Boat loans are readily available and rates are low! There is no credit crunch here.
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New 2009 Models





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lobin Clubs Charles Tobias, Chairman

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Cover: Maltese Falcon spreads her wings.

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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs-anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus digital images (preferable) or color or black and white prints with identification of all boats, situations and people therein; and 3) be legible. These days, we prefer to receive both text and photos electronically, but if you send by mail, anything you want back must be accompanied by a self-addressed, stamped envelope. Submissions not accompanied by an SASE will not be returned. We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions not 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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Latitude 58

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CALENDAR

Non-Race

Oct. 31 — Host a Halloween party on your boat!

Nov. 1 — Modern Sailing School excess sailing gear sale in Sausalito, 10 a.m.-2 p.m. Info, (415) 331-8250.

Nov. 2 — Daylight Saving Time ends.

Nov. 2 — Cal Sailing Club will give free sailboat rides at Berkeley Marina, 1-4 p.m. Info, *www.cal-sailing.org*.

Nov. 2 — Capturing Angel Island Hike, a docent-led educational walk around the Bay's biggest island, 10 a.m.-3 p.m. Free, but reservations recommended. Info, (415) 435-3522.

Nov. 2-30 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or *www.baads.org*.

Nov. 5-26 — 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*.

Nov. 6 — Downwind Marine's Cruisers' Seminar Series continues with Cruising Self Sufficiency (Paul Mitchell) & Cruising Woman's Round Table discussion (Susan Mitchell) at Pt. Loma Assembly Hall at 7:30 p.m., \$3. All seminars at the same location. **11/11**: Cruising on 12 Volts (Barry Kessler); **11/13**: Offshore Marine Safety (Bruce Brown); **11/18**: Pressure Cooking for Cruisers (Capt. Steve Ford); **11/20**: AIS (Steven Gloor). Info, *www.downwindmarine.com*.

Nov. 8 — Sailboat Surveying seminar by Jim Jessie at Oakland YC, 9 a.m.-noon. Free, registration required. Info, (510) 522-6868 or *cwong@oaklandyachtclub.com*.

Nov. 8 — Victorian Christmas Celebration at Angel Island's Civil War era Camp Reynolds, 11 a.m.-3 p.m. Demos, kids' crafts, unique holiday gifts, sweets and drinks. Tram ride \$3 with reservations. Last year's celebration was cancelled because of the oil spill. Info, *www.angelisland.org*.

Nov. 9 — Downwind Cruisers' Kick-Off Potluck BBQ at Shelter Island Beach in San Diego, noon-4 p.m. Info, *www. downwindmarine.com.*

Nov. 11 — Take a veteran sailing today.

Nov. 13 — Full moon on a Saturday night.

Nov. 13 — 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.

Nov. 14 — Modern Sailing's 26th Anniversary party at Golden Gate YC, 6 p.m. Info, (415) 331-8250.

Nov. 14, 1909 – Joshua Slocum, the world's first solo circumnavigator, set sail from Martha's Vineyard aboard *Spray*, bound for the West Indies, and was never seen again. He was declared legally dead in 1924.

Nov. 18, **1921** — Harry Pidgeon began his four-year solo circumnavigation from Los Angeles aboard his 34-ft yawl *Islander*. He became the second person to ever achieve the feat, behind Joshua Slocum, and the first to go around solo twice.

Nov. 22 — Go behind the scenes to tour the SF Maritime Park's Small Craft Collection. Free. Info, (415) 447-5000.

Nov. 27 — Work off all that turkey with a daysail.

November, 1978 — It Was Thirty Years Ago from the Sightings article "You're Not Supposed to Build Houses on Sand":

Maybe it's all right to build a marina on garbage. At least the City of Brisbane (pop. 3,500) hopes so. They want to build a 600-berth marina atop all the garbage they've thrown into the Bay just north of Oyster Point.

It's ok by us, and DNOD is giving them \$20,000 to plan it and has guaranteed \$7 million if they get all the approvals. The process of getting permits approved has already begun, and if all prayers are answered, work will begin in 1980.

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CALENDAR

Dec. 6 — 32nd Annual Lighted Yacht Parade on the Oakland/Alameda Estuary, starts at 5 p.m. Presented by Encinal YC, Oakland YC and Marina Village Yacht Harbor, this year's theme is 'An Old Fashioned Christmas'. Find out more and enter your boat at *www.lightedyachtparade.com*.

Dec. 6 — South Beach YC Lighted Boat Parade from Mc-Covey Cove to the Ferry Building. Chili and hot buttered rum at the YC after. Info, *www.southbeachyc.org*.

Dec. 13 — 20th Annual Sausalito Lighted Boat Parade along the waterfront, 6-11 p.m. Info, *www.syconline.org*.

Jan. 13-29 — BoatSmart course by Marin Power & Sail Squadron in Novato on Tuesdays and Thursdays, 7-9 p.m. Materials \$50. Info, (415) 924-2712.

Racing

Nov. 1-2 — Perry Cup (Mercuries) & Kelp Cup (Shields). MPYC, *www.mpyc.org*.

Nov. 1-8 — Dry Creek Vineyard Pro-Am Regatta on Virgin Gorda, hosted by Bitter End YC. Info, *www.beyc.com*.

Nov. 2 — Jack & Jill + 1, the women-skippered triplehanded race on the Estuary. IYC, *www.iyc.org*.

Nov. 7-10 — Long Beach to Cabo San Lucas Yacht Race. LBYC, *www.lbyc.org*, *raceoffice@lbyc.org* or (562) 493-5173.

Nov. 8 — NorCal #3 Appleton Youth Regatta for FJs. Info, *www.pcisa.org* or call SFYC Youth office at (415) 435-9525.

Nov. 8 — Commodore's Cup. CPYC, (650) 347-6730.

Nov. 8 — Fall Series #3. SSC, *www.stocktonsc.org*.

Nov. 9— Lake Washington's annual Turkey Shoot Regatta. Info, *www.lwsailing.org*.

Nov. 18 — YRA Year-End Awards Party, www.yra.org.

Nov. 18 — The Big Sail: Stanford vs. Cal in J/105s. More fun than football! StFYC, *www.stfyc.com*.

Nov. 28 — Wild Turkey Race. TYC, (415) 883-6339.

Dec. 2—Fall Series #4. SSC, *www.stocktonsc.org*.

Jan. 9-19 — California Sport, Boat & RV Show at the Alameda County Fairgrounds in Pleasanton. Info, *www.ncma. com/ncbsintro.html*.

Jan. 19-23 — Acura Key West Race Week, the best regatta in the country. Info, *www.premiere-racing.com*.

Midwinter Regattas

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

BERKELEY YC — Midwinters: 11/8-9, 12/13-14, 1/10-11, 2/14-15, 3/1. Bobbi, (925) 939-9885.

BERKELEY YC — Chowder Races: Sundays through March except when it conflicts with above. Tom Nemeth, *tom. nemeth@there.net*.

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

CORINTHIAN YC — Midwinters: 1/17-18 & 2/21-22. Andre Klein, *racing@cyc.org*.

ENCINAL YC – Jack Frost Series: 11/15, 1/24, 2/28, 3/28. Tom Wondolleck, *rearcommodore@encinal.org*.

- **GOLDEN GATE YC** Seaweed Soup Series: 11/1, 12/6, 1/3, 2/7, 3/7. Gary Salvo, (916) 363-4566.
- **OAKLAND YC** Sunday Brunch Series: 1/4, 1/18, 2/1, 2/15, 3/1. Sheldon, *sheldon.haynie@gmail.com*.
- **REGATTAPRO** Winter One Design: 11/8, 12/13, 1/10, 2/14. Jeff, (415) 595-8364 or *jzarwell@regattapro.com*.
- **RICHMOND YC** Small Boat Midwinters: 12/7, 1/4, 2/1, 3/1. Tony, (925) 426-0686 or *www.richmondyc.org*.
- **SANTA CRUZ YC** Midwinters: 11/15, 12/20, 1/17,

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30' Sabre, '86, Buena Vida	
29' J/29, '85, Masthead**	
29' Back Cove, '05, Diamond Lil	
29' Back Cove, '07, Annie T*	\$199,000
29' Cobalt, '01**	\$69,000
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2004 Hunter 36 \$148,000	2003 Jeanneau 43 \$259,000
2002 Catalina 36 \$115,000	1998 Hunter 430 \$157,000
<u>1999 C&C 110 \$139,995</u>	2002 Jeanneau 43 \$235,000
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<u>.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,</u>	<u>.,,, joniai 33 - 4277,000</u>



CALENDAR

SAUSALITO YC — Sunday Midwinters: 11/2, 12/7, 1/4, 2/8, 3/1. Paul, (415) 269-1973 or *race@syconline.org*.

SEQUOIA YC — Winter Series: 11/1, 12/6, 1/31, 2/28, 3/14. Redwood Cup: 11/16, 12/14, 1/4, 2/15, 3/1. Jim Peterson, (650) 793-3437 or *jpeterson2008@comcast.net*.

SOUTH BAY YRA — Midwinters: 11/1, 12/6, 1/3, 2/7, 3/7. Jocelyn Reed, *regatta@cpyc.com*.

SOUTH BEACH YC — Island Fever Midwinters: 11/15, 12/20, 1/16, 2/20, 3/20. Info, *www.southbeachyc.org*.

VALLEJO YC — Tiny Robbins Midwinters: 11/15, 12/6, 1/3, 2/7. Info, (707) 643-1254.

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

November Weekend Tides

date/day	time/ht.	time/ht.	time/ht.	time/ht.
	HIGH	LOW	HIGH	LOW
11/01Sat	0324/4.4	0733/3.3	1327/5.6	2030/- 0.2
11/02 Sun	0318/4.3	0719/3.5	1308/5.3	2016/0.0
11/08Sat	0039/0.9	0741/5.2	1346/1.7	1939/4.4
11/09Sun	0124/1.2	0809/5.6	1428/0.9	2045/4.5
11/15Sat	0135/4.8	0551/3.0	1200/ 6.8	1901/ -1.6
11/16Sun	0234/4.8	0648/3.1	1253/ 6.5	1956/ -1.3
11/22Sat	0044/1.1	0740/5.9	1403/0.8	2018/4.3
11/23Sun	0132/1.6	0816/ 6.1	1451/0.3	2126/4.3
11/29Sat	0130/4.5	0536/3.3	1126/5.9	1829/ -0.6
11/30Sun	0210/4.5	0615/3.4	1203/5.7	1906/ -0.5

November Weekend Currents

date/day	slack	max	slack	max
11/01 Sat		0122/3.1F	0454	0655/1.7E
	1001	1250/1.8F	1525	1900/4.1E
44/880	2304	0407/0.05	~	004044 55
11/02 Sun	00.40	0107/2.9F	0444	0640/1.5E
	0943	1234/1.6F	1505	1847/3.9E
44/000.1	2253	0004/0.05	0010	1000/0.05
11/08 Sat	0300	0604/2.9F	0916	1200/3.0E
14/000	1550	1832/2.3F	2128	0045/0.05
11/09 Sun	0050	0012/3.0E	0344	0645/3.0F
	0950	1246/3.7E	1636	1925/2.9F
14/1ECat	2230	0510/0.05	0010	1110/0 75
11/15 Sat	0314	0519/2.2E	0812	1110/2.7E
11/16Cum	1349	1727/ 5.7E	2125	0613/2.1E
11/16 Sun	0010	0033/4.2F	0410	
	0910 2222	1205/2.5F	1444	1821/ 5.3E
11/22 Sat	0304	0612/3.1F	0907	1220/3.5E
11/22 Sal	1602	1902/2.8E	2150	1220/3.3E
11/23 Sun	1002	0034/2.5E	0354	0657/2.9F
11/23 3 un	0947	1304/3.9E	1652	1957/3.2F
	2252	1304/3.9E	1052	1957/5.21
11/27 Thu	0126	0336/1.8E	0645	0929/2.2F
11/21	1211	1534/ 4.5E	1940	2249/3.5F
11/28 Fri	0210	0413/1.7E	0722	1006/2.1F
11/20111	1246	1614/ 4.5E	2020	2327/3.3F
11/29Sat	0254	0452/1.6E	0758	1044/2.0F
/E00ut	1322	1654/4.4E	2100	1011/2.01
11/30 Sun	1022	0005/3.2F	0337	0533/1.6E
1,000	0836	1125/1.8F	1400	1736/4.3E
	2141	1120/1101		17 507 1.02

^{2/21, 3/21.} Info, (831) 425-0690.

DA Lished Vacht Parade Starting around 5:30pm Oakland/Alameda Estua

WHAT: Invitation to enter your boat in the parade or to watch the parade from your local waterfront restaurants, or at Wind River Park in Alameda, or at Jack London Square in Oakland.

GOLLEGTING FOOD & TOYS Please bring anwrapped toys for the Oakland Firefighters Random Acts (www.OfRandomActs.org) distributing toys to kids in need. And collecting food for the Alameda Gounty Gommunity Food Bank (www.accfb.org) distributing food for those in need.

AWARDS Gategories include: Best Decorated Sailboat, Best Decorated Powerboat and Best Overall Decorated Boat. Plus a Grand Prize to the top winner.

www.bigktedYacktParade.Com for more info and to register Ertry deadline: Dec. 4, 2008. Ertry fee: \$30 (includes a photo of your boat and a skippers goodie bag)

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Top 10 Winter Tips from KKMI

With the sailing season coming to an end and winter just around the corner, KKMI would like to take this opportunity to offer some advice about what you can do to prepare for the winter weather and keep your boat in its best sailing shape.

- 1.Add a recommended fuel stabilizer to a full tank of fuel
- 2.Run a dehumidifier that can drain into the galley sink
- 3. Test your bilge pump and verify the automatic function works
- 4. Confirm the Harbor Master has current contact information
- 5.Inspect all through hull valves and insure shaft is not leaking
- 6. Hose test deck hatches and replace rubber seals as necessary
- 7.Examine dock lines and chafe gear

8. Inspect power cords for cracks or chafe and seal any connections between cords with tape.

9.Remove furling jib (can become unfurled in a storm) and get serviced 10. Contact KKMI to schedule your projects - don't wait until spring!



WHAT EVERY BOAT OWNER WANTS FOR CHRISTMAS: If you asked 10 boat owners what they wanted for Christmas ... you'd get 10 different answers, but chances are they share a pretty common thread ... sailing stuff !! Buying that special gift for that nautical member of your family has never been easier ... introducing KKMI Gift Certificates. Available in all denominations for any product or service! Best of all ... our prices are unbeatable and quality of work always outstanding! Call, click or visit us today and we'll be happy to take care of all your Christmas shopping needs. Not only will you put a halyard, a shackle or a bottom job under the tree ... but a big smile on that special person's face! What a great Santa's helper you are!

ENGIN-UCATION: KKMI's popular Diesel Engine Maintenance Seminar is back and better than ever! Sat. November 15th, at 9am in the Boathouse. KKMI project manager, Mike Haley and engine Guru Bill Peacock will take you through the ins and outs of your diesel engine as only true professionals can. Here's your chance to meet and learn from the nautical equal to "Click & Clack". Call Ginger at (510) 235-5564 for details and to reserve your space.

FOLLOW THE LEADER ... LEAD BY EXAMPLE: In 2001 the California Water Environment Association awarded KKMI "Industry of the Year" for their innovative waste water treatment system. In acknowledging that as with most things in life ... nothing remains the same ... KKMI has stepped up and further improved on their system as industry leaders often do. The new system manages both the waste and storm-water treatment needs. Co-founder Paul Kaplan comments, "Protecting the environment is not just a matter of the law, it's a matter of doing the right thing." A big thanks to Paul and the Team at KKMI for doing their part to keep the bay healthy for generations of sailors to come.

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LETTERS

↑↓MORTIFYING

I can't imagine anything more humiliating than steering my sailboat into a world famous 289-ft yacht in broad daylight, right in front of God and a photographer. Ouch! I have, however, steered my sailboat into a 26-ft boat, one that belonged to my best friend, no less. It happened on a gray and blustery day in front of almost no one, but it was still plenty humiliating, I can assure you!

In my case, I had too much sail on. Close-hauled and showing off, I passed too fast and way too close in the lee of my



friend's Tollycraft. A gust one of many I'd experienced that day - caused my boat to heel over and round up not for the first time that day - smack into the only other boat within a mile. A \$7,000 ouch! Among

When 'Falcon' went sailing, there seemed to be no such thing as 'too close for safety'.

the several lessons that I learned: don't put any expensive and/or immovable object close to windward while on a beat in gusty conditions.

By the way, I wonder whether *Stand-By*'s "inexplicable luffing up" might have been precipitated by turbulence or altered air currents from being in the lee of *Maltese Falcon*. Regardless, the skipper was too damned close, and too damn bad. I can almost empathize.

Paul Brogger Lifelong Student, School of Hard Knocks

Paul — Imagine, you and we attend the same institution of higher learning! It takes guts to admit foolish mistakes, but it's not just 'good for the soul', it's also helpful in educating others so they don't make the same stupid mistakes we have. Thanks!

We doubt that being in Falcon's lee had anything to do with the boat luffing up. Either Stand-By was driven up into the wind, or the boat went up there on her own as a result of the main being sheeted in too tight.

It may be small consolation to the skipper of Stand-By, but thanks to the incident, he and his boat have become immortalized as a small part of sailing history. We know this, because any number of the Peter Lyons photos of the incident are available for purchase from PPL in England. Indeed, for just \$750, you can get a 60" x 40" print on canvas of the moment of contact. We expect to see such photos on the walls of nautical-themed bars and restaurants the world over. L-11-18

${\uparrow}{\downarrow}{\rm I}$ held my breath while reading the story

I just received my *Latitude* and flipped to the article about Skip Allan scuttling his Wylie 28 on the way home from Hawaii. When I finished reading the story, I realized that my breathing was shallow and slow, and that I had probably been holding my breath while reading the story.

Latitude readers may recall that I lost my Morgan 45 Painkiller while sailing across the Caribbean in April of 2000. We were in only 12- to 15-ft seas, and the boat was probably holed by a log. Naturally, I thought of that experience while reading Allan's story. I remember sitting in our liferaft, looking at my

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LETTERS

watch, and waiting for what I thought was about 30 minutes before looking at my watch again. But when I did, 30 minutes hadn't passed, but rather just three!

While I haven't been in weather conditions that Allan was in, I believe he made the right decision by saving himself. Who



knows what the result might have been if he had attempted to 'tough it out' for up to three more days? Personally, I'm glad he did the prudent sailor thing and is still with

'Wildflower' sailing out the Gate for the last time.

us to enjoy the tops of the waves as opposed to looking up at us from the bottom of the Pacific.

By the way, I've owned two more sailboats since *Painkiller* went to the bottom, so new boat love is not only possible, it's a must!

Ron Landmann Minden, Nevada

Ron — The good news is that if Skip is interested in a near sistership to Wildflower, he pretty much just has to give the word.

$\Uparrow\Downarrow$ knocked all his fasteners into the bilge

I've seen a number of feature articles in glossy sailing magazines about "starter boats" for \$150,000. What are these people thinking about?! It's got me thinking about writing an article about 'big bang for the buck' boats.

I'm a marine surveyor, and every week I survey some exceptional starter boats that are going for well below \$80,000 — and in some cases closer to \$20,000. These bargain boats are mostly production boats or retired racing boats from the '60s to the '80s. Nonetheless, they are fully capable, if updated a little, of providing good, safe cruising boats for couples and families. Magazines on the other side of the Atlantic, such as *Yachting Monthly* and *Practical Boatowner*, give considerable space to these kinds of older boats, but not U.S. sailing magazines.

Having surveyed and sailed on many of these boats over the years, I've gotten to know many of them intimately, including their structural idiosyncrasies and sailing foibles. I could write an interesting piece on perhaps a dozen boats that would include such 'insider' information. Making good boats into great boats with some simple improvements is both a speciality and a passion of mine. And such an article would be directed to people who want to get into sailing and are looking for the maximum fun per dollar. These boats would not just be good for things like sailing on the Bay and from Long Beach to Catalina, but beyond, too.

On another subject, the emails sent by Skip Allan, as well as *Latitude*'s article about the scuttling of his *Wildflower*, are perhaps the most informative published pieces on dealing with extreme sailing conditions. This stuff goes way beyond theory — it's real life stuff that was executed by one of the most experienced racing/cruising skippers on the planet. I was shocked to read about Allan's troubles and the loss of *Wildflower*, but I am absolutely confident that if he decided to scuttle his beloved boat and get on the container ship, that was unquestionably the right thing to do. Period.

I first met Skip and Wildflower in Santa Cruz in '78 when I







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professional guide, rescue adviser, and former medical operations consultant at NASA,, and co-author of "The Field Guide to Wilderness Medicine".

Karen Van Hoesen, MD

Dr. Van Hoesen is the director of the Diving Medicine Center at the University of California



San Diego. She has served as secretary of the Undersea and Hyperbaric Medical Society and as president of its Pacific Chapter. She publishes and lectures internationally on diving and marine medicine. She is listed as a

member of the Women Divers Hall of Fame. She practices and teaches Emergency Medicine at UCSD.

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LETTERS

was bringing my Cal 28 up from Santa Barbara to San Francisco for the start of the first ever Singlehanded TransPac. I vividly recall our meeting because I accidentally knocked over his entire assortment of nuts/bolts/cotters/clamps and other assorted bits into the bilge of his boat! A few days later, just before the start of the Singlehanded TransPac, we skippers were being interviewed by the press about our race strategies. Everyone voiced a pet theory about working their way around the Pacific High without adding too many miles the course. I had a more simple and reliable strategy that I called IFS — or, I'm Following Skip.

> Mike Pyzel Caballo Blanco, Cal 30 Santa Barbara

Mike — *We'd very much like to get a 'big bang for the boat* buck' article. For readers who are unsure of your credentials, you might have mentioned that you sailed your Cal 28, which is one of those '60s boats. to Hawaii and back as part of that first Singlehanded TransPac, then from Santa Barbara to Santa Cruz Island 500 — no typo — times, and cruised her down to Mexico as well.

↑↓TIM REDFORD IS 'THE' MAN

Latitude never ceases to amuse/amaze/enlighten me. Your offer to Skip Allan of a near sistership to the Wylie 28 Wildflower he had to scuttle coming back from Hawaii is fantastic! As one who had to build/rebuild all of the 12 boats I've owned, I can appreciate your offer. I hope Skip does the same.

> Joe Moore Hejoha, Calkins 40 San Diego

Joe — Whoa! You're trying to give us credit for the good deed of another. For those who didn't read the item that appeared in the October 10 'Lectronic, we'll reprint it here:

"As most Latitude readers know, Skip Allan of Capitola, one of the best racers and cruisers that has ever come out of Northern California, scuttled his Wylie 28 Wildflower in rough weather on September 1 on his way back to California after winning the Singlehanded TransPac. The whole story appeared in the October Latitude. There are many people, ourselves included, who don't think the world is quite right with Allan not having his Wildflower. After all, he'd been racing and sailing her since before Latitude started publishing, and that was nearly 32 years ago. Fortunately, one of the people who also feels that way is Tim Redfern of Spokane, Washington, who owns a Hawkfarm, which is close to being a sistership to Wildflower. He sent us the following letter:

"Tim here from the Sail Loft up at Lake Pend Oreille in northern Idaho. I have my Hawkfarm 28 advertised in your current issue of Latitude, which, lo and behold, also had the story of Skip Allan's adventure and the loss of his boat. I have no idea if a replacement Wylie is something he might want right now, but if it is, I would make a heck of a deal — like maybe transport costs only. I would be proud to know that my boat had gone to a very fine home in the hands of a brave, wise and caring — and still alive — sailor such as Skip Allan. My Hawkfarm has a diesel, folding prop, 13 sails, and all sorts of other goodies."

Our editorial response was: "A tip of the Latitude hat to you, Tim, for such a generous offer. As for the transportation costs, we know lots of folks – ourselves included – who would be happy to chip in for them. So it's up to you Skip. If you're mov-



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LETTERS

ing in some other direction, that's cool. But if you're not, please don't give us any of that 'I couldn't accept such an offer' crap. As Tim said, he'd be proud for you to have the boat, and we — and everybody else who knows you — know exactly what he means."

Almost as soon as that 'Lectronic was posted, Will Baylis wrote to say that he'd be happy to put a "few bucks into the Wildflower II kitty."

$\Uparrow\Downarrow$ twice as much was raised this year

We at the XOJET Leukemia Cup wish to give a heartfelt thanks to the skippers of the 116 boats and their crews, as well as the 50 youth sailors, who competed in the Leukemia Cup



on October 4-5, plus all the many nonsailing supporters, and the host San Francisco YC. You truly are the best! We're also grateful to Tom Perkins of *Maltese Falcon* and Saturday

The San Francisco edition of the Leukemia Cup brought in more than any other.

night VIP speaker Rupert Murdoch, who without a doubt were pivotal reasons for the event's overwhelming success. After dinner on Saturday night, two couples bid \$15,000 each for cigars and nightcap with Perkins and Murdoch on *Maltese Falcon*.

This year's regatta was all about breaking records. Given these challenging economic times, we're pleased to announce that we've raised a total of \$662,674, with more money still rolling in. This is more than double the amount raised last year, and more than any of the other Leukemia Cups in the country. Ian Charles, our dynamic event chairman, raised \$216,000 of that, more than 32% of the total, which made him the top individual fundraiser in the country! I'd also like to recognize our Fantasy Sail Qualifiers, all of whom raised at least \$8,500 to try to find a cure. They were: Onne Broek, Ian Charles, John Collins, Matt Cromar, Jeff Cusack, Matt Frymier, Simon James, David Joyner, Torin Knorr, Suzie Moore, Bill Nolan, Molly Prahl, Robin Reynolds, Bill Smith and Kendra Thomas.

There are so many others to thank, both for participating and helping put this great event together. Thank you so much, we're looking forward to seeing you next year!

> Robin Reynolds Leukemia Cup Regatta Consultant

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Who says there aren't enough boat slips in California? As I was making my way south for the start of the Ha-Ha, the nice folks at the Pacific Mariner's YC in Marina del Rey made room for my F-41 catamaran — by allowing my 23-ft wide cat to straddle two of their 35-ft slips. Quite a few folks have stopped by to observe the somewhat unusual sight.

Steve May Endless Summer, F-41 Emery Cove Marina

Steve — Terrific! Actually, we remember a small cat doing the same thing at Marina Plaza in Sausalito. We hope they didn't charge you for two slips.

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LETTERS

$\hat{I} \cup I$ was glad to hear of the safe outcome

I was the pilot of the Jet Airways B-777 that helped Ron Simpson of the San Diego-based Bounty 41 *La Cenicienta* through his initial rescue call and prep for rescue while he was sailing toward Hawaii. He seemed to take instructions well over the radio, although he was fatigued and anxious. Simpson became so scared of capsizing that he made the mistake of inflating his liferaft in the cockpit of his boat, and then lost it in the wind.

I was once in a similar situation in the Gulf of Mexico. We were 100 miles offshore, and in the course of getting hit by 60-knot winds in a very strong cold front, had the steering cable come off the rudder cam. Thank God I wasn't singlehanding at the time.

I'm glad I was able to help Simpson by relaying a good lat/long for him. We lost contact on HF HAM 14.300 as we passed north of him en route to San Francisco. I was afraid we'd lost him, and didn't learn that he was absolutely safe aboard the merchant vessel until morning when the emails came rolling in. I'd given my email address to the Maritime Service net operator, and God knows how many hams wrote it down so they could contact me, but I was glad to hear of the safe outcome.

I'll be in Shanghai for another 10 days or so, at which time I'll be returning to the West Coast. Who knows, maybe I'll be able to meet Simpson in person.

> Glenn Brown Capt, B-777, Jet Airways / USCG Master 100 ton

$\Uparrow\Downarrow$ that trip was downright dangerous

I'm writing with regard to Ronnie Simpson's attempt to singlehand his Bounty II *La Cenicienta* "through the tradewinds" to Hawaii, and his subsequent rescue a few days into that voyage. I think his was a downright dangerous trip, and I hope other active — as opposed to armchair — sailors will support my evaluation. Any positive twist on it would only encourage similar foolhardy adventures that might end up in a rescue, or even loss of life.

It's true that you gain experience through experience, but that experience is best gained incrementally. Both the Singlehanded Sailing Society and Pacific Cup YC require real offshore experience prior to entering their races to Hawaii.

Then there's the question of the boat. It's my understanding that *Latitude* was started aboard a Bounty II in Sausalito. A Rhodes Bounty is certainly capable of ocean sailing in almost any conditions, but the condition of an older boat becomes a concern when the basics, such as the water supply, fuel management, and bilge pumps are compromised. Gas in the V-berth? Then total steering failure? Again, that's why both the Singlehanded TransPac and Pacific Cup require careful inspection of boats and equipment, including emergency steering.

I don't presume to know all the facts, such as what kind of advice he received from "old salts on the dock," or what kind of experience those "old salts" had, but I do know the best way to prepare for an extended ocean voyage is through preparation of both boat and crew — even if it's only one person — including both coastwise and offshore shakedowns.

I think *Latitude*'s concerns about the son of an old friend who built a questionable trimaran — the \$25,000, 50-ft trimaran *Tin Can*, which didn't even make it to Santa Cruz — saying he was going to sail around the world in a ridiculously short time, were more in line with reality. I don't think your coverage of *Tin Can* would encourage anyone to undertake such a risky trip, while I think your report on Simpson in the

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LETTERS

October 10 'Lectronic might have.

Pat Broderick Former SSS Commodore

Pat — We agree that you only gain experience through experience, and that experience is best gained incrementally. As such, if Simpson had shared the plans of his voyage with us, we would have strongly encouraged him to do a couple of laps around all the Channel Islands with an experienced sailor before taking off to Hawaii. But other than that, we wouldn't have had anything against his proposed voyage.

You talk about the Singlehanded Sailing Society and the Pacific YC inspecting all the boats that enter. Are you suggesting that such a pre-race inspection would have revealed that the Bounty's rudder post was going to shear off in heavy sea conditions? When Cal 40s, which were built at the same time as the Bountys, enter the races to Hawaii, how carefully are their rudder posts inspected? Furthermore, it's not as though rudders/masts/booms haven't broken on boats in both those events.

Yes, secondary steering would have been nice. But few cruising boats that cross the Pacific have them. And when it comes to getting caught in heavy weather, a lot of boats don't have bilges and bilge pumps that are up to the task.

As for the gas tank in La Cenicienta's bow, all the Bountys had a double-hull kind of fuel tank up forward. While it's a bad idea for weight distribution, and certainly doesn't sound like the safest arrangement, we never had a problem with ours and didn't know of any Bounty owners that did. And for the record, the gas tank that spilled was a jerry can for the outboard.

The bottom line for us is that we're not going to dump on Simpson's attempt. In fact, we hope he gets another boat, does a couple of laps around the Channel Islands, and then takes off around the world once more.

Who is Ronnie Simpson? The bio he presents on his website, www.openbluehorizon.com, is very interesting:

"I was born February 18, 1985 in Ft. Lauderdale, Florida. My mother remarried at an early age to an amazing man. He became our step parent and adopted all three of us. I have a 25year-old brother in Hawaii and a 27-year-old sister in Georgia.



We were mostly raised in Georgia, where I grew up riding dirt bikes and bicycles, playing hockey, getting in trouble in school, and being a spoiled brat. We had a lot of money and I liked expensive things. That's just how I was raised.

Ronnie and some buddies in Iraq.

"After getting into some trouble in high school, I moved out of the house during my senior year. I lived in a few apartments and drove a \$700 Volvo station wagon, which was all I could afford at the time. I actually managed to graduate. Having been raised a conservative, rich, white Republican, joining the Marines seemed like the right thing to do in a time of war. I joined the Infantry, went to Iraq, and was blown up. I was behind a .50 cal gun in a Hummer when we got hit by a rocket propelled grenade. That was June 30, 2004.
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LETTERS

"I was put into a medically induced coma and had a machine breathe for me. I would remain like that for six weeks, at which point I woke up to my mom, dad and brother in San Antonio, Texas. My left lung, eyes, gastrointestinal system and left ear were pretty badly damaged. I had suffered burns, been torn up by shrapnel, and was covered in bandages. I didn't know what the hell was going on, but I had a tube down my nose, I was hooked up to oxygen, couldn't eat, and I had to be strapped into a chair to keep from falling out. I dropped from 180 to 119 pounds and thought I was going to waste away and die.

"But then I just started getting better. By the end of that year I was somewhat back to being myself. I went out and bought the fastest motorcycle made, and started being a 19year-old Marine again, riding around, drinking, meeting girls, and so forth. Six days later my dad died in his sleep while I was visiting family. I was utterly beside myself. His death was the worst experience of my life, far worse than getting hit by a rocket propelled grenade. My father, who spent his whole life working in an effort to make as much money and have the nicest stuff possible, had literally worked himself to death.

"I returned to Texas as an active duty Marine. But I started to hate being in the military because they wouldn't let me go back to Iraq and fight. I'd regained most of my strength and fitness, but my vision was bad. In January of '06 I was medically retired from the Marines. I waited tables for a while, but by the end of the year had started selling motorcycles. When not working or in school, I rode and raced dirt bikes.

"As a result of being blown up, I'd come into some money. Plus I was making some money. As a result, I just went crazy buying stuff and accumulating material wealth. By the time I was 21, I owned a house, and by the time I was 22, the house was full of motorcycles, expensive bicycles, big TVs and stuff like that. I was making good money, had more stuff than any 22-year-old I knew, and was working my way towards a business degree. I was following directly in my father's footsteps, doing everything I had been told to do since I was four years old. But wait, dad had died, I was miserable, I hated what I was doing and felt I was wasting my second shot at life.

"In December of '07, my brother and I began talking about sailboats and going around the world "in a few years." It just sounded like the right thing to do, but I didn't see the point in waiting. So I sold my house, put a deposit on a boat in San Diego, and should be leaving Texas soon. My goal is to sail around the world while filming a documentary. I want to break the mold and see what's really out there. I want to find my own personal horizon and encourage others to find theirs. We're bred to go to school, get a degree, get a job so we make as much money as possible, start a family, and spend our whole life working to acquire as much stuff as possible. Then we die. I don't want to spend the majority of every day, five or six days a week for the next 40 years, working. I want to go live my life and I hope to inspire others to do the same."

No, there is no way we're going to dump on Ronnie Simpson or his attempt to singlehand to Hawaii as the first leg of a trip around the world. He may be young and a bit brash — which is how the young should be — but we see tons of potential in all aspects of his life.

$\Uparrow\Downarrow$ saw no evidence of human trafficking

It was with disbelief that I just read the letter from "Kathy of Sonoma" regarding human trafficking — which was written in response to the *'Lectronic* piece on cruising in the Adriatic by Andrew Vik of the Islander 36 *Geja*. Having just returned from three weeks touring Slovenia, Croatia, Montenegro and the Dalmatian Coast, I can say that I saw no evidence of the things



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LETTERS

she described. On the contrary, what we saw were the people of Croatia working very hard to join the European Union in 2010. We saw construction everywhere - including the build-



ing of highways, bridges, generating plants of all types, major shipbuilding, housing and other infrastructuretype projects. The historical sites, including those damaged in the '91 war,

Are the four girls in this photo victims of sex trafficking? We doubt it.

have been replaced or restored. In general, there is very little obvious physical evidence of the war.

As to the Russian influence, there is more development money coming from other EU countries such as Germany, France, Italy and England (not EU) than Russia. It is true, however, that Russia and Serbia have invested significantly in Montenegro.

The people in Croatia were friendly, the hotels and restaurants were squeaky clean, and we saw no trash on the streets and highways. I was especially impressed by the young people, who were very polite when we needed directions or help in stores or restaurants. We found the people in general to be well-educated and aware of the problems we are having in the United States. They are following our election process and financial meltdown with great interest.

As to the nightlife described in the September 17 'Lectronic report, yes, there are many clubs, cafes and discos in the major cities. And like young people everywhere, they do like to party. However, we never saw anybody get out of line, even late at night.

My wife and I, and our friends, went out at night walking the streets of Zagreb, Dubrovnik and Opatija, and never felt threatened by groups of young people. Without exception, we were treated with respect. In Zagreb, we even used the very impressive public transportation system, and saw no evidence of panhandlers, hookers or street people. I, for one, was highly impressed with this part of the world and would not hesitate to revisit.

Roger England Orizaba, Cal 2-30 Oakland

Roger — We're on the same page as you, but at the same time don't want to totally dismiss Kathy's general concerns. Everyone should recognize that human trafficking exists almost everywhere in the world - and most certainly in the United States and the Bay Area. 'Human trafficking' is defined as sex trafficking in which a commercial sex act is induced by force, fraud or coercion, or in which the person induced to perform such an act is not yet 18 years old; or the recruitment, harboring, transportation, provision, or obtaining of a person for labor or services, through the use of force, fraud, or coercion for the purpose of subjection to involuntary servitude, peonage, debt bondage, or slavery.

According to a June U.S. State Department report on the subject, approximately 800,000 people are trafficked across borders a year, and millions more are trafficked within their own countries. Approximately 80% of the trans-national victims are women and girls, and up to half of them are minors. Overall, it's a pretty disgusting indictment of the male species.



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LETTERS

According to the June report, 14 nations are considered to be in Tier 3, the worst classification of all. Some may surprise you. They are: Cuba, Fiji, Papua New Guinea, Algeria, Iran, Moldova, Myanmar, North Korea, Sudan and Syria, as well as U.S. allies Saudia Arabia, Oman, Kuwait and Qatar. Last year there were 16 Tier 3 countries, so there has been some slight improvement. In addition, there are 40 nations on what's called the 'Tier 2 Watch List', which means they are in danger of falling into Tier 3. Croatia is in Tier 2.

While Croatia is also a transit country located on the socalled 'Balkans Route', it is more frequently the starting point and destination for the girls and women who are trafficked from Romania, Bulgaria, Serbia, Bosnia, Herzegovina and elsewhere in Eastern Europe for the purpose of sexual exploitation. While Croatia is criticized for often giving one-year suspended sentences to convicted human traffickers, the report also emphasizes that Croatia offers shelter and legal, medical and psychological help to victims of trafficking, and makes it possible for victims to stay in the country for up to two years if they would face difficulties upon their return home. Croatia is also recognized for trying to raise public awareness of the human trafficking problem through television advertisements as well as posters in the Macedonian, Ukrainian and Romanian languages along highways, at border crossings, in harbors and at airports and police stations.

So we agree with "Kathy of Sonoma" that the human trafficking problem is real, that women are usually the victims, and that it's disgusting beyond belief. On the other hand, not all women, and certainly very few women who are moving about freely — be they in San Francisco, Berkeley or Croatia — are victims of sex trafficking. And as we pointed out last month, a youthful and good-looking guy like Vik, who has neither much trouble meeting women nor much money — would hardly be a prime target of women caught in such unfortunate circumstances. So we're confident that the women in the photos he sent were just regular girls looking to have fun, not victims of sex trafficking.

How to reduce sex trafficking? We think mandatory lifetime imprisonment for perpetrators would be an appropriate place to start for such hideous crimes.

$\Uparrow\Downarrow$ his spirit keeps sailing with the boat

I read Andrew Vik's *Changes* about cruising the Islander 36 *Geja* in the Med and Adriatic. It was terrific! Over the course of many years, my late husband Dick and I cruised *Geja* more than halfway around the world, from San Francisco to the Med. Dick's spirit sails on with the boat.

Shirley Sandys Palo Alto

$\uparrow \Downarrow you$ misogynistic pig

I'm pissed off about the two-page photo you ran of Heather Corsaro in the September *Sightings*, the one where she was wearing nothing but a smile and a PFD that barely covered her obviously large breasts. Your pretext for running the photo was to encourage sailors to wear their PFDs. You brain addled male jerk! Do you think we women are too thick-skulled and naïve to believe male rubbish such as that?

You should pick up a copy of Naomi Wolf's bestseller *The Beauty Myth.* A good San Francisco-born woman whose mother wrote *The Lesbian Community*, Wolf argues that women are under assault by the 'beauty myth' in five areas: work, religion, sex, violence and hunger. She forgot to mention that women are under assault by *Latitude*, too!

In her later work, Wolf wrote favorably about the way

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LETTERS

women are required to dress in Muslim countries. "The West interprets veiling as repression of women and suppression of their sexuality. But when I travelled in Muslim countries



If she was a third wave feminist, 'schoolgirl' Heather could be free to enjoy her 'punishment' at the Sea of Cortez Sailing Week costume party.

and was invited to join a discussion in women-only settings within Muslim homes, I learned that Muslim attitudes toward women's appearance and sexuality are not rooted in repression, but in a strong sense of public versus private, of what is due to God and what is due to

one's husband. It is not that Islam suppresses sexuality, but that it embodies a strongly developed sense of its appropriate channelling — toward marriage, the bonds that sustain family life and the attachment that secures a home."

I'm not the only one who thinks Corsaro would be better served sailing in a burqa — except when sailing on all-women boats.

Excelsior Vagina Where Else but San Francisco

Excelsior — What a great first name — especially for a feminist. Wolf's third-wave feminism is way beyond our testosterone-diminished intellect, so rather than reading The Beauty Myth, we just skimmed over the review in The New York Times by Caryn James. Either Wolf wrote a terrible book or Ms. James hates women, because The Beauty Myth was described as "sloppily researched polemic as dismissible as a hackneyed adventure film. Even by the standards of pop-cultural feminist studies, The Beauty Myth is a mess." As if that wasn't enough, James went on to write, "Ms. Wolf doesn't begin to prove her claims because her logic is so lame, her evidence



If it'll make you happy, we'll cancel our 'how to put on a sailcover' feature starring Heather.

ideology that is using attitudes, economic pressure, and even legal judgments regarding women's appearance to undermine us psychologically and politically." After all, check out the accompanying photo of her being punished during the costume party at the last Sea of Cortez Sailing Week. And the other one for a future article about how to put on a sailcover.

is so lame, her evidence so easily knocked down, and her statistics are shamefully secondhand and outdated." Wolf had claimed that 150,000 women a year die of anorexia, which apparently is off by about 149,900.

It seems to us that Corsaro, the model in that trying-to-save-lives photo, might agree with Wolf when she argued that women should have "the choice to do whatever we want with our faces and bodies without being punished by an





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 Background is bead blasted; the center has laser-cut facets.
- E 14kt White Gold Heart with breaking waves set with .50 carats of diamonds. A dolphin is leaping through the wave with an impish smile.
- F 14kt Sea Turtle Hatchling breaking free from the shell. Turtle is polished and egg shell is sand blasted. Turtle pivots within the shell and there is a hidden bail under the top-most flipper.
- G Full Round Palm Tree
- H Great Horned Manta Ray. Finished and polished on both sides in 3D with a fixed attached bale.
- I Heron in 14kt Yellow Gold with 1.5mm emerald eye and .24 carats of diamonds.
- J Fin Keeled Fractional Rigged Cutter. Top of mast is looped to form bale.
- K 14k Sea Dragon. Polished fins around tail and head. Body finished in matte bead blast.
- L A manatee couple embrace in a slide bail pendant.

Fall 2008







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LETTERS

$\uparrow \downarrow THERE'S NO 'RIGHT WAY' TO CRUISE$

We were pleased to see that *Latitude* published our letter about the fuel issues in Turtle Bay. In general, we can see your point of view. I've travelled over 4,000 miles in Mexico during the last year, and found cheating on fuel to be unique to Turtle Bay. Hower, the "passive aggressive" nonsense you spouted at the end of your response is hogwash. We didn't realize how Enrique would react until we provided the tip to the kids manning the fuel barge.

With respect to tipping in Mexico, we don't see nearly enough of it. Folks should remember that the living wage for these folks is about 100-125 pesos a day, which is about \$10 to \$12. And a large number of people — from bagboys at the market to the guy who watches your car in the lot — get nothing but tips. Cruisers need to be more aware of this cultural difference, pry a few pesos out of their wallets, and spread that gringo wealth around.

It was also interesting to read the profiles of the people who will be doing the Ha-Ha in the last two *Latitudes*, as it adds a nice bit of human interest. I can only suggest that they step off the Ha-Ha conveyor belt and stop and smell the roses along the Pacific Coast of Baja. I was paid crew on a 40-ft sailboat from Mazatlan to L.A. in September, and we stopped at four anchorages during the Bash, all of them empty, windswept and beautiful. Folks should consider some of the alternatives to the Ha-Ha — especially those who have already done it once.

In addition, I've got a few thoughts on Mexico. In May we, considered putting our boat on the hard at Marina Seca in San Carlos, which is the largest dry storage area in Mexico. We didn't because the boating life in Mexico seems to have been agreeing with Marianne so much that it appears she won't need to have back surgery, which means we didn't have to rent a house. So we made our way down to Mazatlan, and spent the summer at the El Cid Marina.

(By the way, the folks at Marina San Carlos will haul your boat, store it at Marina Seca for a mere \$150 a month, and then launch it again when you return in the fall or winter. But beware, as San Carlos is about the hottest place in Mexico in the summer. The marina gives you a long list of things to do to protect your boat from the heat, but it doesn't cover everything. A guy got on the radio to report that the main pump on his watermaker had failed after the boat had been on the hard for two years. He'd probably forgotten to take the pump out of the system, lubricate all of the seals and bearings, and store it in a cool place. So if you're not careful, there can be more expenses than just the dry storage fees.)

But not many other cruisers stayed in Mexico for the summer. In fact, it seems like just about every other cruiser had somewhere else to go. They had houses, campers, RVs, parents' houses or friends' houses where they could stay. We ran into a couple with a 50-ft aluminum boat who were going back to Canada to what the woman characterized as a "little cruisers' house". Since the two of them — who aren't even very big — cruise on a 50-footer, I can only imagine the size of their "little house."

Some of the exodus north from Mexico in May is because the Canadians have to spend six months back in their homeland or risk losing their medical insurance. In addition, summer in the Sea of Cortez can get brutally hot and muggy, so lots of people like to avoid that. Indeed, many of the folks who stayed on their boats in the Sea last summer weren't going to do it again this summer.

But we were frankly surprised to learn that so many cruisers keep one foot on land — meaning a place to retreat to

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— in addition to their boat. We thought everybody who sailed to Mexico was going to be like us, meaning they'd gotten rid of all their junk back home, had cast free of the burdens of urban society, had set forth on a new journey of discovery, were living the dream, blah, blah, blah. The reality is that most have kept all of that stuff back home — with the attendant costs — and have just gone on long vacations.

In fact, in some cases it almost seemed as though these 'cruisers' had to head back home almost as soon as they got down to Mexico. This behavior and outlook is so different from ours, as we devoted so much time, money and energy to getting down here that we can't imagine wanting to go back to the States and sit around for five months. What would we do? After all, there is so much to see and do in Mexico, and our time here will be short. I wouldn't want to give any of it up for the dubious pleasures of the urban American scene — as much as I miss good chocolate and fine British gin.

A lot of folks seem to cruise in a migratory pattern. They spend the four good months cruising around Mexico, then the next eight back home or doing something else. Then they come back and do it again the following year, taking the same routes, visiting the same anchorages, stopping at the same towns, meeting the same people. And sometimes they do it year after year. Others have been here for just a year or so, and are making one pass around the Sea before setting off across the Pacific next year. In any case, San Carlos in May has the same sort of atmosphere of the Santa Cruz Beach Boardwalk after the end of summer and all the kids have gone back to school.

To try to make sense of it all, we've come up four types of cruisers we've found in the Sea of Cortez:

The Denizens. These are one step above non-boaters, for even though they live on boats, they never travel more than 20 miles away. They have a car and permanent relationships in a community, and they tend to be a bit older. They may have been active cruisers once but have swallowed the anchor in some ungodly place not fit for man. These folks invented the cruiser festivals that are everywhere, as it keeps them in touch with their more seagoing brethren. If your idea of a good mooring is car hubcaps welded together with some rebar found in a field, then you are a Denizen.

The Migratory Landlubbers. These folks cruise four months on, eight months off, and have houses, cars and lots of money. Their boats are configured for near-shore cruising and carry more junk than a Conestoga wagon crossing the prairie. The boats are usually at least 20 years old and often not well maintained because their owners don't have any world cruising aspirations. We also call them Permacruisers, since they aren't ever going to leave Mexico. The ones based out of San Carlos, however, may migrate down to Puerto Vallarta once every five years or so.

The Distance Cruiser Wannabes. These folks — and we include ourselves among them — came down the coast last winter, have ambitions of sailing farther, but haven't made the jump yet. We may or may not be putting our boats on the hard during the summers. Most Distance Cruiser Wannabes don't maintain houses since they are Distance Cruiser Wannabes, and part of that is getting rid of the house and minimizing possessions. We tend to be a bit younger — early 50s — and have well-found, ocean capable yachts with things like windvanes, and keep less junk on deck since the ocean can sweep it off. We talk a lot about weather, sea state, routes and other macho sailing related matters.

The World Cruisers. These folks sweep though Baja on world class yachts, disdaining any break in their agenda of

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LETTERS

crossing vast oceans. They sail Baja in the winter, and then move on quickly, writing articles in magazines about the pathetic bunch of us beginners left behind at anchor in late December moaning about having no Christmas lights. There aren't many of these, but you'll know them when you meet them because they'll come over to cheer you up — and fix whatever is broken on your boat!

In any event, we found San Carlos in May to be a bit of a sad place because we'd made a lot of friends and were not sure if we'd see any of them again. They might be in the Sea again this winter and so might we, but then again, we and they may go different places and never see each other again. What is true is that San Carlos is the end of the trip for many cruisers. More than a few cruising dreams will be shattered on the hard, and these boats will have to find new owners.

Gary Barnett & Marianne Smith Gallant Fox, Malö 39 In Mazatlan for hurricane season

Gary and Marianne — With all due respect, it seems as though you're a little adrift and are searching for some order in the world of cruising. Alas, you're not going to find it because cruising is about nearly total freedom of choice, and all cruisers are in different life situations and have different resources and desires.

You seem to find the fact that everybody leaves San Carlos in May — and the Santa Cruz Boardwalk at the end of sum*mer* — *troubling or sad. It's nothing but the cyclical nature of* things, for they are as seasonal as ski resorts. As you continue to cruise, you'll discover that almost all sailing is seasonal. If you're in Mexico or the Caribbean, the season ends in late April or early May, with everybody taking off in order not to get stuck in the oppressive heat, humidity and rain of summer. Sailors in Mexico either head back to California or across the Pacific for the start of high seasons in those areas. The Caribbean boats head to either the East Coast or the Med and the beginning of the high seasons in those parts of the world. When the summer high seasons end in California, the South Pacific, the East Coast and the Med in October, just about everybody who can continues on to the next high season cruising areas of the world, which are Mexico, New Zealand/Australia, and the Caribbean respectively. Cruising is all about moving with the seasons because low season weather is unpleasant.

Saying goodbye to wonderful cruising friends that you've made during the high season is — unless you're as insensitive as we are — one of the hardest things in cruising. But it's no different from when you graduated from high school. The more you cruise, the more you get used to it. And look on the bright side — with each new season you're going to meet a whole new group of friends to add to the old ones who are still around. On the other hand, if you're a cruiser who continues to sail with the seasons, you'd be with a core group of friends from your cruising class. Indeed, one of the things people like about the Ha-Ha is that they are likely to make friends that they'll still be sailing with on the other side of the world.

There are a number of other things you said that struck us as curiously judgmental; almost as if you're bothered that not everybody cruises the way you think they should. Here are some examples:

1) It sounds as though you feel double-crossed that not all cruisers or folks who have sailed to Mexico have sold everything and put all their eggs into their cruising basket. But where is it written that cruisers have to do any such thing? While many circumnavigators go around without taking an extended break, probably an equal number go around sailing only three or four



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months a year. This is very popular with folks like teachers, who get summers off but have to work the rest of the time. In addition, lots of people find cruising 'six and six' or 'eight and four' to be more enjoyable than nonstop cruising, as it gives them a 'foot in both worlds', and a little variety is often the spice of life. You snarkily dismiss these people by saying they are just on "vacation," but it would be more accurate to say they enjoy a multi-faceted life. And what's wrong with that?

2) You seem uncomfortable that some people have homes/ condos/recreational vehicles/friends' houses to go to in the summer after putting their boats on the hard in San Carlos. So what if they do? Does cruising 'six and six' or 'eight and four' somehow make them traitors to some mythical concept of 'correct cruising' that dictates once you start you can't stop or take a break? Furthermore, some people don't like following the seasons with their boats, nor do they want to suffer through a low season. So 'six and six', or some variation of it, suits them perfectly.

3) You say you don't know why anybody would come back to the United States in the summer when there is so much to see and do in Mexico. The simple reason is because summer weather along coastal Mexico makes it a relatively crappy time to see and do those things in Mexico. It's the same reason you don't see many folks taking their snow skis to the Sierras in the summer, or girls putting on bikinis and heading to California beaches in January. We may not have learned much in our lives, but the one thing we do know is that there is always a good reason why places have low seasons, and that's because it's not so nice to be in those places at that time of year.

4) You speak disparagingly of so-called Denizens who "swallowed the anchor in some ungodly place unfit for man." If these people thought the places they settled down were "ungodly and unfit for man," they wouldn't have settled there, would they? Why not let people decide for themselves what they think is desirable. We, for example, could never imagine living in cool and gray Seattle, but lots of people love it, so why shouldn't we be delighted for them?

5) You imply that there is something wrong with people who don't cruise slowly and "smell the roses." Well, it just so



happens that there are a lot of people who, thank you very much, are much happier doing long passages and keeping up a fast pace. Think of Mike Harker on Wanderlust III, who singlehanded around the world in 11 months, and Stephen Mann and Kathleen Torres, who plan to do it in even less time. But

When it strikes his fancy, Mike Harker would rather make passages than smell roses.

once again, it's curious that you're bothered by the fact that some people like to cruise in a way that doesn't particularly appeal to you.

6) Similarly, you seem to be bothered that so many sailors love doing the Ha-Ha one or more times. But here you are, somebody who has never done a Ha-Ha and has less than a full year of cruising under your belt, and you feel compelled to tell other people to "get off the conveyor belt" — and certainly not do the Ha-Ha more than once. Having never done a Ha-Ha, how do you figure you are qualified to make such a recommendation? What's next, panning movies you've never seen and books you've never read?

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The fact is that many sailors with far more extensive cruising experience than you seem to get a kick out of two weeks of Ha-Ha-type fun every year, taking the opportunity to make tons of new friends, before resuming more normal cruising. Each year a number of cruisers bring their boats back from Mexico for the sole reason of doing another Ha-Ha. In addition, there have been a few who have done a Ha-Ha, cruised around the Pacific for many years or even done a circumnavigation, then hurried back to San Diego in late October just to participate in another Ha-Ha. In the most extreme example, Rich and Sheri Crowe, who spent three months this summer sailing the S&S 65 Alaska Eagle around the South Pacific for Orange Coast College, got off Eagle, dashed down to their Farr 44 in Ecuador, then sailed three weeks, nearly nonstop through the Eastern Pacific hurricane zone at the height of the hurricane season, to San Diego in order to do their third Ha-Ha. Why this couple, who have been everywhere and done everything you can with sailboats — including Cape Horn, Antarctica and scores of seasons in the South Pacific — would go to so much trouble to do another Ha-Ha is beyond us, but it's very flattering.

Mind you, many people do the Ha-Ha for more practical reasons. In many cases, two weeks is all the time that the owners and/or their crew can take off work or from their families. So a month of cruising down the Baja coast would be out of the question for them. And remember, most folks who sail in the Ha-Ha either can't or don't want to sell everything and go cruising at this time in their lives, so they either return home right away or 'commuter cruise' for the season. And what's wrong with either of those options?

6) You seem troubled that some cruisers do the same Mexico circuit every year, sailing the same route, stopping at the same anchorages, and seeing many of the same people. Once again, why do you have a problem with it if that's what other people like? If they've found a cruising area that they really like, why shouldn't they continue to enjoy it until it's not fun anymore? This is especially true if it's as close, inexpensive, and friendly as Mexico. Again, where is it written that cruisers always have to go to somewhere new? We've been lucky enough to be able to return to old cruising haunts in Mexico for 30 years, and in St. Barth and parts of the Caribbean for 22 years. While we also love to go to new places, it's soooooo much fun to be able to return to the old haunts, and in particular, all the dear, dear friends we've made in these places over the years. In fact, we've got 10 times more good friends in Mexico and in St. Barth than we have on our street in Tiburon.

7) It seems to bother you that some cruisers have more money than you do. When it comes to the world of boats, somebody always has more money — way more money — than you. The thing to realize is that money doesn't buy cruising happiness. Indeed, some of the people having the most fun cruising have the smallest and least equipped boats, and the least amount of money.

Just for fun, we consulted a cruiser psychiatrist, and he seems to think that your apparent need to tell others how they should cruise is actually a reflection of your feeling a little insecure about what you're doing and how. He advises that this is normal with relatively new cruisers who don't have a plan etched in stone, particularly those who stayed behind during a low season and felt a little sense of abandonment. But he's got good news. "There's a new high season about to begin in Mexico, there are hundreds of new cruisers about to sail down, eager to meet you, and you have the entire world of cruising options before you."

We hope you take all this with a sense of humor, and above all, enjoy the upcoming season.

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As for tipping in Mexico, we see it exactly the way you do. And you're correct, some people in Mexico work for tips alone. This includes, for example, the sweet older women who cheerfully bag groceries in places like the Magna superstores. If you don't tip someone in the States who expects it, they grouse or come after you. If you don't tip one of these bagging ladies at the Magna stores, they still give you a big smile. Some cruisers criticize our tipping habits, claiming that we're spoiling Mexicans and ruining everything for cruisers who follow in our path. We understand the argument, but we don't agree with it.

$\uparrow \Downarrow we$ miss being smart asses

I've been reading Latitude since starting my first job at West



Marine in Long Beach in '84. *Latitude* is a great magazine, and it's been fun watching it grow and improve over the years. In a funny way, though, I do miss the early *Latitudes* that were all black and white in the cut-and-paste days of the '80s.

I've included a

photo of my daughter

Shelby and me, taken

Gratuitous or not, we're suckers for shots of kids and parents on the water.

on the Potomac River just south of Alexandria, Virginia, as part of a gratuitous attempt to get our photos in the magazine.

Stefan Svilich Currently boatless in Virginia

Stefan — Few things warm our hearts as much as seeing dads with their beloved kids, so getting your photo in was a slam dunk.

The part we miss about the early days of Latitude is that we could be such editorial smart-asses. Now that we're respectable, it seems we find it harder to be wise guys. What we don't miss about the early days are the black and white photos, the enormous amount of time and labor that went into producing each issue, and how hard it was getting reports and news from distant parts of the world. Thanks almost entirely to technology, we're able to produce a far superior product and do it much more efficiently. Were it not for technological advances, we'd have gone out of business many years ago.

${\ensuremath{\Uparrow}}{\ensuremath{\Downarrow}}{\ensuremath{\mathsf{DON'T}}}$ scoff at my doomsday plan

I've have always read *Latitude*'s points of view on all things nautical with great interest. As such, I was interested to read "If It All Goes to Shit" in the October *Sightings*, which was basically your thoughts on what sailboat owners might want to do if the U.S. and world economies really go down the tubes. In short, you suggested that for those it would be appropriate for, to hop on their boats, sail to Mexico, and basically enjoy a healthy and active life until the economies come back.

Well, that was my plan, too!

But please don't publish this letter, because imagine how bad it would be if every boatowner on the west coast of the United States headed to Mexico. It would be a literal Ha-Ha — meaning 'Hordes Afloat, Hordes Afloat'.

It should be noted that *Latitude* isn't the one to have let this cat of an idea out of the bag. A year ago, a bunch of us were sitting around the yacht club bar musing about what we'd do if everything went down the tubes. We discovered that

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many of us would do just what you recommended. It's actually kind of scary, because if things really did get bad enough, these people wouldn't just talk about it but would actually do it! Mexico does have the islands and remote spots where it would be great to hang out — but not if they were flooded with hordes of other Americans on boats. Of course, there are spots right here at our Channel Islands, too. I'm thinking especially of Santa Cruz Island, as it has fresh water.

Most of my friends scoff at the thought of a 'doomsday plan'. But they are the very same people who will be the first to realize that the nice safe home they live in now will become a prison in less than a week if everything really goes to crap. For if the economy was truly shot, the infrastructure would quickly go, so that no matter how hard local communities tried to keep it together, there would be no trucks bringing food to markets, no water, no power or electricity, no working hospitals and no police. In such a case, 'getting out of Dodge' would be the one and only thought that would come to most people's minds, but by then it would be too late for that. Unfortunately, the only people who would have options would be the ones with guns. So no, nothing but a sailboat on the sea with a working watermaker powered by solar panels and equipped with lots of fishing gear would offer any last chance for survival. Yes, I know this sounds like Waterworld or some other bad B movie, but there is something to be said for having a plan just the same. We all need a head start to make sure we have that extra week to get out before others learn of our plan.

Other thoughts: Powerboaters would quickly see the folly in trying to live on their boats, for there won't be fuel to keep them going until the economies come back around. They'd realize that in the first month. When I shared my 'doomsday plan' with another person, his response was that he'd steal a sailboat — and learn how to sail it as he went along. I'm sure any boat would be a target for the undisciplined and ruthless crooks, who, learning that our plan worked, would want to try it, too.

Jim Barden Martes, Iroquois 32 Mk2a / Ann Marie, Morgan 28 Marina del Rey / Mexico

Readers — Although Jim's view of things sounds a little on the apocalyptic side to us, we thought it was unfair that he wanted to deny his opinions and knowledge to our readers. So we appealed to him to let us run the above letter. His response appears in the following letter.

By the way, we can't see that Santa Cruz Island would have that much to offer in a doomsday scenario. After all, it has no food or supplies, no internet access, very cold water, cold-asheck air temps in the winter, and is often even cold during the summer. Compare that, for example, with Banderas Bay in Mexico, where the water is always warm, there's great fishing, surfing, hiking, and a great variety of places to go within 12 flatwater miles, the food is cheap, and perhaps most important of all, the friendly population has a wealth of experience knowing how to enjoy life with very little.

$\Uparrow\Downarrow$ you are the editor

You are the editor, so if you feel the thoughts expressed in my letter would do some good for others, of course, go ahead and print it. But I think that Mexico might become a sea of displaced Americans on displaced boats, all in competition for the little there will be available. We wouldn't be able to turn around in an anchorage, let alone forage for food or find protection in the once available islands or protected anchor-

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ages.

Nonetheless, maybe you should write a short article about a plan that boatowners might think about putting together, such as equipping their boats with watermakers, SSB/Ham radios, fishing poles and lures, spear guns, vacuum bags good for five years, and those kinds of things. And they could read some Mormon literature on how to be self-sufficient for a long period of time. You might also want to tell your readers about the Marshall Islands, Hawaii, Fiji, Samoa and other small islands far away from the continents. Those parts of the world wouldn't be as affected as our overpopulated cities, where the real problems would develop. And hey, why not go ahead and tell them about Santa Cruz Island, for I won't be there. I'll even tell you about the four water sources that I know about.

Now that I think about it, there will be room for all of us. After all, there always has been.

Jim Barden

Jim — We don't envision a no-food, chaos-in-the-streets scenario like you. Nevertheless, just for fun we did a little research on how little people actually need to survive during times of hardship. To get an idea of how some First World populations survived deprivations that came on with shocking speed and severity, one only need to look to the lives of Londoners and Parisians during World War II. It was worse in occupied Paris, of course, where people were reduced to fighting over rats for dinner, but it was bad enough in London, too.

In January of 1940, bacon, butter and sugar were rationed in England, followed by meat, tea, jam, biscuits, breakfast cereals, cheese, eggs, milk and canned fruit. One of the few foods not rationed were fish and chips. Lots of people became vegetarians. The following is the average rations per person, per week: Nineteen ounces of meat. Four ounces of bacon or ham. Three pints of milk. Two ounces of butter, two of margarine, two of fat or lard, and two of loose tea. One egg, two ounces of jam, three ounces of sugar, one ounce of cheese, three ounces of sweets, two pounds of onions, plus a small amount of tinned and dried food. In other words, about the equivalent of a single Grand Slam Breakfast at Dennys.

There is a famous story about Winston Churchill asking to see what typical British rations amounted to during this period, He was presented with a life-size wooden mock up. "All in all a fine meal," Churchill proclaimed. He quickly became enraged, however, when someone was brave enough to inform him it was actually a week's worth of food.

Despite the food rationing, many people in England seemed to be healthier after the war. In the case of the lower classes, it was because they were actually getting more food than they had prior to the war. In the case of the upper classes, it was because they were eating less food than before.

Ironically, food rationing became more strict in England after the war, in a large part because the populations of devastated countries needed to be fed also. It got to the point where even bread was rationed in England. If anybody thinks times are tough now, be aware that the rationing of sweets, bananas and some meats didn't end in England until nearly 10 years after the end of the war! It's something to think about when strolling down the aisles of Costco checking out the mountains of meat in the display cases.

Clothing was also rationed during the war in England. By 1943, individuals were allotted just 36 points' worth of clothes a year, with a pair of knickers counting for two points, a man's shirt five points, a man's suit 26 points, and so forth. A winter coat — which everyone needed in London — used up almost



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an entire year's worth of clothes rationing. Based on that type of rationing, we imagine the average American would have about 100 years of clothes in his/her closets right now.

We don't share Barden's predictions of dire shortages for the simple reason that we in the United States — and to a



Mexicans have lots of experince in knowing how to live with very little. lesser extent in the rest of the First World — are not only very resourceful, but also because we're such massive wasters of resources and end products that it would be relatively easy to cut back. For from water to food to fuel, our discretionary consumption is off the graph.

Nor do we produce anywhere near what we're capable of. When we bought our first — and only — house in '80, there was a 75-ft by 25-ft plot of not particularly good land in the back. Feeling the farmer vibe, we bought bunches of packs of seeds and began planting. Our technique was not particularly sophisticated. Each day for about two weeks, we took

about two minutes to scratch a v-shaped groove the length of the yard with a hoe, tossed a couple of thousand seeds of whatever happened to be around in the trough, kicked some dirt over the seeds, and finished our labors by squirting a little water at it all. Then we'd water whenever we remembered to. Fearing that the result might be embarrassingly scant, we also tossed around about 1,000 sunflower seeds and another 1,000 marijuana seeds, just so we'd have a few 'sure things'. Either we've got a green thumb or growing stuff just isn't that hard, for you can't believe the bounty we got from our crap garden. We had carrots, melons, squash, lettuce, beets — we can't remember it all. By late November we still had so many tomatoes on the vines that we had no choice but to hold a tomato fight. It's true, we didn't raise perfect specimens of whatever we'd planted, but we could eat them, and they tasted pretty good. Furthermore, it was a lot of fun. As for the sunflowers and pot, we don't believe Tiburon had ever seen such a harvest of either. By the way, we never harvested or smoked the pot because we were working on the magazine day and night.

The most comforting thing about a doomsday scenario on a sailboat in the tropics is that it's not a gloomy prospect at all, at least not to us. Indeed, it wouldn't be that much different from regular old cruising. The best way to get through tough times is by living small and simple, and having fun. It seems to us that the best way to accomplish this would be by living on a sailboat equipped with a watermaker, solar panels and lots of fish hooks, in tropical Mexico. You'd certainly be the happier and healthier for it.

$\Uparrow\Downarrow$ we'll all help each other as best we can

I liked your *Sightings* piece titled "If It All Goes to Shit," suggesting that a good solution for some sailors to a depression-type economy would be to take their boats to Mexico and enjoy a minimalist but happy existence until the economy got back on track. That's exactly my mindset, and I'm glad to have the skills and the wherewithal to follow through if it comes to that. Perversely, since I haven't managed to acquire a large investment portfolio prior to heading to Mexico, and with my divorce having greatly diminished what I did have,

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I am not experiencing the angst of the many who are seeing their retirement investments dissolve. So I'd be happy to host some of those potluck nights aboard my cat, and we'll all help each other manage as best we can.

It all reminds me of one of my favorite quotes, which is by Robert Heinlein: "A human being should be able to change a diaper, plan an invasion, butcher a hog, con a ship, design a building, write a sonnet, balance accounts, build a wall, set a bone, comfort the dying, take orders, give orders, cooperate, act alone, solve equations, analyze a new problem, pitch manure, program a computer, cook a tasty meal, fight efficiently, and die gallantly. Specialization is for insects."

> Glenn Twitchell Beach Access, Lagoon 38 catamaran Sea of Cortez

$\Uparrow\Downarrow$ what a stupid and irresponsible response

In your response to Alex Shombec's October letter about overcharging for diesel and gas in Turtle Bay, you responded by saying, " \dots Mexicans like to joke around \dots you are supposed to laugh and joke along \dots "

I consider your response to be not only stupid, but irresponsible. I say this having lived in Mazatlan for the past nine years on my boat. I read the papers and watch the news, and therefore know that the Mexican government is trying to educate the people to report corruption and fraud.

Mexico is making progress in bettering the quality of life, at least for some of the people. They are doing this by educating the young — and adults — to get rid of bad habits such as throwing trash on the ground, pissing in the streets, allowing merchants to defraud the consumer, and letting the police and government functionaries get away with bribes.

This being the case, you can see how telling people who travel to Mexico that it's all right to expect such things as overcharging, and to consider them a 'joke', is counterproductive. Mexicans are very aware of what is said about them in the media, and I'm sure the Mexican government wouldn't appreciate the kind of statements that you made.

I also want to touch on a subject that's been bugging me for many years, even before I sailed south. *Latitude* always seems to be promoting Mexico and other countries as destinations. That's all right in itself, but you also make it seem like sailing south is a piece of cake, that all anyone needs is a GPS or two or three. This misleads inexperienced sailors, giving them a false sense of security that could lead to disaster.

Having sailed for more than 40 years, and having singlehanded as far down as Acapulco, I consider myself to be a fairly experienced sailor. In addition, I have a fairly large and seaworthy vessel. Nonetheless, on my way down to and back from Acapulco, I found myself in a few life-threatening situations that could have caused me to lose my vessel and/or life. I can't help wondering what would have happened to a less experienced sailor, particularly one on a lighter boat.

It's true, I've seen many young people in small boats, either alone or with a partner, sail down the coast of Mexico. They may not have had any serious problems or encountered dangerous situations, but who knows? They are here today and then gone to Maui.

Don't get me wrong, I like *Latitude* and have enjoyed reading since the very beginning. So I don't mean anything but constructive criticism. You encourage your readers to express your opinions, so these are mine.

There's one area where I'd like to say that I really agree with *Latitude* about Mexico, and that's that the people — at least 98% of them — are really friendly. And that's even when



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they have to put up with more exuberant — to put it mildly — visitors. So if you've got a good boat and adequate sailing experience, please do come down to Mexico. And especially to Mazatlan, which truly is 'the pearl of the Pacific'. Once you visit Mazatlan, you'll want to return over and over again. I guarantee it!

P.S. I'm presently in San Francisco. I come up about once a year to visit family, and each time I take several copies of *Latitude* with me to distribute to fellow cruisers in Mazatlan.

Aldo Salvato Evening Star, custom 45-ft cutter Mazatlan

Aldo — We appreciate your constructive criticism. However, you may have misunderstood us when we talked about Mexicans liking to joke around. We weren't referring to overcharging for fuel, but only to the guy up on the pier swinging the money can just short of the deckhand on the boat, trying to lure him into making a too long reach with the result he would fall into the water. That kind of horseplay is a way of breaking the ice and saying 'let's be friends'.

We agree, the quality of life has been getting much better in Mexico. More people are taking their trash home from the beaches, you see fewer people pissing in the streets than in San Francisco, we can't remember the last time we experienced consumer fraud, and in most places it's far less expensive to pay a speeding ticket at the police station than force — and we mean 'force' — a police officer to take a bribe. There's still a long way to go in Mexico, but we've seen — and written about — the great improvements in recent years.

Is getting ripped off a little on fuel in remote Turtle Bay, where sales are few and far between, a little different from most consumer fraud? A lot of mariners seem to think so. And if we're honest, we'd probably put ourselves in that category. If, on the other hand, we got ripped off by a restaurant in Puerto Vallarta, or had to pay a bribe to clear in at Cabo, we'd be very vocal about it.

As for sailing down to Mexico being a "piece of cake," there are obviously no guarantees on the big ocean. However, based on average weather conditions, sailing from San Diego to Acapulco would be a piece of cake compared with sailing from: 1) the Pacific Northwest to San Francisco; 2) San Francisco to Santa Barbara; 3) anywhere on the West Coast to Hawaii; 4) anywhere on the East Coast to the Caribbean; and 5) up and down the Caribbean chain. To be honest, on the average we can't think of an easier long distance sail than from Southern California to Mexico, as normally the relatively light winds are from aft, the seas aren't too big, and there are many places to take shelter along the way.

I'm getting close to finishing *The Legend of Imp*, the namesake being Dave Allen's San Francisco YC-based Holland 40, which became one of the most famous racing yachts ever. Written in my spare time, it's both a memoir of racing from the late '60s to the '80s and a blow-by-blow account of racing on *Imp*.

It actually starts with a chapter on George Kiskaddon's St. Francis YC-based S&S 33 *Spirit*, perhaps the first Northern California boat to race in Europe. Guys like Doug Peterson sailed the engineless boat to the East Coast, where other crew joined him to sail across the Atlantic on the boat's bottom. He and the likes of Ron Holland, Tom Wylie, Derek Baylis, Robert Flowerman, Gary Mull and Bill Green sailed *Spirit* in the '66 TransAtlantic Race to Denmark. West Coast sailors hadn't

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done things like that back then. *Spirit* won so many races in England that they were forced to put an engine in her.

Then Dave Allen took the Mull 42 *Improbable* over to England for the Admiral's Cup, the world's most prestigious sailing event at the time, in '71. Since they arrived too late to effectively



qualify for the U.S. team, they had to enter the Admiral's Cup as a one-boat entry for New Zealand. They really stood out in the then-conservative world of yacht racing, because they were all hippies

'Imp' vets Tad Lacey, Ron Holland, Skip Allan and Bill Barton gathered last month at Richmond YC.

or at least looked like them, wore gaudy American flag bandanas and shirts, and sometimes smoked funny smelling cigarettes. Among those on the boat were Skip Allan, Dave Wahle, Commodore Tompkins, Jim Gannon and Ron Holland.

Dave Allen had what would be the world-conquering *Imp* sailed across the Atlantic to England for both the '77 and '79 Admiral's Cup. She won the whole thing in '77, which set the world on fire. The '79 Fastnet fleet was hit by the famous storm that claimed 15 lives. It blew over 65 knots for a good many hours, and the seas were massive. Skip Allan and I remember being lifted 60 feet up one wave. We, along with the crews of *Williwa* and *Aires*, were reported lost with our boats by no less than *The New York Times*. The truth was we'd been asked to maintain radio silence except in an absolute emergency, so we stayed silent. We finished fifth in that Fastnet, which was won by Ted Turner and his S&S 67 *Tenacious*.

Incidentally, next year will be the 30th anniversary of the tragic Fastnet Race. Many of her crew from that event are hoping to reunite to do April's Charleston Race Week on *Imp*, which is currently owned by Irishman George Radley, who keeps her all polished and ready to hunt in Teddy Turner's boatyard.

Right now, *The Legend of Imp* looks to be about 400 pages, but I'd like to use this opportunity to put out a last call for input or stories from anybody who raced on *Imp* or in that era. I can be reached at *biobill@pacbell.net*. The current manuscript has been given to Kimball Livingston for feedback and polishing. I hope to have a first run of about 500 books published in March.

Bill Barton, PhD San Francisco

Bill — We can't wait to read the book, as Imp was featured in the very first issue of Latitude. Furthermore, Dave Allen, her rather proper owner, was the first successful establishment sailor to encourage our riff-raff selves and very rough-aroundthe-edges sailing magazine.

$\Uparrow\Downarrow$ They're not always cheaper in mexico

A reader asked for information about do-it-yourself boatyards in Mexico. While I can't speak to that question, I feel I should report that Jean and I were floored by the quote we got from a yard in Ensenada for a simple bottom job. It was more than Svendsen's in Alameda would have charged us. At the time, we were weighing the decision to spend 90+ plus days in Ensenada with our new-to-us Amel Maramu, which had not been painted since '04. We now intend to paint

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LETTERS

the topsides and remodel the galley when we get to Southeast Asia.

Dave Benjamin Exit Strategy, Amel Maramu San Francisco

$\Uparrow\Downarrow$ sailing mexico with soldiers

Following up on the "Sailing With Soldiers" item that appeared in *Loose Lips* last month, I'm developing outreach programs for a nonprofit educational organization called Call of the Sea and their Sausalito-based 82-ft schooner *Seaward*. After reading your article, I contacted Nathan Johnson, Veterans Outreach Coordinator at the Concord Vet Center. As a result, we've arranged to have a group of 10 vets join us for a complimentary sail aboard *Seaward* on November 15. We're also hoping to raise funds to sponsor 10 vets for one leg of our Sail Mexico program in 2010.

Thanks for the introduction!

Lynn Davis Consultant, Call of the Sea

Lynn — And thanks to you and the Call of the Sea for all the good work that you're both doing.

${\uparrow}{\Downarrow}{i}{i}{t}$ might seem like the same thing

I just got around to reading the *Destination: Delta* article that appeared in the June issue, and would like to report an error that appeared in the sidebar on page 134. It was suggested that sailors "travel on a flood tide and you'll be off soon enough" if they've run aground. That's not the best advice. In the Delta, one should travel on a rising tide in case one runs aground. To the uninitiated, this might seem like the same thing, but it's not. There can be two hours or more difference between the slacks beginning or ending the flood, and the low or high defining the beginning or end of the rising tide.

Whereas a skipper needs to use the current tables to determine the way that the currents will affect the speed and direction of the vessel, especially a slow moving sailboat, a prudent skipper knows to refer to the heights in tide tables to know how deep the water will be. And the larger the estuary system — the Delta being a very large one — the more important it is to do it. In San Francisco Bay and the Delta, only seldom do the tides coincide with the currents. And when using either table, mariners need to know how to apply the corrections — unless, of course, the point of interest is at the station upon which the specific table is based.

My other comment is that when travelling down river from Benicia to the Bay on days with strong currents, I've made better time going with the ebb in the choppier water than going against a flood. The ride isn't as comfortable, of course, and your speed through the water might not be as great, but the boost from the current more than makes up for the difference. If one leaves Benicia or Martinez when the current table shows slack before ebb at Fort Point, it's possible for most sailboats to make it all the way to Richmond or Sausalito in four or five hours.

I've been reading *Latitude* since the beginning, and still find it the most useful sailing rag — even though I haven't sailed or lived in the San Francisco Bay Area for three years.

Sam Crabtree Catch The Wind, Cal 39 Currently in Mexico / Delta sailor for 37 years

↑↓NOT A MORE GLORIOUS MOMENT IN SAILING It's true that seeing *Maltese Falcon* on the water was much



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LETTERS

more amazing than seeing her on the cover of magazines. We were out on the good ship *Martha Rose*, skippered by friends Dean and Kopi Carmine, for *Falcon*'s arrival, and all became



giddy with the moment. We first saw *Falcon* hull down in the fog as she approached the Gate. Later we were slightly astern her as she passed beneath the Gate. And finally, we came within a few boat lengths of her as she stalled in a lull at the west

The arrival of 'Maltese Falcon' last month didn't just appeal to sailors.

end of the Raccoon Straits before blast reaching across the Bay and back. It was glorious! In fact, we can't remember a more glorious moment in sailing than seeing her nearly rail down on that reach!

> Guy & Deborah Bunting Elan, M&M 46 catamaran South of the Border

↑↓SPELLBOUND

We were spellbound from the moment we saw *Maltese Falcon* approach the Golden Gate. We watched from Fort Baker for more than three hours, then from Bridgeway in Sausalito.

Sandy List & Doris Seashore Sausalito

${\uparrow}{\downarrow}{\bf WHAT}$ A GREAT BOAT AND WHAT A GREAT COUNTRY

We wish we'd been on San Francisco Bay to see *Falcon* sail beneath the Gate. Having seen her on *60 Minutes*, we've marveled at her beauty and innovative engineering. We've also sailed on the Bay a few times, and enjoyed every minute of that, too. So the biggest treat would have been a Bay sail on *Falcon*. What a great country this is, where someone is able to start with nothing, yet achieve so much, and be so successful and creative. We also like it that Perkins is happy to use *Falcon* to support worthwhile causes such as the Leukemia Cup.

Steve & Pauline Weeks Laconia, New Hampshire

Steve and Pauline — As part of Perkins' support of the Leukemia Cup, we were invited to sail aboard Falcon on the Bay. What an experience! The thing that impressed us the most was not the yacht's sheer size or dazzling interior, but rather that Dyna-Rig. We'd never been sure quite what to think about the rig, but having experienced in person how brilliantly it works, our admiration for Falcon has grown immensely.

The United States does have warts, but it's still the greatest country. Anyone who doubts it should try to go from nothing to a success in whatever country they think is second best. Perkins arrived in the Bay Area with nothing but smarts and drive, so he started his sailing on the Bay with a humble 17-ft Teak Lady. And yes, we think the way a person makes his/her money does make a difference. Perkins started his way up by making engineering breakthroughs with lasers, then management at Hewlett Packard, but most of all through venture capitalism that was critical in providing the funds necessary




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LETTERS

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↑↓"THAT MF IS HUGE!"

When I learned that Falcon was going to enter the Bay on September 27, I was thrilled, as I was going to be in San Francisco all weekend attending my daughter's soccer tournament in Golden Gate Park polo fields. Between my daughter's games, I headed up the Great Highway hoping to make it to the Golden Gate Bridge for Falcon's scheduled 2 p.m. passing beneath the bridge. Alas, I got caught in the traffic along Ocean Beach. While stuck, I searched the horizon for a sign of the big boat - and there she was! I could easily make out the three huge masts and 15 sails ghosting through the mist and fog far in the distance. What a sight! I quickly found a parking spot near the Cliff House, grabbed the binoculars, and ran to the Sutro Baths overlook. From that vantage point I could see the deep blue hull powering through the waves, her silver superstructure gleaming brilliantly, and all those massive white sails.

"That MF is huge!" I thought to myself.

I couldn't see the Golden Gate Bridge from where I was, so I ran as far east as I could, and found a spot that would afford me a great view. I was lucky the fog had intensified a bit, because the *Falcon* appeared to slow down a bit waiting for it to lift, giving me time. She played hide-and-seek with the fog for about 10 minutes, then she and her entourage of several hundred boats — including Perkins' 122-ft 1930 motoryacht *Atlantide* — made their way for the bridge. As she crossed beneath the Gate, I could hear the horns of many of the other boats in attendance, and saw the shadow of the bridge cast across her sails. It was a very memorable event! Bill Harrington

O'Day 14 San Jose

Bill — Perkins enjoys 'sharing' his yacht as much as possible, and told us that he was very gratified that so many people, both on boats and along the shore, showed up for the arrival of his yacht.

$\Uparrow\Downarrow$ "Awesome" is an understatement

To describe Maltese Falcon as "awesome" is an understatement. There was stunned silence as *Maltese Falcon* arrived out of the fog, and we had the feeling that we were looking at something unreal. As she sped across the Bay, the mass of sailboats surrounding and trying to follow her made for an inspiring vision.

Carl & Carol Clark Planet Earth

Carl and Carol — We stopped by Yellow Bluff several hours after Falcon arrived in the Bay, and there were hundreds of people standing and staring in near silence. And it's not like they stopped, looked for 10 minutes and left. It really was a special moment on the Bay.

$\Uparrow\Downarrow$ where was all the other media coverage

Great report on the arrival of *Falcon*. She's truly an awesome sight. We were on the water in the lee of Lime Point when she passed beneath the Gate, and again in Raccoon Strait on our way back to the San Francisco YC when she passed a few boat lengths away. I assume *Falcon* was flying the New York YC burgee in order not to play favorites with the local clubs.

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LETTERS

But maybe you can explain to me the almost total lack of coverage of *Falcon*'s arrival in the local papers. It seems like the Bay and sailboat racing reporting disappeared with the departure of Kimball Livingston from the *Chronicle* many years ago. One wonders what would happen if the America's Cup came to the Bay. It's very sad indeed.

> Jim Cornelius Belvedere

H. James — We called Carl Nolte at the Chronicle to alert him of Falcon's arrival, and he did have a front page story on her the day before she sailed under the Gate. Unfortunately, the photo accompanying the piece was an uninspiring one of Falcon at anchor in Drakes Bay. Those who read the article learned that the publisher of this magazine had been invited by Perkins for "a cruise of the Mediterranean." We're sure any of our old high school friends who read it were dripping with envy, so unfortunately it's not true. Perkins invited 100 guests to attend the launch party in Italy. We were fortunate enough to be among them, and to have the dates correspond with a research trip to Europe.

The Marin IJ did have major front page coverage of the Falcon's arrival. KGO Radio did an interview with us about the yacht coming, but either it was a very busy news day or we're even more boring than we thought, because we don't think it ever aired. We also alerted weather guy Bill Martin of Channel 2 News, thinking at the very least some video of Falcon would make a spectacular backdrop for his weekend weather report. If he or anyone else at Channel 2 acted on it, we didn't hear about it. But we agree with you, we think the local media really missed out on a story that would have been of great interest to even the general public.

You're also correct that mainstream reporting on sailing and sailboat racing in the Bay disappeared with Kimball Livingston many years ago. According the Chronicle honchos at the time, they felt they didn't have to cover it because we at Latitude were doing that. And we thank them for that. By the way, we're pleased to report that our good friend Kimball didn't disappear with his Chronicle race coverage. He's now the West Coast Editor of Sail magazine — and was also one of our shipmates for the Bay sail aboard Falcon in support of the Leukemia Cup.

$\Uparrow\Downarrow$ we got through the mob without mishap

Maltese Falcon is jaw-droppingly magnificent! All the snarky comments I've been seeing online about it being a "rich man's toy" and "conspicuous consumption" are, as far as I'm concerned, just so much sour grapes. If I had that kind of money to throw around, I'd probably be doing something similar — and enjoying every moment of it!

I have never been in the midst of such chaos as when *Falcon* arrived on the Bay, and the sheer number of sailboats was only the start of the tale. We heard one skipper talking to the Coast Guard about a new hole on the starboard side of his hull, and were surprised to not hear more such reports. There were lots of yahoos out there in need of a refresher course in Rules of the Road 101. We got through the mob without mishap, but it sure as hell wasn't a place for anyone who wasn't paying attention.

In the midst of all the madness were the inevitable racers trying to convince everyone in their path that they had the right-of-way! I heard one skipper of one non-racing boat get on Channel 16 and tell the skipper of a racing boat, "If you can show me where in the ColRegs it says racing boats have the right of way over boats not racing, I'll take you and your crew out to dinner." There was no response from the skipper

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LETTERS

of the racing boat, but raucous laughter from everyone else within hearing distance was priceless!

Kudos to Tom Perkins for letting everyone see his great boat, and to Latitude for letting us know about it.

Peggy Droesch Catalina 38 Pt. Richmond

Peggy — Thank you for the kind words. For what it's worth, we give racing boats the right-of-way whenever we can. We're not always required to by the rules of the road, of course, but we get a lot of pleasure from seeing other folks enjoying themselves. So if all it takes for us to not mess with the pleasure of racers is bearing off or throwing in a quick tack, we're happy to do it. If, one the other hand, other non-racers have rights and want to maintain their course, it's their right, but they should at least try to maintain a steady course for the safety of all. There's plenty of room for all of us, we just need to be a little courteous.

$\Downarrow\Downarrow$ How about a dyna-rig on a sailboard?

Maltese Falcon's Dyna-Rig is very cool. I'm surprised that it wasn't used on a smaller boat first as a test. It will be interesting if the rig catches on for normal size boats, per-



Many believe that more boats were out to greet 'Falcon' than were out for the arrival of 'Queen Mary 2' last year.

that the theoretical rig would work in reality before committing to the rest of the Maltese Falcon project. The first working model was on a small boat that was tested in the canals of Amsterdam. While Perini Navi has drawn plans for a twomasted Dyna-Rig on a somewhat smaller yacht, we don't think the concept would translate well to boats in the 30- to 50-ft range.

$\uparrow \downarrow$ THE FIRST HA-HA WAS A PIVOTAL POINT IN MY LIFE

Latitude's lead Sightings item last month about what to do if the merde hits the fan was great. Like Latitude, I've lived by the philosophy of hoping for the best but expecting the worst. Actually, I'm surprised that we made it this long before it all hit the fan. But it is comforting to own a self-sufficient cruising boat.

As I write this, the financial markets are tanking again, the

haps as an update to the freestanding rigs used on boats such as the Freedom 40. I used to race dinghies and big boats, but for the last 25 years I've been a sailboarder. Sailing a 7'6" board in 20+ knots is a blast, too.

Jeff Blaney Piedmont

Jeff — There are many great and inexpensive ways to have a blast on the water, and sailboarding is certainly one of them. As for the Dyna-Rig, Perkins spent \$10 million to determine





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LETTERS

fires have started on schedule down in Southern California, and we have an election looming the likes of which I've never seen. It looks like we're in for some tough times indeed. But like you wrote in that *Sightings* piece, the simple life on a selfsufficient boat would be pretty good — provided that Mexico doesn't kick us out.

By the way, as you guessed in the last issue, I did the original Ha-Ha in '94 with my Pearson 34 *Northstar*, and can report that it proved to be a pivotal event in my life. I'm eager to get started with the Fabulous Fifteen Ha-Ha. There will be lots of great people on it — including some of my good friends. And if everything in the States goes down the tubes, count on me to join some of the potlucks on *Profligate* in Mexico.

Dave Fiorito Shenanigans, C&C 36 Novato

Dave — A semi minimalist life is the best in challenging times. Often it's a most satisfying way to live, too, because it quickly helps you prioritize what's important in your life. And we can't think of a more minimalist — or enjoyable — way to live than cruising on a boat in the tropics. Particularly in Mexico, where over the last three months the U.S. dollar has gained 30% in value against the peso.

Mexico isn't going to kick cruisers out. With a faltering economy of its own, they need foreign income more than ever. It wouldn't surprise us, however, if they try to do something like limit diesel sales to foreigners. After all, Mexican taxpayers are subsidizing the cost of their low-priced diesel.

This is a little off the subject, but we can't resist. As we write this on October 16, the price of a barrel of oil has fallen from a peak of \$147 to under \$70. The result is that Americans are now shipping billions less to our good friends in Iran, Venezuela and the Middle East. Rather than going overseas, that extra money that we would have paid for oil is staying is our pockets and in the United States.

This time around, the drop in the price of oil has been a direct result of the world economy tanking. But in the future, greatly decreased demand could be a result of something as simple as we Americans driving cars that get 50 mpg rather than 15 mpg. How much difference would that make? The Wall Street Journal calculated that if we only had to pay \$80 per barrel as opposed to \$120 per barrel, the annual savings would be \$750 billion. If that staggering number has a familiar ring, it's because it's the same number as the Wall Street/Main Street/ Children's Wooden Arrows/Puerto Rico Rum Bailout recently passed by Congress.

Driving highly fuel efficient cars would be the most effective way for us to keep the price of oil down, and as a result, it would make it easier for our economy to right itself. So please, let's collectively think long term for once, and use the savings to get higher efficiency vehicles rather than joyriding in the SUVs like it was 1999 again. And while inefficient powerboats aren't collectively such a great problem, fuel conservation is also something to think about when choosing a boat.

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.

The sailing world — and the real world — lost another one of the good guys last month. Long Beach's Mike Campbell died on Friday after a long battle with carcinoid syndrome. One of the preeminent ocean racers on the west coast for the past 25 years, Mike was known for owning and helming a series of big boats, most named Victoria, after his wife. These included three notable Alan Andrews designs - two ULDB 70s and one of the first TP52s, whose box rule he helped create. His current boat, co-owned with Dale Williams, was the Kernan 70 Peligroso - Spanish for 'dangerous', which she's been to the competition since being splashed in 2005. Built in only four months at Dencho Marine, the boat was a winner right out of the blocks, racking up countless victories all over Southern California and in Mexico races, including an overall win of the San Diego to PV Race in March of this year. Peligroso also came north for the 2006 Big Boat Series, and took fourth in division the '07 TransPac.

Campbell was one of those men who worked as hard as he played. Back in the late '70s, he started a small distribution company, which he eventually built into a large one that supplied all the Trader Joe's markets. Through it all, he never tired of helping out other people and sharing whatever he had. In one remembrance, Chris Dickson recalled arriving in Southern California in 1980 for the Congressional Cup - his first-ever foray into the International Match Racing scene — and how he and his crew of Kiwi unknowns spent the first night in a borrowed RV. When Campbell, a member of the sponsoring Long Beach YC, got wind of what was going on, he offered his house and a car to the team. This was in the days when Campbell was happy to just make payroll for his fledgling trucking company. Dickson later found out that, at the time, Mike was renting the house and leasing the car — it was his only car! He was that kind of guy.

Cards to Campbell's family — he is survived by wife Victoria, three sons and his mother — may be sent to 49201 Avenida Anselmo, La Quinta, CA 92253. Donations in his name may be sent to the Nagourney Cancer Institute, 750 East 29th St., Long Beach, CA 90806.

Cave-in claims young sailor.

You might have read about the unusual accident — a collapsing sand cave on a Santa Cruz beach that claimed the life of a young boy on October 13. The tragedy not only devasted the family and friends of 11-year-old Alfred 'Pippin' Seales but a good part of the Northern California sailing community, as well. Young Pip was a big part of the Santa Cruz YC junior program, and a popular skipper at Stockton Sailing Club's summer Sailing Camp. Among his many accomplishments on the water was taking second in the Silver Fleet at the Junior Nationals last summer.

The cave-in occurred at National Bridges State Park in Santa Cruz, where Pip was playing with two other boys. About 4:30 in the afternoon, the sand cave in which they were playing — which had apparently been dug into a dune — collapsed, burying Pip and one of the other boys. That youngster, who was 10 years old, was pulled free. Rescuers were unable to free Pippin for much longer; one estimate said 15 minutes. The third boy, a 9-year-old, was not injured.

Our heartfelt condolences to Pip's parents, Conrad and Anne Seales, and the rest of the Seales family.

Fossett crash site found.

A bit more than a year after adventurer Steve Fossett disappeared, the remains of the single-engine plane he was flying were found high on the side of a mountain near Mammoth Lakes. A



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LOOSE LIPS

hiker made the initial discovery on September 29 — Fossett's pilot's license, several other ID cards, a sweatshirt and a bit of cash. A subsequent search revealed the remains of the Bellanca Super Decathlon. Only a few bone fragments were recovered. They had not been positively identified at presstime.

Fossett took off from Barron Hilton's Flying M Ranch — a private airstrip in Nevada — on September 3, 2007 for what was supposed to be a short pleasure flight. He never returned.

From what little was left of the plane, experts speculate that Fossett made what is reportedly a common fatal mistake for pilots who enter the mountainous area: he misjudged his altitude and flew into a dead-end canyon. With peaks all around, there was no way out, and he flew into the side of a mountain that is part of the Eastern Sierra's Minaret Range, about 8 miles from the town of Mammoth Lakes. Oddly, though the plane exploded and burned, there were no reports that day of any fire on the mountain. (Eyewitnesses in the area differed on whether it was clear or cloudy; it may have been a little of both.) Ironically, during the intensive search for Fosset, search aircraft overflew the area of the crash 19 times — but no one paid much attention because it was on the way to the main search area, not part of it. It was thought that Fossett, who did not file a flight plan, had flown east from the Hilton airstrip, when in fact he headed southwest. The crash site is about 80 miles south-southwest of where he took off.

To sailors, Fossett was probably best known for his Morelli and Melvin-designed, 125-ft catamaran *PlayStation/Cheyenne*, which at various times held all of the 'big three' — the crewed round-the-world record, 24-hour run and Transatlantic record (all have since been broken). In the roughly 12 years Fossett spent chasing sailing records, he racked up more than 20 other records, some of which still stand. Indicative of his aptitude for the sport, Fossett's first-ever solo offshore race was the stormy 1994 Route du Rhum, where, despite having way less than a year of large multihull sailing under his belt, he finished fifth in his ORMA 60 *Lakota*, just behind some of the most storied names in French shorthanded offshore sailing. To see a comprehensive list of Fossett's achievements in sailing, flying and ballooning, visit *www.stevefossett.com*.

Sun tips.

Just because winter's coming doesn't mean you won't get sunburned, especially if you're planning on sailing — or flying there to sail — somewhere warm. In fact, some of the worst sunburns we've seen or experienced occurred in the winter months. Here are five 'Safe Sun Tips' from Coppertone:

• *Apply, apply, apply* — Because the sun may cause damage immediately, it's important to apply sunscreen *before* heading out. You should reapply every 80 minutes — even if the sunscreen is waterproof and sweatproof.

• *High SPF* — Clear, no-rub sprays that quickly cover the body at any angle are great for fast protection without getting your hands greasy. Coppertone and other companies are now offering sprays with a protection factor of SPF 70+.

• *The shadow rule* — If your shadow is shorter than you are, the sun's rays are at their strongest. If possible, cover up with sun protective clothing, including hat and sunglasses, and/or stay in the shade during mid-day heat. With an emphasis on 'sun protective'. Coppertone says that wearing a white T-shirt is equivalent to only about SPF 5 protection, which can easily result in an accidental sunburn.

• See a dermatologist once a year for a skin check — That's adults and kids. If detected early, melanoma can be treatable. Survival rates for patients with early detection are about 99%, but decrease depending on how far the melanoma has spread.







voyage of the princess tai ping

Were Chinese explorers the first foreigners to set foot on the west coast of the Americas? The question has long intrigued scholars and lay people alike. Anchor stones and other circumstantial evidence found in various bays and inlets hint at possibilities. And much has been written, with the audaciously-titled 1421: The Year the Chinese



Skipper Nelson Liu, center, exchanged burgees with local yacht clubs.

By the early 1400s, they were huge. The largest of Admiral Zheng He's 300-ship-strong fleet were said to have been 400 feet in length, 100 feet in beam, have nine masts and require crews of 600 or more. Though primarily downwind craft, junks' fore-and-aft lugsails allowed them to sail to weather. Not well, perhaps, but certainly more efficiently than any European square rigger could for about the next 400 years. Some historians even credit junk builders with 'inventing' watertight bulkheads, which prevented the entire ship from flooding in the event of a hull breach.

Junks have certainly crossed from the Orient to the West Coast in modern times. In 1938, Alan Peterson escaped advancing Japanese armies by fleeing Shanghai in a junk, which he sailed to California with his wife and two Russians. In 1955, six young men sailed a junk from Taiwan to San Francisco. They made a film during the voyage and were the talk of the town for a while.

But these were newer boats, and the trips were one way. It was still unknown whether or not a junk of ancient design — powered by only wind and oars - could make the journey here and back. The first half of that question was finally answered last month by an enterprising Chinese sailor named Nelson Liu.

Liu was born in 1947, the same year that Thor Heyerdahl proved it was possible for Native Americans to have crossed the Pacific the other way - from the Americas to Asia. When Liu grew older, he read the story of Kon Tiki, and later still, met Tim Severn during one of the Irish adventurer's voyages to China.

Liu the youngster carried the dreams of sailing the oceans into adulthood. He learned the basics of sailing from a friend in Taiwan, and many of the fine points during a trip to Australia in 1990. In 1991, he bought a Farallon 29 in San Francisco, named her Lucky Dragon, and doublehanded her back to Taiwan the next year. In 1998, aboard a 62-ft ketch named Christine, he circumnavigated the world with four permanent crew and many of his fellow countrymen and women who flew in for various legs.

During that voyage, Liu was surprised at the number of junks he saw in ports all over the world, even though most were motorized 'knock-off' versions of the real thing. Upon his return to Taiwan in 1999, he was even more surprised to realize that most of the junks being built these days were just big motorboats, little better than the touristy craft he'd seen along the way. He was also alarmed to learn that traditional sailing junks — indeed, many of China's ancient seafaring traditions - were on the brink of extinction. That's when he continued on outside column of next sightings page

selling books of 2003, the work was skewered by academia and its theories almost universally discredited. So while solid proof that Chinese did sail here remains elusive, it is widely accepted that their hardy junks *could* have made it.

Discovered America, published

a few years ago, attempting to settle the question once and for

all. Although one of the best-

Junks - characterized by their flat bottoms, high sterns and distinctive rigs - date back to the second century AD.

deleon verdict

The Orange County jury in Skylar Deleon's triple-murder trial must have ordered out for pizza when deliberations began on October 20. That's the only reason we can think that it took the seven-woman, fiveman jury two hours to find Deleon guilty of the 2004 murders of cruisers Tom and Jackie Hawks, as well as another man in an unrelated 2003 incident.

Two hours may seem like a quick verdict until you find out that Deleon's attorney admitted his client's guilt in his



is no surprise

opening statement!

Gary Pohlson knew his client was cooked but doesn't want him to fry — the verdicts of multiple murders for financial gain make Deleon, 26, more than eligible for the death penalty, and prosecutor Matt Murphy has made no secret that he intends to ask for it. By not contesting the prosecution's claims or evidence, Pohlson hopes the jury will spare Deleon's life because, the lawyer asserts, he is no

continued in middle column of next sightings page

tai ping — cont'd

hatched a project that would take the next decade to bring to fruition: the building of a 15th-century junk, using traditional materials and methods — and sailing it to America and back.

Research alone took nearly two years. He and the newly formed Chinese Sailing Junk Expedition Society settled on a hardy 54-ft craft of a type used in naval warfare during the Ming Dynasty. Then came the task of finding shipwrights capable of building such a vessel. These were men whose shipbuilding knowledge had been passed on from father to son for centuries — and who are themselves an endangered species in China. And then there was the nearly impenetrable, nearly immovable Chinese bureaucracy.

Bit by bit, the project moved forward. The keel, hewn from a macontinued on outside column of next sightings page

> Sailing junket — 'Princess Tai Ping' and the locally built 'Grace Quan' sailed side-by-side to China Camp for a celebration.

tai ping — cont'd

hogany-like hardwood, was laid in January 2007 in Jinjiang, a coastal city in southern mainland China. The *Princess Tai Ping* was built in six months, with several more months spent fitting her out — and figuring her out. As in the days of old, her fir planks were 'fire bent' and nailed with square iron nails. Her hull and seams got coated with a mixture of ground oyster shells and tree sap. Even the sails were prepared in the old way — dyed multiple times in an acrid brew made from tree bark that helps the cloth resist mold, rot and mildew (and which eventually gave us the word 'tanbark.') Much superstition and tradition went into the process, and all the paintings and colors used in the ship have specific meanings.

With National Geographic funding part of the project and huge interest in her homeland, Liu says fundraising was not difficult. Not that recreating an ancient ship in China costs that much to begin with. "A new Land Rover costs much more than it did to build *Prin*continued on outside column of next sightings page

deleon

more guilty than others involved with the murders, namely ex-wife Jennifer Henderson, who received two life sentences without the possibility of parole, and Alonso Machain, whose cooperation and testimony will allow him to avoid the death penalty.

Prosecutors contend that Deleon was the ringleader in the plan to murder the Hawkses, and therefore deserves to die. They say he and Jennifer gained the trust of the couple, who were trying to sell their trawler so they could move closer to their first grandchild. During a test sail on November 15, 2004, Deleon, Machain and another accomplice overpowered the



— cont'd

Hawkses, forced them to sign financial documents, tied them to a 66-lb anchor, and threw them overboard.

Pohlson plans to argue that Deleon's abusive upbringing is the cause of his client's bad behavior — presumably including his failed attempt to saw off his own penis with a razor blade earlier this year — and that the jury should be sympathetic to that.

The penalty phase of the trial will likely be over before this issue hits the streets, but we'll have a full report in '*Lectronic Latitude* when the sentence comes down.

— ladonna





tai ping — cont'd

cess Tai Ping," he notes. Even those who could not donate money were so inspired that they would arrive at the building site to present the crew with bags of apples or a sack of rice. "The *Princess Tai Ping* touched their soul," says Liu. After meeting Liu and his crew, it's easy to believe that their voyage has already touched the soul of the giant nation itself.

When completed, the brightly painted *Princess* would have looked familiar to any 15th century Chinese sailor, and right at home in Admiral Zheng He's mighty fleet. Her few concessions to modernity are a longshaft motor to aid in-port maneuvering, navigational and communications electronics charged by solar panels, a small stove for cooking, and of course modern synthetic clothing and foulies for the crew. The *Princess* was officially chris-



Like her ancestors, 'Princess Tai Ping's eyes look toward the future.

tened in January of this year. Sea trials followed, with short trips to Xiamen, Hong Kong, and Japan. Then, in late July, with Liu and seven crew aboard, she set off for America. On October 3 — 69 days and more than 6,000 miles later — *Princess Tai Ping* and her very tired crew arrived in Eureka, California. The trip had been slow and hard, with the engineless junk sometimes making as much leeway as forward progress. It was discovered that shallow flat-bottomed junks aren't very good in a seaway. One knockdown in a storm was so severe that crew had to stuff bedding into ports to stop the flow of water until she slowly righted herself. Among the nicer discoveries, it turns out that junks can really move off the wind. On the way south to San Francisco, in 40-knot winds and 20- to 30-ft seas, the *Princess* once hit 14 knots.

The junk and her crew received a warm welcome in Eureka. But it was nothing compared to the boisterous experience of entering San Francisco Bay on October 9 — right in the middle of Fleet Week! Once settled in at Hyde Street Pier, Liu and his crew spent a month proudly showing off their *Princess* to visitors, and enjoying the hospitality of the San Francisco Maritime Museum and several local yacht clubs.

Princess Tai Ping departed the Bay at the end of the month. She planned to make stops at maritime museums in Los Angeles and San Diego before heading for home. (Exactly when that will be had not been determined at presstime.) Upon completion of the Pacific Rim voyage, the ship and crew will have covered more than 16,000 miles, proved a few theories and, they hope, opened many doors — to education, cultural exchange and friendship — on both sides of the Pacific.

—jr

round and round they go

As the days grew colder and sailboat racing went into hibernation across most of America, three events should warm the cockles of online sailors everywhere: the 2008-2009 Volvo Ocean Race, the Portimao Global Ocean Race and the 2008-2009 Vendée Globe.

For more on the Vendée — which was poised to field an incredible 30 starters as we went to press — see the preview in this issue that starts on page 110. For the Volvo and Portimao, read on.

The Volvo Ocean Race is well known to most sailors as the pinnacle of crewed round-the-world competition. Begun in 1973 as the Whitbread Round The World Race — and which back then featured a diverse fleet of everything from small boats to maxis — this everythree-years event is today sailed in Volvo 70s, perhaps the fastest and most exciting craft of their size ever built. Just slightly shorter than continued on outside column of next sightings page

races — cont'd

an America's Cup boat, V70s at full boost make a Cup boat look like an Army truck with four flat tires.

For the third go-around in a row, exactly eight V70s answered the starting gun off Alicante, Spain, on Saturday, October 4. The fleet includes two boats each from Sweden (*Ericsson 3* and *Ericsson* 4) and Spain (*Telefonica Blue* and *Telefonica Black*), and one each from Germany (*Puma*), Russia (*Team Russia*), the Netherlands (*Delta Lloyd*) and an Irish-Chinese collaboration (*Green Dragon*). There are no American entries this time. The team closest to being one is *Puma*,

GABRIELE OLIVO / VOLVO OCEAN RACE



This 'Telefonica Blue' sailor needs more skills than just winch grinding.

which was built at Goetz Boats in Boston and is skippered by America's Cup and Volvo veteran Ken Read of Rhode Island. The Bay Area is ably represented by Kimo Worthington, who runs *Puma*'s shore team. In past races, Bay Area sailors John Kostecki, Mark Rudiger, Paul Cayard and Stan Honey have all figured prominently aboard winning or secondplace boats.

The boats, all new construction to comply with the revamped 'Volvo 2.0' rule (except *Delta Lloyd*, which is an extreme makeover of '05-06 winner *ABN Amro One*), showed off their incredible performance potential early. Within hours of the windy October 11 start off Alicante, Spain, the boats had cocked

their keels and pulled the trigger, romping toward Gibraltar in bursts to 30 knots.

Ericsson 4 — skippered by Torben Grael and a favorite to win — achieved the first pyschological victory by being the first boat past Gib. Bouwe Bekking's *Telefonica Blue* was the first casualty, with her steering failing only 20 miles into the race. She pulled into Gibraltar for repairs but quickly rejoined the fray. *Ericsson* 4 was the next to stumble, having to evacuate a crewmember with an infected knee near the Cape Verde Islands. He will rejoin the boat in Cape Town.

Puma led the race through most of the first week, but at this writing *Green Dragon* leads, with *Puma* and *E-4* each trailing by about 30 miles from the boat ahead. With all boats within 200 miles of one another, the race has so far been amazingly tight with no clear 'A fleet' having emerged as yet.

The first leg takes the fleet 6,500 miles to Cape Town. That's about the only similarity between this Volvo Race and the last one. Five other ports — Cochin (India), Singapore, Qingdao (China), Boston, Galway (Ireland), Marstrand (Sweden), Stockholm and the finish in St. Petersburg, Russia — are all new stops, with a return to Rio de Janeiro thrown in. And all require a fair amount of windward work to get there. To follow this event, log onto *www.volvooceanrace.org*.

A day after the Volvo start and 450 miles to the west, the inaugural Portimao Global Ocean Race got underway off the title city in Portugal. Conceived by round-the-world racers Josh Hall and Brian Hancock, this event is for single- or doublehanded 40-footers. Intended as an 'affordable' alternative to high-dollar events like the Vendée Globe, the PGOR attracted six boats, two solo and four doublehanded. They hail from Germany, Great Britain, Belgium, the Netherlands, South Africa and Chile. The first of five stops in this event is also Cape Town. Few of the skippers are well known. But we have a feeling that will change.

At presstime, the German team of Boris Herrman and Felix Oehme on *Beluga Racer* are leading the charge toward the doldrums. For more on this new event, check out the excellent website at *www. portimaorace.com.* Since you're reading this right now, you probably know exactly where your nearest *Latitude 38* distributor is located. But what to do when you're in, say, Excelsior, Minnesota?

The answer is as simple as going to *www.latitude38.com* and clicking on 'Circulation'. Select 'Looking for a distributor in your area?', then choose what area you're in — or will be in when the next issue is due to hit the streets. We have hundreds of outlets in Northern and



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Southern California, dozens in 16 other states and even several in Mexico.

Speaking of distribution, if you're planning to fly out to meet friends in Mexico, the Caribbean or the South Pacific, why not stop by the *Latitude 38* World Headquarters in Mill Valley before you leave and pick up a bundle of magazines to share with cruisers? We promise you'll be a hero — and you'll probably earn a few beers for your efforts.

— ladonna

bottom paint study update

Who would have guessed that taking part in a bottom paint study could be so exciting? When we posted a notice on *'Lectronic Latitude* last September asking for volunteer bottoms for a study testing the efficacy of a new 'eco-friendly' compound, this writer consulted with her husband and promptly offered up our own very dirty bottom. Last November, we hauled out at KKMI in Richmond, where skilled workers applied three different paints — two test paints, one copperbased control paint — in six sections. We solemnly vowed to never, ever have the bottom scrubbed, and were sent off with a lovely bottle of wine. About as exciting as watching grass grow, right?

Little did we know.

Just a couple months after the initial bottom job, green fuzzies continued on outside column of next sightings page





started appearing on two sections of the hull. By the mid-trial haulout in late May, they'd turned into fields of green. As reported in the June issue, we'd suspected that the culprit was the water-based test paint but were surprised to learn it was actually the solvent-based version that was failing. But it wasn't failing, at least in the eyes of Janssen Pharmaceutica, the company conducting the study.

Janssen has spent years and millions of dollars developing a compound to replace copper as the main anti-fouling substance in bottom paint. Several European countries have banned the use of copper in bottom paint, and some believe the U.S. will follow suit. In the race to develop a 'green' alternative, Janssen came up with Econea, continued on outside column of next sightings page

can't miss

There's something for every racer in the Bay's various midwinter series — most of which kick off this month — and the great thing about them is that, over the course of the next five months, you'll find one in just about any location on the Bay.

With a wide variety of formats, these events can be pretty darn competitive, like the ever-popular, two-weekend series at Corinthian YC; the Berkeley YC's monthly weekend series, where the Saturdays and Sundays are scored separately; Regatta



midwinters

Pro's Winter Keelboat/One-Design weekends; Encinal YC's Jack Frost Series; and the Golden Gate YC's Manuel Fagundes Seaweed Soup Series.

Or, they can be more laid-back and a great way for first-time racers to break into racing at a time of year with typically more moderate breeze: Berkeley YC's Chowder Series; the Alameda and Island YCs' The Queen and Diva Estuary Tour; and the Oakland YC's Sunday Brunch

continued in middle column of next sightings page



study — cont'd

a biodegradable biocide that appears to be as effective as copper in controlling hard growth, such as barnacles. Several unidentified paint companies — breaking into Fort Knox would be easier than finding

out which ones — came up with copper-free formulas incorporating Econea, and submitted them for testing.

Since the growth on Test Paint #23 was slimy, rather than crunchy, it was technically considered a success. Meanwhile, Test Paint #24 — the water-based version — was performing beautifully by anyone's standards. Not only was there zero hard growth, there was very little slime or grass. It was actually performing better than the copper control paint. A quick pressure wash and we were on our way.

But summer was not kind



Encrusting bryozoans and hydroids and mussels, oh my! They all loved Test Paint #23.

to #23. Within weeks of the mid-trial inspection, the green fuzzies were back. Over the course of the summer, a myriad of organisms colonized our bottom. We became so embarrassed by our . . . um, science experiment . . . that we nearly put up a sign explaining why our bottom was so ugly. By the time we got the call that we were due for our final check-up, tubeworms were peeking between gigantic, green tendrils of foamy snot.

The trip to Richmond last month scrubbed away much of the more dramatic evidence, but Janssen rep Bill Goodwine and study coordinator Jack Hickey were still surprised at what they found. "These are encrusting bryozoans," said Hickey as he pointed out sandpaper-like circles. He noted that the Sacagawea dollar-sized critters, not normally found on the West Coast, were just juveniles. Covering both sections of #23 like a fine spiderweb were what Hickey called hydroids. He explained that they only looked like plant material — they're actually animals. We even found a mussel!

The poor performance of #23 was made even more startling by the fact that a test boat in Long Beach, painted with the exact same paint in the exact same configuration around the same time, had no growth whatsoever. Well, that's not exactly true — the copper control paint was littered with tube worms. "Clearly, location is a major factor," Hickey said.

He went on to explain that developing a bottom paint isn't just a matter of dumping some goo into a pot. "It's really an art," he said. If the paint doesn't release the active ingredients in a timely manner, growth occurs. Obviously #23 — which has the exact same quantity of Econea, as well as the same type and amount of algicide as #24 — either needs a little reworking in the lab or the makers should never market it in the Bay.

Meanwhile, #24 was, once again, in excellent shape with only a thin coating of slime. And, once again, it was performing better than the copper paint, which was suffering from a severe case of hydroiditis. And, once again, Hickey and Goodwine declined to name names.

But they did make us an offer we couldn't refuse: Though our oneyear obligation was over, if we agreed to continue in the study, they would supply enough #24 at the next haulout in April to paint over the failed sections. A quick confab with the husband — who was facing the prospect of doing a solo bottom job — yielded a "Yes!" faster than an encrusting bryozoan could glom onto our boat.

— ladonna

thoughts on the economy and boats

It's a different world economy than it was even a few months ago, and we've got some thoughts about how sailboats fit into it.

1) If you own a boat, you should use it. After all, you've already paid for this significant asset, so why not get the maximum use out of it rather than spending money on something new or sitting home staring at the walls? And when you go out, why not take some friends along, 'spreading the wealth', so to speak. Remember, there's lots of fun to be had with your boat during the winter. The Bay winds are lighter, so you can enjoy more mellow sailing; there are numerous Christmas light parades; and just going down to your boat is a great excuse for getting outdoors.

If you were thinking of buying a new or larger boat, but have decided to see how things shake out first, you may want to make some continued on outside column of next sightings page

midwinters

Series all come to mind.

But that's not all. The Ballena Bay YC, Lake Merritt Sailing Club, Lake Washington Sailing Club, Sausalito YC, Sequoia YC, South Bay YRA, South Beach YC, Tiburon YC and Vallejo YC each have series of their own, and for small boats, Richmond YC carries the torch with its Small Boat midwinters.

This means there's no excuse not to get out there and enjoy the Bay on your boat while either breaking into racing or staying sharp for next summer's action.



— cont'd

For a list of dates for the various series that begin this month, check out this month's Calendar section and visit any of these clubs' websites for more information. Starting December 30, you'll be able to get all these plus the 2009 sailing schedule — both in print, wherever you find your monthly copy of Latitude 38, and online, at *www.latitude38.com* — in the 2009 Northern California Sailing Calendar and YRA Master schedule. See you on the water!

— rob

thoughts - cont'd

upgrades to your current boat. After all, sometimes things like a new sail can almost transform your old ride. "The new genoa on my Ranger 33 changed everything," reports *Latitude*'s Assistant Publisher John Arndt. "It almost feels as though I'm sailing with the engine on!"

2) If you have cash rather than a boat, this is a great time to be a boat buyer. With some leveraged boatowners feeling a credit crunch as bad as Lehman Brothers did, and winter coming on, they are highly motivated to sell. Right now. This means if you've got cash or a line of credit that's good to go, you might be able to pick up a great deal. We've heard of several instances where buyers have picked up older brand name boats for 50% or less of the original asking price. Another thing in your favor is that you're much more likely to find a berth in a prime area than you were before.

continued on outside column of next sightings page



thoughts - cont'd

3) If you need to sell your boat right now, the unfortunate reality is that it's definitely a buyer's market. Not only has the value of your boat probably gone down, but you'll also be competing with other boatowners who are unusually eager to sell. So, if you don't have to sell your boat right now, you might think twice about putting it on the market.

If you are absolutely forced to sell, there are two important things to remember. The first is to make your boat as presentable as possible. It's shocking how many boatowners leave their boats unkempt or dirty, and then wonder why nobody makes an offer. In many instances, making your boat look presentable requires more elbow continued on outside column of next sightings page

wassup

If you've experienced odd problems with your GPS lately, you're not alone. A number of sailors have reported that after booting up their GPS recently, the screen simply goes blank.

According to several cruisers in-theknow, the problem has to do with a recently launched satellite whose software affects GPS units that employ the WAAS protocol.

While we have not yet had confirmation from manufacturers, word on the docks



with waas?

is that the quick fix is for affected users to simply disable WAAS from within their unit's set-up menu. But that's a band-aid approach, of course. The complete fix will occur when users download new software from their unit's manufacturer. However, in some cases, we're told, that software may not be quite ready for distribution. Obviously, those affected should check with their GPS suppliers for a more detailed explanation.

andy



thoughts - cont'd

grease than it does money, so there is no excuse for not making your boat sparkle. Want to destroy interest and value in your boat? Show her with a dirty and smelly head or an engine that looks neglected.

The second important thing to do is price your boat realistically. This will no doubt hurt, but if you don't face up to the reality of today's market, your boat isn't going to sell. There *are* people buying boats. We just got a call from a fellow in Santa Barbara who spent nearly \$500,000 on a used Catana 47 in great condition with two new diesels. But he paid significantly less than owners of sisterships were asking, and well below what the owner — who is taking delivery of a larger Catana — had been asking just months ago.

4) If you're thinking about buying a powerboat as your means of getting out on the water, you might want to consider what kind to buy. Fuel guzzling powerboats can be had for a song right now, and for the very same reason you can steal an SUV — owners are dying to get rid of such expensive-to-operate dinosaurs. You also might think twice about buying a powerboat at all. One of the trade magazines recently reported a trend in parts of Finland where sailboats have become more popular than motorboats for the simple reason they use so much less — if any — fuel.

— richard

fire on the mountain

When Lisa Marie Jarrell-Wear spotted a glow on Angel Island from the cockpit of her Tiburon-based powerboat, she knew there was trouble. Around 9 p.m. on Sunday, October 12, a small brush fire was reported near the East Bay View campsite on the southeast side of the island. Park officials believed they had the one-acre fire contained but an unusually dry summer, along with a light easterly, fed the flames so fast that the fire outran the first responders. It marched up and across the island with amazing speed.

By 10:30 p.m., more than 100 acres were blazing on the south and east sides of the island, threatening historic buildings in Fort McDowell as well as park personnel housing. All non-essential park personnel and 29 campers were evacuated that night.

Jarrell-Wear helped with the evacuation. "My friend Maggie Mc-Donough owns the Angel Island ferry," she explained. "I knew they'd need help, so I ran over to see what I could do." One of her first tasks

was to help move the evacuees off the island. "On the way back to Tiburon, I started getting angry," Jarrell-Wear said. "Everyone was silent but we all knew that at least one of those campers was probably responsible for the whole mess, and they knew it." Though the wildfire that eventually consumed 380 of the island's 740 acres was still under investigation when we went to press, Marin County fire officials confirmed that it was "human caused."

Jarrell-Wear channeled her anger to help the hundreds of men and women sent to battle the blaze. Before heading back to the island, she arranged for two Tiburon restaurants — Guaymas and Servino — to feed the firefighters. "Everyone had these highprotein sack lunches," she noted, "but I just wanted them to have warm food. Guaymas especially stepped up, serving somewhere between 100-150 meals."

Once on the island, Jarrell-Wear started coordinating the little stuff that gets overlooked during a crisis. "I didn't work for anyone, so I didn't have to deal with the bureaucratic stuff," she said. "If I saw something

that needed to be done — like moving bottled water and food off the dock — I just did it." She ended up coordinating a rest area for the continued on outside column of next sightings page



fire — cont'd

workers.

"My friends Kim and Alan Schafer live on the island [Alan is a park employee], so I stayed at their house that night," Jarrell-Wear said. But it was a long night in which sleep was hard-won. "I kept thinking



Eucalyptus trees acted as flame throwers when ignited. Flares like these shot 40 or more feet in the air.

about those guys out there — where were they sleeping?" She found out the next day that it's common practice to crash on a "hot spot" — an area where the fire is out but the ground is still warm.

In the following days, Jarrell-Wear helped deliver gear, hoses and food to firefighters around the island. But it wasn't just firefighters working their butts off to put out the last smoldering embers. "Dozens of inmates from Sacramento were brought in," she said. Armed with hand tools only, the inmates were invaluable. "The fire crews gave the inmates a lot of credit," she noted. "Several told me that without them, fires in California wouldn't get put out."

Their heroic efforts prevented the fire from damaging the island's 120 historic structures as it tromped its way toward Camp Reynolds on

the western shore. By Monday morning, the fire was contained, and the clean-up crew got to work cutting down "widowmakers" — fireweakened trees that topple over unexpectedly — and mopping up the mess. The island reopened to the public a week later.

As devastating as the fire was, it could have been much worse. During the island's 83-year military occupation, several small groves of eucalyptus trees were planted. The fast-growing trees began crowding out native flora, and in the early '90s, all but a few "historical" acres of the non-native species were removed. Had that not happened, the hot-burning eucalyptus — referred to by fire officials as "standing gasoline" — would likely have spread the fire to the island's historic structures.

Park officials believe the flames may have uncovered historic artifacts — possibly even some from the early Miwok Indians that lived there — previously hidden in the underbrush. And though the island looks a bit singed right now, and will for several months, officials insist burning off the non-native plants will, in the long run, be better for the island.

If you want to boat over and take a tour of the carnage, superintendent Dave Matthews simply asks that you stay out of any scorched areas, not only for your safety — they don't call them "widowmakers" for nothing — but also to allow them to recover more quickly.

— ladonna

ais transponders approved by fcc

Just so everyone is up to speed, AIS stands for Automatic Identification System, which is a way for ships and smaller vessels to electronically exchange data such as who and where they are, how fast they are going on what course, and much more. The idea is that this will prevent vessels from smacking into one another.

There are two classes of AIS units: Class A for vessels over 300 tons that travel internationally, and Class B for smaller vessels that aren't required to carry them. There are several differences between continued on outside column of next sightings page

stowe

Remember 56-year-old Reid Stowe hero to some, whack job to others — who is bobbing around the world's oceans as you read this, attempting to set a record for the longest consecutive time at sea? If you do, you'll probably also remember our February report that his first mate on the "Mars Ocean Odyssey", 24-year-old Soanya Ahmad, jumped ship 306 days into the planned 1,000-day voyage as Stowe's homebuilt 70-ft schooner *Anne* neared Australia. The official explanation was extreme seasickness.

Well, it turns out it wasn't seasickness . . . it was morning sickness! Despite Ahmad's claims in interviews that the



away

couple were practicing safe sex because they didn't want to get pregnant during the trip, nature found a way. In mid-July, Ahmad gave birth to a boy she named Darshen.

Young Darshen should be well into the walking, talking stage by the time he meets Pop. Having crossed the 500-day halfway mark in August, Stowe still plans to stay away from land until sometime in early 2010.

If you're wondering (as we did) why anyone would want to set a 1,000-day record for being afloat, a couple of stories that surfaced before the birth of continued in middle column of next sightings page

ais — cont'd

Class A and Class B units. The former are all transmit-and-receive units, while Class B units can be transmit-and-receive, or receiveonly. In the case of receive-only units, you receive information about other vessels but don't have the ability to tell anyone else where you are and what you're doing.

Until about November 1, Class B transmit-and-receive units were available everywhere in the world — except the United States. Vessels in U.S. waters could only use Class B receive-only units. The deal was that the FCC hadn't approved them. But as of approximately November 1, Class B transmit-and-receive units are available in the U.S., too.

We've received lots of feedback from cruisers and others using the receive-only units. They love them and believe the units help keep them safe. One of the great features is that you can set alarms if vessels invade your comfort zone. They'll do this even in heavy rain, conditions in which radar is often of no use.

continued on outside column of next sightings page



ais — cont'd

There are a number of retailers of the AIS units. Among them is Milltech in the Pacific Northwest, which is marketing the Class B transmit-and-receive units for \$899. In order to see the information you're receiving, you must choose one of three options: a computer with a navigation program such as Nobeltec; a chartplotter that accepts AIS information; or a Watchmate display for about \$499.

There's a catch, however. You can't just go out and buy a Class B transmit-and-receive unit, because the FCC is requiring that an authorized dealer program in the boat's MMSI (Marine Mobile Service Identity). Mariners could have gotten these numbers from the FCC, Boat/US, or SeaTow. If you didn't get yours from the FCC, you have to provide the retailer with certification of your MMSI number. But continued on outside column of next sightings page

stowe

Darshen might shed some light. One New York Daily News story claimed that Stowe is a deadbeat dad, "running from nearly \$10,000 owed in child support" for a daughter from his first marriage. Another online source claimed Stowe had pled guilty to importing 30,000 lbs of pot from the Caribbean to Maine via sailboat in the mid-'80s, and spent 12 months in a federal penitentiary for it. Compared to that, bobbing around by yourself for another year and a half probably doesn't seem so bad.



— cont'd

Well, okay, he's not exactly bobbing. Stowe was recently alerted to the fact that his erratic course aboard *Anne* resulted in a nearly complete outline of a whale. Inspired by his previous attempt to 'draw' the outline of a sea turtle in the Atlantic, Stowe altered course to finish the drawing. He believes "if this oceanic, satelliteverified drawing of the whale can be seen by many caring people, maybe that will help the movement toward saving the whales."

— ladonna & jr



ais — cont'd

even if you do, it won't do any good outside of the United States, because Boat/US and SeaTow don't share their MMSI information with anyone outside the U.S. This being the case, if you had an emergency in Mexican waters and pressed the emergency button, they wouldn't know who you were. MMSI numbers issued by the FCC, however, are shared with foreign governments. So if you're going international, make sure you get your MMSI from the FCC.

Should you buy a Class B transmit-and-receive unit, or is a receiveonly unit adequate? One thing to remember is that, unlike the more powerful — and more power consuming — Class A units, the Class B units only transmit for five to 10 miles. Depending on what speed you and the other boat are moving, and some other factors, it's possible that a Class B will only transmit a signal every six minutes. That's not a lot of warning if a ship is coming at you at 25 knots. Furthermore, the mindset of a small boat operator should always be that even if a big ship is heading right toward you, it doesn't necessarily mean they'll change course. This means that having a transponder may lull some mariners into a false sense of security, thinking that since they're putting out a signal, they don't have to worry about avoiding other vessels. We think this would be very dangerous.

We're of the opinion that it's the responsibility of all small boat operators to be aware of all larger vessels, and to stay the heck out of their way. As a result, we don't feel the need to get a Class B AIS that transmits and receives, believing that a receive-only unit is all we need. No matter if you agree with us or not, *Latitude* strongly recommends at least an AIS receive-only unit on boats that sail offshore. They wouldn't be bad on the Bay either.

— richard

sisiutl's rough ride

Bob Bechler really loves the Baja Ha-Ha. Bechler is a veteran of two Ha-Ha's and four Puddle Jumps from Mexico to the Marquesas aboard his Gulfstar 44 *Sisiutl*. In fact, he was so eager to be a part of the Fabulous Fifteen Ha-Ha again this year, he sailed *Sisiutl* 8,000

miles from New Zealand just to get to the start line.

Make that 7,900 miles. The last 100 ignominious miles were done under tow.

Henry Goldman, the USCG Auxiliary officer who interviewed Bechler when he arrived at Pacific Corinthian YC in Channel Islands Harbor last month, reported that *Sisiutl* left Kauai on September 13, bound for the Ha-Ha starting line in San Diego.



Spread, a Coastie tosses Bob Bechler a heaving line for a tow into port after a rough ride across the Pacific. Above, Bob after arriving safely in Channel Islands Harbor.

Bechler was inevitably caught in light winds, which he motored through for three days. He finally found the wind again, but at some point, the wind built into a gale. "Then I ran into a clear-air gale," Bechler recalled. "Not a cloud in the sky, with waves 30 to 40 feet and winds up to 50 knots."

The weather was so bad that Bechler decided to heave to. "I was hove-to for three days waiting for the weather to abate," Bob said. When he did start sailing again, *Sisiutl* took a breaking wave that continued on outside column of next sightings page

sisiutl — cont'd

ripped a dorade right off the deck. "The wave swept through the cockpit," Bechler noted, "knocking out the dodger windows and throwing most of the cockpit gear into the sea."

Bechler endured the storm, only to come out of it with a main and jib so tattered that he couldn't sail. And of course, the wind died again. And he was low on fuel.

"Mr. Bechler contacted a Ham operator in Florida who relayed the information to the regional command center in Alameda," explained Lt. Paul Miller, skipper of the USCG cutter *Halibut*. The command center then coordinated a rendezvous between *Sisiutl* and *Halibut*. "He had some fuel left but knew it wasn't enough," Lt. Miller said.

The two boats met around 10 a.m. on October 14, 100 miles from Marina del Rey. "We were very blessed with Indian summer condicontinued on outside column of next sightings page

genoa

If you missed it, you'll want to check out the appearance of Bay Area Association of Disabled Sailors' commodore Ed Gallagher on *The Today Show*. Gallagher — who's blind — was invited on the show to demonstrate a new technology he's developed that allows visually-impaired people to navigate not just the water but the world at large. Elemental in its simplicity, his new device consists of a headmounted webcam that, when coupled with an earpiece and the free internet phone service Skype, allows anyone anywhere to guide the wearer remotely.



connections

Intended to supplement the use of guide dogs and canes, the system named "Genoa Connections" is in the beta testing stage. Gallagher's non-profit organization hopes to bring the technology to millions of blind people across the world as a way to ease the burden of mundane tasks that require sight. He's been a busy guy since his national debut, so we haven't had the chance to talk with him yet, but you can bet we'll be keeping tabs on this. Visit his webpage for a link to the segment and more at *www. genoaconnections.org/index.html.*

— rob

sisiutl — cont'd

tions," Lt. Miller noted. With swells of two to three feet and light and variable winds, conditions could not have been better for a towing operation. "I thought they were just going to bring me some fuel," Bob laughed.

Bechler and a crewman stayed aboard *Sisiutl* for the uneventful tow into port, during which Bob told the young man his tale. "Mr. Bechler is a very seasoned and experienced sailor," said Lt. Miller. "He really had his act together and had all the proper equipment for such a trip, including a 406 EPIRB."

With all the repairs and preparations he was undoubtedly making before the start of the Ha-Ha on October 27, Bob didn't have time to give us all the details but he did confirm that "the crossing was difficult, to say the least." We just hope he and his new bride Caryl have a better trip down the coast!



MALTESE FALCON

t turned out to be every bit the spectacle that we had anticipated. Shortly after 2 p.m. on September 27, Tom Perkins sailed his magnificent 289-ft Dyna-Rig Maltese Falcon - by most standards the largest privately-owned yacht in the world — beneath the Golden Gate Bridge and into San Francisco Bay. Falcon was greeted by scores of boats abeam of Mile Rock, and once she reached the bridge had accumulated the largest and most enthusiastic entourage we've ever seen on the Bay. Perkins later told us it was the biggest reception that Falcon has ever received, and he was gratified.

For the 75-year-old Belvedere resident, entering the Bay on Falcon was a moment of triumph on several levels. When he first came to Northern California many years ago, he had no real money and did his sailing aboard a humble 17-ft Teak Lady. Thanks to his acumen in science, business management and later venture capitalism, he subsequently moved up in the world. Way up. But there was also the technological triumph of Falcon's unique Dyna-Rig. A risk-taker his entire life, Perkins had had to ante up \$10 million to see if the concept would actually work before he could give the go-ahead for the rest of the yacht. But that wasn't the end of the risks. He was left to build the masts himself, and once in place, they couldn't be removed without destroying the hull.

or the countless spectators lining the shores of San Francisco Bay, many of whom had no idea who or what Falcon was, and for the many hundreds of sail-



ors on boats who had come out just to see her, Falcon's dark blue hull, silver superstructure, and Darth Vader visage were a jawdropping sight. As many would later comment, the photos in magazines of the football fieldlong yacht don't begin to do justice to her in person.

LATITUDE/NICP

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AL

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SPREAD

'Falcon's forward mast rotates within the illuminated cylinder.

We'd expected to hear some snarky 'conspicuous consumption'

comments about the yacht from spectators as we wandered among the throngs both on the pedestrian pathway on the east side of the Golden Gate Bridge, and





SWOOPS INTO THE BAY



MALTESE FALCON

later down at Yellow Bluff. But we heard nary a discouraging word. Most people just stared in silence, often for very



long periods of time, as though they were looking at a nautical version of the Pyramids, the Eiffel Tower or the Mona Lisa. Everyone seemed to sense they were in the presence of something very special.

After sailing out of the wisps of fog and into San Francisco Bay, *Falcon* continued

Only 'Falcon' is equipped with a Dyna-Rig.

downwind along the Cityfront, a dazzling visual treat for everyone from the Marina Green to the highest apartments on Russian Hill. In the vicinity of Pier 39, *Falcon* demonstrated how brilliantly the Dyna-Rig jibes, and took off on a reach in the lee of Alcatraz toward Angel Island. Even from distant Yellow Bluff she was a magnificent sight, putting all of her 256ft waterline to use in streaking across the Central Bay at close to 20 knots.

After rounding the lee of Angel Island, Falcon sailed up through Raccoon Strait in very light air, giving the many thousands of people on boats and ashore both a leisurely view and a demonstration of how her unstayed masts with fixed yards rotate in order for her to sail to windward. After slowly making her way through the spellbound throngs, Falcon reached back toward the Central Bay, quickly leaving all her pursuers in her wake. It must have been blowing 20 knots true, and she absolutely flew. About halfway to the center of the Bay, Falcon jibed back again in the direction of Raccoon Strait, then furled her 15 sails as only a Dyna-Rig can do.

With her sails secured, *Falcon* motored back out toward Yellow Bluff, then slowly cruised the shore toward Sausalito, much to the delight of the massive weekend crowds. Thanks to her very wide and curved yards, *Falcon's* almost as impressive a sight under power as she is under sail. There is simply no other sailing vessel that looks anything like her.

On the weekend of October 4 & 5, Perkins made *Falcon* available in support of the Leukemia Cup held at the San



Francisco YC, and as such was partially responsible for the event raising nearly \$700,000 — twice the amount of last year and more than any other Leukemia Cup. Two couples, for instance, paid \$15,000 each for after dinner drinks and cigars aboard *Falcon* with Perkins and Saturday evening speaker Rupert Murdoch. Perkins also took large contributors and others out sailing on both Saturday and Sunday.

"It was one of the greatest days of my life," said Lourdes Livingston, wife of *Sail* magazine editor Kimball Livingston, who was aboard for the Sunday afternoon sail. We knew what she meant. We'd been to the launch of *Falcon* in Italy, but had never sailed on her until that day. Now that we've seen *Falcon* a second time and have sailed on her, we're even more impressed.

SWOOPS INTO THE BAY



Clockwise from above right: From three decks down you can look up and see the top of Falcon's 191-ft tall main mast; the indoor/outdoor lunch bar; the very spacious aft deck; 'Falcon' is very imposing, even with no sail set; the dazzling silver superstructure; in full flight; Tom, at the push button sail and mast control center. Center photos: The reels that make the Dyna-Rig work; the ceramic Maeserati that is the salon centerpiece.

If you've only seen the yacht from a distance, what you can't see is the quality of design and craftsmanship throughout. Obviously she is a huge yacht, but every detail — most of it done in Turkey — is absolutely superb. The other thing

not obvious from a distance is how brilliantly the Dyna-Rig sail plan — which was perfected on Perkins' 'nickel' — actually works. We were underway for about four hours on Sunday, with Perkins driving and controlling the sail plan almost the entire time. The yacht is steered with a small knob, and the freestanding masts and 15 sails are all controlled with the push of a few buttons. Indeed, Perkins maneuvered the massive yacht all around the Bay looking as though he were playing the nautical version of a Mighty Wurlitzer.

The most impressive moment was when Perkins jibed the boat. Pushing

MALTESE FALCON

several buttons rapidly rotated all three of the nearly 200-ft tall masts, with their very wide fixed yards. Indeed, if you stepped back about 10 feet from the helm position, you could watch and touch as the six-feet or so diameter middle mast turned. Despite being made of carbon fiber, each mast weighs 25 tons. Displacing close to 1,200 tons, *Falcon* naturally takes a little time to accelerate, but once underway is surprisingly nimble and swift. In 15 knots of true wind, she was sitting on 12 knots. On a not particularly breezy day, she topped out at 17 knots, heeling about 15 degrees.

If you've seen *Falcon* sailing the Bay, you might have seen her 15 sails luffing from time to time, and though she was being poorly sailed. On the contrary. Perkins and crew initially sailed *Falcon* like a normal yacht, increasing or decreasing the amount of sail area in response to the amount of wind. They still do that, of course, but within certain wind ranges they sail the yacht "like a dinghy," meaning they do things like luff the sails when appropriate. The massive yacht sails faster that way.

Maltese Falcon has put 50,000 miles



The 25-ton unstayed carbon fiber masts, one of which is slightly obscured in this photo, are the most remarkable feature of 'Falcon'.

beneath her bottom since her launching 2.5 years ago. Perkins is proud to report that 65% of distance has been under sail alone, while 20% has been motorsailing, and just 15% under power only. She really does sail that well. Perkins loves the ocean crossings, and does most of them. One of his favorites was across the Atlantic from the Canaries to St. Barth in the Caribbean last winter. Not only was it a swift passage, it was done without using the engine for any propulsion. Sailing *Falcon* in the confines of the Bay, particularly with so many boats converging on her to get a closer look, was a tedious endeavor for him.

In late October, *Falcon* was to have headed down the coast of Baja and up into the Sea of Cortez. Armed with a new sub built by Graham Hawkes in Richmond, Perkins intends to follow the whales as they dive. Then it's off to Antigua—where the great yacht is commonly sailed off the dock in Falmouth Harbor! — for the winter charter season.

It's likely to be quite some time before we see *Maltese Falcon* — or the likes of her — on San Francisco Bay again. We hope you enjoyed her as much as we did.

— latitude/rs



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VENDÉE GLOBE

Thirty boats, 30 sailors, 7 nations represented. When the gun fires off Les Sables D'Olonne on November 9, the largest fleet ever will start the Vendée Globe Race — the singlehanded, nonstop round-the-world marathon held every four years. In fact, it will be the largest fleet of any globe-girdling event, fielding twice as many boats as the concurrent Volvo Ocean Race and Portimão Global Ocean Race — *combined*. If you're French, and into sailing, the anticipation hasn't been this electric since the Werhmacht retreated from Paris.

And there's quality in that quantity. From past Vendée winners like Vincent Riou and Michel Desjoyeaux, to podium finishers Mike Golding, Roland Jourdain, Loick Peyron and Marc Thiercelin, or record-setters and round-the-world champions from other races like Bernard Stamm and Jean-Pierre Dick. In short, almost all the big guns of solo sailing world will be out there. There are more than a few young guns and even an old gun — and the event's only American — Boston's Rich Wilson.

There are no offshore rookies in this fleet. All told, the skippers in this year's fleet have sailed 21 Vendée Globes and no fewer than 32 round the world voyages.

It seems odd to contemplate that the Vendée Globe is celebrating its sixth running in the 20 years since the first edition. It seemed so novel, and more than a bit crazy, back in 1989 when 13 boats, including that of race founder Philippe Jeantot, took off from Les Sables d'Olonne. Frenchman Titouan Lamazou won that one, sailing across the finish

line in 109 days. To give some idea of how far we have come, Vincent Riou won the 2004-2005 edition in a new record time of 87 days and 10 hours.

Vendée boats today remain at odds: there's a lightweight minimalist approach that favors efficiency over absolute power, and there's a maximum beam and power approach that says, "the more the better." Just about anything goes in the Open 60 rule.

Twenty of the 30 competitors will be sailing new boats, another record. And the older generation boats are largely unrecognizable from their former incarnations. All have been refined, optimized and sail tested through thousands of miles of ocean sailing.

Even the Vendée Globe website and race village are record setters. The last race in 2004-2005 attracted 135 million visits to the website. This year, 14 full-time journalists will be working seven days a week to ensure the latest news is available. They're even producing a live weekly radio broadcast from race headquarters.

A nonstop race obviously has no layover ports. But there is a 'course'. All boats must leave the three great capes to port: Good Hope, Leeuwin (southwest Australia) and the Horn. There are also

several compulsory 'ice gates' in the southerly section of the course — way-

points established to keep boats from venturing too far south to shave miles, but with the risk of colliding with ice. The gates are also positioned to keep the boats within reach of Australian and Kiwi rescue services. You might recall the rescue of Tony Bullimore during the 1997 Vendée. When his boat capsized 1,500 miles southwest of Perth, he was at the extreme range of Austra-

lian Navy assets and the total cost of his rescue amounted to more than \$6 million (AUD).

he boats that sail the Vendée are IMOCA Open 60s. IMOCA, the International Monohull Open Class Association, bills them as "the fastest boats in



sailing." (Apparently they haven't heard of multihulls yet.) But we'll allow that they are certainly the fastest monohulls built from the outset to be sailed by one person. All the new ones are almost completely carbon fiber. (Bruce Schwab's *Ocean Planet*, which sailed the 2004-05 race, even had a carbon fiber potty.) They have few creature comforts beyond the gimbaling, swiveling captain's chair facing an array of computer screens. Some of these nav stations would look advanced to Captain Kirk on one of his journeys back in time.

While the boats might spring forth from different design philosophies, nearly the entire fleet shares a few common traits — gigantic, massive-roached mains, three headstays, crash bulkheads, canting keels, twin daggerboards, twin rudders — plus the ability to be righted from a completely inverted position by the skipper's manual labor alone. This test is done in flat water without the

PREVIEW



'Groupe Bel', here practicing in good breeze, is one of 20 new boats participating in the Vendée. Her skipper is Frenchman Kito de Pavant.

rig in the boat. (To see Canadian Derek Hatfield's successful capsize test, go to *www.youtube.com* and plug in 'Spirit of Canada Rollover Test'.) Everybody also has to complete a 2,500-mile solo qualifying sail. That's the equivalent of an ocean crossing just to *qualify* for this race. More than a few skippers do just that — cross the Atlantic, then cross it again going home.

What the boats lack in creature comforts they make up for in strength. At no time has this been better demonstrated than the night of October 17 — just three weeks shy of the start — when Alex Thompson's new *Hugo Boss* was rammed by a fishing boat a mile and a half outside the harbor at Les Sables. The collision occurred at 3 a.m. in clear weather, and *Hugo Boss* had both her running lights and a strobe on, so it's little doubt whose fault it was. But the main concern is the damage. The fishing boat T-boned the starboard side of yacht at 8.5 knots, right where the shroud chainplates at-

Old dog, old boat, but maybe a few new tricks — American Rich Wilson aboard 'Great American III.'



tach. The collision brought down *Hugo Boss's* rig and stove in a massive hunk of deck and hull. Thompson and two others aboard were not hurt, nor was anyone on the fishing boat.

To give you some idea of the financial backing the high-end programs have,



Examining the massive damage to 'Hugo Boss' after it was hit by a fishing boat. Skipper Alex Thompson feels his crew can repair the hull and mast in time for the November 9 start.

within days of the collision a team started 24/7 repairs on the boat. They had to wait a couple of extra days to start on the mast, until divers recovered it from the ocean floor. Thompson and his team were optimistic that the *Boss* would be on the starting line come November 9.

At 57, Rich Wilson is the 'old man' of the event. You may remember him from a doublehanded sail he made from San Francisco to Boston in 1993 aboard the 53-ft trimaran *Great American II*, breaking an old clipper ship record. But beyond the record attempt, the voyage's main purpose was education. Rich runs a program called *Sites Alive*! that ties in with schools all over the country to bring adventures to kids, while at the same time educating them about geography, and the environment.

Wilson is an accomplished sailor — other highlights include the doublehanded TransAt Jacques Vabre (France to Brazil) aboard *Great American III*, the

VENDÉE

same boat he'll sail in the Vendée. After finishing, he turned around and sailed back across the Atlantic solo, as part of the Transat Ecover B to B race — from Bahia, Brazil to Port La Foret, Brittany.

Great American III is a proven old racehorse. Built as *Solidaires* and raced by Thierry Dubois in the 1999-2000 Vendée and the 2002-2003 Around Alone, she was also taken round the world in the 2004 Around Alone by Patrice Carpentier. The boat finished unremarkably in those events and that's okay with Rich. He's not doing it to win, although he hopes to show some of the other guys on the older boats a few tricks.

Besides, Wilson considers himself an educator first and a sailor second. For this race, his program will interact with 26 newspapers across the U.S. publishing a 15part weekly series and online connections. In all, it's estimated that more than a quarter million school-age kids will participate in

2008-2009 ENTRIES

Unai Basurko Yannick Bestaven Jérémie Bevou Arnaud Boissieres Dee Caffari Samantha Davies Jean-Baptiste Dejeanty Kito De Pavant Michel Desjoyeaux Jean-Pierre Dick Raphaël Dinelli Yann Elies Mike Golding Marc Guillemot **Derek Hatfield** Sébastien Josse **Roland Jourdain** Jean Le Cam Armel Le Cleach Jonny Malbon Loïck Pevron Vincent Riou Norbert Selacek Bernard Stamm Marc Thiercelin **Brian Thompson** Alex Thompson **Dominique Wavre** Steve White **Rich Wilson**

Pakea Biskaia SPN Energies Autour du Monde FRA Delta Dore FRA Akena Verandas FRA Aviva UK Roxy UK Maisonneuve FRA Groupe Bei FRA Foncia FRA Paprec-Virbac FRA Fondation Ocean Vital FRA Generali FRA **Ecover** UK Safran FRA Spirit of Canada CAN BT FRA Veolia Environment FRA VM Matériaux FRA Brit Air FRA Artemis FRA Gitana 80 FRA PRB FRA Nauticsport-Kapsch AUT SWI Cheminées Poujoulat DCNS FRA Pindar UK Hugo Boss UK Temenos II SWI UK Spirit of Weymouth Great American III USA

the program, and they'll be able to ask real-time questions of a team of experts including, occasionally, Rich himself.

Perhaps one day, one of those kids might put a boat on the line at the Vendée and light the fires of enthusiasm under the American public. While European multinationals seem to be scrambling over one another to sponsor boats, American fundraising efforts pretty much fall on deaf ears. Wilson's campaign, like that of Schwab's in 2004, are put together on a shoestring compared to the high-end Vendée boats.

"In the USA, races like the Vendée are almost completely unknown," said Wilson. "This time it will get more media coverage in the USA than it ever has because we have this outreach program."

Rich Wilson's website is *www. sitesalive.com.* Follow the race itself at *www.vendeeglobe.org.*

<section-header>



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VOYAGE TO THE HALL

first thought about sailing to Prince William Sound some years ago. I'd met Aussie sailors in Glacier Bay, Alaska, who had stopped there on their way from Japan via the Aleutians. When I asked what they thought of the scenery in Glacier Bay, they scoffed and said, "You should see Columbia Glacier in Prince William Sound!" Well, I thought, maybe I should.

Prince William Sound is a very large, mountain-ringed body of water tucked between the Alaska Peninsula and the Gulf of Alaska. It's probably best known as the epicenter of a devastating earthquake in 1964 and the place where the *Exxon Valdez* caused the largest oil spill in U.S. history in 1989.

It boasts the largest glacier in North America, 18,000-ft mountains, and wildlife galore. It also has a lot of rain and bugs, and a big stretch of water in the stormy Gulf of Alaska to cross before you get there. And it's more than 2,000 nautical miles north of San Francisco. Who can resist a challenge like that?

Since we own *Misty*, a tough little Aries 32 that has carried us on two previous voyages to Canada and Alaska, we decided to give it a go.

The plan was to make the trip north in two 1,000-mile legs starting in late April, pause at the north end of Vancouver Island for a few weeks to let summer catch up, then continue on with a new crew to The Salin Creek waterfall sits spectacularly at the mouth of Sheep Bay.



Valdez, where my wife Jane and our Swedish friend, Carl Seipel, would join the boat for a five-week cruise in Prince William



Sound. Finally, in mid-August, we'd haul out and go home, leaving the boat on the hard in Valdez for the winter.

On previous trips up the West Coast, I've tried to leave around the last week of April on the theory that there is less wind along the California and Oregon coasts before the land heats up and forms a thermal low that sucks the usual summer gales down the coast. I also try to stay very close inshore where the coastal mountains seem to lift the onshore wind.

> I may have to revise this strategy after our struggle to get up the coast this year.

We got underway as planned on April 25 with Zia Ahari and Pat Calahan, both experienced ocean voyagers and singlehanded sailors. We made it past Pt. Reyes without too much difficulty, but got stopped at Bodega Head by strong northwesterlies. We retreated to Bodega Bay and laid over the next day in hopes that the wind would ease a bit. On the third day, we shoved off at 3 a.m. to get a head start on the wind. but hit the wall again below Pt. Arena and were stopped cold by 35-knot headwinds.

When we spotted a fairly large fishing boat anchored behind some large rocks, a place I recognized as a little doghole named Haven's Anchorage, we put the helm up, slid under the So much to see — Inset, Carl and Jane try to narrow down the choices for the next anchorage. Spread, 'Misty' sits in the shadow of Harriman Glacier.

trawler's stern and got the hook down in the breezy but smooth little nook.

After another 3 a.m. start the next day, we made good progress in thick fog (fog is your friend), passing Ft. Bragg in the late afternoon and Shelter Cove by midnight. A rough night followed, but by dawn we'd passed Cape Mendocino, a major milestone.

Two more days of sometimes slow progress got us to Newport, Oregon. We fueled up and took a welcome break — hot showers and a home-cooked meal included — at my little sister Jan's house. Further travel up the Oregon coast became increasingly difficult, forcing us to cross the Columbia River Bar and take shelter in the little harbor at llwaco, Washington.

Crossing the bar on the way back out



was nerve-wracking in the very rough seas, but we made it. After dealing with agonizingly slow progress in headwinds and steep waves, we ran over the wide, shallow bar into Grays Harbor. We ended up getting stuck in that dismal place for three more days while 35- to 40-knot winds blew steadily outside.

The weather finally eased enough to allow us to head north, cross the Strait of Juan de Fuca and enter Canada at Ucluelet on the west coast of Vancouver Island. There, we were stopped once again by impossibly strong headwinds.

We almost considered changing the trip into a cruise in the smooth waters inside Vancouver Island, but the wind became southerly overnight, and we were on our way again. The Monitor windvane steered beautifully as we ran up the west coast of the island in increasing wind with the genoa on the pole. By midnight we'd double-reefed the main and rolled up most of the jib — then the topping lift swung in front of the leeward spreader and refused to come free.

The wind had built into a gale, forcing

The wind overpowered the Monitor and threw us on our beam.

us to douse the mainsail, which put the full weight of the boom on the wrapped topping lift. If we dipped the boom in the water in a heavy roll or if we gybed, the spreader would surely break and we'd probably lose the rig. But Pat had a great idea: If we ran a line under the boom and lifted it with the main halyard winch, the topping lift might slack up enough to swing around the spreader. It worked! But the drama wasn't over yet.

Brooks Peninsula, which juts out of the northern end of Vancouver Island like a 12-mile long thumb, is a famous wind generator. Within an hour of freeing the topping lift, we were nearing the peninsula in the inky dark and driving rain. As I watched our progress on the radar, we suddenly got blasted by a big increase in the wind. It completely overpowered the Monitor and threw us on our beam ends.

Zia and I struggled control the boat and keep it headed north along the coast. I rolled up the last scrap of jib we were carrying in an effort to sail the boat under bare poles.

I finally came to the realization that sailing up this rock-bound coast under

VOYAGE TO THE HALL

these conditions at night was a very dangerous idea, so I lashed the helm to leeward and let *Misty* lie a-hull. This can be a hazardous tactic if there is a big swell running but there was very little swell

because of the recent reversal of wind direction so I felt we were safe. Although the bow of the boat was pointing toward land, I could see from the GPS that we were drifting sideways at two knots directly up the coast. I got up every two hours to plot our position and to make sure we were okay.

By 8 a.m., the wind had eased somewhat so we rolled out a little jib and ran into Winter Harbour. The fishermen there told us that the Coast Guard had clocked the wind at 63 knots the previous night.

Two days later, the first leg of the trip came to an end when we rounded Cape Scott at the northern tip of Vancouver Island and tucked into a marina in Port Hardy. It had been a difficult, very cold, three-week passage.

The second leg started on June 7 with Robby Robinson and David Hale aboard as crew. Robby is a veteran sailor who's done two Singlehanded TransPac races, sailed to Alaska with his wife, and sailed to Scotland and partway back across the Atlantic (until stopped by brutal weather off Greenland). David owns a cruising boat and has a wealth of offshore experience.

Our intention had been to sail directly from Port Hardy to Sitka, passing on the west side of the Queen Charlotte Islands, but ugly forecasts for that route enticed us to take Hecate Strait on the east side of the islands instead. The wind was generally light for our crossing of Queen Charlotte Sound but it started picking up as we made landfall at Ikeda Cove on Moresby Island. While Robby and I

the wildlife. He saw three black bears, a number of deer and assorted fauna. We anchored the next night at Thurston Harbour, then

slept, David went ashore to check out

Harbour, then continued across the huge shallow area at the north end of Graham Island, a dangerous place to be in bad weather. Our crossing of **Dixon Entrance** (notorious for onshore gales) was in smooth water and rain. After ducking into the little town of Craig

ALL PHOTOS COURTESY MISTY

for fuel, we headed offshore again bound for Sitka. As we rounded Cape Ommaney and passed along the western shore of Baranof Island, we were impressed by the sight of high snow-covered — not snow-capped, but *covered* — mountains to starboard.

At Sitka we lost David to a family emergency back east. Robby and I were sorry to see him go but felt we could carry on without difficulty. We continued up a series of channels along Chichagof Island that provided smooth water and beautiful scenery but required careful navigation through the many islands and rocks.

A veteran cruiser in Sitka had told us to jump off for the crossing of the Gulf of Alaska from a little cove named Graves Harbor, just north of Cape Spencer. As soon as the anchor was down we spotted a momma brown bear and a nearly full-grown cub grazing along the shore, so we rowed as close as we dared in the







inflatable dinghy. On the way back to the boat we encountered papa bear coming toward us along the beach. It was a memorable experience to say the least!

Our longest passage was the 350mile crossing of the Gulf of Alaska to the entrance of Prince William Sound. The wind was from the southeast, so we poled out the genoa and let the Monitor do the steering. The wind continued to build, and by the next morning we were off the tiny village of Yakutat, the only bit of civilization on our route. We



OF THE MOUNTAIN KING

considered stopping but decided to keep going in the favorable, if rough, conditions.

About this time the overcast skies finally cleared, providing us with breathtaking views of 18,000-ft Mount St. Elias and her sisters flanking the coast. Two days later, after the best sailing of the trip, we entered Prince William Sound through Hitchin-

brook Entrance, anchoring in Garden Cove.

With a little extra time before we had to be in Valdez, Robby and I visited the historic

and charming town of Cordova, as well as a number of beautiful anchorages. On July 7, Robby left, and Jane and Carl arrived.

Our plan was to enjoy a five-week cruise in a counter-clockwise direction around the Sound. After giving Jane and Carl a day to recover from an unexpected overnight on benches at the Anchorage Airport, we got organized, put stores aboard, then headed down the scenic waterway called Valdez Arm. We stopped at Shoup Glacier. It's an interesting spot, but a difficult anchorage because of the deep water and strong currents, so we continued on. So began a fascinating cruise in the most spectacular,

varied and challenging cruising ground I have ever visited.

On day three, we pulled into Jade Bay, which was tucked in behind the moraine on the side of famed Columbia Glacier. To stand on the moraine and look across the vast field of ice extending out into the fjord was awe-inspiring, as was the spectacle of huge rivers of glacial ice streaming

down from the gigantic ice field above. And it was made even more awesome by the backdrop of high, snow-covered mountains beyond.

Three days later we entered Harriman Fjord where the opening act was three glaciers streaming down from separate canyons to unite in the milky waters at

The scenery made it all worthwhile.

their termini. Continuing up another 10 miles, we passed no fewer than five more glaciers on our way to the magnificent Harriman Glacier which filled the entire end of the mile-wide fjord. And all of this in brilliant sunshine

Unfortunately, the sunshine didn't last long. We spent the next few days trapped by rain and fog in Serpentine Cove, a shallow anchorage inside the moraine of a small glacier. Visibility was too poor to negotiate the exit of the cove while dodging the floating ice beyond, so we

hunkered down. The diesel heater worked overtime to combat the icebox effect of the downdrafts from the glaciers on all sides.

And so it went — sunny days alternating with overcast days, and the occasional day of steady rain. A review of the logbook shows that, during our 35-day cruise, we had nine days of sunshine, 12 days of rain and 14 days of overcast. We were told by locals that this was the coldest, wettest season in memory.

Released at last from our chilly prison, we picked up floating pieces of ice to top up our icebox — not to mention make cocktails — then started exploring the western side of the roughly 50-mile by 75-mile sound. Our biggest choices were which of the myriad of anchorages we should visit next. The choices were made easier by the excellent (and out of print) *Cruising Guide to Prince William Sound* by Jim and Nancy Lethcoe, and



The view of Columbia Glacier from its moraine (rocky deposits) is awe-inspiring.

a recently-published pair of planning maps by Don and Réanne Douglass that showed details of nearly 200 anchorages in the area. The complexity of the highly indented shoreline was more than a little challenging.

HALL OF THE MT. KING

After spending another two days holed up in the rain, we visited Whittier. This 'non-town' was created during World War II as an accessible ice-free, deep-water port after the Japanese bombed Dutch Harbor. It had a lot of boats, was good for fuel and a limited supply of groceries, but had no charm whatsoever.

Our cruise on the western side of the sound included visiting more than a dozen beautiful anchorages, including a favorite called Deep Water Bay. There we watched eagles, bears and spawning salmon in a setting remarkably like Yosemite.

Knight Island's pock-marked shoreline provided more exquisite cruising territory with intricate coves, mountains, waterfalls and wildlife. Water was never a problem — we simply filled our tanks from waterfalls.

Time was running short so we made a 59-mile run to the eastern side of the sound where Jane and Carl experienced the isolated funkiness of Cordova. Two



'Misty' is tucked in for a long winter's night in Valdez, Alaska.

favorite anchorages on the way back to Valdez stand out. The first was Bear Trap Bay. Set directly at the foot of a 4,000ft mountain that was home to no fewer than five waterfalls, the bay was amazing. The shore was carpeted with the bodies of dead salmon while the bay and stream teemed with more spawning salmon bound for the last act of their lives.

The other memorable stop was Landlocked Bay. True to its name, the bay was surrounded by towering mountains on all sides.

By August 14, *Misty* was back in Valdez. Jane and Carl had left on schedule and I spent a couple of uncomfortable days in the rain getting the boat hauled out for the winter, including fitting a sturdy cover that I hope will survive the heavy snowfalls

and ferocious 80-mph winds the locals delighted in telling me about.

Next year, we'll complete our Alaskan adventure by heading home. And regardless of the challenging trip up the coast, those Aussies in Glacier Bay were right — the scenery made it all worthwhile.

— bob van blaircom







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VANGUARD 15s

With the advance of fall and the cooler temperatures it brings, a lot of *Latitude 38* readers head for lower latitudes — or at least are reminded about how much they'd like to as they thumb through the profiles of the Mexico-bound Baja Ha-Ha sailors. But the twilight of the sailing season and the Fleet Week-induced frenzy of the Columbus Day weekend had 40 sailors from the Bay's Vanguard 15 fleet thinking not about tamales, but about Tomales Bay.

The 2008 Tomales Bay Vanguard 15 Regatta hosted by the Inverness YC October 11-12 was by far the largest travel regatta for San Francisco Bay's typically stationary Vanguard 15 fleet. By counting only three finishes outside the top five in the 18-boat fleet, Robbie Dean and Maddy Eustis were clearly in their element on this rural, 12-mile long sliver of shallow estuary that lies 40 There's no room for error on the start line when the first beats are a 32nd of a mile long, a fact not lost on sailors in the Bay's Vanguard 15 Fleet 53 — shown here on a weekend getaway to Tomales Bay and the Inverness YC in mid-October.

miles north of San Francisco. The duo finished 15 points clear of Tom Allison and Amy Lyons to take the regatta after 16 races — modified windward-leewards just under a 16th of a mile long.

If you've ever sailed a collegiate regatta, then you know this type of racing puts a premium on good starts and sailing cleanly around crowded marks.

But the similarities between a collegiate event and the Tomales Bay Regatta — which Vanguard sailor Chad Gray has called "the most intensely laid back event of the season" — don't end there.

Like much of college sailing, the Vanguard 15 fleet has probably the most gender balance of any Bay Area fleet. At Tomales Bay, 18 of the 40 sailors were women, and six of them were skippers.

The majority of the sailors opted to set up camp under the massive redwoods of Samuel P. Taylor State Park just south of Tomales Bay, sitting around a campfire, frosty beverages in hand, telling stories with a couple acoustic guitars for musical accompaniment.

Compared to college sailing's annual North/South Intersectional — a 'gathering of the clans' whose post-race activities in the past resembled Spring Break — the Tomales Bay Regatta had a more refined vibe. None of the Stanford alumni awoke Sunday morning to find their masts protruding from Porta-Potti standpipes.

Unlike North/South — which is a regatta non grata with just about every lake with a campground between Kern

- TANGLE ON TOMALES BAY



and Ventura counties — no one was banished from Tomales Bay and its surrounds.

Where at North/South a cheap, beat-up guitar would be played marginally-well through the entire *Europe '72* album, at Tomales Bay far more skilled hands playing nicer instruments ripped through at least four musical genres, with a Grateful Dead song mixed in for good measure.

Where at North/South the campground would be stocked full of schoolowned vanpool vehicles, the campground at the state park was surrounded by a handful of cars that reflected the presence of full-time jobs and a few years' distance from higher education.

And where at North/South the crowd noise might come in at concert arenalevels as sailors were cheered through a "boat race," at the state park, it was just mellow conversation with some laughs thrown in for good measure.

Apparently it wasn't evolved and toned-down enough for one over-zealous park ranger. On a visit to the campsite, he admonished the group that, "drinking alcohol can make you louder than you think you are," and threatened to arrest the sailors if they didn't quiet down.

So hushed, the group later hatched an idea for an 'INC' letter-score for the regatta, should any sailor be incarcerated for their perceived transgressions over the weekend. The idea was enthusiastically embraced by fleet member and PRO Rolf Kaiser, who established that the 'INC' should be a boat's average points, minus one.

As it turned out, no one ended up getting one. But when everyone returned to the campground after a fleet dinner in nearby Pt. Reyes Station the following night, the ranger saw fit to send a sailor 'off to bed without a nightcap' who happened to be in the right place at the wrong time. Now we know how Yogi Bear feels....

The reception at Inverness YC was decidedly warmer, despite the fact that there aren't even any Vanguard 15's at the club. In addition to making the facility available to the fleet for afterracing barbecues, on Sunday morning the chilled sailors arrived at the club to find that a member had already brewed a few pots of coffee for them!

With hospitality like that, it's easy to see why this event has become the most popular travel regatta on the Vanguard 15 Fleet 53 schedule, and a perfect coda to the fleet's season.

 \mathbf{N}_{ow} it's not as though the fleet is

VANGUARD 15s

averse to traveling. But because so many of its members are actively engaged in other kinds of sailing, it's a bit of a challenge to get enough teams to go for weekend events.

For instance, Kaiser is a part-owner in the reigning J/105 North American Champion *Donkey Jack*. Dean is the Executive Director at Treasure Island Sailing Center. Eustis is the Sailing Director for the San Francisco Maritime National Park Association.

Latitude 38 October issue cover boy Kevin Sullivan just made the move to Fleet 53 from Treasure Island's healthy Laser fleet, and sails on a variety of keelboats in addition to "neither confirming nor denying membership in the 'Peckerhead Racing Team.'"

The sister/brother combination of Melissa and Tom Purdy need no introduction to regular readers of these pages, while Kevin Richards, who sailed this year's Pacific Cup, puts in plenty of time aboard 18-ft skiffs, and keelboats like Moore 24s.

Home Base for Fleet 53 is the Treasure Island Sailing Center. That's where the hotly contested Svendsen's Thursday

Night Summer Series takes place. Complete with U.S. Sailing certified race management, the 23-night series runs from April through September, customarily attracting 20-25 Vanguard 15s (plus 10-15 Lasers) — about twice as many as sail the official V 15 season series. The Thursday night series uses the same format the Tomales Bay Regatta proved travels well, too — lots of short, intense races followed by a grilling session with frosty beverages and abundant camaraderie.

If that sounds like *Inverness YC aft* something you'd be interested in, competitive boats can be had for a song. Check out the fleets' websites at *www. vanguard15.org* and *www.tilaserfleet. org.*

— latitude/ rg



Carlos Roberts and winning skipper Robbie Dean kick back at the Inverness YC after an 'intensely laid-back' 2008 Tomales Bay Regatta.

<u>2008 TOMALES BAY REGATTA</u> (Inverness YC 10/11-12 16r/0t)

1) Robbie Dean/Maddy Eustis, 60 points; 2) Tom Allison/AmyLyons, 75; 3) Philip Laby/Alex Symes, 86; 4) Kevin Richards/Becca Bartlett, 114; 5) Avery Patton/Matthew Sessions, 115. (18 boats)

Complete results at: www.vanguard15.org

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2008 SEASON CHAMPIONS



Lt's that time of year again, when the leaves are falling, the homefires burning, the 49ers losing — and the winners of the various Bay racing classes celebrated in our annual three-part Season Champions features. This month, we look at the winners of the OYRA (Ocean Yacht Racing Association), as well as HDA (Handicap Divisions Association) and their playful offshoot, the Party Circuit. Next month, the one design guys get their due, and we wrap up in January with a hodgepodge of winners in WBRA (Wooden Boat Racing Association), BAMA (Bay Area Multihull Association), SSS (Singlehanded Sailing Society), several dinghy classes, a few juniors and anything else we can think of.

We start off with a report from HDA chairman George Ellison.

"T

L he 2008 YRA HDA season is history. This year we saw a 10%-13% increase in the number of boats participating, and a large increase in the fun factor. One reason for this was combining the HDA Race days with ODCA race days. We also made better use of our race committees by sending the HDA boats off



on their long courses, then launching the ODCA boats on the two shorter courses that they preferred. It's interesting how having more boats around seems to make life better.

"After making some minor adjustments to SI's, this concept seemed to work well, and will (most likely) be repeated next year.

"It's our hope that the word will spread, and we will see another increase

Mark Dowdy's 'Eclipse' powers back into the Bay after a day on the ocean. This team has put together an enviable record over the years.

in participation next year. With the economy going the way it is, what better way to celebrate a postponed retirement than being out on the water?

"Several years ago, when Gerry Brown talked me onto the HDA Board, I sent a questionnaire around to HDA participants. The results indicated that about half the sailors wanted two-day races, and half preferred single-day events. Half wanted short sausage courses, and half want longer Tour de Bay courses. Some preferred two race days, and some preferred one. Although there was no clear way to please everyone, the great input we got resulted in the Party Circuit, which was debuted in 2007."

The Party Circuit consists of 'race weekends' where boats race on Saturday,

2008 SEASON CHAMPIONS



raft up and enjoy a party at the host club Saturday night, and sail one more race on Sunday. The first year HDA did this, the Party Circuit had five races. It proved so popular that it was expanded in '08 to three full weekends: Great Vallejo Race, the Second Half Opener (hosted by EYC) and a fun finale at Corinthian YC. As with last year, the dates were set up so that HDA boats could race both 'regular' HDA and the Party Circuit if they wanted to. Many did.

As for 2009, "We are considering allowing HDA fleets to do the two ODCA short courses for a couple of the race days," says Ellison. "This would probably work best on the Knox and South Bay courses. Another proposal we would like input on is revoking the 3 second/mile allowance for a 125% max headsail during the summer season.

"HDA is open to new ideas and directions. Let us know what you think!"

Out in the ocean, overall OYRA numbers stayed about the same as last year although there was a little cross pollination between classes. In evennumbered years, the Pacific Cup also cuts into the ranks come July. Where one of the bigger PHRO (Performance Handicap Rating Ocean) classes might see 12-15 boats on the line early in the year, come July, there might be that many boats racing in all five OYRA divisions: PHRO1A, PHRO 1, PHRO 2, MORA (Midget Ocean Racing Association) and SHS (Singlehanded). Odd numbered 'TransPac' years don't usually play quite Winners and runners up (clockwise from above) — John Liebenberg's 'Always Friday', Keith Buck and Andy Newell's 'Petard'; Rick Gio and Jan Grant's '1st Impression'; George Ellison and Harry Macartney's 'Shameless.'

UF 03/85

so much havoc.

"I can't believe more people don't race the ocean," says longtime OYRA stalwart Mark Dowdy, whose *Eclipse* earned its more boats to come try it out."

H or general information on yacht racing in San Francisco Bay, contact Laura at YRA (Yacht Racing Association, which oversees HDA, OYRA, ODCA and WBRA racing), at (415) 771-9500 or *info@ yra.org*. For specific information on HDA

MORE CHAMPIONS

We wish we could run profiles of every winner of every division. Unfortunately, we can't spare the 14 pages that would require. So, as we do every year, we triage the ranks and feature winners in only the largest divisions. We also offer hearty congratulations to the following boats and crews of the smaller divisions.

PHRO 1A — 1) **Emily Carr**, SC50, Ray Minehan; 2) **Serena**, custom Thompson 1150, David Kuettel; 3) **Flash**, TP52, Mark Jones/Will Paxton. (5 boats)

MORA — 1) Always Friday, Antrim 27, John Liebenberg; 2) Bloom County, Mancebo 31, Tony Basso; 3) Sugar Magnolia, Hunter 29.5, Ward Fulcher. (4 boats)

PC DIVISION G - 1) **Jeannette**, custom Frers 40, Henry King; 2) **White Fang**, Beneteau 40.7, Mark Howe; 3) **Astra**, Farr 40, Mary Coleman. (8 boats)

PC DIVISION M — 1 Chesapeake, Merit 25, Jim Fair; 2) Boondoggle, Ranger Fun 23; 3) Wu-

sixth season championship sailing outside the Golden Gate. "The people are great, the conditions challenging and any old boat can be competitive if you sail well. It's a fun place to sail and I invite vulu, Islander Bahama 30. (7 boats)

PC MULTIHULL — 1) **Origami**, Corsair 24, Ross Stein; 2) **Three Sigma**, F-27, Christopher Harvey; 3) **Adrenaline**, D Cat, Bill Erkelens. (5 boats)

PC Cruising Cats — 1) **Serenity**, Seawind 1160, Michael Ropers; 2) **Endless Summer**, cruising cat, Steve May; 3) **Rotkat**, cruising cat, Arjen Bok. (3 boats)

PC Single/Double — 1) **Speed Racer**, Merit 25, Teresa Scarpula, 2) **Velocious**, SC27, George McKay. (2 boats)

PC SF 180 — 1) **Starkite**, Catalina 30, Laurie Miller; 2) **Windsome Wench**, Newport 30-3, Robbie Murphree; 3) **Huge**, Catalina 30, Russell Houlston/William oodruff. (7 boats)

PC IOR Warhorse — 1) **Infinity**, custom Holland 47, Gary Gebhard; 2) **Fantasia**, Pearson 46, Kim Desenberg. (2 boats)

PC Non-Spinnaker — 1) Lassie, Pearson 28, Michael Farrell; 2) Blueberry, Nonsuch 22, John Foster; 3) Drama, Beneteau 440 Oceanis, Robert Irby. (4 boats)

or the Party Circuit, contact George Ellison at *gce@andpac.com*. For input or questions on ocean racing, email OYRA president Richard Calabrese at *richardcalabrese@netzero.com*.

— PART 1: HDA & OYRA

HDA-D (SF 30) Shameless Custom Schumacher 30



Macartney/Ellison Berkeley YC

What a year! In addition to winning HDA's SF 30 Class, *Shameless* also won the Party Circuit's SF 30 Division. Both fleets were tough, says Ellison, who also served as president of HDA this year.

"How did we win? By the skin of our teeth, that's how!" laughed George (right), who has co-owned *Shameless* with Harry Macartney for four years now. In HDA, the main threats came from Jim Lindsey's *Topgallant* and Andy Hall's *Encore*. If the *Topgallant* name rings a bell, you're probably thinking of Frank Hinman's hard-sailing Newport 30. Frank retired from racing awhile ago, but when former crewman Jim Lindsey got a Tartan 10 — and most of Frank's old crew — well, what else *could* he name the boat?

If either of these two boats — and the J/29 *Plan B* in PC SF30 — had not either stumbled or missed races, Ellison thinks one of them would have won. But of course, that's not how it worked out, and 'earning it' made the win all the more satisfying for George and Harry (who are both in the heavy construction business) and the rest of the crew: Axel Mehnert, Martin Mehnert, Bernard Saggese, Celeste Mirasu, Ken Janke and Mary Kindred.

A good crew is one of three keys to success in the *Shameless* program. The other two: have a decent boat that doesn't break; and show up for every race — because, as George says, "Sooner or later, you're going to blow one."

2) **Topgallant**, Tartan 10, Jim Lindsay; 3) **Encore**, Wylie Gemini 30 , Andy Hall. (7 boats) HDA-G Mintaka 4 Farr 38 mod.



Gerry Brown Berkeley YC

We don't know if Gerry Brown is *the* winningest skipper ever in the local racing scene, but he's definitely sailing in the same rarified air. In — count 'em — 46 years of racing, he's won six Pearson Triton titles, eight Newport 30 titles, and this year, his eighth HDA season. In addition to 36 years in YRA, he also spent three years in MORA and seven in SYRA — the now-defunct Small Yacht Racing Association.

And if you think Gerry's been doing it a long time, check out his crew: Tom Ranwailer (27 years), Bruno Carnovale (26 years), Joe 'Rocky' Rockmore (20 years), Henry Melin (25 years) and the 'new guys', Bob Gardner (5 years) and Dave DiFalco (7 years). Gerry says it every year and it's hard not to agree: "Sometimes I think my crew is an unfair advantage."

This year, it was once again 'advantage Brown' as *Mintaka 4* topped both halves of the YRA season, with straight bullets in the spring series and, after one throwout, a 1-2 in the fall part. Her season total of 6 points represented the largest points spread over the second and third boats of any HDA class — not an easy thing to do when those boats are Mark Howe's *White Fang* and Keith Buck and Andy Newell's *Petard*.

About the only difference between this year and last is that Brown, a retired computer programmer, also retired from his long tenure as president of HDA.

2) White Fang, Beneteau 40.7, Mark Howe; 3) Petard, Farr 36, Keith Buck/Andy Newell. (10 boats) HDA-K Gandalf Santana 35



Diola/DeWitt/Schuyler Santa Cruz YC

You think *you* have a commute — partners Ric Diola (left), Bob DeWitt (right) and Rob Schuyler and their 'cast of thousands' crew had to drive up from Santa Cruz for each of the six weekends in the HDA circuit. But not the boat. They sailed *Gandalf* north early in the season and kept her at Fortmann Marina for the summer.

Gandalfs fine performance this year — they never finished worse than second — was directly attributable to the healthy dozen-boat SC 27 fleet in Santa Cruz. Bob and Rob are both longtime owners, and many of the revolving door of about 20 different *Gandalf* crewmen also came from the SC27 fleet (or the Santa Cruz YC). Ric sold his 27 a while back to concentrate on *Gandalf*, which the three purchased six years ago.

It seemed logical to ask why, when they were tripping over each other's SC27s, they didn't just race one of those in HDA. And their answer was perfectly logical: "We can get a lot more people on a Santana 35," said Ric. In fact, if they hadn't imposed a 12-person limit, they would have sailed with about 25 people every weekend.

This is their, and the boat's, first full season of racing on the Bay, which really underscores a job well done. Everyone was so enthused that they'll be back next year, with Rob and Bob sharing driving duties on the boat and Ric calling tactics.

2) **Mer Tranquille**, Jenneau Sun Odyssey 34.2, Larry Moraes; 3) **Can O'Whoopass**, Cal 20, Richard Van Ehrenkrook. (10 boats)

2008 SEASON CHAMPIONS

Party Circuit H Jarlen J/35



Robert Bloom Sausalito YC

When 'Dr. Bob' Bloom bought J/35 hull #279 new back in 1990, he raced in everything: one design, ocean, specialty events, beer cans — you name it. When the J/35 ODCA fleet went away, he continued competing in HDA. But in the last few years, he's been hoping for a venue with a bit less intensity and a bit more fun. The Party Circuit fit that bill perfectly. He did the first, abbreviated one last year and is really appreciative that YRA offered an expanded version this summer.

But just because he didn't have to buy any new sails this year, don't think the racing wasn't spirited. *Jarlen* took the 6-race, 1-throwout series down to the wire with Gerry Brown's *Mintaka* 4, winning the last race, and the season, on a tiebreaker.

"Gerry is a great sailor and very tough to beat, So that was a real thrill for us," says Bloom, a part-time radiologist.

Jarlen's 'party circuit animals' included regulars Bob Berqtholzt, Jeff Dunnavant, Ben Haket, Bernard Slabeck, Patty Johnson and Alicia Yballa, with guest appearances by Mike Mannix, Jeannette Daroosh and Tim Meaney.

For Bloom, the most memorable race of the year was the windy slog home from Vallejo. "It was puffing to 30 and we were short one crewman," said Bob. "But everything gelled and we made no mistakes. I was paricularly proud of the crew on that day."

2) Mintaka 4, Farr 38, Gerry Brown; 3) Crazy Diamond, J/109. (11 boats)

Party Circuit J Baleineau Olson 34



Charles Brochard Richmond YC

"I like going in straight lines rather than around corners," laughed Charlie Brochard when asked what lured him to the Party Circuit. More to the point, he liked the idea of actually going somewhere rather than racing around the same buoys weekend after weekend.

He also liked the new challenges within the PC formats, particularly the last race of the season, Corinthian YC's 'Crazy 8' pursuit race around Alcatraz and Angel Islands — which could be rounded in either order.

"We were one of a tiny group of boats that went the wrong way — down Raccon Strait," said Brochard, who works for a Bay Area pharmaceutical company. "After sailing most of the rest of the day by ourselves, we ended up crossing the finish line overlapped with our main competition, *Novia*." *Baleineau* finished ahead by a nose in the reverse-handicap event, which was good enough for a third in that race and a win for the season.

Regular crew on *Baleineau* (French for 'baby whale') this year inclued Charlie's wife, Candace, Jeff Nelson, Tom Savage and Paul Heilman, along with occasional appearances by John Skinner, Steve Seal and George Kiskaddon. When he's not sailing *Baleineau*, Brochard often crews aboard Seals' WylieCat 30 *Silkye*.

"The Party Circuit is a great idea, we had a great time and we hope it catches on and brings even more boats out next year," said Brochard.

2) Novia, Cal 39, David DeMeter/Dick Baker; 3) Two Scoops, Express 34, Chris Longaker. (11 boats) Party Circuit K Chimera Little Harbor 47



Grant Miller Encinal YC

How does one consciously choose a 20-ton, steel-hulled yawl built 45 years ago — to go Bay Racing? "I blame my son, Christian," says Grant Miller. "We were looking at Islander 36s and Chris found this Little Harbor 47 on the Internet. It had a rebuilt Mercedes diesel that the guy couldn't get to run right." Having spent a lifetime as a car guy, and with a particular knowledge of Mercedes diesels, Grant flew up to Seattle to take a look. One thing led to another and he's been the 'heavy hitter' in HDA ever since, having won several HDA seasons as well as his Party Circuit division last year.

"I seriously like the Party Circuit," says Miller, naming the social aspect as a particular favorite. "Before the Party series, the only time I ever met other sailors was in the protest room!"

Regulars on *Chimera* this year included Grant's wife Barb, Robin Sodaro, Liem Dao, Murk Vliestra, Marjoln Vandersluys and Roger Rapp, with occasional help from son Chris and daughter Hanna.

Chris isn't the only 'boat spotter' in the family. Barb recently scored a Santana 22 and she and Grant are having so much fun with the boat they're planning to enter some midwinter series. Unfortunately, Grant's second career will interfere with that schedule in the next couple months. Following in the footsteps of his father — "the master" — he's been a professional Santa for more than 20 years.

2) Uno,WylieCat 30, Steve Wonner; 3) 1st Impression, SC27, Rick Gio/Jan Grant. (11 boats)

— PART 1: HDA & OYRA

PHRO-1 Eclipse Express 37



Mark Dowdy San Francisco YC

Mark Dowdy has owned *Eclipse* for a dozen years now, and has enjoyed every one of them aboard what he calls "one of the best boats boats ever built." Be it one design, handicap, Big Boat Series or OYRA's ocean series, the *Eclipse* program has always earned its share of trophy hardware. But Mark has always enjoyed the ocean most.

"I like the bigger range of conditions, I like the different strategies, I like playing the windshifts. . . Plus I just love being out there," says the IBM sales exec.

Mark is actually coming off something of a hiatus. For the last couple of years, he's been playing around with a 505 and not actively campaigning the big boat as much. In 2008, "we were sticking our toe back in the water," he says. That also including sailing the Express 37 class at Big Big Boat Series. They've won that five times in the past, but this year were fourth. "These guys have gotten a lot better since we've been away!" jokes Mark. "We have some catching up to do."

Sailing *Eclipse* this year were a core crew consisting of Jason Bright, Jon Kiser, Ruth Suzuki and Sonny Lopez — along with two to three additional people for most races.

Mark plans to be back full force with the 'total *Eclipse*' program next year. He may even do both ocean and Bay again. He'll also sail the 505 although "I'm too old and fat to do it well," he laughs. "That is a very humbling boat."

2) Petard, Farr 36, Keith Buck/Andy Newell; 3) Stray Cat Blues, J/35, Bill Parks. (11 boats)

PHRO-2 Trial Run Passport 40



Bieda/Johnson/Pickup Berkeley YC

"All I can say is, it's a good thing all the better boats went to Hawaii," said Chuck Johnson when asked the secret to *Trial Run's* PHRO-2 win. He was referring to the Pacific Cup, which always pulls a few boats from the Bay racing ranks in the middle of the season in even-numbered years.

But of course there's a lot more to winning a season than just showing up. You have to sail well, too, and the *Trial Run* gang — regulars Ken Jones, Alan and Chris Jackson, Bob Grey, Suzanne Jensen, Peter Polt, Enrique del Solar, and John Baudendistel, along with 'irregulars' Lief Wadleigh and Hans Opsahl — certainly did that. An unusual aspect of this program is that everyone on the crew gets to drive at some point.

Chuck, a chemist, and wife Kathy Pickup, moved to the Bay Area 20-some years ago and until recently sailed a Newport 33. Jack Bieda bought *Trial Run* new in the '80s. He'd done a couple of Pacific Cups himself over the years, but hadn't been using the boat much lately. He was thinking of selling, but kept getting cold feet. The three of them had been friends for years so at some point they decided to become partners — Jack avoided seller's remorse and Chuck and Kathy got back on the water sailing a type of boat they hope to one day cruise south aboard.

It might sound a bit convoluted, but so far it's working out — the season is over and they're *still* friends.

2) Interlude, Catalina 36, Mlke Joyce; 3) Galaxsea, Nautical 43.5, Daniel Willey. (7 boats)

SHORTHANDED 1st Impression SC 27



Rick Gio/Jan Grant San Rafael YC

Rick learned to sail when he was 8. In '79-80, he built a Freya 39 from a bare hull and cruised her more than 50,000 miles over the next 20 years. He has sailed eight Mexico Races and three Hawaii Races. But perhaps the most memorable ride he's ever had occurred this summer — the downwind portion of the Drakes Bay Race in early June.

It had been a tough slog to weather in gale conditions the day before, and Sunday morning it was still honkin'. So he and Jan started under main only. The other 15 or so OYRA boats also had only white sails. If no one else set spinnakers in the 25-knot conditions, Rick and Jan certainly saw no reason to.

But sure enough, one doublehanded boat did. Rick and Jan watched as the Moore 24 *Le Flying Fish* went into a hard round up, recovered momentarily, then spun into a really spectacular round down. When the *Fish* guys finally recovered and took off, Jan and Rick knew intermission was over. They set 1st *Impression*'s kite and the boat launched like a top fuel dragster.

"When you're going real fast on an SC27, the bow just disappears," says Rick. "I was getting a roostertail off the mast!" He steered while Jan played the kite. The duo kept the boat mostly upright all the way home, crossing under the Golden Gate at 16.4 knots and beating all but two of the larger crewed boats boat-for-boat across the finish line.

2) Banditos, Moore 24, John Kernot; 3) Tenacity, SC27, Paul Nielsen. (7 boats)

MAX EBB

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Arness? Check. PFD? Check. Sea boots? Check. Foul weather gear? Check. We're up to — let's see — rigging knife. I have to have my own knife."

"Right this way"

It was a new crew fitting herself out for a cruise down the coast, and I was unintentionally eavesdropping from the next aisle at my local chandlery.

It's true that you can buy almost anything online these days. But I still like to go to the brick and mortar store. Especially for hardware — I like to feel the heft of a shackle or spin the sheave of a new block before I buy. And if I need something in the middle of a project, the online vendors still haven't figured out how to get resin, paint or fasteners to me quicker than the time it takes to run down to the chandlery.

Personal service and advice can be important too — although I've probably logged more miles steering with the pole tripped than some of the kids working at the store have on the water.

L learned from the conversation a few feet away that this customer with the checklist was fitting out for a trip to Mexico, and the salesperson was happily filling her non-virtual shopping cart with everything on the list.

"Why do all the knives have a big pokey thing?" she asked.

"That's a marlinspike," explained the store employee. "You'll need that for doing splices and rope work, and taking out stubborn knots."

"Get a knife with a shackle key instead of a marlinspike," said another woman's voice. "It's like, totally more useful than the spike. And get one with a blade you can open even when you have really cold hands."

"Good point about cold hands, thanks," she said as she tried unsuccessfully to open the knife she was holding.

The other voice was familiar. I walked around the display rack to find Lee Helm giving advice to the shopper, who was now ignoring the salesperson. Lee was holding a shopping basket containing nothing but a short length of thin grey line, the color of the expensive exotic stuff. Her hair was wet, and her clothes had some damp patches, as if she hadn't taken the time to dry herself after a shower. But it was mid-afternoon, and the wind was up.

"Yo Max!" she greeted me.

"Let me guess," I said. "You broke the downhaul on your windsurfer."

"Outhaul, but yeah. And I'm sure glad I only need three feet of this stuff. It's pricey."

"I'll check it out for you on my discount card," I offered.

"Cool."

"So what kind of knife do you use?" asked the new cruiser. "My list just says 'rigging knife', but there are a lot of different kinds."

Lee found a knife similar to her own,



pointing out that it was easy to grab the blade with two fingers to open it, and it had the preferred shackle key instead of the spike.

"No superhuman fingernail strength required," she added.

"Thanks! I hate prying things open with my fingernails."

"You'll love the shackle key too," Lee assured her. "Where are you going?"

"Mexico!" She was clearly delighted to be asked. "Leaving next week, and I've never sailed in the ocean before. My skipper gave me a list of gear I need."

"Can I have a look at that list?" said Lee as the woman passed her a printout of an email.

"Okay, I see a few things you don't really need, a few important things missing, and a few things I like to do differently," Lee concluded.

"What's don't you think I need?"

"First, deep-six the fancy foulie top. That's like, 300 bucks you don't need to spend if you're going south, and those things are way too heavy and bulky to wear with a PFD and a harness and all the other stuff you'll have on you. I mean if the weather is bad enough for foulies, it's also bad enough that you'll need flotation and a harness. But you're not going around Cape Horn. A lightweight



Spread, this cruiser is will stay cool

wearing his compact inflatable PFD.

Lee's PFD, inset, includes a strobe light,

whistle, flashlight, VHF, GPS, binoculars, tide book and the sailing instructions.

white-water shell or any good-quality light waterproof windbreaker will keep the water out, and you can wear as many layers of sweaters or blue fleecies as you need to keep warm. Makes it easy to delaminate when it starts to get hot inside, and the jacket without the inner layers is nice and cool for those squally nights in the tropics."

"I don't know, Lee," I said. "I wear my foulies, top and bottom, most of the time I'm sailing on the Bay."

"You're just driving, not running around the foredeck, and you only put on a lifejacket when the racing rules say

POCKET PROTECTOR



you have to. I'll bet you don't even have a harness on board, at least not one that would fit you over the foulies."

Il think about that one," said the customer as she eyed the price tag on the very expensive set of foulies in her cart. "I like the idea of not buying that expensive jacket."

Lee advised her to go to the kayak store to find a good lightweight waterproof top. Then she had another peek at the list.

"Dinghy booties are just as good for a

downwind cruise as sea boots," she said. "Also cheaper, and if you're like, flying home, much less weight in your bags."

"I'll check them out," she said.

"And the PFD," Lee continued. "I'd just get a foam lifejacket with lots of pockets. The kind made for fishing are perfect. They have cutaway shoulders for lots of freedom of motion, and lots of pockets for all the safety gear."

"Anything I should have that's not on the list?" asked the cruiser-to-be.

"Waterproof flashlights, whistle, and strobe light, for starters."

"I think the boat has all that gear in the overboard equipment," she said. "We did an MOB practice last weekend." "That's cool," said Lee. "But like, no way can you depend on the boat's gear getting close to you if they don't deploy it right when you go over, and if there's a spinnaker up and a big sea running, you're toast."

Lee must have realized she was scaring the daylights of the new sailor.

"I mean, you might be toast. But remember that the crew left on the boat after you fall off probably can't maneuver in big waves at night they way they do on the Bay in daylight with everyone ready for the drill. You have to take responsibility for keeping enough gear on your bod so you'll be very easy to find."

"We'll have a very strict rule about

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harnesses. Everyone stays clipped in at all times at night and whenever we're alone. We're planning on making sure that falling overboard is not an option."

Lee put her hand on the new sailor's shoulder. "Look," she said seriously, acting the part of the older voice of experience even though Lee, still a grad student, was easily 10 years younger than the woman being fitted out. "Every single time I've gone offshore, the rule has been the same: 'Everyone stays clipped in at night.' And on every single one of these trips, that rule is ignored at some point, usually at the most dangerous time. You know like, something goes pop on the bow, the crew all run up to deal with it before the situation gets worse, and guess what? No one has time to even think about clipping in."

"But my list says 'double harness tether', so I can go all over the boat without ever being unhooked."

"In theory, for sure," Lee argued. "In practice, no way. Also, on a big fast boat, there's a real risk of getting seriously sprung if you go in the drink at high speed and fetch up hard on the end of your tether."

"You mean you don't clip in at night?" I challenged.

"Not always," shrugged Lee. "Especially if the water's warm and I have all my gear."

"Can I show you our new line of harnesses?" asked the salesperson. "We have a new model with double anti-submarine straps, wider padding and better back support. It's much safer in a high-G shock situation."

He turned around and pulled a new harness off the display. "Look at the width of the padding on the straps. And it comes with a new shock-absorbing tether."

"That's great, but try being dragged through the water at 10 knots and get back to me. Then multiply by four so you have a clue what it would be like at 20, 'cause drag is proportional to Vsquared."

"Still, all the safety experts say to use a harness."

"Actually," admitted Lee, "I'm pretty good about clipping in when the water is cold, or when I'm alone on deck. But I try to keep the tether short enough so I can't go over the side at all. That's why I like rope tethers instead of webbing — you can cleat them off short on any deck cleat or winch self-tailer."

"Then why all the strobe lights and whistles and stuff?" asked the new sailor.

"Because regardless of intentions, you will be on deck without being clipped in, and you might end up the object of a search. In cold water you want them to find you like, really quick. And in warm water, when you can expect to float for a long time without going hypothermic, you can and almost certainly will be pretty casual about the harness."

I could tell that the new sailor was thinking "not me."

"What you have to be really strict about," continued Lee, "is keeping the essential safety gear on you. That means a strobe light, a whistle, at least one waterproof flashlight and a VHF."



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We all walked over to another part of the safety gear aisle, where Lee selected a small personal strobe.

"This is the one I use. It's reliable, waterproof, and takes the same AA batteries you'll use in other stuff you'll bring with you."

"Okay, I'll take one. I guess I should have a whistle, too."

Lee let her pick out a bright orange whistle, the flat kind often seen tied to PFDs, then challenged her to blow it as loud as she could.

"Do you mind if I test-drive?" she asked the store employee.

"Go for it," he agreed, and the new sailor made a piercing shrill tone with the whistle.

"Compare and contrast," said Lee, taking a keychain out of her pocket with a small plastic police-style whistle attached. It was about five times as loud.

"Oh, you just blew yours harder," I suggested.

So Lee handed her whistle to the new cruiser, and she made a sound even louder than what Lee had produced. By this time every customer in the store was looking at us to see what was wrong.

"Okay, okay, enough with the whistles!" pleaded the store employee. "You win, our whistles aren't worth beans. Really, I can handle losing the sale."

"One more thing about whistles," advised Lee. "Always put it in your mouth upside-down, like this."

The new sailor was about to ask why, but I knew the answer: "So the water runs out!," I said. "Good point, Lee."

"Did you say I should have my own VHF?" asked the new sailor. "The boat already has one installed at the chart table, and a handheld as a backup."

"You need your own, and it has to live in your pocket and be secured to you with a lanyard," insisted Lee. "If you fall overboard in the ocean you'll be very hard to see after about 15 seconds. You need to be able to say 'over here, dummies' when they lose sight of you."

"We have personal EPIRBs and locator beacons that will do that automatically," said the salesperson. "Let me show you our most popular model."

The gadgetry was interesting, but both Lee and the new sailor decided it was still too expensive for a cruiser, and Lee convinced her that a VHF would keep her almost as safe and also have some more practical uses while cruising.

"But be sure to get one that is waterproof and uses regular, non-rechargable alkaline double-A batteries. Can't tell you how many times I've been on boats with dead handhelds because the charger was at home and the rechargeable batteries had gone flat."

"Well, I hadn't planned on buying a VHF, but I guess with the money I'm saving on the foul weather gear top, there's room in the budget."

Our next stop was for flashlights. Lee picked out two small LED lights, noting that they used the same AA batteries as the strobe and the VHF, and threw



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MAX EBB

them in the customer's cart.

"The boat will not have enough flashlights," Lee predicted. "No boat ever does. And you should also get one of those little electric fans, because no boat ever has enough ventilation for the tropics. Even though they like, use D cells."

"Now for the PFD," said Lee as she led us to that part of the store. "Here's the kind I use. Made for fishing. Cutaway armpits for good freedom of motion, and like, most important of all, lots of pockets."

She demonstrated, using the thin line from her shopping basket, how to cow-hitch the loop of a safety lanyard through a slot on the PFD's buckle.

"But that one doesn't have a built-in harness," I noted. "You might want to de-emphasize the harness in favor of personal MOB gear, but she'll still need a harness."

"I just use a separate harness," Lee answered, "but yeah, I totally wish someone would make a regular old foam lifejacket with a good built-in harness. But no such animal."

"The built-in harness is just one ad-

vantage of the inflatable PFDs," said the salesperson. "This model has 25 lbs of buoyancy when inflated, compared to only 15.5 for the foam dinghy vest. It will hold you much higher above the water, and you'll have a lot more time to breathe if you're overboard in big waves."

"And be easier to see, too," I added. "If the thing inflates," said Lee.

For the next 15 minutes we debated inflatable versus foam. Lee cited a Coast Guard report that had tested inflatables and found a disturbingly high failure rate. The store employee insisted that the latest generation of PFDs were much more reliable and noted the study also showed how important the extra pounds of buoyancy could be. I had some anecdotes that supported both sides of the argument, and the customer had instructions from her skipper to get a combined PFD and harness.

Eventually we all agreed on a "hybrid" type III PFD. It had 10 lbs of buoyancy from foam and 22 lbs total when inflated. It was light on pockets, in Lee's opinion, but had a good built-in harness. "It's kind of expensive," said the new offshore sailor, "but I'm saving on the foul weather gear and the sea boots, so I'll take it. Besides, I drive a hybrid car so I might as well also have hybrid PFD."

Lee decided it was time to get back to her windsurfer, so I checked out her new outhaul line on my discount card.

The new sailor moved back to the clothing section, where she seemed to be receiving good advice on the various "blue fleecies" that would comprise the all-important inner layers.

"Think that woman will like cruising?" I asked Lee as she unlocked her bicycle from the rack in front of the store.

"Who knows?" shrugged Lee. "But at least she'll be like, warm and safe, and not too hot if she remembers to buy that little battery-powered fan."

"Ride carefully," I said as she hopped on the bike and sped away.

"Thanks," she shouted back. "I'll be a lot safer as soon as I'm back out on the water."

— max ebb

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COLLEGE SAILING

L he Stoney Burke Intersectional regatta is on the books and if the results are any indication, this is going to be the start of a solid run for the Bay Area's college sailing teams, one that'll extend into the next four years and beyond.

Perennial powerhouse Stanford finished third out of the 24 college teams sailing the 30-race event, which was hosted by crosstown rival Cal at the Treasure Island Sailing Center October 11 and 12.

But while the Cardinal was the top Bay Area team at this fleet racing regatta sailed in Collegiate Flying Juniors in Clipper Cove, another one was right behind them.

The California Maritime Academy Keelhaulers were putting up some low numbers as well, finishing just two spots behind Stanford, well clear of sixth-place UC Irvine.

Not far out of the hunt, the host team was squarely in the top half, finishing just four points out of the top ten while starting three freshmen sailors in their first ever intersectional - where twice every fall, teams from the northern and southern sections of the Pacific Coast Col-

	i une i	legiate Sail-
CAL BERKELEY		ing Confer-
SAILING		ence square
2008-2009		off against
Lauren Amery	'12	teams from
Reeta Banerjee	'11	outside the
Lauren Barclay	'09	conference in
Dominique Bertrand	'11	the biggest
Ashley Borom	'11	West Coast
Nick Coelius	'11	regattas of
Kelsey Cooper	'12	the season.
Dylan Eichenberg	'12	While the
Jake Freimer	'11	Stoney Burke
Genny Gould	'09	regatta was the first co-ed
Maha Haji	'11	dinghy inter-
Greg Hodges	'10	sectional for
Nina Horstman	'11	the season,
Rebecca Hu	'11	there have
Mary Ki	'09	been plenty of
Roger Lowe	'10	other events
Erin Martin	'11	going on
Willie McBride	'12	throughout
Simon Murphy	'09	the realm of
Ryan McCauley	'09	college sailing
Hannah Nguyen	'09	— from the
Mike O'Hara	'11	Singlehanded
Al Pickard	'10	Pacific Coast
Wendy Reid	'11	Champion-
Cody Shevitz	'12	ships that
Kenton Stutz	'11	decide who
Dan Sundberg	'10 '12	goes to the
Aubrey Toole Eric Wei	1∠ '10	singlehand-
Enciver	10	ed national

championships to the various keelboat events happening on both coasts. Bay Area teams are already turning in strong performances across the board.

Most important for the the next few years' outloo, is that all three teams are predominately made up R of underclassmen — which means that at a the rate they're 🖁 going, we're bound to see more

 \mathbf{A}_{s} the only ξ club-sport team of the three, the sailors at Cal have some challenges. For one, they're forced to

make do with a lot less funding than schools where sailing is a varsity sport like Stanford and Cal Maritime.

Funding almost always means coaching, and coaching means consistency year in and year out - and both are attractive to potential recruits looking to maximize their college experience.

But with strong leadership from dedicated team captains, even a club team can be successful in that regard. That's exactly what the Golden Bears have this year in both their Team Captain, senior Ryan McCauley, and their Women's Team Captain, senior Lauren Barclay.

The duo have instituted novel strategies that have encouraged team cohesion and focus, and provided a framework not only for the team's enthusiastic underclassmen to jump right in and contribute right off the bat - but to have something to work with when the seniors move on.

A big part of being a successful club team is getting support from alumni, whether it's volunteer coaching, financial help or in-kind donations. Cal has 12 boats, but because many lacked basic equipment, the 29-member team didn't



have enough boats to go around for practices.

Freshman Willie McBride contacted Alameda's Hansen Rigging, where owner Glenn Hansen donated all new running rigging for the team's boats. The result - meaningful practices where the sailors aren't forced to constantly rotate in and out, getting half the practice time in a handful of boats. It's little things like these that make a huge difference when it comes time to pull a jersey over your PFD and mix it up against some of the best teams in the country, and from what we can tell, that's where this one is headed.

 ${f V}$ allejo's Cal Maritime is one of the only programs in the country with a strong tradition of sailing keelboats as well as dinghies. And by keelboats we don't necessarily mean small ones - unless your definition of small is a 1D48.

Southern California sailors Lew Beery and Andy Rose donated their 1D48 It's Ok to the school last year and the team has already put it into active service.

Sailing in IRC A at the 2008 Rolex Big Boat Series, the Keelhaulers sharp

- BANNER YEAR ON THE BAY



Clockwise from above — action from the Stoney Burke Regatta; Cal making the most of a Clipper Cove afternoon; Stanford has hit its stride.



boathandling couldn't overcome the IRC rule's distaste for hi-roach mainsails and running backstays, nor having to take a standardized displacement on the boat's rating certificate when time ran out before the boat could be weighed prior to the regatta.

Although the team was able to do markedly better in the Leukemia Cup — taking third behind a J/120 and Melges 32 in the predominately light air race. When they're not playing the ratings game this group has shown they've *got* some game.

The team finished second — only four points shy of first — in their attempt to defend their win at this year's Shields Trophy — the Service Academies' championship sailed in the Naval Academy's Navy 44s in Annapolis. Along the way they beat the both the Coast Guard and Naval academies not to mention the U.S. Merchant Marine Academy plus seven others.

CAL MARITIME SAILING 2008-2009

Bernhard Bove	'12
Bryan Buffaloe	'11
Nicole Carman	'12
Sean Connelly	'12
Kayla D'Ambrosi	'12
Charles Davis	'10
Erik Glaser	'11
Daniel Gorman	'12
John Gray	'12
Tucker Hodges	'12
Paige Johnston	'09
Allison Jolls	'09
Sean Kelly	'12
Drew Kerlee	'12
Michael Kraft	'12
Sebastian Leleau	'10
Jessie Lee	'09
Katie Love	'12
Scott Lynch	'12
Eric Mehserle	'12
Matthew Pinhey	'12
Robert Proulx	'10
Jessica Schember	'12
Brian Vanderspek	'10
Kyle Wagnener	'12
Evan Wanamaker	'11
Tyler Wolk	'11
Chase Young	'11

They're no slouches in dinghies either — Senior Paige Johnston headed to the men's Singlehanded Nationals hosted by

> Cornell University as we went to press last month, after narrowly beating out freshman teammate Sean Kelly for the final spot allotted to the conference at the nationals.

The school has also picked up a strong addition in the form of new dinghy coach, San Diego native Ty Reed, a former All-American who'll be working with the Varsity Offshore Coach and Director of Sailing for the Academy, Charlie Arms-Cartee.

With a full schedule that includes the Sloop PCCs plus a trip back to Annapolis for the Kennedy Cup — for college sailing's offshore championships — in the Navy 44's they've proven so competent aboard, the Keelhaulers will be busy. And with results like they posted at Stoney Burke, they could be well in the hunt for a berth at the qualifier for the co-ed dinghy nationals this spring.



STANFORD SAILING 2008-2009

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Cameron Bell Hannah Burroughs Sam Courtney Catherine Cu Justin Doane Nick Dugdale Taylor Grimes Megan Grove Leigh Hammel Cole Hatton Katie Jewitt Laura Lilly Kelly McKenna Ben Pedrick Grace Porter Carolyn Prioleau Oliver Ruhiluoma Peter Stemler Hayley Tobin Graham Todd TJ Tullo

COLLEGE SAILING

Stanford has long been one of the country's elite programs. At the rate the team is going this year, they're looking every bit the part.

It started with the Women's Singlehanded PCCs, where senior Taylor Grimes and freshman Carolyn Prioleau claimed the conference's two allocations for the Women's Singlehanded Nationals. The Women's team also won the Bryson Women's Regatta in FJs in early October. Senior TJ Tullo won the Men's Singlehanded PCCs, qualifying him for the Men's Singlehanded Nationals, after finishing 16 points clear of Cal Maritime's Johnston.

The Cardinal is already on a roll under Head coach John Vandemoer and Assistant Coach Erick Storck. Don't expect that momentum to end any time soon.

Like the singlehanded version, Sloop PCCs — sailed in small keelboats — determines who goes to the nationals. The following weekend will be the women's PCCs, followed by the second co-ed dinghy intersectional, North/South in Santa Barbara. Looking forward to the spring, in addition to the normal conference events, the 2009 Team Racing Nationals will be held at Treasure Island Sailing Center and co-hosted by Cal and Cal Maritime, and Stanford will be hosting both the Women's and Coed Nationals at St. Francis YC.

While all this is enough to get pretty excited about, it's good to keep in mind that what sets sailing apart from some inter-collegiate sports, is that it's really about school first and foremost.

Let's face it, it's not about revenue. All the time many of these sailors are putting in on the water is mirrored by the time they put into the books. The sport's national governing body — the Inter-Collegiate Sailing Association — is mindful of that.

So every year it recognizes a group of students who excel in both academics and sailing. Among the names recently announced for the the 2007-'08 school year are the Second Team ICSA Academic All-Americans Palo Alto-native Kelly McKenna — a Stanford Senior who earned a 3.63 GPA while studying history — and Stanford's Carrie Ann Dening, who's since graduated named to the second team as well with a 3.7 gpa in History. Santa Cruz' Brooks Reed, 2004 *Latitude 38* Junior sailor of the year, was named to the first team for earning a 3.9 GPA studying mechanical and ocean engineering at MIT. . .

We hope you take the time to watch these folks sail. For the Cal and Stanford fans, this is the month for the annual 'Big Sail' match-racing grudge match between two teams of alumni and one team of undergraduates from both schools in J/105s.

The event is hosted by the St. Francis YC and scheduled for November 18. For more info on any of these programs, try these links — www.gostanford.cstv. com/sports/c-sail/recaps/100608aae. html; www.cmaathletics.org/; www. calsailing/index.asp; calsailing.org/.

- Latitude/rg





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THEY'RE OFF!

As you read this, the 181-boat Baja Ha-Ha rally fleet is working its way down the Baja peninsula toward Cabo San Lucas.

Having started from San Diego on October 27, they should begin to arrive at Turtle Bay on the 29th, then at Bahia Santa Maria late on November 2, and at Cabo on the afternoon of November 6. The event will conclude with an awards party at Cabo Marina, November 8.

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

If you're disappointed that you're 'missing the boat' this year, there's always next year. Baja Ha-Ha XVI will begin Monday, October 25, 2009. Online sign-ups will begin May 1.

Look for a complete recap report in the December issue of *Latitude 38*. Ventura Harbor Boatyard, Inc.

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"Go confidently in the direction of your dreams. Live the life you have imagined."

So wrote nineteenth century philosopher Henry David Thoreau. Although he was no sailor, his advice could not be more apt for the 600 lucky sailors who departed from San Diego late last month, bound for the sunny latitudes of Mexico. Leaving the rigors of the workaday world behind — if only for a brief respite — they are all undoubtedly chasing long-held dreams of a simpler, yet more exciting, life on the water.

As we explained in two previous installments of Baja Ha-Ha profiles, this year's 181-boat fleet has drawn sailors from a broad spectrum of professions who are sailing aboard a remarkably diverse fleet of boats. One of the beauties of the cruising 'melting pot', however, is that regardless of the value of the boat or the depth of its cruising kitty, every fleet member will arrive at the same unspoiled anchorages, marvel at the same starspeckled skies each night, and sink their toes into the same sandy beaches. It's a lifestyle that's been inspiring dreamers for generations.

Here then is our final installment of 2008 Baja Ha-Ha sailors. Look for a complete recap on this year's event in the December issue.

Mamabird — Island Packet 380 Colin Honess & Sharon Squire San Rafael

Occupations: Colin, nerd; Sharon, geologist

Quote: "We're lucky to be doing this while all our bits still function."

Cruise Plans: They're starting with Mexico but have dreams of one day racing around their native Isle of Wight.

Noteworthy: Mamabird's wi-fi will be earning its keep as the couple work part-Sharon and Colin of 'Mamabird' will try to replenish their cruising kitty while traveling.



time during their cruise.

Avalon — Wauquiez Centurion 50 Roger & Jean Wise, Alameda

Occupations: Roger, marine repair; Jean, equipment appraiser

Add'l Crew: Phil Paulucci, Addie Serna & Connie Skoog

Quote: "We're going to enjoy sailing in the right direction for a change."

Cruise Plans: Who knows?

Noteworthy: The couple claims that doing the Ha-Ha was part of their prenuptial agreement when they got married last year.

Sea Level — Schionning 48 cat The Milski family, Lake City, CO

Occupations: Jim, retired builder; his wife Kent, mom

Add'l Crew: Daughters Samar Bannister and Alex Milski, Mark Kintz, Ian Lopez and Debby Cortez

Quote: "One of the most enjoyable things about sailing is the people you meet and the places you see. With a rally like this we're bound to meet some great mates."

Cruise Plans: Open-ended.

Noteworthy: With the help of their kids and others, Jim and Kent built this boat themselves in a WWII-era Quonset hut on Mare Island.

Bay Wolf — Santa Cruz 50 The Miller/Itagaki family, Sausalito

Occupations: Kirk, charter captain, energy consultant; Sachi, civil/environmental engineer

Add'l Crew: Daughters Miya, 10 and Romi, 8

Quote: "We're making this trip to slow down life and give our kids the chance to learn some valuable life skills like driving an outboard, free diving to check the anchor and recognizing constellations."

Cruise Plans: Baja and mainland Mexico until spring, then ship *Bay Wolf* back to S.F. for the summer chartering season.

Noteworthy: The couple also owns the Bay Area charter boat *Flying Tiger*, a Soverel 36.

Sirius — Baltic 51 Gregory & Kathleen James Gig Harbor, WA

Occupation: Retired

Add'l Crew: Mark Peterson, Heath Nelson & Chris Mantel

Quote: "Nuevo amigos vamos a Mexico!" *Cruise Plans:* Continue south. *Noteworthy:* Gregory is a Whitbread Round the World Race veteran.

Sun Baby — Lagoon 41 cat Bill & Susan Houlihan, San Diego

Occupations: Bill purchasing manager; Susan, teacher, both retired

Add'l Crew: Pat & Carol McIntosh *Quote:* "We really had no choice about going cruising, as our sister and brother-in-law have been cruising for several years. . . . Besides, our kids are counting on tropical vacations."

Cruise Plans: Probably as far south as Zihua, then north to the Sea for the summer.

Noteworthy: Listed with the 'Go-Slow Gear' that might affect this boat's hand-



Susan and Bill's sailing relatives convinced them to go cruising on 'Sun Baby'.

icap, they've noted "Loads of school supplies for Mexico kiddies."

Reverence — Tayana 58 Jason Scott, San Pedro

Occupation: CEO of project management firm

Add'l Crew: Jason's girlfriend, Colleen Cronin, navigator Richard Thompson, Anita Hupalo

Quote: "Don't put off until tomorrow, as tomorrow may never come."

Cruise Plans: TBD

Noteworthy: "This will be my greatest sailing adventure yet."

Moondance — Tayana V-42 Doug & Carla Scott Albuquerque, NM

Occupations: Doug, electrical engineer; Carla, project manager, both retired

Add'l Crew: Catherine Dowler Quote: "Looking for new horizons and new friends."

- SOUTHBOUND MIGRATION



Kirk and Sachi of 'Bay Wolf' are giving Miya and Romi an education in the school of life.

Cruise Plans: Mexico, South America and on to the South Pacific. Noteworthy: This is the first step of their 10-year cruising plan.

Morning Light — Catalina 320 Bob Gunyon, Newport Beach

Occupation: Retired computer systems programmer Add'l Crew: Tim White Quote: "Free at last! Work is done

Doug and Carla have broken out of bondage to go explore the world on 'Moondance'.



and cruisin' time is here." *Cruise Plans:* Mazatlan, P.V., then. . . who knows? *Noteworthy:* Bob learned to sail at age 15.

Scouser — Beneteau 362 Steven Thomas San Francisco

Occupation: Global commodity manager

Add'l Crew: TBD

Quote: "No regrets!" *Cruise Plans:* Continue cruising — perhaps do the Pacific Puddle Jump.

Noteworthy: This boat was originally part of The Moorings' charter fleet at La Paz.

Chat de Mar — 42-ft cat Leo Brodeur, Richmond

Occupation: Retired building contractor

Add'l Crew: Mike & Deborah Wirth, Michael Daley

Quote: "I would like to start living my dream: to sail fast and live slow, and to see the world though my

own porthole.'

Cruise Plans: Pacific Puddle Jump. Noteworthy: Leo has owned five boats during his 20-year sailing career.

Julia Max — Custom Peterson 45 George & Sue Stonecliffe Portland, OR

Occupations: Both retired from tool & supply company

Add'l Crew: Steve Holser

Quote: "This time we have the right boat, and we're determined to make our dream come true the second time _________ around."

Cruise Plans: South Pacific circuit.

Noteworthy: They did the '04 Ha-Ha with the same crew. In PV, they saw, and fell in love with, *Julia Max* — a veteran of the Ha-Ha III in '96.

Endless Summer — Stevens 40 Frank & Stephanne Starai Alameda

Occupations: Frank, boiler technician; Stephanne, accounting, both retired

Add'l Crew: Wes Little

Quote: "Having retired, we decided to do a sailing adventure to keep from becoming bored."

Cruise Plans: First the Sea of Cortez, then TBD.

Noteworthy: They bought this boat just 9 months ago; she already knows the way to Mexico, thanks to previous owners.

Deerfoot — Deerfoot 64 John & Diane Fradkin Newport Beach

Occupations: John, bond sales; Diane, real estate, both retired

Add'l Crew: Bill McClune & Don Stoughton

Quote: "This would be a lot less scary if we were just going to Seattle for 6 months."



Diane and John are getting 'Deerfoot' back into the blue water sailing scene again.

Cruise Plans: Mexican coast, then back home in springtime.

Noteworthy: The design of this boat employed a blending of ideas from Doug Peterson and boating author Steve Dashew.

Sea Horse — Hans Christian 41 Cam & Erika Campbell, Sonora, TX

Occupations: Cam, newspaper and ISP owner; Erika, research scientist

Add'l Crew: Donnie Weaver

Quote: "Saddled up!"

Cruise Plans: On to Costa Rica, then French Polynesia.

Noteworthy: This boat circumnavigated with previous owners.

Sauvage — Wauquiez Centurion 40 Jim Eisenhart, Ventura

Occupation: Management consultant Add'l Crew: Mike Gordon Quote: "I can't think of a better defi-

BAJA HA-HA PROFILES, PT III

nition of 'fun'."

Cruise Plans: Sauvage will be based at La Paz until spring.

Noteworthy: This is one of only three Centurion 40s on the West Coast.

Tabu — Farr 44 Sheri & Richard Crowe Newport Beach

Occupations: Both are longtime sailing instructors at OCC School of Sailing & Seamanship. Add'l Crew: Rip Profetta &

Julie Evans

Quote: "We're just looking for fun with friends."

Cruise Plans: On to the South Pacific (again).

Noteworthy: Both Sheri and Richard have zillions of offshore miles, including circumnavigating South America in their previous boat. They launched Tabu last year, after building her themselves

Abrazo — Custom Campos 39 Richard Baila, Bellingham, WA Occupation: Retired boatbuilder



Did the 'Tabu' crew set the camera on soft focus, or did the photog have too much tequila?

Add'l Crew: Bill Placsted & Melanie Whittiker

Quote: "I see the Ha-Ha as a step towards the adventure beyond."

Cruise Plans: TBD - "Home is the boat, wherever she is."

Noteworthy: Richard has owned this boat for 28 years.

Gypsy - Newport 30 Mk III Justin Lyon, Santa Barbara Occupation: Civil engineer

Add'l Crew: Eddie Kingman & Chad Kreft

Quote: "Out at sea, think safety. At the berth, party for all you're worth."

Cruise Plans: On to Nicaragua. *Noteworthy:* Justin bought this boat just six months ago.

Cedar Spirit — 64-ft trawler **Glen & Mimi Brownlee** Vancouver, BC

Occupations: Glen, CEO; Mimi, tech writer, both retired

Add'l Crew: Michael & Joanne Chevalier

Quote: "Life is all about adventures." Cruise Plans: Winter in the Sea of

Cortez, then south along the mainland. Noteworthy: In years past, the Brownlee's took this boat on a 1,500mile cruise from Nova Scotia to the Bahamas.

Banyan — Mason 43 Jody Lemmon, Long Beach Occupation: Film maker Add'l Crew: Sean Krumhauer, Kim



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SOUTHBOUND MIGRATION

Tompkins & Mathew Clemence

Quote: "This is the 'grand ol' adventure of a life time."

Cruise Plans: Three- to five-year circumnavigation.

Noteworthy: Before reaching French Polynesia, they plan to visit the Galapagos, Easter Island and Pitcairn.

Simplicity — C&C 41 John & Dawn Lashley East Greenwich, RI

Occupation: John, adult nightclub promoter

Quote: "Hell yes — we will go!" Cruise Plans: To San Carlos Noteworthy: John's already done a lot of offshore sailing, including Seattle to Kobe, Japan, and Vietnam to Singapore.

Nepenthe — Shannon 38 PH John Marshall, Marina del Rey Occupation: Financial advisor Add'l Crew: James Campbell Quote: "I can't wait!" Cruise Plans: On to the Sea of Cortez, then. . .?

Noteworthy: Why did they join the Ha-Ha? "We were sailing north from Mexico to San Diego in October of 2004 and by chance happened to pass right

> "Keep the boat rightside up."

thru the middle of the Ha-Ha fleet just as they were departing San Diego. Everyone was smiling and waving as they went by headed south. As the last boat passed by I said, 'One day. . .''

Libertad — Amel Maramu 46 **Dennis & Virginia Johns** Santa Barbara

Occupations: Dennis, software marketing; Virginia, UCSB registrar

Add'l Crew: Steve Young, Don Wilson & Karen Osgood

Quote: "This will be our third Ha-Ha and our last 'warm up' before we do it again in 2010, then head off on our circumnavigation.

Cruise Plans: Bash back home in November.

Noteworthy: This is one of only a few crews who've done the Ha-Ha three times on the same boat.

Free Range Chicken – Perry 59 The Anderson family, Yakatat, AK

Occupation: Bruce, plastics industry Add'l Crew: Bruce's wife Sharon, son Andrew & Steve Moffat

Quote: "Let's go south!"

Cruise Plans: She will be delivered to L.A.

Noteworthy: This boat has five air conditioners and five refers.

Two Wishes — Catalina 30 Gail Fliesbach. San Diego

Occupation: International education Add'l Crew: Captain Graham John-

son, Maggie Castle & Bill Arquette *Quote:* "Keep the boat rightside up." Cruise Plans: TBD

Noteworthy: Gail just learned to sail three years ago. A year and a half later, she bought this boat.



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BAJA HA-HA PROFILES, PT III

Mahala — Jensen Marine 33 Ron Doll & Rose Picasso Long Beach

Occupations: Ron, retired contractor/developer; Rose, court translator

Quote: "The boat is our means of transportation to explore Mexico and find the place that we want to open a business and spend the rest of our lives."

Cruise Plans: Mazatlan will be their initial homeport.

Noteworthy: We like Ron and Rose's spunk — they've only been sailing for a year and a half.

No Problem — Puget 38 Dave Ferguson, Ketchikan, AK

Occupation: Retired boat builder *Add'l Crew:* Joseph Hammett & Linda Reinhart

Quote: "Let's get her done!"

Cruise Plans: South to Ecuador. *Noteworthy:* Dave hopes to win the special Exxon Valdez award, as he did in 2000. (Sadly, the Rally Committee can't remember exactly what that prize was for.)



In Mel's opinion, his new bride, Donna, is the perfect catch.

Seaduction — Catalina 42 Mk II Dan Lawler, Salt Lake City, UT

Occupation: Retired mortage loan officer

Add'l Crew: Kris Hill, Michael Thomas & Brent Rice

Quote: "Last year I crewed on a Ha-Ha boat not knowing any crew members before we left. I now have some great new sailing friends."

Cruise Plans: Sea of Cortez, then. . .

"I feel the Caribbean calling. *Noteworthy:* Dan just bought this boat two months ago.

Pierceteam — Hunter Passage 43 Patrick Pierce, Seattle, WA

Occupation: Professional captain Add'l Crew: Philo Lund

Quote: "You only have one life, and this is once in a lifetime."

Cruise Plans: On to Florida via the Panama Canal.

Noteworthy: Since he began sailing 10 years ago, Patrick has accumulated enough sea miles to earn a Coast Guard 'Masters' license.

Sea Angel — Catalina 42 Mel & Donna Hamp, Napa

Occupations: Both retired.

Add'l Crew: Ed Crose & John Vega Quote: Donna says, "I'll try anything once."

Cruise Plans: Bash back north soon afterwards.

Noteworthy: Mel and Donna are newlyweds and, although she was brand new to sailing, she agreed to give cruis-



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ing a try.

Vindsang — Alajuela 38 Glenn Gelhar, Bellingham, WA

Occupation: Sailing instructor Add'l Crew: Jeff Warshawer Quote: "Magic can happen anywhere."

Cruise Plans: West through the South Pacific to New Zealand.

Noteworthy: Glenn claims his sailing career began at birth.

The Marci Ann — Ranger 28 Dorman McShan, Durango, CO Occupation: Car dealer

Add'l Crew: Donald Aarvold and Dorman's son Ben

Quote: "She may be the smallest boat in the fleet *[ed. note: she is]* but she won't be the slowest."

Cruise Plans: Gunkhole up Baja to San Carlos.

Noteworthy: When plans to crew on another Ha-Ha boat fell through, the guys just decided to take *The Marci Ann*.



Sadly, John and Christianne will bash home aboard 'Michaela' right after the rally.

Osprey — Pacific Seacraft 34 Donald Snyder, Astoria, OR

Occupation: Retired contractor Add'l Crew: Skip Ortner

Quote: "This is gonna be a piece of cake!"

Cruise Plans: The Sea of Cortez. *Noteworthy:* With two self-proclaimed "grumpy old men" aboard, *Osprey* isn't likely to host wild parties.

Michaela — Sun Odyssey 45.2 John & Christianne Minkiewitz Pago Pago, American Samoa

Occupations: John, troubleman; Christianne, pharmacist

Add'l Crew: Janet Wise and Farren O'Blenes

Quote: "Doña de Mallorca, Head of Security for the Ha-Ha, convinced us to do it."

Cruise Plans: After the Rally, they'll turn around and do the Baja Bash.

Noteworthy: At this writing, the Minkiewitzes were looking for crew for the Bash home.

Intrepid — Hans Christian 40 Jack Denson, Long Beach

Occupation: Retired salesman

Add'l Crew: Rick McCredie

Quote: "Don't threaten me with a good time."

Cruise Plans: Sail to PV, then continue south until it's time to head home in March 2009.

Noteworthy: Jack lives aboard this comfy 40-footer, a boat he's owned for 20 years.

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BAJA HA-HA PROFILES, PT III

Magic Cloud — Swan 48 Joe Keenan & Peter Wolken San Francisco

Occupations: Joe, retired attorney; Peter, retired venture capitalist

Add'l Crew: Bruce Munro, Magnus Ryde and Louis Wrede

Quote: "Old men and the sea!" *Cruise Plans:* Mexico for a few months

before heading home. *Noteworthy:* Both Joe and Bruce (navigator) have each done three Trans-Pacs.

Distant Drum — Beneteau 15.50 Harry Hazzard, San Diego

Occupation: Retired IT Add'l Crew: Rixiene Ayers Quote: "I just love doing it!" Cruise Plans: Cruising for the season, possibly as far as Central America. Noteworthy: This is Harry's fourth Ha-Ha.

Marissa — Tayana 42 Vancouver Lou Smieja & Walter Culbertson Portland, OR

Occupations: Lou, social worker; Walter, telecommunications



After the rally, Walter and Lou will explore the Sea of Cortez aboard 'Marissa'.

Quote: "Next stop: paradise." *Cruise Plans:* The Sea of Cortez. *Noteworthy: Marissa* should be easy to spot when she's flying her Tibetan prayer flags.

Lap Dancer — Newport 33 Bob Black & Harry Trembley Bodega Bay

Occupations: Bob, retired harbormaster; Harry, commercial fisherman *Quote:* "A warm heart, good attitude and free spirit will win this race." *Cruise Plans:* To La Paz then south. *Noteworthy:* Bob and Harry bought *Lap Dancer* less than a year ago for just \$3,000.

J/World — J/120 Eugenie Russell (skipper) San Francisco/Puerto Vallarta

Occupation: Sailing school skipper Add'l Crew: TBD

Quote: "Oh no! Not Euge again!"

Cruise Plans: Heading to PV for the sailing season. "We invite everyone to come down and join us!"

Noteworthy: J/World is owned by the J/World Sailing School, based out of SF and Paradise Village.

En Dios Manos — Horstman 41 tri Dean Hambrick & Rachel Jameson Florence, OR

Occupations: Dean, diesel mechanic/ welder; Rachel, contractor

Add'l Crew: Son Nicholas (11) and daughter Sydney (10)

Quote: "We want to have lots of ha-ha and end up in Baja."

Cruise Plans: Explore the Sea of Cortez, taking it day by day, year by year.



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Noteworthy: Dean and Rachel have owned many boats, but bought *En Dios Manos* just a few months before the start of the Ha-Ha.

Lady Eliza — Coronado 30 Tim Turner, San Jose

Occupation: Retired game designer Add'l Crew: Ken Klinger Quote: "We're scared shitless." Cruise Plans: Heading to the South

Pacific.

Noteworthy: Tim claims he entered the rally because he "heard there would be rum."

Panache — Hans Christian 33T Jim Howard, San Diego

Occupation: Retired USAFR Add'l Crew: Ethan Beneze and Whitey Cole

Quote: "Bad weather be damned; pass the beer!"

Cruise Plans: Bashing back to San Diego after the Ha-Ha.

Noteworthy: Jim has been sailing for 20 years and has several ocean passages under his belt.



During the trip south, fishing will be a major focus for the 'Kaitlin Marie's crew.

Kaitlin Marie — Catalina 34 David Weiss, San Francisco Occupation: SF Bay Bar Pilot Add'l Crew: Tim Holl and Oscar Cas-

tro *Quote:* "We hope to share some of the

fish we catch."

Cruise Plans: Bashing back to the Bay.

Noteworthy: Kaitlin Marie's two refrigerators should hold plenty of fish for those of you who 'fish' better than you 'catch'.

Mimosa Star — GibSea 474 Grant Reuter, Anacortes, WA Occupation: Manufacturing

Add'l Crew: Wesley Ball

Quote: "If it's going to happen, it's going to happen out there."

Cruise Plans: Zihua for Christmas and make plans from there.

Noteworthy: Grant and a group of friends have been planning this trip for four years.

Mahalo — Cal 40 Holly Scott, Long Beach

Occupation: West Marine Cruising Consultant

Add'l Crew: Jo Russell, Holly Davis, Susan Saraff, Cathy Screen and Diane Murray

Quote: "Life is what happens while you're busy making other plans. Change your plans!"

Cruise Plans: Bashing home. *Noteworthy:* One of this all-female,





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BAJA HA-HA PROFILES, PT III

50-something crew is battling cancer and believes it forces you to do things you'd otherwise put off.

Crystall Blue Persuasion — SR-55 Gary Burgin, Charleston, OR

Occupation: Contractor

Add'l Crew: Gary's father Larry and brother-in-law Eric Brandenburg, Peter Firme, and Jenifer Martindale

Quote: "Building this boat has been my father's lifelong dream."

Cruise Plans: South through the Panama Canal and up the Yucatan. Noteworthy: Gary did his first Trans-

Pac at the age of 12.

Catch Wind — Catalina 30 Jeff Grant, San Pedro

Occupation: Facility manager

Add'l Crew: Jesse Chatfield and Steve Zoelle

Quote: "Hide your women and beer when we're around!"

Cruise Plans: The boat may stay in Mexico or it may get trucked back.



Holly's 'Mahalo' crew is the fleet's only allfemale effort.

"We're NOT sailing back!" *Noteworthy:* At 35, Jeff is the 'old man' aboard *Catch Wind*.

Delphinia — Morgan 34 Robert Lieb, Long Beach

Occupation: Retired printing press mechanic

Add'l Crew: Robert's daughter Julie *Quote:* "I'm a little apprehensive and a lot curious."

Cruise Plans: Cruise south for a couple months, then back to the Sea of Cortez, returning home in April.

Noteworthy: All modifications and upgrades on *Delphinia* were done by Robert.

Amani — Fountaine Pajot 56 Doug Smith, Vallejo

Occupation: Retired psychiatrist

Add'l Crew: Andrew Marcie *Quote:* "I'm really excited and a little nervous."

Cruise Plans: Bashing home. Noteworthy: This will be Doug's third Ha-Ha.

Medusa — Santa Cruz 52 Kelly Benedicks, Sausalito

Occupation: Retired Add'l Crew: Ken Watson Quote: "We just wanna have fun." Cruise Plans: Who knows! Noteworthy: Kelly bought Medusa just six months ago.

Odessa Mama — Whitby 42 Victor Zarzhitsky Portland, OR Occupation: Victor, retired electrical



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contractor

Add'l Crew: Victor's son Stan (skipper), and Stan's wife Sasha and daughter Michelle (12)

Quote: "Michelle is a fifth generation sailor, and our ancestors be damned if we don't make her a good one."

Cruise Plans: The Sea of Cortez 'til spring then a possible Puddle Jump.

Noteworthy: Stan has sailed from Odessa, Ukraine to Istanbul, Turkey to Trieste, Italy.

Julia Morgan — Morgan O/I 41 Thomas Christensen, Long Beach

Occupation: Retired CPA *Add'l Crew:* Liza Kapauan

Quote: "You should go now. You never know when you will get a surprise that will keep you from going."

Cruise Plans: Bashing home.

Noteworthy: Earlier this year, Thomas was diagnosed with pancreatic cancer. "It's either now or never," he says.

PanaSea — Catalina 380 Dean & Mala Laurin, Emery Cove Occupation: Dean, retired chemical



Karisa and Trevor of 'Lea Scotia' will be 'assisted' by the fleet's youngest crew, Kiera.

engineer

Add'l Crew: Their son Erik

Quote: "We're looking for fun and excitement."

Cruise Plans: Either the Sea or the mainland with a leisurely sail home.

Noteworthy: Dean and Mala joined the Ha-Ha because they feel they're "getting old."

Lea Scotia — Taswell 43 Trevor & Karisa MacLachlan Seattle

Occupations: Trevor, marine electronics, delivery/charter skipper & writer; Karisa, retired chandlery master Add'l Crew: Daughter Kiera (2-1/2) *Quote:* "If we don't go now, we might never go."

Cruise Plans: South to the Canal.

Noteworthy: Trevor & Karisa bought *Lea Scotia* on eBay five years ago and had her shipped from Japan.

Sirius Star — Jeanneau 52 Harold Lott, Half Moon Bay

Occupation: Mortgage banker Add'l Crew: Tom Todd, Tim Rutter, Kris Konawalik and Harold's daughter Lennon (10)

Quote: "The difference between a seagull and a mortgage banker is that a seagull can still make a deposit on a Ferrari. So I'm going cruising."

Cruise Plans: Go south and turn west.

Noteworthy: Harold's daugher Lennon, 10, will be cruising with him for the next year.

Whew! That's quite a migration. The question now is, "Is there a Ha-Ha in your future?"

— latitude/andy & ladonna

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THE RACING

Satchel Paige was famously quoted as saying, "Age is mind over matter. If you don't mind, it doesn't matter." The month of October was rife with examples of sailors who've taken that outlook to heart. We start with the **Logan/Paige** and **International Masters' regattas**, where the racing wasn't responsible for the gray hairs. Then it's on to the **International 14 Nationals** and a pair of sailors who are still taking that ride after 47 years. We then recap the **Leukemia Cup**, where a different kind of positive thinking produced some seriously impressive results. Checking in with the **Jessica Cup**, we see a 75-year drought come to an end. Then we visit the the **Finn U.S. Nationals** — featuring one of the most enduring dinghies around — before capping it all off with a look at the **IOD Worlds** and few **Race Notes**. So if you don't sit back and relax, be careful. These folks — and boats — aren't the relaxing type, and you're liable to get in the way!

Paige/Logan Regatta

Fifteen Mercuries and nine Star boats showed up at the St. Francis YC October for a six-race regatta October 18 and 19 to determine the 2008 winners of the Joe Logan and Calvin Paige Trophies respectively.

The concurrently-run Jessica Cup and Finn U.S. Nationals (covered later in this section) meant it was a crowded Cityfront made even more so by a healthy flood and 8-15 knots of breeze.

When the chips were cashed, Doug Baird and Jim Taylor on *AXON* cruised to a four-point win to take the Joe Logan Perpetual Trophy in the Mercuries — which featured a pair of Olympic bronze medalists in Kent Massey and Jim Barton in its ranks.

The duo — who've been sailing together for the last five or six years of Baird's 55-year career in the boat — counted no finish lower than a seventh to go with a consistent 1-3-3-2 that propelled them ahead of Mike and J.J. Burch's *Jade.* The

Calvin Paige Perpetual with a race to spare. They counted three bullets, a second and a third.

"The first race on each day was flukey, and the flood made good starts important," Reynolds said. "We had really good starts all weekend."

For Haenel, it turned out to be a nice present for his 50th birthday, which happened to fall on Saturday. That put him at the younger end of the crowd at the Trophy presentation in the St. Francis YC Chartroom.

Star legend and 1984 gold medallist Bill Buchan — who won three world championships in three different decades in the class — finished third, mentioning that he'd sailed his first Paige regatta in 1964.

"Well, at least that's the first one I can remember," the 73-year-old said. "There might have been more before that."

That started a round of 'gray-hair' jokes flying around the room, capped when runner-up Andy Macdonald approached the lectern for his

keeper trophy.

"I'd like to thank St. Francis YC for hosting a great masters' regatta," he joked.

JOE LOGAN PERPETUAL TRO-PHY (St.FYC, 10/18-19, 6r/1t)

 — 1) AXON, Doug Baird/ Jim Taylor, 16 points; 2) Jade, Mike Burch/J.J. Burch, 20; 3) Arnold, Mac Kilpatrick/Kent Massey, 21; 4) Space Invader, Tom Priest/ Kenny Dair, 22; 5) 504, John Ravizza/Steve Taft, 26. (15 boats)

CALVIN PAIGE PERPETUAL TROPHY (St. FYC, 10/18-19, 6r/1t)

— 1) Quantum, Mark Reynolds/Hal Haenel, 8 points; 2) Rachel, Andy Macdonald/Brian Fatih, 10; 3) Frolic, Bill Buchan/Erik Bensen, 13; 4) 8088, Stephen Gould/Greg Sieck, 16; 5) Loaner, Steve Brown/Tim Rey, 19. (9 boats)

Complete results at: www.stfyc.org

International Masters' Regatta

When you combine a field that in-



Four-time winner John Jennings didn't return to defend his title, so all bets were off on a favorite in the seven-race series sailed October 3-5 in J/105s.

In addition to St. Francis YC Staff Commodore Bruce Munro, Laser Grand Master Chris Boome and San Diego's perennial J/105 winner Dennis Case, the field had a newcomer who'd recently

Jim Taylor and Doug Baird won the Joe Logan Perpetual Trophy.

win also solidified their lead in race for the class' season-long George Rosman Travel Trophy.

In the Stars, San Diego's Mark Reynolds and Hal Haenel — winners of silver medals in Pusan in '88 and golds in Barcelona in '92, along with a world championship — teamed up to win the

ATITUDE/ROE

SHEET



19; 3) Dennis Case, 22; 4) Ron Holland, 30; 5) Chris Boome, 30; 6) Bob Fisher, 32. (6 boats) complete results at: *www.stfyc.org*

I-14 Nationals

With a win in the distance race and a little help from the second-place boat, Seattle's Kris Bundy and Jamie Hanseler won their fourth International 14 Nationals hosted by Richmond YC September 26-28.

The distance race — wisely moved to the end of the regatta after the race committee realized the course and timing of the planned Saturday afternoon start would have pitted 25 International 14s against the 289-foot *Maltese Falcon* and her sizeable spectator fleet — the team of Brad Ruetnik and Matt Noble were leading the regatta, this despite having only a day of practice together before it started.

Although amped to sail the race — which is an institution at the International 14 Nationals and even comes with its own perpetual trophy — the two decided that rather than risk a DSQ, collision or damage, they'd cash in their throwout and call it a regatta. The only problem was, they'd misunderstood Bundy and Hanseler's finishes, which put them in a tie, and which they lost on a countback.

"It doesn't feel right," Bundy joked while picking up the trophy he's probably already sent to the engraver three times. "But. . . I guess it does."

San Diego's Ruetnik and Richmond YC's Noble — the latter is the reigning world champion in the class — took plenty of ribbing about their error; it was suggested they take a math class, for example. But the duo were good humored about it and the regatta as a whole.

"There was plenty of carnage, good race management and good sailing,"

Above and above-right — Mark Reynolds and Hal Haenel grind their way upwind on the way to winning the Calvin Paige Trophy at St. Francis YC.

aged-in for the event — Rolex Big Boat Series IRC A winner John Kilroy Jr.

Back in September at Big Boat, Kilroy joked that getting invited to The Master's was, "like getting your first AARP solicitation." Apparently it didn't get him too down. You'd think that Kilroy, more accustomed to sailing livelier boats than J/105s, might take awhile to get accustomed to the boat. Nope.

He came out of the blocks strong and consistent, finishing second in each of the first four races before cruising to a 1-3-4 in the final three to finish three points clear of Munro.

If you read last month's account of the Rolex Big Boat Series, you know that Kilroy isn't one to take shortcuts when it comes to crew selection and boat preparation, an ethos reflected in the over-45s he had sailing with him this year — longtime crewmember Eric Arndt, Jim Barton, Alan Nakanishi and J/105 ace Chris Perkins.

Although it definitely had some quality, this year's field was small compared to last year's count of 12 entries.

INTERNATIONAL MASTERS' REGATTA (St.FYC, 10/3-5, 7r/0t)

1) John Kilroy, 16 points; 2) Bruce Munro,



Clockwise from top left — 'A Bumblebee Called Kate' at the place where planing meets stopping; casualty of combat; Kris Bundy and Jamie Hanseler taking the nationals trophy to the engraver yet again; the duo powers the boat upwind; Brad Ruetnik and Matt Noble sum up their regatta; 69-year-old Eric Arens 'sittin' her down' while 68-year-old Alan Laflin guides this missile in the right direction; Ron Boehm (steering) and Pete Mohler have 'Sweet Jane' locked in; the advent of the T-foil rudder has had an unanticipated benefit for Laflin — it doubles as a post-capsize swimstep!

Noble said. "Richmond YC always puts on a great event."

The 25-boat fleet got solid breeze into the mid-20s over the weekend's six $\$

races, which proved a worthy adversary for much of the fleet — every boat below seventh place had at least one letter score. On Friday, the RC ended up canceling the second race after the chase-boat resources were spread too thin by breakdowns and capsizes.



"The top half of the fleet was sailing around waiting for a race to start and the bottom half was capsized," Noble said. "It was the right call."

Although there's no trophy for it, the regatta had a few "masters" of its own. Alan Laflin, at age 68, and Eric Arens at age 69, were out there charging in the gnarly conditions after more than 45 years in the class. The duo finished 14th, beating out plenty of younger teams.

Arens explained the appeal of the highly technical development class — which he and Laflin have seen go from a dinghy with a conventional spinnaker and a J-length pole to a twin-trapeze carbon fiber rocketship with a nine-foot prod, horizontal rudder foil and assymetrical spinnaker capable of pitchpoling when sailing to weather.

"I started sailing the boats on the East Coast and Dr. Stuart Walker [the noted sailing author] was one of the guys who got me into it," Arens said. "I started

THE RACING

sailing I-14s because of the people, and they're the reason I've stayed with it."

INTERNATIONAL 14 NATIONALS (Richmond YC, 9/26-28 6r/1t)

1) **1163**, Kris Bundy/Jamie Hanseler, 10 points; 2) **1161**, Brad Ruetnik/Matt Noble, 10; 3) **1159**, Steve Goodson/Alan Diercks, 15; 4) **1168**, Paul Galvez/Guillermo Leon de la Barra, 21; 5) **1137**, Ted Rogers/Tim Burks, 28. (25 boats)

Complete results at: www.richmondyc.org

XOJET Leukemia Cup

Bay Area sailors raised more than just sails to support The Leukemia & Lymphoma Society at this year's XOJET Leukemia Cup Regatta October 4 and 5. Along with other donors, the sailors raised a staggering \$662,000 to help fight leukemia, lymphoma and multiple myeloma, and to honor paitients fighting the diseases.

For two years in a row, the San Francisco event — in only it's third year — has been the highest-grossing of the 39 Leukemia Cup Regattas held nationwide since the series inception in 1993.

The weekend started Saturday with a benefit luncheon aboard the *Maltese Falcon*, hosted by owner Tom Perkins, who brought her into San Francisco specifically for the event — the yacht's first time in the continental U.S. Later that day, a sell-out VIP reception and dinner for major sponsors and top fundraisers was held at the host San Francisco YC and featured guest speaker Rupert Murdoch, chairman and CEO of News Corporation, one of the world's largest media companies. Murdoch was the invited guest of Perkins — last year's VIP speaker — and his presence alone brought in \$275,000.

Event chair and J/105 sailor Ian Charles was the largest single fundraiser this year, raising an astounding \$220,536. But what's even more remarkable is that while in the midst of planning the event, Charles, an avid triathlete, was diagnosed with multiple myeloma.

"It was truly the most rewarding experience of my life and I am eternally grateful for the support of my friends and family that made it all possible," he said.

His blog chronicling the ups and downs of his heretofore successful treatment — at *www.ianmorgancharles. blogspot.com* — is an inspriring, engaging and compelling read and we highly recommend it.

Charles was joined at the helm of the event by co-chairs David Joyner and Bill Nolan — both fellow San Francisco YC members. Nolan's 10-year-old son Campbell is in remission after two years of experimental therapy for a rare type of leukemia, and held the title of Honorary Skipper along with Charles.

The younger Nolan also sailed in the second annual Youth Regatta, which turned out 50 Optimist sailors over the weekend. San Francisco YC junior sailor Dylan Meade raised \$353.50 from classmates, which contributed to the youth regatta's total raised of \$2,000. Complete results for that can be found at *www. sfbayopti.org/sail/2008baychamps.*

Back at the adult event, 15 novice sailors didn't let their lack of experience on the water keep them from chipping in as well. Modeled on the The Leukemia & Lymphoma Society's successful "Team in Training" program — which trains endurance athletes to participate in marathons, triathlons and ironman events — the "Sail for a Cure" program partnered Club Nautique and its Colgate 26s with the sailors, who raised \$74,000 and earned a US Sailing Basic Keelboat Certification in the process.

More info on the XOJET Leukemia Cup Regatta and Leukemia and Lymphoma Society can be found at *www. leukemiacup.org/sf* and *www.lls.org*.

Oh, yeah. . . there was also a sailboat race to go with the fundraising. The results for both follow here.

LEUKEMIA CUP (SFYC, 10/5 1r) FUNDRAISING:

MON

Â

1) Indefatigable, J/105, Ian Charles/Jeff Cusack, \$220,536; 2) Fast Friends, Santana 35, Bill







SHEET



Leukemia Cup Chairman lan Charles — diagnosed with multiple myeloma six months prior to the event — not only won the J/105 division, but was the top individual fundraiser: \$220,536!

Smith, \$57,000; 3) Full Throttle, Melges 24, David Joyner/Bill Nolan, \$54,025 4) SFYC Victory, R/C, Suzie Moore/Robin Reynolds \$50,485; 5) Ariadne, Beneteau 36.7, Matt Cromar, \$27,000; 6) Sail For a Cure ~ Vixen, Colgate 26, Molly Prahl/Maika Manring/Stephanie Coram \$23,905; 7) Team Tiburon, J/105,Matt Frymier/Steve Stroub, \$23,368; 8) **Jet Lag**, Catalina 34, Torin Knorr, \$13,150; 9) **Latitude 52**, Beneteau 10R, Onne Broek, \$11,423; 10) **Star Ranger**, Ranger 26, Simon James, \$10,580. (114 boats)

RACING:

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SPIN PHRF ≤ 72 — 1) **Taboo**, Melges 32 Stephen Pugh; 2) **Desdemona**, J/120, John Wimer; 3) **Cal Maritime**, 1D48, Paige Johnston. (13 boats)

J/105 — 1) Indefatigable, lan Charles; 2) Yikes, Sue Hoeschler; 3) **Rymenocerous**, Shawn Bennett. (15 boats)

MELGES 24 — 1) **Trezentos**, Andre Peixoto; 2) **Personal Puff**, Dan Hauserman; 3) **Posse**, Jan Crosbie-Taylor. (9 boats)

SPIN PHRF 75-90 — 1) Yucca, 8 Meter, Hank Easom; 2) Willow, Centurion 40s, Bob Braid; 3) Bufflehead, Beneteau 36.7, Stuart Scott. (5 boats)

NON-SPIN PHRF \leq 126 — 1) **Perseverance**, n/a, Daniel Chador; 2) **Q**, Schumacher 40, Glenn Isaacson; 3) **Veronese**, Beneteau 47.7, Chris Dawson. (13 boats)

SPIN PHRF 93-126 — 1) Good & Plenty, Soverel 33, C. Foreb/W. Baylis; 2) Shameless, Schumacher 30, George Ellison; 3) Henry Hannah, Cal 40, David Holscher. (12 boats)

SPIN PHRF 129+ — 1) **Topgallant**, T-10, Phillip Fleishman; 2) **Dragonfly**, Rhodes 19, Kevin Cole; 3) **Can O' Whoopass**, Cal 20 Modified, Richard von Ehrenkrook. (14 boats)

IOD — 1) Feather, Rich

Pearce; 2) Whitecap, Henry Hernandez; 3) Never Again II, Beau Vrolyk. (9 boats)

NON-SPIN PHRF 129-162 — 1) Eastern Breeze, J/30 Chris Kostanecki; 2) Summer Sailstice, Ranger 33, John Arndt; 3) Red Hawk, Hawkfarm, John Sullivan. (6 boats)

COLGATE 26 — 1) Second Verse, Club Nautique; 2) Scout, Club Nautique; 3) Vixen, Club Nautique. (6 boats)

KNARR — 1) Narcissus, John Jenkins; 2) Snapps III, Knud Wilbroe; 3) Knarr 115, George Rygg. (9 boats)

NON SPIN PHRF 165+ — 1) **Cordonazo**, Islander 28, Carter Ott; 2) **Yankee**, gaff schooner, John Collins; 3) **Crazy Passum**, O'day 25, Gerard Ellison. (5 boats)

Complete results at: www.sfyc.org

Jessica Cup

What's the average lifespan for a well-maintained wooden spar? We're not sure, but as the crew of the Ford family's 53-foot, Stone-built, gaff-rigged schooner *Yankee* found out, it doesn't take too long to conceive another in a pinch.

Twenty-two classics in five divisions showed for St. Francis YC's Jessica Cup October 18 and 19. With breeze that ranged from 8 to 16 knots and a healthy flood tide over the course of the three-race series, the woodies — which are required to be 30 feet on deck and of classic construction methods — had some smooth, albeit overcast, sailing.

The Farallon Clippers and Lapworth 36s had their own divisions, drawing four boats in each. Bill Belmont's *Credit* beat the rest of the Farallon Clippers with a 1-1-2, finishing three points clear of runner-up Gene Buck's *Ouessant*. And in the L 36s, David James' *Leda* posted a 1-2-1 to narrowly beat out Allen Edwards' *Papoose* by one point, with a win in the last race.

Another Master Mariners fixture, Paul Kaplan's *Santana*, did likewise in Marconi 1 — finishing with two bullets after a second in the opening race, to beat out Roger Emerick's *Kate II*. Robert Rogers' *Sunda* scored straight bullets in running away with Marconi 2, finishing a full nine points clear of Greg Smith's *Mako*.

But the real story of the weekend happened in the Gaff division. During Saturday afternoon's second race, *Yankee*'s mizzen gaff broke after the lashings that attach it to the sail chafed through. After 80 years, the tired spar had had enough. Without the lashings the compression on the gaff was too much for it to bear.

Dejected, the crew dropped out of the race and headed for the barn — happy though that the peak-halyard triangle brace kept the boat's brand-new mizzen from becoming collateral damage.

THE RACING

Later at the club, they found much to their surprise that event organizer Terry Klaus' *Brigadoon* had failed to round a mark in that race, leaving *Yankee* in second — only a point behind Ken Inouye's *Makani Kani*.

So the crew decided they might as well try to replace the gaff for Sunday's final race. After scavenging around and having no luck finding a proper spar that would work, Captain John Collins found that the hoop the spar needed to fit into was 3¹/₂ inches wide.

"We just went and bought a pair of 16-ft 2x6's and some plywood," Collins said. "We ripped the plywood and laminated the whole thing in my driveway overnight. Then I sent one of the guys to West Marine in the morning to get some spectra for lashings and we painted 'Home Depot Racing' on the side of it and added a bar code."

The spar made it through Sunday's third race — proving good enough for the *Yankee* crew to win the race and division. But most importantly, the win marked the first time the boat had won her namesake Yankee Cup — the perpetual trophy given to the winner of the Gaff division — since it was donated to the club some 75 years earlier.

Now we're not sure whether the spectra lashings were tarred, but the historical significance of *Yankee* winning her trophy was a welcome marker of success for the project undertaken by the family to continue extending her sailing days.

"Yankee has been a project of the family for the last 10 years, with the objective of turning her over to the next generation," said family member John McNeill, who couldn't be aboard for the event. "I see this particular event as the culmination of that task, as they have clearly taken hold, and she is thereby assured of another 20 years of exciting sailing."

JESSICA CUP (St. FYC, 9/9-13, 10r/2t)

FARALLON CLIPPER — 1) Credit, Bill Belmont, 4 points. 2) Ouessant, Gene Buck, 7; 3) VIP, Don Taylor, 8. (4 boats)

GAFF — 1) **Yankee**, Sophie O'Neal, 6 points; 2) **Makani Kani**, Ken Inouye, 7; 3) **Brigadoon**, Terry Klaus 8. (3 boats)

L36 — 1) **Leda**, David James, 4 points; 2) **Papoose**, Allen Edwards, 5; 3) **Olé**, John Hamilton, 11. (14 boats)

MARCONI 1 — **Santana**, Paul Kaplan, 4 points; 2) **Kate II**, Roger Emerick, 5; 3) **Robin**, Tom Pier, 12. (5 boats)

MARCONI 2 — 1) **Sunda**, Robert Rogers, 3 points; 2) **Mako**, Greg Smith, 12; 3) **Nomad**, Richard Ruddick, 12. (7 boats)

Complete results at: www.stfyc.org

Finn U.S. Nationals

Kiwi Dan Slater finished second at the 2008 Finn Gold Cup in January — the class' world championships — and went to Qingdao as an odds-on medal favorite. There he had, in his words, "a shocker Olympics."

Finishing 12th and missing the medal race was not the result anyone had expected. Most pundits tapped him as the most capable challenger to GBR's Ben Ainslie.

Instead it was American Zach Railey who challenged Ainslie's dominance at Qingdao, surprising many with his silver medal performance.



Inset – Kiwi Dan Slater rode into town and stole the U. S. Finn Nationals at St. Francis YC.

After the Olympic regatta was over, both took a break from the rigors of campaigning — one to regroup, the other to bask in a well-earned medal.

Fast forward to October 17-19 on the Cityfront for the Finn U.S. Nationals hosted by St. Francis YC and the two found themselves again on the same racecourse, back in the saddle after a couple months of decompression.

In the 8 to 15-knot breeze and ripping flood, Slater showed that the pundits' assessment and his world ranking were no fluke. He scored three bullets and

Want to give your event the best possible chance to 'break out' of box scores and be elevated to a mini-article in *The Racing Sheet*? Then be sure to email or post as much information as possible about it. At the very minimum, it should include the boat name, boat type and boat owner's full name for each boat in each division. If it's a series, it should include placings and points in each race and a cumulative score. You get extra credit — and our undying appreciation — if you include course lengths, wind direction and strength, a few notes about who did what to whom — and photos.

VALLEJO 1-2 (SSS, 10/4-5, 2r) OVERALL — 1) Biyach, B-25, Mike Kamins-

THE BOX SCORES

kas, 6 points; 2) **Uno**, Wyliecat 30, Steve Wonner, Brendan Meyer, 8; 3) **Tule Fog**, Express 27, Steve Carroll, 8.5; 4) **Arcadia**, Santana 27 Modernized, Gordie Nash, 10; 5) **Peregrine Falcon**, F 27, Bill Gardner, 10; 6) **Life is Good**, Wyliecat 30, Andy Hall, 14; 7) **Dragonsong**, Olson 30, Sam McFadden, 14.5; 8) **Roshambo**, Corsair 31r, Darren Doud, 17; 9) **Jam Session**, J/105, Adam Spiegel, 22; 10) **Nancy**, Wyliecat 30, Pat Broderick, 28. (59 boats)

CLASS 2 (no class 1) — 1) Jam Session, 3 points; 2) NaNa, Saga 43, Dwight Odom, 6; 3) Outsider, Azzura 310, Greg Nelsen, 6. (9 boats)

CLASS 3 — 1) Arcadia, 2 points; 2) Firefly, Dehler 34, Chris Case, 4; 3) Ragtime!, J/92, Bob Johnston, 8. (9 boats)

CLASS 4 —1) **Emerald**, Yankee 30, Peter Jones, 5 points; 2) **Chelonia**, Yankee 30, Ed Ruszel, 6; 3) **Sailfish**, Merit 25, Lee Parsons, 8. (10 boats)

CLASS 5 — 1) Sweet Ness, Olson 25, Rueben Rocci, 2 points; 2) Svenska, Peterson 34, Fred Minning, 5; 3) True North, Baltic 42 DP, Jeff Dunnavant, 8. (15 boats)

MULTIHULL — 1) **Peregrine Falcon**, 3 points; 2) **Roshambo**, 3; 3) **Triple Play**, F-31 Richard Keller, 7. (5 boats)

SPORTBOAT — 1) **Biyach**, 3 points; 2) **Tule Fog**, 3.5; 3) **Dragonsong**, 5.5. (13 boats)

WYLIECAT 30 - 1) UNO, 2 points, Life Is Good, 4; 3) Nancy, 6. (4 boats)

Complete results at: www.sfbaysss.org

SBYRA SUMMER SERIES (SBYRA, 8/29)

DIVISION A — 1) **Mist**, Beneteau First 38, Keith Barker/Robert Hu, 10.5 points; 2) **Paradigm**, J/32, Luther Izmiriam, 13.25; 3) **Lucky Duck**, Wylie 34, Paul McCarthy, 19. (9 boats)

SHEET



counted no score worse than a fourth to win the eight-race regatta for the U.S. Nationals.

"It's a cool place to sail," Slater said of the Bay. "Anything can happen."

Two-time Canadian Olympian Richard Clarke — who now sails full time with Philippe Kahn's Team Pegasus — hasn't sailed the boats much in the last four years but obviously hasn't lost his touch, also winning three races to finish just a point behind Slater.

Railey rounded out the top three, happy with the result given that he's about 25 pounds lighter than his normal 215-pound weight since going on the Qingdao diet.



"We were all pretty raw," he said. "But, we've done a lot of Finn sailing, and that's what counts in these boats."

"For China,

that's what we

were doing," he

said. "This is

the first time

I've sailed since

Slater con-

firmed that

it wasn't just

Qingdao."

Railey.

Railey, a member of the host club isn't going to just take it easy for a while. Since the Olympics, it's been a whirlwind of promotional appearances and that after the Nationals, it was time to go back home to Florida for a few weeks of rest before heading to the BVI and the Bitter End YC's Pro-Am regatta.

"After that, I'll start training full-time again," he said. "I'll be trying to develop some power in my legs and more upper body weight — that and fundraising!"

Although the sailors are expected to raise a good deal of their own funds, US Sailing is there to help too.

"They make it feasible," he said. "The last four or five years have been gamechanging there. Now, if we can go out and get five or six major sponsors, we can do what we need to be competitive. There were 14 first-time Olympians on the squad and US Sailing has a really bright future."

But despite his medal, Railey is left feeling a little unfulfilled.

"Our family goal is that my sister and I both go to the Olympics together," he said, referring to his elder sister Paige, who narrowly lost the Olympic Laser Radial slot to eventual gold medalist Anna Tunnicliffe. "That's the most important thing this quad."

As for Slater's plans?

"I'm not sure," he said. "Obviously the economic situation makes it hard to get sponsorship, so we'll just have to wait and see. There's no need to get right into it straight away, but at the same time, I don't want to go out on a bad note."

While it's tough to tell, we'd have to say we won't be surprised to see Dan Slater and Zach Railey in Weymouth in 2012.

FINN U.S. NATIONALS (StFYC, 10/17-19, 8r/1t)

1) Pegasus 01, Dan Slater, 14 points; 2) Pegasus 303, Richard Clarke, 15; 3) www.zachrailey. com, Zach Railey, 20; 4) Everything Zen, Darrell Peck, 31; 5) TEAM America, Andy Casey, 35. (32 boats)

Complete results at www.stfyc.org.

IOD WORLDS

Going into the eigh and final race of the IOD Worlds, Charlie Van Voorhis of Fisher's Island, New York, had a fivepoint lead over Marblehead's secondplace Bill Widnall.

Van Voorhis attacked at the start, pushing nine-time Worlds winner Widnall to the back of the fleet on the first leg and keeping him there for the duration to lock up the championship.

Hosted by the San Francisco YC October 1-3, the 11-boat fleet had breeze from 15 to 22 knots for the eight-race

DIVISION B — 1) **Osprey**, C&C 35, Rob/Hilary Hutchinson, 9 points; 2) **Vita e Bella**, Catalina 42 MK II, Jack Verducci, 12.5; 3) **Zingara**, Islander 36, Steve/Jocelyn Swanson, 12.9. (5 boats)

Complete results at:

www.sbyra.home.comcast.net/~sbyra

YRA CHAMPION OF CHAMPIONS/YANKEE CUP (ISLAND YC 10-18 3r/0t)

HDA/PC — 1) Mintaka 4, Gerry Brown, 6 points; 2) UNO, Wyliecat 30, Steve Wonner, 6; 3) Jeannette, Frers 40, Henry King, 9. (7 boats)

ODCA — 1) **Meliki**, Santana 22, Tom Montoya 5 points; 2) **Goose**, Catalina 30, Dr. Michael Kastrop, 8; 3) **Carlos**, Santana 22, Jan Grygier, 9. (5 boats)

WBRA — 1) **Sophia**, Knarr, Eric Kaiser, 5 points; 2) **La Paloma**, IOD, James Hennefer, 7; 3) **Knarrmageddon**, Knarr, Mike Peterson. (4 boats)

Complete results at: www.yra.org

<u>SVENDSEN'S THURSDAY NIGHT SERIES</u> (TISC, Vanguard 15 — 98r; Lasers —107r/highpoint scoring)

VANGUARD 15 — 1) Ken Turnbull/Rebecca Beard, 363 points; 2) Philip Laby/Becca Bartlett, 350; 3) Jim Barkow/Melanie Roberts, 348; 4) Tom Allison/Amy Lyons, 340; 5) Matthew Sessions/Avery Patton, 314. (42 boats)

LASER — 1) Drake Jensen, 246 points; 2) James Vernon, 220; 3) Mike Bishop, 207; 4) Steve Orosz, 197; 5) Ralph Pombo, 183 (37 boats)

Complete results: www.vanguard15.org; www.tilaser.org

<u>CABRINHA THURSDAY NIGHT SERIES</u> (St. FYC, 18r/3t)

1) Anthony Chavez, 8 points; 2) Chip Wasson 16; 3) Jeff Kafka, 16; 4) Geoff Headington, 21; 5) John Gomes, 27. (28 Kiteboards)

SUMMER SUNSET SERIES (SYC, 5r/1t)

SPINNAKER — 1) **Nothing Ventured**, Melges 24, Duane Yoslov, 7 points; 2) **J Hawk**, J/133, Dale Flaming, 7; 3) **Gammon**, T10, Jeff Hutter, 7. (7 boats)

J/105 — 1) **Streaker**, Ron Anderson, 8 points; 2) **Jose Cuervo**, Sam Hock, 19; 3) **Wife Not Happy**, Edward Holl, 11. (6 boats)

NON-SPINNAKER — 1) **Venture**, Jeanneau 49, Michael Chobotov, 7 points; 2) **Roeboat**, Catalina 30, Rod Decker, 11; 3) **Escapade**, Sabre 402, Don Lucas, 14; 4) **Cool Runnin**, Catalina 27, Thomas Finnegan, 20; 5) **LaMer**, Newport 30, Randy Grenier, 24. (19 boats)

MULTIHULL — 1) **Origami**, Corsair 24, Ross Stein, 6 points. (1 boats)

Complete results: www.syconline.org

FRIDAY NIGHT SAILBOARDS (St.FYC, 5r/1t)

— 1) Al Mirel, 6 points; 2) Eric Christianson,
7; 3) David Wells, 11; 4) Soheil Zahedi, 24; 5)
Lynn Preuit, 30. (12 boats)

Complete results: www.stfyc.org

THE RACING

regatta.

And while Van Voorhis won the championship with his effective endgame, his victim ended up dropping to fourth behind Bermuda's Penny Simmons - who finished strong, having won races six and seven - and Northeast Harbor. Maine's. David Rockefeller, who held on to a onepoint margin and finished just ahead of Simmons in the final standings.

IOD WORLDS (SFYC 10/1-3 8r/0t)

- 1) Charlie Van Voorhis, Fisher's Island, NY, 17 points; 2) David Rockefeller, Northeast Harbor, ME, 23; 3. Penny Simmons, Bermuda, 24; 4) Bill Widnall, Marblehead, MA, 24; 5) Richard Pearce, San Francisco, 35. (11 boats)

Complete results at: www.iodworlds.com

Race Notes

Long overdue - U.S. Sailing awarded Roy E. Disney the Nathanael G. Herreshoff Trophy for his outstanding contributions to the sport of sailing in the U.S. over many years. Although he wasn't able to attend the presentation because he was busy getting his movie Morning



Silver medalist Zach Railey at St. Francis YC.

Light into theaters, he sent a salutation by video.

"I was blown away and very sur-

prised," he said. "It's really a thrill."

Disney's involvement in the sport goes back decades and his impact has been felt across the board — from youth sailing to the Olympic level and beyond.

When US Sailing created the medalist donor program to support the athletes of the U.S. Sailing Team AlphaGraphics, Disney was the first donor to jump on board at the highest level.

He's also made significant contributions to the California International Sailing Association and high school sailing.

Junior Sailing News - Bay Area Youth Sailing has announced a new singleclass series for for the Bay's junior sailors. With events in the fall, winter and spring, now kids won't have to choose between sailing single or doublehanded - they can do both, because the events aren't concurrent.

Already in full swing, the next events are the November 22-23 Laser #2 at the



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SHEET

Treasure Island Sailing Center, the C420 #2 December 20-21 at the San Francisco YC, and the Opti #2 December 13-14 at the St. Francis YC.

Laser #3 will be at St. the Francis YC March 14-15, while the C420s will be the choice for February 7-8 at the Richmond YC, and April 11 at the St. Francis YC. The Optis' third and fourth events will be February 21-22 at Encinal YC and April 18-19 at San Francisco YC.

Going south for the winter — The Sint Maarten Heineken Regatta will offer a match racing event just prior to the actual 2009 St. Maarten Heineken Regatta for the first time in the event's history March 3. This prize-money event is sponsored by Budget Marine — which has been supporting the the original regatta since its inception. The top prize is \$5,000, which is nothing to sneer at for a first-time match racing regatta.

Like a virgin — With a weather outlook of breeze, breeze, and more breeze,

Virgin Money set off October 22, for an attempt at the westeast transatlantic record for monohulls, currently held by Robert Miller's *Mari-Cha IV* at 6d, 17h and 52min.

The Juan K-designed, 98-footer, formerly known as *Speedboat* and now under charter to billionaire Richard Branson ran into a depression accurately predicted to be packing northerlies to 50 knots off



The IOD Worlds, on the Bay October 1-3, were as close as it gets.

the coast of Newfoundland the following evening.

As we went to press, Branson had

called in an update to British media on their progress — and things sounded pretty grim.

"We've just experienced a night from hell when *Virgin Money* was struck by a massive wave from behind — washing

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THE RACING

one of our liferafts over board, damaging the spinnaker and devastatingly tearing a massive hole in our mainsail,' Branson said. "Luckily all of the crew were harnessed in and no one was swept overboard, which is all that matters at the end of the day. We don't know what the next few hours will bring. We are now frantically trying to repair the sails enough to continue.'

If Virgin Money isn't able to break the record, you can bet Branson will be back to try again next year.

Old Money — Remember Gitana XIII, the 110-ft maxi-catamaran that visited the Bay back in late February and early March? We sure do! We're not sure it's possible to forget what it feels like to hit 30 knots in a bear-away, or cruise up and down the Cityfront with a 110-ft hull flying well clear of board-flat water with nearly 50 knots of apparent wind in your face.

The boat has finally finished the records tour she began in January by breaking the Tea Route record from Hong Kong to London on September 25, with a time of 41d 21h 26m 34s - over a day



Tight action at the YRA Champion of Champions - the results are in the box scores.

less than it took her to get from New York to the Bay on the successful Gold Route record attempt that brought her here.

Skipper Lionel Lemonchois explained the crux of the boat's records trip upon reaching London:

"The seven records are clearly a great satisfaction, but I am particularly proud of the human success story that has come about as a result of this long record campaign," he said. "We relished the idea of bringing some maritime routes, which have a real historic value, back into the limelight. I hope that the times set throughout the year will inspire others to revive these routes which are positively brimming with history."

And they probably will, given the fact that just about every record, despite being very fast, is beatable. On the Gold Route passage for example, Lemonchois was forced to wait five days for a weather window before rounding Cape Horn.

Also, consider the reality that breaking records with a secondhand, giant multihull is actually cheaper these days than running a top-level IMOCA 60 campaign - where 20 other teams are competing for a slice of the press coverage.



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SHEET

Combine these two factors - along with potential sponsors' desire to reach burgeoning Asian markets - and you get exactly the circumstances needed for what Lemonchois envisions. We'd like to go on record as being strongly in favor of such a scenario, as long as it means that more giant multihulls visit the Bay . . . and take us sailing.

The records of Gitana XIII's 2008 records tour: Route de l'Or - NY to SF, via Cape Horn: 43d 3m 1s; North Pacific Crossing — SF to Yokohama: 11d 12m 55s; Tea Route — Hong Kong to London: 41d 21h 26m 34s; Yokohama to Dalian: 3d 20h 19m 11s; Dalian to Qingdao: 23h 50m and 20s; Qingdao to Taiwan: 3d 52m 15s; Taipei to Hong Kong: 1d 58m 27s.

AC understudy — Former America's Cup challenger series sponsor Louis Vuitton is sponsoring a new match racing regatta in the otherwise-idle IACC boats February 1-15 in Auckland. If the response from the otherwise latent America's Cup teams is any indication, The

Louis Vuitton Pacific Series should be pretty worthwhile to follow. After only one week of being open, the event was almost oversubscribed with seven confirmed entries.

The plan was originally to use just Emirates Team New Zealand's boats with a few concessions to equalize the boats for the teams as they rotate through each boat. But BMW Or-

acle stepped in shortly after the initial announcement and offered two of its boats for the event, bringing the total possible teams to 12.

Rock On! — Goin' out animal-style at the YRA Season Closer 1&2. So far the plan is for three matches per day on two-mile windward-leewards and if recent economic events don't change anyone's plans, it could turn out

to be the closest thing we'll have to an America's Cup in the near future.



WORLD

We depart from our usual format this month, to bring you a special report on our recent bareboat cruise through a South Pacific paradise called Les Îles Sous le Vent.

Sailing Through a Postcard: The Leeward Isles of Tahiti

Historians tell us that ancient seafarers colonized the Tahitian islands and neighboring archipelagos around 300 A.D. Remarkably, their rich cultures flourished, untouched by foreign influence, for 1,200 years before the first European explorers chanced upon them.

Today, of course, Tahiti and her sister isles — jointly called the Society Islands — have definitely been 'discovered' by the wider world, but not to the extent that you might imagine. By comparison, the Hawaiian Islands — the USA's own patch of tropical paradise - see 35 times as many travelers annually (roughly 7.5 million compared to Tahiti's 210,000). And the vast majority of the area's tourists are concentrated in lavish hotels on Bora Bora — a favorite for honeymooners - and on the island of Tahiti itself, leaving the rest of the archipelago sprinkled only lightly by tourism infrastructure. Unlike the 'one-crop' economies of many other popular vacation destinations, such as the Eastern Caribbean islands, tourism in French Polynesia accounts for only about a quarter of the GDP (gross domestic product) — there are only about 50 bareboats, for example, in the entire territory.

The region's long association with France began in the mid-1800s. First Although there are no charter bases on Moorea,

a side trip there would be time well spend. Pic-

tured here is famous Cook's Bay.

termed a protectorate, it later became a colony and is now a French territory, officially called Overseas Lands of French Polvnesia.

Tahiti's association with Mother France has brought the islanders all sorts of modern services, from European-caliber health care to high-speed wi-fi transmissions. But such links to modernity have done little to erode their reverence for the centuries-old Polynesian cultural traditions that have been passed down from generation to generation.

Throughout the Society Islands you'll see broad-shouldered young men paddling across the lagoons every afternoon in outrigger canoes - modern versions of those used by their distant forefathers. Surrounding virtually every house, you'll see an explosion of fragrant flowering plants as well as breadfruit and mango trees, and papaya and banana stocks that seem to grow effortlessly in the region's sunny, tropical climate. Out on the fringing reefs, you'll see men spearfishing as their fathers did, and casting nets close to shore for bait fish. Both male and female Tahitians proudly wear intricate tattoos on their sun-bronzed legs, arms and shoulders, inspired by the stylized graphic motifs of the ancients.

When it's time to relax, Polynesians are quick to pull out their guitars and ukuleles and break into song. You get the impression that everyone here has musical talent, because when someone



strikes up a familiar island melody, passersby often join in, just for pure joy of it. The inherently cheerful nature of the Polynesian people is reflected in their soft, lilting singing voices - you'd be hard-pressed to find sweeter music anywhere. In addition, both young men and young women take great pride in performing cultural dances on special occasions.

If you are lucky enough to fly out to the islands on the territory's own airline, Air Tahiti Nui, your introduction to Polynesian values will begin as soon as you step aboard the plane. Every passenger is greeted by a warm smile and offered a fresh, fragrant tiare flower to place behind the ear. It's a custom you learn to appreciate, as the tiare's sweet yet subtle scent wafts around you throughout the 8-hour flight from Los Angeles to the territory's capital city, Papeete.

Although the capital offers plenty of worthwhile things to do - from black pearl shopping to perusing the Gauguin museum - most visiting sailors are anxious to get to the prime sailing grounds of the Leeward Islands, as we were. However, we do consider it a must to check out Papeete's famous public market in the heart of downtown, where you'll find truckloads of tropical flowers, freshly-

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Anchoring off the palm-covered motu at Nao Nao — serene as a mountain lake. And the snorkeling around the corner is excellent.

caught fish, handicrafts and a 50-yard line-up of brilliantly colored pareos.

If you've got the time, we'd also recommend spending a day or two on nearby Moorea before your charter. There, the jaw-dropping beauty of Cook's Bay will have you promising yourselves, "We have *got* to return here on our own boat someday."

From either Moorea or Tahiti, a halfhour island-hopper flight will take you to Raiatea. The region's three bareboat char-



ter bases are located there near Uturoa, literally in the heart of the four-island cluster that makes up the Leewards, or as the French say, Les Îles Sous le Vent. At The Moorings' base we were greeted by manager Patricia Hubbard, who, like many of the French natives you'll meet here, fell in love with these islands years ago, and now regards them as her home. After completing a thorough checkout of our 44-ft sloop *Operu* with Patricia's

lovely Polynesian assistant, Violetta, we were on our way.

Having been lucky enough to visit these spectacularly beautiful islands before, we've always described the experience as "sailing in a postcard." Everywhere you go the panoramas are so 2 breathtaking and the colors so vibrant, you feel as though you've entered a fantasy world too picture-perfect to be real — as though a retouch artist has artificially enhanced it. It is literally tough to decide where to point your camera, as you're often surrounded by idyllic scenes in every direction.

Craggy mountain peaks rise steeply out of lush, emerald-green valleys formed eons ago by volcanic fury. In addition to such stunning landscapes, though, what makes sailing among these islands truly unique is that they are all surrounded by fringing reefs. When making interisland passages outside the reefs, the sailing is often brisk, driven by steady easterly trade winds. By contrast. the lagoons within the reefs promise flat water sailing and tranquil nights at anchor.

In a week, you *could* get a small taste of each of the principal Leeward Islands:

Raiatea, Tahaa, Huahine and Bora Bora. But you'd be covering a lot of ground in a short time, and leaving yourself little time to explore ashore and interact with the locals. With this in mind, we decided to leave Bora Bora for another trip, even though it is regarded as a must-see by many travelers. Sadly, we had only

Downtown Fare, on Huahine, is a laid-back place, but it's got most of the essentials that sailors need.



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booked a week. Instead, having gotten an insider's perspective from French friends in Papeete, we decided to spend our time getting to know Raiatea and Tahaa, which share the same vast lagoon, plus a side trip to Huahine, the least-developed isle of the group.

Lacking the space to give you a comprehensive blow-by-blow report on our cruise, we'll just share some of the highlights. From The Moorings base on the



Left to right: There's more than one way to cross a lagoon; an ancient artifact carved in volcanic stone at Marae Taputaputea; a pit stop in the Raiatea lagoon; this well-practiced paddler pushed so hard we thought he'd blow a gasket.

north end of Raiatea we had a lazy sail along the island's east coast into fjordlike Baie Faaroa. That night, we shared this mile-and-a-half long bay with only one other boat.

In the morning we jumped in the dinghy and followed a bikini-clad paddler on a stand-up surfboard toward the head of the bay, where a meandering river was said to be worth a look. Along its banks flowering plants and fruit trees were in abundance, as if nurtured by an army of gardeners in a botanical museum.

Continuing south along the east coast, our next stop was Baie Opoa, where a friend had suggested that we



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visit the sacred ceremonial grounds called Marae Taputaputea. In ancient times, elaborate rituals and celebrations took place here, and warriors received blessings before setting out through the adjacent break in the reef called Passe Teava Moa.

As we sailed farther south within the lagoon, the island's profile was everchanging as a succession of dramatic peaks revealed themselves. We were

thrilled when a pod of dolphins danced along our bow, but another surprise was even more fun. As we skirted the southern end of the island - with no other sailboats in sight a lone paddler sat idly in his canoe, as if waiting for something. Turned out he was waiting for us - he wanted to race. As we approached, he dug his paddle into the deep blue water and stroked as if his life depended on it, staying abreast of us, but unable to

pass. After a mile or so, he finally gave up, flashed us a toothy smile and waved goodbye. A nice memory.

If you promise not to screw it up, we'll tell you that the anchorage at tiny palmcovered Nao Nao island, along Raiatea's southern reef, is about as serene a place as we've ever dropped a hook — and snorkeling in the shallows there is suberb. While we never saw many large fish, the endless reefs of Tahiti serve as vast nurseries for juvenile fish of all types. We snorkeled every day and were never disappointed.

The next day, before breaking out of the sacred Teava Moa pass en route to Huahine, we had another race, this time with more than two dozen dolphins who apparently lived to play.

It's a 20-mile beat to Huahine's principal village, Fare, but we lucked out on the wind angle and laid it in one tack with 18 knots of breeze. As we entered the cut we observed a scene which typifies island life. The underwater contours of the pass create a perfect 4-foot surf break — only a quarter-mile paddle from the town dock.

Although consisting of a single row of businesses, Fare seems to have most of what both islanders and sailors need, including a large, well-stocked supermarket, an Internet cafe, several small bars and restaurants and free water at the quay.

We anchored that evening, alone, off a thickly forested islet called Motu Vaieria, at the entrance to a expansive bay. The sunset was one for the memory



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books, with intense hues of orange and red outlining the jagged silhouettes of both Tahaa and Bora Bora to the west. When a large charter yacht pulled in to anchor, we felt a little disappointed that the serenity of the scene had been compromised. But we soon got over it, as they had arranged for local performers to dance and sing on a lighted section of beach nearby. The finale was a superhuman fire dancer.

At the southwest end of Huahine's

lagoon is a favorite anchorage of cruising sailors called Baie d'Avea. Not only does it have a long crescent-shaped beach with a couple of bars and restaurants, but the bay is well protected and the enormous reef along its west side could keep snorkelers happy for days. We spent hours marveling at the abundance of species, painted in kaleidoscopic colors, that danced among the coral heads in only six feet of water. Enormous sea anemones were everywhere, and there seemed to be a little Nemo (clown fish) hiding within the tentacles of each one. The highlight, though, was spotting a huge purple octopus who billowed up on our approach as if to announce that the coralhead he was perched in belonged to him alone.

The downwind trip west to Tahaa was breezy and bouncy, but enjoyable nonetheless. And along our route to Passe Toahotu we traded jibes with the Philippe Briand-designed 147-foot ketch





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Our old friend Wayne surveys Bora Bora from the Tahaa lagoon; a boatload of pineapple plants heading to market; killer sunsets are a common occurrence; locals kids surf the reef break at Passe Avamoa, off Huahine's Fare village.

Mari-Cha III. It's not surprising that among the 700 international yachts that pass through these islands each year are some of the world's most spectacular vessels. Tom Perkins' 289-ft *Maltese Falcon* had been through the week before.

Entering Passe Toahotu with a big swell running is not generally recommended. But hey, we like that sort of stuff, and our Moorings 443 seemed to enjoy surfing through the narrow gap as much as we did. Once inside, we hooked up for a bit of snorkeling in the pass and discovered an enormous moray eel wedged inside a coral head.

After a bit more exploring, late that afternoon we motorsailed deep into Baie Haamene, which bisects the eastern portion of the island. As this was the season of the annual Heiva cultural celebrations throughout French Polynesia, the nearby village was abuzz with excitement and Tahitian melodies floated on the balmy twilight breeze.

When the wind piped up to 18 knots the next morning, we decided to see if we could sail around the entire island, with a little snorkeling along the way. Not being lake sailors, we had no idea that blasting along over flat water could be



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so much fun. We almost felt guilty. How could we be smoking along at hull speed, locked in as if on rails, without a drop of spray flying? We could get used to this.

Once around the top of the island we took a break to do some snorkeling at a much-lauded spot called the Coral Gardens. Although situated in a cut next to a swank hotel, it's amazing population of fish and soft corals really was remarkable.

I was studiously observing the darting movements on one colorful little fellow when a swimmer floated by. As our eyes met through the glass of our masks I nearly swallowed a mouthful of saltwater when I realized that I knew this guy, "Wayne?" I said, as we both stood up in the knee-deep water. Sure enough, it was my old friend Wayne, who'd recently singlehanded to the islands direct from San Francisco. Not far behind him were two more swimmers, and as unlikely as it sounds, I knew them

too. "Dennis?" It took him a moment to make the connection, but we all soon had a good laugh at the incredulity of situa-



Riding the pulpit at the end of a fantastic day. We snorkeled the reefs off Avea Beach for hours and never ran out of new curiosities.

tion. I'd played music with this English globetrotter and his wife Janet at a boat party in Mexico three years earlier.

It was both a pleasure and a tease to spend our final two days in the company of these and other cruisers whom we'd met on the other side of the ocean. A pleasure in that we got to vicariously share in the highs and lows of their 3,000-mile blue water passages to the Marquesas. But a tease in that they would all soon be heading to the Cook Islands, Tonga and points west, while we would soon be returning to the workaday world.

Still, we've always contended that a short stint in paradise-like destinations such as Tahiti is much better than none at all. That's part of the genius in the concept of chartering: If you're not ready to sell the ranch and set off over the horizon, you can still sample the best of the cruising life in the most exotic venues on earth — and do so without

spending a single hour doing maintenance or pre-cruise renovations.

Among the world's great sailing destinations, Tahiti's Leeward Islands definitely rank near the top. And while we hope to explore them on our own boat someday, the prospect of touring them again and again aboard bareboats is certainly an alluring alternative.

– latitude/andy





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CHANGES

With reports this month from **Arabella** on the importance of health insurance while cruising; from Frank of **Cadence** on relatively easy Northwest Passages; an interview with Liz Clark of **Swell**; from **Capricorn Cat** on the summer heat in the Sea of Cortez; from **Caprice** on sailing from Polynesia to Alaska; from **Moonduster** on the clearing comedy in Tonga; and a heap of **Cruise Notes**.

Arabella — Swift 40 Mike and Barb Fulmor Enjoying Australian Hospitality (Channel Islands)

In the five years we've been cruising, we've never had health insurance. We reckoned that since we'd always been healthy, why should we effectively bet against the happy state continuing? The same reasoning applied to buying boat insurance after we left 'marina land'. where insurance is often required. Why bet that we were going to put our boat on a reef somewhere? Besides, once you venture more than 50 miles offshore, the insurance rates go through the roof. If we had unlimited funds, we'd naturally want all the coverage we could get, but we have a limited budget. In addition, there's the constant need to spend money on things like new sails, bottom jobs and so forth. So the only insurance we've had is a DAN policy in case we ever needed to be evacuated from somewhere remote. At something like just \$20 a year, how could we not buy it?

However, while in Fiji applying for one-year visas for Australia, we learned that we'd need to have health insurance. Further, because we spent time in Mexico they wanted chest X-rays, as well as clean police records and proof of sufficient income. We looked online for ex-pat health insurance, and applied online to Health Care International, but only because it was the first company that came up. We wired them the \$3,000 annual premium — not too bad, considering that the two of us are in our mid-50s, we smoke and drink, and to be Open sores — even small ones — are dangerous in the tropics because conditions are so ripe for staph and 'super staph' infections.

ARABELLA

honest, are quite large. We then sat back and tried not to think how and when we were going to pay off the \$3,000 we'd put on our credit card.

Now for the punch line: The policy had only been in effect for about 12 days when I contracted a virulent infection in Vanuatu. It came on suddenly as a 103 degree fever, followed shortly by pain in my left leg. It turned out to be acute cellulitis in my left foot. But as the accompanying photo shows, there was nothing 'cute' about it!

After a week of ineffective treatment at Tanna, a small and remote island in the southern end of the Vanuatu group, I flew to Port Vila. Doctors there immediately shuffled me on to Sydney, where I've been in hospital for almost a month now. The good news is that the insurance is covering everything - after the \$2,000 deductible — including the first-class airfare, ambulance rides and an escort on the flight! When I arrived here at Westmead Hospital, they put me on three kinds of Class IV antibiotics and morphine, and insisted that I get complete bed rest. I later learned that had it taken me even a few more days to get to the hospital, I would have lost my leg — and maybe my life. Then, a few days ago, they discovered I was infected with the penicillin-resistant "super staph". That explains why the infection immediately went under the skin and has been so hard to control. Fortunately, it's healed well enough for me to get a skin graft last week.

As for Barb, she temporarily had to stay behind to organize getting the boat from Port Resolution, Tanna, to Port Vila on the island of Efate, where *Arabella* is now safe on a mooring. I'd like to thank

the volunteers who helped Barb with the overnight passage, along with all the members of the fleet who helped us through this ordeal in so many ways. Later this month a delivery skipper will be bringing *Arabella* to Bundaberg, where we're hoping for a swift sale of our Swift 40. I won't be 100% for several months, and we'd been planning to take a couple of years off from cruising anyway. When we start again, we figured we might as well do it with a new-to-us boat.

I guess I'm writing to report



that ex-pat health insurance might not be a bad idea for bluewater cruisers, even when not required to get a visa. And based on our experience, Health Care International has been really great paying off on claims, even in the case of a brand new policy. In addition, I want to caution everyone in the tropics not to get casual, like I did, when it comes to small, open sores. And if you do have such a sore, don't swim in questionable water, such as a lagoon where I did, which was surrounded by three villages with suspect sanitation facilities. But I guess that should have been obvious.

— mike 10/05/08

Northwest Passages Easier With Climate Change

Nome, Alaska. Like Timbuktu, it's almost mythically remote. But Nome is not just a name on a chart, and it's not just

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pure function over form. And like most of Alaska, there is no vegetation heavy enough to hide the rusting cars, dismantled snowmobiles and abandoned machinery. When it warms above freezing, Nome even smells like a frontier town.

But there is wealth in Nome in the form of the people who live here or pass through. A good many are dispossessed, but most are self-determined, self-reliant and sober. To that mix. add charitable. thoughtful, unpretentious and, of course, quirky. For instance, there's the guy who drives around with his pet reindeer in the bed of his pickup. The local dog lady runs in the Iditarod. Even the guy flying an American flag dyed deep yellow and the guy with the mock-up .50 caliber atop his pilothouse fit in here.

But frontier towns, like the climate, are subject to change. This was brought home recently during a happy hour discussion in a Front Street bar about Nome's need to incorporate a proper yacht club. For this year alone, at least seven cruising boats and two cruise ships have

ents now, Nome was the bus city in Alaska at the arm of gold mining humanurn, preyed upon by claim called here, most of them having taken advantage of the most ice-free conditions that have ever been recorded over the top of Canada. By the way, NOAA research-

> Peter and Maeva soon learned that polar bears hiss if they're surprised. And seeing humans is normally a surprise to them.



the place to make prank long distance phone calls from your frat brother's phone. It's a real place with real people. Although I normally cruise on my Apache 40 catamaran *Cadence* in the tropics, in September I visited Nome, which is at 64° north, aboard the research vessel that I work on.

The way the story goes, a British hydrographer scrawled "? Name" on an 1850s field sheet to remind the surveyors to ascertain the name of a nearby point. This note made its way through the Admiralty to the printer as "C. Nome" or Cape Nome. It seems fitting somehow.

The Alaskan gold rush hit in 1899, and by 1900, Nome was a tent city of 20,000 working 30 miles of 'golden' beach deposits. Although it only has 3,500 residents now, Nome was the most populous city in Alaska at the time. The swarm of gold mining humanity was, in turn, preyed upon by claim jumpers, profiteers and the 'miners of miners'. Among the latter was the notorious brothel- and saloon-keeper Wyatt

Earp. Despite the fact that much of the commercial district burned down in 1934, and the remaining high grade sand is now worked by dredgers, this symbiotic relationship still describes much of the local industry.

Nome's newspaper has a certain half ghost town/half boomtown vibrancy to it. The Tyvek sheathing and wobbly shacks on frost-heaved pier blocks bespeak



TYHINA

CHANGES

ers recently announced that an open water corridor had formed around the entire Arctic for the first time in 125,000 years!

Two of those who completed the fabled Northwest Passage this year



are Peter and Maeva Elliott. He's an Aussie and she's from New Caledonia. They made the passage aboard their stout Frenchbuilt, Australian-flagged Helianthe 34 Tyhina. Details and photos of the couple's Arctic passage from Labrador

Maeva Elliott

TYHINA

to Nome are posted on their website at www.tyhina.com.

I bumped into the two while their boat was docked amidst a ragtag assortment of home-built gold dredgers at the city pier. They reminisced with me about the beauty and the danger of negotiating the ice-clogged Northwest Passage. Maeva described the northern lights as waving like a cascade of electric-colored sand above a solid, white sea. Peter spoke more of the dangers. Having spent five years planning their Northwest Passage, Peter knew the several critical choke points they needed to clear to avoid being trapped in the ice fields. "The fields move quickly, silently and without warning," he said. Point Barrow was the last major choke point they needed to pass, and they did it with the ice field just a couple of miles on their beam. In a worst case scenario, the couple's aluminum hulled

The Arctic landscape, far from being warm and fuzzy, is reminiscent of the cover art on science fictions novels.

centerboarder was designed to ride completely above the shifting ice rather than be crushed by it.

Enroute, the couple had many encounters with untouched nature: polar bears, walruses, whales and narwhals. In many instances, it was a first encounter of one member of the species by a member of the other species, and vice versa. Both were full of curiosity and awe. The couple soon learned that when surprised, polar bears will hiss!

For anyone else who might be considering such an extreme passage, Peter says thorough planning is critical. For example, fluxgate compasses are useless at such high latitudes, so a boat's autopilot has to work off an input from the GPS. He also noted that an interesting feature of Northwest Passages is that the wind is as likely to blow from the east as it is the west. As a result, three of this year's Northwest Passages were done west to east.

– frank ohlinger 10/05/08

Swell — Cal 40 Liz Clark **Mini Interview** (Santa Barbara)

Over the last two years, readers have taken a considerable interest in the reports of Liz Clark, the now 28-year-old, who left California almost two years ago on a voyage that's taken her to Mexico, Central America, the Marquesas, the Tuamotus and the Line Islands. She's now got her boat on the hard at Raiatea in the Society Islands. She did her longest sail to date, the 3,000 miles from the Galapagos to the Marquesas, in 22 days with her mother as crew. The next two longest, the 1,205-mile, eight-day trip from the Tuamotus to Kiribati, and the 1,400-mile, 15-day trip from Tabuaeran to Bora Bora, she did by herself. Clark had planned to continue on to New

Zealand this year, but a cracked skeg means she'll stav in French Polynesia for tropical cyclone season before moving on to Samoa, Tonga, Fiji and New Zealand. All plans are subject to change, of course. Deciding that it was high time, we came up with Ten Questions for Liz.

38: On a scale



of 1 to 10, how good a sailor and seaperson were you when you left Santa Barbara, and on a scale of 1 to 10, how good do you think you are now?

Liz: I don't know who I'm comparing myself with here, but as a seaperson, I would say I've gone from a 5 to 7. As a sailor, I'd say I've gone from a 4 to a 6 - there's still so much for me to learn!

38: Is learning by doing the only real way to become a competent cruiser?

Liz: It's certainly the only way to become a confident cruiser.

38: In the last year or so, you've pretty much become a singlehander. What's been the hardest part about it, both mentally and physically, and are you now completely comfortable with it?

Liz: I am comfortable with it now, and even love singlehanding. Physically, the hardest parts are exhaustion due to a lack of good sleep, and my continuing battles with seasickness. Mentally, I find

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Is there a more exquisite feeling than crashing your drained body in the dinghy after a great surf session and before heading back to your boat for a fine dinner and a good night's sleep?

being alone at sea to be wonderful. So I'm fine with solitude, but there are very difficult and/or unpredictable situations that make it hard on a singlehander.

38: If \$10,000 fell out of the sky for you to spend on your boat or gear, what would you buy?

Liz: I'd get a heavy air staysail to put on a roller furler on the inner forestay. I think I'd be almost unstoppable with that! I'd also make a shade arch/bimini for the aft deck, buy a new main, a wind generator, upgraded chartplotter, a scuba setup, an inflatable kayak, and also a better zoom lens for my camera.

38: Do you secretly lust after any other boats or is your Cal 40 all you really need?

Liz: *Swell* is awesome. I love how she sails and I certainly don't need anything bigger. However, her interior layout

makes it hard to be comfortable with other people aboard, so it might be nice to have a different layout.

38: How many times have you been really scared on your boat, and with so

much more experience now, would you be scared in those same conditions again?

Liz: I've been scared many times for many different reasons, but yes, looking back at the first year, I don't think I'd be scared in those same situations now. The exception would be lightning, which still petrifies me. Becoming very comfortable with sea life did take me some time, but knowing my boat and gear so well now minimizes the uncertainties and fear.

38: Have you had one great passage that's been better than all others?

Liz: My first real solo passage, six days and 550 miles from the Marquesas to the Tuamotus, is one that I'll always remember. I had fairly light trades for the first few days, but with no reason to hurry, I was content to average just 3.5 knots. It was my first taste of the true freedom and the beauty of singlehanding, and it ended with my first arrival at a coral atoll and the turquoise lagoons and reef waves that I'd always dreamed about.

38: Other than family and friends, what do you miss most about home?

Liz: Washing machines, hot showers and good Mexican food — but that's pretty much it.

38: Women are always interested in how a fair-skinned woman such as yourself, who spends so much time in the water surfing or on the water sailing, protects your skin?

Liz: The solution is what Shannon Switzer, who was my first crew, originally deemed the 'man shirt'. I just wear a regular, long sleeve, oversized collared man's workshirt. It should be lightweight so it's not too hot, but with a collar to protect your neck. Patagonia makes some great 'man shirts' out of extra UV blocking material. I'm also religious about wearing a hat and sunnies all the time. I always seek shade and try to take cover when the sun is high. When surfing, I use extremely good sunscreen such as Vertra or Sol, and try to surf mornings or evenings — unless it's cloudy or the waves are just too good to pass up.

38: You're a young and very attractive The only downside to Liz's Cal 40 is that the layout leaves a little to be desired when she has guests staying with her.



LIZ CLAR

CHANGES

woman. Have you had much trouble with unwanted men hitting on you, and have you ever been concerned about your personal safety?

Liz: Who, me? Naw, it's not really a problem. I usually disguise myself in a 'man shirt' and long shorts, and try not to look pretty. I also act respectfully, and don't put out an 'available' kind of vibe. If anybody starts acting a bit too eager, I

When not singlehanding or surfing, Liz scales waterfalls.



just avoid them. J'm careful, so I don't go out alone at night or put myself in blatantly dangerous situations. As a result, I can truly say that there have been maybe two times on the whole trip where I felt scared because

of a person. **38:** If you had to say one thing that has changed the most about your approach to/ idea of this trip now after almost two years, what would it be?

Liz: I've slowed down my pace tremendously. I now realize that, especially as a singlehander, if you want to actually have time to get to know and enjoy a place, you need to spend more than a few weeks there. If not, you end up just fixing your boat and then sailing away again. I've grown accustomed to the freedom of travelling alone. I don't like being on a schedule, therefore I have fewer visitors, and only those who can be ultra flexible. I now let the adventure unfold more organically, and try not to force things too much, or let other people's expectations make decisions for me. — latitude 38

Capricorn Cat — Custom 45 Cat Wayne Hendryx and Carol Baggerly Hot Sea In The Summer (Brisbane)

It's very hot in the Sea of Cortez in the summer! Having flown back to the States on May 1 for the very exciting birth of our first grandchild, we returned to *Cap Cat* in Marina de La Paz on July 10. As expected, we returned to the usual boat chores — and a stack of new ones. One of them was to get a sunshade made for the back of our dodger. Without it, we would have fried our bodies in the subsequent months. Don't ever doubt the equation: Sun + Sea of Cortez = Brutal!

We didn't get out of La Paz until August 27, but what a relief it was to finally be out in clear water and having a southerly wind so we could actually sail! Once again, we took our time going up the Sea. Between La Paz and Puerto Escondido, a distance of 140 miles, we stopped at five anchorages. There wasn't another boat in any of them. How great is that? You like warm water? It was 88 degrees and clear! Wayne and I snorkeled every day for three to five hours, and he did a great job of spearing something good for dinner each night!

Having been alone all that time, one morning we left Agua Verde, and after turning the corner found ourselves right in the middle of a multihull caravan! And as it turned out, we knew all of them. The group included Henry and CJ on the FP 42 Rapscullion; Scott and Cindy aboard the Switch 51 Beach Access: Monte on the Gemini 30 Heavenly Star; and Terry Kennedy aboard the Horstmann 45 tri Manta. Naturally, we joined the group, which was headed south for snorkeling and diving. We ended up playing in and around the islands by Escondido for the next 20 days. We saw everything - pods of pilot whales, turtles, huge groups of dolphin, flipping rays, lobster, millions of fish, and beautiful anchorages. And somehow we managed to miss the brunt of tropical depressions Julio and Lowell. Nonetheless, there had been enough rain that Baja was — and still is — so green that we felt as though we were at some tropical island in the South Pacific. Every flower on every plant was exploding with colors, and the billions of yellow butterflies turned the desert into an oasis.

After 20 days of fun and games, we



finally said adios to our new and old buddies, and headed north for the third time. Once again, we were the only boat in the six anchorages we stopped at on our way up to Santa Rosalia. San Sebastian turned out to be the biggest surprise, as not only did we have internet, but a 15-foot whale shark swam around Cap *Cat* for an hour! We would have jumped in for an up close and personal visit, but the Captain had an ear infection, and we were slowly being swept into a lee shore despite our stern anchor. So before it turned ugly — and we all know that always happens at 2 a.m. - we decided to find a safer and calmer spot for the night.

Shell Beach at Punta Mezquitito was a delight, as there were millions of shells, a few pelicans, and the two of us the only humans for as far as you could see. We guess everyone else was just trying to escape the heat. We wanted to escape it, too, so we stayed in the water beneath *Cap Cat's* bridgedeck for two hours trying to cool off. It was that hot! But we did get cooled down — until we climbed out

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Spread; 'Capricorn Cat' rides again! Inset left: The Sea provided dinner almost every night. Inset right; A whale shark paid an hour visit.

from under the bridgedeck and took a shower. Ten minutes later and we needed another shower!

Our next stop was Santa Rosalia. We thought we knew what hot was, but then we anchored in the muck of the Santa Rosalia Harbor. It was all we could do to make it ashore and find the first air-conditioned bar without fainting or drowning in our sweat. We stayed ashore until dark, hoping that it would cool off, but we had no such luck. So we walked to the Thrifty ice cream store, cooled off, and made our way back to the boat. We took off that night for San Carlos. Fortunately, it was the first night we didn't see distant thunderstorms in our path. What we did see were a hundreds of dolphins - lightning streaks of another kind of pure energy - playing underneath our bows. How do they keep from crashing into each other?

San Carlos, on the mainland side of Baja, turned out to be beautiful. There

were lots of boats, but very few people around. Tomorrow we're headed to Guaymas to see about a haul out. We have five other multihull friends that need to haul, too, and they're waiting for our report. If the yards here can't offer what we need, we'll be off to Mazatlan.

We plan to stay in the Sea until mid-November, then head south for the Puerto Vallarta area to participate in the Banderas Bay Blast in early December.

- carol 09/25/08

Caprice — Seawind 1160 Dan and Carol Seifers Polynesia To Alaska (Northern California)

Majestic snow-capped mountains, glaciers, cascading waterfalls, extreme tides, massive currents, whales galore, bald eagles, salmon, halibut, crab, shore birds, trees, trees and more trees. Yes, we've arrived in Alaska, which is my idea of paradise! What a perfect crossing we had from Kauai to Sitka, 18 days almost to the minute. It was a relatively uneventful passage, as we caught mahi and tuna, had great sailing in winds to 28 knots, and only had to motor the last three days.

Our only problem - and it could have been a big one - was losing communications with the outside world. Our SSB radio had been giving us problems since day one, probably because of a poor ground. Anyway, about halfway to Alaska we lost contact with everyone, including the Great Northern Boaters' Network. To further complicate matters, we lost our SailMail privileges due to "excessive use" because we didn't know how to delete individual messages such as weather charts — before they were downloaded. Anyway, our EPIRB was our last lifeline with shore. We got a call from the Coast Guard after arriving in Sitka, asking about our location. It turns out the Great Northern folks had been wondering why we hadn't checked in, proving how much those dedicated ham network volunteers really care.

There's been a lot of water beneath our cat's hull since we last wrote. After a lovely stay in Bora Bora, which included several visits to Bloody Mary's and the pearl farms, we departed for Rangiroa in the Tuamotus, a frequent point of departure for Hawaii. Since it was our 45th anniversary while at Rangiroa, Tom and Ted, our crew, wanted to take us to dinner at the lovely Kia Ora Resort. Even though the dining room was only half full, they were denied reservations three nights in a row. We can only surmise that the snooty maître d' doesn't like hairyfaced sailors. So we opted for the Kia Kia, a very small but excellent outdoor restaurant. Our evening couldn't have been better.

After doing a little provisioning, Dan, Carol, and their crews have seen many beautiful places and sights between Sydney and Sitka. This sunset is one of them.



CHANGES

which was very challenging, we refueled and got a last tour of a pearl farm. The Rangiroa pearl farm was by far the most interesting, and we got a real education in the three to six-year process, which involves many steps. While we were still on the hook, the 289-ft *Maltese Falcon* glided in and anchored close by. What an amazing sight! She'd also been at Bora Bora the same time we had. New sailing acquaintances happened to have a copy of owner Tom Perkins' *Valley Boy* with them, and lucked out by getting the captain's autograph and a tour of the magnificent yacht!

Our sail from the Tuamotus to Hawaii was one for the books, as we made the 2,240-mile crossing in 18 days, all on starboard tack. We got a great welcome at the Ko Olina Marina in Oahu by some of the liveaboards. During the week at Ko Olina, Tom and Ted helped with maintenance items, then jumped ship to spend much needed time with their wives. Having Tom and Ted with us for three months was a pleasure!

During my week in Hawaii, I got my Costco fix. I'm a Costco junkie, so you can imagine how frustrating some of the provisioning has been for me since leaving Sydney. But when I walked through Costco's pearly gates in Hawaii, I thought I'd gone to heaven! I managed to leave an entire 'boat buck' — \$1,000 — behind. It was wonderful having fresh fruit and vegetables, especially California artichokes, stocking the freezer with steak, ribs, and shrimp, and loading up with desserts, cheeses, wines and a few spirits.

From Oahu, we sailed to Hanalei Bay, Kauai. Hanalei lives up to its reputation of being one of the most beautiful places

For the junkie, the most beautiful sight in Hawaii might be the meat department at Costco. They don't have cuts like this in Rangiroa.

STUART SAFEWAY



in the world. Shortly after leaving Kauai we got a surprise, as a huge military plane buzzed us, then contacted us on channel 16 to ask about our intentions. After giving them our course, they advised us that we were close to a military exercise, and told us to maintain our course so we wouldn't find ourselves in the middle of international war games.

Our new crewmember for the Alaska leg was Dan's brother, Doug. He started his sailing career in the early '80s in our backyard at Brickyard Cove, where he flipped an El Toro and lost his glasses and soaked his wallet. Doug didn't set foot on another sailboat until '90, when he helped deliver a 40-ft monohull from Spain to St. Thomas. The outcome of that sail was much better than his first, so he bought his own 40-footer in Spain in '92. He and his wife Sheila spent the next two years living aboard while sailing the Balearic Islands. Two years later, we crewed for them in the ARC to the Caribbean. For the 10 years after that, Doug and Sheila spent six months sailing in the Caribbean and six months at their home in England. He turned out to be, as we expected, a very competent and fun crewmember for the trip to Alaska.

From Sydney, Australia, to Sitka, Alaska, we've covered over 10,000 miles, visited nine islands in three countries, and sailed from close to the bottom of the world to close to the top. In the process, we've seen fabulous places, met many interesting people, and had great food and wine aboard and ashore. We also experienced some of our best days of sailing ever, especially downwind with spinnaker only.

By the time you read this, we'll probably have *Caprice* on San Francisco Bay. Our start south from Alaska was delayed at the Prince Rupert YC, as we wanted to get a Navonics chart 'chip' for our Raymarine chartplotter flown in. We've become so spoiled by the detail of the chartplotter and GPS overlay that we feel uncomfortable using paper charts!

- carol 10/15/08

Moonduster — S&S 47 Wayne Meretsky A Three Part Clearing Comedy (Alameda)

When a cruising boat comes to Tonga, the pier to which one must tie one's boat in order to "invite" the various officials aboard is a dilapidated, rusting thing that looms 10 feet above the water. Clearly designed for interisland trading ships,



it's no place for a yacht. Knowing this, a few of my friends had offered to lend a hand in getting my boat tied up. So I motored over to the pier with dock lines and fenders arranged, choosing my location so that the early morning breeze would hold my boat off the dock. Together with the help of a couple of cruisers, we got everything secured and the motor shut down around 8 a.m. I was assured that Customs, Immigration, Quarantine and Health would be along soon — 8:30 a.m., 'island time'.

Meanwhile, another boat pulled up alongside to await officialdom, and asked to raft up. It took a bit to convince the skipper that we should tie up bow-tostern so that the boats would lie well. After a bit of confusion, everything was secured pretty quickly. Round about 9 a.m., the Immigration official, with his pressed white blouse, red sash, government issued photo ID badge, skirt and army boots, presented himself. He was way up there on the pier, and I was way down below on my boat. I'm not entirely

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Having been built of wood, the S&S 47 'Moonduster' is an unusual cruising boat these days, but she's still going strong.

certain what he was or wasn't wearing under his skirt, and I'm not the sort to peek — at least not up legs like his.

And so, rather unceremoniously, Mr. Immigration made his way down the rusting scaffolding that makes up the pier, and we got to work. A form here, a cookie there, no beer, yes juice, no guns, yes wine, no spirits, no drugs — it's a creative sport, this clearing-in business. In time, a less dapper gentleman from Customs and Quarantine joined the party. We had a good laugh, a serious talk about the recent King's Coronation, the situation in the Middle East, the price of diesel — about \$9.45 U.S. per gallon — and so on.

When I told them that I'd arrived on Saturday morning and subjected myself to 48 hours of isolation, they cast their eyes down and shook their heads. "No," I was told with a gentle sigh. Apparently I'd just then arrived, something that could be easily 'proved' by checking my many forms and passport stamps. So much for my 48-hour passage from American Samoa; apparently it had taken 96 hours. As for my being under house arrest until I was checked in, I was clearly hallucinating.

All told, the process only took about 30 minutes. By about 9:30 I was done and ready to go — were it not for the fact that I was held captive by the boat rafted

up on the outside of me. The officials thanked me for allowing the second boat to raft, because, I suspect, they don't want to climb the pier's ladder any more than they have to.

While the officials were around, there were a number of visitors. First, a woman from the local bakery came by with a welcome gift — piping hot cinnamon rolls and bran muffins — for three

boats. It was clear to me where two of the gifts should go, but the third recipient wasn't so obvious, as she pointed toward five other boats circling while waiting for their go at the pier. Next came a flock of scruffy but mostly clean kids. None asked for the ubiquitous 'lolly', but several asked where I was from. When I told them San Francisco, they all knew about it, partly because there is a fair sized Tongan community in San Francisco, but also because much of the Tonga royal family had been killed in a car accident just south of The City on US 101.

Finally, some other cruisers — Americans, I believe — stopped by the pier on foot, demanding to know if the Customs officials were on the radio. I replied that they were on the boat tied alongside mine, but that information wasn't enough for them. "Are they on the radio?" they asked again. "No, they're on the boat!" I replied. This exchange continued unabated for a good bit until they stormed off in a huff.

Getting the officials off the boats and back onto the pier took a bit of time. I stopped short of boosting them from behind, as I wasn't sure my back was up to the challenge. I cast off the rafted boat, and it seemed that all was going remarkably smoothly. The second boat had not made any contact with mine, and the breeze had held my boat off the pier the entire time.

I was talking the officials through the process of casting my lines off, when the Customs man placed his binder full of forms and documents down on the raised curb of the pier. I saw it coming before it happened, but to no avail. A puff of breeze drove a bit of dust towards me, and it reached the curb, the binder teetered and then toppled, just missing my

Once you get through with the clearing circus in Tonga, there are great underwater caves to explore — if you're a good swimmer.



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boat and falling square into the water! The only form that landed on my boat was the one I'd signed. I handed it back to him and shrugged my shoulders. I think he started to cry. I scooped his binder from the tide with my boat hook, but there were papers everywhere. The binder was soaked and ready for the garbage. He turned and slowly walked away.

I got cast off well enough — no lines in the prop, and no bump and grind against the rusty steel as I made my way back to the anchorage. I motioned to the one boat that was closest to the pier and grabbed the third bakery gift. I made a throwing motion, but the crew didn't seem to catch on. I altered course a bit to come closer, but they turned away. When I got within hailing distance, I told them that it was breakfast, but it was too late. Our boats were abreast one another, but too far apart. The young woman on board the other boat held her hands up, and I made a really fine toss. Alas, the wind caught the bag just as she stretched for it, causing her tank top to ride up. She 'flashed' the entire port of Neiafu, but no avail, as the bag of warm cinnamon buns and muffins grazed her fingertips on their way over her boat and unceremoniously landed in the water. I suppose it's the thought that counts.

— wayne 10/08/08

Cruise Notes:

Want some good financial news for a change? Cruising in **Mexico just got even less expensive.** If you're one of the lucky ones about to head south, be advised that the dollar is buying about 30% more than it did just a few months ago. The *peso* got as high as 10 to the dollar in August, but by October 16th had slipped dramatically to 13 *pesos* to the dollar. If you want more good news,

If you tended to be self-sufficient and parsimony was your game, these Franklins could last you most of a cruising season in Mexico.



think about how inexpensive diesel is in Mexico. The Opequimar Fuel Dock in Puerto Vallarta quoted 29.48 *pesos* as the national price per gallon. We're not mathematicians, but we think that comes out to about \$2.30 a gallon.

We were about to write that the price of diesel in Mexico is half that of the United States, but fortunately that's no longer true. On the way to the Ha-Ha start, we topped off with fuel at Hill's Boat Services in Newport Beach, where we paid \$3.14 a gallon. Owner Gary Hill told us he'd had to charge as much as \$5.25/gallon back on July 4, but that the price has been tumbling ever since. Mind you, it's smart to shop around for diesel, as just a week before a San Diego fuel dock was quoting \$4.22 gallon.

We hate it when we screw up. Sam Fleetwood of the Monterey-based Gulfstar 50 Blue Banana, currently in Turkey, writes, "It's always fun to see our names and photos in Latitude, but I just downloaded the October eBook issue of Latitude and found a serious misquote. In the Changes section regarding our experience in Israel, I am quoted as saying, "We feared for our lives." What I actually wrote was "We never felt threatened in any way." We do think that this should be corrected as it's important for your readers to know that our experience in Israel was very positive, not negative or dangerous in any way."

A million apologies. During deadline editing, we sometimes make typo and sense blunders. For what it's worth, we've gotten a number of reports from other cruisers who have also visited Israel in the last few years, and all have said they were surprised at how safe they felt.

It was a wild mid-October, as sailing interests in both Baja and the Northern Leeward Islands of the Caribbean dodged **big hurricane bullets**. In the case of Baja, it was hurricane **Norbert**, which

came ashore on October 12 near Bahia Santa Maria, some 175 miles north of Cabo San Lucas. This latest-ever-in-a-year hurricane to hit Baja arrived with 115-knot winds. It lost some speed as it made its way over the tall mountains and entered the Sea of Cortez about 40 miles north of La Paz, and then crossed over to the mainland. Fortunately, Norbert avoided all significantly populated areas, and to our knowledge



no boats were seriously damaged.

As always, people had different opinions of how hard the wind blew in places like La Paz. Dave and Kellie of the Ventura-based Catalina 36 **Sweet Lorraine** report that it blew 55 mph with gusts to 70 at Marina de La Paz. At the other end of town, Harbormaster Gabriel Ley at **Costa Baja Marina** didn't experience anything near that strong. "We never even saw 40 knots of wind. In fact, it was such a nonevent that I went home at noon to watch the big soccer game."

As for the Guaymas/San Carlos boating center on mainland Mexico, *Norbert* was a non-event there, too. "Our boat looked like a spider web at the Singlar Marina in Guaymas, as we'd tied about 20 lines to the dock in anticipation of the hurricane," write Wayne Hendryx and Carol Baggerly of the Brisbane-based Hughes 45 **Capricorn Cat**. "But all we got was 17 knots from the north, which, thanks to the *malecon*, meant there were no waves. But the sunset was spectacular. By the way, the Singlar facility here
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Thank God the cruising season is finally upon us once again! Here's to hoping that you get a chance to sail at your 'St. Somewhere' soon.

is excellent, about 1,000% better than the one at Puerto Escondido."

On the average, the Sea of Cortez gets hit by a hurricane every other year. However, it can be hit three years in a row and then not for six years, so you can't count on anything. Fortunately, some hurricanes sweep up the Sea and don't do damage to boats on Baja or the mainland.

In the case of the Northern Leeward Islands of the Caribbean — meaning Puerto Rico, the U.S. and British Virgins, Anguilla, St. Martin, Antigua and others — hurricane **Omar** initially didn't seem as though he was going to cause any trouble. After all, he formed to the southwest of all these islands as a mere tropical storm, and since Caribbean/Atlantic tropical storms and hurricanes *always* go west-northwest, it didn't seem like there was anything to worry about. Alas, *Omar* got weird, first taking a dip to the southeast, than making a northeasterly beeline toward the British Virgins, home of the largest bareboat charter fleet in the world — and, we might add, the R&C 45 catamaran '**ti Profligate** we have in a BVI yacht management program. We followed *Omar's* progress on weatherunderground.com with increasing dismay, as it maintained its arrow-like path toward the British Virgins, and then surprised

the experts by intensifying to a nasty Category 3 hurricane with 115 knots of wind. With only six hours or so before he was going to hit the British Virgins, the only thing that could save the charter fleet and our boat was if Omar suddenly veered to the east, putting the BVIs on the 'soft side' of the hurricane rather than in its path. We don't know who to thank, but Omar not only did just that — but also managed to thread his way up through the Sombrero Passage to the open Atlantic Ocean. It was the only path he could have taken

ITUDE/N

to avoid devastating boating and other interests on the British Virgins to the west and Antigua, St. Martin, and the other islands to the east. It was like he was a seeing-eye hurricane. As had been the case with *Norbert, Omar's* concentrated core also helped save everyone's boating bacon.

Former Marina Cabo San Lucas dockmaster Tim Schaaf, a friend of many Ha-Ha vets, not only had his R&C 47 Jetstream in the path of Omar in the British Virgins, but he had his body there, too. "We spider-webbed Jetstream in at Village Cay in Road Town, Tortola. After placing her in the middle of the slip, with 20 lines holding her in place, we shackled the anchor chain to the piling on the opposite dock, and then hoped for the best." Schaaf got all he could wish for when Omar's outer winds hit that night. "It started blowing out of the south, then backed around to the northeast. It did howl for quite a few hours, but by morning it was calm. A reliable source later told me they had 110-knot winds on the north side of Tortola, so we really lucked out by being in the lee of the island. Nonetheless, compared to what I lived through aboard my Hunter 33 Casual Water during hurricane Marty at Puerto Escondido, Baja, in September of '03, this was a piece of cake!"

As for our 'ti Profligate, she'd been taken to the mangrove-lined Paraquita Bay by BVI Yacht charters, our yacht management company. Apparently, it had been a chaotic two days prior to the hurricane, as more than 100 boats from The Moorings and other charter companies were also being jammed into the lagoon. But after *Omar* had passed, the news from BVI Yacht Charters' Carrie Hubbard couldn't have been better. **The eye of Omar had a very close look at St.**

Croix — the shape next to the eye — in the U.S. Virgins. The British Virgins lucked out.



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"We got a lot of rain, but no great winds. All of our boats are back at our base from their safe havens, and as of 1:45 p.m. on October the 16th, we're back in business." Wow, less than 12 hours after the eye passed within 50 miles and they were up and running again. Apparently boats anchored off St. John in the U.S. Virgins had a rougher time of it, and the much smaller boating community in St. Croix, which the eye had grazed, didn't fare quite as well. But all things considered, it was nowhere near as bad as it could have been.

What should you do if you come ashore at Turtle Bay and a Mexican with a badge and receipts says you owe 40 pesos/person/day? You should pay him, because Turtle Bay is part of the Vizcaino Biosphere Reserve. According to Jaime Morales Villavicencio, a Biosphere official up at Guerro Negro, "the money will go for the conservation of protected areas and to the recovery programs of endangered animals in the Reserve. For cruisers who are going to be in Mexico for the season, what's better than paving about \$4/person/day to go ashore?



"Sure, we'll be happy to show you our badges, and give you a receipt for your shore passes to the Vizcaino Biosphere Reserve."

Paying about \$26, because that buys you what they call a 'passport', which covers entering all the natural protected areas, biosphere reserves, national parks, and so forth in Mexico for an entire year. This

would mean you could come ashore at all the islands in the Sea of Cortez without having to pay the day fee. Yes, we know there aren't always officials at the islands to collect, but you'd be doing the right thing by buying such a passport, and saving money in the long run.

Forget about the Energizer Bunny, these folks are relentless! We recently spoke with John and Amanda Swan Neal about their most recent year of expeditions aboard their Friday Harborbased Hallberg Rassy 46 Mahina Tiare III. This was the 19th season, the last 11 with their current boat. During this time they've covered 119,000 ocean miles — and mind you, they don't avoid tough and/or transoceanic passages.

We started this season on April 15 in the Arozes," said John, "and in the course of six sessions with six people in each session, visited Ireland, Scotland, Norway, Sweden, Denmark, Germany, Holland, England, Spain, Portugal, Madeira and the Canaries. We're getting a more international group of students than ever, and this year had folks from



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Russia, South Africa, Romania, Switzerland, and Norway in addition to the United States." Currently in Hawaii on a break. Neal tells us he's been nearly overwhelmed with people wanting to consult with him on the purchase of boats from \$20,000 to \$1,000,000, and for spots on upcoming expeditions. "I don't know if it's because of the terrible financial markets, but I've gotten more calls since the Dow dropped below 9,000 than in the entire previous month. I don't know how long it's going to last, but right now we're a little busier than we'd like to be." The couple will resume their expeditions on November 4, taking a group across the Atlantic to Antigua, another group on to Panama for Christmas, then a third group to Hilo. While Mahina Tiare cools its heels in the Islands, John and Amanda will be giving their cruising seminars in early April in Oakland and Seattle. Come July, they'll be heading offshore again, with five legs on the way from Hawaii to New Zealand. While all the berths are sold out for the early legs, there are still a few openings for the latter ones. Google *Mahina Tiare* for more information.

It's astonishing how many transoceanic miles John and Amanda have covered with six guests on their relatively modest-sized yacht. Another couple that does a similar thing, but not quite as much, is **Richard and Sheri Crowe** of Newport Beach. They spend a good part of the year

sailing the S&S 65 **Alaska Eagle** all over the world for Orange Coast College's terrific offshore sailing classes. And what do they do when their stint is up on *Eagle?* They've gotten on whatever boat they owned at the time and did more long ocean passages. Their current boat is **Tabu**, the second Farr 44 they've built from scratch. Having done their three-



When it comes to offshore sail training, what Amanda and John have done over all these years — and ocean miles — is remarkable.

month gig in the South Pacific with *Eagle*, the couple decided they wanted to do another Ha-Ha. The fact that their boat was on the hard in Ecuador at the time was no obstacle to these sailing maniacs. After flying down to their boat, they made a three-week passage back to San Diego — even though it required them to sail



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right through the heart of the Mexico's hurricane zone during the height of the season. In the course of the three-week passage, the couple only stopped for 18 hours in Acapulco, four days in Puerto Vallarta, and one hour in Cabo. They don't make offshore passages such as this because they have to, they do them because they love them! By the way, they raved about the folks in Ecuador, saying they couldn't have been nicer or more helpful.

Over the last few months we've been updating the slip situation for the winter in the more popular areas of Mexico. One area we haven't covered yet is Mazatlan. Harbormaster Geronimo Cevallos of Marina El Cid reports they'll have slips available after the big fishing tournament there November 12-15. It's a very nice facility with extras, and the rate is about \$720/month for a 40-footer. Over at nearby Marina Mazatlan, Office Manager Elvira Lizaarraga reports that despite lots of reservations already for Ha-Ha boats, they still have slips. It's \$613/month, electricity not included, for a 40-footer. Elvira wants everyone to know they have a new highspeed wifi



The entrance to the channel that leads to both Marina El Cid and Marina Mazatlan is narrow, but it's being dredged and may be widened.

system that, unlike the old one, covers the entire marina, and it's free. At just 200 miles across the Sea of Cortez from Cabo, the marinas in Mazatlan have always been popular places for Ha-Ha folks needing to leave their boats so they can return home to work.

As we reported earlier, most marinas in La Paz are pretty much sold out for the season, the notable exception being **Marina Palmira**. And check out the discount for Ha-Ha boats! The normal rate for a 40-footer is \$708 a month, but Ha-Ha entrants get the same slip for just \$460 a month. Harbormaster Eduardo Corona says that special Ha-Ha rate will last "through January or February." At that price, we'd make reservations today — and sign up for the Ha-Ha retroactively! And yes, that's a Ha-Ha ha-ha.

Banderas Bay is the third major post-Cabo destination for cruisers, and there's good news on the berthing scene there. While Dick Markie reports that **Paradise Marina** is, like always, very tight, you still might want to give him a call. **Marina Nuevo Vallarta**, across the lagoon from Paradise, is in the process of being dramatically enlarged and upgraded. These slips will gradually be coming online over the season, so contact Marina Manager Emilio Oyarzabal for slip availability. **Marina Vallarta** reports they are "already



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full for the season." The great news on Banderas Bay, however, is that the newish 400-berth Nayarit Riviera Marina in La Cruz reports it still has about about 180 of their 400 slips available. A 40footer will go for \$780. Harbormaster Christian Mancebo reports that both the 150-ton Travel Lift and fuel dock both should be operational by the end of November.

Slip prices are quoted in different ways in Mexico, as some include water, electricity, and taxes, some only include some of these things, and some include none of them. So contact each marina to get the exact price. The best way to get all the phone numbers in one place? Try Latitude 38's First Timer's Guide to Mexico, which you can read free online at www.baja-haha.com.

Since Frank Ohlinger of the Paluabased Apache 40 catamaran Cadence, author of the Changes about Nome and Northwest Passages in this issue's Changes, didn't say much about what he and his cat have been up to, we asked the former Monterey resident for an update. "I'm hunkered down in Palau

now, taking these odd survey jobs as they come up. The thumbnail version of my last three years is that I sailed here on a delivery from Japan to the Philippines, and got more than I bargained for. Honestly, I was only looking for a beer and a hamburger at most. Romance was the furthest thing from my mind, as I thought all that non-

sense was over for me. Well, as a result of that stop, I'm now married to the most beautiful island girl in the world. And we have a 10-month old baby boy, and live in a bungalow on the most beautiful lagoon in the world. I still plan to circumnavigate, but I no longer plan to do it alone. Cadence lays to her mooring in the lagoon, always ready to go for a sail,



Some parts of tiny Palau, which is east of the Philippines, are beautiful in a way unlike anywhere else in the world.

especially during the November to June high season."

Since many of you readers will be curious, the Republic of Palau, a mere 177 square miles, is located 500 miles to the east of the Philippines, and is home to just 20,000 people. Parts of it are stunningly beautiful.

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"The late September weather in Mazatlan was it's normal hot, humid self, making work on boats slow because of the necessity of so many beer breaks,' reports Bill Nokes of the Chetco, Oregonbased Gulfstar 41 ketch Someday. "One Sunday we — my crew Jeff Kennet and Jack Hodges, and some others - gathered to celebrate Bob Griffen's 80th birthday. He operates Bob's Marine Mart, and among the memories of his youth may have been the launching of the Cutty Sark. Anyway, we're already starting to see owners who have left their boats for the summer trickle back. As for us, we're impatiently awaiting the delivery of our new upholstery and cabinet work. The deliveries aren't behind schedule, but given the relatively cool tempreature of the Pacific and the weather patterns, it looks as though we could have headed south already."

Late September sounds maybe just a bit early to head south to us. After all, there have been two hurricanes along the coast of Mexico since then, plus we're told that Banderas Bay was a furnace in early October, being much hotter and



We don't think Mexico is safe . . . for fish in a bird-attacked boil. But for cruisers using common sense, we think it's as safe as the States. more humid than Acapulco.

With the Mexico cruising season upon us, several first-time cruisers have asked us **how safe it is in Mexico**. We think it's very safe, particularly when you're cruising. There has been a lot of violence in Mexico, but it's almost all drug-related, and has generally occured in a limited number of areas. So take the normal precautions of not flashing wealth or being out late in dicey parts of town. In general, the cruising lifestyle doesn't lend itself to being the target of bad guys, and while you never know for sure, we doubt that it will in the future.

"The spread photo on pages 174-5 in October's *Changes* is incorrectly identified as an island in Croatian waters," writes Mark Blum of the Sacramentobased Hunter 356 **Calypso**. "But it's actually St. Marks Island, Tivatski Bay, which is at the entrance to the Bay of Kotor, and the walled city of Kotor in Montenegro." Thanks for the correction. Andrew Vik of the San Francisco-based Islander 36 **Geja**, who cruised there this summer, sent us the correct identification, we just blew it.

Wen K. Lin of the Tiburon-based Swan 47 **Wenlemir** would not be denied. After a series of boat problems, Lin turned back some 800 miles in July's Single-



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IN LATITUDES

ATITUDE/JF

handed TransPac. On the way back to the Bay, he and his boat took such a beating that they ultimately had to be towed the last 200 miles by the Coast Guard. You might think that was enough of a saiing adventure for a 70-year-old. But not Lin. In September, after getting his sails and boat repaired, he and his nephew, a former Coastie stationed in Alaska, headed north to Alaska. It's a trip that Lin had done alone five years before.

"It took us two weeks to do the trip legs," Lin reports. "Leg One was from San Francisco to Fort Bragg. We motorsailed the entire way, enjoying the last days of summer. Leg Two was the most difficult of all, as we spent a day doing two knots in cold wind and nasty seas. We spent four days harbor bound in Eureka waiting for gales further north to blow themselves out. Eureka wasn't a bad place to be holed up. Leg Three was 2.5 days to Coos Bay, where there were 14-ft waves at the entrance and where a fishing boat had sunk the night before. The Coast Guard ordered us to mo-

tor around outside for six hours, during which time we managed to collide with the offshore buoy. Leg Four was to Gray's Harbor at the entrance to the Columbia River. When we asked a local where we could get a good Italian meal, he pointed and said, "Just down the road." We thought he meant it was within walk-

ing distance, but it was a two-hour bus ride away in Aberdeen! Leg Five to Neah Bay was supposed to be easy and it was, but what six years ago was a cozy little harbor is now a nondescript semi-commercial harbor. Leg Six was just 60 miles up to Victoria. We arrived at night and only got lost once before tying up in front



When the Singlehanded TransPac didn't work out, Lin got his boat back together for a late season trip to the Northwest.

of the Empress Hotel. As it was late in the season already, there was plenty of room. You need a good engine for a trip to the Pacific Northwest!"

And now, let's engage in a little trash talking. "With a new group of cruisers about to arrive in Mexico, we'd like to put

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CHANGES

in our two cents' worth about what to do with garbage generated on boats," writes Diane Ericsson of the Santa Cruz-based Cabo Rico 38 Emerald Star. "We did last year's Ha-Ha, had a great time, and have been down here ever since. But during this time we met some cruisers who surprised us by insisting that there's no reason to take any trash ashore! These folks are wrong, so we hope nobody listens to them. There's no need to throw garbage overboard in Mexico or anywhere — especially if it's plastic, glass or metal. In addition to being just plain wrong, if you're not far enough offshore, it's illegal. As for regular garbage, any town large enough for paved streets will have garbage cans all over the waterfront and/or downtown areas, and some of the busier beaches along highways will have 55-gallon drums marked Basura. These cans are usually emptied daily. The marinas, of course, all have dumpsters. If you're going to be anchored away from a town for a period of time, here's a good guideline about what you can and can't throw overboard: if you wouldn't it in your compost pile



There are times when you shouldn't throw organic trash overboard, even if it's legal. After all, visual pollution is a problem, too.

back home, it can go overboard. If you wouldn't put it in your compost pile, it shouldn't go overboard. But even in the case of organic waste, we ask you not to throw it overboard until you leave

the anchorage. The reason is that even fruit and vegetable waste takes time to decompose, so it's likely that things like orange peels and avocado skins will end up on the beach and people will have to walk around them. Recyling bins are still pretty rare in Mexico, but some places do have them. Marina de La Paz, for example, has separate bins for aluminum, plastic, corrugated materials and glass. Beer bottles can be returned to a deposito, but you may need a receipt. If you have trouble returning bottles, give them to a Mexican, who might have better luck. Aluminum cans are collected by many people throughout Mexico as a way to supplement their income. Save your cans until you reach any medium or large town, them set them down near a regular garbage can. They'll quickly disappear. The Mexican government is really trying to turn the tide on litter, so let's please not have any cruisers contribute to the problem."

Well said.

"We're happy to report that after being out for a year now, our Explore Central





IN LATITUDES

America, Part 1, is now in its 7th new and improved edition," write Eric and Sherell, who are currently aboard their Mariah 31 Sarana in Ecuador. "We're excited to report that we're also publishing Part 2, which covers the Pacific Coast of Costa Rica in great detail, including several spots never before written about. We've even got information on parts of Western Panama. These guides are basically done as a hobby. In fact, in such a small market there's no way to make money off of them. In fact, we could have made the same amount of money working in the U.S. for 10 days as we did on the first year sales of our book. So check out our labor of love guides at www.sailsarana. com and see what you think."

"Who says there aren't enough boat slips in California?" asks Steve May of the Emeryville-based F-41 catamaran **Endless Summer**. As I was making my way south for the start of the Ha-Ha, the nice folks at the Pacific Mariner's YC in Marina del Rey made room for my catamaran — by allowing her to straddle two of their 35-ft slips! Quite a few folks have stopped by to observe the somewhat unusual sight it is."

"The word 'sailing' is often a misnomer when talking about cruising," write Frank and Janice Balmer of the Tacoma-based Gulfstar 50 **Freewind**, which is currently in the Med. "A better question is how much time cruisers spend sailing versus motor-

ing. The answer not only depends on how much wind there is, but also the weather conditions including temperature, your destination, your boat's fuel capacity, the currents, and the patience you have for floating around while going nowhere. Nothing goes to prove our point more than our experience crossing from India



The folks at Pacific Mariners YC in Marina del Rey didn't have an end-tie for 'Endless Summer', so they had her straddle two slips.

to the Red Sea, then on up to the Suez Canal. Our last report was from Cochin, India, which we left in April with a good weather report and in expectation of favorable winds. The wind only lasted for a short while, and from there on out it was a motorboat ride the rest of the way. We're talking about 3,000+ miles with



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CHANGES

little or no wind, and at times up to three knots of opposing current. When there was wind, it blew so hard on the nose that it was impossible to lay a course to our destination without doubling the distance. Agreed, we did not cross this area at the most opportune time of the year, but changing global weather patterns have made weather predictions more problematic. Last season there never were any favorable winds in this area. So with the exception of a day here and a day there, we motored virtually the entire way."

It's true, many novice cruisers assume that you can simply sail anywhere you want, at any time of year, with relative ease and comfort. That's not true. In fact, that's why captains in the days of sail paid such careful attention to the sailing routes of the world. But with careful planning, patience, and love of being on the water, not everyone uses their sailboat as a 'motorboat'. The poster children of enginelss cruising, of course, are Larry and Lin Pardey, who have sailed the world over with their relatively heavy and short waterline 29-ft **Taleisin**.



Larry and Lin Pardey have been the poster children for engineless cruising for decades. They walk the talk like nobody's business.

But they are hardly the only ones who cruise without an engine, as Glenn Tieman of Southern California did it for 10 years, and after about a five-year break is at it again with his 38-ft catamaran **Manu Rere**. Then there are the likes of Gig Harbor's Jack Van Ommen, who, as we recall, did most of a circumnavigation with his Naja 30 **Fleetwood** using no more than about 30 gallons of fuel per year. And Mark Wilcox and Wendy Hinman of the Pacific Northwest, who cruised the South Pacific and Asia for something like seven years aboad their Wylie 30 **Velella**. Their boat only had a 10-gallon tank, so you know they didn't motor much.

There's no doubt about it, cruisers who want to mostly or entirely sail to some destination need to plan carefully, be patient, know how to get the most out of their boat, and make sure their boat's bottom is clean. But generally speaking, modern cruisers aren't the most patient breed, aren't particularly skilled at getting the most of our their boats, and don't want to be told they can't sail wherever they want, whenever they want.

What to do? Check out next month's *Latitude 38*, where we will feature tips from the Pardeys on motoring as little as possible when cruising.



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29 TO 31 FEET

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36 TO 39 FEET

1975 DOWNEAST CUTTER. Interior damaged by heat and smoke. No other damage. Blindness makes it impossible for me to repair. Insurance won't cover. Estimates are 400 hrs/\$5,000 materials. New: engine (500 hours), liferaft, batteries, inverter, smart charger, dodger, head, main, jib, staysail, running rigging. Other: windvane, refrigerator/freezer. Much more. Too many spares to list. Recently hauled. Meticulously maintained. \$26,000/ obo. (925) 229-1720 or Rbarker386@ comcast.net.



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