

Latitude 38

Latitude 38

VOLUME 383 May 2009

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MAY 2009

VOLUME 383

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Glenn Isaacson in *Q*, his Schumacher-designed 40-ft daysailer, was the winner of Golden Gate Yacht Club's 24-boat PHRF 1 Fleet.

Richard von Ehrenkrook in his Cal 20, *Can o' Whoopass*, won his division at Corinthian Yacht Club, and over at Berkeley Yacht Club, won his class for the Saturday series and the Champion of Champions race as well.

George Ellison with *Shameless*, a modified Capo 30, placed first in Berkeley's Champion of Champions race in Fleet 2.

And Bill Riess's Express 37, *Elan*, beat the rest of his one design fleet in Corinthian Yacht Club's series.

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Cover: Northern California cats at play on Banderas Bay. Greg Dorland and Debbie Macrorie's Tahoe-based Catana 52 'Escapade' tries to stay to weather of Jim and Kent Milski's Berkeley-based Schionning 49 'Sea Level'.

Photo: Jay Allworth

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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 SASE addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to editorial@latitude38.com, or mail to Latitude 38 editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address or see www.latitude38.com/writers.html.

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May 15:

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May 17: VIP Day

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ISLAND PACKET 370, 04 299,000
BENETEAU FIRST 36.7, '05.. 139,000
CAPE DORY 36, '89 89,500

CS 36, '84 55,000
FANTASIA 35, '79 74,900
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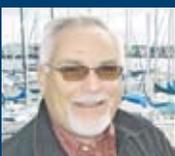
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Latitude 38

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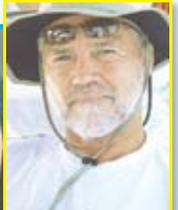
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NEW LISTINGS WANTED

CALENDAR

Non-Race

May 2 — Napa Valley Marina Nautical Flea Market, 8 a.m.-2 p.m. Info, (707) 252-8011.

May 2 — Club Nautique Open House in Alameda, 11 a.m.-5 p.m. Free sailboat rides & BBQ! Info, (510) 865-4700.

May 2 — 12th Annual Delta Loop Fest. Enjoy a variety of family activities along a 10-mile stretch of the Delta, 10 a.m.-4 p.m. Info, www.deltaloop.com.

May 3-31 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or www.baads.org.

May 6-27 — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m., \$13.50. Enjoy lunch and a dynamic speaker every Wednesday. All YCs' members welcome. More info under the 'Events' tab at www.stfyc.com.

May 7 — Marine Mammal Center benefit at Sausalito West Marine — 5% of sales to MMC. BBQ from 11 a.m.-3 p.m. and talks by MMC staff all day. Info, (415) 332-0202.

May 8 — Howl at the full moon on a Friday night.

May 9 — KFOG KaBoom concert and fireworks show off Piers 30-32. See www.kfog.com for details.

May 9 — Cal Sailing Team Auction and Gala at SFYC Cove House, starts at 6:30 p.m. A fundraiser to help maintain the fleet. Check out www.calsailing.org for details.

May 9 — 'Suddenly in Command' class by USCGA at San Jose West Marine, 10 a.m.-2 p.m. Info, (408) 246-1147.

May 9 — 10th Annual Marine Flea Market at Anderson's Boat Yard in Sausalito, 8 a.m.-1 p.m. Benefits Sausalito YC Junior Sailing Program. Info, (415) 332-5432.

May 9 — Modern Sailing Academy Open House with sailing and BBQ. Info, (415) 331-8250 or www.modernsailing.com.

May 9, 30 — Sail aboard San Francisco Maritime National Historic Park's scow schooner *Alma*. Learn the Bay's history on this 3-hour voyage, leaving Hyde St. Pier at 1 p.m. \$35 adult, \$20 kids 6 & up. Info, www.nps.gov/safr.

May 9, 30 — Tour *Grace Quan*, the replica of a traditional Chinese shrimp junk, for free at Hyde St. Pier, 11:30 a.m. Watch her raise sail, then go aboard, haul a net, explore and take a turn at the tiller. Info, www.nps.gov/safr.

May 10 — Let Mom take the helm today.

May 12, 1921 — Farley Mowat, author of *The Boat Who Wouldn't Float*, among other books, was born today.

May 14 — Single sailors of all skill levels are invited to the Single Sailors Association monthly meeting at Ballena Bay YC, 6:30 p.m. Info, www.singlesailors.org, www.bbbyc.org or (510) 233-1064.

May 16 — Cal Sailing Club's free introductory sail at Berkeley Marina, 1-4 p.m. Info, www.cal-sailing.org.

May 16-17 — Corinthian YC presents their annual Women's Sailing Seminar. Go to www.cyc.org for details.

May 16-22 — Safe Boating Week. In 2007, 39 out of 55 people who died in California boating accidents were not wearing life jackets. They only work if you wear them!

May 17 — Nautical Swap Meet at Marina Bay Yacht Harbor in Richmond, 8 a.m.-noon. Info, (510) 236-1013 or [info@mbyachtharbor.com](mailto:mbyachtharbor.com).

May 17 — Elkhorn YC Nautical Flea Market in Moss Landing, 7 a.m.-4 p.m. Food & live music. Info, (831) 724-3875.

May 23 — Peninsula YC Marine Flea Market at Docktown Marina in Redwood City, 7:30 a.m.-2 p.m. Info, (650) 369-4410 or www.pycboating.org.

May 29-31 — 11th Annual Catalina Owners Rendezvous at Tradewinds Sailing School & Club at Marina Bay in Richmond. Info, www.raft.c380.org or (925) 820-7370.

May 30 — About Boating Safely course by USCGA Flotilla

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CALENDAR

17 at Yerba Buena CG Station, 8:30 a.m.-5:30 p.m. \$55 fee includes lunch and book. Info, dktalton@comcast.net or (415) 285-1100.

June 7 — Minney's Marine Swap Meet, daylight to noon in Costa Mesa. Info, (949) 548-4192 or minneys@aol.com.

June 13 — Marine Swap Meet at Alameda West Marine, 7 a.m.-2 p.m. Info, (510) 521-4865.

June 19-21 — Tahiti-Moorea Sailing Rendezvous, hosted by *Latitude 38* and Tahiti Tourisme. This free event is focused on cross-cultural appreciation and includes a cocktail party, a sailing rally to Moorea, Polynesian music and dance performances, and cruiser participation in traditional Tahitian sports — the highlight of which is the six-person outrigger canoe races. Info, www.pacificpuddlejumps.com.

June 20 — Bay sailors are invited to Treasure Island's big Summer Sailstice party, noon-7 p.m. Live music, food, treasure hunts and a boat-building contest will keep the whole family entertained. Anchor in Clipper Cove for the weekend. Find out more at www.summersailstice.com.

June 20-21 — Celebrate with sailors around the world during Summer Sailstice. Sign up for fun prizes and see who'll be sailing in your area at www.summersailstice.com.

June 28 — Master Mariners Wooden Boat Show at Corinthian YC, 10 a.m.-4 p.m. Info, www.mastermariners.org.

Aug. 1 — Flea Market & Maritime Celebration at Galilee Harbor in Sausalito, 8 a.m.-6 p.m. Info, (415) 332-8554 or www.galileeharbor.org.

Racing

May 2-3 — The 109th annual Vallejo Race. One of the biggest races on the Bay also serves as the YRA season opener. Info, (415) 771-9500 or www.yra.org.

May 2-3 — Camellia Cup Regatta on Folsom Lake, for centerboards, multihulls and keelboats. FLYC, www.flyc.org.

May 3 — Spring Series #2 (FJs) on Fremont's Lake Elizabeth. Info, www.fremontsailingclub.org.

May 3, 17, 31 — Spring Series #5, 6 & 7. SSC, www.stocktonssc.org.

May 9 — YRA-WBRA Knox. Info, www.yra.org.

May 9 — Annual El Toro Flight of the Bulls, Foster City Boat Park. Info, morrillgreg@aol.com.

1979 — It Happened Thirty Years Ago from the article "Bullship Race":

It couldn't have happened to a more deserving family.

April 28 was the 26th running of the annual El Toro fleet extravaganza, the Bullship Race. It's a 3.5-mile sail in the 8-ft dinghies from Sausalito to San Francisco. It's a popular race, with kids itching to turn 21 so they qualify and the Coast Guard trying to limit the entries to 100.

The El Toro, which was born at the Richmond YC, is a great favorite of senior sailors as well as kids, with over 10,000 of them registered. The combination of the boat and course make the Bullship a wide open race for everyone, not just the young and beefy.

Howard Robinson, a spry 62-year-old, won the race this year. He trailed Rosetta Jacobson — who finished second — most of the way but then chose the best time to break from the tide and toward the finish. Third to finish was veteran small boat racer Harriet Minkowitz. Fourth place went to Sue Suhling — and if we count correctly, that's three women and one 'gentleman' taking the top four spots.

If you think it's a race for the non-competitive, you're wrong. Hank Jotz, a world class small boat sailor who holds



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Catalina 400	2001	\$189,000
Catalina 400	1999	\$179,000
Catalina 380	1998	\$127,000
Catalina 380	2000	\$129,000
Catalina 380	1999	\$134,500
Catalina 36	1994	\$79,000
Catalina 36	1987	\$59,000
Catalina 36	1990	\$65,900
Catalina 36	2003	\$139,900
Catalina 36	2003	\$119,900
Catalina 36	2000	\$95,000
Catalina 36	1989	\$59,000
Catalina 375	2008	\$205,000
Catalina 350	2004	\$147,000
Catalina 350	2003	\$124,900
Catalina 34	1989	\$57,500
Catalina 320	2002	\$89,000
Catalina 320	2006	\$120,000

Catalina 320	2000	\$88,000
Catalina 320	1997	\$74,500
Catalina 320	1998	\$74,000
Catalina 320	1996	\$78,000
Catalina 320	1999	\$75,000
Catalina 30	1983	\$18,500
Catalina 30	1984	\$26,500
Catalina 30	1995	\$57,000
Capri 26	1993	\$29,500

Preowned Sailing Yachts

Cavalier 45	1985	\$255,000
Bravaria 42	2006	\$199,500
Endeavour 43	1980	\$139,000
Hunter 450	2000	\$189,000
Hunter 420	2004	\$199,000
Hunter 42 CC	1996	\$165,000
Hunter Passage 42	1996	\$165,000
Choate Racer 40	1979	\$39,000
Morgan 38	1979	\$57,500
Hunter 36	2004	\$130,000
Wylie 36	1978	\$67,500
Hunter 35.5	1993	\$61,000
Ericson 34	1987	\$49,900
Hunter 260	2004	\$34,900

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McKinna Pilothouse 57	1998	\$475,000
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Cranchi Atlantique 40	2003	\$327,900
Maxum SCB 41	2000	\$215,000
Fairline 37	1999	\$169,000
Mediterranean 38	1998	\$159,000
Chaparral 350	2003	\$119,000
Maxum 2600 SE	2006	\$59,000
Trojan II Meter Exps 37	1988	\$49,900
Carver Santiago	1990	\$36,000

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Fountaine Pajot 42	1995	\$299,000
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1984 LM 30' Mtrslr	\$69,000	2004 Jeanneau 40.3	\$199,000
2007 Catalina 309	\$78,000	1999 Hunter 410	\$149,000
2000 Hunter 310	\$54,900	2005 Hunter 41AC	\$208,000
2007 Hunter 31	\$89,500	2007 Hunter 41DS	\$229,500
1990 Hunter Vision	\$39,900	1999 Hunter 410	\$155,000
1995 Catalina 320	\$66,000	2007 Hunter 41DS	\$224,900
1991 Hunter 32	\$42,500	2004 Hunter 41AC	\$184,000
2005 Hunter 33	\$94,500	1995 Catalina 42	\$130,000
1987 Catalina 34	\$49,900	2000 Hunter 42CC	\$165,000
2003 Hunter 326	\$69,900	1998 Catalina 42	\$148,000
2005 Hunter 33	\$99,000	1991 Hunter 42	\$119,000
1999 Hunter 340	\$83,500	2006 Jeanneau 42	\$269,000
1985 Irwin 34	\$35,000	1994 Fountaine 42	\$245,000
2000 Hunter 340	\$79,900	2003 Jeanneau 43	\$259,000
1989 Catalina 34	\$49,900	1998 Hunter 430	\$157,000
1986 Hunter 34	\$49,500	2002 Jeanneau 43	\$235,000
2005 Hunter 36	\$129,900	2003 Jeanneau 43	\$198,500
2006 Catalina 36	\$155,000	2006 Hunter 44DS	\$249,000
2002 Catalina 36	\$119,500	2006 Hunter 456	\$299,500
1996 Hunter 376	\$117,000	1992 Catalina 45	\$159,000
1996 Hunter 376	\$85,000	2003 Jeanneau 45	\$269,500
1987 Hunter 37	\$55,000	2003 Hunter 456	2 available
1996 Hunter 375	\$92,000	2006 Jeanneau 45	\$329,500
1980 Choate 37	\$39,000	2000 Hunter 460	\$219,500
1999 Isld Pckt 380	\$235,000	2002 Hunter 466	\$249,900
1994 Catalina 38	\$119,000	2004 Hunter 466	2 available
1969 Hughes 38	\$27,800	2007 Beneteau 49	\$350,000
1990 C&C 37+	\$105,000	2005 Jeanneau 49	\$419,000
2003 Beneteau 393	\$149,000	1996 Jeanneau 50	\$238,000
1970 Pearson 39	\$54,900	1981 Pearson 530	\$199,000
1994 Beneteau 40	\$118,500	2005 Jeanneau 54	\$650,000
2004 Catalina 400	\$199,000	2005 Jeanneau 54	\$599,000
2000 Jeanneau 40	\$149,000	1992 Tayana 55	\$329,000

CALENDAR

the race record of 50 minutes, wanted badly to win for the fifth time. He had to settle for a 7th or 8th.

For years Howard has lived in his wife Edna's shadow, she being loved, respected, and treasured for years by small boat sailors who have benefitted from and recognized her tireless contributions to the Small Boat Racing Association — to say nothing of heading the international El Toro Association. While not as visible, Howard has put in countless hours tabulating results and sitting at boat shows — not for profit, but for the continued success of the class. And for the kicker, 4th place finisher, Sue Shuling, is their daughter.

May 9 — DH Long Distance #2. SSC, www.stocktonsc.org.

May 16 — 32nd Singlehanded Farallones Race, a local rite of passage. SSS, www.sfbaysss.org.

May 16 — Long Distance #2. SSC, www.stocktonsc.org.

May 16-17 — Stone Cup for PHRF, Islander 36s, other one designs, and IRC. StFYC, (415) 563-6363 or www.stfyc.com.

May 16-17 — Elite Keel (Melges, Etchell, Express 27, J/24, Knarr). SFYC, (415) 789-5647 or www.sfyc.com.

May 16-17 — BAYS Summer Series #1. SeqYC, www.bayarea-youthsailing.com.

May 17 — Women's Regatta. CYC, www.cyc.org.

May 17 — BAYS Summer Series #1 for Optimis, Lasers, C420s & CFJs (SeqYC). Info, www.bayarea-youthsailing.com.

May 22 — Spinnaker Cup. Leaving Knox Buoy at 11 a.m. and arriving in Monterey by midnight (hopefully). SFYC, (415) 789-5647 or www.sfyc.org.

May 23 — YRA-HDA/ODCA Spring 1. Info, www.yra.org.

May 23 — Master Mariners Regatta, hosted by Encinal YC. A must for woody-philis. Info, www.mastermariners.org.

May 23-24 — Whiskeytown Memorial Regatta. Thoroughly reorganized for centerboards, keelboats & multihulls on Whiskeytown Lake. Info, www.whiskeytownsailing.org.

May 23-24 — Jazz Cup on Lake Washington in West Sacramento. LWSC, www.lwsailing.org.

May 23-25 — 66th Swiftsure International Yacht Race, the big one for Northwest sailors. Four different race courses ranging from 18 to 140 miles. Info, www.swiftsure.org.

May 25-27 — ICSA (Collegiate) Women's Dinghy National Championship. StFYC, www.collegesailing.org.

May 29-31 — ICSA Team Race Championship, TISC/Cal Berkeley/Cal Maritime. Info, www.collegesailing.org

May 30 — YRA-WBRA in Mid-Bay. Info, www.yra.org.

May 30-31 — J/105 Invitational. SFYC, www.sfyc.org.

May 31 — Spring Series #3 (Lidos) on Fremont's Lake Elizabeth. Info, www.fremontsailingclub.org.

June 1-3 — ICSA Coed Dinghy National Championship. StFYC, www.collegesailing.org

June 6 — Delta Ditch Run, from Richmond to Stockton. RYC/SSC, www.richmondyc.org, www.stocktonsc.org or (510) 237-2821.

June 6-7 — YRA-OYRA Drake's Bay. CYC, www.yra.org.

June 6-7 — 26th Annual Classic Mariners' Regatta in Port Townsend, WA. For wooden boats of classic designs. Info, www.woodenboat.org.

June 13 — YRA-WBRA City. StFYC, www.yra.org.

June 13 — YRA-HDA/ODCA. SBYC, www.yra.org.

June 13-14 — Finn California Championships. SFYC, www.sfyc.org.

June 13-14 — El Toro Regionals on Clear Lake. Info, www.eltoroyra.org.

June 17 — Coastal Cup Race, from the Bay to Catalina Island. A perfect feeder for the TransPac. EYC, (510) 823-5175

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June 19-21 — Catalina 25, 250, and Capri 25 Nationals at BYC. Info, www.catalina-capri-25s.com.

June 29-July 5 — 45th L.A. to Honolulu Race, better known as the TransPac, starts. Info, www.transpacrace.com.

Summer Beer Can Regattas

BALLENA BAY YC — Friday Night Grillers: 5/1, 5/15, 5/29, 6/12, 6/26, 7/10, 7/24, 8/7, 8/21, 9/4, 9/18, 10/2, 10/16, 10/30. Info, (510) 523-2292 or race@bbyc.org.

BAY VIEW BOAT CLUB — Monday Night Madness Spring: 5/11, 5/25, 6/8, 6/15 (make-up). Peter McCool, (415) 864-4334 or bayviewracing@sbcglobal.net.

BENICIA YC — Thursday nights through 6/25 & 7/9-9/24. Mike Munn, (408) 671-1484 or mmunn88@sbcglobal.net.

BERKELEY YC — Every Friday night through 9/25. Bobbi Tosse, (925) 939-9885 or bobbi_john@jfcbat.com.

CAL SAILING CLUB — Year-round Sunday morning dinghy races, intracub only, typically in Laser Bahias and JY15s. Email Gary and Alistair at racing_chair@cal-sailing.org.

CORINTHIAN YC — Every Friday night through 9/4. Donal Botkin, (415) 497-5411 or racing@cyc.org.

COYOTE POINT YC — Every Wednesday night through 10/28. Torin Knorr, (650) 863-2570 or regatta@cpyc.com.

ELKHORN YC — Friday Night Otter Cup Series: 5/1-5/29. Luc de Faymoreau, (831) 566-2009 or lucede@gmail.com.

ENCINAL YC — Friday Night Spring Twilight Series: 5/8, 5/29, 6/12, 6/26. Matthew Dean, (510) 406-0851 or rearcommodore@encinal.org.

FOLSOM LAKE YC — Every Wednesday night: 5/6-9/16. Steve Galeria, (916) 635-3911 or www.flyc.org.

GOLDEN GATE YC — Friday nights: 5/8, 5/22, 6/5, 6/19, 7/3, 7/17, 7/31, 8/14, 8/28. Mont McMillen, (209) 481-5158 or ggycrace@deck@aol.com.

ISLAND YC — Friday Night Spring Twilight: 5/1, 5/15, 6/5, 6/19. Info, (510) 521-7442 or www.iyc.org.

LAKE TAHOE WINDJAMMERS YC — Every Wednesday night: 5/20-10/14. Mike Robinson, (530) 713-9080

LAKE WASHINGTON SC — Every Thursday night: 5/7-8/27. Roy Pitts, (530) 908-7160, rpitts@ucdavis.edu or www.lwsailing.org.

MONTEREY PENINSULA YC — Sunset Series, every Wednesday night through 9/30. Ray Ward, (831) 659-2401 or www.mpyc.org.

OAKLAND YC — Wednesday Night Sweet 16 Series: 5/6-6/24 & 7/29-9/16. Sheldon Haynie, (510) 368-5427 or sheldonhaynie@gmail.com.

RICHMOND YC — Wednesday nights: 5/6, 5/20, 6/3, 6/17, 6/24, 7/1, 7/8, 7/15, 7/22, 7/29, 8/5, 8/12, 8/19, 8/26, 9/2, 9/16, 9/30. Eric Arens, ericarens@comcast.net or (510) 841-6022.

ST. FRANCIS YC — Wednesday Night Series: 5/6-6/27 & 8/5-8/26. Thursday Night Kiting Series: April-Sept. Friday Night Windsurfing Series: April-Sept. John Craig, (415) 563-6363 or racemgr@stfyc.com.

SANTA CRUZ YC — Wet Wednesdays, every Wednesday night during Daylight Saving Time. Larry Weaver, (831) 423-8111 or lweaver@cruzio.com.

SAUSALITO YC — Tuesday Night Spring Sunset Series: 5/12, 5/26, 6/9, 6/23. John Mount, (415) 509-8381 or race@syconline.org.

SEQUOIA YC — Every Wednesday night through 10/7. Joseph Curtis, (650) 416-4129 or joseph.syc@gmail.com.

SOUTH BAY YRA — Summer Series: 5/2, 6/6, 7/11, 8/1,

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enclosed helm, \$35,000



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CALENDAR

9/5, 10/3. Richard, rjgreenawald@hotmail.com.

SOUTH BEACH YC — Friday Night Series: 5/1, 5/15, 5/22, 6/5, 6/19, 6/26, 7/17, 7/24, 7/31, 8/7, 8/21, 8/28. Nancy DeMauro, (415) 409-1071 or rearcommander@sbyc.org.

STOCKTON SC — Every Wednesday night: 6/3-8/26. Phil Hendrix, (209) 476-1381 or phil.hendrix@excite.com.

TAHOE YC — Wednesday Night Spring Keelboat Series: 5/27-7/8 (Pre-Season Race: 5/20), Monday Night Spring Laser Series: 5/25-7/13. Darren Kramer, (530) 581-4700 or www.tahoeyc.com.

TIBURON YC — Every Friday night: 5/15-8/11. Gary Proctor, (415) 827-2622 or www.tyc.org.

VALLEJO YC — Every Wednesday night through 9/30. Gordon Smith, (530) 622-8761 or fleetcaptainsail@vyc.org.

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.

May Weekend Tides

date/day	time/ht. LOW	time/ht. HIGH	time/ht. LOW	time/ht. HIGH
5/02Sat	0029/2.5	0605/4.9	1247/-0.2	2007/5.1
5/03Sun	0144/1.9	0727/4.6	1344/0.2	2050/5.4
5/09Sat	0625/-1.0	1338/4.4	1806/2.5	
	HIGH	LOW	HIGH	LOW
5/10Sun	0011/5.9	0702/-1.0	1426/4.4	1846/2.8
5/16Sat	0433/4.3	1127/0.3	1903/4.4	
	LOW	HIGH	LOW	HIGH
5/17Sun	0041/2.7	0541/4.0	1217/0.6	1938/4.7
5/23Sat	0519/-1.2	1231/4.4	1652/2.4	2306/6.5
5/24Sun	0603/-1.7	1324/4.5	1739/2.6	2351/6.7
5/25Mon	0649/-1.9	1416/4.6	1829/2.7	
	HIGH	LOW	HIGH	LOW
5/30Sat	0435/5.0	1111/-0.3	1832/5.3	
	LOW	HIGH	LOW	HIGH
5/31Sun	0018/1.9	0553/4.4	1206/0.3	1918/5.6

May Weekend Currents

date/day	slack	max	slack	max
5/02Sat	0245	0523/1.9F	0804	1115/3.6E
	1515	1829/3.3F	2137	
5/03Sun	0925	0024/2.5E	0357	0645/2.3F
	2222	1227/3.4E	1612	1923/3.4F
5/09Sat	0125	0442/5.0E	0838	1143/3.9F
	1502	1716/2.3E	2027	2314/2.6F
5/10Sun	0159	0519/4.9E	0918	1221/3.7F
	1546	1754/2.1E	2103	2350/2.4F
5/16Sat	0136	0400/1.2F	0632	0958/3.0E
	1402	1710/2.4F	2035	2252/1.8E
5/17Sun	0250	0511/1.3F	0751	1057/2.7E
	1454	1800/2.4F	2117	2349/2.2E
5/23Sat	0018	0341/5.4E	0733	1037/4.2F
	1403	1616/2.6E	1917	2213/3.0F
5/24Sun	0057	0426/5.7E	0818	1123/4.4F
	1454	1704/2.5E	1959	2257/3.0F
5/25Mon	0139	0513/6.0E	0905	1211/4.5F
	1545	1752/2.4E	2045	2344/2.9F
5/30Sat	0108	0345/2.1F	0630	0941/3.8E
	1336	1646/3.3F	2003	2240/2.6E
5/31Sun	0227	0507/2.1F	0752	1046/3.1E
	1434	1744/3.1F	2051	2347/3.1E

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Andrews 56, 1994, Charisma

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J/42, 2003, Freedom

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J/44, 1990, Phoenix

Asking **\$219,000**

77' Andrews, '03, <i>Glory, ex-Alchemy</i> **	\$950,000
70' Custom Wylie, <i>Rage</i>	\$598,000
56' Andrews, '94, <i>Charisma</i>	\$364,599
48' J/145, Hull #9, '03**	\$700,000
48' Kristen, '01, <i>Trinity</i> **	\$629,000
44' J/44, '90, <i>Phoenix</i>	\$219,000
42' J/42, '03, <i>Freedom</i>	\$295,000
41' Passport, '90, 360**	\$249,900
41' Bianca 414, '80, <i>Avion</i>	Reduced! \$43,500
40' J/120, '01, <i>OuiB5</i>	Reduced! \$199,000
40' J/120, '95, <i>Attitude</i> **	\$189,000
40' J/40, '86, <i>China Cloud</i>	\$159,000
40' Tripp, '92, <i>Snake Oil</i> **	\$85,900
40' Catalina 400 Mk II, '07**	\$279,900
39' Dehler 39, '03, <i>Wild Redhead</i> **	\$329,500
38' Sydney, '00, <i>Howl</i>	\$179,000



J/100 2005 Hull #5 Reddie Freddie Asking **\$125,000**

38' X-Yachts 382, '99, <i>XTC</i>	\$189,000
37' J/37, '88, Hull #30**	\$105,000
37' PSC, '89, <i>Zest</i>	SOLD \$129,900
36' J/109, '03, <i>Queen Bee</i>	\$215,500
36' J/36, '83**	\$57,900
35' J/105, '04, Hull #617, formerly <i>Chili Pepper</i> **	\$127,500
35' J/105, '02, <i>Breezy</i>	\$117,000
35' J/105, '01, Hull #382, <i>Anna Laura</i>	SOLD \$105,000
35' J/105, '00, Hull #355, <i>Whisper</i>	New Listing \$104,900
35' J/105, '99, <i>Life Is Good</i> **	\$83,000

35' J/105, '99, Hull #255, <i>Roadster</i> **	\$105,000
35' J/35, '93, <i>Pegasus</i>	\$54,000
34' J/34, '85, <i>The Zoo</i> **	\$29,900
34' MJM 34Z, '05**	Reduced! \$384,000
34' Classic Hans Pederson Power Yacht, '63**	\$79,000
33' J/100, '05, <i>J Bird</i>	\$125,000
33' J/100, Hull #5, '05, <i>Reddie Freddie</i>	\$125,000
30' J/30, '84**	\$34,000
30' Sabre MkII, '86, <i>Buena Vida</i>	SOLD \$49,500
29' J/29, '85, <i>Masthead</i> **	\$28,000
29' Back Cove, '05, <i>Diamond Lil</i>	Reduced! \$179,900
29' Cobalt, '01**	\$69,000
27' Antrim 27, '98, <i>Luna</i>	New Listing \$38,000
27' Choate, '79, <i>Allegro Con Brio</i> **	\$9,900
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 - Wine tastings & seasonal winemakers' dinners
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Sunday – Lakeside BBQ

LETTERS

⇕ FULL SPEEDO AHEAD!

I'm writing with regard to Speedo swimsuits, which have been a topic of discussion in recent *Latitudes*. One sailor from Capitola wrote in to say how much he loved them, while others, including Liz Clark of the Santa Barbara-based Cal 40 *Swell*, have expressed an extreme disgust for them.

I've worn Speedos ever since I was a lifeguard in high school. Yeah, I know, Speedos make people run, dogs bark, my



COURTESY DON REES

Don in the pilot's seat of a 747 about to fly by the seat of his Speedo.

daughters roll their eyes and old ladies faint. But I don't care. I love Speedos. I'm a 53-year-old international 747-400 captain, and Speedos are as close to skinny dippin' as you can get. Why wear more than you need?

The accompanying photo was taken last Sunday, at 36,000 feet, during which time I was wearing a Speedo under my uniform while flying back to the United States from Brazil.

I'd gone swimming at the hotel just before pilot 'showtime', so I just left my Speedo on. They dry that fast. I've worn Speedos all over the world on layovers. In fact, the flight attendants named me 'Captain Speedo' — although I'm not sure if that's good or bad. The other photo is of me in the driveway of my home after we got back.

So Speedo wearers unite! Let the dogs bark, damn the nay-sayers, and full Speedo ahead! Banana hammocks forever!

Capt. Don Rees, B747-400
Tango, Catalina 30
Glen Cove YC

Capt. Don — You're obviously very proud of your physique — and you ought to be. We're straight as hell, but we salute you for being in terrific shape. Some people think it would be in the



COURTESY DON REES

Why wear baggies if you've got a physique like this?

public's interest if there were rules for wearing Speedos. If you're under 60 but not in excellent physical condition, for example, you wouldn't be allowed to wear a Speedo in public. Over 60, however, and you'd get a free pass because at that age most people tend to ignore you.

As we mentioned before, we love the so-called 'Baja Tuxedos' because they dry so quickly and are so functional. For example, if you go surfing wearing baggies, water annoyingly keeps dripping down your legs for about half an hour after you come out of the water. Such suits are also recipes for 'boat butt'. But if you wear a Speedo under your baggies, you just whip off the

latter, shake your butt a couple of times, and all will be dry. In addition, Speedos are great to wear during outdoor showers on boats when not everyone aboard is comfortable with naked,

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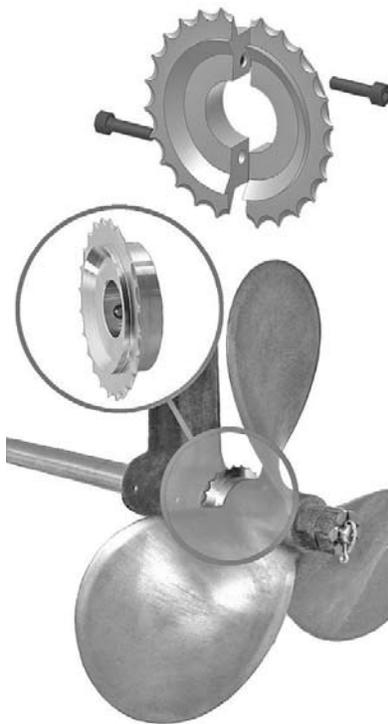
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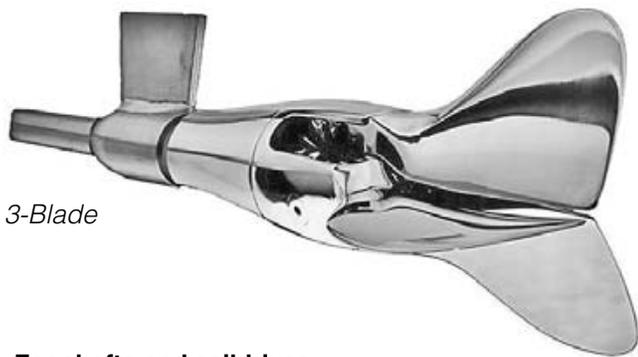
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LETTERS

naked, naked. Yes, we know group nudity is popular on many boats these days, but not for us. For one thing, we're just not that interested in seeing any guy's 'junk'. Secondly, and more importantly, group nudity tends to validate the concept that nudity, and by extension, sex, is wholesome. Can you think of anything more dreary and banal than wholesome sex? Sex isn't really sex unless it's furtive and just a little bit indecent — is it? So please everyone, Speedos for bathing in a group on a boat.

↑↓ PRACTICE YOUR MOB STRATEGY OFTEN

Shortly after noon on March 28, my wife and I were sailing south of the Bay Bridge when we heard a man overboard report on channel 16. The person making the report said there was a male head bobbing in the water near Pier 39, but that it was too windy for his boat to be able to stop and help.

The skipper on another sailboat also heard the call and rushed to the sailor's rescue. A short time later, he reported that the man in the water was next to his boat, but he wasn't able to pull him aboard. He also reported that the man, a singlehander, had fallen off his boat, and that his boat was rapidly sailing in the direction of Angel Island.

Then the situation improved. The Coast Guard reported they'd gotten the man out of the water and were heading to Pier 39. Before long, another sailor reported that he'd taken control of the runaway boat and was bringing her to Pier 39.

It was a godsend that the first sailor saw the man bobbing in the water and made the man overboard report. But I can't figure out why he didn't render any aid. Too much wind? Yes, it was windy out there, but how difficult would it have been to drop the sails and turn on the iron genny? Thank God there was a second boat nearby that was able to render assistance.

I think it would be helpful for everyone to know what was taking place before the sailor fell overboard, and exactly how it happened. It would also be nice to know what kind of safety equipment he had or failed to have on when this all happened.

As a result of this incident, I made a point to take a few minutes to practice a MOB scenario, with and without crew, as I sail singlehanded most of the time. I'm also going to track down a rescue class that I saw offered last year. This year I'll sign up.

Chris Stewart
24-7, Catalina 36
Walnut Creek

Chris — We presume the sailor who made the man overboard report decided that since other boats and the Coast Guard were in the vicinity, and that he was having difficulty controlling his boat in that situation, it was best to let someone else do the actual pickup. Not knowing anything different, and with the ultimate rescue of the man overboard, we're going to assume that he made the correct call.

If the man overboard would like to share, even anonymously, what caused him to go overboard, we'd like to publish it. But based on the rescue and survival of Dave Wilhite and Dave Servais in the Doublehanded Farallones Race, we think a PFD and a waterproof VHF would be the best things to have attached to one's body when going overboard.

↑↓ SURFBOARDS WITH BOLT-ON KEELS

The loss of the keel on the J/80 *Heat Wave* in the Doublehanded Farallones reminded me of racing an Olsen 36 in the '89 Doublehanded Farallones. As we pounded out

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LETTERS

through the short, steep chop of an ebb tide, the boat and deck were flexing so much that the jib sheet turning block track bent enough to release the turning block. We put the turning block back onto the track only to have it come off two more times. Becoming concerned that the deck might separate from the hull, we dropped out. That's when I began to seriously question the 'surfboard with a bolt-on keel' design of ultralight displacement boats.

The next summer I sailed from Hawaii to California with Dan Newland. At the time, Dan was building his Newland 37. Having already won the Singlehanded TransPac, and being a materials genius, Newland and his new boat had a lot of credibility. Nonetheless, while sailing the Bay about four years later, the boat's keel fell off.

And didn't a Wylie Wabbit lose her keel offshore many years ago? Then there was the German boat built for the racing-charter business in Croatia. In one of her first races, she lost her keel. Sisterships in the fleet had keels that almost failed, too, and the boats were all recalled.

This year I sailed in the Doublehanded Lightship Race on a Ranger 37, an old war horse. There was no flexing, no vibrations and no fear of failure. If I'm not mistaken, at one time multihulls were banned from the TransPac because they were considered unsafe due to their tendency to 'rack' and catastrophically fail. I think it's time to have an honest discussion about the risk versus benefits of ultralight displacement boats. Thankfully nobody died in the Doublehanded Farallones, but it easily could have been different. Let's be honest with ourselves before more people die.

David Cain, Crew
Glissade, Ranger 37
Bay Area

David — What's an Olsen 36? We're familiar with Olsen 38s, but they are moderate displacement boats. You must be talking about an Olson 30 or an Olson 40. Both of these designs have been raced hard and extensively, and while they had minor structural issues related to skippers' pushing the performance envelope, to our knowledge none has ever lost a keel.

Keels fail for four primary reasons: 1) Bad engineering; 2) Bad construction; 3) Having been weakened by hitting something; or 4) Lack of maintenance, such as checking that keel bolts are in good shape and tight. As such, there is nothing that



Bill Lee's 67-ft 'Merlin', the original ultralight sled, has been raced hard for over 300,000 miles without a keel failure.

makes light boats inherently more susceptible to keel failures than moderate displacement boats. Take the case of Bill Lee's 67-ft Merlin, the first big ultralight. If we're not mistaken, she's been raced very hard for over 300,000 miles with no keel problems. As far as we know, there haven't been any keels lost off popu-

lar ultralights such as Moore 24s, any of the Santa Cruz 27s, 40s and 50s, or the Express 27s and 37s. That's a whole lot of light boats with a staggering amount of hard ocean miles beneath their keels. In the case of J/80s, prior to Heat Wave

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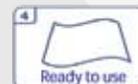
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LETTERS

there had only been one keel failure in the run of 1,056 boats. Even one is too many, of course, but with that kind of record you have to wonder if the cause wasn't something other than engineering or construction.

Keel failures are not unique to ultralight boats. After all, who can forget when the keels fell off two of BMW Oracle's boats during training for the '03 America's Cup in Auckland? And nobody is going to claim an IACC boat is an ultralight. Right off the top of our heads we can recall keel failures on moderate displacement racer-cruisers off England, in Croatian waters, off Australia, off South Africa, and most recently in the Gulf of Mexico. Again, there was no single cause. Take the case of Excalibur, which flipped off Australia in '02 with the terrible loss of four lives. Last month Alex Cittidini, director of what had been Applied Alloy Yachts, was convicted of manslaughter as a result of the Excalibur case. The jury said as director of the company, Cittidini either knew about or should have known about a cut that had been made in the keel and a "child-like" weld to repair it.

We have no data to support it, but we suspect that the greatest rate of keel failure has been on custom ultralight boats, and for two reasons. First, the designers, builders and owners were willing to accept the risk of smaller margins of error in the pursuit of higher performance. As Buddy Melges once famously said, any part of an America's Cup boat that doesn't fail just after crossing the finish line of the final race was overbuilt. Second, custom ultralight boats tend to be raced harder and more often. This month's Max Ebb dives deep into the issue.

↑↓ AN EPIRB IS NOT AN OCEAN-GOING ONSTAR

Three years ago Paul Nielsen and I were on the scene in the Potato Patch when Stan Glaros' *Great Fun II* lost her keel in the Duxship Race. That was bad enough. But after reading about the miraculous survival of Dave Wilhite and Dave Servais after their J/80 *Heat Wave* lost her keel and flipped in the terrible conditions outside the Gate during the Doublehanded Farallones Race on the night of March 28, I'm rethinking my coastal sailing emergency equipment. After all, I can't imagine surviving anything like what Wilhite and Servais did — 30+ knots of wind, big breaking waves, all while clinging to and repeatedly getting knocked off the overturned hull of the boat.

There's a lot of speculation going around about the best gear for near-shore racing. Can you shed some light on a few questions?

1) What's the response time after the activation of an EPIRB with GPS? Rumor has it that four hours might pass before the call is routed through to the correct agency. Is an EPIRB a good safety solution for near-shore racing in cold water temperatures?

2) What's the Coast Guard's reception range for a 5- to 6-watt handheld VHF radio transmitting from a foot above max wave height? Are there any shadows caused by Pt. Bonita or other land masses? Has anyone tested radios in rough conditions in this area?

3) Is DSC with integrated GPS a tool that Coasties or other marine traffic use?

A handheld waterproof VHF radio with integrated GPS receiver and DSC capability, turned on (so it has already acquired satellites), and strapped to my harness sounds ideal, but I worry about reception range. If Servais hadn't had a boat to stand on, would his transmission have been heard?

Will Sitch
Boatless
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Will — Response to an EPIRB may take anywhere from a few minutes to a few hours. "It depends on where the boat is in relation to the satellite that's receiving the signal," USCG SAR Duty Controller Ernest Delli Gatti told us recently. And if the initial alert doesn't include a position report, as many don't, even more time passes until it's received, either from another satellite or by phone confirmation with a shoreside contact. "The average time for a position report is a little over an hour," SAR Controller Ed Skinner said, "but it could take as long as three." As such, it's not the ideal solution where drowning or hypothermia are legitimate risks. In addition, EPIRBs have difficulty transmitting from underwater or through fiberglass.

As for the radio, Wilhite dove underneath the overturned hull to retrieve the waterproof handheld radio, then called the Coast Guard from about eight miles offshore. Despite the shrieking wind, huge seas and the fact that Servais, who was operating the radio, was very low in the water, both he and the Coast Guard say the radio reception was strong and clear.

As far as DSC — and personal EPIRBs such as SPOT (Satellite Personal Tracker), PLB (Personal Locator Beacon) and other units you attach to yourself — anything you can do to increase your chances of rescue will help both you and the Coast Guard. That was the main message at a meeting last month between a team of Coast Guard officials and representatives of the YRA and all yacht clubs that run ocean races. The Coasties noted that if you go the PLB route, be sure to get one meant for marine use, as the ones intended for hikers go through a different satellite relay and will take longer to reach the Coast Guard. One PLB they specifically recommend is the one they all wear themselves offshore: the McMurdo Fast Find. They also mentioned that they will be asking yacht clubs that sponsor ocean races to require all boats racing in the ocean to carry a float-free (water activated) Category I EPIRB starting in 2010. We don't want to say too much about this right now since the recommendation hasn't even been drafted yet. We'll bring you updates as we learn them.

The irony is that these new regulations are based on three recent incidents where EPIRBs likely wouldn't have made any difference to the outcome: 1) the loss of Daisy last year in the Doublehanded Lightship Race, where Kirby Gale and Tony Harrow perished in a quick and catastrophic sinking; 2) the disappearance of Pterodactyl after the crew were swept overboard (they were immediately rescued by another boat) in the following month's Doublehanded Farallones Race — any onboard EPIRB wouldn't have been activated (as it was, the Coasties threw an EPIRB into the cockpit to track the boat but it sailed into oblivion anyway); and 3) last month's abrupt capsizing of Heat Wave.

Based on his near death experience, Wilhite has come up with his ideal offshore-but-near-shore racing kit. For details on both the remarkable survival, and what would be in his next kit, see the feature article elsewhere in this issue.

By the way, the Coast Guard has two new policies in an effort to prevent the loss of life in races in the Gulf of Farallones. First, from now on they must all be individually permitted. Second, the Coast Guard will have a boat on the course during each race. We think the latter is a great idea, as it would be perfect training — which they need to be doing anyway.

↑↓ THE CASE AGAINST DINIUS IS AN ABOMINATION

As a reader of Latitude, I find the Lake County District Attorney's case against Bismarck Dinius to be an abomination! That Dinius, who happened to be sitting at the helm of a stationary sailboat, should be charged for the death of Lynn Thornton, when it was actually caused by Deputy Perdock's

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LETTERS

slamming his powerboat into the sailboat at 45 mph, is outrageous! Is there some way that we can get the attention of State Attorney General Jerry Brown, perhaps by having *Latitude* create a form letter that we can send by the thousands, to get the right person charged for the crime? Relying on the Deputy's buddy, the Lake County District Attorney, to do anything right seems hopeless now. How about a lawsuit against the D.A. and the Sheriff's Office for dereliction of duty?

If the Dinius case ever goes to civil court, as in the case of O.J. Simpson, Sheriff Perdock's ass will be grass!

Keith Dekker
Los Osos

Keith — Based on all the available evidence, State Attorney General Jerry Brown and the State Attorney General's Office couldn't give a rat's ass about justice. Latitude and others have already instigated email campaigns to make Brown and his office aware of the travesty. In addition, ABC Channel 7's I-Team reporter Dan Noyes has been conducting an excellent ongoing exposé. It's also noteworthy that a huge majority of respondents to a survey in the Lake County Record-Bee agree that Perdock, not Dinius, was responsible for the death of Thornton. Furthermore, various members of Thornton's family have even written the judge to say the wrong man is being prosecuted and that charges should be laid against Perdock. But do you think that any of this, or the obvious conflict of interest on the part of the Lake County Sheriff's Department and the Lake County District Attorney's Office, has had any effect? Of course not. In our opinion, it's just another example of the incompetence and corruption that is so pervasive in government today.

By the way, there already has been a civil case over Thornton's death. The company that insured Perdock's boat coughed up the full amount of his policy, all but admitting his guilt.

For more on California justice having run completely off the rails, see this month's update on the Bismarck Dinius situation.

↑↓ LEARN FROM BETTER SAILORS THAN YOURSELF

This year was the first time that Karen and I participated in a Sea of Cortez Sailing Week, and it far exceeded our expectations. We've been sailing our Beneteau Oceanis 411 *Dream Seeker* for over nine years, but during Sail Week we'd learned more about sailing our boat faster and more efficiently than



LATITUDE / RICHARD

Tom learned more about sailing his boat in one in Mexico than he had in the previous nine years.

in all the time we previously owned her. This was thanks to experienced racers such as Louis Kruk from the Hayward-based Beneteau First 42S7 *Cirque* and Steve Lan-

nen of the San Francisco-based Beneteau First 40.5 *Full Quiver*. Both skippers sat down with me on most nights after sailing and answered my many questions, giving me insights into strategies and sail trim that really helped us on the subsequent races.

Nevertheless, the event was much more about friendship,

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LETTERS

sharing ideas, sailing in incredible conditions, and general all around fun than it was about 'serious' racing. Thanks to the Grand Poobah and Doña de Mallorca of *Latitude* and Patsy Verhoeven of the La Paz-based Gulfstar 50 *Talion* for putting on this great event, and for all the skippers and crews who made it so much fun.

Tom Lilienthal
Dream Seeker, Beneteau Oceanis 411
San Francisco

Tom — Gracias for the kind words. We've always preached that participating in low-key races is a great way for folks to become better and more confident sailors, which makes sailing — and cruising — more fun. We realize that most non-racers are skeptical about this, but it's true. And learning to sail your boat better by participating in 'nothing serious' races doesn't have to be scary or boring, as you primarily need to just try to mimic what the faster boats are doing. After the races, pick the minds of more experienced skippers on how you could improve your sail trim and strategic decisions.

ILLUSION'S FORMER LIFE

While reading last September's *Latitude*, I noticed that you mentioned Stan Honey's Cal 40 *Illusion*. It has inspired me to send you some history on that boat, and how one ex-cruiser has been transformed. But first, I have to say that I'm assuming the *Illusion* in question is Cal 40 hull #57.

If this is indeed the same Cal 40, I bought her in Cos Cob, Connecticut, in '76. She was one of those East Coast derelicts living on a buoy. I had recently moved from San Francisco to New York City for a job and, at the time, East Coast sailors weren't too impressed with TransPac boats. The boat's low price reflected this, so I got a good deal.

For me, the cruising bug started on San Francisco Bay with Peter Jones, Fat Albert at Wave Traders, Paradise Cay, and yes, the founding of *Latitude 38*. *Illusion* was my vehicle to complete the dream. Note that my dream was accompanied by zero



PEKKA PARHI

Rod sailed his Cal 40 far and wide, from Valparaiso, Chile, to Patras, Greece.

experience. Nonetheless, *Illusion* and I would cruise as far south as Valparaiso, Chile, as far east as Patras, Greece, and make a zig-zag path everywhere in between. Broke, but

with a German girlfriend I found while exiting the Canal solo and a son born in Mexico, I got *Illusion* back to Santa Cruz, where I sold her for money to buy food. If any one knows of her history after that, I'd love to hear it.

What happens to ex-cruisers? This one got as far away from the ocean as possible, and exchanged the open ocean for the open prairie. Now, 20-something years later, I will report on my demise as a cruiser. We bought a small farm, which has grown over the years. My son born in Mexico was followed by four more. The eldest graduated from the University of Florida last spring, and is taking over the management of the farm. I'm retiring from farming.

But over the last two decades I never managed to completely

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rid myself of the bug that is cruising, and have embarked on a new path. I am now stripping down — outriggers, winches, and so forth — a 90-ft shrimp trawler. Oh, I can hear the purists gasp! Are we going back to *Waterworld*? Keep in mind that I was once one of you. In any event, we have set up camp on the Gulf of Mexico, and hope to have the beast completed in time to transit the Canal and make it to next year's Ha-Ha. I know I am now a sinner, heretic, and stinkpotter, but I still have an affinity toward sailors. We have a 30-ft x 22-ft fish hold converted to a full blown service shop, make 350 gallons of freshwater per day, and will always quickly chill warm beers for desperate sailors.

Now for my rant. In the same article in which *Illusion* was mentioned, *Latitude* made the statement that we Americans are the largest per capita users of energy in the world. I hear that statement often, but the another seldom heard fact should be included in the sentence. We Americans are the largest consumers of energy in the world, but we're also the largest producers of world product! We use 25% of the world's energy to create 29% of the world's product, so it's a positive ratio.

Despite having gone from purists to pigs, we hope to see you next year.

Rod Wagner
M/V Party Farm
LaCygne, Kansas

Rod — Valparaiso to Patras to Santa Cruz on a Cal 40 — we're impressed. As for a 90-ft converted shrimp trawler as a cruising boat, that wouldn't be our first choice of a ride, but we'd love to have you along on the Ha-Ha. Incidentally, over the years we've learned that farmers tend to be very successful cruisers. And why not, as they are used to having to make major decisions on their own and living with the results, and they tend to be able to fix anything with almost nothing.

As for your old Cal 40, we think you'll find the following letter to be interesting.

ILLUSION'S CURRENT LIFE

We bought our Cal 40 *Illusion* from Moore's Reef in Santa Cruz in 1988. She is indeed hull #57.

Buying the boat was a very peculiar exercise. She had no engine and was otherwise serving as a shelter for some homeless folks. There were three bullet holes in her topsides, substantial collision damage on the bow, and various missing parts — including the mast step, table and engine. Ron Moore



LATITUDE ARCHIVES

couldn't tell us who the owner was because the owner had stipulated in the storage contract with Ron that his identify would not be revealed. So we made a 'To Whom It May Concern' cash offer of \$20,000 through Moore.

We were then contacted by yacht broker Gary Helms, who reported that the owner had contracted to pay him a 6% commission to sell *Illusion* to us because the owner wanted to conceal his identity.

W
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Rich Wilson, sailing *Great American III*, finished 9th in the 2008-9 Vendée Globe. Rich is the 2nd American to ever finish the Vendée Globe.

PHOTO CREDIT: FRANCOIS VAN MALLEGHEM / DPPI

WHEN NOT FINISHING IS NOT AN OPTION

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Helms said it was nuts for someone to pay him a commission to sell a boat he'd never seen, particularly when it was a cash offer with no contingencies. Helms' pointed out that all the secrecy might indicate that there was a lien on the boat, and recommended insisting that the title be current and clear of any liens. It was clear. We still have no idea who the owner was or why he was so secretive.

Apparently Peter Jones knew the previous owner, and said he'd been sailing up from Panama when the engine failed. He was so tired of beating so much that he had the boat trucked to Moore's Reef.

Hull #57 has always been named *Illusion*. She was originally owned by Bus Mosbacher, famous for being the helmsman on the 12 Meter *Weatherly*, and Vince Monte-Sano. They apparently did very well racing the boat for the New York YC, so there is a half hull model of *Illusion* on the wall in the model room there. *Illusion's* hull was originally black.

Bizzy Monte-Sano, Vince's son, once came to South Beach Yacht Harbor in San Francisco to see the boat, and he told us countless stories of her early life — including why there was an extensive repair on the starboard side. Apparently, when they passed too close behind a barge in light air, the eddy sucked them in and the two vessels banged around for some time. Bizzy said that the barge tender wasn't very helpful — he just yelled at them and hit them with his mop. Bizzy, by the way, is now the attorney who represents the New York YC in the America's Cup mess.

I haven't been able to sail *Illusion* as much as I'd like recently, as I've been navigator on *Groupama 3*, Franck Cammas' 100-ft maxi trimaran. She's quite a boat. We just finished a training trip from Lorient, France, to Istanbul, Turkey. In July we'll be going after the TransAtlantic record, and in November we'll make an attempt on the Jules Verne around the world record.

Stan Honey
Illusion, Cal 40
Palo Alto

Readers — The part Honey left out is how many races he's won with Illusion. Unfortunately, we'd need another couple of pages to list them all. Among the most significant were the Singlehanded TransPac overall in 1994, and two Pacific Cups, sailing doublehanded with Sally, in 1990 and 1996. In the latter, Illusion got to Hawaii in 11 days, 5 hours, which is faster than any other fully crewed Cal 40 has ever gotten to Hawaii since these boats started racing there in TransPac in 1967.

↑↓30 YEARS AND COUNTING

Latitude recently asked to hear from boatowners who



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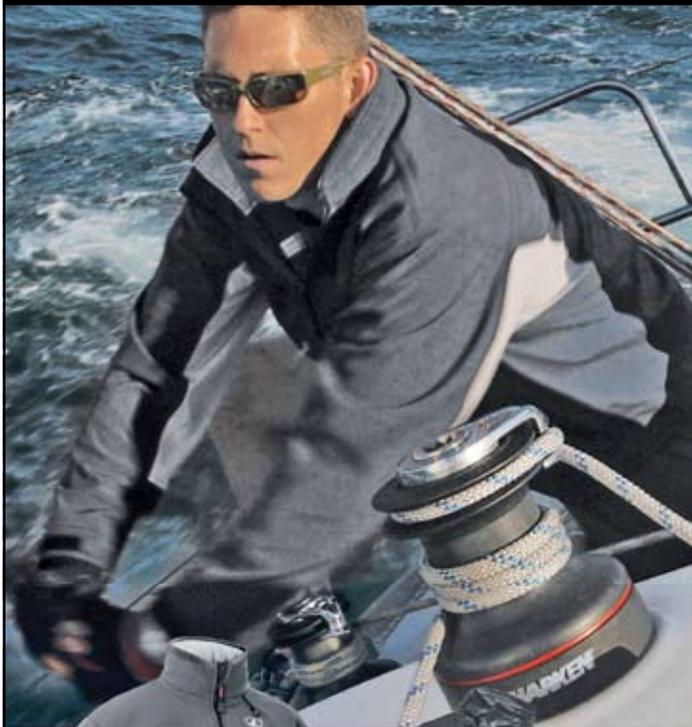
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LETTERS

Last summer, the three of us sailed to Hawaii, Maui, Molo-kai and Oahu on another boat, but that's another story.

Ed Hoff
Heathcliff, Catalina 27
Brisbane Marina

↑↓ I'M A MEMBER OF THE OVER 50 CLUB

How about an 'Over 50 Club'? I've enjoyed reading the letters about the 'Over 30 Club', for people who have owned the same boat for over 30 years. I'm even a member.

But I'm curious to how many members there might be in an 'Over 50 Club'. I've owned my 74-ft Belknap and Payne schooner *Viveka* since 1957. Like most of the club members, I've had many good memories, some great adventures, and very few regrets. I left San Francisco aboard *Viveka* in '65 and headed



Merl Petersen's 'Viveka', which he's owned since '57.

to Hawaii. In '89 I left Hawaii to do a circumnavigation, arriving back in San Francisco Bay in '96. There are too many good stories, of course, spread over all those years to tell now, but let me say that I still enjoy my old girl. And although I'm 87 years old, I still live aboard.

Another member to the club should be my friend of about 50 years, Ron McCannon, who has owned his boat, the 82-ft M Class *Pursuit*, berthed in Sausalito, for close to 50 years.

I look forward to reading about other 'Over 50 Club' members, and might suggest that we all get together sometime.

Merl Petersen
Viveka, Belknap & Payne Schooner
Richmond

Merl — It never crossed our minds there could be an 'Over 50 Club', but yeah, we'd like to hear from any other members. By the way, we can remember kicking around the Ala Wai in the mid-'80s, listening to all the skeptics poo-poo your plans to refit Viveka and circumnavigate. You must have gotten more than a little satisfaction from proving them wrong.

↑↓ IRIDIUM CALLS CAN RACK UP THE FEES

I'm having trouble finding out how much it costs to call an Iridium phone. I thought you might know.

John Defoe
Debra, Tartan 37
Laurel, MD

John — It all depends on how you make the call, but be careful, because if you do it the wrong way you'll quickly go broke. The smart way to do it is to call Iridium's number in Arizona, which is (480) 768-2500, at which point you'll be prompted for the number of the Iridium phone you wish to call. The cost to you will be whatever your local provider charges you to make a call to Arizona, which shouldn't be too much. Or, you can call the Iridium phone direct, which All Roads Communications, the Iridium dealer in San Diego, says can cost "up to \$20 a minute." Let us repeat, if you don't go through Iridium's number in Arizona, a direct call to an Iridium phone can cost you up to

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↑↓ "EH, SHE'S NOT ALL THAT"

I've been sailing in Southeast Asia until recently, so I got a little behind on my reading of *'Lectronic* and *Latitude*.



WEBB LOGG

Roman Abramovich and UCSB grad Daria Zhukhova, who is the art queen of Moscow, strolling the docks in St. Barth.

Having now read the January *'Lectronic* item where you reported that Russian oligarch Roman Abramovich had his girlfriend as the only passenger on his private Boeing 767 from St. Martin in the Caribbean to Moscow, I can tell you that you missed the California angle to that story. Unless Roman was fooling around with a new girlfriend — something his first wife accused him of doing — the girlfriend he put on a plane that is more typically configured to carry up to 375 passengers was Daria Zhukhova. While I never met Daria myself, one of my roommates at UC Santa Barbara had a Slavic Studies class with her. Although Daria went on to become a model, I have to be honest, there were about 1,000 California girls at UCSB that I found more attractive when I was there.

Jeffrey Jensen
Los Angeles

Jeffrey — Daria is actually something of a California Girl herself, having moved from Moscow to Santa Barbara at age 10 with her microbiologist mother. UCSB is apparently a much more challenging school now than in the '60s when we attended classes between protesting and surfing, so we tip our hat to Daria for graduating with honors. She's now reputed to be the queen of the art scene in Moscow, in part because Roman reportedly bought her two paintings worth \$50 million each.

↑↓ HISTORIC CIRCUMNAVIGATION CELEBRATION

I'd like to let everyone know that there will be a 25th anniversary celebration of American Marvin Creamer's 30,000-mile circumnavigation without the use of any navigation instruments. For those of you who never heard, and many didn't, it's correct. Creamer and his crew went around aboard his Brewer 35 *Globe Star* without a compass, sextant, timepiece or any electronic navigation device. Creamer, now a spry 93 years young, and still the owner of a 17-ft sailboat, will be in attendance at the celebration in New Jersey.

To recap, prior to his unique circumnavigation, Creamer had considerable ocean experience. He'd sailed his 30-ft ketch *Scotia* from New Jersey to Bermuda twice, from New Jersey to the Azores twice, from New Jersey to England and back, and from New Jersey to Ireland and back, doing the latter return trip without navigation instruments. After selling *Scotia*, Creamer purchased the 39-ft cutter *Navstar*, and in '80 sailed from New Jersey to Dakar, Africa. His return trip, via



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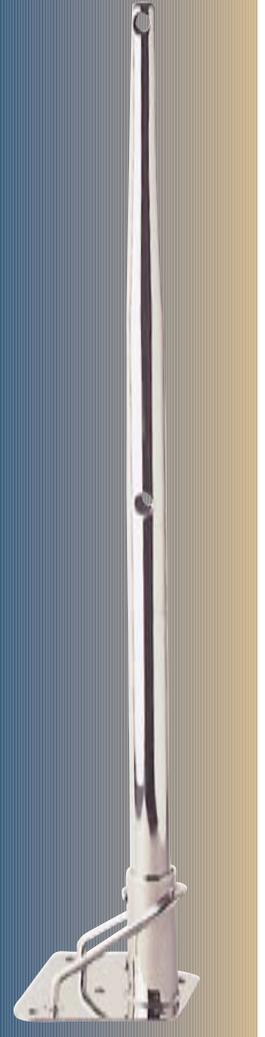
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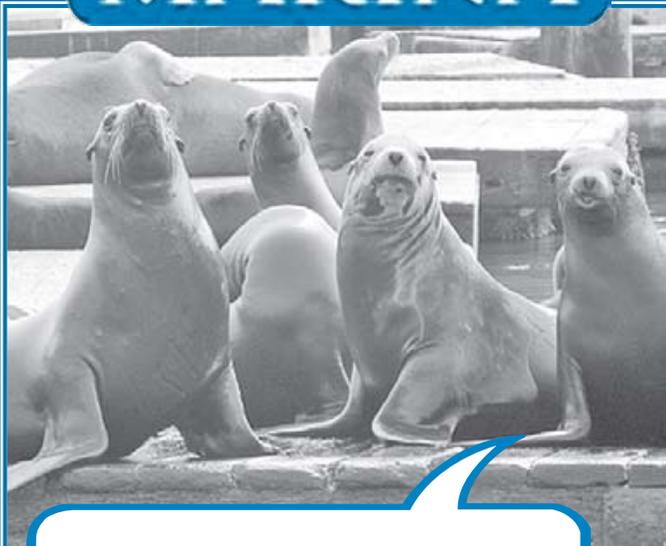
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the Cape Verde Islands and Bermuda, was without the use of traditional navigational instruments.

By early '84, Creamer had made eight Atlantic crossings, three times without navigation instruments, but still hadn't achieved his ultimate goal of circumnavigating without navigation aids. So in '83 he purchased the 36-ft *Globe Star*, and

COURTESY WWW.GLOBESTAR.ORG



Creamer circumnavigated without using any navigation instruments, although in case of emergency, a full set was locked in a lazarette.

took off on May 17, 1984. He would have different crew for the various legs. The boat's course took her to Dakar, Cape Town, Australia, New Zealand, Cape Horn, the Falkland Islands, the Cape Verdes, Bermuda, and back to Cape May. Creamer

was out for 18 months before he returned; 11.5 of them were spent at sea.

During his circumnavigation, Creamer gleaned much additional knowledge about navigating by nature alone. He discovered that he could depend entirely on the sun, moon and stars — if they were visible. After a lot of practice, he was just as aware of his longitude as was an 18th century mariner, so he had only to sail down a parallel of latitude for landfall. In overcast and stormy weather, he studied currents and wind patterns. But he also found that the composition and color of the sea, cloud formations, the horizon, drifting objects, and different types of birds or insects were valuable sources of information. Creamer obtained his latitudes by identifying a star with known declination that happened to transit directly overhead.

On one occasion, a squeaking hatch served as a navigational aid. Creamer had lost direction in a prolonged dead calm. With no visible stars or currents to guide him, he could do little more than sit and wait. When the wind finally began to blow, a crewmember moved the hatch cover, which made a loud squeaking noise. Deductive reasoning told Creamer that dry air coming off Antarctica had caused the squeak. Moist air would have lubricated the track. Following the direction of the dry air, *Globe Star* was able to get back on course. Creamer was 68 years old at the time of his feat.

Phillip Miller
Turnersville, New Jersey

Readers — We're not sure the unusual circumnavigation got much publicity 25 years ago, so we're pleased to be able to make sure all our readers here about it now. Find out more at www.globestar.org. Well done, Creamer!

↑↓IT'S EASY WITH A CAT

We read with interest the April letter wondering why few boats show a black ball when anchored during the day. In all our cruising from England to the South Pacific, the only cruisers we've seen regularly hoist the black ball are a British couple. They did it because they knew of an incident, which I think happened in Bermuda, where a cruise ship lost steerage in the harbor and damaged several cruising boats. The insurance company refused to pay for the damages to the cruising boats that had not been showing a black ball. Sounds like

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LETTERS

the work of weasels, no?

The problem becomes how to know if you're in a designated anchorage, where such balls are not required. Are designated anchorages the ones with little anchor shapes on the charts? Or are they the ones referenced as such in the pilots?

We're also writing in response to your report on Scott and Cindy Stolnitz successfully careening their Marina del Rey-based Switch 51 *Beach House* near Bahia del Sol in El Salvador, and *Latitude's* request for others who have done it. We've intentionally careened our 'puddy tat' twice — once in Shallow Bay in New Zealand's Bay of Islands, and last year near Mele on Efate Island, Vanuatu. On our way to Efate, a large wave train from the stern knocked off a piece of wood for the engine cover under the bridgedeck, resulting in a leak. So we went to the village and asked permission to careen our boat. Permission was granted, so we brought her on the beach and made repairs.

We unintentionally found ourselves 'careened' when we spent the night in an anchorage in Panama's Perlas Islands when the tide went out — and it really does go out on the Pacific side of Panama. But no worries, by morning we were afloat again with plenty of water.

Careening is a useful trick when boatowners need to make quick repairs, especially where boatyards are scarce. Here in the South Pacific, the tidal ranges aren't that great so you have to pick your spots carefully. With our cat we have to be careful not to overstress our rudder posts, as they extend deeper than our hulls and could be damaged if too much weight were put upon them. So we look for a flat, shallow, sandy bottom on which to careen. Monohulls can also be careened, but it's not ideal unless they have twin keels or carry 'legs'. The ease of careening is one of the many advantages of cruising in a cat.

David and Susanne Ames
Cheshire, Spindrift 40

Olympia, Washington / Whangarei, New Zealand

Readers — While in La Paz last month, we met up with David and Sylvie Cherry Poole, England-based vintage Cantana 40 cat Puddy Tat. They reported that they'd just successfully careened their cat on the magote.

⇕ CAREENING OUR BOAT WAS NOTHING BUT FUN

You asked for responses from people with experience careening their boats. We were sailing *Seminole* from Tauranga to Auckland 29 years ago when we were quickly overtaken by a nasty squall. We were running off quite broad when it slammed us but I managed to get the sails down. When I looked aft, though, I was stunned to see my boomkin wiggling up and down. When I checked over the side, the boomkin attachment point at the waterline was hanging by only one of the four bolts. We quickly rigged the genoa halyard aft to a solid point, and cranked it up tight. With the rig temporarily safe, we turned on the engine.

I went below into the stern and could see there was no water coming in where the bolts were, so we were safe there, too. Nonetheless, we decided to head into a deep bay that was a few miles farther north so we could find good holding ground to anchor and sort out the problem. With big tides, we were sure we could just slip in carefully, rest *Seminole* on her bottom, and let the tide go out. It was almost high water, so it seemed reasonable to do.

Since we'd never attempted to careen a boat before, it was a complete adventure. As the tide went out, we sat in the cockpit and waited. Within a few hours we were leaning to

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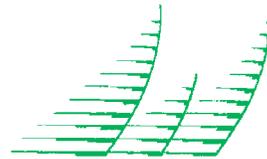
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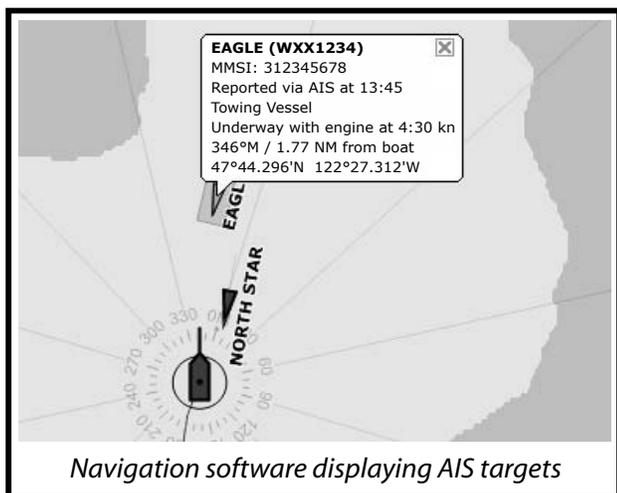
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LETTERS

starboard more and more. The bay was dead flat calm, and as time went on *Seminole* gently laid on her side in the sandy mud. Before long, we were over the side and wading around in the mud inspecting the damage. The heads of three of the four silicon bronze bolts were ripped right off. Since I had built the boat, there were lots of spare bits and pieces in her lockers, and as soon as the pad broke the surface, we began the fix. After punching out the old bolts, we replaced them with some stainless ones with hex heads and washers, which didn't look as nice, but were much stronger than the carriage heads that had failed. A little 5200 made them watertight. By then we were fully lying on the bottom, with about two feet of water still around the boat. We shut all the hatches, ports, and vents and waded to the shore.

We took a walk along the bay shore and found a nice little home with two wonderful people living there. When they found out we'd careened our boat in their bay, they invited us in. We were served tea and scones with fresh blackberries. After a nice conversation we headed back to the beach near the boat. With very little effort we dug up fifty or sixty *pipis*, the fine little cherrystone clams they have in New Zealand. A trip to the nearby rocks also provided a number of fat mussels and oysters. A few bits of driftwood made a small fire, and when there were coals, we just threw in the mollusks and waited until they opened. We grabbed the steaming shells with two little sticks and ate the meat inside.

By early evening we could see the tide coming up. We waded back out to the boat, climbed aboard, and waited for the bay to rise to the occasion. Almost without a sound, we were slowly returned to upright, then floating. We hauled in the anchor and powered out of the bay to continue our trip north. No disaster. In fact, nothin' but fun.

Those were the days. Leaving New Zealand later in the year, we were wrecked on a tiny island. *Seminole* is now a fine home for fish some 70 feet down. But that's another much longer and more interesting story.

Barry Spanier
ex-*Seminole*, 38-ft double-ender
Maui

THE SAILING'S GREAT IN SOUTHERN OREGON

Greetings from our sailing venue, Klamath Lake, which is 250 miles up the Klamath River at 43° north. The Klamath YC is casting a wider net this year, inviting sailors to some of the best lake sailing/racing/cruising in the West. Folks might want to join us over the Fourth of July for our annual regatta.



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Jim & Stephanie Carpenter
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Readers — Klamath Lake is 28 miles by 3 miles, and is located in southern Oregon, about 100 miles north of Redding.

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LETTERS

The club holds races from early April until the middle of August. Based on the photos in the club's website, there are some hot boats, such as Farrier trimarans and Express 27s. Lake sailors, check it out!

↑↓AS IN 'LEG'

In response to Bill Nyden's question in the March issue of *Latitude* regarding the correct pronunciation of Vito Dumas' boat, I would inform him that the pronunciation is the same as 'leg', as in right or left leg. I spent almost a year in Argentina in the mid-'70s aboard *Gaicho*, my 56-ft ketch, which was built in Tigre, Argentina, to a Manuel Campos design. She was very similar to Dumas' *Lehg II*.

After purchasing *Gaicho* from Ernesto Uriburu, her original owner, in '65, we sailed her through the Caribbean to the Galapagos and then on to San Francisco. I rebuilt her here. In '72, we sailed *Gaicho* to Argentina via the Canal, Europe and the South Atlantic to Buenos Aires. My daughters Jody and Lauren, who were five and seven at the time of departure, did the trip with me. My wife and their mother had died in '69 before the start of the voyage.

While in Argentina, we witnessed the rebuilding of the famous *Lehg*. The shipwrights who did the restoration gave me the main frame of *Lehg*, which was signed by them. I still have it.

I enjoyed many wonderful conversations with Campos and was fortunate to be able to get to know him well. I was also able to somewhat understand the rather mysterious Vito Dumas.

Tony Badger
Kingfish, Fisher 37
Sausalito

Readers — For those who missed it, Dumas is famous for his singlehanded circumnavigation of the Southern Ocean from Buenos Aires aboard his 31-ft ketch Lehg II in '42, at the height of WWII. He was the first man to singlehand around all three great capes, including Cape Horn.

↑↓SHE WAS A CREAM PUFF

Latitude's February article about the Bristol 32 *Sand Dollar* brought back some memories for my husband and me, as we had tried to buy her when she was for sale in Alameda 10 or more years ago. We made an offer on her, but the then-owners changed their minds and took her off the market. She was a cream puff, so we were very disappointed.

The rest of this coincidental story is that we also had a stopover at Johnston Atoll. We were flying to Majuro, where the Stubers are now, to sail with friends who were at that time doing aquaculture in the Marshall Islands. Our flight made a scheduled stop at Johnston, but to our amazement — this was '89 — no one was allowed to leave the aircraft, and fully armed military personnel drove around the plane in Jeeps wearing gas masks! We're certainly happy to hear that the military have departed and the birds have returned.

We very much enjoyed reading Katie's story, and wish them smooth sailing on their beautiful *Sand Dollar!*

Alice Weston & Andy Kopetzky
Marina del Rey, California

↑↓YOU DON'T NEED A SHRINK — JUST GO SAILING

Do I need a shrink, or is it these boats that are driving me crazy?

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LETTERS

work on her. So here we sit in the work yard in San Carlos, Mexico. I call this place the Yard of Tears, for not only do you see grown men crying over their frozen engines and blown out whatevers, but it's also where we store our beloveds — or even bid them a last adieu. Usually the wives patiently wait while the captain screws down the hatch for the last time, sobbing and sobbing.

My boatyard neighbor and I are both Geminis, so I suppose it's not surprising that we each did the same thing. Unfortunately, the same thing is that we singlehandedly froze up the diesels on our boats. My neighbor did it by closing his cockpit drain and allowing rainwater to fill up and overflow into his engine. As for me, while repairing my exhaust system, I allowed water to enter into a cylinder through a leaking gasket. It's part of my freshwater cooling system. Funny, after all those miles on the ocean, I get water in my engine while I'm sitting in the middle of a desert! My neighbor and I were able to free our engines after taking them apart. He's opted for a new engine and transmission. I, on the other hand, have naturally decided to patch mine back together.

My wife Virginia says it all reminds her of the AARP magazine article she read about actor Dustin Hoffman. After all of his successes, he apparently stopped acting and went into a depression that lasted years. He explained that he'd been raised by parents who should never have had kids, as they were never satisfied with his successes. Similarly, even though I'd probably achieved the pinnacle of my cruising career by sailing to Ecuador and back, when I returned to our home base, I sabotaged the engine. See, I'm a failure after all. Or is it that I made sure I didn't have to face the Papagayo winds again? Maybe I hadn't really processed those 50-knot winds and violent seas. Our furious ride around Pt. Blanca, Costa Rica, also came to mind while I was working away on my beautiful damaged engine. We'd been so on the edge. Perhaps I'd had enough at that point, even though there were still more than 1,500 miles to go. So when we finally finished, I killed my loyal steed. Is that what I did?

The storage yard here has hundreds of boats sitting in various states of disrepair. Virginia calls it the Field of Dashed Dreams. Each boat — and they were all once beautiful — was somehow sabotaged, and has now been sitting here, often year after year, in the blazing and dry Sonoran desert sun, waiting to be brought back to life. Some will never be reborn.

But wait, wasn't it just a mistake? I love cruising! I don't want to stop cruising! Hey, wait a minute, a few parts and we'll be off again, away from the Yard of Tears and off to the idyllic anchorages and calm seas that I know are waiting for me.

Capt. Rob & Virginia Gleser
Harmony, Islander Freeport 40
Alameda

Rob and Virginia — You know the famous and oh-so-accurate saying "Men and ships rot in port?" It seems to us that boats suffer even more when stored on land, as there is often a sense of near finality about it. We absolutely hate it when one of our boats is out of the water.

↕ 44 DAYS IN THE WORST PRISON IN EL SALVADOR

My name is Albert Alfred Eggert, I'm 56 years old, and I have been a sailor for most of my life. I started my most recent cruise in August of '05 aboard my Long Beach-based Bayfield 32 cutter *Raven*, heading south in search of peace and a warmer climate. As a result of taking on water, I had to stop at Bahia del Sol, El Salvador, to haul out. After I completed



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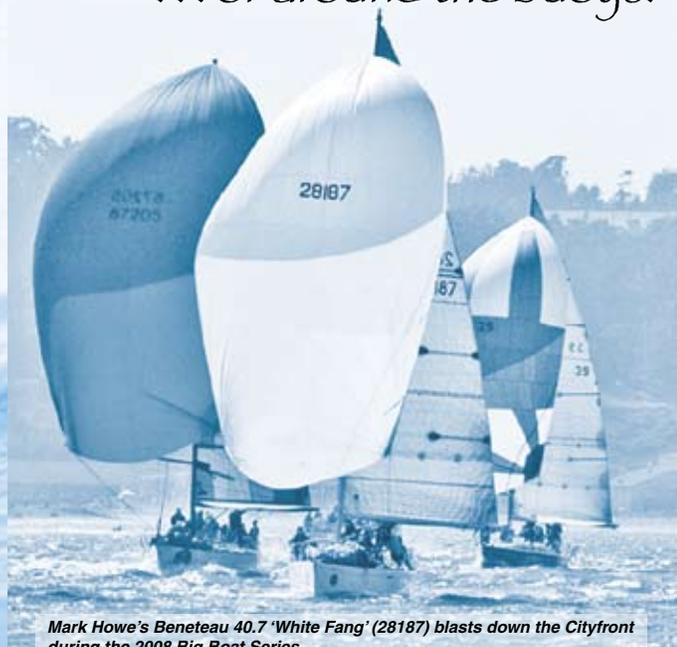
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LETTERS

the repairs to my boat, I met a girl I liked a lot, and decided to stay around for awhile instead of following my original plan of continuing on to Costa Rica. I found the people of Bahia del Sol to be very friendly and mostly honest, and the cost of living was low enough to meet my budget.

My girlfriend's family is very poor, and both her parents are aging, so I used a little of my money to improve the place they live in. I had the floors done in cement, put in windows as there hadn't been any before, did some tile work, and had the place painted. It made their home much more liveable.

Everything was going fine until early in '08, when a man named Santos Torres entered the picture. He owns a boat repair yard and initially seemed like a pretty straight fellow. After a few months, however, things changed dramatically. He developed a belief that Americans are evil and that we didn't belong in El Salvador. I tried to distance myself from him, but he wouldn't allow it.

One day toward the end of last February, I came ashore in my dinghy to deliver some medicine to a very sick friend. As I pulled my dinghy up the beach, I was startled to see Santos, who started beating me with a stick. Had I not protected my head with my right arm, he probably would have killed me. As it was, my right arm was broken in two places. I managed to get my dinghy back in the water, and phoned the Los Blancos Police from the Bahia del Sol Hotel.

The police arrested Santos, and I received a notice to report to the court in La Herradura five days later. Santos showed up at the hearing with two attorneys while I was there with the District Attorney. The judge gave Santos provisional detention, which meant he had to report to the court every two weeks to prove that he was still around.

Three weeks after that, I was served with an arrest warrant accusing me of having sunk one of Santos' dinghies and doing \$3,000 worth of damage to his property. The Los Blancos Police conducted an investigation, and concluded the accusations were false. Nonetheless, I spent five days in jail, because Santos had gone to a higher jurisdiction. Even though the Los Blancos Police knew I was innocent, they were still obligated to hold me until the warrant cleared the other jurisdiction!

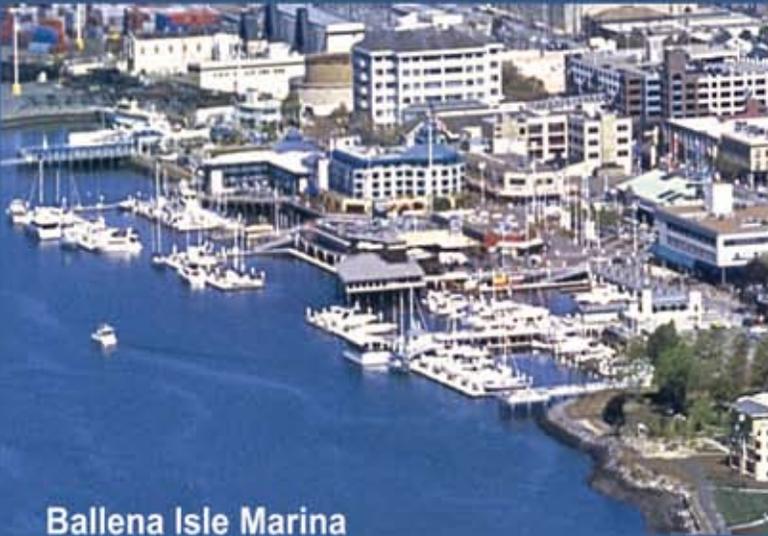
Back in the same La Herradura court, the same judge who had heard the case against Santos, heard the case against me. He refused to make a ruling, and attached this new case to my broken arm case, which was to be heard at a later date. I smelled a rat. The judge had either been paid off by Santos or his family, or some other force had been brought to bear.

About four weeks later, while I was on my way to my girlfriend's house, Santos raced up alongside my slow moving dinghy. After stopping, he lifted his shirt to show me that he had a pistol. He said he was going to kill me real soon. When I reported the incident to the police, they didn't seem interested. I saw my attorney the next day and told him what happened. Within three hours a warrant was issued and Santos was arrested again. It was then that I learned why Santos had been apprehended so swiftly. When he was 15 years old, he'd apparently shot and killed a 17-year-old boy — while the boy was praying in church! Because he was a minor, he only spent two years in prison. But he was forbidden from ever owning or carrying a gun again.

The next time we showed up in court, a judge from the Supreme Court sat in place of the local judge. Having reviewed the case prior to the hearing, the judge sent Santos to jail. He felt the local judge had been unfair so he also moved the case to San Luis Talpa.

Things took a big turn for the worse for me on October 29

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LETTERS

of '08, when Elisabeth Torres, the mother of Santos, and some of her friends, filed a complaint against me, saying I had come to her house two days before and made threats. Specifically, that if I didn't get \$10,000 from them, I would have her son killed in prison, and have the mother harmed or killed as well. It was really hard for me to understand what was going



WEBB LOGG

Esperanza ("Hope") Prison — aka Mariona Prison — in San Salvador, was the scene of brutal torture during the Salvadoran Civil War. Eggert had to call it 'home' for 44 days.

on, as my Spanish is extremely limited. All of these charges, of course, were untrue.

Nonetheless, I received a notice to report to the court in La Herradura on December 17 for a hearing. The judge, the same one who had been removed from the previous case, ruled that I was guilty of extortion, and sentenced me to Mariona Penitentiary. I was informed by the American Embassy that it could take six months or more before I got another hearing.

Fortunately, I was able to get a hearing much sooner, or I'd still be rotting away in that ugly prison. On January 29, I was brought to the court in San Luis Talpa. After reviewing the case, the female judge said it looked as though I had fallen victim to the Torres family once again. She gave me house arrest until a later hearing on February 5, at which time I was freed, and it was as though the charges had never been filed.

As for Santos, he faces 14 to 17 years in prison for his crimes. In addition, the District Attorney's Office has now charged Dina Elisabeth Torres with false testimony, false imprisonment, and extorting monies from me in the sense I had to pay to defend myself against false charges. The same charges having been filed against her witnesses. It remains to be seen how much time, if any, they'll spend in prison.

My advice for all cruisers headed this way is to avoid the El Salvador legal system at all costs. My problems cost me \$15,000 and 44 days in Mariona Penitentiary! I'm still here only because all the fluid I put in my Yanmar transmission ended up in the bilge, and I haven't been able to find the source of the leak. In addition, I discovered that I have a leak in my diesel tank, which was installed before the engine, and is therefore almost inaccessible. Nonetheless, I have an urgent need to leave El Salvador, as elections are coming up soon, and I believe that the FMLN, which is the Socialist Nazi party, will win hands down. I don't want to be in El Salvador when that happens.

Albert Alfred Eggert
 Raven, Bayfield 32
 Long Beach

Readers — Not being able to get another side of this story, we asked Eggert to give us the name of somebody who could vouch for his character, so to speak. Interestingly enough, he directed us to a gentleman in Ventura who said that he and Eggert have had a number of disagreements over the years — but that he nonetheless "understood" him. The man described Eggert as being a very bright and talented person, but someone who was angry with the government and didn't back down

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LETTERS

from minor disagreements in cases where most other people would. He believes Eggert's story, and has talked with Isabel, Eggert's lady friend, a number of times.

In the most recent update from Eggert, he reports that Santos Torres is now out on parole for medical reasons. While there apparently will be a trial at some point, Eggert senses things are going "somewhat sideways" and that it's hard for him to see that justice will ever be served. Saying that he's "quite tired of the whole issue," he reports he'll be "moving down the line with a positive attitude of shoot first and sort out the questions later." Oh dear!

As Eggert feared, the FMLN, which he described as the Socialist Nazi party, won the election in March. Ironically, the new president is Mauricio Funes, a former television journalist with high credentials. He took over the FMLN leadership in '07, becoming the only party official who had not been part of the guerilla movement during the horrible civil war from 1980 to 1992. While the rest of the FMLN seems bent on following the dictatorial socialist path of Hugo Chavez in Venezuela, Funes seems the least radical of all. So who knows what's going to happen?

Two fun facts about El Salvador: One quarter of all Salvadorians live in the United States, and nearly 18% of El Salvador's GDP comes from remittances from the United States.

↑↓ OH, IT'S DONE ALL RIGHT

Thanks for publishing the item about the French thieves who were caught after stealing the dinghy in St. Barthélemy, French West Indies. I only have one question, and that's about the editing. Where did the relatively new spelling and apparent pronunciation of the nickname 'St. Barth' originate? Is it a cruiser thing?

Having lived in the Caribbean — St. Croix — for over 25 years, and having first sailed there from San Francisco in '68, St. Barthélemy is now and always has been referred to as 'St. Barts' — Bart being the nickname for Bartholomew, the anglicization of Barthélemy. Just as the nickname for Christopher is Kitt, which is why the island of St. Christopher is called 'St. Kitts'.

St. Barthélemy has always been referred to as 'St. Barts'. Even the name of the one of the island's official websites is



LATITUDE / LADONNA

St. Barthélemy 'is now and always has been' referred to as 'St. Barth' — by the French.

called St. Barts Island Online and the first line of the text on the site states, "On the island of St. Barts . . ." Although I see 'St. Barth' written in stateside mags and even interspersed in Caribbean pieces, English-speaking West Indians and resident continentals call it 'St. Barts', and I don't think it will ever change no matter how many times it is published otherwise. You changed St. Barts to St. Barth in my letter, and I admit puzzlement. My friends in the Caribbean won't understand what came over me to refer to St. Barts as St. Barth. It would be as if I pronounced Antigua, "An-tee-gwa" — it just ain't done.

Joe Russell
On Assignment in the Caribbean

Joe — We're sorry to have to disagree with you, but it cer-

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LETTERS

tainly "is done." English-speaking visitors do use the nickname St. Barts. Indeed, when Jimmy Buffett sings *Autour de Rocher*, about the little disco/hotel he used to co-own on the island, he refers to "the old St. Barts." But it is a French island, and the French nickname has always been St. Barth, so that's what we use. Indeed, after just a little time on the island you'd no more refer to it as St. Barts than you would pronounce the 'Jean' in Baie St. Jean as 'Gene' rather than 'John'. For further evidence, we include the poster from Loulous's '91 St. Barth Singlehanded Race and Gaffer's Day. If Loulou doesn't know what to call the island, nobody does. We also note that the airline is St. Barth Commuter, that the 30-year iconic T-shirt by Katy reads "St. Barth, French West Indies," that it's the St. Barth Yacht Club, and that the big regatta for boats over 100 feet is the St. Barth's Regatta. The truth is that nobody really cares if you call it St. Barts or St. Barth, but if you're on the island and use the former, locals are likely to assume you just stepped off a cruise ship.

↑↓ "A STUPID, PATHETIC KILLING IN THAILAND"

On March 25 we received the following email from friends aboard *Amoenitas* at the Royal Phuket Marina in Thailand:

"It is in a state of grief and disbelief that we write this account of the recent tragic event which culminated in the murder Brit Malcolm Robertson, 64, on his 44-ft sloop *Mr. Bean*, and to alert cruising friends and others sailing in these waters of the possible dangers. Some of you may have read media reports, but what follows is a succinct version of Linda Robertson's own story:

On March 24, the couples' *Mr. Bean* was lying to a buoy off the southeast side of Koh Adang Island in the Butang Group, which is 20 miles northwest of Telaga, Langkawai, Malaysia. Shortly after midnight, three teenage illegal immigrants from Myanmar swam over to the Robertsons' boat and climbed aboard. They attacked Malc, incapacitating him. Then they attacked Linda in the aft cabin, and she was eventually trussed with a rope. Malc subsequently came round and challenged the attackers, telling them to get off his boat. Linda heard a scream, then nothing.

The attackers eventually got Linda to show them how to start the engine. As she went through the salon, she realized that the sticky substance beneath her feet was a large quantity of thick blood. She was returned to the forepeak and tied up. The attackers, then in control of the boat, stormed off at full throttle for around nine hours before anchoring in a bay on a small island about one mile off the Thai mainland at Langu. There they trashed *Mr. Bean* before leaving at around 10 a.m. in the boat's dinghy, which was powered by a highly unreliable 2-hp outboard. Linda managed to raise *Mr. Bean's* anchor and motor away before the attackers could paddle back to the boat.

Linda drove the boat to a nearby fishing fleet to get help. When the Taratoa Park Rangers and police arrived, they took off after the attackers, and quickly arrested them. Linda was taken to a hospital, obviously terribly distraught and bruised from blows from a hammer and her bindings. We think Malc's body was thrown overboard within an hour of the boat's setting off, and at this time, it hasn't been found. The hammer and knife used in the attack were both from *Mr. Bean*.

We believe that this was probably a one-off special situation and not the norm, as the three Myanmar culprits had escaped from a Thai fishing boat where they had apparently been treated as slaves. After they were captured, they claimed they had only raided the boat to get food. How things could have gone so wrong is unclear. The youngest of the three at-



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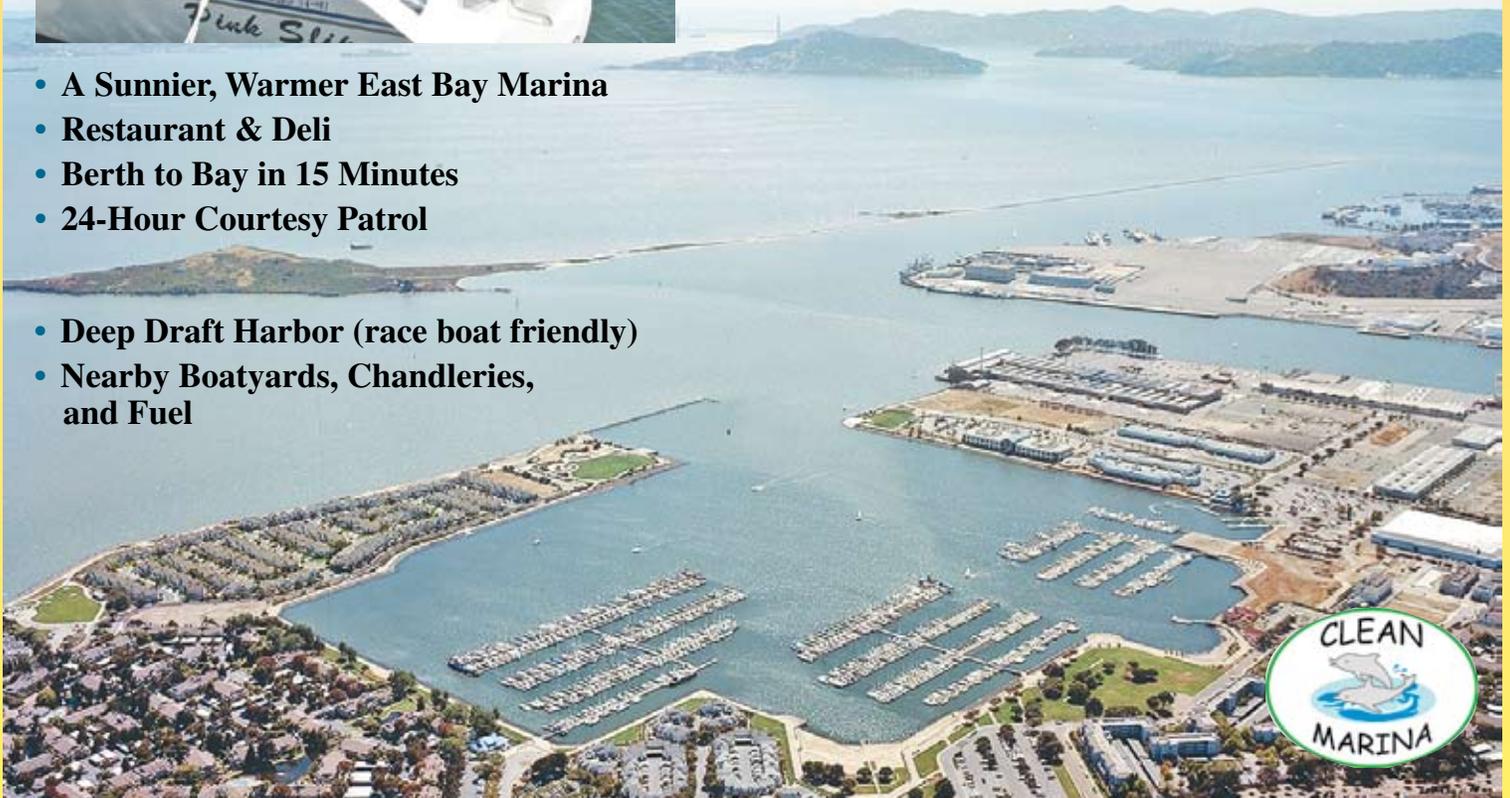
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LETTERS

tackers is just 15.

Many cruisers in the Caribbean lock themselves in their boats at night when at remote anchorages. Maybe that should be considered for this part of the world, too.

Words cannot describe the exceptional support that Linda has received from the British Embassy, the Royal Thai Police, the hospital and the Tourist Authority. There have been countless expressions of kindness from every quarter.

We became involved when Linda told the embassy staff of Dave and Di on *Amoenitas* in Phuket. The local Honorary Consul traced us to the hardstand at the Royal Phuket, where we are having our teak decks replaced. We immediately took off in a car on a seven-hour drive to be with Linda before her four children arrived.

Ours is a very brief description of a long and harrowing experience, during which Linda spent an entire evening pleading for her life. There is much, much more to tell, but not in this format.

This was signed by Dave and Di of *Amoenitas*.

Ian & Sue
Icy Red
Planet Earth

Readers — John Clee, Linda Robertson's brother, described the killing of Malcolm Robertson as a "stupid, pathetic thing." If you read our updated and more detailed account of the robbery and murder in this month's Changes, you'll understand how utterly incomprehensible and banal it all was. But do read it, because this is a stranger and more complicated tale than was indicated by initial reports.

WE KNEW A COUPLE OF SEA RUNNERS

Just a note about *Sea Runner* and *Nelly Bly*, two boats that have been referred to in recent letters. There were two *Sea Runners*. The first was a varnished hull about 46 feet long and owned by Bill Bacon and his wife. They spent most of their time in and around Monterey, but would come up to Alameda for haul-outs. I remember that one time they removed the boat's engine with a crane in order to clean under it. You have to do that from time to time with wood boats. *Sea Runner* was beautifully maintained. We called her 'little' *Sea Runner*.

Around the same time, George and Judy Knab had their *Sea Runner*, which was referred to in the April *Letters*. A 52-ft gaff schooner, she was kept in Alameda Marina. I got to know the Knabs because they had previously owned *Cumulis*, which was my boat at the time. George and Judy split around the time *Sea Runner* was sold to Bob Wilson.

Wilson sailed *Sea Runner* to Maui, where he opened up a sail loft on Front St. in Lahaina. *Sea Runner* became a fixture there and did a lot of charter work. I remember seeing a grand piano on her deck one time. She was eventually sold to a guy who sold recycled car parts in San Diego.

When I returned from my third trip to Hawaii in December of '79, a strong Kona was expected at Lahaina, so everyone with a boat in the roadstead headed into Lahaina's little harbor. *Sea Runner* was already inside, snugly tied to a rock wall. We got *Tolooa*, our modified Tahiti ketch, anchored with lines ashore, and *Nelly Bly* soon arrived to do the same next to us. At the time, *Nelly Bly* was owned by Nancy Griffith, who ran a sailing school out of Kona on the Big Island. I'm sure this was the same *Nelly Bly* also referred to in April's *Letters*. Kona winds blew over Christmas, then again in January, wrecking a total of some 40 boats that had been unable to enter the harbor because of breaking waves in the channel. I lost track



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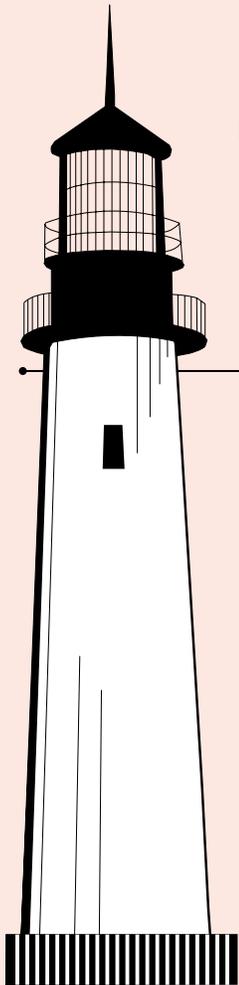
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LETTERS

of Nancy and *Nelly Bly* after leaving Honolulu in '83, but at the time she was still teaching people to sail.

On the subject of health care, I just had a heart bypass operation in Townsville, Queensland, at no cost. Two years prior to that, I had a double hernia operation at no cost. Had I been in the States, I would have had to sell my boat just for the hernia operation and probably would not have gotten the bypass.

Thanks for the great rag for all these years!

Jim Plowman
Highroller

Bowen, Queensland, Australia

Readers — For the record, Plowman, originally from Alameda, finished an 18-year circumnavigation with Toloa back in '93. He says it took him that amount of time because he didn't have much money and therefore had to work along the way. While in Australia, he met his wife Anne. The two now live in Australia.

The couple returned to Alameda in '95 to buy *Highroller*, a 46-ft Peterson Two-Tonner that had been started by Carl Eichenlaub in San Diego for the Italians who owned the *Barbarossa* Winch Company. When they flaked out, William Power of Newport Beach became the owner, with Dennis Conner often driving in races. In Mexico, Plowman added a cruising interior to the boat, which made her less tender. Her tenderness had been Conner's only complaint about the boat. Jim and Anne then spent three years sailing her across the Pacific, arriving in Australia in '99.

"We've owned the boat for 14 years now," says Plowman, "and sailed around the Whitsundays and up and down the East Coast of Australia, as well as club racing her. Her draft has sometimes been a problem, but other than that we have no complaints. It was quite a change going from a Tahiti ketch to a 46-ft racing boat, but it made us believers in fast being fun."

When we quizzed Plowman about the Australian health care system, he had this to say: "Health care is financed out of a general fund created from taxes collected by both the Commonwealth and states. The money is paid to states, which administer the public health systems. The previous Liberal Government — read Conservative — of John Howard promoted a private system with its own insurance, but it hasn't worked well as insurance costs have gone way up. The state-run system has been gradually deteriorating with longer waiting times for elective surgery and almost no dental care. Australia isn't producing many doctors, so most now come from outside the country. Still, the quality of care is excellent with a few exceptions. Regional hospitals are government-run and -owned, with small private hospitals and clinics run by various religions and private companies in larger towns. But we do pay higher taxes for the health care."

In addition to income tax rates that top out at 42%, Aussies pay a 10% Goods and Services Tax (GST) on all transactions. Ouch!

↑↓ CONSIDER THE SUBJECT CLOSED

After years of enjoying the bohemian nature of *Latitude*, what a crashing disappointment to be treated to your true views on the health care debate. Because if it's not a right, it's a privilege — and the health hand you're dealt when you're born may not be 'profitable', no matter who's running the health care system! You've enjoyed socialized police and fire service for decades, and health care should be considered such a service — without the profit motive that inevitably

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LETTERS

leads to the corruption you cite.

Sigh. I guess it was too good to be true that someone who can afford to cruise the world on a 70-footer with crew and family holds any different values than publishers of the slick, high-end yacht mags crowding the shelves.

M. Lee Fowler
Pacific Northwest

M. Lee — If you want to effectively disagree with somebody, stick to the point, avoid character slugging, and get your facts straight. Profligate, one of the biggest 'bang for the buck' boats on the planet, is 63 feet, not 70 feet. She was built as a spartan daycharter cat that can sleep 14 in order to do editorial work and support events such as the Ha-Ha and numerous fundraisers in Mexico and the United States. As any one of the thousands who have sailed on her can tell you, except for her size, she's the antithesis of luxury. We don't do luxury. For example, between them, the Grand Poobah and Doña de Mallorca own three cars that average more than 18 years of age and well over 100,000 miles. The average age of a Latitude vehicle is 13 years and has 210,000 miles. To each their own, but we can't imagine wasting money on cars when you could spend it on sailing adventures. We don't do paid crew. We don't cruise the world with Profligate, either, but we're going to. And when we do, you can bet we're going to do it parsimoniously.

Since you don't have a clue about us, we'll try to fill you in on some of the core things we believe in: Personal responsibility, same as when we started the magazine in 1977 with \$2,000. Sailing and other adventures, as opposed to objects or luxury. Hard work. Thrift — meaning never paying more than \$50 for



Ida May Fuller, the poster girl of government fiscal responsibility. The first recipient of Social Security, she paid in \$24.75 and got out nearly \$24,000 — an almost 1000% return. With the way things are going, today's kids — the victims of the world's biggest Ponzi scheme — might get back \$1 for every \$1,000 they put in.

a watch or \$20 for a bottle of wine, and that a long slab of Formica stretched atop two \$29 file cabinets makes a better desk for us than any 'store bought one' ever could. We believe in Costco, diesel vehicles that get 55 mpg and buying things because they have value rather than a brand name. We believe in simple boats, living on the hook and gybing the chute as often as possible. We believe that you can cruise comfortably in Mexico, the Caribbean and many other places on a Social Security check. We also believe in compassion for those who were truly dealt a crap hand in life, and that if such programs were managed honestly and efficiently, there would be plenty of money to go around. In order to throttle massive, pervasive government fraud, we believe that elected representatives, public officials — and maybe even public employees — should, in questions regarding their government service, be considered guilty until proven innocent. And that we'd need to build more prisons to hold all the guilty. We believe that the California budget is a smoke and mirrors sham, and that this state, which is the equivalent of the sixth or seventh largest industrial nation in the world, is completely bankrupt from gross mismanagement on the part of representatives who don't have the skill or balls to set it straight. We believe that too few people understand that only private business, not government, creates wealth, so

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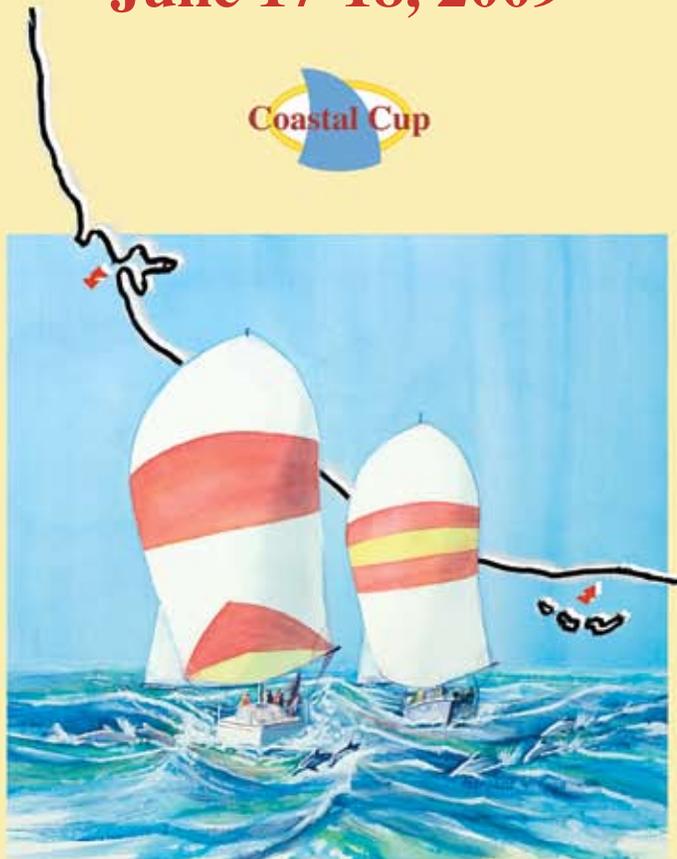


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LETTERS

whenever possible, things should be done by private enterprise. We believe that it shouldn't be against the law for government stimulus package projects to pay twice as many workers a fair wage so they can have jobs and keep their homes as opposed to half as many workers getting paid aristocratic wages and benefits — such as is required by current legislation. We also believe in trying to live in four different places for three months a year, very warm weather and water, lots of ice in drinks, airline miles, a swift death penalty for Mr. Madoff, and going long on energy, commodities and emerging markets.

That said, we want to apologize for our flippant remark that single payer health care should mean each person should pay for their own health care. That doesn't accurately represent our feelings about there being a moral obligation to provide a safety net to those who truly need it. Alas, the flippancy of our remark was brought on by having just read yet another example of government fraud, waste and incompetence. In this case, it was a mainstream media report that we taxpayers are shelling out prisoner of war benefits to four times the number of people who were actually prisoners of war — including a single individual who defrauded the system of \$400,000. Yet nobody knows why. When you spend your life trying to be thrifty and efficient, it's difficult to accept a government that isn't the least disturbed by fraud and wastes money like drunken college sophomores who've just received their first credit cards. We grouse not on our own behalf, but for those who don't have their snouts in the public trough and for future generations who are going to have to pick up the tab.

Realizing that the best thing we can do for everyone's health is stick to sailing, and that many people we respect, including our brother, disagree with us, we're closing this subject.

↑↓ VAGABONDING IT IN SOUTHERN CALIFORNIA

Do you or any of your readers know of free or inexpensive liveboard anchoring sites/mooring in Southern California?

Phileta Riley
Bandon, OR

Phileta — If you're looking for a safe and convenient year 'round place to liveboard for free in Southern California, you're not going to find it. And if you could, there would be countless other people fighting for the same spot.

If, however, you're truly a transient vessel or can be mobile, there are some options. For example, if you don't live in San Diego County and your boat isn't registered in San Diego County, you can get a permit — once your boat has been inspected — to anchor for free up to three months a year at the A-8 anchorage in San Diego. We salute San Diego for offering this option to transients.

When it comes to moorings, the best deal on the coast has always been Newport Beach, where you can — after giving the Orange County Sheriff a look-see at your boat — get a mooring for \$5/night. The maximum stay is 15 days, after which you have to leave for 15 days before coming back. You do, however, have to pay every five days. After October and before May 1, Newport Beach allows you to stay for 60 days, but you still have to pay every five days.

What used to be a 72-hour, no check-in anchorage to the east of Lido Isle is now a five-day, no check-in anchorage. But your presence will be noted, someone is supposed to be on the boat almost all the time, and it often gets crowded. It used to be that sailors living on the cheap would spend 72 hours in that anchorage, then head out around the breakwater to Corona del Mar, and anchor there until they could come back in for another 72 hours off Lido Isle. A new Newport Beach ordinance — thanks to

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LETTERS

boats hitting each other, hitting the rocks, and washing ashore — curtails the practice of alternating between the two anchorages. If you anchor your boat off Corona del Mar, somebody now has to be on the boat from dusk to dawn, and the boat can't be left except for one trip ashore per day. In addition, no boats will be allowed in that anchorage during small craft advisories.



LATITUDE / RICHARD

Even famous boats, such as Glenn Tiemann's 38-ft cat 'Manu Fere' have paid \$5 a night for a mooring at Newport Beach.

The net result is that there is no longer a group of motley-looking boats bouncing around on the hook out there. Lastly, Newport Beach has enacted an ordinance that says you

can't anchor within 500 yards of designated swim areas for more than 72 hours within a 30-day period, making it virtually impossible to bounce back and forth between an outside-the-harbor anchorage and an inside-the-harbor anchorage. Nonetheless, between May 1 and the end of October, you can have two weeks on a mooring for a pittance, then five days in the anchorage off Lido Isle for free. We salute Newport Beach for being so welcoming to transient vessels.

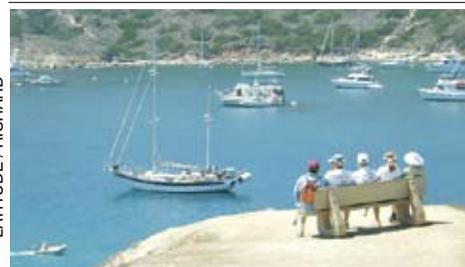
It's also possible now to anchor inside the breakwater at Dana Point and at Redondo Beach for free, but only for several days at a time.

Another popular option during the summer is anchoring off Santa Barbara. Most boats do it to the east of the harbor, but you can legally do it to the west of the harbor, too. There are limitations on anchoring in the winter for the simple reason that Santa Barbara residents got tired of having to pay bundles to have wrecked boats pulled off their beaches following winter storms. If you have a monohull, it can get pretty roly, and it's often a long and cool dinghy ride to shore. In other words, it's doable, but not ideal.

The final option is Catalina and the other Channel Islands. You need permits to go ashore at all the Channel Islands except Catalina, and other than Catalina, none of them have supplies, services or all-weather anchorages. There are people who live aboard for free all year at Catalina, but it's not an easy life in the winter. Because of a State Lands Commission law, you technically can't anchor in the same cove for more than two weeks at a time. You can 'cove hop', but that's going to be the least of

your problems during the winter, when it can be cold, rough and lonely.

The bottom line is that it's not only possible, but lots of fun to liveaboard for free in Southern California during



LATITUDE / RICHARD

You can anchor for free at Cat Harbor, Catalina, but it's normally not this crowded.

the summer and fall. You will have to move around, unless you want to cove hop at Catalina all summer, but it's still great fun. We know, because that's pretty much what we've been doing with Profligate for the last several summers. Thanks to

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LETTERS

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The don't-want-to-pay-much-for-berthing sailor only has one real option for doing it the entire year in Southern California, and it requires mobility. The first is to start the winter with 60 days on a low-cost mooring in Newport Beach, then go to San Diego for a three-month non-resident stay, then back up to Newport for another 60 days. That takes care of seven months of winter. But remember, what's fun in the warmth of summer and what you do for pleasure can be not much fun at all in the cold and wet of winter. In other words, if you're thinking about doing this to have low-income housing, you're going to hate it. A slightly different — but much more viable option — is moving around Southern California for the summer, living aboard almost for free, as outlined above, then heading to Mexico for the winter, where it's warm, free anchorages abound, and the cost of living is very low.

↑↓MADE YOU LOOK

I looked into the Pfizer Pharmaceuticals/Southern Spars joint marketing effort that you guys mentioned recently in *'Lectronic Latitude*, including a quote from House Speaker Nancy Pelosi. In fact, I checked with a friend who works in marketing at Pfizer and she concluded, "I did a little research and I believe the story was an April Fools joke."

Max Dale
San Francisco

Max — When 'Lectronic Latitude items appearing on April 1 are signed April Fülz, you've got to be suspicious. We hope we didn't take the Mickey out of you.

↑↓CANCELLING THE DUXSHIP WAS A HUGE MISTAKE

Postponing the start of the Duxbury-Lightship Race on April 4 was an unprecedented mistake. Admittedly, there was little wind at the start, but once started, the building ebb current was ideal. It would've swept boats out the Gate so they would be well along the course when the wind filled in.

Never before has a race committee arbitrarily abandoned an ocean race for too little wind. If the current is stronger than the wind and boats are being swept across the start line, prepared racers will use their anchors. If NOAA Buoy 26 is reporting only four knots, so be it — it'll change. Approximately 30 boats, with about 200 crew, chose to go racing that Saturday rather than do yard work or wash the car. They prepared their boats for what weather forecasts predicted to be a slow race. Why did a race committee of three or four people deny this group of 200 the opportunity to race?

The lack of wind should not have been a safety issue, because the wind often dies somewhere on the race course and the time limit for completing the race was 10 a.m. on Sunday morning. Race committees should start races and let each competing skipper decide if he/she wants to continue. I hope the Duxship wasn't abandoned because the race committee didn't want to wait around for late finishers.

For a one-design national or world championship, there may be requirements for minimum wind strength, square lines, an upwind weather mark, and abandonment if the wind shifts more than a certain number of degrees. Ocean racers are a different breed of sailor. We know that conditions will change, and we try to anticipate what will happen next.



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LETTERS

Sailflow predicted a very light NE wind at the 10 a.m. start switching to a moderate west to northwest wind in the early afternoon. I was looking forward to the challenge of how to use the building ebb current to bridge the transition zone between the changing winds.

My first ocean race was in '66, when I did the MORA circuit with my Islander Bahama. During the intervening 43 years, every two or three years there has been little or no wind and a significant ebb current for the start of an ocean race. The race committee has always had the wisdom to start the race. Some racers would be swept over the start line, others dropped out, but lack of wind never prevented a fair sailboat race. Those who have trouble learn from the experience, like realizing that their anchor is an important piece of racing gear.

One of my most memorable ocean races occurred in wind and current conditions that were very similar to those on April 4. It was the '98 Lightship, and it would be my first race with my Antrim 27 *Always Friday*. After the start, the ebb pushed us toward the Golden Gate, but we could not get north far enough to clear the South Tower. We circled back in the counter flow along the Cityfront shore to about Anita Rock. With slightly more wind, we went back out into the ebb for a second pass, and managed to leave the South Tower to the south. More than an hour behind our fleet, we were finally riding the ebb toward the Lightship. Maybe two hours later, we were near shipping channel marker #3, still with good current and almost no wind. I mentioned to navigator Kame Richards that no boats were returning from the Lightship. We joked that they were all waiting for us. I still remember Kame's maniacal laughter when we realized that the fleet, except for a few that had anchored, had been swept past the Lightbucket by the current. To make a long story short, the wind started to fill as we approached the Lightship, and we had a fun ride back in. After our horrendous start, we were the fourth boat to finish scratch, corrected ahead of all boats big and small, and easily won in the MORA division. That was a great baptism for my new boat in ocean races. How many similar stories will not be told this year because of the abandonment of the Duxship race by the race committee?

John Liebenberg
Always Friday, Antrim 27
Richmond YC

John — We spoke with PRO Charles Hodgkins about the race committee's decision — later endorsed by the YRA's Pat Broderick — to cancel the race after the initial postponement.

"One hour into the postponement, we called NOAA in Monterey to get up-to-the-minute buoy readings," Hodgkins said. "They told us there was no more than four knots out there, with little prospect of any breeze until much later in the day. Given that the fleet would be sailing into a huge flood later on, the complete consensus among the committee was to call it," he said. "I've gotten a lot of grief from people, and they've had valid points. I made what I felt was the best decision based on the information I had at the time."

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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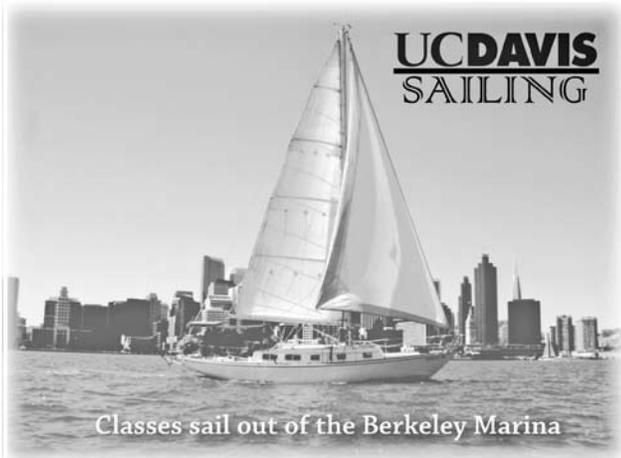
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Happy Anniversaries.

Seems like we've been saying that a lot this year. Among other milestones, 2009 marks the 50th anniversary of John Guzzwell's solo trip around the world on the 20-ft *Trekka*; the 40th anniversary of Robin Knox-Johnston's solo and nonstop voyage



Then and now — Peter and Stan in Hawaii in '94 (left) and now. Their chests don't puff quite as good as they used to.

around the world aboard *Suhaili* in the Sunday Times Golden Globe race — the first ever sailing race around the world and prototype for the Vendee Globe. And the 15th anniversary of the Singlehanded TransPac wherein longtime Bay Area residents, sailors and friends Stan Honey and Peter Hogg both set elapsed time records — Stan in his Cal 40 *Illusion*, for the monohulls, and Peter in his Antrim 40 trimaran *Aotea* in multis. In the August, '94 article on the race, we ran a mock photo of the two of them puffing out their chests and boasting, "My record will stand longer . . . no mine!" As it turns out, Stan 'won' that staredown bigtime. Hogg's record of 8d/20h/3m was beaten in 1998 by Steve Fossett's 60-ft trimaran *Lakota*, which holds the current multihull mark of 7d/22h/38m. As for monohulls, *Illusion* still holds the elapsed time record she set in that windy 1994 race: 11d/10h/52m — which, incidentally, is faster than any other Cal 40 that's ever sailed to Hawaii, crewed or otherwise, since Cal 40s entered their first TransPac in 1967.

Speaking of John Guzzwell . . .

It makes for a pretty amazing evening when many of your heroes gather to celebrate one of their heroes. That's part of the magic that took place on Thursday, April 16, when veteran sailor and boatbuilder John Guzzwell spoke to a capacity crowd at Oakland YC on the occasion of that just-mentioned 50th anniversary. At the time, *Trekka* was the smallest boat ever to have gone around.

Looking more than fit at age 79, Guzzwell captivated the crowd of nearly 200. He spoke a bit about *Trekka*, but devoted most of his hour-long talk to his sailing adventures with Miles and Beryl Smeeton, including when their 46-ft ketch *Tzu Hang* was pitchpoled west of Cape Horn in 1957 — and how the three of them bailed her out and cobbled together a jury rig to nurse the boat 700 miles to safe haven in Chile.

In addition to Honey, the audience included Commodore and Nancy Tompkins, Tom Wylie, Skip Allan, Robin and Serge Teste (Serge holds the current record for the smallest boat circumnavigation, a 12-footer in the early '80s), Jim and Diana Jessie, two-time circumnavigator Don Sandstrom, and Clifford Cain — who bought *Trekka* from Guzzwell and, with his late wife, Marian, completed *another* circumnavigation in the mid-'60s. This in a boat barely bigger, inside or out, than a Cal 20!

The event was part of our ongoing celebration of West Coast navigators. Who are they? Check out the list on our website, www.latitude38.com, and please add yours if you've 'been around.'

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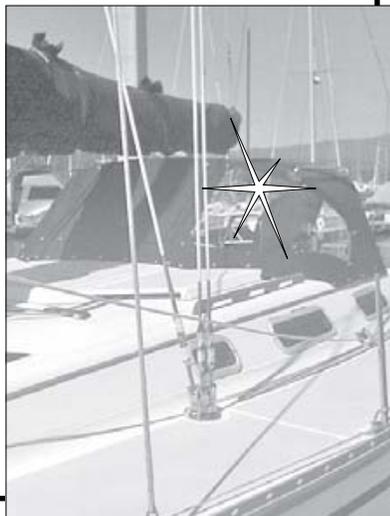
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One of the more interesting zeitgeists of *homo sapiens* is the huge number of landmark inventions that have occurred far apart, but virtually simultaneously. Among them: the bicycle, the first practical automobile, color photography, powered flight, and jet engines.

Patrick Kohlman hopes the re-invention of quarter tonners may soon join that list.

"There has been an explosion of interest in these boats in Europe in the last few years," says Kohlman, who owns and sails the 1976 Davidson 26-footer *Joyicity* (ex-*Fun*) — the only local 'quarter' still actively racing. "The quarter tonner is one of the biggest bangs for the buck in sailing today, and I'd like to encourage owners and other interested sailors to help bring these great little boats out of retire-

continued on outside column of next sightings page

dinius trial to

Bismarck Dinius has gotten the shaft again. California Attorney General Jerry Brown has once again refused to intervene in the manslaughter case against Dinius stemming from the April 26, 2006, death of Lynn Thornton. Dinius had sailed in the Konocti Cup on Clear Lake aboard a Catalina 22. After the race, he ran into Mark Weber, who invited him on a quick sail on his O'Day 27 *Beats Workin' II*.

As we all know, that short sail turned tragic when Lake County Chief Deputy Russell Perdock apparently decided that



PHOTOS LATITUDE / LADONNA

start may 19

a nighttime speed run in his 385-hp, 24-ft powerboat was a prudent and seamanlike thing to do. Dinius happened to have his hand on the tiller as the O'Day drifted along in the evening zephyrs, barely making way, when Perdock ran up on the starboard aft quarter at an estimated — Perdock's estimation, in fact — 40 mph. Lynn Thornton was fatally injured.

To add insult to the concussion, two broken ribs, broken hand and various other injuries Dinius sustained in the

continued in middle column of next sightings page

quarter tonners — cont'd

ment and get a fleet together again.”

Indeed, in a comeback tour worthy of The Beatles, the quarter ton fleet in England is one of the fastest-growing segments of the sailing scene. That's right, boats dating back to the '70s are being unearthed from long neglect and restored to sailing condition by the dozens. More than a few are *the* boats that helped launch the careers of such design luminaries as Ron Holland, Laurie Davidson, Ed Dubois, Doug Peterson, Bruce Farr and Rob Humphreys — and, closer to home, Gary Mull and Carl Schumacher.

Why quarter tonners rather than, well, anything else?

“Quarter tonners were many people's first experience in big boats, so they bring back fond memories,” says Louise Morton of the U.K.-

continued on outside column of next sightings page



Spring fling — Clcokwise from spread, 'Camelot' holds court; 'Round Up's skipper rounded up some young and smiling crew; 'Anoush' earns her name; 'Carita' and 'Caroline' duke it out, even though they weren't racing — we won't tell you who 'won'.



SIGHTINGS

quarter tonners — cont'd

based Quarter Ton Class. “Another reason is the diversity of design — the quarter tonners never got type-formed like the larger IOR boats. Also, there are also a lot of them around, and they are trailerable. They’re still great sailing boats, and when fitted with newer gear, are fast and very well-behaved.”

To give you some idea of how well the class is doing, the U.K. organization has 120 boats signed up at this writing, not only from the U.K., but China, Japan, Australia, Zimbabwe, Europe, South America and the U.S. As for how many more ‘quarters’ are out there, there are no hard and fast numbers, but Morton estimates at least 100 more are tucked away in various harbors and parking lots — and

continued on outside column of next sightings page

dinius

crash, the Lake County District Attorney filed manslaughter charges against him instead of the person many — including Lynn’s immediate family — believe is the only responsible party: Russell Perdock.

Last month, Dinius’ attorney unsuccessfully asked the AG’s office, for the second time, to investigate what appears to be shady dealings between the Lake County District Attorney and Sheriff’s Office. The trial is set to begin on May 19.

As for Dinius, he’s hanging in. “I have

Spread, showing off the class’s characteristic narrow waterline and wide ‘hips’, Guy Pronier’s ‘Catch Me’ (ex-‘Catch’, a Philippe Briand design built in 1985) leads this charge at the 2008 Quarter Ton Cup, sailed last June off Cowes. Please note that every boat in this photo is a quarter tonner, some of which date back to the ‘70s. Right, Patrick Kohlman sails ‘Joyicity’, one of several quarter tonners on the West Coast.



SPREAD: WWW.FIONABROWN.COM; INSET: LATITUDE / JR

— cont'd

a fantastic life and I'm trying not to worry about things that are out of my control," he said. "But my bank account is wiped out and the meter's still running."

Supporters can contribute to his defense fund by sending checks made out to Bismarck Dinius, with "Bismarck Dinius Defense Fund" in the memo section, to Sierra Central Credit Union, Attn: Brian Foxworthy, Branch Manager, 306 N. Sunrise Ave., Roseville, CA 95661.

— *ladonna*

quarter tonners — cont'd

that's just in Europe. And please note that the Quarter Tonner Class is only open to *original* boats — which means that the newest boat in the fleet was built in 1996 and no new construction is allowed.

Built to race under IOR (officially the International Offshore Rule; unofficially 'Invest Or Retire'), quarter tonners are all about 26 feet long with a 'rated' length of 18.5 feet or less. Back in the day they were intensely complicated craft with rating bumps, noodly masts and more jumpers and runners than an Olympic track meet.

Although some owners maintain them in original trim, many boats these days have gone to fairer hulls, simpler rigs and better foils. Also, in Europe they race under IRC, which — having an old age allowance — treats them well against more modern craft. Just last month, QTs came in first, second and third in the Easter Red Funnel Regatta — beating the likes of J/80s, Elans, Beneteau Firsts, X332s and even a Swan, in every race — and they have won the Round the

Island (of Wight) Race. And talk about ageless: Last year, the winner of the class's premier event, the Quarter Ton Cup, was *Tom Bombadill*, a 1982 Doug Peterson boat. (And if you think the boats are old, the 'walking stick' trophy in that event was awarded to Mike Till, at 69 the oldest bowman in attendance.) Even Ron Holland himself was there, sailing his restored *Manzanita*.

Patrick Kohlman hopes a bit of that magic will make its way west and cause a similar rebirth.

"There are many quarter tonners on the West Coast. In the Bay Area alone you have Schumacher's *Summertime Dream*, the Whiting-designed *Magic Bus*, *Hippo* and several others. I was in San Diego last year and there are quarter tonners *everywhere* down there — in marinas, parking lots, driveways and fields, just sitting there waiting for someone to bring them back to life." Some can be had for a song, he says — although realistically, in some cases it will take many times the purchase price to get the boat competitive again.

For Kohlman, the fun factor of *Joycity*, and people's positive reactions to the boat — even if it's just whupped their newer boat in a race — has been well worth the price of admission. If you're interested in possibly becoming part of the rebirth of one of sailing's most iconic and historic classes, contact Kohlman at dragonfly.studio@gmail.com or call (650) 712-8991. For more on the Quarter Ton Class, check out www.quartertonclass.org.

— *jr*

pirate attacks turn deadly

Piracy in the Gulf of Aden, aka 'Pirate Alley', has been on the rise for the past several years, but it took the capture of an American to capture the attention of stateside media. On April 8, the U.S.-flagged container ship *Maersk Alabama* was overtaken by four Somali pirates armed with AK-47s. Captain Richard Phillips, 53, successfully negotiated his crew's release by sacrificing his own freedom. As international forces bore down on the *Alabama*, Phillips and his four captors boarded one of the ship's orange lifeboats and headed for the coast of Somalia. The U.S. Navy quickly caught up with the drifting lifeboat and spent five days in a standoff with the pirates. At one point, Phillips jumped overboard but was recaptured. In the end, Navy SEAL snipers fired

continued on outside column of next sightings page



SIGHTINGS

pirates — cont'd

almost simultaneously on three of the pirates, killing them and freeing Phillips. The fourth pirate had sought medical attention aboard the Navy ship earlier in the day, and is now in New York City facing piracy charges, which could earn him a life sentence.

A few days earlier, on April 4, the French-flagged 42-ft Colin Archer-designed sailboat *Tanit*, bound for Kenya and 500 miles off the coast of Somalia, was seized by Somali pirates who took the yacht's five passengers — two couples and a three-year-old boy — hostage. The French Navy has steadfastly refused to negotiate with pirates in the past, and on April 10, they reaffirmed their commitment to that

continued on outside column of next sightings page

that's one

When Nico Popp, his wife Laurence, and their daughter Marie-Charlotte took their Redwood City-based *J/29 Smokin'* out for South Bay's Opening Day on April 4, they brought along a fresh new crewmember. Though Leo had never been sailing before, he took to it like a true salt, relishing the wind in his face and loving every minute of it.

The fact that Leo is Marie-Charlotte's four-month-old shih-tzu puppy makes

For Leo, sailing is like sticking his head out the window of the car. No wonder he took to it so quickly.



salty dog

no difference to the Popp family — he has proven himself to be a valuable crewmember. “He was fearless,” Nico recalled. “He even tagged along to the foredeck when we hoisted the spinnaker on our way home.”

The Pops have been sailing as a family for the last five years, and have no plans to stop, especially now that Leo has become such a salty dog.

— *ladonna*



pirates — cont'd

policy by storming the boat. The skipper of *Tanit* and father to the child, 28-year-old Florent Lemacon, was shot in the head. An autopsy proved inconclusive as to whose bullet killed him, but he was being held in the cabin during the raid. Two pirates were killed, and three others arrested. The worst part of this tragedy is that *Tanit's* crew had been warned by the French military just days before to leave the area due to increased piracy but they chose to continue.

Longtime Sausalito-resident and merchant mariner Miri Skoriak, who holds her 1600-ton Master license and frequently crews on large ships, recently returned from a tour of duty as 2nd Mate on a 655-ft car carrier ship passing through the Gulf of Aden en route to Kuwait — with a load of tanks! “We were on especially high alert because we were going through in ‘pirate weather,’” she recalled. Skoriak explained that ‘pirate weather’ would mean lovely calm seas anywhere else in the world. Off Yemen and Somalia, though, it means the crews of the 20,000 passing ships must be even more vigilant than usual. On Skoriak’s ship, extra crewmembers were on designated ‘pirate watch’ patrolling the decks at all times during the entire transit of the Gulf, which took about 48 hours at 19 knots.

It was during ‘pirate watch’ that a fishing skiff was spotted throttling toward the ship at about 30 knots. “The local fishermen know better than to get too close to ships at high speed,” Skoriak noted, “so this boat, coming straight at us at full speed, was very suspicious.” Most commercial shipping companies don’t allow their ships to carry weapons for a variety of reasons so crews have to be creative to thwart an attack. Generally, ships use evasive maneuvers and some form of deterrent, like water cannons or slippery foam. In this case, the crew rolled out a high-powered loudspeaker called a Long Range Acoustic Device. “You point it at the pirates and press a button,” Skoriak said.

“The tremendous, highly focused noise completely incapacitates anyone in its path.” Indeed, after the crew set off the LRAD, the skiff came to a complete halt and was left in the wake of the ship.

But Somali pirates have become increasingly bold over the last several months. Attacks worldwide have doubled so far this year to 102, with Somali pirates responsible for 60% of them. Several countries maintain military forces in the Gulf of Aden, but technicalities in NATO law make it difficult, if not impossible, for one country’s forces to

arrest those who attack another country’s ship, something Secretary of State Hillary Rodham Clinton is trying to change. Meanwhile, the ransoms paid by shipping companies continue to fund the pirates, allowing them to build ever-more sophisticated arsenals and recruit more desperately poor Somalis. And they’re extending their range — a spate of attacks was reported off the Seychelles in the Indian Ocean last month, 600 miles or so off the coast of Somalia.

The final solution remains to be seen, but anyone thinking of sailing within 1,000 miles of Somalia should rethink their plans.

— *ladonna*



‘Tanit’s crew were held at gunpoint for days before French commandos raided the boat.

FRENCH MINISTRY OF DEFENSE



JOHN SKORIAK

Miri Skoriak on pirate watch.

america's cup — it's mega-multis!

If you thought lightning didn't strike twice, think again. The hot news coming out of Geneva as this issue went to press was that — for the second time in its history — a multihull will vie for the America's Cup. Two of them, in fact, and they won't be no measly 60-footers like the cat with which Dennis Conner trounced Michael Fay's gigantic 120-ft monohull *New Zealand* in 1988. But we're getting ahead of ourselves. Let's start at the beginning of last month.

On April 2, the New York Appeals Court ruled that Spain's CNEV was out as the Challenger of Record for the next A-Cup, and *BMW Oracle Racing* — or more accurately, our own Golden Gate YC — was in.

You may remember that CNEV — Club Nautico España de Vela — was the 'paper' yacht club hastily created after the last America's Cup and named by the winning Swiss *Alinghi* team to be Challenger of Record for the next one. In past Cups, the mandate of the COR is to accept challenges from other syndicates and organize the challenger series. In this case, however, *Alinghi* syndicate head Ernesto Bertarelli was the one calling the shots, and he quickly started playing fast and loose with the rules for the next Cup, announcing, among other things, a new boat design and that the defender could take part in the challenger eliminations.

BOR syndicate head Larry Ellison and the GGYC cried 'Foull!' and set in motion legal action that, in the last year and a half, has had more ups and downs than the Dow Jones. Since the original Deed of Gift was filed in New York State back in 1887, all legal matters concerning the America's Cup must go through New York courts. And they've been busy. Last year, the State Supreme Court ruled in favor of *BMW Oracle Racing*, but that was overturned on appeal by *Alinghi's* home club, Societe Nautique de Geneve (SNG). This latest and final decision by the State Appeals Court — no further appeals can be made (on this particular issue) — reinstates the original decision: CNEV did not satisfy the requirements of the Deed of Gift, and since *BMW Oracle Racing*/GGYC did, they were the Challenger of Record.

After the ruling, it fell to the principles in the case to meet and decide one of three things: 1) Run a 'regular', multi-nation, multi-boat America's Cup Regatta in Version 5 IACC yachts (the ones used in the last Cup) as early as next April; 2) Run a 'special' Deed of Gift contest between just the two syndicates, to be sailed in giant multihulls 10 months from the date of the decision, which means next February; or 3) Make some new legal challenge that would mire the Cup in another year or two of court battles.

As mentioned, representatives of the two syndicates decided on the special match. As most of you know, *BOR* already has a Peteghem/Provost-designed 90-ft x 90-ft super-trimaran built and sailing. Not much is known of the *Alinghi* craft, other than that it's under construction on the shores of Lake Geneva. The only design parameters noted in the Deed of Gift are a 90-ft waterline for a single-masted craft, and 115-ft waterline for a boat with two or more masts. One of the more tantalizing rumors is that the *Alinghi* boat might sport a yawl rig to accommodate the additional LWL. At this writing, however, the project was under tight wraps and no news was being released.

Bertarelli gets to choose the venue, and since the Deed of Gift prevents Cup races from taking place between November 1 and May 1 in the northern hemisphere, the best-two-of-three bouts will take place somewhere south of the equator. (While we're waiting for Bertarelli to make up his mind, let us know where you think it should be held by emailing editorial@latitude38.com.)

Oh, and don't completely discount choice '3' yet. If you'll recall, the 1988 special match spent hundreds of hours more time in the courtroom than it did on the water. We can't help thinking that the lawyers aren't done with this one yet, either.

— jr

time to check

Last month, while getting ready to go out for a day of racing, I noticed that another crewmember's PFD was extremely loose, so I demonstrated how easily he could slip out. Of course, he was an experienced OYRA sailor who just hadn't yet tightened it up.

I was a little embarrassed but it initiated a conversation on safety. And wouldn't you know it, by the end of the race, we'd put someone in the water. The good news



At presstime, it looked as though 'Alinghi' and 'BOR' would face off in fast and furious multihulls rather than tall and stately IACCs. If it were only that black and white.



your pfd's

is that he kept a hand on the boat because the bad news is that his PFD didn't go off. When I got home, I checked my own PFD and it would have failed as well.

Not long after that, someone went into the water during a Richmond YC beer can race. Another conversation aboard our boat ensued.

As another crewmember told a tragic drowning story, I checked their PFD. Parts

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happy ending for april fool's tragedy

A 26-year-old Aussie sailor named Sarah Andrews learned some very hard lessons last month. And they've undoubtedly been rolling around in her head ever since.

Her long-held dream was to buy a boat, fit it out for long-distance cruising, and sail it home to Australia after honing her seamanship skills in Mexico. With her goal clearly defined, she sold her house and car last year, and bought a nice Ericson 39 in the Bay Area. She renamed *Gabrielle*, after her mom. Having singlehanded from California to Baja's Bahía Asunción, roughly 400 miles south of the border, she decided to take on an amiable crewman named Peter for the

continued on outside column of next sightings page



GILLES MARTIN-RAGET / BMW ORACLE RACING

SIGHTINGS

happy ending — cont'd

210-mile trip to Bahia Santa Maria so she wouldn't have to heave-to in order to sleep *en route*, and could keep up with two southbound buddy boats.

Sadly, Sarah and Peter never made it to Bahia Santa Maria. After setting out on March 31, they found themselves sailing in challenging conditions with 25-knot winds and big seas. At some point, *Gabrielle's* engine quit when its impeller failed. Peter tried to repair it, but became seasick before he had any success. After many hours of hand-steering a "straight shot" course given to her by the skipper of one of the buddy boats, Sarah decided she needed a nap, and hove-to. Then, shortly after midnight, she and Peter were awakened by the horrific

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pfds

tumbled out as I opened it up. We checked everyone else's PFD and each one showed serious corrosion. When I got home, I sent this story to a group of racing friends asking them to check their PFDs.

One wrote back that they'd donned theirs and jumped in the pool. When they pulled the cord, all the gas spewed out of the loose fittings. They then blew it up through the mouthpiece, but soon saw air bubbling up — there were two holes in the air bladder!



SARAH ANDREWS

— cont'd

Another friend wrote back that the CO2 cylinder had unscrewed itself over time. He wondered how many times he'd raced with it like that.

When was the last time you checked your PFD?

Ed. note: National Safe Boating Week (www.safeboatingcampaign.com) is May 16-22, so it's as good a time as any to make sure your inflatable PFD will perform as expected when you need it most.

— celeste mirassou



Juan Marron and a friend helped Sarah salvage what they could from the wreck of 'Gabrielle'.

happy ending — cont'd

sound of fiberglass crunching into an immovable object, and *Gabrielle* began taking on water. They'd smacked straight into Roca Ballena, a charted but unmarked pinnacle, lying five miles off the coast. It's a bitter irony that the accident occurred in the first hour of April Fool's Day. And while these unlucky sailors may have felt like fools for overlooking this charted hazard, their situation was no joke.

Their repeated *mayday* calls over VHF went unanswered, and *Gabrielle* was taking on water fast. Sarah instinctively set off her EPIRB, but since it was registered to her permanent address, the confirmation call went to her mom in Australia, no doubt terrifying her on what turned out to be her birthday.

Meanwhile, Sarah and Peter kept their heads and exercised what appeared to be their only option: to sail like hell for the nearest beach with hopes of grounding *Gabrielle* before she sank beneath them. It was after 3 a.m. when they neared the Punta Abrejos lighthouse, and by then the sloop was laboring heavily with its cargo of sea water. Unsure whether to turn to the right or left of the light, they steered left, which unfortunately drove *Gabrielle* up on a rocky shelf.

With waves crashing down on them, they finally raised a Mexican fisherman on their VHF. He quickly mobilized both villagers, who soon tried to illuminate the scene with vehicle headlights, and the Mexican Navy, who attempted unsuccessfully to reach the shipwrecked crew by *panga*. (Peter later told of trying to dial for help on his iPhone while clinging desperately to the mast, but his fingers were too cold to activate the device's touch screen.) Eventually, they threw their punctured inflatable dinghy in the water and jumped on top of it, expecting to kick to shore, but found they were in only knee-deep water. Whether from shock, exhaustion, or pure joy, they both started laughing hysterically.

After dawn, Canadian expat Shari Bondy, her Mexican husband Juan Marron, and others helped Sarah salvage as much gear as possible from the rapidly disintegrating wreck, and gave the unlucky sailors shelter at their comfy Blowhole B&B. Turns out Shari was shipwrecked herself in her youth, and received equally generous treatment in Costa Rica.

Although Sarah did salvage some equipment and personal effects, the boat was uninsured and she lost all her ID, cash and credit cards. But this story will apparently have a happy ending. When Port Townsend, Washington-based sailor Brian Jose heard Sarah's tragic tale, he offered to *give her* his 28-ft Pearson Triton *Phoenix* — which had been given to him two years ago when his own Triton, *Shelly B*, burned to the waterline and sank in La Paz. What goes around, comes around.

That act of kindness quickly took Sarah's mood from gloomy to gleeful. Among the many lessons learned, we'll bet Sarah would now echo what countless sailing instructors preach: never, ever rely on someone else's navigation, even if they have decades of experience. Ironically, had Sarah been sailing solo, without the track of buddy boats to follow, she might have sailed more conservatively, farther offshore. And April Fool's Day might have passed unnoticed.

— andy



SHARI BONDY

A half-full bottle of Jameson whiskey will be saved for a special occasion.

clipper race training report

Over the last few months, we've met some of the Northern Californians signed up for this year's Clipper 'Round the World Race, and much like them, we're curious to see what Clipper Ventures' training is all about. Fortunately, the Bay Area's Charles Willson, whom we profiled in April's *Sightings*, just returned from the race's first two of three training segments in Gosport, U.K. The training was carried out on Clipper 60s, which have already been around the planet four times, and the Clipper 68s, the boats he will be sailing later this year. The following are excerpts from Willson's copious notes:

- "Each skipper structures the Part A week differently based on their preference and weather conditions. On my training, we spent one night in Cowes, one night in Falmouth and one night anchored off the Isle of Wight. We had intended to spend 48 non-stop hours sailing to introduce us to the watch system but we ended up in pea soup fog with a lot of commercial traffic

- "Each training boat has a skipper and a first mate. Clipper has been screening potential race skippers for several months. On average, they seemed younger and very hands-off — taking the approach that success comes from the crew working in sync. They seldom jumped in, grabbed anything or took the helm, but took every opportunity to teach. Not once did they get angry or short with the crew despite ample opportunity.

- "The two crews I trained with were a mix of young and old, extremely fit or a tad out of shape, sailing veterans or first timers, fearless or cautious. There was no obvious advantage to being a sailing veteran, or disadvantage of being a rookie. These are big boats that take a team to sail. By the end of the week we were all best friends and I wouldn't hesitate to do the race with the crews I trained with. Crewing is very physical; by the end, the joints in my hands were extremely swollen and sore from wrestling brass hanks, sweating halyards, pulling on sheets and flaking headsails.

- "Clipper has a very clear process and language for how it wants things done onboard. Several of the skippers and mates paused and corrected themselves when they realized they were deviating from guidelines, i.e. safety turns on winches under load: five turns on a winch for any line being ground, three turns when easing a line by hand; always go to the bow via the high side, etc

- "You will likely get 'mother duty' at least once, and possibly twice, during each training. Responsibilities include preparing breakfast, lunch, dinner and serving tea, biscuits and chocolate three to four times a day. You may end up cooking at the dock, you also may end up having to put dinner together while heeled 50° on a beat.

- Eight of the 10 in my 'Part A,' and seven of the 11 in my 'Part B' got seasick. It never lasted long. By the time you get to part B, it becomes a competition to see how far you can shoot off the stern."

— rob

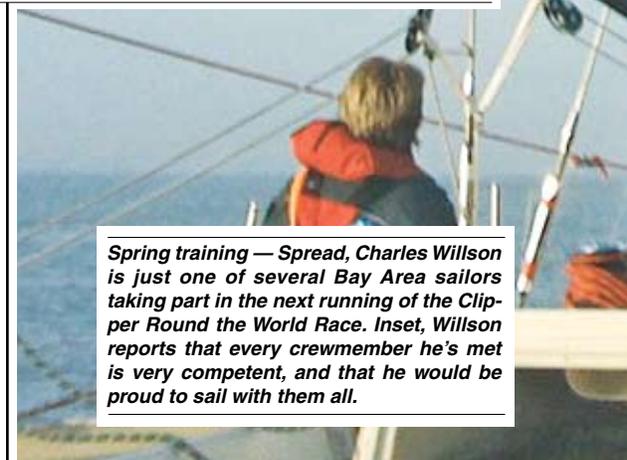
standing on the shoulders of giants

Institutional memory is imperative to the persistence of any culture, and sailing is no exception. We preserve ours in everything from maritime museums, photos and half-models on yacht club walls to yearbooks and perpetual trophies. While no yacht club or class association could be big enough to capture all sailing culture in its entirety, given a member with the know-how and interest to capture its own, succession becomes more an imperative than a question mark. The Snipe — one of the world's oldest dinghy classes — is fortunate to count one of these people as its own.

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short

SAN DIEGO — San Francisco sailor Sean Haggerty, 39, was reported missing in late March after he failed to arrive in San Diego as scheduled. Haggerty called a friend from his cellphone, reporting that his outboard and GPS had crapped out. He wasn't heard from after that. The Coast Guard launched a massive search, and just as searchers were getting ready to return home that night, the crew of a C-130 aircraft spotted *Sea Hag* about 46 miles southwest of San Diego. The USCG cutter *Haddock* towed the disabled boat — and an uninjured Haggerty — to Shelter Island.



Spring training — Spread, Charles Willson is just one of several Bay Area sailors taking part in the next running of the Clipper Round the World Race. Inset, Willson reports that every crewmember he's met is very competent, and that he would be proud to sail with them all.

sightings

SOUTHERN OCEAN — Italian would-be circumnavigators, Pietro and Vittorio Fresi, were rescued by a tanker about 3,500 miles off the tip of South America on April 8, three days after dismasting in a storm. The father-son sailing team had left Italy on September 7 aboard their 34-ft steel sailboat, *Onitron*, on a planned non-stop circuit along the clipper route.

SANTA BARBARA — David Crosby has decided to sell his 1947 59-ft Alden schooner *Mayan*. "After 40 years of sailing and writing many of my best songs aboard, I have reached the point where

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giants — cont'd

In his professional capacity as a videographer, the Bay's Vince Casalaina has covered sailing for the last 25 years, from the America's Cup to 18-ft skiffs. Along the way he's racked up two Emmys for his sailing programs: *White on Water*, which he co-produced with *Morning Light* producer Leslie DeMeuse, and *The Citibank Cup*.

Casalaina's avocation all those years has been the Snipe, and he's embarking on a project to give something back to the class.

"Go to any yacht club in America and ask people about their sailing history, and invariably you'll hear how much fun they had sailing one-design dinghies as kids," Casalaina said. "If they're over 60, you'll almost certainly hear about Snipes, Stars, or Lightnings.

"These classes are still strong today, but they're in constant struggle with an ever-growing list of manufacturers' classes," he said. "Many of the sailors who experienced the early history of the class firsthand are

continued on outside column of next sightings page



PHOTOS COURTESY CHARLES WILLSON

SIGHTINGS

giants — cont'd

aging. Some have already died. Many more are in failing health.”

Casalaina doesn't plan on letting them go without getting their two-cents worth. So he's started convincing the class's stalwarts to 'talk story' on the record. He'll be combining these interviews with racing footage and packaging all of it into a 30-minute documentary. *Serious Sailing, Serious Fun: A Snipe Family History* will examine the history of the class in the context of the promise for its future. He's planning to premiere the film in 2011, the design's 80th anniversary, and he's already started interviewing class members, including locals like Richmond YC centenarian Gordon Miller and former Snipe Junior National Champion Stephen Bechtel, Jr.

“The class has a rich history, and if we don't start preserving it

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shorts

I must let her go,” says the 68-year-old musician. Crosby, who learned to sail at age 11, has owned the boat since 1968. The asking price is \$1 million.

ST. BARTH — The 180-ft motoryacht *Steel* was T-boned by the 123-ft S&S-designed ketch *Axia* while at anchor in Gustavia anchorage on March 30. The cause was a malfunctioning autopilot aboard *Axia*, which suffered extensive damage.

SANTA ANA — Skylar Deleon, 29, was sentenced to death on April 10 for the 2004 murders of Mexico vets Tom and



LATITUDE / JR

— cont'd

Jackie Hawks. The jury that convicted Deleon in November recommended the ultimate penalty, and the judge in the case agreed, partly because of the heinous nature of the crimes.

Deleon feigned interest in buying the Hawkses' motoryacht, *Well Deserved* and lured them into a sea trial. He and two accomplices then forced the Hawkses to sign financial documents before tying them to an anchor and throwing them overboard.

— *ladonna*

You haven't seen a 'charlie-foxtrot' until you've seen the Master Mariners fleet round the first weather mark in their annual regatta. The main event for the Bay's classic yachts — scheduled, as ever, on Memorial Day Saturday (May 23) — is one of the great spectacles of the year on the Bay. Even if you can't catch a ride on one of the pre-WWII woodies, plan to sail out and spectate — from a respectable distance, please. It's crazy enough out there as it is!



giants — cont'd

now, it will slip away," Casalaina said.

Not only will this project be a boon for the Snipe class, but it's a reminder for others that it's at our own peril that we forget words commonly attributed to Sir Isaac Newton, that 'we're all standing on the shoulders of giants.'

You can see highlights of the interviews and regatta videos at: <http://www.youtube.com/profile?user=VinceSail&view=playlists>.

— *rob*

the moby dick of richardson bay

The 'ick meter' was cranked up several notches last month when, on the same day heavy winds swept through the Bay Area, a dead gray whale weaved its smelly way around Richardson Bay. The Army Corps

of Engineers wrangled the bloated beast and anchored it just outside the channel — off the Spinnaker Restaurant in Sausalito — to wait for better weather to tow it out to sea. "We're charged with removing debris from federal channels," said Chief of Public Affairs J.D. Hardesty. "That includes large items such as big logs or dead whales." He noted that the last whale they removed was seven years ago, but the year before that, they'd had five.

The seven-ton, 24- to 30-ft gray — probably a younger whale — filled the nostrils of Richardson Bay sailors with a fetid stench for several days before the Corps contracted with a private party to tow the rotting behemoth out several miles past the Farallones for disposal. Its location near the main channel made for an interesting — and revolting — obstacle for some mariners. One group of young sailors bumped into it the night before it was hauled away when they ran out of diesel just a little too close to the scene. "We had to push ourselves off of it," said one gal with a shudder. "It was totally gross! Blech!"

— *ladonna*



TIM SELL

This 'great white whale' caused quite a stink in Sausalito last month when it drifted through Richardson Bay.

baja ha-ha turns 'sweet sixteen'

After we'd given Baja Ha-Ha presentations at the Strictly Sail Pacific boat show in Oakland last month, several people asked us what we thought participation would be like for the 'Sweet Sixteen' event this fall. We replied that, given the unusual times, we honestly don't know. There could be a lot fewer than the norm of about 155 starters — or maybe a lot more.

But here are some things that we do know: During the boat show presentations, about the same percentage of folks as always raised their hands indicating they planned to do the Ha-Ha this year. Multi-time Ha-Ha vets Roger and Diana Frizzelle of the *Catalina 470 Di's Dream*, who sell Catalina Yachts at Farallone Yachts, tell us that nine of their Northern California clients will be Ha-Ha'ing this fall. There is a whole flock of catamarans that did the Ha-Ha last year and are coming back to California to do it all over again — including the

continued on outside column of next sightings page

SIGHTINGS

ha-ha — cont'd

Catana 52 *Escapade*, the Corsair 41 *Endless Summer*, the Schionning 49 *Sea Level*, the Hughes 45 *Capricorn Cat*, and *Profligate*, the Surfin' 63 mothership of the event. Other 'repeat offenders' we're aware of at this early date are Holly Scott of the Long Beach-based Cal 40 *Mahalo*, and Steve Coleman and Mary Ferro of the Sausalito-based Swan 42 *Bluzzz*, Myron and Marina Eisenzimmer of Mill Valley-based Swan 42 *Mykonos*, and Patsy Verhoeven of the Gulfstar 50 *Talion*. Others have asked us if we could, pretty please, not make their entry

public until the very last minute, so their employers have no idea they are planning to ditch their jobs. Based on the above, we're reasonably confident that we won't have to Ha-Ha alone.

For those who haven't been involved in West Coast sailing before, the Ha-Ha is the approximately-750-mile cruisers' rally from San

Diego to Cabo San Lucas, with R&R stops at Turtle Bay and Bahia Santa Maria. The term 'rally' means this is not about white knuckle sailing or beating your friends, and that you can use your motor when you want. Everybody who finishes the Ha-Ha is a winner. This year's Ha-Ha Kick-Off and Halloween Costume Party will be in the parking lot of the West Marine super store in San Diego on October 25, and the Ha-Ha start will be the following morning off Pt. Loma at 11 a.m.

The goals of the Ha-Ha are for everyone to make it safely to Cabo San Lucas, while having a grand time sailing and meeting lots of other folks along the way. In fact, the number one reason people say they like the Ha-Ha is because of all the great people they meet. Love to drink heavily and dance naked in front of everyone? Sorry, this is not the event for you. Indeed, the Ha-Ha fleet usually features about 15 kids under the age 15, and we want all the Ha-Ha activities to be suitable for them. Indeed, we're delighted to report we'll have a new beach party site in Cabo this year, one that's nicer, more sophisticated and less raunchy than the other beach venues in 'Cabo and Gomorrah'.

The Ha-Ha is open to boats 27 feet or longer that were designed, built, and have been maintained for offshore sailing. But it's the responsibility of every skipper and crewmember to make sure their boat is up for the job. If you're not sure, you need to get a trip survey from a qualified surveyor. To date, 43 of the 45 Ha-Ha legs have featured light-to-moderate winds from astern, but don't fool yourself, you need to be prepared for the worst the Pacific can dish out. We strive to avoid any weather surprises, of course, and to that end we provide professional weather forecasting from Commanders' Weather each morning during roll call. There must be at least two crew on each boat who have experience in overnight offshore sailing.

We're proud that at \$350 per boat, the Ha-Ha costs just a fraction of similar-length rallies around the world. (It's only \$300 if you are under 35 years old or your boat is under 35 feet.) We're also proud that we hand out more swag than anyone. Included in each entry pack are lots of special offers from the event's sponsors which, in years past, have included slip discounts in Mexico that far exceeded the cost of the event itself. As we're just signing up sponsors now — there were more than 25 last year — we're unable to give out details yet.

Online sign-ups for the Ha-Ha start May 1 at www.baja-haha.com. There are two big reasons to sign up early. First, countless Ha-Ha folks have told us that the firm date gave them a fixed target to shoot

continued on outside column of next sightings page

doing the

Delta Doo Dah in March 4's *'Lectronic Latitude*, all 30 available spots in this first annual fun rally to the Delta were spoken for. Though we knew some folks would be disappointed, we intentionally limited the number of entries so we could work out the bugs this year with the hope of expanding next year.

The response from Delta residents has been just as tremendous! Plans are underway for some kick-ass parties that will make this one heck of an event.

But even if you didn't make it as an

LATITUDE / RICHARD



The ladies love the Ha-Ha . . .

Doesn't a downwind run to Baja sound good right about now?



. . . and so do the kids.

doo dah

official Doo Dah entry, don't let that stop you from enjoying all the Delta has to offer. You can even use the Doo Dah website at www.deltadoodah.com as a reference for planning your own trip to the Delta.

Over the next few months, we'll be adding some of our more useful Delta articles for download, plus links to companies and services. We're even dipping our toe into the social networking scene by joining *Twitter.com* — follow our 'tweets' on announcements and what's happening during the Doo Dah in real time!

— *ladonna*

ha-ha — cont'd

for, and without it, they might never have let loose the docklines. Secondly, the earlier you sign up, the more likely you are to be offered a berth in Cabo San Lucas. Our general recommendation is to stay in Cabo for as short a time as possible, as it's both a honky-tonk place and ruled by the sportfishing fleet. Nonetheless, getting a berth for a day or two is a real crew pleaser, and gets you ready to move on to Mexico's many fine anchorages.

The Ha-Ha organizers have been a consistent lot: The Grand Poobah, who has done 14 of them, Assistant Poobah, 'Banjo' Andy Turpin, who has done 13, and Security Chief Doña de Mallorca, who has also done 13. People often ask us if we're sick of the event yet. Are they kidding? None of us would miss a Ha-Ha for our lives. So if it's something you'd like to do, please join us; we'd love to have you.

— *the grand poobah*



SPREAD: LATITUDE / RICHARD; INSET: LATITUDE / ANDY

MMMMMM . . . BEER





... CAN RACING

Although we tend to be pretty environmentally-conscious here at *Latitude 38*, we have to say that the arguable reduction in the country's energy consumption isn't the best thing to come from 2005's Energy Policy Act, which since 2007 has extended Daylight Saving Time roughly another month. No, the best thing about the Act is that it gives us potentially four more nights of beer can racing!

If you're not an adherent of this most satisfying of weeknight pursuits, then the time has come for you to take the plunge and carve out at least one night a week to go sailing. If you were lucky enough to grow up looking forward to this weekly spring and summer ritual, then

you know what we're talking about.

Maybe you're from the cruising and daysailing camp and feel like anything beyond your boat, friends, beverages, and a plate of crackers and crudités is a bother. We can understand that, but we also can't help thinking that there's no better way to give 'racing' a try than taking a shot at a beer can race — with all of the above included. Need more incentive? Okay: There's no need for matching crew gear, or an encyclopedic knowledge of The Racing Rules of Sailing to have a really enjoyable time on the water, with just a little more focus.

Del Olsen minds the sheet on 'Ay Caliente' as 'Light 'N Up' surfs their wake during a windy Richmond YC Wednesday Night Race.

There are as many different types of beer can racing as there are weeknight series, which means you should have no trouble finding one that suits your fancy, geographic realities, or schedule.

It doesn't matter if you want to sail your latest-and-greatest IRC cruiser-racer, IOR battlewagon, one design keelboat, cruising boat, woodie, dinghy, kiteboard or windsurfer — there's a weeknight series to suit all these craft.

It doesn't even matter if you don't have a boat! If you're looking to crew, you'll always find boats looking for bodies. Oftentimes, the openings are a no-experience-necessary type of position, and you'll come away with a night's worth of

continued on page 94



LATITUDE/ROB

LATITUDE/ROB



MMMM. . . BEEER

THE 10 COMMANDMENTS OF BEER CAN RACING

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

2) **Thou shalt honor the racing rules if thou knowest them.** The *ISAF 2009-2012 Racing Rules*, unless specifically stated elsewhere in the Sailing Instructions, is the current rules bible. Few sailors we know have actually studied it cover to cover: it's about as interesting as reading tax code or the phone book. For beer can racing, just remember some of the biggies (port tack boats shall avoid starboard ones; windward boats shall avoid leeward ones; and outside boats shall give room at the mark). Stay out of the way of bigger boats, pay your insurance premiums, and keep a low profile unless you're sure you know what you're doing. Like most things, it boils down to common sense.

3) **Thou shalt not run out of beer.** Beer (a.k.a., brewskis, chill pills, thought cylinders) is the beverage that lends its name to 'beer can' racing; obviously, you don't want to run out of the frothy nectar. Of course, you can drink whatever you want out there, but there's a reason these things aren't called milk bottle races, Coca-Cola can races, hot chocolate races, or something else. Just why beer is so closely associated with this kind of racing escapes us at the moment, but it's a tradition we're happy to go along with.

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

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

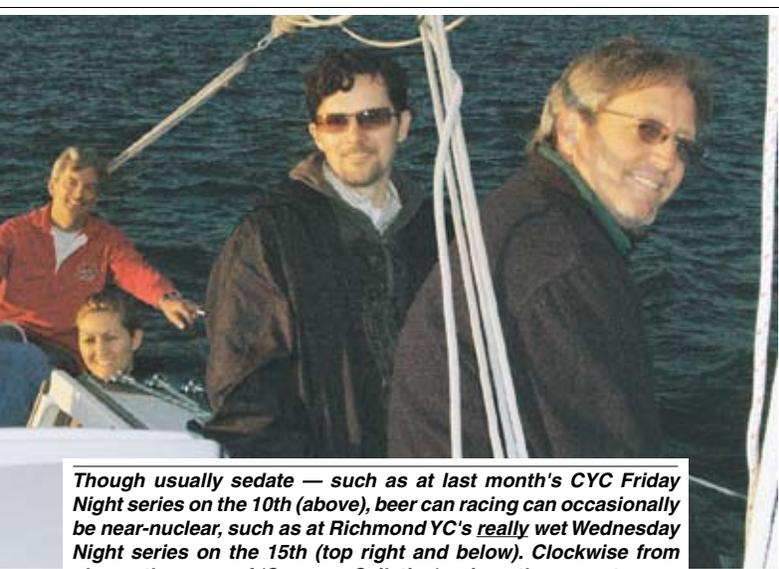
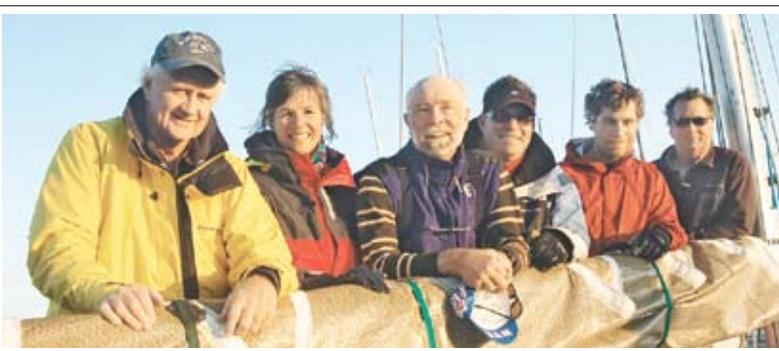
6) **Thou shalt not protest thy neighbor.** This is extremely tacky at this level of competition and should be avoided at all costs. Perhaps it's justifiable if one's boat is damaged and blame needs to be established, but on the whole, tossing a red flag is the height of bad taste in something as relatively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

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

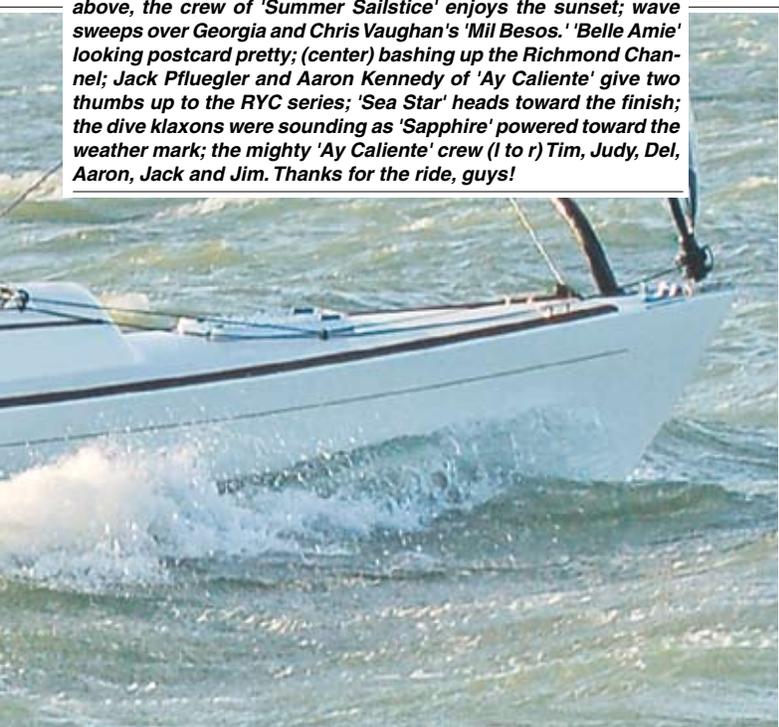
8) **Thou shalt always go to the yacht club afterwards.** Part of the gestalt of beer can races is belling up to the yacht club bar after the race. Etiquette demands that you congratulate the winners, as well as buy a round of drinks for your crew. Besides, the bar is a logical place to see old friends and make new ones. However, when meeting new sailors, avoid the gung-ho, overly serious types who rehash the evening in such gory detail that the post mortem (yawn) takes longer than the race. As much as we enjoy a quick romp around the cans, there's more to life.

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

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



Though usually sedate — such as at last month's CYC Friday Night series on the 10th (above), beer can racing can occasionally be near-nuclear, such as at Richmond YC's really wet Wednesday Night series on the 15th (top right and below). Clockwise from above, the crew of 'Summer Sailstice' enjoys the sunset; wave sweeps over Georgia and Chris Vaughan's 'Mil Besos.' 'Belle Amie' looking postcard pretty; (center) bashing up the Richmond Channel; Jack Pfluegler and Aaron Kennedy of 'Ay Caliente' give two thumbs up to the RYC series; 'Sea Star' heads toward the finish; the dive klaxons were sounding as 'Sapphire' powered toward the weather mark; the mighty 'Ay Caliente' crew (l to r) Tim, Judy, Del, Aaron, Jack and Jim. Thanks for the ride, guys!



BEER CANS

more experience than you had before. And for owners with aspirations of putting together a season program, there's no better way to get your feet wet (literally and figuratively) than a weeknight series.

It also doesn't matter if you live in Vallejo, Stockton, the East Bay, City, North Bay or Peninsula, there's a weeknight series that's close enough to you that the "It's too far" excuse just doesn't have any legs.

Beer Can series range from 'friendly-competitive' to downright laid-back. Richmond YC, for example, determines winners by throwing all the finishers' names in a hat and holding a drawing for who gets the bottles of wine that suffice for trophies!

A weeknight race is almost always followed by a rap session at the club bar, and often a grill-your-own, fill-in-the-blank meal — which tastes just that much better after an evening on the Bay. Whether in the bar burrowing your way through the crowd to get to the well, or jostling to flip your burger at the grill, you're bound to rub elbows

with old friends or, just as good, make new ones.

Need yet another reason? Say you're a committed racer who keeps a regular weekend racing schedule, which means you've probably used up all the year's hall-passes in advance. No problem! Just bring your spouse, kids, brother, sister, aunt, uncle, parents, boss, friends from work, PTA president or anyone else you owe some of your time. Not only will get yourself some extra sailing days, but you'll give them some great memories in the process.

One such memory is our own — Dad got this reporter hooked on sailing at a very early age at Wednesday night series during the summer. And while having to wear a lifejacket with a leash and crotch-strap doesn't stand out as one of my happiest memories, traversing the transom while clinging to the pushpit during tacks at the age of five or so sure does.

If you're looking to get your offspring interested in junior sailing, take it from one who's been there: Spending a few years watching everyone else sail the

boat whetted my appetite to jump in a dinghy of my own well before I reached junior program age. As the years went on, it all came full circle — progressing from the running backstays to the mast, then bow, and then back again to the cockpit with Dad.

There are many more reasons to go beer can racing, but we're about out of room. Suffice it to say that once you try it, we think you'll be hooked. If that hook sets deep enough, consider the *Latitude 38* Beer Can Challenge: sail every weeknight at a different beer can venue, send us photo documentation, and we'll send you some swag to commemorate your pursuit of sailing satisfaction.

The best place to find a beer can series near you is the *2009 Northern California Sailing Calendar and YRA Master Schedule* — available at many of the places you pick up your copy of *Latitude 38*. You can also find the schedule online at www.latitude38.com/YRASchedule/YRAindex.html. See you out there!

— latitude/rg



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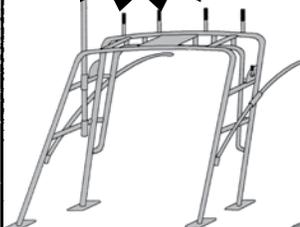


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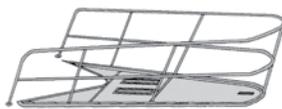
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CRUISER RACING ON BANDERAS BAY

There are many different kinds of cruisers that head south of the border. Most get to Mexico, then do a season or two of sailing and lots of motoring around to all the various spots before heading across to Polynesia or back north to California. Others get to Mexico, find a town they love, and thereafter rarely use their boats as anything but floating homes. Finally, there are those who not only sail as much as they can between the various ports and anchorages from Acapulco to Conception Bay, but hanker for still more. In fact, they even lust for an activity dreaded by most cruisers — racing.

For this last group of folks, the Ha-Ha-like, 'nothing serious' racing events for cruisers in Mexico are the Banderas Bay Blast in early December, the Banderas Bay Regatta in March, and the Sea of Cortez Sailing Week in April. Obviously everyone should cruise the way it suits them, but this month's feature is about cruisers who hadn't gotten enough of normal sailing and therefore couldn't resist the friendly competition at Banderas Bay Regatta and/or Sea of Cortez Sailing Week. Indeed, about a quarter of the boats at Sailing Week made the 400-mile migration from Banderas Bay to La Paz to be able to participate in both! In several cases, boats — such as Patsy Verhoeven's Gulfstar 50 *Talion* from La Paz, and John and Gilly Foy's Catalina 42 *Destiny* from Banderas Bay — had to travel 800 miles out of their way just to sail in both events.

The Vallarta YC's 17th edition of the three-day Banderas Bay Regatta, orchestrated by Regatta Chairwoman Laurie Ailworth and Race Committee Chairman Mike Danielson, was a smash. This fun racing event for cruisers was free, like always, but featured a number of improvements. With 40 boats, participation was up nearly 30% from the last couple of years, and the event was run as smooth as silk. The old ratings base had been tossed out, and the new ratings seemed to produce close finishes and general

'Island Mistress'.

satisfaction. A popular new twist was a 21-mile middle-distance race for the bigger boats, which provided a swift and scenic tour of the eastern part of Banderas Bay. And the usual sunny, mid-80s weather with vivid blue skies was



pleasing to all.

In recent years, normally reliable Banderas Bay has served up some unusually light and/or erratic winds for the regatta. The first of three races this year was a bit odd, with generally strong winds, yet curious holes and shifts all about the course. On some occasions boats less than 100 yards apart were beating to the weather mark on parallel courses — yet on opposite tacks. You know that ain't right! But for the last two races, the wind was glorious, in the

12- to 22-knot range, and remarkably consistent over the entire course.

Louis Kruk and Laura Willerton — who sailed to Mexico intending to spend four months, but who have cruised two seasons and will do yet another — took Class A honors with their San Leandro-based Beneteau 42s7 *Cirque*. Not only that, they did it with all bullets. *Latitude's* Surfin' 63 *Profligate* nipped Greg Dorland and Debbie Macrorie's

AND THE SEA OF CORTEZ

PHOTOS ON THIS PAGE BY JAY AILWORTH, HEATHER CARSARO, AND LATITUDE/NICK



Banderas Bay Regatta photos, more or less from left to right, starting at the top: Lou and Laura's victorious 'Cirque'. Rafael Fernandez, with wife and daughter, of Mita Pizza and the Catalina 30 of the same name. George Hill's Lapworth 43 'Kalalau', to leeward of Tom Jones' Liberty 458 'Clarissa'. 'Cirque' juggler Lou Kruk; Catana 52 'Escapade' skipper Greg Dorland says, "What J/180 is directly in front of us?!" Kent and Jim Milski of the Schionning 48 cat 'Sea Level'. Tom Brown's F/31 tri 'Wind Trekker' kicks her heels. Dean Laurin's Catalina 380 'PanaSea'. Onboard goddess and domestic artist, Lisa Zittel. Jody Ward of the Lapworth 36 'Eros'. Joel Young's beautiful Beneteau 523 'Transformer'. A lovely spinny run. A trio of boats sails across blue Banderas Bay. Byron Chamberlain's lovely 51-ft 'Rose of Sharon', the only schooner in the event. Bob Smith of the custom 44 cat 'Pantera' and Patsy Verhoeven of the class winning Gulfstar 50 'Talon' mix it up in the sand. Mark Steinbeck's beautifully restored Alden 64 'Nirvana'.

Lake Tahoe-based Catana 52 *Escapade* in the multihull class, which might well have been won by David Crowe's San Jose-based M&M 70 *Humu-Humu* had

she not blown out her only chute in the last race. Class C went to Joaquin Bargello's Vallarta-based J/24 *Tenza*, which bested a trio of J/World J/180s. Class D went to Patsy Verhoeven's always well-sailed La Paz-based Gulfstar 50 *Ta-*

lion, which benefited from having about a dozen of Patsy's friends fly down from her native Portland to crew for her. Class E went to *Eros*, Jody Ward's La Paz-based Lapworth 36, which was crewed by an ultra-enthusiastic big group of local kids.

CRUISER RACING ON BANDERAS BAY



More on that in the next issue.

One of the more unusual entries in this year's regatta was Byron Chamberlain's Newport Beach based 51-ft classic *Rose of Sharon*. You don't see many schooners racing these days except in classic regattas. *Rose* did well, too, winning the first two races, but dropped to third overall after her main blew out in the final race. An even older woody on the course was Mark Steinbeck's San Diego-based Alden 64 *Nirvana*, a beauty he's spent big bucks bringing back to proper condition.

If you're a racer-cruiser who will be sailing to Mexico this winter, you don't want to miss next year's Banderas Bay Regatta. It's got everything going for it

— a great base, a great venue, and ideal flatwater sailing conditions in the tropics. If you do participate, we're going to give you one bit of advice that nobody from this year's event will dispute: right is right, and left is always wrong.

Having founded the original Sea of Cortez Sailing Week back in the early '80s, and having been thrilled at the huge participation of those early years, it has always irked us that the event was allowed to fall into a long decline and finally die a few years ago. So last year we decided to do something about it. Along with Patsy Verhoeven of *Talion*, we revived the event in a somewhat different incarnation. We wanted it to be a much smaller event, one for cruisers who enjoy a sailing challenge, and who don't automatically turn their engines on

just because their boatspeed drops below three knots. (Not that there's anything wrong with that.)

Last year's event attracted 12 boats and 34 sailors, which seemed about right, because it allowed us to accommodate all the skippers and crews aboard *Profligate* for costume parties, potlucks and sunset cruises. But apparently the word got around about how much fun it had been, because a whole lot more boats and sailors wanted to participate in this year's event. Saying 'no' to folks who are eager to sail has never been a strong point of ours, so despite misgivings, we ended up with 36 boats this year. Because there was a total of 87 participants, we could only host one event aboard *Profligate*, the around Isla San Francisco sunset costume cruise.



AND THE SEA OF CORTEZ

PHOTOS ON THIS PAGE COURTESY OF MANY MEMBERS OF THE SEA OF CORTEZ FLEET



Sea of Cortez Sailing Week photos, left to right, starting from the top left: Bob Smith's 44-ft 'Pantera' screams along to leeward of Wayne Hendryx's 45-ft 'Capricorn Cat'. Mera and Aeron of 'Don Quixote' pause for play during the trash cleanup. David Cherry and Sylvie Heasman of the U.K.-based Catana 40 'Puddy Tat'. Debbie Macrorie kayaks in clear waters of Isla Partida. John and Gilly Foy's 'Destiny' sailing wing-on-wing. The anchorage at Isla San Francisco. An aerial view of the 67 people — count 'em — on 'Profligate' for the sunset cruise. Beach volleyball netted a lot of fun. Tom Wurfl's 'Catatude' gets off the starting line of the first race. The awards ceremony at Rancho Viejo. A hot-looking Tiffany in her pirate duds. Tom Wurfl and Helen Downs of 'Catatude'. Who is this masked man? It's Richard of 'Cirque'. Dave Addleman and Heather Corsaro's Monterey-based Cal 36 'Eupyschia'. Because of a broken diesel, they had to sail all the way to La Paz from Puerto Vallarta. It took seven days, meaning an average of 2.3 knots. The spectacular view overlooking the anchorage at Caleta Partida. Dolphin love. Padre Dino of 'Profligate' enjoys hearing the confessions of Jaime Gemme and Debbie Macrorie of 'Escapade'. The Catana 52 'Escapade' looking sweet sailing down the Sea. David 'Fuzzy Butt' Gemme of 'Escapade' remembered to bring his guitar to the costume cruise, but forgot his pants! Far lower left, John and Sharon Warren's Passport 47 'Warren Peace'.

And that was pushing our comfort zone, so hopefully this article won't encourage any more boats to do it next year.

Given the fact that the Sea of Cortez is notorious for capricious winds, the skippers and crews of the participating boats couldn't have been more pleased with this year's sailing conditions. True, the first and fourth races were relatively typical of the Sea of Cortez, which means

somewhat light and spotty winds for the 11-mile courses from La Paz to Caleta Partida, and from Partida back to La Paz. Nonetheless, all but two or three boats sailed all the way both days. As for the second and third races — the 18 miles between Caleta Partida and Isla San Francisco — the conditions were absolutely superb. Miraculously, it was downwind on the way up to San Francisco in 12 to 18 knots of wind, with spinnakers all over the horizon, and also downwind

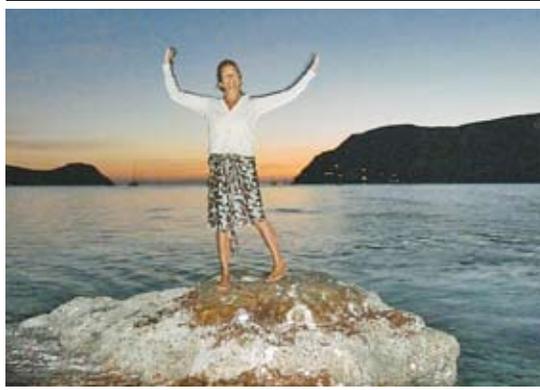
all the way back down to Partida after a lay day, in 13 to 22 knots. Three of the boats — Jim Milski's Berkeley-based Schionning 48 *Sea Level*, Bob Smith's Vancouver-based custom 44 *Pantera*, and *Latitude's* Surfin' 63 *Profligate* — all hit speeds over 18 knots on the way back to Partida. Even more impressive, Tom Wurfl got his San Diego-based Lagoon 42 *Catatude* up to 14 knots, Dean and Toast Conger got their Seattle-based Lagoon 38 *Don Quixote* to 13 knots, and

CRUISER RACING ON BANDERAS BAY

John and Gilly Foy got their Alameda-based Catalina 42 *Destiny* to record a wing-on-wing personal best of 11 knots. Who won the races? Every single skipper did. What's more, they each received a 'First In Class' plaque to prove it!

When you get a great spinnaker run up the Sea of Cortez one day, and then two days later get a great spinnaker run down the Sea of Cortez, you must be doing something right. In the case of the Sea of Cortez fleet, it was coming up with nearly \$1,000 USD to support Fundación Ayuda Niños, A.C., a charity selected by Mary Schroyer of Marina de La Paz. Mary says the money will be enough to keep either three junior high or two senior high students in school for one year. A little money goes a long way in Mexico, something cruisers headed to Mexico this winter should remember.

Sailing Week wasn't just about sailing, of course. The day after arriving at



The mermaid of Caleta Partida only appeared at dusk, and only for a short time.

Caleta Partida, 10 members of the group mounted an assault on the north peak. It was a hot and slippery climb, but the spectacular view from the top made it worthwhile. There were also beach potlucks, volleyball games, explorations by dinghy and kayak, and almost every night small groups would gather on different boats for cocktails, tall tales, dinner and sometimes even a movie. It was like cruising on steroids. We tried to

balance the fun with a little responsibility. We made sure, for instance, that we left the beach at Caleta Partida cleaner than we'd found it, and organized a group pickup of trash at Isla San Francisco to take back to La Paz. We removed a bunch of trash from San Francisco, but couldn't take it all. Based on the evidence we collected, the debris is mostly left by fishermen.

All good events benefit from special effects, and in the case of Sea of Cortez Sailing Week, it was provided by the space station, which streaked overhead for a minute or two each night. How ironic it was to watch the height of man's technology zipping across the sky at thousands of miles an hour from our perspective on relatively very slow boats in one of the most untouched areas of the world. "Flush! Flush! Flush!" members of the fleet shouted, hoping for the cosmic display that accompanies the space station 'relieving' itself. That it never happened was about the only disappointment of the entire week.

— **latitude 38**

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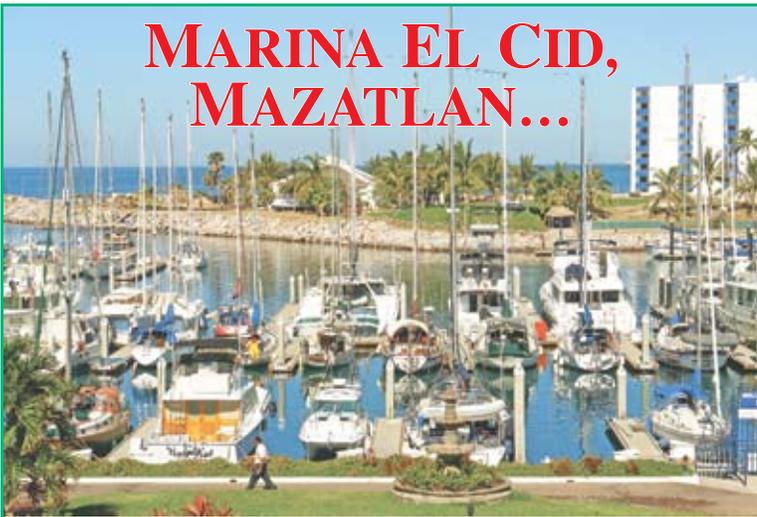
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HEAT WAVE

When longtime Sausalito resident Dave Wilhite was diagnosed with leukemia in 2004, he moved to Bellingham, WA, to be close to his parents while he waited to die. Thankfully, chemo did its job and Wilhite, 51, is in full remission. "Three months ago, my doctor told me I'd die from getting hit by a bus before I died from leukemia," he recalled. "I can't wait to tell him I almost died in a yacht race."

Wilhite started planning for BAMA's Doublehanded Farallones Race, held March 28, in January. Since he doesn't own a boat on the Bay, he asked his old friend Peter Truce of San Rafael to borrow his 1994 J/80 *Heat Wave*. Truce readily agreed and Wilhite began preparing for the race.

"This is a tough race," he said of the nearly 60-mile course around the Farallones and back, "and I never took it lightly." Indeed, he was meticulous in his preparation of *Heat Wave* and himself, putting together safety gear, travelling to the Bay to work on the boat — even going so far to have the boat surveyed — and recruiting an excellent crewmember.

Wilhite met Dave Servais, 24, while racing on Puget Sound. After Servais moved to San Diego to pursue his goal of being a professional sailor — he's a professional rigger and has taught at J/World — the two kept in touch. When it came time to choose crew for the race, Wilhite quickly contacted Servais, who just as quickly said yes. "We've only known each other a couple of years," Wilhite noted, "but we have really great communication and sail well together."

For most racers, the DHF was a total bust — about 90% of the entries retired due to lack of wind. But a handful held on, including the two Daves. "I'd spent too much time and money on this race just to bail out," Wilhite said. So the pair stuck it out with a group of five or six other boats until the wind filled in. The Daves report wind in the low 20s with gusts to 30 on the way back from the Rockpile. A little higher than forecast, but not dangerous.

"A little after 8 p.m., we were beam reaching under jib and reefed main," Wilhite recalls. He noted that the waves were 12-14 feet with a fairly long period between, a fact the Coast Guard confirmed, though they put the wind speed closer to 40 knots. "Dave (Servais) was setting us up on a wave, reaching across it at about 20 knots, when we heard a *whuump*," said Wilhite. "The helm turned to slush, the boat rounded up and the

wave we were shooting broke over us. We heard a cracking sound like a tree falling over — that was the keel ripping off."

The boat immediately turned turtle, submerging the pair, who were tethered to the boat and wearing PFDs. "I kept thinking 'The boat's going to roll back up, and we'll get rolled under it' because we were tethered in," Servais recalled. "I couldn't understand why it wasn't rolling back up."

Once the boat had settled and they popped up alongside, they discovered the reason for the capsize — nothing at all was left of the keel. "*Heat Wave's* sump (a molded-in stub to which the keel is bolted) failed completely," Wilhite said. "The only thing sticking out of the bottom of the boat was the bilge pump hose. Whatever happened, I can say with absolute certainty that we didn't hit anything."

But there was no time to investigate further. Wilhite's tether was keeping him too close to the water — "He kept getting pulled under," said Servais, whose own tether was longer, allowing him enough slack to climb onto the upturned hull. Wilhite cut his tether with a knife he'd stowed in a pocket. "It was weird not to be attached to the boat," he said.

Moments later, the Daves realized that a Moore 24 — they have no idea which one — was screaming by about 100 yards away. Wilhite, who was still in the water, handed a small-but-powerful LED flashlight (also stowed in a pocket) to Servais, who tried to catch the attention of the Moore. They went unseen.

"My first thought was, 'Oh my God, we're going to die,'" Wilhite remembers. Instead of panicking, the two experienced sailors discussed their options. They had the knife and the flashlight, but without a way to communicate, things would turn ugly fast.

A few hours earlier, as the wind started to pick up, Wilhite noticed the waterproof handheld VHF sitting loosely in a cup holder. He handed it to Servais to put in his pocket but it didn't fit, so they stowed it in a sheet bag. "If he hadn't moved the VHF," Servais noted, "we wouldn't have had a chance."

But the radio was in the now-submerged cockpit.

"I saw that Dave's PFD wasn't inflated," said Servais, whose own PFD inflated as soon as he entered the water. "He had it set to manually inflate, and without really thinking, I said, 'You



The hero of 'Heat Wave' — Dave Wilhite knew what he had to do to survive, and he did it without hesitation.



Dave Servais says next time, he'll have a ditch-bag containing flares, a GPS, VHF and hand-bearing compass lashed to the stern rail.

should grab the radio before you inflate.' He just looked up at me for a second, then disappeared!"

"I was presented with a choice," Wilhite said. "I remembered a line from *Shawshank Redemption*: 'Get busy living or get busy dying.'" It took him a couple tries, but within 10 seconds, Wilhite was handing Servais the radio.

Miraculously, the VHF hadn't fallen out of the sheet bag when the boat flipped. Servais took over communications with the Coast Guard, calling a *mayday* around 8:23 p.m. He gave the Coast Guard their approximate location — eight miles from the Gate — and reported that a couple Moore 24s were nearby. The pilot boat *California* was close to the scene and began searching. Two USCG rescue boats and a helo were dispatched as well.

Servais has no idea how many times he was swept off *Heat Wave's* hull, but



SPREAD, PETER LYONS / WWW.LYONS IMAGING.ORG; TOP INSET, DAVE WILHITE; BOTTOM INSET, COURTESY DAVE SERVAIS

he estimates it was at least 50. "Every time I was washed off, I got right back up again," he said. "I felt it was important to stay out of the cold water." Wilhite felt differently. "Dave is young and strong, so it was easier for him to get out," he said. "I was afraid of sapping all my strength, so I conserved energy and just hung out."

Meanwhile, rescuers were desperately searching for a keel-less, dark blue boat bottom in 12- to 14-ft seas and 40-knot winds on a moonless night. "I had a new PFD that included a water-activated strobe," Servais noted, "but the strobe never went off." Wilhite admits that he normally has a strobe in his PFD, but for some unknown reason, it was missing. So the Daves were left with one LED flashlight and a radio to guide their would-be rescuers.

"I could see the pilot boat," Servais said, "so he panned his spotlight until I

yelled that it was pointing right at us. I waved my light at them but I got washed off the boat and lost it." As he'd done so many times that night, Servais climbed right back on the hull and continued guiding in *California* via VHF.

Until the next wave knocked the radio out of his hand.

For those listening to the drama unfold on the radio that night (ourselves included), the *California's* desperate plea of "Heat Wave; talk to us Heat Wave," was the first moment we actually doubted the crew would be found in time. As it was, the time was about 9:15 and the Daves had been in the water nearly an hour. As we've written many times, most experts say you've got less than 45 minutes to live once you hit 50-some-degree water. Now the rescuers had lost contact with the crew. The tension was palpable as we prayed to every god we knew of to bring these sailors home safely.

The crew of *California* were first to get a fix on *Heat Wave*, and guided in the Coast Guard. "I was watching the helo work a grid with a spotlight coming right at us," Wilhite recalled. "I turned around and the pilot boat was right there. I wasn't going to wait, so I swam over to them." It took a couple throws of the LifeSling but Wilhite was ultimately pulled aboard *California* "like a wet seal."

Meanwhile, Servais sat tight, knowing the Coast Guard wouldn't want more than one man in the water at a time. "It was really hard not to cut my tether and jump in," he said, "but I decided not to be stupid." As soon as he was given the all-clear, Servais slashed his tether and swam to one of the Coast Guard boats.

The Daves commend the Coast Guard and crew of *California* for their amazing rescue efforts. Both Wilhite and Servais suffered hypothermia — Wilhite's

HEAT WAVE

A WORD FROM THE MANUFACTURER

A few days after *Heat Wave* was lost, J/Boats posted a notice on their website (www.jboats.com/blog/jblog.html) that said, in part, "in the absence of a specific incident, such as a collision, hard grounding or drop from a crane, a failure of this kind is highly unusual without some kind of warning sign. In the only other keel loss incident among 1,150 J/80s worldwide, the composites surveyor judged the boat to have had significant longitudinal crazing visible at the exterior hull fairbody/keel sump juncture that predated the failure by a substantial period of time."

Although a bit generic, it was a timely response from this well-respected manufacturer. J/Boats launched an investigation that involved several independent outside sources. Unfortunately, it had not been completed at presstime, but J/Boats President Jeff Johnstone pledged to get a copy to us as soon as

it was. Here's a bit more from the correspondence we had with him in April:

"There are several potential factors over the course of a 15-year history that could have contributed to the loss of a keel: how the boat was used, maintained, engineered, built, etc. On the engineering/build side, the information we've gathered so far from the builders has checked out with independent sources. On the use/maintenance side, trailering, grounding, keel fairing, loading, previous repairs and more need to be considered.

"Historically, the J/80's durability has been one of its most sought-after features when it comes to choosing boats for windier venues. The J/80 is one of the few boats of its type that's achieved CE Category B status, where most sportboats are C — meaning they should stay in bays and relatively close to land. Some have even criticized the J/80 for being too overbuilt ("heavy"),

despite the easy double-digit rides it delivers with the kite. The boat has had a great track record for standing up to just about anything.

"In going through this review process, we've discovered there are very few industry guidelines regarding pro-active maintenance, inspection and periodic replacement of key components on aging composite boats.

"The big picture is that we, as an industry, need to identify pro-active steps owners can take to ensure the continued safe operation of their aging boats. There are critical areas on every boat that need to be vigilantly looked after and routinely inspected, from the structure to steering, rigging, rigging attachments and spars. If we can help by sharing what's learned from this incident and circulating a call to action for all of our owners and the sailing community in general, then that would be a first step."

being more serious — but were treated and released from the hospital that night. They're both back at their respective homes, and moving on to the next chapters in their lives. There's no word

on *Heat Wave's* whereabouts, though Wilhite reports it was insured.

"This was the second toughest contest of my life," Wilhite says. "What's ironic is that I wanted to do this race to prove

to myself that I was alive. It would have been sad if I'd died, but I've lived a damn good life. It wouldn't have been a stupid way to go."

— **latitude**/ladonna



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B.V.I. SPRING REGATTA

It's tough work, if you can get it, but sometimes a Racing Editor is forced to take one for the team and travel to a far-flung destination to track down Northern California sailors who've ventured beyond our region for some competitive sailing. Faced with the daunting prospect of a massive climate and culture differential, we headed down to the British Virgin Islands late last month for six days of sailing, starting with the B.V.I. Sailing Festival and culminating with the three-day B.V.I. Spring Regatta.

As it was this particular editor's first trip to the event — or any Caribbean regatta, for that matter — we were curious to see just what could draw 113 boats. While air temps in the 80's, water temps not far behind, breeze in the 8- to 16-knot range, rockin' parties, and solid race management must all play a part, there's more to it than that. The Islands are, hands-down, the most-written-about cruising and bareboat destination in the world . . . for good reason. There's something about the B.V.I. — maybe it's the islands' scale and the mellow vibe of the locals — that, when combined with all of the above, make it a fundamentally sweet place to go sailing, or better yet, racing.

The allure of the regatta isn't lost on Sausalito's Justin Barton, winner of the Bareboat A division this year aboard his Beneteau Oceanis 473 *Justice*; although he hasn't sailed the regatta every year, his first Spring Regatta was back in 1976. After a hiatus, he jumped back



TODD VANSICKLE/BVI SPRING REGATTA

that time, he's racked up runner-up finishes at the Heineken Regatta in St. Maarten and Spring Regatta, to go with a win in Antigua two years ago. Having

sailed as both a boat owner and a charterer, Barton — a member of Corinthian and the Royal B.V.I. YCs — knows both sides of the coin.

"Having *Justice* in the charter program has worked out well for me," he said. "It covers expenses of the boat and they keep it working well. When I get down here, the boat's fresh and well-maintained. Otherwise it would be pretty expensive just to have a boat here and only sail it a few weeks a year."

Barton's crew included former Bay Area sailor Armand Mazza, now liv-

The racing classes had some pretty tight starting lines. On the cruising and bareboat courses, there was a little more room.

ing in New York, plus friends from the B.V.I. and Barton's native England: John Sheffield, Presley King, Pam Lendzion, and Jessamy Howorth. After starting the regatta with a pair of bullets, the group counted a 6-4 on day two, which dropped them into second going into the final day. But a second in the last race put them into a three-way tie for first, which they won on a countback. And while the other bareboat class wasn't that tight, the racing always was, putting a premium on any kind of edge.

"It's a fairly competitive boat, but the Beneteau 50s are tough to beat," Barton said. We asked him what his advice would be to someone trying to find the most competitive charter option, and surprising-



LATTITUDE/ROB

Corinthian YC's Justin Barton (second from left) and his international crew aboard the 'Bareboat A'-conquering 'Justice,' included (left-to-right) are John Sheffield, Armand Mazza, Presley King, Pam Lendzion and Jessamy Howorth. They came out of the blocks strong and finished with a deuce for the win.

into the fray in 2000 and has sailed the event six times since then — the first few as a charterer before buying *Justice* and putting the boat into charter management with B.V.I. Yacht Charters. In



TODD VANSICKLE/BVI SPRING REGATTA

— CARIBBEAN SOUL



ly, size wasn't the first thing that came to mind. "One of the most important things is to get the newest boat in the fleet, so it's important to work with the charter company to figure that out. The recent arrivals are in the best shape;

The 'gentleman's' J/24, the IC 24 is endemic to the islands and ranks as one of the most competitive classes at both the Spring Regatta and the Rolex Regatta immediately preceding it in St. Thomas, U.S.V.I. The 11-boat fleet sailed 18 races in three days off Nanny Cay.



they haven't been beaten up too much and they have better sails and cleaner bottoms."

While Barton may get competitive in the Caribbean, on the Bay, his ride of choice is a Choate 37 named *Liberty*, which he usually just daysails, aside from the odd beer can race.

We, on the other hand, had kind of an opposite trajectory. Someone decided it would be a good idea to have the foreign journalists — us included — race in the sailing festival and then the regatta on six very sharp Sunsail Jeanneau 362s. And so it happened that we were teamed up with Elaine Lembo from *Cruising World*, Tim Day from *Bluewater Sailing*, and Greg Nicoll from *Canadian Yachting* to constitute Team North America with some help from Sunsail's Josie Tucci, an avid Snipe sailor from Florida. We had a great time sailing together from day one, when we raced from Nanny Cay up to the Bitter End Yacht Club on Virgin Gorda's North Sound.

Maybe it was the heat, or the scenery, or the island vibe, but somehow we all came down with a mild case of the f*%k-its. It seemed wrong to get amped-up while sailing in the B.V.I. so, we just enjoyed ourselves on the Virgin Gorda lay day, which also featured an around-the-island race for those who chose to partake,

followed by racing on the Bitter End's Laser and Hobie Fleets.

There wasn't much change in the attitude on the race back to Nanny Cay the following day, nor for the Spring Regatta that followed. And while just about everyone was trying to sail as fast as possible, no one was sweating the small stuff. For the char-

terers, the combination of the Festival and the Regatta made for a nice variety in a one-week trip.

Given that we were already in a pretty mellow mood by the time the Spring



Santa Cruz's Brent Ruhne was sportin' the colors of Jim Mitchell's R/P 52 'Vincitore'.

Regatta started, we could only stare incredulously as the top journo-team from Puerto Rico prepared their boat, taking the anchor down below instead of just leaving it in the bow locker, and removing not only the bimini, but the whole frame! This would prove to be our undoing for the rest of the weekend — well, that and the fact that only two of our crew ended up sailing on the boat for the entire regatta as we took days "off" to get out and track down our stories.

Although we were slackin' on the racing, we ran into some people who weren't. Santa Cruz's Brent Ruhne was down there, sailing aboard



North Sound, Virgin Gorda is just about the best place in the world to get sideways on a Laser.

Jim Mitchell's Racing A-winner, the electric-blue R/P 52 *Vincitore*, which you may remember tearing around the Bay at last year's Rolex Big Boat Series. And former *Latitude 38* Racing Editor, 'Evil Rob' Moore was sailing on Phil and Lotz's Club Swan 42 *Arethusa*, runner-up in Racing A.

Then on the final morning of the regatta, while walking the docks, we were lucky enough to meet up with Mill Valley's Ashley Perrin who, before she heads off to Antarctica in September, is keeping busy as the boat captain for Royal Ocean Racing Club Staff Commo-

B.V.I. SPRING REGATTA

dore David Aisher's stable — represented in this year's Caribbean regattas by his Rogers 46 *Yeoman XXXII*. We were invited aboard for the final day of racing after four members of the crew — all in the Royal Air Force — were forced to return home for work. What we didn't come to find out until it was too late, was that we were replacing the grinders. At first we thought, "no overlapping headsails . . . no problem." That is until we got through our first outside jibe of the boat's asymmetrical kite, and nearly crumpled over. Despite not doing much for the boat's performance, we were pleased if nothing else to give the crew a good laugh as we feebly struggled against the pedestal's recommended gears and tapdanced on the 'engage' buttons.

It was pretty hard to leave that all behind and come home, and we can say without hesitation, if you've never been down for the B.V.I. Spring Regatta, definitely give it a look. It's easy to make a vacation of it and spend some time relaxing. While the walking missive seemed to be, "no one's taking the rac-



LATITUDE/ROB

David Aisher (far right), boat captain and Mill Valley resident Ashley Perrin (second from right) and the crew of 'Yeoman XXXII' made us welcome and put us to work on the final day of the regatta.

ing seriously," we didn't find that to be entirely true. People were sailing hard, but never at the expense of pursuing fun with an equal amount of vigor. With

bonafide windward/leewards and non-stop regatta support, the racing urges were sated too. For full results, more photos and reports check out: www.bvispringregatta.org.

— **latitude**/rg

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GUIDE TO



Is there anyone out there who's not feeling the pinch of the recession? We doubt it. And yes, many are feeling more than a pinch. We're reminded of the advice of Thomas Jefferson: "When you get to the end of your rope, tie a knot and hang on!"

Speaking of ropes and knots and hanging on, while the 'suits' rage from shore while the economy struggles to extricate itself from the tarpit — we submit that the best thing the rest of us can do is go sailing. Leave all your 'cares and woes' at the dock and think about nothing for a few hours but the song of the wind, the pull of the tiller, and the laughter of family and friends.

But even sailing requires decisions — an 'economy of scale', if you will — that rewards you for certain sailing choices and penalizes you for others. Since this is supposed to be a de-stressing exercise, we've made many of the choices for you — especially those of you new to sailing our local waters. In the next few pages, we've condensed several years'

worth of learning the hard way into one grand tour of the Bay done in style and comfort. We call it the The Perfect Day-sail, and it goes like this...

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

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

The bailout for the automakers? Gajillions. The bailout for the banks? Bazillions. Going sailing and forgetting all about it for a while? Priceless.

and is worth a pass. Stay in the channel though, as the northeast side is shallow and the bottom is riddled with debris.

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

Once you round the corner at Yellow Bluff, you'll have little Horseshoe Cove on your right and the magnificent Golden Gate in full view ahead. If the conditions are right (slack water or a moderate flood), you might want to slip under the most famous bridge in the world and enjoy the unspoiled scenery of the Marin Headlands. If you're on a small or slow boat, however, make sure you're not rocketing out on the start of an ebb or it will take you forever to get back in.

Now comes the best part: turn around. If everything has gone as planned, you've

continued on page 116



GUIDE TO

Chill Pill

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

Flat Water Sailing

The main Bay offers great sailing, but you're going to get wet doing it. If you want some of the best flat-water, stay-dry (well, dryer, anyway) sailing of your life, head down the Oakland/Alameda Estuary. Again, it's best to beat to windward early in the day, then downwind sail back, perhaps stopping at one of the many waterfront restaurants that has a dock out front. Short of being kidnapped by the Swedish Bikini Team, there is simply no better way to rejuvenate your soul after a tough day at the office — even if it was the unemployment office.

Counterclockwise for Comfort

If your plan of the day calls for a grand tour of the Bay, always do it in a counterclockwise direction. It makes no difference if you start from the Estuary, Pier 39, Berkeley or Sausalito — and it's doubly applicable if you start in the afternoon rather than in the morning.

Sausalito

Richardson Bay

Golden Gate

Hurricane Gulch

Belvedere Point

Tiburon

San Francisco

Raccoon Strait

Strait

Alcatraz

Angel Island

THE SLOT

Bay Bridge

Clipper Cove

Yerba Buena

Treasure Island

Oakland Estuary

That's Easy for You to Say

"If you can sail in San Francisco," the saying goes, "you can sail anywhere in the world." While that may be a bit of a stretch, the reverse is certainly true: "You can sail anywhere in the world on San Francisco Bay." We're speaking figuratively, of course. Check it out:

Caribbean — Reaching back and forth behind the Tiburon Peninsula on a hot September afternoon feels an awful lot like the Caribbean.

Mediterranean — A few passes from Richardson Bay to Hurricane Gulch and back are just like the Med: There's either way too much wind or practically none, and it comes from all directions.

Roaring Forties — Sail out to the Farallones and back on one of those 40-knot days. Cape Horn will seem like a piece of cake.

South Pacific — Sail up to the Delta around July and you'll get a taste of what sailing the tradewinds is like. When the wind shuts off, you'll also get a good idea of what the South Pacific bugs and humidity are like.

BAY SAILING

Fogbound

One of the weather phenomena most associated with San Francisco is our famous fog. We once brought an out-of-towner to the Marin Headlands who was actually disappointed because he could see the Golden Gate.

A couple of things sailors should know about fog: 1) The classic Bay stuff comes through the Golden Gate and streams down the Slot toward Berkeley. It pretty much stays right there, so all you have to do to get out of it is sail perpendicular to the flow. 2) Even when the fog is in, you can sail most of the Bay in perfect visibility if you just avoid the Slot. In fact, one of the most spectacular sails you can ever make is in the early evening between sunny Sausalito and Angel Island as a thick carpet of fog streams over the Marin hills and through the Gate. A true Kodak moment.

Cruising

Whether you have a week or a weekend, there are plenty of cruising destinations in and around San Francisco Bay. For the weekenders: Angel Island, the Petaluma or Napa Rivers, or even across the Bay to the Oakland Estuary or Sausalito. For those with more time: the Delta, or perhaps out the Gate and south to Half Moon Bay, Santa Cruz or Monterey.

Richmond
Bridge

Red
Rock

The Delta



Dreams and Nightmares

Two scenarios: 1) You want to introduce the man/woman (circle one) of your dreams to sailing; or 2) Your incredibly irritating mother-in-law has been whining for a year because you've never taken her sailing. Here's the best way to deal with them both. For the boy/girlfriend, follow the advice under 'Counterclockwise for Comfort,' ending with a quiet anchorage behind Angel Island. Break out some crackers, cheese and a bottle of vintage Merlot and he/she will be putty in your hands.

Now for the mother-in-law. Leave Berkeley at 2 p.m. and head for the South Tower. Don't reef! Plan to be there at max ebb. Then reach back and forth across the Golden Gate until she begs for mercy. If that doesn't work, sail her out to the Potato Patch via scenic Point Bonita. When she feels the need to "call Ralph on the porcelain telephone" make sure she does so over the leeward side — just as you punch through another breaking wave.

If you're somewhere between these two extremes, say out for an afternoon with the boys from work, or your daughter and a few of her friends, just take things slow and easy. As soon as you perceive the slightest fear or hint of seasickness, crack off and head downwind to a less windy area.

One more thing: for any newcomers to the Bay, make it a point to sail under the Golden Gate. They'll remember it for a lifetime.

Richmond

Little/Big Boats

We hate to burst anyone's bubble, but in our opinion, boats under 20 feet are too small for sailing the open Bay. There are exceptions, of course, notably organized races sailed by properly attired small boat sailors where 'crash boats' hover nearby to help anyone who gets in trouble.

On the other end of the scale, San Francisco is a vibrant maritime port, and all manner of commercial shipping comes in and out at all hours. The main thing to remember is that big ships always have the right of way. If one of them gives you more than four blasts on its horn, it means, "I don't understand what you're doing and it's worrying me." It's probably time to tack and go the other way.

BAY SAILING GUIDE

gone as far to weather as you're going to. With the breeze approaching maximum strength midafternoon, there's no better time to start reaching and running.

Go ahead and cross over to the San Francisco side of the Bay. If you've sailed out under the Bridge, be sure to give the South Tower a wide berth on the way back in. Otherwise, the South Tower Demon may steal your wind, redouble it and throw it back at you, causing your boat to momentarily head straight for the tower's cement cofferdam. Whee-ha, we're having some fun now!

Once back inside the Bay, the wind machine will probably be in high gear and whitecaps will ruffle the Bay. But you won't care because you're sailing downwind at what should be close to hull speed. The proper etiquette is to wave and smile beatifically at the cold, wet sailors pounding upwind past you. And at the sailboarders and kiteboarders who, on weekends, will be whizzing by you. Don't worry, they won't hit you. At least not too often.

This part of The Perfect Daysail will afford you one of the great views of San Francisco, the place locals call "The City"

(never "Frisco" or "San Fran"). If any greenhorns aboard felt queasy earlier, now's the time to roust them out from their bunks below and tell them to enjoy the view. No one pukes downwind.

Want an interesting detour? Jibe out toward Alcatraz. The likes of Al Capone and Richard 'The Birdman' Stroud once gazed out from behind those forbidding walls. The prison closed in 1963. Now it's a popular tourist destination and occasional Hollywood movie locale.

Once you've checked out Alcatraz — no landings allowed for recreational boats — jibe back and head over to Pier 39. Follow the curve of the shoreline around toward the Bay Bridge. The wind will usually drop quickly, giving you an easy and relatively warm sail while you enjoy the world-class skyline along the Embarcadero.

From here on, you have several options. You can power reach across the Slot to the lee of Angel Island, where you can drop the hook for the afternoon or the whole evening and celebrate cheating death once again. Or you could slip around the backside of Yerba Buena and into Clipper Cove. If you're looking for a

warm and gentle downwind run, keep right on going down the Oakland Estuary — an especially good destination if you happen to keep your boat there.

As you might have surmised by now, the secret to the Perfect Daysail is to get as far to weather as you're going to go before the wind really starts honking. Most days, that's about 2 p.m., with max breeze around 4. Reef early and make sure your guests are dressed warmly — remember, terrorizing chilly people by sailing rail-down for long periods is the fastest way to become a singlehander.

If you (or they) didn't bring warm enough clothes, definitely head for the warmest place on the Bay: the northeast (lee) side of Angel Island.

If you're not quite up to The Perfect Daysail yet, practice on the lighter-air, flatter-water Richmond Riviera or behind Treasure Island/Yerba Buena.

Oh, and don't worry about missing too much ashore. We guarantee Cramer or some other talking head will still be bellowing about some dire circumstance no matter when you get back to the dock. You may even surprise yourself by turning him off rather than up.



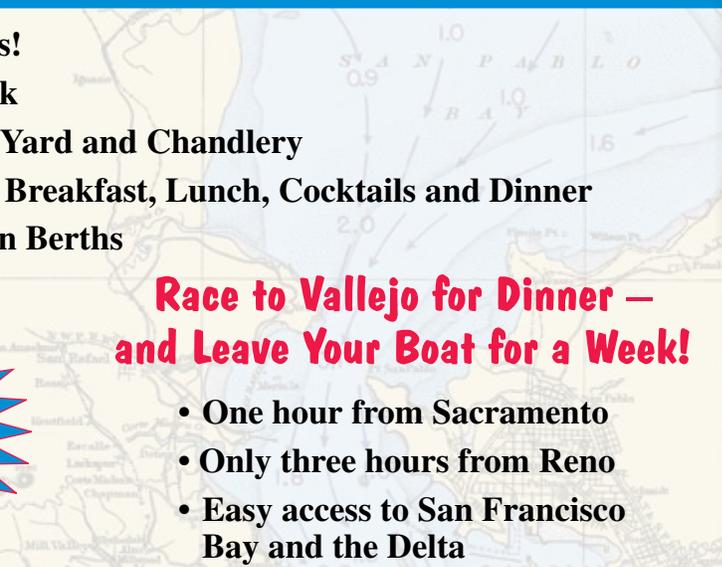
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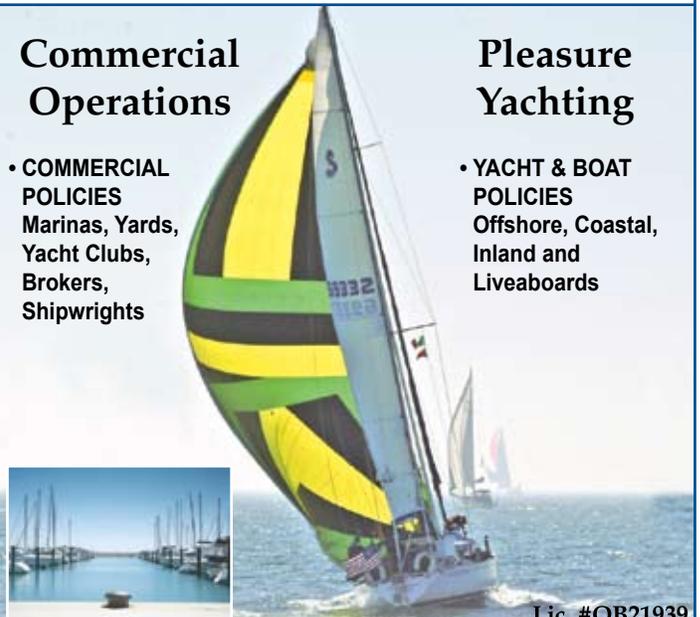
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WESTBOUND WANDERERS, PT. II

You might call this our interim Puddle Jump report, as about a third of the fleet has now arrived in the islands, another third is en route — from California, Mexico, Panama or the Galapagos — and the final third is frantically attending to last-minute chores so they can finally up-anchor and follow in the wakes of the leaders.

So far we've heard no reports of major carnage, dismastings or even engine breakdowns. The few crews who have written detailed reports so far seemed extremely excited to have made landfall in the dramatically beautiful Marquesas Islands, an event that, for most, has been dreamily anticipated for years.

We're also happy to report that for the first time ever, Pacific Puddle Jump rally members have been granted special bond exemptions by the Tahitian government — thanks to our friends at the Tahiti YC — which saves them time, money and hassle. Many of them — especially families with passels of kids — were overjoyed to be given this special privilege. We're hopeful that receiving the exemptions will become a regular feature of future Puddle Jumps.

Picking up where we left off last month, we'll introduce you now to another batch of passage-makers. As is always the case, they sail aboard a wide variety of boat types, and come from a broad range of backgrounds. Some are lifelong sailors, while others were smitten by the sailing bug only in recent years. Some are intent on circumnavigating at a meandering pace, while others are committed to a tightly defined timetable, before they have to return to the mainstream.

This year, as always, the common denominator within the fleet is a thirst for adventure, and an eagerness to experience new cultures and view new horizons. En route, the vast Pacific will test them and temper their seamanship skills, giving them an education that cannot be found in any classroom.

Here then, is installment two of our Pacific Puddle Jumper profiles. Many whom you'll meet here are taking the 'southern route', via Panama, Ecuador

and the Galapagos. Look for a complete recap of the crossing in an upcoming issue, in addition to a report on the Tahiti-Moorea Sailing Rendezvous, June 19-21, a special welcome-to-Polynesia event put on for cruisers by Tahiti Tourisme with support from *Latitude 38*.

Jubilee — Corbin 39 Joe Bayne, Norfolk, VA

Joe's homeport of Norfolk, Virginia, may have tipped you off that he's a former Navy man — but as a submariner, he mostly served beneath the water, rather than above it. Nevertheless, he says he's dreamed of blue-water cruising since he was a teen, and since then has sailed in a variety of places around the globe, including the Indian Ocean and the Med. This time, he's singlehanded and his itinerary is open-ended.

A circumnavigation is probably in the cards for Joe, but he'll avoid colder latitudes along the way. What's impressed him the most so far? "The luck of the unprepared."

Wasabi — Oyster 56 Brian Randolph & Isabelle Peloquin Long Beach, CA

Most South Pacific cruisers that we interview say they've been planning, preparing and dreaming about getting 'out there' for years — sometimes decades. But not Brian and his girlfriend Isabelle. Apparently their trip was planned only last summer, after he bought the boat the year before.

Since then they've been busy, having already cruised the Americas as far south as Ecuador before jumping off for the Galapagos and the Marquesas. Wherever they end up, their classy Oyster 56 will take them there in style.



Isabelle and Brian will be travelin' in style aboard 'Wasabi'.

Sidetrack — Morgan 38 Erik Dix, Seaside, OR

We don't know too much about Erik, as he was underway before we'd heard of him. As a self-sufficient singlehander, we're sure he'll be horrified to learn that his mom actually contacted us to see if he would be eligible for the much-coveted bond exemption.

Erik, who's an engineer in his late 30s, spent several years sailing in the



Northwest, then a year in the Sea of Cortez before making the big jump — which his mom assures us is the most adventurous thing he's ever done. And believe us when we tell you she is very proud of his bravery, independence and self confidence, as well she should be.

Zephyra — Morgan O/I 41 Russ & Debbie Noorda Lake Tahoe, CA

"The boat will never be ready, so set a date and go," say Russ and Debbie knowingly. We've heard similar comments from hundreds of cruisers, all of whom probably wished they'd headed out sooner. The Noordas themselves spent eight years preparing to cut their docklines.

We have no worries that this couple — both of whom are longtime racers — will do well out there, because between them they've got an impressive set of pertinent skills: rigging, sail repair, mechanical repair, and accounting proficiency. This season they'll head to New Zealand, then reassess.

Camelot — Pan Oceanic 46 Neil & Jackie Michell, Clitheroe, UK Neil and Jackie left the UK 15 years

— PACIFIC PUDDLE JUMP 2009



Neil and Jackie strike a pose on the bow of 'Camelot'. Theirs is one of dozens of boats 'jumping' from Panama this year.

ago and began an itinerant lifestyle, living and traveling — initially overland — around the world. After a few years of schlepping backpacks all over the planet, it occurred to them that traveling by boat would be a whole lot easier. Little did they know at the time that cruising sailors actually do a lot of schlepping too!

They bought this boat as a fixer-

"Get rid of your 'stuff'. You'll be a different person when, or if, you come back."

upper, built up a cruising kitty while working in the Bay Area, and took off for Central America, the Galapagos and beyond. They hope to fatten their purse again in New Zealand.

Amikuk — Crealock 37

The Heimke Family, Homer, AK

Believe it or not, David's dreams of blue-water sailing were launched in his youth, hundreds of miles from any ocean

— on Lake Superior. Many years later he sailed from Seattle to Hawaii and back to Alaska, which undoubtedly rekindled his cruising ambitions.

Six years ago David apparently convinced his wife Jill that world voyaging was in their future, even though she was only a neophyte sailor at the time. That year they bought this boat — when their daughter Rachel (now 7) was only 1 — and began making cruising plans.

Today their game plan is to make a circuit to New Zealand, then back to Alaska within two years. When she returns to elementary school, Rachel will undoubtedly be the most worldly kid in her class.

Thin Wolf — Kelly Peterson 44 Luke Tornatzky & Mike Ward Wauconda, WA

According to their entry forms this pair of old friends is heading west to find "new inspiration for Luke's art and some direction for Mike's life!" They expect to spend two years in the South Pacific, then "who knows where."

During the nine months they've been cruising so far, their two biggest revelations have been that "there are more babes per capita in Mexico than

in the U.S." and the composting toilet they installed before leaving is "stupid, worthless and gross."

Their advice to future cruisers? "Think twice; the reality may not be as dreamy as the dream. That said, we couldn't recommend it too highly."

Tender Spirit — Hans Christian 33 Joan & Chuck Martin, Sitka, AK

Both hardy Alaskans, Joan and Chuck seem like practical folks: "We will cruise as long as we are both having fun," they write.

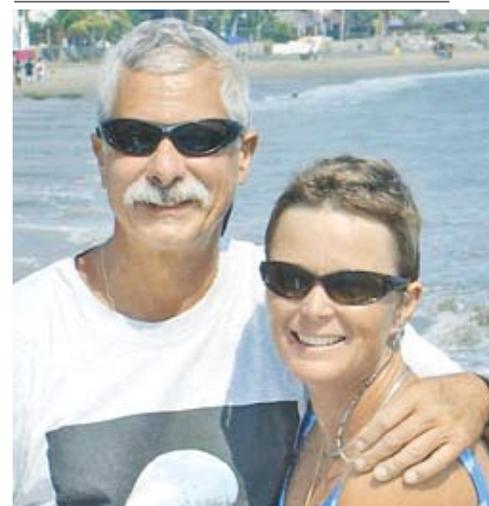
Given that their homeport is Sitka, in Southeast Alaska, it's no surprise that they've spent much of their lives out on the water. But it was Joan, not Chuck, who first caught the cruising bug — at age 13! She started sailing and single-handing many years ago, and eventually "sweet-talked" Chuck into joining her on an extended cruise.

Having picked up this stout double-ender four years ago, they headed south two years later. A circumnavigation is not out of the question, but time will tell.

Carina — Mason 33 Philip DiNuovo & Leslie Linkkila Kingston, WA

Having prepared for a decade, then cruised together for the past five years, Philip and Leslie have learned a thing or two, such as, "How simply you can live — and live happily."

As they head for Polynesia, they don't have a fully choreographed itinerary, they're just "putting one passage in front



Philip and Leslie of 'Carina' try to keep their plans loose.

of the other." The only places they plan to avoid are those that will try to impound their cat, who's reportedly ready to deal with the toughest agricultural inspec-

WESTBOUND WANDERERS, PT. II



David and Marcie of 'Nine of Cups' are now experts on cruising South America.

tors. Their advice to the wannabes back home? "Go now, don't wait. And get rid of your 'stuff'. You'll be a different person when, or if, you come back."

Nine of Cups — Liberty 458

David & Marcie Lynn, Denver, CO

David and Marcie's story is unique within the fleet. They've already cruised for nearly a decade, logging more than 50,000 miles. For the past five years they've circumnavigated South America. They jumped west from Porto Montt, at the north end of the maze-like Chilean fiords, and will stop at Juan Fernandez, Easter and Pitcairn islands before making their first Polynesian landfall at the Gambiers archipelago. They say they've always intended to do a full circumnavigation, but they are simply taking their time.

What has impressed this seasoned crew the most so far? "The warmth, help and hospitality extended to us in the most remote places."

Wind River — Contessa 32

Paul & Susan Scott, Maple Bay, B.C.

After a lifetime of sailing — which included offshore trips in the Med, Atlantic and Pacific Northwest — Paul and his son Ian headed south with the Baja Ha-Ha fleet last year.

Now, with his wife Susan and good friend Art Lamoureux aboard, this retired professor has his sights set on the Marquesas. He and Susan plan to spend two years island-hopping to New Zealand, then circling back to B.C.

Nomad — Westsail 42

Brian & Megan Thom, Santa Cruz CA

"One of the best things about our trip has been the kindness of strang-

ers in every port we go to," say Brian and Megan. "We've been invited into homes of local fishermen for lobster, we've been given rides to hard-to-find places, strangers have made phone calls for us... Of course, there's all the free advice, too."

Because both are teachers who are only in their mid-30s, we assume this open-ended cruise is some sort of self-designed leave of absence. But after reaping the benefits of a long stint in the 'school of life', it may be tough to return to a traditional classroom.

As odd as it sounds, Brian developed his love of sailing in Kansas. Megan says she "married into the sailing life," but is now fully invested in her husband's long-held cruising dreams.

Yohelah — Baba 40

Rob & Teresa Sicade, Seattle, WA

Not long after meeting in college, Rob and Teresa got the sailing bug, and it's had a hold on them ever since. Prior to entering the cruising life full time three



Rob and Teresa of 'Yohelah' have been sailing together since their college days.

years ago, they lived aboard in Seattle for 10 years.

They've been planning to circumnavigate for as long as they can remember, and they intend to work along the way when opportunities arise — they're both software developers. Teresa credits a book by Lin Pardey as one of the early inspirations that steered her toward her

current path.

Incantation — Santa Cruz 50

David Ratner, Vancouver B.C.

When it comes to offshore sailing, David is certainly no slouch. Since buying *Incantation* in '81, he's done thousands of miles of blue-water racing, including a Vic-Maui, a TransPac, a Pac Cup and a Melcourne-Osaka.

After completing some major upgrades, he took off from Vancouver in 2004 on an open-ended cruise. Since then, his wanderings have taken him as far afield as the Falkland Islands — really! On the trip to French Polynesia, and perhaps beyond, he's singlehanded. David's future plans? "Live long and prosper!"

Estrella — Magellan 36

Adam & Kristina Yuret, Portland, OR

"After more than five unchanging years in our cubicle jobs, we decided that we needed to spice up our lives," explain Adam and Kristina. Can anybody out there relate?

Both now in their early 30s, they bought this 1997 fixer, spruced her up, and spent 16 months cruising Mexico and Central America before returning home to fatten their purse.

Now headed for the Galapagos and points west, they plan to cruise for two more years before selling *Estrella* and returning to the workaday world. They advise, "If you're planning to cruise with loved ones, be realistic about their commitment to the dream. . . ."

Sanity — Hans Christian 38

Deane Lindbloom, Auburn, CA

This trip to French Polynesia should inspire Deane to quote Yogi Berra's famous quip, "It's déjà vu all over again!" You see, he spent five years cruising Mexico and the South Pacific in the late '80s and early '90s. Based in New Zealand most of the time, he spent several years zig-zagging between the land of the kiwibird and a number of tropical South Pacific isles. "There is so much to see — great diving, great food, and great people!"

As we go to press, he's about to begin a repeat performance — as soon as he finds crew, that is. Sailing directly from the Bay this time, he hopes to spend at least a month in the Marquesas, which he considers to be "some of the most beautiful islands I've ever encountered."

— PACIFIC PUDDLE JUMP 2009



Our guess is that Denis of 'Jubilant' enjoys the underwater realm.

Jubilant — Spencer 53 **Denis Morgan & JT Sorenson** **Seattle, WA**

Of all the crews who are currently considering circumnavigations, Denis may be the only one who really knows what he's getting into. After all, he went around already, years ago.

And if that isn't impressive enough for you, consider that Cap'n Denis is now 69 years young. Joining him this time will be friend JT Sorenson.

This time, Denis has been out and about since 2002. He expects to cross his tracks again in 3 to 5 years. As for advice: "Stay flexible. Learn your boat systems along the way so skilled workers will not always be needed as things break. Slow down inside and enjoy this different lifestyle."

The 'Monkey Feet' crew is focused on family bonding in faraway places.



Journey — Passport 40 **Jeff & Dori Beller, Ventura, CA**

Jeff and Dori still have fond memories of their two previous cruises through Mexico — the last being 15 years ago. Ever since then, they've been looking forward to getting 'out there' again, and that day has finally come. This time they intend to stay unplugged from the workaday world for two to three years.

After exploring French Polynesia, the Cooks and Tonga, their Plan A is to head north to the Marshalls to avoid the hurricane season — a sensible option that, in our opinion, too few westbound cruisers choose.

"Life was beginning to tear us away from the important things."

Monkey Feet — Slocum 43 **The Primrose Family, Edmonton, AB**

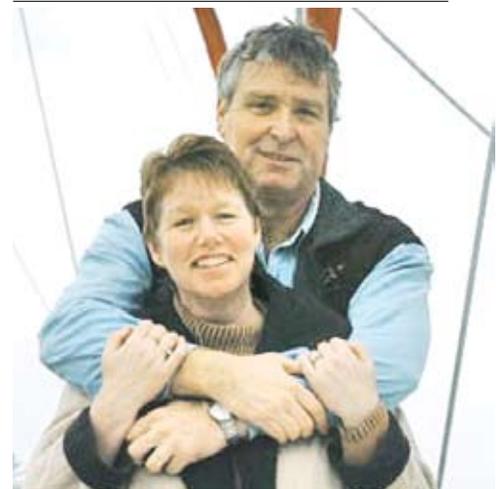
Kasey and Giselle took an atypical approach to entering the cruising life. They quit their jobs, sold everything they owned, then went shopping for the right boat.

After a few weeks of boat-shopping in Florida, though, they found this sturdy cutter, which they consider to be an ideal ride for their cruise to Australia. Once there, they'll put their sons Blake, now 13, Radik, 7, and Talon, 5, in Aussie schools. (They have dual citizenship.)

Why take such radical steps? "Life was beginning to tear us away from the important things," says Giselle. "We wanted to get back to the basics and spend quality time with our children before it was too late."

QuickStar — Beneteau 46 **Peter Bruckmann & Diana Young, Vancouver, BC**

Peter and Diana will be among the late arrivals this year. They plan to sail for the Galapagos in June, then make the long crossing to French Polynesia with friend Doug Roehrig and his 11-year-old daughter Shelby. After several thousand more



Setting out later than most, Peter and Diana of 'Quickstar' will arrive via the Galapagos.

miles of island-hopping, they'll summer in New Zealand.

For those who are considering following in their wake, they advise: "Each couple has to fine-tune their relationship so that both partners are happy. The sea has a tendency to turn normally enlightened men into despots!"

Sea Wolf — Warner 33 **Adam & Jessica Stone** **New Orleans, LA**

Adam and Jessica say they set out from New Orleans two years ago to get away from George W. Bush, the aftermath of Hurricane Katrina, and work.

When they initially threw off their docklines we suspect that they had no plans of taking on additional crew. That changed a year and a half ago in Guatemala when Tallulah was born. We're pretty sure she's the youngest Puddle Jumper this season — too bad she probably won't remember the crossing. The couple's itinerary is wide open.

Zulu — Amazon 44 **Russ Nason & Marilyn Marais** **Blaine, WA**

In 1979 Russ and Marilyn took off from San Francisco aboard a 33-footer built by Sausalito legend Myron Spaulding. In addition to being lots of fun, you might say that four-year Pacific cruise was also very 'productive'. Their son was born in Hawaii and their twin girls were born in Brisbane, Australia.

Now retired, they intend to retrace some of their earlier steps and complete a lap around the planet. During the 10 months they've been out this time, they've been most impressed by "the beauty of Alaska, Mexico's sun and good people, and mangos!"

Their advice: "Cut the lines and va-mous. It's all waiting for you."

WESTBOUND WANDERERS

**Xanadu — Cooper 37
Paul Cahill & Tamar Lowell
Auburn, CA**

We don't know a heckuva lot about Paul and Tamar, as their answers to our questionnaire were extremely succinct.

We can tell you, however, that their 37-footer is a custom-built composite sloop, which they bought a decade ago. Their game plan is to complete a full circumnavigation on an open-ended schedule.



venture and an open-ended timetable, we don't expect to see Eric and Emmy back in the Bay any time soon.

Like storage space on a sailboat, sometimes you just run out of room! That's exactly what's happened to us here. Although we managed to squeeze in all the West Coasters, there are perhaps two dozen East Coast and European boats we simply don't have room to profile here.

**Nataraja — Flying Dutchman 37
Eric Willbur & Emmy Newbould
Zephyr Cove, NV**

"This trip is actually a 'do-over,'" explains Eric. "We sailed to the Marquesas from Mexico last year, but experienced some major engine problems that forced us to rethink things. After three months in the islands we sailed back to the Bay

Eric and Emmy of 'Nataraja' strike a pose during their aborted cruise last year.

Area via Hawaii to repower."

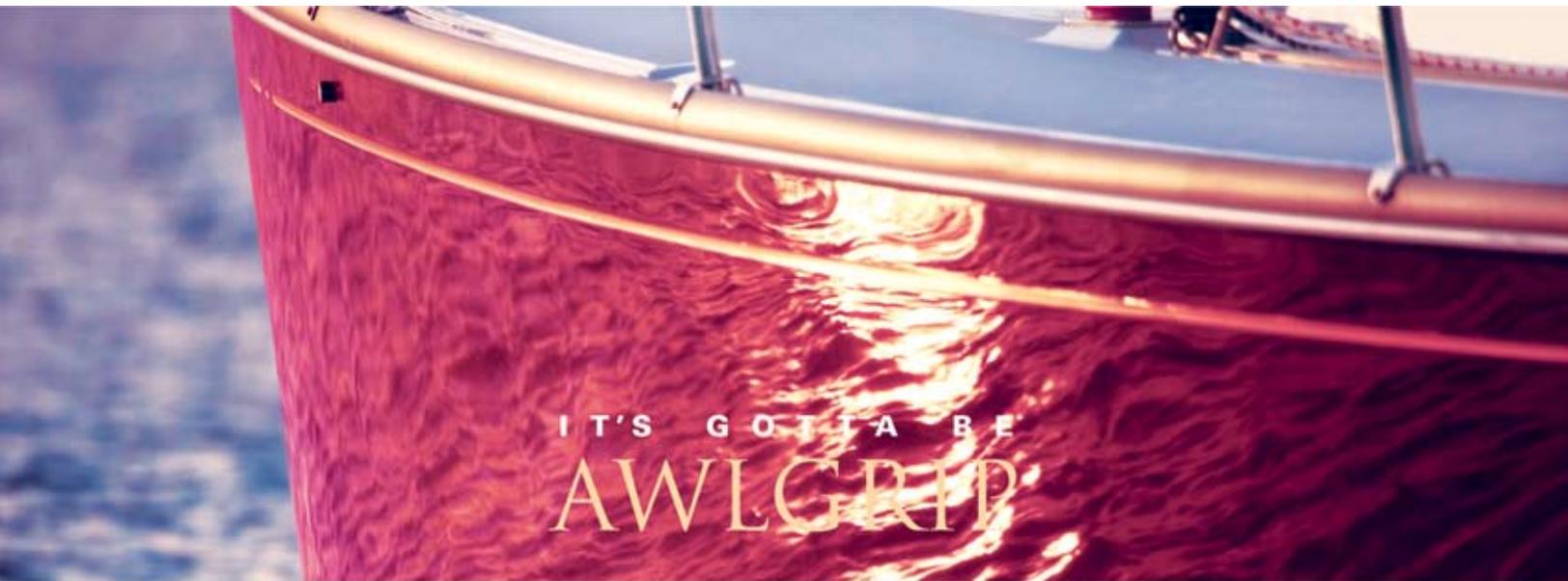
He's no stranger to the cruising life, as he cruised the South Pacific with his parents back in the '70s. Emmy began racing and pleasure sailing on Lake Tahoe 20 years ago.

With a new engine, a thirst for ad-

Hopefully, however, you'll eventually have a chance to meet some of them through cruising reports sent in from far-flung landfalls all over our planet's watery realm.

And for those of you who are envious of these lucky travelers, remember, if you want this lifestyle badly enough, you can make it happen.

— **latitude/andy**



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"Dry rot everywhere," she scowled after tapping the keel with her plastic hammer.

My heart skipped a beat in the fraction of a second before I realized she was kidding.

"Very funny, Lee. Now what do you make of that crack?"

Lee Helm is a naval architecture graduate student, and she doesn't pretend to be a marine surveyor. But she does know her way around marine structures, so I thought I'd have her swing by the boatyard and take a look at a suspicious crack where my keel connects to the hull.

"Chill," she assured me. "They all do that. It's just a little flexing between the lead fin and the fiberglass keel stub. If it gets worse, sometimes they tighten up the nuts on the keel bolts, but I don't think there's any reason to do that now."

"That was what I was thinking," I said, "but it's good to hear you say it. You know, with keel failures in the news, we can't be too careful."

"All depends on what kind of boat and what kind of keel," she said while pounding along the hull listening to the sounds of the hammer impacts.

It was a fairly modern sportboat, about 26 feet long. The deep fin with a bulb at the bottom had been removed from the fiberglass keel stub, and large patches of hull around the garboard area, where the keel meets the hull, had been ground down to bare fiberglass.

"Two months ago that would have been keel-failure paranoia," I said. "But in light of recent events . . ."

"For sure," Lee confirmed. "They built about 1,200 of those boats, and like, now two of them have had keels completely fall off. And probably only a small fraction of them sail in really rough water."

"Hey, what do you guys think would happen if one out of every 600 houses had its roof cave in?" asked a voice coming from inside the hull of the sportboat. A small patch of the hull had been completely removed, and as a result, the worker inside could easily hear our conversation.

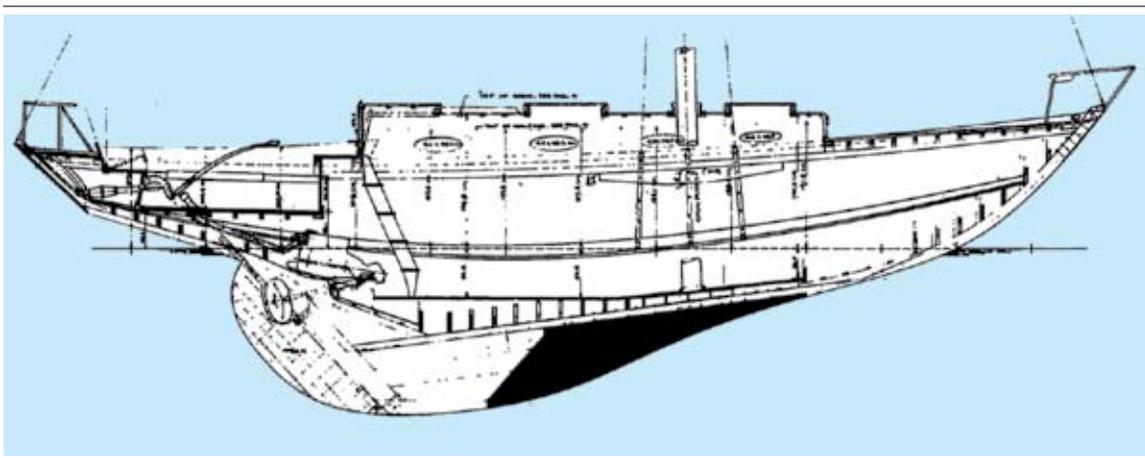
"There'd be hell to pay!" the voice said.

"A roof collapsing doesn't make for a good day, but it's probably less likely to be fatal than a keel falling off," added Lee.

"Yup. Keels ain't supposed to fall off,"



LATITUDE / JR



"No dead spots, no rattles," Lee concluded after she had gone all around the hull. "A few little zits, but you can, like, pop 'em and sand smooth. Eventually you should strip off all gazillion layers of old paint, and fair and seal the bottom."

"Maybe next year," I said. "This time it's just some light sanding, new paint, and then the usual couple of hours with 600-grit wet sandpaper. Now that I know my keel isn't about to fall off, I'll be back before for the next race."

"Not like your neighbor over there," she said, pointing to the boat next to me in the yard.

For this type of traditional keel, with outside lead ballast, all you need to know is the weight of the keel to size the keelbolts. The formula is based on the "zeroeth" moment of mass.

said the unseen voice. "And this one won't either, after I get through with it."

"You'd think that yacht designers would have this figured out by now," I said. "What are they missing?"

"I have theories," said Lee. "Let me show you something."

I followed her over to an older wood boat on the other side of the yard.

"This is the traditional kind of sailboat keel," she explained. "If you look in *Skene's Elements of Yacht Design* you find a rule for attaching lead keels: One square

inch of keelbolt area for every 1,500 lbs of outside ballast."

"Fair enough, if it works."

"This rule ignores the bending moment! It doesn't even, like, consider the distance from the center of the ballast to the attachment point. Even as late as the 1973 edition of *Skene's*, the one revised by Francis Kinney, who worked for Sparkman and Stephens when they were the top dogs of the biz. The keel attachment is based on the keel weight alone, or the zeroeth moment of mass."

KEEPING AN EVEN KEEL



Many older designs like Knarrs, Folkboats and Bears, have their ballast attached as shown in the diagram.

"Is 'zeroeth' a word?"

"Now look at a boat more like yours," she said, ignoring my dig and turning to a somewhat newer boat of about the same size. "It's got a very normal trapezoidal lead fin, tapering toward the bottom. Not very deep by modern standards, and the center of gravity is, like, seriously less than half-way down. Seems nutty to have more weight at the top of the keel than at the bottom, but that's partly because this boat was designed during the dark years of IOR when stability was heavily penalized, and partly because it's a cheap kind of keel to build."

"Does the same rule of thumb work for these fins?" I asked.

"Nope. Check out Larsson and Eliasson's *Principles of Yacht Design*, published in '96, which in a lot of ways replaces *Skene's*. They take the bending

moment that the keel would apply to the hull if the boat was on its side at a 90 degree heel angle, with the keel in the air."

"That sounds a lot more accurate."

"Now they're using the first moment of mass to estimate the keel root loads. If you know the moment, and know the allowable stress, you can calculate the required section modulus in inches cubed."

"Inches cubed?" said the same voice that had been inside the boat. It came from a large man in a white dust-proof paper space suit. "I thought I needed square inches of glass in the keel cross-section to get enough stiffness, not cubic inches."

"Section modulus is in length units cubed," insisted Lee.

"Now, tell me, how am I going to measure how many cubic inches I have in a section through the keel stub? Gotta be square inches any way you measure it."

"Actually, for stiffness, it's inches to the fourth power. For strength, it's inches cubed."

"Aw, come on. Maybe for some reason you need to measure volume of the structure, but what's this fourth power bullpucky?"

"Bending stiffness of a cross-section is in length units to the fourth power," Lee insisted. "And I can totally prove it with a little thought experiment."

"I'm game," I agreed, thinking this would probably not be too hard. Even after decades of neglect, part of my brain still thought it remembered some of this material.

"Imagine a playground seesaw," Lee began.

"Gotcha."

"Now put a coil spring under one side. Not all the way at the end, but halfway between the midpoint fulcrum and one of the ends."

"Right."

"Now imagine how hard you would have to pull up on the other end of the seesaw to make that end go down one foot."

"Okay."

"Now move the spring to a point right under the end of the seesaw, instead of half-way out. How hard do you have to pull now?"

"Twice as hard, obviously — no, wait! The spring has twice as much leverage, but you squeeze it from twice as far away. Force on the spring doubles, leverage arm doubles . . . you have to pull up four times as hard."

"Cognitive traction with a six-part tackle!" exclaimed Lee. "The effectiveness of the spring depends on its distance squared from the center of rotation. How does this apply to keels? Imagine several springs arranged in some pattern. Now imagine these springs are really keelbolts, which are like very stiff springs. If the keel tries to bend, the stiffness provided by the keelbolts (I'm neglecting that they don't actually behave the same in compression as in tension because the keel really pivots on one edge) is proportional to the sum of the area of each bolt times the square of its distance from that bolt to the centerline."

"That's the second moment of area, right?" I volunteered.

"Hey, you remember!" said Lee. "It's the sum of all the bolt areas times all their distances from the centerline squared, so you get length to the fourth as the dimension. Same with a fiberglass structure in bending — area times the

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square of the distance out from the centerline."

"Well, darn, it makes some sense now. But then where does this inches cubed come from?"

"That's what they call the section modulus. If you're designing something not to break, you might not care how stiff it is as much as you care how much stress it sees. So, like, the stress level in the bolts or the fiberglass might be more important. Stress is proportional to the amount of bending times the distance from centerline. Those bolts farther from the center are more highly stressed, so you divide inertia by distance from the center and end up with length cubed."

Our new friend was looking sideways at Lee. Clearly, she had lost him.

"Back to the seesaw," she said. "Let's say the spring breaks if it bottoms out on itself, with the coils all touching each other. Let's also say that with the spring halfway out to the end, you can move your end of the seesaw so that the spring just bottoms. Then what happens when you move the spring all the way out?"

"Heck, you already convinced me

that I have to pull four times as hard to move my end of the seesaw the same amount."

"But the spring would have to compress twice as far!" I said, now realizing what Lee was after. "So you can only move it through half as much distance before the spring breaks. But stiffness is four times as much, so you end up

"You grok?"

with twice the strength by doubling the distance to the spring."

"Ha!" said the man in the white suit. "I was right all along!"

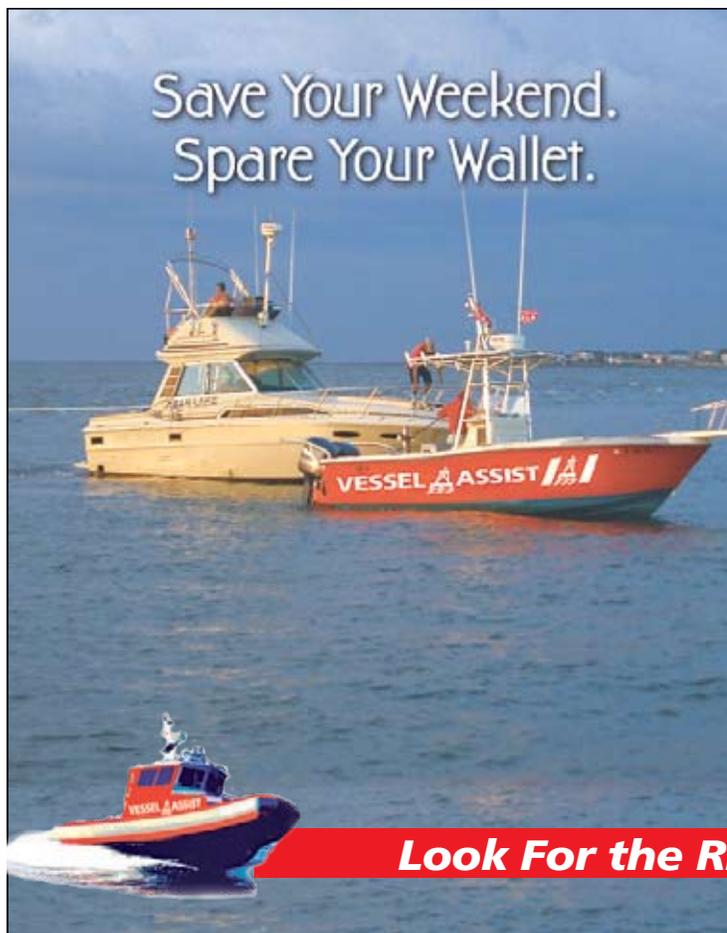
"No, it's the difference between strength and stiffness," Lee explained. "Stiffness still depends on distance of the material from the center squared. But

if the structure is limited by maximum stress or strain in the material, then you have to divide again by distance from the center, so you end up with a length unit cubed. You grok?"

"Good review of why section modulus — which is just the ratio of bending to the strain in the material — is in the units of inches cubed," I allowed. "But that's just basic structures. How does that account for recent keel failures?"

"We need more dimensional analysis, but this time it's the difference between static and dynamic loading," she said. "Take the Larsson and Eliasson method, still pretty much the industry standard. The amount of bending that a keel puts on the attachment point at the hull will be the sum of the weights of all the pieces of the keel times their distance or lever arm from the hull, times some assumed acceleration factor, like four, as the book recommends."

"That would seem to account for the effect of bulbs on deep fins," I said. "How



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KEEPING AN EVEN KEEL

else would you do it?"

"It only accounts for static loads and for linear accelerations," she continued. "If the loading is caused by rotational acceleration, then we need to look at the rotational inertia, or like, the second moment of the keel, not the first moment."

"You mean it's not mass times distance anymore?"

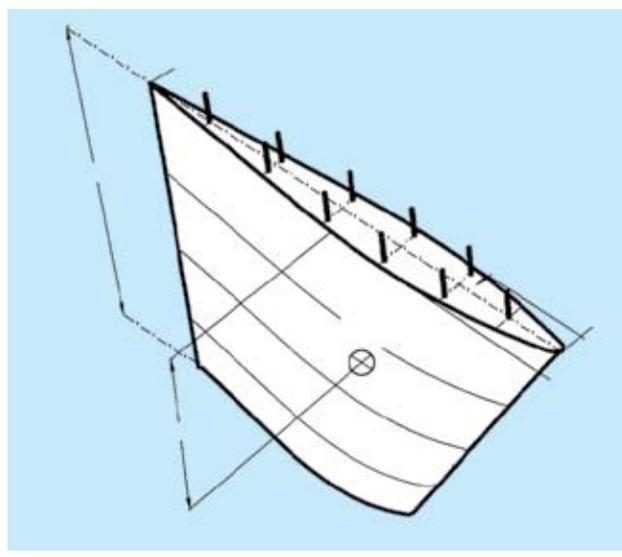
"Mass times distance squared. If a breaking wave crest hits the boat and causes a sharp roll acceleration . . ."

"That don't make no sense at all," insisted our friend in the white suit.

"Back to the seesaw," said Lee. "This time let's say there's, like, a 50-lb kid sitting all the way out at the end, and you're holding down the other end. How much force?"

We both answered: "Fifty pounds."

"Now what if there's a 100-lb kid sitting on another seesaw, but this one's only halfway out. How much down force



A typical trapezoidal lead keel, with a high center of gravity. Standard practice was to calculate the first moment of mass about the attachment point, and multiply by a safety factor to account for dynamic loads.

on your end?"

Again, we both said: "Fifty pounds."

"Now let's not always see the same

hands," she teased. "The thing is, by the conventional way of calculating the loads on the keel root, the two kids produce the same load. The light one at the end of the seesaw is like a deep keel with a bulb, the heavier one halfway out is like a conventional trapezoidal fin, heavier but with a center of gravity much closer to the hull."

"We're with you," I said.

"Now the fun part. What if you want to push down sharp on your end of the seesaw, accelerating at, let's say 32 feet per second squared, or one G, just to keep the numbers simple. How much

extra force?"

"For the 50-lb kid at the end, it's easy," I said. "The kid goes up at one G, so it's an extra 50 lbs."

"So far so good."

"And the 100-lb kid halfway out goes up at half a G, so they also add 50 lbs of force."

"But hold on a minute," said our friend. "That extra 50 lbs is only halfway

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out, so the big kid only adds 25 lbs of force to my end of the seesaw."

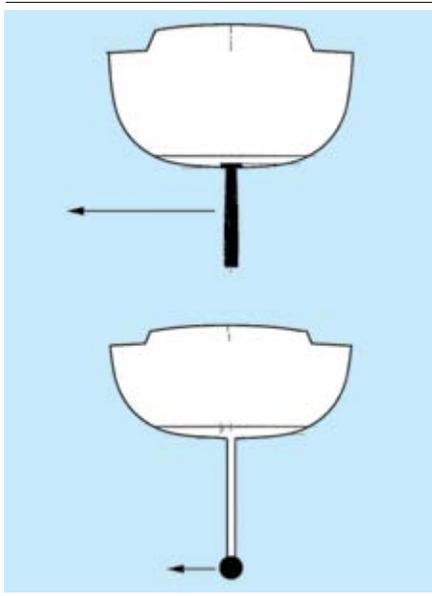
"Get it? Same first moment, different second moment. The deep bulb keel puts twice as much dynamic load on the keel root when it's subjected to angular acceleration, like when a breaking wave crest hits a small boat beam-on. But if you use the normal first moment method to size the two keels, you'd design them both with the same structure."

"You think designers are really missing this?"

"Keels are falling off," observed Lee. "It's probably not a problem for the lead trapezoids with the higher C.G. But for deep bulbs, the rotational dynamic loads start to get big — remember they go up by distance squared — so at some point it needs to be considered."

"Is this also why they had so much trouble with early canting keels?" I asked.

"Those programs probably do full-on dynamic simulations with detailed finite element analysis of the structure. On the other hand, no one really knows what sort of wave to use to generate the



The short trapezoidal keel and the deep fin with bulb both produce the same first moment on the attachment point. By the standard method, both attachments would be designed for the same loads. But the deep bulb keel, with one-third the ballast centered three times as deep, produces three times as much bending due to angular acceleration.

loads. I mean, in a breaking wave you can, like, think of some of the water as surfing down the wave face at very high speed, so if you want to be conservative, you end up with a really hard wave impact on the topsides as the design condition. Then for the keel, it's not just the rotational inertia of the lead, but all the water entrained around the fin that also has to move when the boat rotates. So it's not just dynamic effects from the ballast that's being underestimated, it's also the inertial forces from the water around the fin during angular acceleration."

Our new friend didn't seem to be following this turn of the conversation — Lee had lost him and his mind was elsewhere. "You know," he said suddenly, "I just realized. It's not really a scam when they charge twice for static and dynamic wheel balancing."

"Amazing what you can learn on the playground," said Lee. "Next time we'll do angular momentum and Coriolis effect on the merry-go-round."

— max ebb

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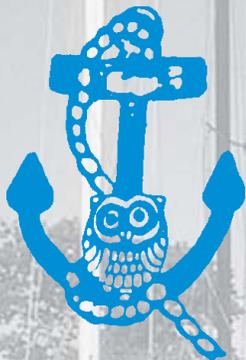
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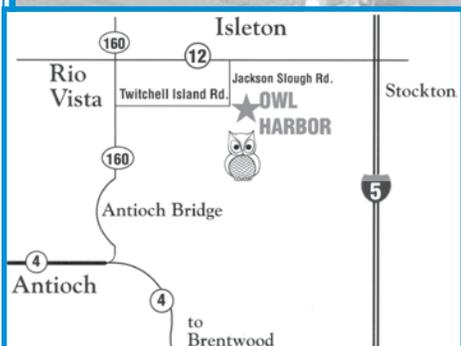
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THE RACING

What a Month! April gave us some great stories from both old standby events and newcomers that have already established solid fleets. In the former category, we had the **Bullship**, **J/Fest**, and both the **Crewed** and **Doublehanded Farallones**. There was **Ski/Sail**, **The Rites of Spring** and a huge **Corinthian Race**. But in that mix we also had a couple newbies: the 15-boat **Westpoint Marina Regatta** and the 50-boat **Harken Regatta**, the final stop on the **Northern California Optimist Winter Series**. With so much to choose from, it's amazing we found a place to put it all. Lucky for you, it's all right here, and it's trying to tell you to, "take me to Vallejo, in case it's light."

Slingin' the Bulls

It was about mid-morning on April 18 when the theme from *Rawhide* started playing in our heads: "Movin, movin, movin; Though they're disapprovin'; Keep them dogies movin' — Rawhide!"

As the lyrics tumbled forth, whip-cracks and all, from that long-forgotten '50s TV show (and *The Blues Brothers* movie), the subconscious became conscious: we were in the midst of a mighty herd of 38 El Toros charging across the Bay in the 56th annual Bullship Race. Along our flanks were a dozen or so 'cowships' — larger yachts assigned to keep tabs on up to three Toros apiece. Right from the start off the Horizons Restaurant in Sausalito, to the finish off the end of the San Francisco Marina breakwater, it was a seagoing cattle drive of epic nuttiness.

First there was the wind, or in this case, lack of it. A nice five-knot morning breeze turned to almost zilch shortly after the 9:10 a.m. start, leaving the herd to 'graze' toward the Cityfront — and

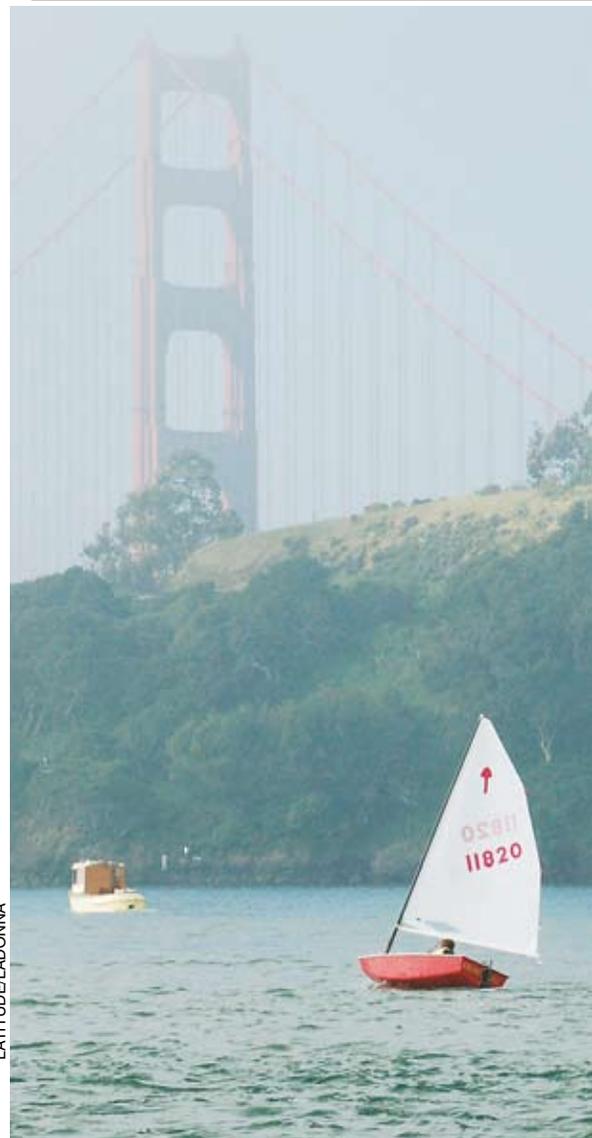
Golden Gate broke through first, only to find that the 'dying ebb' was in fact having a Hollywood death that involved lots of prolonged gyrations. That's when the equivalent of a 'stampede' occurred, with Toros getting flushed out under the bridge — an automatic DSO — faster than the cowships could round them up. But the 'cowboys' and 'cowgirls' did a great job of wrangling the little boats before they got too far out on the range.

Only nine boats made it to the countercurrent off the Cityfront — and thereby to the finish. First in was Skip Shapiro, a 10-time participant and first-time winner. John Pacholski was second, with Fred Paxton third. Shapiro also won the 'Clydesdale' division, for sailors over 200 lbs. And what about the two-boat *Team Latitude*? Our 'A' boat was in second place until the big flush. As for the 'B' boat, remember in those western movies when they sent cowboys back to search for lost strays . . . ?

Shapiro didn't stick around to gather up his awards. He and fellow Bullshipper John Dukat were whisked over to the Circle to climb aboard Buzz Blackett's Express 27 *New Wave* in time for the second race in the Resin Regatta. *New Wave* won the Saturday race and, with Shapiro driving on Sunday (Blackett had a prior commitment), got a first and second. When you're on a roll, you're on a roll.

Special thanks to John Amen and John Dukat for lending *Team Latitude* boats for the race. We'll be back!

In addition to first, second and third, the plentiful awards — most with a 'bullish' theme — included *First Woman*: **Vicki Gilmour**, *First Maiden Voyager* (and 'El Viejo' — oldest finisher): **Chris Boome**, *First Woodie*: **Eric Beckman**; *Longest Distance Traveled to Attend*: **Frank Healy** (Gualala);



LATITUDE/LADONNA

and *Tail Ender*: **Nick Nash**. For complete results, visit www.eltoroyra.org.

J/Fest

The 'main event' for local buoy racing April 4-5 was the 2009 J/Fest Regatta, hosted by the St. Francis YC and sailed on a breezy and sunny Cityfront. Forty-four boats in four divisions took part. Three one-design classes including 23 J/105s, seven J/120s and eight J/24s, shared the racing area with a hodgepodge of a J/90, J/109, J/92 and several other J/boats in a six-boat handicap fleet.

The most consistent performance of the weekend came from Michael Whitfield and his crew on *TMC Racing*. They didn't win any races, but three seconds in a row put them at the top of the J/24 fleet with a three-point lead — the largest of the weekend — over the second place boat.

Perhaps the most notable win went



LATITUDE/JR

Skip Shapiro, left, and John Pacholski ran an end-around on the entire Bullship fleet to take first and second respectively .

quashing plans for a massive 'starboard tack' assault on the departing crewed Farallones boats that started half an hour later. Then there was the big tide rip that stalled the fleet in a line stretching from about Horseshoe Cove almost to Harding Rock. The group closest to the



Okay, maybe it wasn't exactly the 'running' of the bulls, but the 2009 Bullship did produce deserving winners — anyone who made it across the Gate successfully cheated a ripping ebb without breeze.

to John Horsch in the J/105 fleet, who sailed *Business Socks* to a two-point win over 22 other boats with a 4,6,3 weekend. *Arbitrage*, *Cuchulainn* and *Donkey Jack* all scored a bullet in the series, but all three tanked one of their other races, allowing Adam Spiegel's *Jam Session*, and Scooter Simmons' *Blackhawk* to sneak in behind *Socks*.

The two tightest series were sailed by the J/120s and handicap boats. Barry Lewis' *Chance* pulled out a one-point victory in the always-exciting J/120 fleet, while Soren and Liga Hoy's J/109 *Crazy Diamond* scored a single-point win over Trig Liljestrand's J/90 *Ragtime* — which started life as designer Rod Johnstone's personal boat — in the handicap fleet.

J/FEST 4/4-5 (3r/0t)

J/105 — 1) **Business Socks**, John Horsch, 13 points; 2) **Jam Session**, Adam Spiegel, 15; 3)

Blackhawk, Scooter Simmons, 15. (23 boats)
J/120 — 1) **Chance**, Barry Lewis, 5 points; 2) **Grace Dances**, Dick Swanson, 6; 3) **Mr. Magoo**, Steve Madeira, 11. (7 boats)

J/24 — 1) **TMC Racing**, Michael Whitfield, 6 points; 2) **Small Flying Patio Furniture**, Ed Walker, 9; 3) **On Belay**, Don Taylor, 11. (8 boats)

J/ HANDICAP DIVISION — 1) **Crazy Diamond**, J/109, Liga/Soren Hoy, 6 points; 2) **Ragtime**, J/90, Trig Liljestrand, 7; 3) **Frisky**, J/105, Steve Harris, 7. (6 boats)

Complete results at: www.stfyc.org

OYRA Crewed Farallones

The OYRA's Crewed Farallones brought out solid fleet of big boats April 18. With Paul Cayard aboard, Andy Costello's J/125 *Narrow Escape* corrected out to a half-hour win in the nearly 50-boat fleet, the win coming about a month after Costello claimed the same honors in the Crewed Lightship #1.

Peter Stoneberg's Formula 40 *Shadow*

took elapsed time honors after six hours and 51 minutes of sailing while Mark Jones and Will Paxton on Jones' TP 52 *Flash* were the monohull elapsed-time winner, finishing some two minutes behind *Shadow*.

OYRA FULLY-CREWED FARALLONES 4/18

OVERALL — 1) **Narrow Escape**, J/125, Andy Costello; 2) **Bloom County**, Mancebo 31, David West; 3) **XL**, Antrim 40, Antony Barran; 4) **Criminal Mischief**, R/P 45, Chip Megeath; 5) **Always Friday**, Antrim 27, John Liebenberg; 6) **Banditos**, Moore 24, John Kernot; 7) **Eclipse**, Express 37, Mark Dowdy; 8) **Inspired Environments**, Benteau 40.7, Timothy Ballard; 9) **Shadow**, Formula 40, Peter Stoneberg; 10) **Wicked**, Farr 36 ODR, Richard Courcier. (46 boats)

MULTIHULL — 1) **Shadow**. (1 boat)

PHRO 1A (PHRF<0) — 1) **Narrow Escape**; 2) **Criminal Mischief**; 3) **Cal Maritime**, 1D48, Charlie Arms-Cartee. (9 boats)

PHRO 1 (PHRF 0-99) — 1) **XL**; 2) **Eclipse**; 3) **Inspired Environments**. (15 boats)

PHRO 2A (PHRF 63-99) — 1) **Bloom County**; 2) **Always Friday**; 3) **Ay Caliente!**, Benteau 36.7, Aaron Kennedy. (9 boats)

PHRO 2B (PHRF 105-174) — 1) **Nancy**, Wyliecat 30, Pat Broderick/Michael Andrews; 2) **Red Sky**, Olson 34, Brian Bochmsma; 3) **Trial Run**, Passport 40, Jack Bieda/Charles Johnson/Kathy Pickup. (8 boats)

SHORTHANDED — 1) **Banditos**; 2) **Zsa-Zsa**, 1D35, Stan Glaros; 3) **Moonshine**, Dogpatch 26, Dylan Benjamin. (7 boats)

Complete results at: www.yra.org

Resin Regatta

San Francisco YC's Resin Regatta, brought out 44 boats — Alerion Express 28s, Etchells, Express 27s, J/24s and Melges 24s — for a four-race series April 18-19.

Sailed on the Berkeley Circle in breeze in the low 20s with puffs in the 30s on Saturday, everyone got what they came for. In the seven-boat Express 27 fleet, '08 season Champion Tom Jenkins and his Morro Bay-based *Witchy Woman* team sailed to a five-point win over runner-up *New Wave*, which overcame missing the first race to finish one point clear of Mark Lowry's *Xena*.

Ed Walker kept *Small Flying Patio Furniture* airborne for a straight-bullets win in the seven-boat J/24 division, while Robert Tennant's *Where's Bob?* bested nine Melges 24s to take that division.

In the Alerion Express 28 fleet, '08 season champion Ralf Morgan sailed *Ditzy* to a straight-bullets performance in that nine-boat division.

The Etchells had the tightest top-three of all the divisions, with just one point separating the top-three finishers. Both runner up Jeff Moseley's *Dinner Roll* and the third-placed *JR*, belonging to Bill Melbostad and Bryan Moore, scored an

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ALL PHOTOS ERIK SIMONSON/WWW.H2OSHOTS.COM

The Resin Regatta got all it could handle on Saturday — clockwise from top-left: 'Ditzy' and 'Eagle' pummel the chop; Etchells bustin-loose; 'Jam Jam' gets lit up; J/24s channeling their inner battlewagon; 'Trezentos' lets it all hang out; an Express feeling the pressure; Melges 24s lifting-off.

8, punctuating an otherwise consistent series that saw both boats win a race and notch a second. But it was Andrea Cabito's *Spindrift* in the top spot when the chips were cashed. After starting with a 5-6 on Saturday, Cabito finished with

a pair of bullets on Sunday to vault into the top spot.

RESIN REGATTA 4/18-19 (4r/0t)

ALERION EXPRESS 28 — 1) Ditzy, Ralf Morgan, 4 points; 2) **Flying Machine**, Peter Campfield, 10; 3) **Eagle**, Chuck Eaton, 10. (7 boats)

ETCHELLS — 1) Spindrift, Andrea Cabito, 13 points; 2) **Dinner Roll**, Jeff Moseley, 14; 3) **JR**, Bill Melbostad/Bryan Moore, 15. (13 boats)

EXPRESS 27 — 1) Witchy Woman, Tom Jenkins, 8 points; 2) **New Wave**, Buzz Blackett/Skip Shapiro, 13; 3) **Xena**, Mark Lowry, 14. (8 boats)

J/24 — 1) Small Flying Patio Furniture, Ed



Walker, 4 points; 2) **On Belay**, Don Taylor, 10; 3) **Rail To Rail**, Rich Jepsen, 14. (7 boats)
 MELGES 24 — 1) **Where's Bob?**, Robert Tennant, 7 points; 2) **Personal Puff**, Dan Houser-
 man, 10; 3) **Smokin'**, Kevin Clark, 12. (9 boats)
 Complete results at: www.sfyc.org

Doublehanded Farallones

While the big news story to come

out of the 30th edition of the Bay Area Multihull Association's Doublehanded Farallones Race was undoubtedly the successful rescue of *Heat Wave's* David Servais and Dave Wilhite, unfortunately it overshadowed another.

On March 28, nearly 80 boats set out for the Islands. Only 11 finished, so few,

in fact, that three of the seven divisions didn't count a finisher among them. To our minds, those 22 sailors are the race's other great story.

We weren't surprised to find that among their ranks are veterans of multiple Hawaii races, professional sailing and various big-time world champion-

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ships. You have to have different kind of focus and perserverance to hang in there in a race where the elapsed-time and overall winner — Stephen Marcoe's Newick 38 *Native*, with Curtis Pitts on board — needed a little under 10.5 hours to sail the 58-mile course.

While many — ourselves probably included — would have thrown in the towel after being pushed backwards by the morning's flood on more than one occasion, these guys toughed it out, and while all but one won some kind of trophy, we thought we'd go beyond our normal convention of only naming the top-ten overall in the results below.

In addition to the individual accolades, the Santa Cruz YC contingent — represented by Trevor Baylis and Paul Allen aboard Baylis's J/100 *Brilliant*, Dan Nitake and Randy Labos aboard Nitake's Moore 24 *Absinthe*, plus Andy Hamilton and Simon Garland aboard Hamilton's Moore 24 *Bar-ba-loot* — took home the Pineapple Sails Club Trophy.

While the early going was slow, the trip home sounded like it more than made up for it, which — if you tough it out every once in awhile — you're bound to get sooner or later.

So if you want to hear the amazing story of the two Dave's and *Heat Wave*, check out the feature about their ordeal on page 104, but don't do it without having a look at these results.

DOUBLEHANDED FARALLONES 3/28

OVERALL — 1) *Native*, Newick 38, Stephen Marcoe/Curtis Pitts; 2) *Mooretician*, Moore 24, Peter Schoen/Roe Patterson; 3) *Dragonsong*, Olson 30, Sam McFadden/Don Shultz; 4) *Brilliant*, J/100 Mod., Trevor Baylis/Paul Allen; 5) *Absinthe*, Moore 24, Dan Nitake/Randy Labos; 6) *Flying Tiger*, Moore 24, Vaughn Seifers/Kurt Lahr; 7)

The GPS plot from Dan Nitake's 'Absinthe' during the DHF. The squiggly, irregular northerly route is their outbound track. The loops are pure light-air frustration. The southerly return track was one of 'Absinthe's' rewards.



Bar-ba-loot, Moore 24, Andy Hamilton/Simon Garland; 8) **Comfortably Mumm**, Mumm 30, Bill Erkelens/Rusty Canada; 9) **Wetsu**, Phil Krasner/Dylan Benjamin; 10) **Papillon**, Corsair 27, Andrew Scott/Andrew Hartman; 11) **Sweet Jane**, J/90, Blake Davis/Dave Van Houten. (68 starters)

DIVISION 1 (MULTIHULLS) — 1) *Native*; 2) *Papillon*. (9 starters)

DIVISION 2 — 1) *Brilliant*; 2) *Comfortably Mumm*; 3) *Sweet Jane*. (6 starters, 3 finishers)

DIVISION 3 — 1) *Dragonsong*; 2) *Wetsu*. (9 starters)

DIVISION 4 — 1) *Mooretician*; 2) *Absinthe*; 3) *Flying Tiger*. (14 starters)

Complete results at: www.sfbama.org

Shake Before Opening

If April 11th's Corinthian Race — formerly known as the In-the-Bay Race — was any indication, the Singlehanded Sailing Society is really on a roll this year. Nearly 100 boats — about 30 more than normal good year — in multihull, singlehanded, and doublehanded divisions made it to the start for this year's edition of the 18-mile Bay tour. The trek starts off the Corinthian YC race deck, leaves Little Harding to port, Blossom to starboard, Blackaller to starboard, and Southampton Shoal to port before heading back

to Little Harding for a starboard rounding and then back to the barn.

The 98-strong fleet was caught in an epic battle between dueling westerly and northerly breezes that made for plenty of passing opportunities — in either direction — and an archetypal springtime challenge. And while the battle was heroic, and the



Ben Landon, left, and Bart Hackworth get Landon's T 650 'Flight Risk' rolling during this year's Corinthian Race.

fleet huge, the overall winner wasn't. Petaluma-based furniture maker Richard vonEhrenkrook opened a food-service sized *Can O' Whoopass* on the rest of the boats in his trapeze-assisted Cal 20 of that name. With Paul Sutchek hanging from the wire, the duo showed less mercy than Captain Insano, correcting out some ten minutes ahead runners-up Dan Alvarez and Mark Hadfield on Alvarez' JS 9000 *Jetsream*.

VonEhrenkrook told us how they did it, despite not getting off on quite the right foot.

"We won three of the four races within the race," he said. "We started out perfect on the first one — to Little Harding — going low toward Belvedere and short-tacking to the Pt. Belvedere buoy before heading west toward the sewage treatment plant. We saw the fleet, well behind us, parked in the weak westerly and beastly flood, but with Little Harding 120-degrees off the port bow, we got confused, and tacked. Thirty minutes later we finally fetched the Green Monster, after watching the folks who watched us



ERIK SIMONSON/WWW.H2OSHOTS.COM

'Spiderman,' who only started sailing 18 months ago — kept on pushing.

"The second race was the grind up the Cityfront," vonEhrenkrook said. "What a zoo. It's one thing to work a 3.5-kt flood in a one-design fleet, but to be the slow boat in front of 60 under-crewed rides — all just a bit close to being out of control in the 15-18-knot breeze — was quite a challenge. "We went into dual processor mode, and emerged unscathed for our trip down to Southampton. Imagine our joy to find the bulk of the fleet waiting, as we brought the westerly down with us!"

From there, things turned really weird for all the boats as they tried to work their way up Raccoon Strait.

"The westerly and northerly were fighting each other all day," said Gordie Nash, who with wife Ruth Suzuki won their Doublehanded class on his modernized Santana 27 *Arcadia*. "We passed the same boats multiple times. When we were sailing up Raccoon Strait on the way back up to Little Harding, the boats on the Angel Island side were reaching on port tack, and the boats on the Marin side were reaching on starboard."

VonEhrenkrook and Sutcheck made the most of the schizoid breeze.

"With a 90-degree argument, things were going to get weird, so we worked the shifts, ending up at Pt. Stuart and getting slingshotted by the big eddy into the westerly," vonEhrenkrook said. "Most

work the the great circle route set kites off Crissy Field."

But vonEhrenkrook, who said he couldn't do it without Sutcheck — a.k.a.

Paul Sutcheck is holding down a 'Can O' Whoopass' while owner Richard vonEhrenkrook keeps his sweet little Cal 20 driving forward. The duo dispatched all-comers in the Corinthian Race.



CHARLIE BERGSTEDT/CBERGSTEDT.MYPHOTOALBUM.COM

of the other boats in the strait fought the lingering flood to a draw on the north side."

Can O' Whoopass rounded Little Harding, and on its way back to the finish pulled off one more hero move.

"The fourth race was between us, the rear end of the Express 27 fleet, the Tunas, Rangers, et cetra, all entering the strait again," vonEhrenkrook said. "The common thinking was to work the northerly up into Belvedere Cove, but it just led to sailing in place against the strengthening ebb. We were the only boat who flew the kite in the westerly toward Kyle Cove, and worked the northerly puffs over to the finish line. We left some 20+ boats with that one."

CORINTHIAN RACE 4/11

DOUBLEHANDED OVERALL — 1) **Can O' Whoopass**, Cal 20T, Richard von Ehrenkrook/Paul Sutcheck; 2) **Jet Stream**, JS 9000, Dan Alvarez/Mark Hadfield; 3) **Desperado**, Express 27, Mike Bruzzone/JP Sirey; 4) **Tackful**, Santana 22, Frank Lawler/Mark Miglio; 5) **Mirage**, Black Soo, Lucie & Ben Mewes; 6) **Abigail Morgan**, Express 27, Ron Kell/Bret Allen; 7) **Downtown Uproar**, J/24, Darren Cumming/Andrew Molitor; 8) **Flight Risk**, T-650, Ben Landon/Bart Hackworth; 9) **Pocket Rocket**, Mull 22, Brad & Steve Cameron; 10) **Arcadia**, Modernized Santana 27, Gordie Nash/Ruth Suzuki; (69 boats)

CLASS 1 (MULTIHULL) — 1) **Tatiana**, F9RX, Bill & Tom Quigley; 2) **Roshambo**, F31R, Darren & Dan Doud; 3) **Shadow**, Formula 40, Peter Stoneberg/Jay Crum. (4 boats)

CLASS 2 (PHRF<104) — 1) **Timber Wolf**, Farr 38, David Hodges/Scott Parker; 2) **Carmelita**, Catalina 42, Christian Lewis/Dan Lockwood; 3) **TESA**, Catalina 42 Mk. II, Steve Haas/Jeff Walter. (13 boats)

CLASS 3 (PHRF 104-155) — 1) **Arcadia**; 2) **Friday Harbor**, Beneteau 323, Ryle Radke/Howard Curtis; 3) **Ad Lib**, Aphrodite 101, Neil Dodds/Bruce Baker. (14 boats)

CLASS 4 (PHRF>155) — 1) **Can O' Whoopass**; 2) **Downtown Uproar**; 3) **Pocket Rocket**. (7 boats)

NON-SPINNAKER — 1) **Tackful**; 2) **Meritime**, C&C 30, Gary Proctor/Wayne van Loon; 3) **Arabella**, Alerion Express 28, Harry & Cobi Allen. (14 boats)

EXPRESS 27 — 1) **Desperado**; 2) **Abigail Morgan**; 3) **Dianne**, Express 27, Steve Katzman/Mark Gilnes. (6 boats)

SPORTBOAT — 1) **Jet Stream**; 2) **Mirage**; 3) **Flight Risk**. (9 boats)

WYLIECAT 30 — 1) **Dazzler**, Tom Patterson/Sue Estey; 2) **Lotta'tude**, Jonathon Bloom/Spencer Green. (2 boats)

SINGLEHANDED OVERALL — 1) **Crazy Rythm**, SC 27, John Simpson; 2) **Outsider**, Azura 310, Greg Nelsen; 3) **Wetsu**, Express 27, Phil Krasner; 4) **Uno-129**, Wyliecat 30, Steve Wonner; 5) **Taz!!**, Express 27, George Lythcott; 6) **Sweet Ness**, Olson 25, Reuben Rocci; 7) **Chyenne**, Wylie 34, James Fryer; 8) **Firefly**, Dehler 34, Chris Case; 9) **Doctor Who**, Merit 25, Brent

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Botta; 10) **Eyrie**, Hawkfarm ODR, Synthia Petroka. (28 boats)

CLASS 1 (MULTIHULL) — 1) **Puppeteer**, Thom's 24, Thom Davis. (2 boats, 1 RAF)

CLASS 2 (PHRF<104) — 1) **Lightspeed**, Custom Wylie 39, Rick Elkins; 2) **Quintessence**, Olson 40, Chuck von Schalscha. (2 boats)

CLASS 3 (PHRF 104-155) — 1) **Cheyenne**; 2) **FireFly**; 3) **Painkiller**, J/80, Eric Patterson. (3 boats)

CLASS 4 (PHRF>155) — 1) **Doctor Who**; 2) **Eyrie**; 3) **Blueberry**, Nonsuch 22, John Foster. (4 boats)

NON-SPINNAKER — 1) **Sweet Ness**; 2) **Storm Rider**, Aphrodite 101, Don McCrea; 3) **Even Keel**, Catalina 320, Mike Meloy. (12 boats)

SPORTBOAT — 1) **Crazy Rythym**; 2) **Outsider**; 3) **Wetsu**. (5 boats)

WYLIECAT 30 — 1) **Uno-129**. (1 boat)

Complete results at: www.sfbayss.org

Westpoint Marina Regatta

The inaugural Westpoint Marina Regatta drew 14 boats for the 25-mile course which started off Treasure Island, rounded Alcatraz to port before beginning a long downhill slide to the brand-spankin' new Westpoint Marina in the South Bay.

Drawing everything from Lani Spund's SC 52 *Kokopelli*² to the overall winner, Patrick Kohlman's Davidson quarter-tonner *Joyicity*, the newest distance race on the Bay gave the pioneering sailors in the nine-boat spinnaker division and five-boat non-spinnaker division plenty to think about. Sequoia YC's Sherry Smith checked in with a report:

"The real action started between the



LESJIE RICHTER/WWW.ROCKSKIPPER.COM

Bay Bridge and San Mateo Bridge where San Francisco sailing conditions jumped into the mix," she said. "The fleet split, showing three different strategies. One group hugged the Oakland Airport while

one played with the western shore. The third group showed some big cojones and made love with the San Bruno Shoal."

While we understand that action was strictly PG, there was plenty of competition for the leading role.

"The lead changed hands at least six times," she said. "The race was a testament to the Northern California PHRF system. After 25 miles, the corrected time gap between the first five finishers in both fleets was less than 25 minutes."

Organized by the Sequoia YC's Ron Brown — whose Platu 25 *Black Sheep* served as the starting boat before weighing anchor and joining the fray — the race is already being planned again for next year.

"We'll be adding live music," Smith said. "One day we hope to rival the Jazz Cup and Vallejo Race."

WESTPOINT MARINA REGATTA 4/18

SPINNAKER — 1) **Joyicity**, Davidson 26, Patrick Kohlman; 2) **Head Rush**, Antrim 27, Charlie Watt; 3) **Mirth**, Catalina 34 Mk. II, Rick Gilmore. (9 boats)

NON-SPINNAKER — 1) **Fancy**, Ericson 33, Chips Conlon; 2) **Iowa**, Hunter 38, Rick Dalton; 3) **Northern Light**, Cal 39-2, Jeffery Dunn. (5 boats)

Complete results at: www.sequoiayc.org

'Joyicity' and 'Pursuit' leave the Central Bay behind in the inaugural West Point Marina Regatta.



ERIK SIMONSON/WWW.H2OSHOTS.COM



San Francisco YC's Will Cefali in fast-forward mode at his club's 50-boat Harken Regatta, the final stop for the inaugural 2009 Northern California Winter Optimist Series.

Positive Thinking

The first ever Northern California Optimist Winter Series wrapped up with the San Francisco YC's Harken Regatta April 18-19, and 50 young Optimist sailors showed up to put the series to bed. They were rewarded with breeze in the high teens on day one, and just enough to get two races off on Sunday when the high-pressure system that gave the Bay record-breaking temperatures killed the wind.

"The forecast for the weekend was not looking great for wind with the heat wave arriving," said the club's junior sailing program director and PRO Forrest Gay. "The racing venue was changed from the primary venue in Richardson Bay to the secondary venue at Knox which gave us a chance at better wind."

Fighting the additional current and deeper-water mark sets, the race committee was able to get things started after only a half-hour postponement. The first race started in a puffy 6-12 knots of westerly breeze with almost two knots

of left-to-right cross-course current.

The boats struggled to get around the course, but were rewarded for their persistence in the form of on-the-water pizza delivery from Waypoint Pizza before sailing three more races in breeze gusting to the high-teens.

"The steep chop in the ebb made for conditions right on the edge for many of the youngest sailors, and 12 retired during the afternoon," Gay said. "For most of the fleet it was a great day in fairly big breeze."

With Sunday's forecast not looking promising, racing was postponed an hour onshore before 10 coach boats towed all 50 Optis across Raccoon Strait, before anchoring off Knox to wait for the wind to fill. The wind never filled, so once again the diehard organizers and coaches towed the sailors to a another racing area — Yellow Bluff. Despite a substantial upwind current, the r/c was able to get off two races.

Over the six-race regatta, Dane Wilson of Santa Barbara YC put on a show, finishing 15 points clear of second place Kyle Larsen, sailing for the San Francisco YC and the Peninsula Youth Sailing Foundation. Marin County local Jack Barton from San Francisco YC sailed to third, which was more than good enough for him to claim the 29-race Winter Series, that had previously visited St. Francis and Encinal YC's.

While all that action was going on out on the Bay for the Championship Fleet, the Green Fleet — for the youngest and newest sailors — struggled to get four races off in Belvedere Cove. The 22 Greenies enjoyed a sunny and mostly windless Cove in contrast to the White, Blue and Red fleets out on the Bay, but nonetheless got plenty of instruction from visiting coach Tom Colman, who came in for the weekend from Tennessee to lend a hand.

HARKEN REGATTA 4/18-19 (6r/1t)

OVERALL — 1) Dane Wilson; 2) Kyle Larsen; 3) Jack Barton; 4) Cooper Weitz; 5) Will Cefali; 6)

Kristopher Swanson; 7) Julius Hallstrom; 8) Romain Screve; 9) Lola Bushnell; 10) Jack Toland. (50 boats)

RED FLEET — 1) Dane Wilson; 2) Kyle Larsen; 3) Jack Barton; 4) Lola Bushnell; 5) Esteban Forrer. (16 boats)

BLUE FLEET — 1) Cooper Weitz; 2) Will Cefali; 3) Kristopher Swanson; 4) Julius Hallstrom; 5) Romain Screve. (27 boats)

WHITE FLEET — 1) Frank Dair; 2) Derek Pickel; 3) Cameron Feves; 4) Kaili Campbell; 5) Sam Barton. (6 boats)

NORTHERN CALIFORNIA OPTIMIST WINTER SERIES (29r/2t)

OVERALL — 1) Jack Barton; 2) Kyle Larsen; 3) Kristopher Swanson; 4) Will Cefali; 5) Julius Hallstrom. (21 boats)

Complete results at: www.sfyc.org

Ski/Sail

The Ski/Sail National Championships might not be an ISAF Grade 1 regatta, but there's no doubt the event has a singular flavor. Vanguard 15 sailor Kevin Richards summed up this year's edition, held April 11-12 of the event which includes a day of ski racing and a day of sailboat racing that sandwich a dinner party — complete with another kind of boat race.

"Another good Ski/Sail," Richards commented. "Skiing in T-shirts, floating guacamole, and bacon swizzle sticks in our bloody marys."

The brainchild of Tahoe's Ralph Silverman, Ski/Sail is in its 15th year, and like bacon swizzle sticks in a bloody mary



The sailing day at Ski/Sail was way mellow compared to last year.

and the day-glo yellow downhill suit that's foisted on the "winner" of Saturday night's party, it's not something you'll find just anywhere.

This year the ski racing kicked off the regatta on a mellow slalom course at Alpine Meadows Saturday morning, followed up by the on-the-water action

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which involved 12 Lasers from the Lake Tahoe area and six Vanguard 15s that made the trek from the Bay.

The ski racing is usually dominated by the Laser fleet, most of whom are Tahoe locals and far better ski racers than the weekend warriors from the Bay; this year was no exception. Luckily for the sea-level denizens, the fleets are scored separately in both events.

Rick Raduziner trumped Doug Pierini and Paul Kirkland in the Laser fleet. Leading the Vanguards after the skiing were Chad Gray and secret weapon Adam Eichhorn, followed by this writer and Matt Gregory in second, and Kevin Richards and Greg Stemler in third.

The post-skiing recovery took place in the hot tub, where Vanguard Fleet 53 neophyte Andrew Watters provided perhaps the first-ever floating pot of guacamole . . . enough said.

The party at Tahoe Yacht Club is considered one of the three events in this regatta, always involving "boat races" and other ploys to hurt competing teams' performance the following day. Given that the after party migrated to an '80s heavy metal-band show, it was 'mission accomplished.'

In the highest honor one can achieve at Ski/Sail, Laser sailor Luke Frederick claimed the spandex day-glo yellow ski-racing suit awarded to the winner of the party. With great adulation comes great responsibility, and Fredrick not only completed the winner's obligatory two-laps of the party while wearing the suit, but followed it by making bloody marys — with, you guessed it, bacon swizzle sticks — for everyone the next day.

For better or for worse, the 35-knot puffs of 2008 never materialized for Sunday's sailing. The breeze never filled in, but the race committee squeezed out three races in little more than thermals from the parking lot at Tahoe City's



ERIK SIMONSON/WWW.H2OSHOTS.COM

Just like these two are trimming their Folkboat, we have to balance all the plastic in these pages!

Coast Guard ramp. Andrew Watters and Dani Neri, fresh out of college sailing with superior roll tacks led the Vanguard fleet by half a leg in each race. Second place in the sailing went to Richards and crew Greg Stemler, who generally found that hugging the shoreline allowed them to string the puffs together. Chad Gray and Adam Eichorn finished third. Former Canadian Laser rockstar Nick Pullen owned the Laser fleet, followed by event organizer Caroline McNally in second, and Todd Jackson in third.

Proving once again that consistency

pays, overall honors went to Laser sailor Dan Hauserman who scored fourths in both the sailing and skiing. Pierini took second and McNally third. Gray and Eichorn took home the Vanguard honors, with Richards and Stemler in second, and this writer and Gregory in third.

— Avery Patton

Rites of Spring

Oakland YC's 21st short handed Rites of Spring Race began with sunshine, light, warm wind and 64 boats with number one headsails teed-up the morning of

THE BOX SCORES

We would like to keep a running tab on Beer Can results through the summer — and we need your help. We don't have the time or manpower to chase down results. You have to either post them on a website or send them directly to the race editor at rob@latitude38.com. Our format, lo these many years, is to include the name of the boat, the type and length of boat, and the first and last names of the owner(s). The following are the only results that were posted online for April. Note that many clubs do not begin their summer evening series until this month. Also don't forget the *Latitude*

38 Beer Can Challenge: sail every night at a different beer can race in any given week, then send us photo documentation, and we'll send you some swag to commemorate your pursuit of sailing satisfaction. Happy Summer!

BVBC MONDAY NIGHT MADNESS (4/13)

DIVISION A — 1) **Pilot**, Islander 36, Paul Zingaro; 2) **Crazy Horse**, Ranger 23, Nick Ancel; 3) **Kai Manu**, Cal 29, John Jaundzems. (5 boats)

DIVISION D — 1) **Jayhawk**, Coronado 25, Peter McCool; 2) **Hunky Dory**, Cape Dory 27, John Mazza; 3) **Sanity Check**, Coronado 25, Xenon Hermann. (3 boats)

Complete results: www.bayviewboatclub.org

BENICIA YC THURSDAY NIGHTS (4/9)

A FLEET — 1) **Bay Loon**, Grant Harless; 2) **Bluefin**, Noble Griswold; 3) **Enigma**, Radel Lesley. (3 boats)

B FLEET — 1) **Too Tuff**, Tom Hughes; 2) **Stolen Moments**, Deborah Lyons; 3) **Kelika**, Mike Weaver. (3 boats)

C FLEET — 1) **Alte Liebe**, Jerry Martin. (1 boat)

CORSAIR FLEET — 1) **Gaijin**, Pete Adams; 2) **Flash**, Brett Nelson. (2 boats)

Complete results: www.benicia yachtclub.com

CYC FRIDAY NIGHT SERIES (4/17)

J/105 — 1) **Vim**, Garry Gast. (1 boat)



April 18. The forecast was for breeze in the twenties, but not until later in the day, just in time for the downwind work. Wrong. The breeze picked up before the first gun, and it wasn't long before those number ones gave way to blades.

"Because the crews were sailing short handed, spinnaker divisions sailed courses with just one set and douse," said the club's George Gurrola. "We sent the non-spinnaker boats on a two-loop course that gave them an equal opportunity for passing and mistakes, and we gave the multihulls a bonus course this year that included a

screaming, amas-up reach right across the slot."

As it turned out, that may have been a bit much for the multis, as half the starters in their division dropped out at some point during the 12-mile course. From a start at Olympic Circle "E", all the boats beat to Alcatraz or one of the Harding buoys.

"The fog blew in and really made it exciting for those rounding Harding," Gurrola said. "For most, Alcatraz was the next mark. No problem, right? The trouble was, you couldn't see it, and who the hell puts Alcatraz in their GPS?"

This little navigational conundrum begat some creative dead reckoning responses from the fleet.

"I just sailed east until I saw the anchor chain for Alcatraz then followed it to the Island," said Mike Jackson, who along with Murk Vliestra sailed his Columbia 5.5, *Wings*, to a win PHRF>137.

Multihull division-winners Ross Stein and Henry van den Bedem, sailing Stein's Corsair 24 *Origami* had a different read on the situation.

"We could only see the tops of Sutro tower and the Transamerica building," Stein said. "Alcatraz had been removed for cleaning."

From there the fleet sailed to a mark behind Treasure Island before taking a short beat to the finish near Clipper Cove. According to Gurrola, there wasn't a lot of nylon flying at any point.

"With some anemometers registering 30-plus knots in gusts, it's not too surprising that many spinnakers stayed in their bags," he said.

Yet despite the breeze, waves and other assorted problems, overall monohull winner, Dan Alvarez's JS9000 *Jetstream* averaged seven knots and multihull-winner *Origami* averaged a tad over nine over the nominal distance.

As usual when things get so nuclear, there was damage beyond shredded kites; Darren Doud's F-31R, *Roshambo* suffered a blown-out mainsail clew. Gurrola said he figures that the 13 DNF's is probably a record for the race.

"It was San Francisco Bay at its best and worst, with the wind a little too strong, the waves a little too square, the fog a little too thick and the sailing just too exhilarating," he said. "It was just one of those races that you might skip if you knew what was in store, but were very happy you sailed."

SPINNAKER 2 — 1) **Abigail Morgan**, Express 27, Ron Kell; 2) **Low Speed Chase**, Sydney 38, James Bradford/Adam McAfee; 3) **Tiburón**, Santa Cruz 37, Steve Stroub. (4 boats)

SPINNAKER 3 — 1) **Dragonfly**, Rhodes 19, Kevin Cole. (1 boat)

NON-SPINNAKER 1 — 1) **Topgallant**, Tartan 10, Jim Lindsey; 2) **QE3**, Tartan 10, Tom Perot; 2) **Ariadne**, Beneteau 36.7, Tristan Ruhland. (9 boats)

NON-SPINNAKER 3 — 1) **Fjording**, Cal 20, Tina Lundh. (1 boat)

All other divisions DNF.

Complete results: www.cyc.org

IYC ISLAND NIGHTS SERIES (4/17)

DIVISION A — 1) **Galatea**, Aphrodite 101, Ken Viaggi; 2) **Ad Lib**, Aphrodite 101, Neil Dodd; 3) **Jet**

Stream, JS9000, Daniel Alvarez. (6 boats)

DIVISION B — 1) **Bewitched**, Merit 25, Laraine Salmon; 2) **Dire Straits**, J/24, Dawn Chesney; 3) (no name), Merit 25, Scott Wilder. (3 boats)

DIVISION C — 1) **Magic Carpet**, Ranger 23, Ralph Woodward; 2) **Wuvulu**, Islander Bahama 30, John New; 3) **Shadowfax**, Olson 25, Mark Simpson. (4 boats).

DIVISION D (Non-Spinnaker) — 1) **Domnatrix**, Santana 22, Heidi Schmidt; 2) **Blueberry**, Nonsuch 22, John Foster. (2 boats)

Complete Results: www.iyc.org

MPYC WEDNESDAY SUNSET SERIES (4/22)

PHRF A — 1) **Bustin Loose**, Pulford; 2) **Calphurnia**, Duncan. (2 boats)

PHRF B — 1) **Fleeboflam**, Chaffin; 2) **Travieso**, du Preez; 3) **Impetuous**, Blaskovich. (4 boats)

RITES OF SPRING 4/18

SPORTBOATS — 1) **Jet Stream**, JS 9000, Dan Alvarez/Mike Tyng; 2) **For Pete's Sake**, Ultimate 24, Peter Cook/Rodrigo Fulzeto; 3) **Vitesse Too**, Hobie 33, Grant Hayes/Bill Schwob. (7 boats)

SPINNAKER (PHRF<135) — 1) **Roxanne**, J/105, Charles James/Panda Love; 2) **Harp**, Catalina 38, Lynda Farrabee/Mike Mannix; 3) **Green Onions**, Express 34, John Tuma/Ric Wee. (4 boats)

SPINNAKER (PHRF>137) — 1) **Wings**, Columbia 5.5 Meter, Mike Jackson/na; 2) **Nice Turn**, Cal 2-29, Richard Johnson/Jim Jessie; 3) **LeLo Too**, Tartan 30, Emile Carles/Allan Ross. (8 boats)

NON-SPINNAKER (PHRF<135) — 1) **Q**, Schumacher 40, Glenn Isaacson/Joss Wilson; 2) **Spirit of Freedom**, J/124, Bill Mohr/Mike Berndt. (5 starters)

NON-SPINNAKER (PHRF 136-154) — 1) **Sea Spirit**, Catalina 34, Laurence Baskin; 2) **Musica**, Catalina 34, Bob Englehart/Bob Bauman; 3) **Keteau**, Beneteau First, Jim Catto/Pete Gibson. (7 boats)

NON-SPINNAKER (PHRF>155) — 1) **Ara-bella**, Alerion Express 28, Harry Allen/Henry Culp; 2) **Scrimshaw**, Alerion Express 28, Michael & Judith Maurier; 3) **Slipaway**, O'Day 27, David Opheim/Michelle Bentzen. (8 boats)

SANTANA 22 — 1) **Carlos**, Jan Grygier/Jerry Thompson; 2) **Tchoupitoulas**, Steven Buckingham/Chris Giovacchini; 3) **Atunamatata**, Bill King/na. (4 boats)

WYLIEMAT 30 — 1) **Uno-129**, Steve Woner/Dave Green; 2) **Life is Good**, Andy Hall/Tom Carlon; 3) **Dazzler**, Tom & Robert Patterson. (4 boats)

ALL-WOMAN CREW — 1) **Bandido**, Merit 25, Deb Fehr/na. (1 boat)

MULTIHULL — 1) **Origami**, Corsair 24, Ross Stein/Henry van den Bedem; 2) **Peregrine Falcon**, F-27, William Gardner/Amy Wells; 3) **Humdinger**, Greene 35, Larry Olsen/Kurt Holmgren. (11 boats)

SINGLEHANDED — 1) **Taz!!**, Express 27, George Lythcott. (3 starters)

SINGLEHANDED NON-SPINNAKER — 1) **Svenska**, Peterson 34, Fred Minning; 2) **Krissy**, Ericsson 35-3, Allen Cooper. (3 starters)

Complete results at: www.oaklandyachtclub.com

SHIELDS — 1) **October**, Jackson; 2) **Stillwater**, Hobson; 3) **Harriet**, Stratton. (4 boats)

VYC WEDNESDAY NIGHTS (4/22)

A FLEET — 1) **De'Gage**, Ranger 23, Ruszler; 2) **X-Ta-C**, Olson 29, Sweitzer; 3) **Tutto Bene**, Beneteau 38S5. (5 boats)

B FLEET — 1) **Scarlett**, Tartan 30, McClenaghan; 2) **Pretty Penny**, Custom Mull 30, Sinclair; 3) **Splash**, 'Beneteau', Mullens. (6 boats)

TISC THURSDAY NIGHT SERIES (4/16)

VANGUARD 15 — 1) Philip Laby/Heather Martinelli; 2) Kevin Richards/Becca Bartlett; 3) Ken Turnbull/Rebecca Beard. (20 boats)

LASER — 1) Drake Jensen; 2) James Vernon; 3) Kurt Wessel. (7 boats)

WORLD

With reports this month on a **Tall Ship's Run to Hawaii**, the close-to-home attractions of **Schoonering in Maine**, a Bay Area sailor's quest to find **The Perfect Waterfall**, and miscellaneous **Charter Notes**.

Doing the TransPac The Old-Fashioned Way

According to California-to-Hawaii race aficionados, there hasn't been a square sail seen on the TransPac race course since the inaugural event in 1906. Not until this year, that is.

When the starting gun fires on June 29, a standout within this year's fleet will be the 122-ft square tops'l schooner *Lynx*. Built as an historically accurate replica of an early 1800s privateer, she will race with both professional crew and paying 'sponsors' aboard. If you hurry, you could be one of them. At this writing, there are only one or two spaces left, so act fast if you want to catch a ride on the saltiest sailing craft to do this 2,225-mile, L.A.-to-Honolulu sprint in a century. "We will match the traditional strength of *Lynx* against the technology and speed of 21st century sailing machines," says Director of Operations Jeff Woods.

With her gaff rig, gun ports and triple headsails, *Lynx* will be a bit incongruous with the rest of the fleet, but that's fine. Her operators, the *Lynx* Educational Foundation, hope to create a stir this year, and spark some enthusiasm for a whole division of tall ships in the 2011 event — perhaps including a few mammoth Class A vessels like the U.S. Coast Guard's sail training barque *Eagle*.

The privateer 'Lynx' blasts along with a bone in her teeth. Imagine being aboard her as crew on the TransPac starting line.



LYNX EDUCATIONAL FOUNDATION

Wouldn't that be cool.

Lynx's participation this year is also meant to honor the memory of the great schooner *Lurline*, which won the 1906 race. And *Lynx's* eight professional crew are eager to see if they can beat *Lurline's* time of 12 days, 10 hours.

During the race, the paying crew (sponsors) will participate in all aspects of running the vessel, from standing watches to trimming sails to navigating. They'll also undoubtedly enhance their knowledge of early American history. *Lynx* carries ordnance and flags from the War of 1812 era and is operated using the time-honored techniques of olden days. In a typical year, she travels 7,000 miles along the West Coast and out to Hawaii in her role as a living history museum and classroom, offering a variety of programs to 'students' of all ages.

Woods explains that he's set up various levels of sponsorship, all of which help support the vessel's long-term operations. In addition to crew spots, special daysails can be scheduled for sponsors and up to 40 of their guests, or a sponsor's logo burgee may be flown during the race — not a bad way to get some corporate P.R., as no event photographer will be able to resist snapping a few frames of this classic beauty. Crew berths are also available, by the way, for the return trip from Hawaii to San Diego, beginning August 18.

For more info, see www.privateerlynx.org and www.transpacificyc.org, or give Jeff a call at (866) 446-5969.

Summer Sailing Through Midcoast Maine

If the spread photo of *American Eagle* above looks familiar, it may be because it was published a few years ago in these pages as part of a feature on charter options within U.S. waters.

As we recall, we



chose to run that particular shot because it epitomizes the power and beauty of Maine's 'Windjammer' charter schooners, many of which have been designated as National Historic Landmarks. Most carry between 20 and 30 passengers on 3- to 12-day cruises. The granddaddy of the fleet is the 64-ft *Lewis R. French*, built in 1871, which is the oldest vessel of her type in the U.S.

Last fall, longtime Southern California yacht broker Charlotte Schmidt and her sales staff took a four-day cruise aboard the spectacular 92-ft *American Eagle*. Launched in 1930 at Gloucester, MA, she served as a workhorse in the Gloucester fishing fleet for 53 years before entering charter service.

Charlotte's trip began at Rockport, ME, one of the principal homeports of the Windjammers. "Sunday evening we got settled in our cabins and met with Captain John Foss and his crew members," she writes. "Early Monday morning we woke up to the smell of bacon, coffee and fresh bread that had just finished baking

OF CHARTERING



FRED LeBLANC / MAINE WINDJAMMER ASSOCIATION

Built to last. After decades serving as a fishing schooner, the 92-ft 'American Eagle' is still going strong in the charter biz.

in the schooner's wood-fired oven. Wow! What a way to start a four-day cruise in Penobscot Bay." Delicious home-cooked food became a highlight of the cruise.

This area of what's commonly called Midcoast Maine is as historic as it is beautiful. Peppered with islands, small coves and bays, the Penobscot Bay region is an ideal summer sailing destination that is relatively easy and inexpensive to reach when compared to most other prime chartering venues. A small fleet of modern bareboats is available for charter there, but we're sure Charlotte would agree with us when we say that 'schoonering' is definitely the way to go in these waters.

Aboard all these vintage vessels, passengers are invited — though not required — to lend a hand pulling lines, steering, and standing watch. Even neophyte sailors regard pitching in to be a big part of the fun. While itineraries vary

depending on what special event might be happening in nearby towns and villages, each day of a typical trip includes a sail from one point to another.

An excerpt from Charlotte's log reads, "We set sail in the afternoon and eventually arrived at a new anchorage. Guess what we are going to do later? That's right, we're having a traditional lobster bake on one of the remote islands."

While Charlotte and her friends hiked through the woods, the crew baked lobster by the traditional method: in an open pit covered with seaweed. "We

FRED LeBLANC



gorged ourselves on lobsters, wine, and freshly baked bread. And for dessert we had homemade blueberry and apple pies that were still warm!"

The serenity of sailing this region and learning about its rich history makes it unique among American charter destinations. "We would stay up at night, looking at the stars above while listening to Capt Foss read aloud from his favorite books," Charlotte recalls.

"This was my second trip aboard the *American Eagle* and I'll do it again because of her wonderful captain and crew."

A quick look at the summer calendar reveals a variety of seasonal events where the fleet comes together to race, raft-up, and/or celebrate the summer season.

- *Schooner Gam*, week of June 15 — Like a giant floating tailgate party, this gathering of the fleet features nightly raft-ups at locations throughout the region.

- *Windjammer Days*, week of June 22 — Schooners come from up and down the coast to participate in this grand sail parade through picturesque Boothbay Harbor. Shoreside activities include music and fireworks.

- *Great Schooner Race*, week of June 29 — 2009 marks the 32nd anniversary of this much-anticipated race, which is North America's largest annual gathering of tall ships. More than two dozen vintage and replica vessels are expected to compete in the all-day race, with guests participating in the sail-handling. Nightly raft-ups.

- *Maine Windjammer Parade*, July 17

Maine's sailing season is relatively short, but as you can see here, the sunny summer days are glorious.

— The entire Windjammer fleet participates in an afternoon parade of sail past the mile-long Rockland Breakwater, providing spectators with stunning, close-up views of the fleet. Shoreside festivities afterwards.

- *Music Festival*, week of August 3 — Many of the Windjammers gather midweek for the Sweet Chariot Music Festival on Swans Island, where more than a dozen groups perform traditional music of the sea. On Friday night, the fleet gathers for live shipboard performances ranging from sea chanties to story-telling. Raft-up.

- *Camden Windjammer Weekend*, September 4 & 5 — The fleet gathers in picturesque Camden Harbor for a variety of festivities including a parade of sail, flag-raising ceremonies, live music, dancing and fireworks. Raft-up.

- *WoodenBoat Sail-In*, week of September 14 — Now in its 23rd year, this fall gathering of the fleet takes place in Brooklin, ME, headquarters of *WoodenBoat Magazine* and the WoodenBoat School. There will be live music, tours and a harbor full of historic schooners.

Sound like fun? Most definitely. But whether you book a trip timed with one of these special events or not, it's a safe bet that a Maine schooner cruise will yield many fond memories.

For more info on the *American Eagle*, see www.schooneramericaneagle.com. You can learn about similar vessels at the Maine Windjammer Association site, www.sailmainecoast.com.

— latitude/andy

We still have wonderful memories of our own trip to Desolation Sound (below), a dozen years ago.

In Search of the Perfect Waterfall: BC's Toba Inlet

The Pacific Northwest is one of our favorite cruising grounds, with our most favorite spot being Desolation Sound in British Columbia, Canada. Last May, we chartered a sailing yacht from Desolation Sound Yacht Charters in Comox, BC, and revisited this gorgeous area.

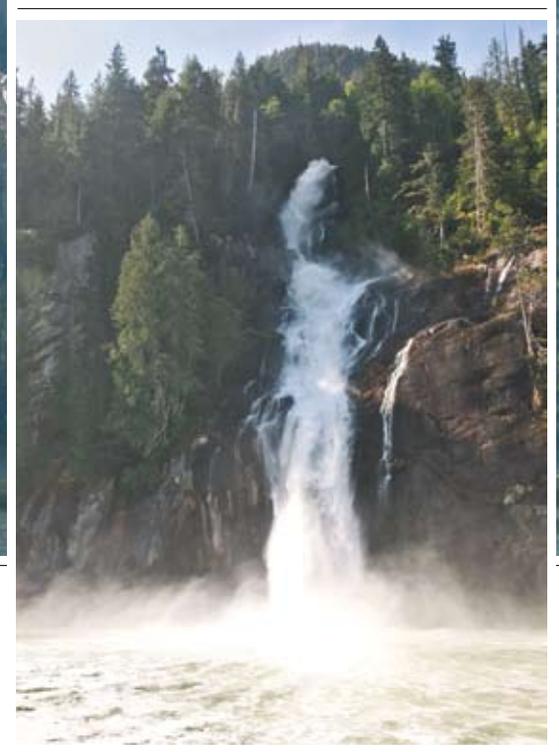
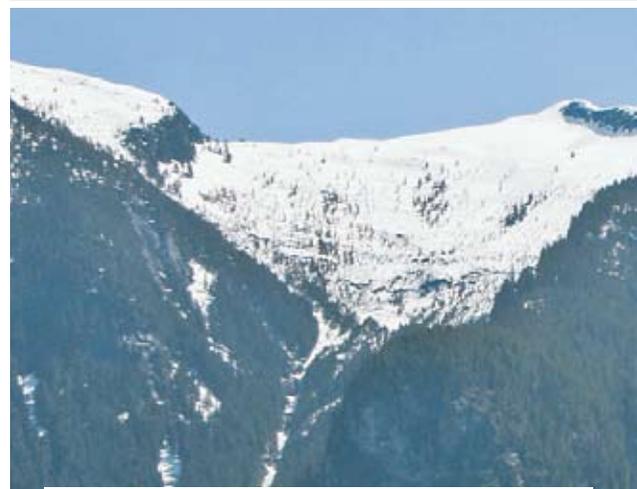
Having been to the Sound a number of times, our destination on this trip was Toba Inlet. We intentionally chose to travel in May, as the days are longer, there are no crowds, the winds are fresh, and the daily temperatures are around 70°-72°. The waterfalls are the most awesome then, and the resorts and businesses, while open and fully stocked, are less harried than during mid-summer. We love the peace and solitude the early season offers and, of course, the lower charter rates and our strong dollar helped too. We'd heard from DSYC that the snow pack had been particularly high last winter, so we figured the waterfalls would be roaring in May — we weren't disappointed.

My husband and I chartered a new three-cabin Jeanneau 42 with two other couples. We all flew from SFO to Comox, BC, via Vancouver. We chose DSYC for its location on the east coast of Vancouver Island, just 22 miles from Desolation Sound. When we arrived we were able to go through the boat's systems, receive an excellent chart briefing, provision at the local grocery store, and

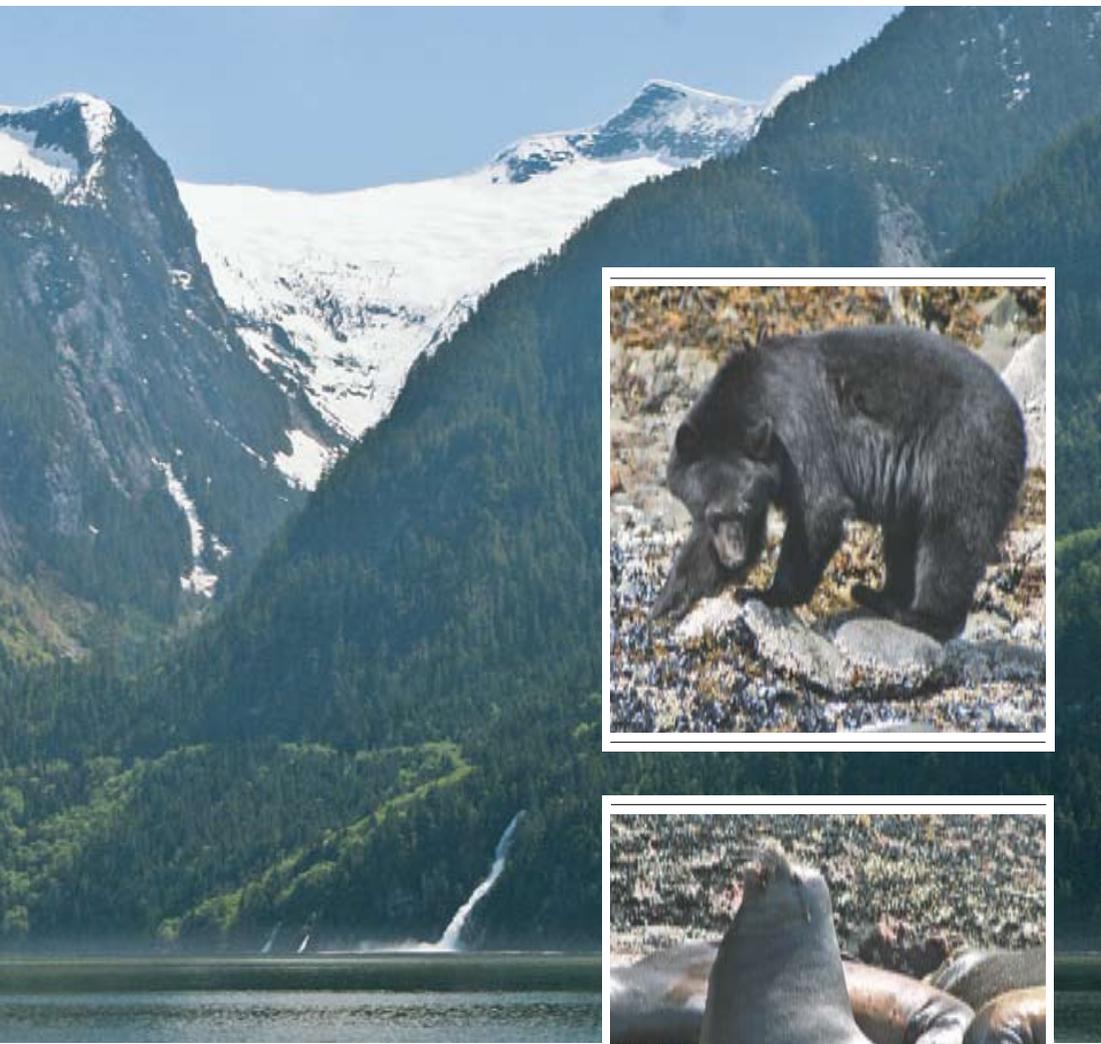
stay on the boat that first night.

We got up early the first day to sail over to the Sound in 15 knots of wind on a perfectly clear, 70° spring day. We decided to anchor that night at Squirrel Cove, where we met only two other boats. It was still light enough for a great barbecue dinner on board.

The next day we were anxious to get up into Toba Inlet, but we also wanted to visit Teakerne Arm on the way to check out the famous Cassel Falls, so we were up and gone early. Teakerne Arm is the site of one of the best swimming spots on the south BC coast. There is a fabulous 90-foot waterfall cascading right out of Cassel Lake down into the bay, and it was blasting that day. We quickly stern-anchored in the bight west of the falls and then rowed into the dinghy dock a few feet away. An easy 3/4-mile trail



LATITUDE / ANDY



ALL PHOTOS: JEAN DODD

Sailing up Toba Inlet, even the most jaded travelers will find themselves 'oing and ahing' at the wildlife and scenery.

leads past the falls to the shore of Cassel Lake and, yes, we tried swimming in May. It was *brisk*, shall we say, but we all went in anyway. That woke us up!

After our swim, we went back to the boat and continued on our adventure to Toba. As we sailed around the corner of West Redonda Island into Pryce Channel, we heard a strange sound in the distance, and after a moment, realized that on the rocks to our right there were about 50 sea lions barking. We veered over to watch them play, fight and loll around in the water. Wow! They were huge and loud.

Finally, we continued sailing up Pryce Channel into Toba Inlet. The 7,000-foot peaks were still snow-capped and absolutely breathtaking. We decided to spend that night at Toba Wilderndest Resort, and tied up along their dock. The anchorages in Toba Inlet are few and far between, with Brem Bay being really the only option and then, only if the weather is good. Docking at Toba Wilderndest Re-

sort allowed us to sleep easy that night and get off the boat for a walk up to the waterfall behind the Resort. We sat on deck and thoroughly enjoyed the stunning mountainous view all around us.

The next day we sailed into Toba Inlet, which extends 20 miles into BC's 7,000-foot-high coastal range. We knew the first waterfall would be on our left. At first this appeared to be a small ribbon of water, but as we got closer it became a roaring torrent. Wow, it was so steep and deep we were able to come right up to the falls, with water practically falling on our deck. We scored it a perfect 10!

We continued along the Inlet and bypassed Brem Bay because we saw a mist cloud in the distance indicating another fall farther along on the right side of the Inlet. This fall was even more spectacular

than the first. As we got closer we realized its true magnitude. It roared down the side of the cliff and split into three sections at the bottom. Breathtaking! We saw about ten more waterfalls as we carried on up the inlet and rated them between 7 to 9.

It was getting late so we headed back out the inlet, wondering where we should spend the night. We decided against staying in Brem Bay because the outflow winds were really high that day and it would have been a very uncomfortable night. Instead, we decided we would go to Walsh Cove in Waddington. This is a small, cozy anchorage at the north end of Waddington Channel, with Indian pictographs on the cliffs behind the bay.

As we sailed back, we were thankful we were so lucky with the weather. It was still crisp and clear and we knew our photos were going to be great.

Suddenly, we spotted three black bears on the beach to our right. We slowly pulled up very close to shore — it's very deep throughout the inlet. A mother black bear and her two large cubs were eating mussels off the rocks at low tide and we could hear them crunching! We were told later that bears eat mussels in the spring to clear out their systems. By then it was getting too late to anchor at Walsh Cove, so we went back to Toba Wilderndest and relaxed. What an awesome day!

The next morning we had a leisurely cruise to Desolation Sound Marine Park via Homfray Channel, which boasts the deepest soundings in coastal North American waters — 2,400 feet! We spent our evening in Laura Cove, our favorite of the three anchorages in the park. We were there by early afternoon and two of our crazy guys decided, since the weather was holding, to play on the rope swing there. The water wasn't as cold as Cassel Lake, but still a bit chilly.

The next morning our luck ran out with the weather. The skies were cloudy, threatening rain. We lazed around and eventually made our way to Lund, where we went out for dinner for a change. The next day we sailed back to Comox.

After one more night on the boat, we flew home with our cameras loaded with 100s of images of waterfalls and beautiful mountain vistas. What an excellent

WORLD OF CHARTERING

week! We can hardly wait to do it again. Next time, if we have a few extra days, we may try to get up Bute Inlet and check out the views from there.

— jean dodd

Jean — Thanks for your enticing report. Having been up Toba Inlet ourselves years ago, we're not surprised at your enthusiasm. We're overdue for a return trip ourselves.

Readers — Mid-summer does bring more boats, but relative to most prime charter venues, it is never what we would call 'crowded'. Another alternative is to sail the Sound and neighboring regions in early fall — right after Labor Day.

— ed.

Charter Notes

Being lifelong travel buffs, we tend to be bullish on traveling in good times and bad. But we hope that fact doesn't dilute our argument that this summer will be the **best time to travel in Europe in 30**



CROATIA TOURISM

Lying near the water's edge, Croatia's Pula Arena — originally a Roman amphitheater — is evidence of the area's rich cultural history.

years. "Huh?" you say. Seriously, think about it. Ever since the heyday of backpacking and Eurailing around Western Europe in the '70s, the place has been overwhelmed by North Americans all summer long. But not this year. Most Americans and Canadians will be staying close their nests, patiently waiting for someone to tell them it's okay to start spending money again.

So, not only will North Americans

be few and far between on 'the continent' this summer, but your European hosts — in **restaurants, hotels and shops — will be grateful to see you.** Add to that the fact that the dollar has finally regained strength against the Euro and air prices have been slashed lately due to the drop in fuel costs.

For sailors, there's more good news. Bareboat companies are hurting, and are thus offering all sorts of incentives and discounts that will disappear when boom times return. With fewer people of all nationalities traveling, there'll be fewer boats in the anchorages of Europe's top cruising grounds: **Greece, Turkey, Italy, Croatia, the Balearic Isles and the South of France.**

A similar argument could be made for heading to the **Eastern Caribbean** this summer. With fewer travelers, popular venues like the BVI, St. Maarten and the Grenadines will have fewer boats in every anchorage. Now, which mattress did we stash our 'rainy day' fund in?

Tortola BVI
Belize
The Grenadines

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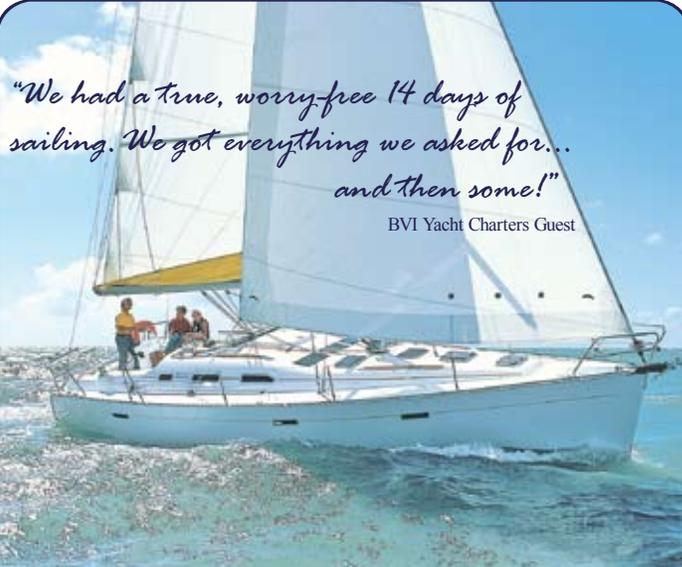


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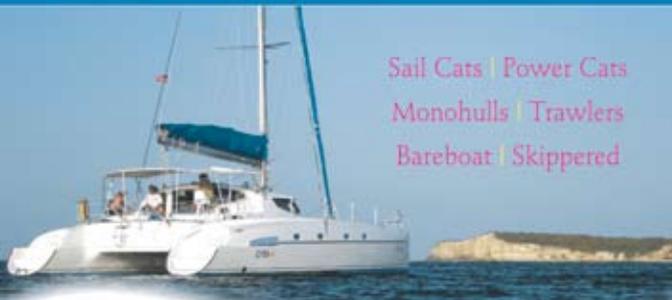


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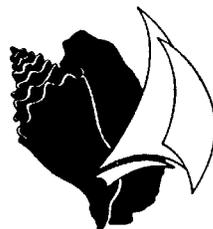
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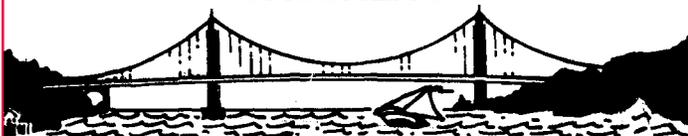
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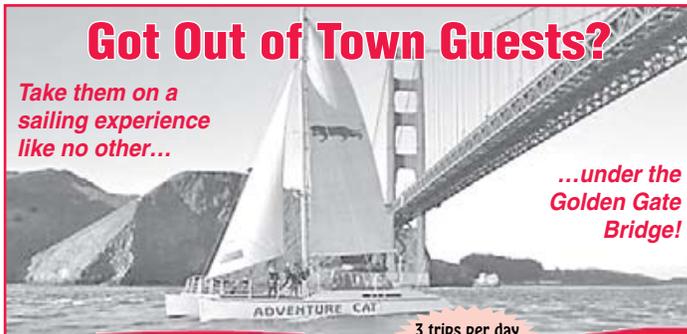
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CHANGES

With reports this month from **Moonduster** on a summer in New Zealand; from Jeff of **Sailors Run** on singlehanding around Cape Horn; from **Talion** on being taken to a prison island in Mexico; from **Hurulu** on crewing across The Pond on another boat; from Thailand on the horrible and senseless murder aboard **Mr. Bean**; from **Moonshadow** on cruising Southeast Asia; and lots of **Cruise Notes**.

Moonduster — S&S 47 Wayne Meretsky Winter In New Zealand (Alameda)

I can't believe a quarter of a year has passed since I arrived in New Zealand. Nor can I believe it's been longer since



Meretsky, best dressed in blue.

I've written. So much has happened that I really don't know where to begin. Among the highlights have been fixing some niggling problems with the boat, finding some great restaurants, meeting a few dozen boatbuilders, racing on Wednesday nights on a carbon-fibre-canting-keel sport boat, racing **Moonduster** in the Bay of Islands Race Week with a pickup crew of 12 and breaking absolutely nothing except the budget, speeding tickets, whales, dolphins, penguins, mussels, scallops, watching the exchange rate move in my favor by 30%, having my boat in the Auckland Viaduct for the three weeks of the Louis Vuitton Pacific Series — perhaps the biggest event in sailing this year — and best of all, meeting a truly amazing woman.

Life up north in Opua and the Bay of Islands was beautiful, slow and relaxing. Unfortunately, it was also fraught with the anxieties of the international cruising community who choose to simply mill about for three months waiting for the tropical storm season to pass so that they could continue their journey through the pages of Jimmy Cornell's

New Zealand's Bay of Islands. It's a beautiful racing venue, but tricky if you're not familiar with the currents and locations of rocks.

World Cruising Routes, the how-to guide for the uninspired circumnavigating cruiser.

I stayed quite a bit longer than I'd wanted, waiting for a small masthead jib halyard sheave to be ordered, sent back, manufactured from scratch, lost, delayed at the anodizer, delayed with the courier, and delivered during three days of howling wind and torrential downpours before finally being installed. By the time it arrived, my plans to cruise the Bay of Islands had to be severely curtailed in order to get the boat ready for Race Week.

Race Week was a blast. We did fairly well, especially when one considers that a dozen people who had never set foot on the boat had to get things figured out with no practice days at all. I took a literal ton of stuff off the boat, dug out the racing sails, ordered crew shirts — hey, we won Best Dressed — and arranged box lunches. We finished mid-fleet, having pretty good boatspeed considering the top wind speed was only about 10 knots. Our big problem was local knowledge, or lack thereof, and, thus, not knowing where the current was or how close to the beach we could sail as we wound our way through the islands. However, big fun was had by me and, I believe, everyone involved.

With Race Week over, I moved south to Auckland for the Louis Vuitton Pacific Series. On a complete lark, I called the harbor master at the Viaduct, the centrally located facility built for the 2000 edition of the America's Cup, and got a really great side-tie for only \$36 NZ a day, or less than \$20 U.S. The Viaduct is an amazing place, right in the heart of Auckland and just a three-minute walk to the LVPS Pavilion where many

of the world's best sailors were milling about for 15 days of match racing in IACC boats. The local boys won the LVPS, defeating the Swiss 3-1 in the best-of-five finals on Valentine's Day.

With the series over, the Viaduct has emptied out, and it's time to see

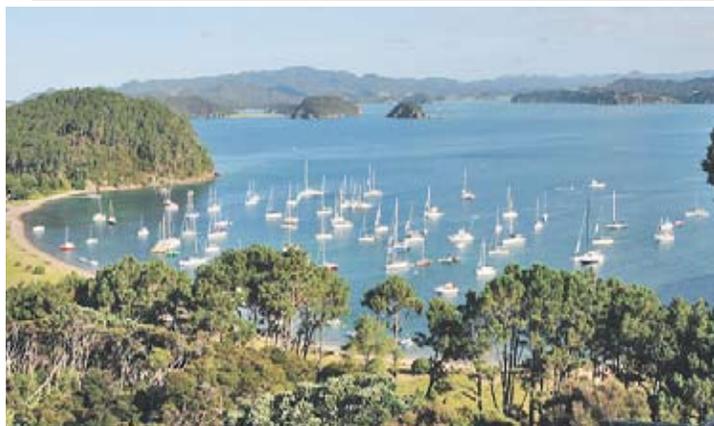


more of New Zealand. Within the next two days, weather depending, I'll go back north to Opua to collect some cruising gear and then head even farther north, around the northern tip of the North Island, and then 400 miles south to Nelson, which is located on the northwest tip of the South Island. Nelson is the Santa Barbara of New Zealand — great pinot noir, rich farm land, a thriving art community — and all far enough off the beaten path so as to not get overrun by tourists or even Kiwis.

— wayne 03/05/09

Sailors Run — Baba 40 Ketch Jeff Heartjoy Singlehanding Around The Horn (Longbranch, WA)

After many years of cruising around the Pacific and doing two Ha-Ha's with my wife Debbie aboard our 1980 Bob Perry-designed Baba 40 ketch, I decided that I wanted to do a nonstop single-handed passage from Callao, Peru, to Buenos Aires, Argentina — which, of



IN LATITUDES



SAILORS RUN

Spread; Jeff found the cold even harder to deal with than the wind and seas. Inset; This photo of a wave gives no idea of its size or power.

course, would involve rounding Cape Horn. I did this passage of a lifetime between December 11 and January 25, taking 45 days and 10 hours to cover 5,629 miles. That's an average of 123 miles a day.

The sailing conditions the first 2,500 miles were the best, sailing close hauled on a course that kept me 800 miles off the west coast of South America. After 12 days, I reached 90 degrees W, where I attempted to change my course from southwest to a southerly one along 90 degrees longitude.

After three weeks at 45 degrees south, everything began to change. It became much cooler and the humidity was almost 100%. The seas were a minimum of 15 feet, increasing with each new front to about 25 feet. And my estimates of the size of the waves are probably conservative. The typical sailing conditions went from one day of fine sailing, to one day of

rough sailing, to one day of survival-type sailing where I just tried to keep the boat speed below 6 knots to avoid broaching while charging down the face of steep waves.

After 3,000 miles I arrived at Cape Horn in relatively calm conditions that lasted about four hours. This allowed me to sail within about 10 miles of *Cabo de Horno*.

The next 500 miles out to the Falkland Islands were good, with wind on the beam

and much reduced seas because I was in the lee of the South American continent. But the last 1,000 miles to Argentina featured some of the hardest miles, as I was facing headwinds with the same low pressure systems hitting me every three days. Once again, the wind, as measured on deck ranged from 20 to 50 knots. Thirty knots was the average windspeed.

Because of all this, it took me 1,500 miles to cover the 1,000-mile straight line distance. The seas were smaller, however, seldom exceeding 22 feet. Nonetheless, they were steep, and the pounding was horrific.

It was during a 50-knot gust while I was hove to that I took what was the closest thing to a knockdown. Stuff belowdecks came loose like never before. Some of the oil deep in the bilge found its way up to the turn of the bilge, creating quite a mess.

The final hurdle was the 200-mile sail up the Rio de la Plata to Buenos Aires. This was a very long distance to have to dodge heavy ship traffic, follow channel buoys, and avoid numerous shipwrecks. It was complicated by the fact that the diesel had seized up, so I had to dodge ships while under sail.

The collateral damage from the passage is as follows:

1) The Perkins 401 diesel seized up. The cause was oil draining out of a cracked dipstick tube while under extreme angles of heel for long periods of time in rough seas.

2) The Monitor windvane's main vertical support tube broke off after being slammed by a huge breaking wave.

3) Wind generator blades were broken after the mizzen halyard blew into them.

4) The 110% genoa was torn in the area of the clew while rolled in 85%. It was the result of flogging while gybing in 50 knots of wind.

5) The Boom Brake line parted during a gybe in heavy winds. Fortunately, it

Above; Remarkably, Jeff found energy left to fish. Below; Pointing at 'old Cape Stiff' from about 10 miles away. Then it got rough.



SAILORS RUN

CHANGES

had already absorbed the energy of the gybe.

6) The depthsounder failed upon reaching the shallows of the Rio de la Plata. The failure was caused by water — from waves breaking into the cockpit — being forced into the instrument.



My greatest fear during the voyage was personal injury that might have incapacitated me. My injuries were as follows:

1) A minor gash to the head while being tossed around belowdecks.

2) A smashed finger, the result of getting it caught between the main traveller and the stop for the main traveller.

3) A fractured hand when I took a tumble on deck into the Sampson post in rough seas in the Rio de la Plata. Fortunately, this happened on the last day of my adventure.

This singlehanded trip around Cape Horn has been the greatest challenge of my life. It tested me to my limits — and at times, beyond my limits. The highest winds I saw were about 50 knots, the biggest seas about 40 feet. The hardest thing to deal with were the cold and damp conditions south of 40 degrees latitude. I had a good diesel heater, but it wasn't safe to operate in those extreme conditions. A vented propane heater might have worked. I burned 40 gallons of diesel during the trip.

The most amazing thing? According to my trip odometer, the highest recorded speed, averaged over a period of five seconds, was 28 knots! I just don't know how this could have happened other

Above; Debbie and Jeff reunited in Buenos Aires. Below; Either Jeff lost a couple of fingers, or he's giving 'the bird' to Mr. Perkins.

than ripping down the face of one of the huge waves.

My loving wife Debbie — who supported me from land and who rejoined me here in Buenos Aires — and I both hope solo passages are behind me for a long time to come. It took me more than a week to recover from the weariness I felt upon arrival, but I've since healed and mustered the energy to replace the diesel and get *Sailors Run* back into shape for future adventures.

Would I do it again? "Hell no!" is my resounding answer. Once was enough. Furthermore, I believe that I was lucky to have had it as good as I did.

— jeff 05/24/09

Jeff — Congratulations on a tremendous personal achievement! Having now done it, we can only imagine the appreciation you must now have for the likes of Francis Joyon, who singlehanded around the entire world, including rounding Cape Horn, in just 57 days aboard his maxi trimaran IDEC.

Talion — Gulfstar 50 Pasty Verhoeven Getting Taken To A Prison Island (La Paz / Portland)

About 80 miles NNW of Punta Mita on the rhumbline between Banderas Bay and La Paz is a group of four islands that are collectively about 50 miles long and five miles wide. Why four islands are called the Tres Marias is a mystery to me. What is well known is that there is a prison on one of these islands, and the sailing directions and cruising guides warn all vessels to stay clear of them. If you don't, the guides say you'll be subject to interception and detention.

I've hated detention ever since grade school, so we've always passed to the south side of the islands. We've never seen any sign of life ashore, but the sea life in the area — probably because even commercial fishing boats are prohibited — seems abundant. Since nobody seems to know how far off the islands you're supposed to stay, or even which one is home to the prison, and since we've never been inclined to follow the rules, we've gotten closer and closer every time we've passed by. And we've still never seen anyone. That is until the end of March, when we left Banderas



Bay after the Banderas Bay Regatta, and headed to La Paz for Sea of Cortez Sailing Week.

My crew consisted of me, Allison Cary, and her 20-year-old daughter Mercedes. Yes, we were an all-women crew. Anyway, the wind took us north of the islands, so as we closed on them, we plotted a course that would take us three miles off the north side of the islands. When I came on watch just after midnight, Allison had us on a course five miles to the north of the islands. We could see lights on one of them.

Ten minutes after Allison went below, a white light approached the port side of *Talion*. Not wanting any trouble, I smiled at it and waved in an attempt to be friendly. As the light got closer, I could see that it was coming from a panga with about eight men aboard. Three of the men were dressed in camo with big black boots, and they carried automatic weapons.

Before long, the panga was so close



IN LATITUDES



BOTH PHOTOS LATITUDE/NICK

Just prior to being taken into custody, Verhoven, 'Talion' and her Portland crew had taken honors in the Banderas Bay Regatta.

that she was slamming into the slide of *Talion*. I wasn't very happy about that. The men started screaming in Spanish, and the ones holding the automatic weapons looked to be about 17 years old and their eyes seemed to twitch. Given the narco violence in certain non-tourist areas of Mexico, members of the Mexican police and armed forces have reason to be twitchy. Since I only know enough Spanish to order a taco and find a bathroom, I called out for Allison. She didn't have much success communicating with them, so she yelled for Mercedes, who grew up in La Paz living aboard the boat *Free Run*. She knows her Spanish.

After a few minutes, two men, one of them with a gun, jumped onto *Talion*. Things seemed to be getting worse! One guy crouched down near Mercedes and started talking to her. After short time, Mercedes reported that we'd passed too

close to the prison island for their liking. They wanted us to turn around and follow them to the island for an inspection. At the time, we were motoring away from the islands as quickly as *Talion* could go. "Tell them we apologize, we'll leave right away, and we won't do it again," I told her. I suggested they could inspect the boat right where we were.

Alas, the man told Mercedes that the guy who needed to do the inspection was on the island. Deciding that the men were just following orders and couldn't free us, we felt our only choice was to go to the island. So we turned *Talion* around.

The island did not have the best yacht facilities. In fact, we were instructed to tie to a massive ship dock, with truck tires

for fenders that were larger than *Talion*. After I said, "No way!", they offered a crumbling concrete pier with rebar sticking out as an alternative. Right. Finally, they agreed that we could anchor. Naturally, the first time we tried to set the anchor, we dragged. We held on the second attempt, but as we were setting it good, the panga came along our starboard side, slammed into *Talion*, and a bunch of men screaming in Spanish jumped aboard. Letting go of the wheel, I stood up on the cockpit seat and screamed at them to back off. They might not have understood my words, but they picked up on my mood. They let us finish anchoring, at which time we opened the lifeline gate and motioned for them to come aboard.

So there we were, three beautiful women having been taken to not just a prison, but a prison on an island in Mexico. It seemed like the beginning of a plot for a movie a lot of guys might enjoy watching. In any event, we were told that the Director could not inspect our boat until morning. Until that time, we would not be allowed to remain on the boat. Let's see, they wanted us three women to leave the safety of our boat to spend the rest of the night at a Mexican penal colony. No way! We argued. We pleaded. We begged. "Señor, por favor, deja al compromiso, por favor."

They told Mercedes that if we did not cooperate, they had the right to confiscate *Talion*. "Okay then, give us a minute to pack. Martha Stewart wasn't around, so we had no idea what to pack to spend a night in a Mexican prison. Let's see, jammies, change of clothes, toothbrush, jewelry and cash. What about the flare gun? Hair-dryer? Sheets, for god's sake. Would we need our own food. Let's see,

Once she hones her new 'hot mama' persona, Patsy figures she'll be able to talk Mexican prison guards out of any sticky situation.



LATITUDE/NICK

CHANGES

camera, boat papers, computers, cell phone . . . should we set off the EPIRB while we're at it? We were tossing suitcases, duffel bags, backpacks, groceries, and anything else we could think of in the cockpit. The pile was huge. It was 3 a.m. before we decided that we had all the necessities, so we went up into the cockpit.

As we got topsides, the men looked at the pile, waved their arms, and said something to Mercedes. Apparently the big pile had changed their minds. They'd decided we could stay on the boat! Before they left, they did a short inspection, took down some information and kept our passports.

We were awakened the next morning at 8 a.m. Seeming to be in a big hurry, they gave us our passport and said we needed to leave right away because another boat was coming. As we left, we took the opportunity to pass as close as possible to the remaining island. We saw whales breaching, schools of dolphins, birds, and the beautiful topography of these remote islands. There has been talk of making the islands a maritime park or even a resort with casinos. We hope they leave it the way it is.

Before we left, we were told that all vessels are required to stay at least 12 miles from the Tres Marias — but that it's possible to obtain a permit to visit the islands and the little village near the prison.

— patsy 04/15/09

Hurulu — Islander 36 Nathan and Naomi Beckord Another Boat Across The Puddle (Sausalito)

After doing last November's Ha-Ha aboard our boat, we spent an excellent couple of months cruising the Sea of Nathan didn't actually hitch a ride to the Marquesas, but he and his wife Naomi did sail there on a different boat.

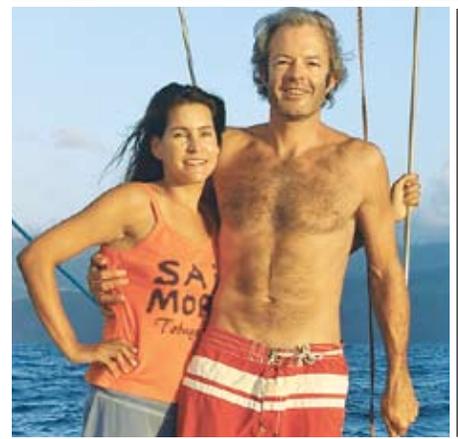
Cortez and Mexico's Gold Coast, making it as far south as Zihuatanejo. The highlights included Isla San Francisco, Tenacatita and Chacala, and the fact that the exchange rate went from 10 pesos to the dollar to nearly 16 to the dollar — making Mexico extremely affordable.

By mid-February we were back in La Cruz Marina on Banderas Bay, berthed next to multi-Puddle Jump veteran Bob Bechler and his wife Caryl on their Gulfstar 41 *Sisiutl*. Without intending to, we found ourselves getting seriously swept up in all the Puddle Jump excitement, what with all the seminars, slide shows, and rooftop sunset happy hours. However, we had only budgeted for a seven-month 'sailing sabbatical' and had never planned to make the Jump. Further, we didn't want to deal with getting our Islander back home from French Polynesia.

Fate stepped in and provided a solution to our new desire to sail to the South Pacific. One afternoon I helped Mike and Veronika, new arrivals, dock their Jeanneau 46 *Apple*. During a dinner of street tacos, we were invited to do the Puddle Jump with them! Almost before we knew it, on March 10, we set sail for the Marquesas.

The first few days were a little rough, as we had choppy seas and we were all still getting our sea legs. We were also working out the kinks in our watch schedule, and trying to keep the autopilot, SSB, radar, and fridge all powered up without running the diesel too often. By the 10th night, we were in the groove, and spent day after day flying the spinnaker in 8-12 knots of wind, trying to catch *Bravado*, the fleet leader. Other boats in this first wave of Puddle Jumpers included *Love Song*, *Carinthia*, *Avatar*, *Milonga*, and *Hypnautical*. Our radio check-ins were always fun because Roger on *Hypnautical* brought a DJ-like presence to the net.

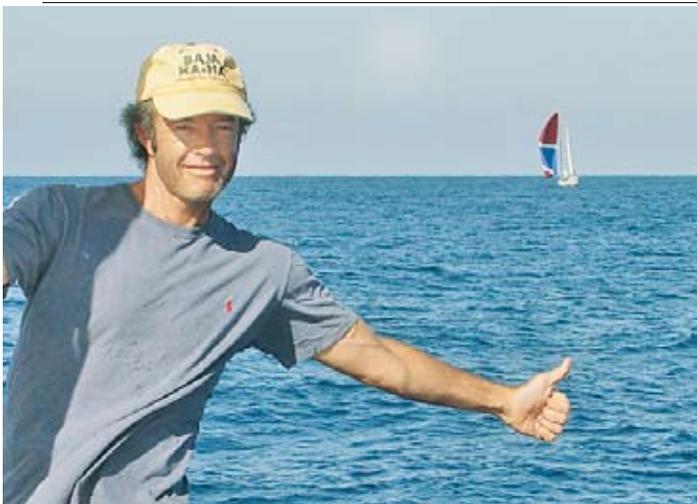
By Day 13, at 3°N and 128W, the wind suddenly shifted to come from the southeast. For the next two days we flew along at 8.5 knots. Could we have already made it across the Inter-Tropical Convergence Zone? Alas, we were not, as just south of the equator — where we all became shellbacks — the puffs died out and we were effectively be-



calmed in 1 to 3 knots of wind. For three days and nights the sails flogged.

Finally the calm broke, at which time we started to have some of our fastest runs yet toward the Marquesas. We finally arrived at Hiva Oa on the morning of March 31, having taken about 21 days to cross. After all that time, the smell of land — a mixture of bougainvillea, citrus and earth — was wonderful. *Lovesong* and *Bravado* were already in the anchorage, and *Carinthia* and *Hypnautical* sailed in that afternoon. That night, a vibrant and boisterous party took place on *Carinthia*. By midnight, the big Lagoon 440 catamaran was awash with empty rum bottles, all the captains, and crew, which included at least eight kids and five dogs.

After exploring Hiva Oa a bit, Naomi and I hopped a plane to Papeete, and as we write this are waiting for our friends Roger and Tobe of the Redondo Beach-based Catalina 440 *La Palapa* to make it across. They recently took off as part of the second wave of Puddle Jumpers. Once they arrive, we'll join them for a couple weeks of cruising the Marquesas. Then we'll fly back to our boat on



IN LATITUDES



INTERLUDE



ALL PHOTOS HURULU

Sometimes travelers end up in places they never intended to go. Clockwise from upper left: Nathan and Naomi aboard 'Apple'; a pasture with a view; Naomi and Veronica ride the bow; a typical Marquesan anchorage; a receding tide reveals a black sand beach.

Banderas Bay to wrap up our cruising season.

Overall it was a fun crossing — much easier than I had expected — and was a nice way to break up the cruise on our boat. I just wish there was a way to bring Mexican prices — and street tacos — to Polynesia.

— nathan 04/09/09

Mr. Bean — 44-ft Sloop Malcolm and Linda Robertson Murder In the Land Of Smiles (Hastings, England)

Attacks on cruisers are fortunately very rare, but if it seems like more cruisers have been attacked or murdered lately, it's true. The most recent incident was the attack on the 44-ft British sloop *Mr. Bean* in southern Thailand waters on the night of March 34, which resulted in the death of Malcolm Robertson, 64. How and why it happened is absolutely pathetic on several levels.

Robertson and his wife Linda, 57, had owned a number of coffee shops

in East Hastings, England. It had been Malcolm's lifelong dream to retire at age 50 and cruise the world. The couple had started with their dream in '98, and had made it about three-quarters of the way around the world before spending the last three years based out of Langkawi, Malaysia. They planned to sail back home later in the year and, in fact, had put out feelers for other boats to join them in a convoy for the dangerous approach to the Red Sea.

Prior to the tragic incident, the Robertsons had been making their way from Phuket to Langkawi. They stopped to spend the afternoon and evening on a mooring at Tarutao National Park off Butang Island. Unfortunately, it was off this very island where three teenage ethnic Burmese — Eksian 'Ek' Warapon, 19, Aow, 18, and Ko, 17 — had been working until three days before on a Thai fishing boat. After committing the murder

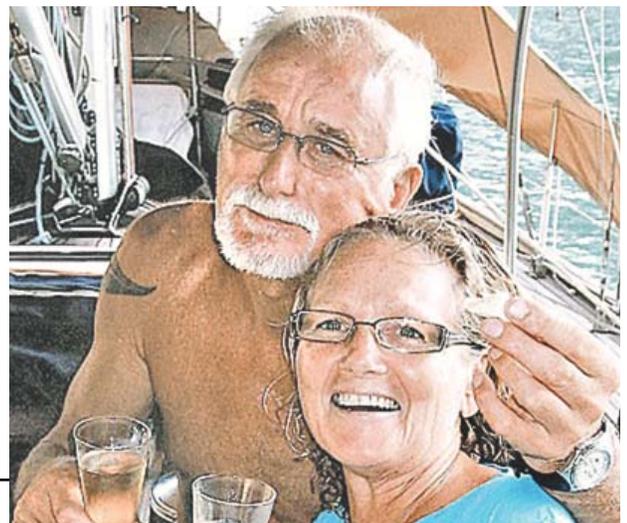
and being captured, Ek explained to several journalists, including Andrew Drummond, how — at least superficially — the tragedy came about.

Ek, who had been born in Phuket to Burmese parents, said that both his parents had been killed in a car crash when he was 14, so he, like the other two, who are Burmese immigrants, were working on a Thai fishing boat to survive. Burmese immigrants, many of whom have tried to flee the pogroms of the military junta in Myanmar — formerly Burma — are generally hated by the Thais. Indeed, human rights groups have accused the Thais of treating them terribly, often sending them away to die.

In any event, Aow and Ko said they had been in an immigration detention center when a Thai policeman sold them, for \$150 each, to an employment agent. They were put to work on *Chai 6*, a Thai fishing trawler based out of Phuket, along with Ek. Ko claimed that he'd been working on the ship for eight months with little food and no pay, during which time he'd not been allowed to go to shore. As horrible as minors being treated as all but slaves sounds, it's not uncommon in that or other parts of the world.

Having been on the *Chai 6* for months with little food or pay and made to work extremely hard, the Burmese trio noticed a light on at the ranger's office at Tarutao Park, not far from where the fishing trawler was anchored for the night. Dressed in nothing but shorts, the three swam ashore in search of food and freedom. At this time *Mr. Bean* was still on her way from Phuket, nowhere in the vicinity.

The boys made it to the ranger's office, but unfortunately discovered that **Malcolm Robertson, the victim of a senseless murder in Thailand, with his wife Linda aboard their 44-ft sloop 'Mr. Bean'.**



CHANGES

not only was nobody there, there wasn't any food either. Having been marooned on the island for two days without food, by the time the third day rolled around, they thought they were going to die. It was on that day that Malcolm and Linda showed up with *Mr. Bean* and took a mooring. Desperate, Ek said the three young men decided they would wait until dark, then swim out to the yacht and steal some food and the dinghy.

Why in the hell they didn't just swim out to the boat during the day and beg for food is not clear at all. Or just swim out and beg the Robertsons to call authorities to take them off the island. But for whatever reason they didn't, and it would cost Malcolm his life.

"At midnight," Ek said, "we swam to the yacht and climbed aboard. At first we looked for food on deck, but there was none. Then I found a hammer and decided to go downstairs to look for food. When I got below, I found a flashlight. Then I opened one door and saw a woman sleeping. I quietly shut it before she woke up. Looking around again, I found a knife that I could use to cut the line to the dinghy.

"Then I heard a cough from up front, and figured that the wife must have been sleeping in one room and the man in the other. Initially the man just turned over and didn't wake up. So I crouched down and started looking for food again. But the man turned over again, and quickly sat upright. Our eyes met. He came towards me shouting. I struck him twice with the hammer, knocking him semi-conscious. He fell down, and

The hammer and knife used to kill Malcolm Robertson, along with some stolen items including binocs, cash, and a computer.



I went straight for the ladder. The lady must have heard, because as I was going up the companionway, she came out and screamed. Showing her the knife, I shouted 'Stop!' in English. She stopped, and after making her go back in her room I tied her up."

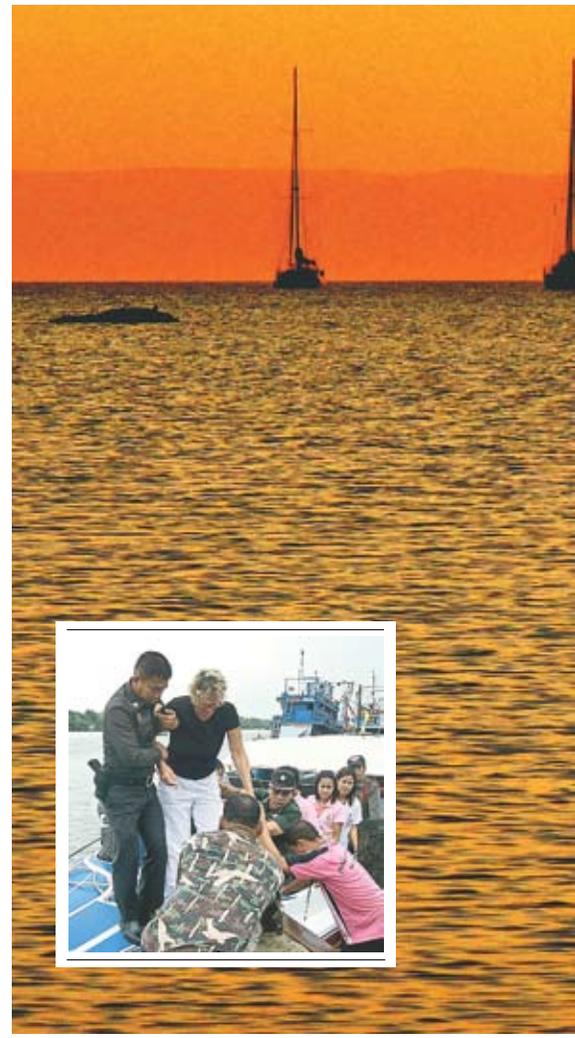
"I shouted for Ko to check to see if the man was dead. Ko said that he was not dead. I told the boy to watch the lady, then went to see the man myself. As I went in that room, he stumbled into me, sort of head-butting me. I was shocked and scared, so I hit him with the hammer three or four more times. The final blow cracked his skull, and he collapsed to the floor. Police claim that I slit his throat, too, but I just used the hammer.

"After that, we got the lady to start the boat. Then we sent her back to the room and tied her up again. We drove the boat for what seemed like only a couple of minutes before we put the engine in idle. I went down below with Aow, and we pulled the man's body up on deck, then threw him overboard. We did it because there was blood all over the boat and people would get suspicious.

"I don't know why or how I could have done it," said Ek, who readily confessed that he alone was responsible for the murder. "From then on we ate everything we could find, and decided to motor far away. After about nine hours, we got near a port, which we found out was Satun. Deciding to leave the boat, we left the woman tied up naked in her cabin, but loosened the ropes a little because she complained of the pain. Then we got into the dinghy to motor away. But it broke down about 30 yards away."

Once the trio had left, Linda Robertson managed to untie herself. Knowing the 2-hp outboard was notoriously unreliable and that only her now-dead husband could get it to run, she rushed ondeck to weigh *Mr. Bean's* anchor. The young men were already trying to paddle back to the boat, but fortunately they had only let out about 30 feet of chain. Robertson was able to get the hook up quickly and motored away.

She then motored over to some fishing boats tied up not too far away. Her yelling and gesticulations initially frightened the fishermen, so she ultimately had to jump from her boat to theirs to make them understand. They quickly called the police, who responded immediately and in force. The three young men, who had made it to

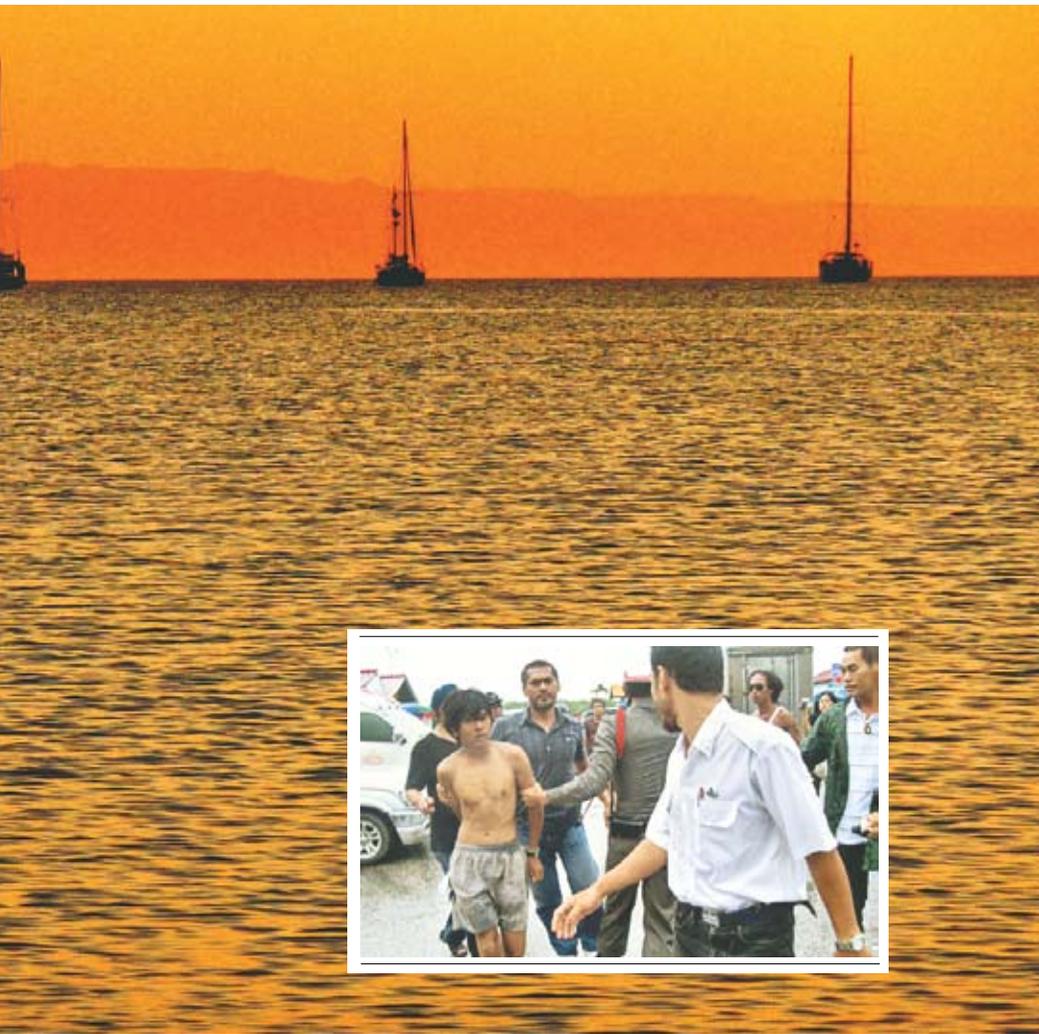


shore, were quickly picked up. Once the local Thais learned what was going on, a mob formed and tried to beat them. As mentioned before, there is a lot of bad blood between Thais and immigrants from Myanmar, made worse by the terrible refugee situation.

Ek made no bones about who was responsible for the senseless murder. "I did it, and I did it alone," he said. "First I knocked the *farang* [foreigner] down with a hammer. Then when I learned he was still alive, I hit him several times until I heard his skull crack."

In a truly unmoving coda, Ek said, "Please tell the lady that I'm sorry. I know I do not deserve to live. If I ever get out of jail, I'm going to lead a good and proper life." Wonderful.

Robertson wasn't moved by Ek's confession. "It's easy to confess to a crime when you've been caught red-handed. The youngest of the three was the only person who showed any remorse. He brought me food and drink, and stroked my feet which were in agony because



Spread; The nearly blood red sea. Inset left. The widowed Linda Robertson being helped by Thai authorities. She got tremendous support from the officials and citizens in Thailand, and blames neither for what happened. Inset right; Ek, the confessed murderer being led away by police.

they were so tightly bound. I was trussed up naked like a chicken. It was humiliating. After killing my husband, these people had a picnic aboard our boat. I could hear them laughing and joking as if they didn't have a care in the world."

Ironically, Robertson says she doesn't want any of the three to be put to death for their crimes. Ek, on the other hand, says he deserves to die. We're siding with him on this one.

"Malcolm was unique," said Linda. "He was a wonderful, caring man. He wasn't perfect by any stretch of the imagination, but we all loved him. He was a warm, kind person with a loving heart — and a bit of a temper."

When one's boat is boarded or one is being attacked, there is always a difficult strategic decision to be made — do you fight back or do you try to comply enough with the attacker's wishes so they let you live? Speaking of her deceased husband,

Robertson said, "He was not the sort of man who would just sit back and let something happen. I really wish he'd been that way. The fact that he tried to get them off the boat was a mistake."

With all respect to the grieving Mrs. Robertson, they might well have killed Malcolm anyway. Desperate people do desperate things.

The attack shocked yachties in the southern Thailand and Malaysia region. For despite their being in the Malacca Strait, which has a long history of piracy, there hasn't been a yacht attacked in the area in recent memory. Almost all yachties there usually feel safe.

Curiously, Tarutao National Park, about 15 miles off the coast of mainland Malaysia, and about 15 miles north of Langkawi,

was an area notorious for pirates during World War II. There were two prisons on the island, and the guards and the prisoners joined forces to go into the piracy business. The well-known Thai novel *The Pirates of Turatao* is based on this era. British troops eventually stopped the piracy.

"I'm trying to close my mind to the bad memories and relive my fond ones with Malcolm," said Robertson. "Malcolm was a great kidder. He had everyone convinced that Rowan Atkinson — the actor who played Mr. Bean, the very popular comedic film character in England — sent him a sizeable cheque every year for using the name Mr Bean. Of course it was tosh, but he earned a few drinks out of that one."

— *latitude 38 (based on information from multiple news sources)*

Moonshadow — Deerfoot 63

George Backhus

Looking Back At SE Asia

(Sausalito / Auckland, New Zealand)

Shortly after we arrived in Croatia last fall, we put *Moonshadow* in mothballs, so we haven't done much cruising here yet. But we plan to spend at least two months cruising the Dalmation coast this summer.

You asked for my impression of cruising in Southeast Asia, and I have to say that it was one of the highlights of my 16 years of cruising. I didn't think I would be all that interested, but I have to say that between the beauty of the area, the fascinating cultures, the wonderful people, and great food, we totally enjoyed it. We still look back on those years fondly and miss the places where we hung out.

It's been a few years since we were in Southeast Asia, but that said, I believe it has to be about the least expensive

Lord Byron called Dubrovnik 'The Pearl of the Adriatic'. With so much competition, that was quite a compliment.



MOONSHADOW

CHANGES

place to cruise these days. I don't know what Mexico is like, but when I left P.V. — many years ago — I was paying about \$800 for a 62-ft slip. When we were in a full service marina — with wifi and all the usual amenities — a few years ago, we paid \$300. I'm sure the prices have gone up since then.

We got to Southeast Asia by joining the Darwin to Kupang, Indonesia, rally. While Indonesia was beautiful and interesting, it was very hard work to cruise there. The officials are difficult to work with and corrupt, the people are poor and hassle tourists endlessly, and provisioning — even if not expensive — was a real mission.

Our next stop was the big city-state of Singapore. The prices for berths were high, but Singapore has a lot to offer the city slicker. We spent a lot of nights on the town. The good restaurants there are probably on par with the States for price, but the adult bevies were very expensive. Singapore heavily taxes sinful things such as booze, gas, tobacco and so forth. That said, a lot of bars did 2-for-1 happy hours, and we enjoyed many delicious meals at the 'hawkers' stands' all over the city. And it was only \$3 to \$5 for a main dish. The variety of food was tremendous, and this being Singapore, the hygiene was second to none.

We then headed up the Strait of Malacca to Malaysia, where life was much less intense and way less expensive. The people were great and the prices are very reasonable. We hauled in Penang for half of the quote we got for hauling in Phuket, Thailand, and were pleased with the work. Penang is an epicurean heaven, with Thai, Malay, Indian and many other cuisines all within a short walk of the marina. Marinas in Malaysia were very reasonable — if a bit rough

Backhus sees Langkawi, just a few miles from where Malcolm Robertson was murdered, as *Moonshadow's* final destination.

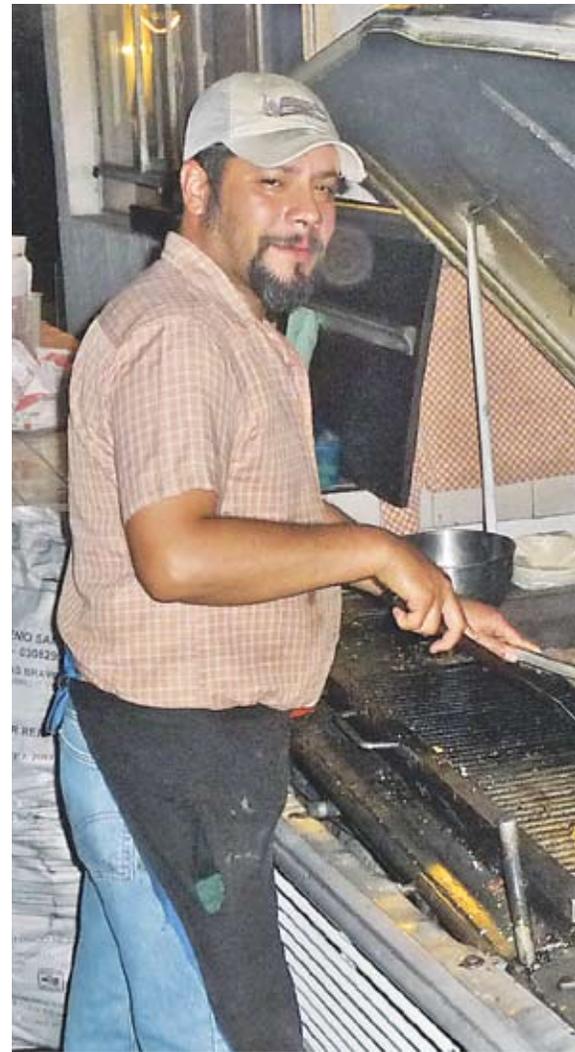
around the edges. But hey, it was part of the ambience.

We left *Moonshadow* at Langkawi, Malaysia, on numerous occasions in order to take land trips to China, Vietnam and Cambodia. I paid a minder about \$70 a month to check in on the boat and wash her weekly. We took an Intrepid Journeys tour in China because of the language issue. We spent a month in Vietnam, planning our own trip as we went, traveling by bus, train and plane from top to bottom. It was fantastic! We found clean and comfortable hotels for \$15 to \$20 a night with A/C, wi-fi and breakfast. Food in Vietnam and Cambodia is very reasonable if you eat like the locals. If you opt for the better places with a French influence, you might spend near U.S. prices. I would not recommend Vietnam by yacht, as they have no facilities to speak of.

Thailand is not much of a bargain anymore. That said, with Tesco, Carrefour, and Costco-type warehouse stores, provisioning is as good as it gets. The marinas are a bit more pricey, but first class. We rented a Suzuki Samurai for about \$240 for the month to drive around. The cities like Phuket and Bangkok were way cheesy and mostly catered to sexual tourism. We saw lots of fat old Yanks running around with 'Thaitakeaway'. We liked the small islands in Phang Nga Bay and off the west coast much better than the mainland.

For those who enjoy cocktails, Langkawi is the place to stock up. It's duty free, so everything is very inexpensive. Mt. Gay was \$11 U.S. for a quart, the same as Bombay Sapphire. We also found a good range of New Zealand wines. Provisioning was easy, and because of tourism there are plenty of decent restaurants at reasonable prices. Langkawi is a cruiser's paradise. There are lots of beautiful anchorages short distances apart, but there is also an international airport, so friends could easily connect to and from anywhere in the world. The Langkawi area was our absolute favorite!

To sum it all up, I would say Southeast Asia is the new Mexico — but it's a very long way from the States. I would recommend that people get here by a Puddle Jump and Coconut Run down to New Zealand, then enjoy a southern hemisphere



summer before continuing on.

If I have any of my portfolio left after we finish our circumnavigation, I plan to take *Moonshadow* back to Queensland, Australia, for a couple years, then head back up to Malaysia and leave her there permanently.

— george 02/05/09

Cruise Notes:

Coming home from work last night, we bought half a barbecued chicken from Whole Foods. Our feathers got a little ruffled because the somewhat scrawny half bird cost \$5.99. Whole Foods isn't nicknamed 'Whole Paycheck' for nothing, of course, but nonetheless we'd just come home from La Paz, where we'd bought plump and delicious **rotisserie chicken** at CCC for about \$4.50 USD. It's indicative of how inexpensive food can be in Mexico — even when dining out at almost everywhere but the tourist traps. Take **Bandito's**, a pleasant outdoor restaurant among the palm trees behind Marina de La Paz, where they



IN LATITUDES



NICK

Spread; A Bandito grilling under the hood of a Chevy pick-up. Inset; Overcooking tomatoes. Inexpensive food in Mexico tastes best.

cook on a grill that's been installed under the hood of a Chevy pick-up truck. Here are some sample prices: Quarter-pound hamburger — \$1.75. Club sandwich — \$3.50. Fish filet — \$8.50. Fourteen-ounce rib-eye steak dinner — \$12. Taco, burrito, or chimichanga dinner — \$4.50. It's so inexpensive to dine out in Mexico that many cruisers seldom cook aboard. Frugal cruisers have had a couple of great things going for them in Mexico this last season. First, the exchange rate between the dollar and the peso turned in the favor of gringos by up to an astonishing 40%. The second is expressed in a truism that somebody at Sea of Cortez Sailing Week — we can't remember who — came up with: The less expensive the food in Mexico, the better it tastes. Speaking of other good deals, we had to take the bus from La Paz to the airport in San Jose del Cabo via Cabo San Lucas. The bus was nothing short of luxurious,

with seats out of business class on an airplane. The three-hour trip only cost \$16.

The one cost that is headed in the wrong direction, at least in the La Paz area, is berth rates. "**Marina Palmira** in La Paz has changed hands, with the guy who built the marina, then lost it to the bank, having regained ownership," write a couple with a boat in the marina who wish to remain anonymous until they leave. "The previous harbormaster and office staff have all left, reportedly because they did not agree with the management principles of the new owner — which included being expected to work 12-hour days. In addition, the new management has become, at least in our opinion, unfriendly to cruisers. For example, they immediately raised the

rates dramatically, cancelled discount agreements announced for the summer, and are not honoring the quoted prices for those who had prepaid. Worse still, they are not returning the deposits of people who have arrived and don't want to pay the higher rates. If that wasn't bad enough, they are now charging \$1/day for water! All of this was done without notice to tenants. Trying to discuss the situation with the general manager is difficult, as he wants people to believe that he doesn't understand English. But the marina's response to most complaints is that they are a new company, and therefore agreements with the old company are no longer valid! Needless to say, lots of boats have left, and there are many open slips."

We were in La Paz shortly after the Marina Palmira ownership and policies changed, and it's true that many customers were very unhappy, and that the berth rates — which had been the lowest in town — have skyrocketed. For example, the berth fee for a 40-footer, including water and electricity, has gone up to \$738/month. Compare this with Marina de La Paz, a longtime cruiser favorite, where it's \$530/month, or Marina Costa Baja, which is much more luxurious and offers many more amenities, where it's \$745/month. Cruiser after cruiser has told us that Marina Palmira is now "half empty". What makes this so puzzling is that when we called Marina Palmira on April 18 and asked what it would cost to berth a boat for the next three months, the woman who answered was apologetic. "We might be able to find a berth for you for a day or two, but we have almost nothing in the 36- to 50-ft range." Who knows, maybe they are trying to get slips vacated in order to

Thanks to its current combination of plentiful amenities and reasonable pricing, Marina del La Paz is packed, while other marinas aren't.



MARINA DE LA PAZ

CHANGES

begin much needed maintenance. By the way, **Eduardo Corona Arballo**, the former harbormaster at Marina Palmira, says he misses all his friends, but wants everyone to know that he is the corporate dockmaster for Grupe Marinas de Baja, which has two small marinas in Cabo San Lucas, and the marina at Rocky Point.

Before anybody planning to head south freaks out about marina prices, we want to remind everyone that it's still possible to anchor right off the La Paz waterfront for free. About 100 skippers were doing it when we were there. We should also point out that berth rates for the summer in Banderas Bay, where the supply ratio is much different, are considerably less expensive. Harbormaster Raffa Alcantara at the nearly new **Riviera Nayarit Marina** reports they are charging \$552 during the summer for a 40-footer, and that Marina Paradise is just a few cents per foot less than that.

"Mexico is still a great place to cruise, and the weather is turning really nice," writes J. Mills of the San Francisco and Newport Beach-based Catalina 470 **Lo-**



LATITUDE/RICHARD

Don't want to pay for a berth in Mexico? No worries, as there is an unlimited number of places to anchor — such as off La Cruz.

caution. "At the end of the month, I will be heading north to the Conception Bay to begin a singlehanded sailing adventure. Given the poor economic times, it seems like the best of all possible strategies right now. The economy in California is so bad that I had to close up one busi-

ness, my consulting prospects are thinning out, the job market is bleak, and the stock market and political news are on a short-loop repeat cycle of fear and recession. What more can you say than "Time to go cruising!" I haven't listened to the news for four days, and I'm already sleeping better. Now if I can only figure out a way to pay for my boat. But the nice thing about regular cruising, as opposed to 'commuter cruising', is that you don't have to have a schedule and there are no time constraints. After going north into the Sea, south would be the obvious direction to go, with Costa Rica or Panama looking pretty good and doable by July. At that time I'll decide if I need to return to work or will continue on. I've always wanted to sail around the world, so why not now?"

July in **Costa Rica or Panama?** Yikes! Unless you love heat, humidity, rain and lightning, you might want to be somewhere else. Southern California or Ecuador come to mind. Indeed, a surprising number of folks who did the Ha-Ha, Banderas Bay Blast and Sea

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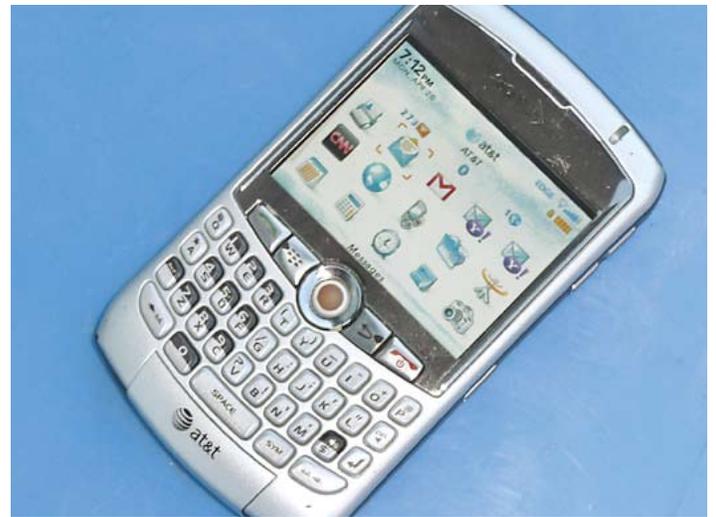
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of Cortez Sailing Week tell us they are headed back up to California for the summer to say 'hi' to family and friends, do boat projects, and then come south as part of another Ha-Ha. On the other hand, we have to agree with Mills, because for sailors interested in cruising who don't have family or job obligations in the States, now is *the* great time to cruise. Life is truly more relaxed, less expensive and more upbeat on the water south of the border. For those who have a little cash left, it's also now possible to **play the stock market** from many anchorages. For example, an investor, whose identity we're not going to reveal, trades as follows:

"I have several accounts, each with a different purpose, so I can trade wherever I am. When I'm in remote areas in Mexico, I have a full-service account with a brokerage firm and a broker who is a sailor, so she understands my situation. The account isn't large, but it provides daily quotes to my Blackberry and my OCENS satellite email program. So no matter where I am each business day, I

can pick up my quotes — which include the Dow, S&P, TSX, the dollar and about 10 companies that I follow closely. My Blackberry also has two financial news services — FOX and the Financial Times — where I can pick up headlines and additional stock quotes. It isn't a perfect scenario, but it does allow me to keep informed and take advantage of peaks and dips. For instance, right now I'm 50 kilometers east of Muertos in the Sea of Cortez, and I just bought ABX shares through my broker via my Blackberry. I also have a trading account for when I'm in port, an options account — I live off the premiums — and a general investment account. But I only use the full-service one when I'm sailing because

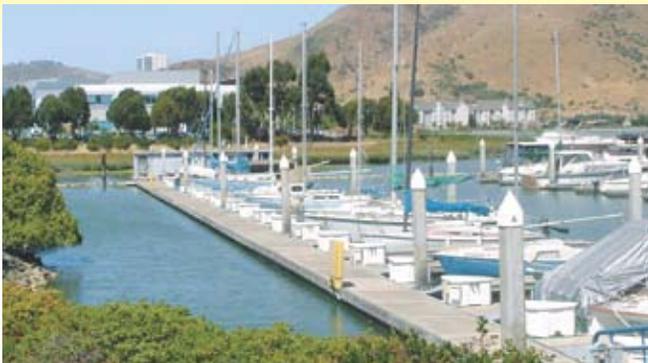


Why work when you can support yourself — ha, ha, ha — playing the market on your Blackberry from anchorages in Mexico?

this Blackberry — using Rogers/Telcel — is amazing."

Obama does the **Cuban Slide**. On April 13th, President Obama made a much-awaited announcement on policy changes with regard to Cuba. Most people we know cheered when they heard the news that he had lifted restrictions

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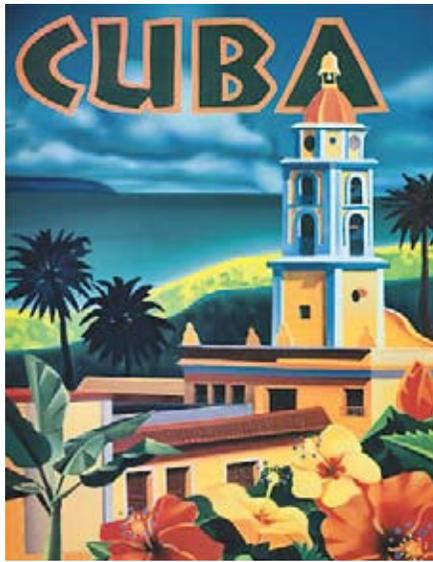
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CHANGES

on travel to Cuba. But they weren't as happy after reading how narrowly focused the lifting was. "It's time to let Cuban-Americans see their mothers and fathers, their sisters and brothers. It's time to let Cuban-American money make their families less dependent upon the Castro regime." Despite a few philosophical differences, we're generally very supportive of President Obama and think he's the right man for the job, but WTF?! The nitty-gritty is that Obama is saying unlimited visits to Cuba are to be allowed — provided that you have a relative there who is a second cousin or closer — *or live with a person who has such a relative!* So what, are we now going to see Cuban-Americans renting space in their homes just so houseguests can qualify to legally travel to Cuba? And how strange to see an African-American president, of all people, announcing that different groups of Americans have different rights. If that policy doesn't require the illegal torturing of the Constitution, we don't know what does. And how insanely ironic it is that the people of Cuba aren't allowed to leave their own country, and that Americans, "land of the free", are prohibited from



FIDEL DE ARTISTE

Cuba having been forbidden fruit for so long, people have grossly unrealistic notions of what it is really like. This poster is a blatant lie.

travelling as they wish.

Screw it, if our Leopard 45 'ti Prof-**ligate** didn't have charter obligations in the British Virgins, we'd sail her over to Cuba right now — and spend money,

thereby intentionally violating the U.S. Treasury Department's ridiculous prohibition against "trading with the enemy." For we're convinced that if push came to shove, the Obama Administration would turn a blind eye to U.S. boats sailing to Cuba — just as President Clinton did when he was in the White House and we sailed our boat to Cuba for the first time. One of the big reasons people want to go to Cuba, of course, is that they're not supposed to and they all want to be 'bad'. But a word to the wise: we think many of the people who say they'd like to go to Cuba might be disappointed. If you went looking for wilderness sailing and meeting people one-to-one in mostly rural areas, we think you'd really enjoy it. But as anyone who has been there can tell you, Cuba has literally been crumbling for decades, so it doesn't have the infrastructure for a surge of visitors, the food is largely dreadful, the service terrible and, as one tourist industry expert put it, "there are only five hotels on the entire island that would satisfy typical Americans." We're in no way saying this as a criticism of the Cuban people,

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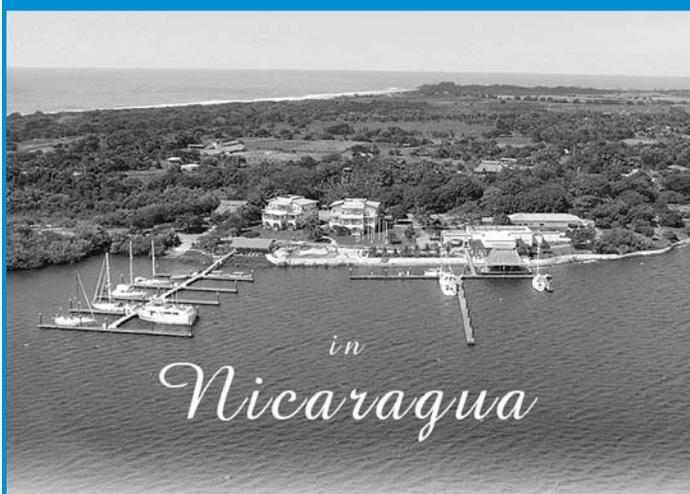
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who for more than four decades have had to live under a "Stalinist version of Caribbean caudilloism", and therefore haven't had the raw materials with which to keep their country patched together, prepare good food, and develop a tradition of service. Everybody says they want to visit Cuba before it changes. We say don't worry, it's a very large island — over 1,000-miles of coastline — so there will be "unspoiled" areas for decades to come.

"Latitude asked, so I'll answer — careening is great!" writes Steve Phillips of Southern California. "In '01, our family bought a Brown Searunner 37 trimaran in Michigan that we named **Fidgity Feet**. The tri was a fixer-upper, and we worked on her for 5.5 months in Michigan. Nonetheless, we didn't finish the fixing until we were in the Bahamas. We probably careened *Fidgity Feet* three or four times on the fine Bahamian sands in '02 to do maintenance. It sure beat doing the work in a boatyard. For nine months my wife and I cruised with our sons, who were five and eight at the time. Boy, was it ever hard to come back!"

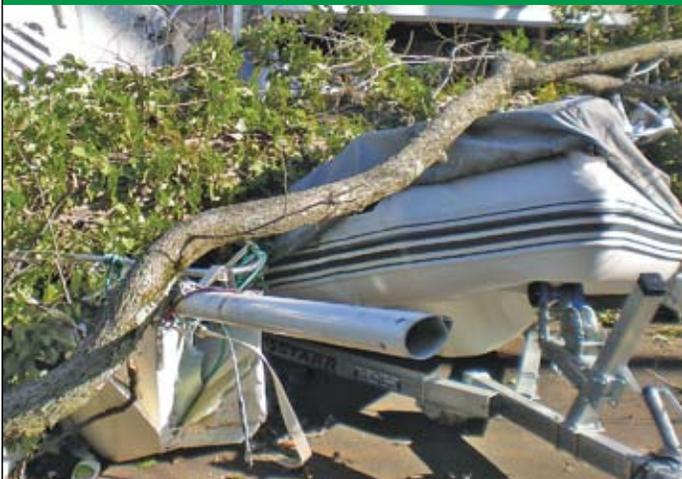
Here's a update from Scott and Cindy Stolnitz of the Marina del Rey-based Switch 51 **Beach House**, who got us started on the recent round of discussions about careenings. "We arrived back in El Salvador at 7 a.m. on the flight from L.A., having gotten about three hours sleep. We made it back to *Beach House* at 10 a.m., slept until 4 p.m., had dinner, then went back to bed. We awoke at 11 p.m. to set the anchors in the dark for our second careening, which would take place at 1 a.m. By 3 a.m. we were high and dry. We slept until 5:45 a.m., at which time we started to put on the new props. At 1 p.m., we motored off the bar. The props worked great! Once we got back to the dock, we put the crap



Steve Phillips reports that he and his family careened their Searunner 37 three or four times on the sands of the Bahamas with no problem.

away, cleaned the boat, filled the water tanks, yada, yada, yada. By then it was 8 p.m., and I was ready for my first complete night's sleep in three days. Besides, we were getting up the next morning at 6 a.m. to go the big market — which was an hour's drive each way. Our plans are to visit Nicaragua briefly, spend about

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CHANGES

three weeks in Costa Rica, then head out to Cocos Island, the Galapagos, and the Marquesas. I'm no longer a young man, but we're heading west anyway. But after this harried week, I'm surprised that we're going anywhere."

"I received the following report from friends Dave and Marcia Meyer of the Pacific Seacraft 37 yawl **Juaniata**, and thought *Latitude* readers should know about it," writes Mellisa Davids of the Berkeley-based Hylas 47 **Pura Vida**:

"3/22/09 — As pleasant as Mantanchén Bay (near San Blas) appeared at first glance, this Sunday afternoon provided a road bump to remind us to always be vigilant and aware. Friends anchored nearby dinghied over to welcome us. After dropping his wife back at their boat, our guy friend took a tour around the bay. Suddenly three jet-skis converged on his dinghy, one bumping the side tube, forcing our friend to slow and stop. Pinning him, the three jet-ski operators demanded money from him. Our friend picked up his oar and swung it like a madman, startling one jet-skier so much that he fell into the water. The



LATITUDE/RICHARD

As escape vehicles for numbskulls who have tried to rob the occupants of dinghies, jet skis leave something to be desired.

trio then took off, but not before they ran circles around the dinghy, filling it with a foot of water. Our friend was badly shaken by the incident. Multiple attempts to reach the port capitan or Mexi-

can Navy base in San Blas by VHF went without any response. Fortunately, the harbor master at the new Singlar Marina provided assistance, as he contacted the assistant port captain, who contacted authorities. Before long, three different groups of heavily armed military and police arrived to confront the culprits. Our friend, who was very satisfied with the response of the authorities, accepted the apology of the jet-ski guys and declined to press charges. The authorities remained on shore until the offenders, who were not locals, left the small fishing community. The remainder of our afternoon and evening was pleasant and quiet, as the weekend revelers slowly drifted away."

What a curious story. These guys had to be *muy loco* to: 1) try to rob a guy in a dinghy, as he would be unlikely to carry much of value, and 2) try to do it while sitting on very visible and easily traceable jet-skis. We bet a nickel they were rich Mexican punks from inland. It's been our experience that the Mexican police and military are very responsive

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to complaints by tourists. Citizens and officials in Mexico know that tourism is their number one money-maker, so they don't like it when visitors are robbed or hassled. We hang out at Punta Mita a lot, and the little military contingent there — which sometimes patrols the beach carrying automatic rifles — couldn't be nicer or more reassuring.

Since we're on the subject of cruiser safety in Mexico, we spent half the winter in Mexico between the mainland and the Sea of Cortez, and never once felt threatened. What's more, not one of the hundreds of cruisers — or land-based tourists — we spoke with felt any danger either. So far close to 7,000 people have been killed in the narco wars in Mexico. Some 6,000 of them are narco warriors who were killed by other narco warriors — the same type of drug turf-related killings that take place in Oakland and San Francisco. About 1,000 police or soldiers have been killed in Mexico. Most, but certainly not all, of these police were in the employ of one narco gang or the other, and killed by opposition narcos.

The leading cause of *gringo* death in Mexico? Car accidents — and by a huge margin.

We suppose many of you saw the wire service story about the dog, named **Sophie Tucker**, that fell overboard from a sailboat off Queensland, Australia, survived on an island alone for four months, and then was found by rangers and returned to its owners. Jan Griffith reported that after the dog had gone overboard in rough seas and disappeared, her whole family was devastated. Yet somehow the dog managed to swim five miles to St. Bees Island. Having been domesticated, the dog had a rough time of it for the four months on the uninhabited island, but



Rangers for the islands in the Sea of Cortez specifically tell cruisers not to do two things: have campfires or bring dogs ashore.

then apparently survived by eating baby feral goats. When the dog and family were reunited, they both went crazy with happiness — as you might imagine.

There are many cruisers who seem to love their dogs as much as if not more than their children. But it can cause some problems. For example, the rang-

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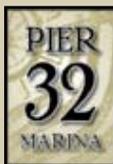
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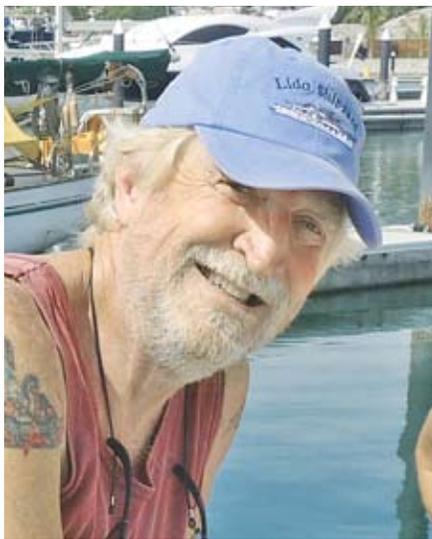
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CHANGES

ers for the Marine Reserve at Caleta Partida welcomed the Sea of Cortez Sailing Week fleet, but asked everyone to please respect two very important rules in particular for the ecological health of the island: **No BBQs and no dogs.** We'd like to say that all cruisers follow these rules, but we'd be lying if we did. Cruiser dogs on the island have the potential to become a real problem, and not just on ecological grounds. You see, the rangers spend a couple of nights a week in a little shack at Caleta Partida, and they can sure as heck see that cruisers do bring their dogs ashore. The long term fallout could be restrictions on cruisers visiting the islands. We wish we had a solution.

"This will be my last crossing of the Pacific starting from Mexico," reports Bob Bechler of the Kent, Washington-based Gulfstar 41 **Sisiutl**, who is already a veteran of three of them. But as he notes, "I've previously said that I wouldn't do another one after the first three, and here I go again." Bob and his new wife Carylina plan on crossing to French Polynesia, and later to the



LATITUDE/NICK

Bob Bechler and his Gulfstar 41 'Sisiutl' have done three Puddle Jumps. His new wife Carylina has joined them for a fourth.

Marshall Islands. They'll see where the future takes them from there. "Wherever we go, *Latitude* will be our companion," they say.

Sometimes readers in Mexico, the

South Pacific, the Caribbean and other far off places complain that they aren't always able to get copies of *Latitude*. We tell them they can, because every issue of *Latitude*, in magazine form — and in brilliant color — is available free online. All you have to do is get a good internet connection, go to www.Latitude38.com and look for the download instructions on our home page. But online isn't good enough for some people. Unfortunately, we can't have unlimited free distribution all over the world because it's prohibitively expensive. One partial solution is for boatowners back in the States, who are about to return to their boats in Bongo Bongo, to pick up a handful to share with fellow cruisers in Bongo Bongo. Not only with the recipients of the magazines in Bongo Bongo thank you — perhaps with a sundowner or more — but you'll become part of *Latitude 38* distribution history. *Gracias, merci, etc.*

No matter where you cruise, we want to hear from you, so send us your brief email reports, hopefully accompanied by a couple of high resolution photos.

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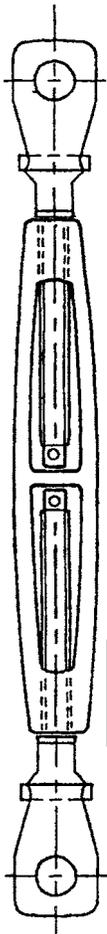


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22-FT MULL POCKET ROCKET, 1989. New mast, rigging, sails, 2004. All new paint 2008. Self-tailers, self-tacking hardware, instruments, trailer. \$15,075. Extras. More info/pics: www.gorgesat.com/rocketboat. Hood River, OR. (541) 386-2037 or (541) 490-3119 or email: gorgerocket@earthlink.net.

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25 TO 28 FEET

CATALINA 27, 1973. Very nice sailing boat. Settee model, sleeps 6, 6'2" double bed, all newly recovered cushions. Sails are in good condition. Newer Johnson 9.9 outboard, electric start with alternator, runs perfect. Alameda. \$2,900/obo. (408) 378-3700.

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SANTANA 525, 1977. New in 2009: rigging, cushions, bottom paint, 110%, 155% in 2003, main and Honda outboard in 2002. 2 spinnakers and extra jibs and trailer. Can be viewed at Folsom Lake Marina, slip A-33. \$6,500. Call Gene (916) 871-6757.

25-FT INTERNATIONAL FOLKBOAT, 1978 by Marieholm, Sweden. Professionally maintained, very good condition. Mainsail, roller furling jib, dodger, halyards led aft. Epoxy blister barrier. 10-hp Volvo inboard, new exhaust. Many extras, beautiful Bay boat, reluctant sale. Transferable Sausalito slip. \$7,500. (415) 307-9206.



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J/27, 1986. San Rafael, CA. \$16,000/obo. Sleek sport boat for club racing, day sailing, overnighters. Excellent condition. Balanced, nimble, points high, PHRF 120. Numerous sails, extras. For specs/photos call (415) 456-2397 or portobello40@earthlink.net.

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CATALINA 27, 1973. Alameda. \$2,900/obo. Very nice sailing boat. Settee model, sleeps 6, 6'2" double bed, all newly recovered cushions. Sails are in good condition. All original. Newer Johnson 9.9 outboard, electric start with alternator, runs perfect. (408) 378-3700.



ANTRIM 27, 1999. Sausalito. \$50,000. E.T. for sale. Spectacular PacCup performer: Top 10 Overall in 2000, 2002, 2006, 2008. With all Category 1 ocean gear \$50,000; without ocean gear \$45,000. Call (415) 460-6248 or todhdhedin@prodigy.net.

29 TO 31 FEET

30-FT CAPE DORY CUTTER. Well maintained. Recent E80 radar, Variprop, new upholstery and cushions. A sweet sailing boat and easy to singlehand. \$42,000. Lots of pictures at website: <http://cd-30.blogspot.com>. (510) 910-2099.

CAL 2-29, 1978. Yanmar FWC diesel, under 250 hours. Wheel. Both hank-on and roller furling jibs. Teak interior. Pressure water. New LPG stainless stove/oven, wiring, VHF radio, all pumps, head and holding tank plumbing, cushions. Sleeps 6. \$12,000. (707) 665-0929.



CAPE GEORGE 31 CUTTER, 1992. This CG is one of the finest examples of a yard-completed Cape George 31 in existence. Launched in 1992, carefully maintained, well equipped for extended cruising. Interior layout features laminated Port Orford cedar beams, trim with teak cabinets. Double berth forward, enclosed head with shower, settee-berths amidships, overhead skylight. Aft galley to starboard, nav station to port. Cockpit has two large cockpit lockers, 1 propane locker and 1 lazarette locker. New engine, radar, Trinka dinghy, running backstays, downwind pole, windlass, AGM batteries, Force 10 stove, BBQ, boom gallows, windvane, SSB, VHF, new thru-hulls/seacocks, etc. Vessel in Port Townsend, WA. www.capegeorgecutters.com/brokerage/ (360) 385-3412 or cgmw@olympus.net.

CAPO 30. A great racer/cruiser designed by Carl Schumacher. 11 sails, Yanmar 2GM, full headroom with 2-burner stove/oven. This boat is extremely well built, fast for its rating and is great to cruise. \$34,000. Pacific.Mariner@rocketmail.com or (805) 509-7897.

CAPE DORY 30, 1978. Cottonwood, CA \$27,000. New bottom. New paint on mast and boom. New mast lights. New running rigging. Removed fuel and water tanks, cleaned, replumbed. Pressure water. Rack and pinion steering. Beautiful teak inside and out. MD7A Aries windvane. Windlass. Charming wood heater. On 3-axle trailer included. (530) 347-6126 or (530) 524-7821 or havens38@aol.com.

30-FT S2 9.2M, 1978. Monterey Harbor. \$19,500. In transferable slip in the public marina. Nice boat, ready to sail, easy to singlehand. Call for more info: (707) 342-2280.



NEWPORT 30 Mk II, 1981. 16-hp Universal diesel, new upholstery, Norcold refrigerator, Bose surround sound, flat screen TV, full suspended cover, and lifelines. New bottom paint in 2003, transferable slip in northern Sausalito marina, great liveaboard with approval from harbor-master. \$12,500. (415) 286-6523 or email: sal@pacdigital.com.

CATALINA 30, 1979. New diesel engine, 300 hours. New main and mast. Inflatable dinghy and 2.5-hp Yamaha outboard. Tabernacle. Santa Cruz Harbor, \$21,000. (415) 215-4841 or (510) 558-1738 or rupert47@sbcglobal.net.

LANCER, 30 1985. Alameda. \$8,000/obo. *Das Boot*. C&C hull. Yanmar engine, Isomate rigging, wheel steering. Decent condition but needs some light electrical and cosmetic work. Original owner. Hardly used last 5 years. (925) 389-1418 or tsmeier@sbcglobal.net.



NIAGARA 31 SLOOP, 1981. \$23,000. Light/medium weight cruiser by Hinterhoeller. German Frers/Mark Ellis design. Fin keel/spade rudder. Rod rigging and 30" wheel. Double slab reefing. Volvo MD7A Diesel, 1000 hours. 9 Bariant winches. Rigged for single handing. Generally good condition. Includes 35' S.F. Gashouse Cove slip with lee-side dock. Present owner will pay berth transfer fee. Owner has moved out of state. Call Mike (503) 282-5702.

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ISLANDER BAHAMA 30, 1979. Great Bay and Delta boat. Sleeps 5. Diesel engine, knotmeter, depthfinder, Harken roller furler, nice interior. Clipper Marina, Sausalito. \$15,000. Call Dennis (415) 388-5780.



ERICSON 30+, 1985. PURSUIT is the perfect Lake Tahoe sailboat in excellent condition. She has a great dodger, new lifelines, and all matching covers. Cockpit cushions. Two good working mains with the genoa on a Schaeffer 1100 furler. New halyards. Wheel steering with ST4000 autopilot. Four oversize self-tailing winches. All lines led aft. Two anchors with primary on 30' of chain. M18 Universal diesel with only 900 hours. Pursuit has a nice teak interior with plush blue cushions. Two new batteries and water system pump. Portable alcohol stove and stern gas BBQ. Boat is currently on stands under winter cover at Obexers, Homewood, CA. Spring commissioning in May. \$25,000. (775) 848-9284 (pls lv msg).

TARTAN 30, 1978. \$19,500/obo. Well maintained, classic Sparkman & Stephens design with good Atomic 4 engine, dodger, furler, BBQ and many extras. Call (510) 864-9880 or ejwoollett@aol.com.



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32 TO 35 FEET

J/33, 1988. Well maintained, many recent upgrades, near new main/jib, lifelines, standing rigging, boom, other. Volvo diesel. PHRF 81. South Beach Harbor, slip E-14. \$25,000/obo. Randy (415) 552-6246.



HUNTER VISION 32, 1994. Alameda \$44,500. (Sistership pictured.) Unstayed mast, new sails, full-battened main, roller furling. 27-hp Yanmar diesel, electric winch on cabin top, radar, autopilot, GPS, DVD player, instruments. Walk-thru transom with boarding ladder, new dodger, bimini, refrigeration, stove, oven, microwave, inverter, hot/cold pressure water with shower. Fabulous interior with great lighting and visibility, separate owner's cabin. Easy to sail with rigid vang, wheel steering. Free sailing lesson included. Rare to market, last year of production. (435) 216-6655.

ARIES 32, 1976. San Rafael. Terrific chance to own a cruising boat at a fraction of the normal cost. Aries 32s have cruised all over the world. For a recent example see *Latitude 38* Nov. 2008. *Aspasia* is in need of an owner who will finish several projects. Equipment: Yanmar diesel new 1999, about 300 hours; new mast, spreaders, boom, standing rigging; like-new sails; new wiring; interior partially repainted/varnished. Must sell, accepting reasonable offers. www.cyberwind.com/Aspasia/ (707) 217-3587 or aspasia@cyberwind.com.



31-FT ULDB BLOOM COUNTY. \$25,000/obo. Custom designed for local ocean racing. 99 PHRF. Turnkey racing program, strong record of safety and success, completely ready for this summer's coastal races. Planning design routinely in high teens off the wind. Great interior with galley, sleeps and feeds five. Great sail inventory, main and jibs post-2006 carbon. Recent professional standing rig / running rig / deck layout job. Always dry-sailed, full Sunbrella cover, good road trailer (upwind deliveries at 55 mph). (650) 560-9871 or tbasso65@gmail.com.

30-FT OLSON 911SE, 1989. \$35,000/obo. Great performing 30-ft racer/cruiser. Universal 3-cylinder diesel, Harken roller furler, Martec folding prop, 2 sets of sails, 2 spinnakers, 5'10" standing headroom. We've moved too far away. Call (831) 726-7188 or billchar1@aol.com.

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COLUMBIA 5.5 METER, 1961. Fully restored with dual-axle trailer. New paint hull/bottom. Great one design racing, 3rd place tie last nationals. Priced to sell, \$10,000. Call evenings (925) 253-9049.

IRWIN 34, 1980 in San Carlos, Sonora, Mexico. Strong-running Yanmar diesel, Aries windvane, good sails, wheel steering, hand-held GPS, charts, new bottom paint. Easy to sail. A nice, cozy liveaboard for two for \$12,000. Might trade for motorhome. (510) 882-0610.

OFFSHORE ONE DESIGN 34, 1980. Price reduced. Doug Peterson design, Jeremy Rodgers construction. Excellent condition. Carefully maintained and improved with many recent upgrades. Exceptional value at \$34,900. Call for more information: (415) 552-0860. Photos and details at: <http://yacht.milagro.googlepages.com/home>.



VALIANT 32 CUTTER, 1980. \$60,000. Roller furling jib, 3-cylinder Universal diesel, 3 anchors and all-chain rode, windvane, radar, autopilot, SSB and VHF radios, 6-man liferaft, hot water, propane stove with oven. Includes a dodger and large solar panel that were removed for cruising. Proven bluewater cruiser, just back from Hawaii. Moving to a smaller boat. Currently docked in SF. Call (415) 601-5666.



J/BOATS J/100, 2005. Fast, fun, ultimate singlehander. Extensively equipped with B&G instruments/autopilot. Furuno GPS, electric halyard winch, jib boom. Thoughtfully and thoroughly rigged for easy handling. Meticulously maintained. \$124,900. Contact Steve for detailed specs and pictures. (415) 931-7983 or SteveR.sf@gmail.com.

COLUMBIA 5.5 METER, 1965. Hull 37, good condition, black hull, gray deck, faired bottom. Ballenger mast, Keller boom, Vang-Master vang. Excellent main, 2 jibs, 2 spinnakers. Lots of stuff. Like-new Trailrite single-axle trailer. \$4,000. Located in Santa Cruz. (831) 419-6004 or mike_schweyer@hotmail.com.

ERICSON 32, 1974. Redwood City. \$18,500. Beta Marine, 220 hours. Alpha3000 autopilot, Horizon depth and knotmeter. Good main with 3 reefs, good storm jib, new UK tapedrive 100 and 125% Ballenger boom, Schaefer roller furling, Harken 2-speed self-tailing winches, mast-top strobe, dodger, singlehanded TransPac vet. Call (650) 575-2466 or PatTuna22@aol.com.



WESTSAIL 32, 1977. Very clean and well maintained. Outfitted for cruising. Excellent liveaboard. 80 gal. fuel. 80 gal. water. Dual Racors. Radar. Aries windvane. Inflatable dinghy with outboard. Documented. Located San Rafael. \$48,500. Call (415) 729-6127.

PEARSON 32 RACER/CRUISER, 1979. Alameda. Fast, easily singlehanded boat for couple. Featured in August 2007 *Practical Sailor*. 1,250 hours on original M-15 Universal diesel. Gear, vintage 1995: Autopilot, digital depthfinder and gauge, gennaker, Harken furler, Navtek backstay adjuster, Hall Spars Quik Vang, Furuno radar, 25w marine radio. New: 19-gallon aluminum fuel tank and electric fuel pump, 2002. Documentation: All original manuals, surveys, maintenance, diving, haul records since my 1995 purchase. \$23,000 or best reasonable offer. (510) 525-2754.

SAN JUAN 34, 1984. Very few built. Fast cruiser, excellent condition. 6' headroom, galley, sleeps six, rod rigging. Roller furling headsail, 150% genoa, main, working jib, in good condition. 3GMD Yanmar, Achilles dinghy, large bimini. Price reduced: \$39,000. Call (510) 420-8956 or email: nino@access-print.com.

32-FT COLUMBIA 5.5 METER. This Columbia 5.5 meter sailboat has been refinished to make it a competitive boat. It has current sails (main, jib, and spinnaker), a refinished/repainted interior, new rigging, new cleats, new adjustments, new bottom (super fair carbon anti-foul), new lines, remotely adjustable jib leads, topsides polished, wire hoisting slings, new complete boat cover (\$2,500). Freshly painted. Sails in great shape, adjustable twings, new boom kicker, double outhauls, up and down spinnaker pole car (adjustable from cockpit), 6-year-old Ballenger anodized black mast and boom, freshly varnished toerail, new control console, repositioned and new topping and down guy lines, fresh Barient #3 and #4 (aft) winches, Spectra tapered spinnaker sheets. SF Marina. \$6,500. (415) 244-5422 or cmtozzi@sbcglobal.net.

1D35, 1998. \$75,000. Fast Grand Prix in great shape. 2007-08 racing Quantum/North sails, 26 bags of sails total, extra running gear. Engine professionally maintained. Carbon fiber mast recently reconditioned and painted. Lots of gear. Full boat cover. Call (415) 640-0514.

ERICSON 34, 1986. Berkeley. \$56,500. Cruiser and fast sailboat in excellent condition. Roller furling jib, spinnaker, autopilot, chartplotter, dodger, beautiful interior, refrigeration, extensive DC/AGM upgrade 2008. Universal diesel, much more. Berkeley slip. Detailed specs and pictures: www.ericson34.info. Call (510) 717-5693 or jdeboersf@yahoo.com.



32-FT C&C 99, 2001. Alameda. \$84,900. Fast, fun, great singlehander, racer/cruiser. A/P, GPS plotter, knot/depth/temp, VHF, stereo, stove, folding prop. Price reduced to \$84,500 for quick sale. For details of this exciting design go to: www.ccyachts.com. (916) 933-4079 or (916) 719-4160 or hjnorris@pacbell.net.

CATALINA 34, 1989. Vallejo. \$57,000. Hull #877. Boat is in incredible like-new condition with many upgrades. One owner. Hood sails, full batten main, 95% and 140%. Universal XP25 diesel. Full cruising equipment including West Marine Inflatable. Data Marine Link 5000 electronics. Great Bay and cruising boat with Euro-designed interior featuring two separate cabins with aft head. Large active fleet. Bottom done in March 2009 with survey. Call Greg (530) 621-1155 or bast34@zetabb.com.

SANTANA 35. \$27,000/obo. Prepped for '08 Pacific Cup, didn't go. Too much new gear to list, eg wheel, upgraded mast for mast head spinnaker. All sails very good, 4 spinnakers, 4 headsails, main. No blisters. More info/pics available. (415) 924-2463 or jrolien@comcast.net.



COLUMBIA 33, 1964. Alameda Marina. \$15,000. Reinstalled, all new from electronics to batteries, from a new gasoline tank to navigation lights, blowers, solenoid control for propane tank. Repainted completely inside and out; that includes bottom priming and painting. Call (707) 704-9809. See: www.marinelectronic.webs.com/columbia33onsale.htm.

CAL 34 Mk III, 1977. Emeryville. \$28,000. New bottom, diesel mounts, new dripless stuffing box, wheel steering, good sails, 55 gal SS fuel, holding tank, lots more. Solid Lapworth design, easy to sail on bay or cruise. See: <home.comcast.net/~lewiswan1> (510) 962-6122 or sailingman40@gmail.com.

J/105, AQUAVITIS FOR SALE. \$92,500. Fastest 105 on the Bay. Season champion 2007. Number 103 (pre-SCRIM). Excellent sail inventory. Professionally faired bottom. A steal for \$92,500. Willing to help new owner get up to speed. (415) 302-8926.

COLUMBIA 35, 1980. Brickyard Cove. \$31,000. Recently serviced 22-hp Yanmar diesel, good main and jib, dodger, bimini, radar, VHF, Loran, etc. Shower, hot and cold pressure water, large interior, teak and holly sole, good condition, extra gear and sails, great liveaboard. Call Dan (530) 752-7031 (day) or (530) 753-0270 (eve).

36 TO 39 FEET

INGRID 38 BLUEWATER KETCH, 1976 Colin Archer/Wm. Atkins design. Built in Port Townsend. Yanmar diesel, vane, furling, radar. Extra stout, solid, glass double-ended cruiser. *Hyperion* has sailed to Alaska and Hawaii. Best offer over \$52,000. (415) 332-6585 or (562) 899-0774.

FREYA 39, #4, 1977. Plywood deck, glass over. One owner. Serious, quick, ocean-going boat, 2 autopilots, Aries, Profurl, complete ground/antenna/power set-up for SSB, mast well-repaired after break. Recent survey. Yanmar 3 cyl, 2,000+ hours. Used sails. \$54,500. Call (925) 522-1353 or crowellam@hotmail.com.



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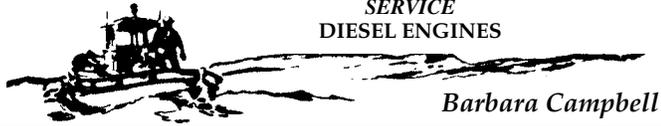
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ISLANDER 36, 1983. Silver Shadow. Excellent condition. New Doyle StackPac main and roller furling jib. Radar, SSB, CNG, pressure H/C water system. A.P., Pathfinder diesel, hard dodger, 6 and 12 volt batteries. Many extras. \$49,900. (209) 957-3361.



38-FT SLOOP, 1970. Monterey, CA. Asking \$24,000/obo. Sparkman & Stephens-designed, Canadian-built Hughes. Sails well, has new diesel inboard engine. (831) 915-4984.

FREYA 39 IN STEEL, 1974. Oxnard, CA. \$39,000/obo. Freya Halvorsen 39 steel sloop. Insulated, Rebuilt 85-hp Ford diesel. Autopilot, radar, GPS, fridge, shower, hot water. Hood roller furling, hydraulic windlass, sounder, dodger, refurbished aluminum mast/boom. 8-ft dinghy. (805) 200-6089 or train69@hotmail.com.



ISLANDER 36, 1977. \$56,000. This exceptional Islander 36 just returned from a season of cruising Mexico and is ready to go again. New sails, new standing rigging, new Kyocera solar, new Delta and CQR ground tackle. Monitor windvane, 2 Navco autopilots, Furuno radar, Yanmar diesel, propane BBQ. Liferaft, EPIRB, Achilles dinghy, Mercury 5 hp, Garhauer outboard hoist. Teak/holly sole, Crittendon Roth head, updated interior. Much more. Beautiful inside and out. Excellent condition, needs nothing. Safe, fast and fun. See: www.hurulu.com. (415) 370-5060 or nathan@venturearchetypes.com.

KETTENBURG 38. Three boats for sale. If you are looking for a classic, we have three in various states of renovation. Two in the water, one on the renovation site. Call for more details. (916) 847-9064 or (415) 518-3914. www.saik38.com.

36-FT SABRE 362, 1998. Built in Maine, this blue-hull beauty is waiting for adventure. Autopilot, shallow draft keel, lightly used spinnaker and new main, newer standing rigging. Recently painted hull and topsides. \$155,000. (925) 766-2205 or dan@deltaexcavating.net.



STEPHENS 38 FARALLONE CLIPPER, 1957. This is a rare opportunity to own a 1957 vintage wood sloop that has been well maintained since new by just three owners. The mahogany/oak, bronze-fastened hull is sound, recent sails are in great shape, and a reconditioned 30-hp Universal/Kubota diesel was installed in 2008. This beautiful classic vessel looks great and is a joy to sail. www.yachtworld.com/boats/1957/Stephens-Farallone-Clipper-Sloop-2015369/Oakland/CA/United-States/ (925) 876-9183.



MARINER 36, 1975. This is the boat to take you anywhere – now. Turnkey, capable, comfortable cruiser. Moves in light air. CA-built Clair Oberly design. Fiberglass hull (insulated) and decks, aluminum masts. I have completely rebuilt her. New: Vetus 42-hp engine, wiring with custom panel, plumbing, GPS, VHF, depth, autopilot, fridge, Princess oven/stove, Wallas forced-air diesel heater, Lewmar power windlass, sails, 2 solar panels, Air-X windgen, ProFurl, rigging, Lewmar portlights, large flat-screen TV, nesting dinghy, hard dodger, cockpit enclosure, etc. Everything new since 2004/05. 90 gal water/70 gal fuel. Astoria, OR. Can deliver anywhere West Coast (BC & Mexico). \$55,000/obo. (503) 440-0019.

ISLANDER 36, 1977. Perkins 4-108, new rigging 2002, 2 self-tailing Harken 44s, 2 self-tailing Barlow 25s. Dodger, covers, holding tank, macerator, propane stove/oven, radar, chartplotter, VHF, bowroller, 2 anchors/chain and rode, carpets/curtains, Avon/ob. Alameda Marina #204. \$47,500/obo or will trade up for larger boat with aft cabin, trade plus cash. Arnie (415) 999-6751 (cell) or (415) 383-9180 or arnoldgallegos@comcast.net.



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37-FT APACHE & SLIP LEASE, 1967. Pier 39, SF. \$18,000. Gas engine needs work, good sails including jib, full galley, head and shower, sleeps 6. \$18,000/ negotiable. For pictures and appointments call Jim (209) 786-6001 or jbothwell@hotmail.com.

36-FT PEARSON 365 KETCH, 1977. Alameda. \$55,000/obo. Beautiful live-aboard. 40-hp Westerbeke diesel. 3 new sails. 2005: Standing rigging, refrigeration, entertainment and electronic systems. Inflatable rigid bottom. Much more. (925) 457-4957 or sailonchap@yahoo.com.

RAFIKI 37. Good condition. Cutter rig, new electrical, running rigging and fuel tanks, new LPU and brightwork. Sound engine. Needs new cushions. \$49,500. Tom (510) 287-0456 or (510) 799-1712.

40 TO 50 FEET

SPARKMAN & STEPHENS 43. Corten steel custom cutter by Olin Stephens. Built by Bechtel for Pan American World Airways. Unique canoe stern, center cockpit, aft cabin, Perkins diesel. View *Panam* behind San Rafael Yacht Harbor office. \$88,000/obo. (562) 899-0774 or (415) 332-7245.



SAGA 43, 1998. \$199,000. Fast cruising yacht by Robert Perry. Singlehanded TransPac x 2. First to finish displacement boat 2000. Fully equipped to cruise the world, or for PacCup, Singlehanded TransPac, or VicMaui. *Practical Sailor* reviewed this boat. (530) 885-8557.



47-FT CUSTOM FIBERGLASS CUTTER, 2004. Bluewater high-latitude cruising sailboat. Two helms, one enclosed. Sleeps six, premium equipment, electronics, 85-hp diesel, 4.2kw generator, workshop, 200+ fuel and water, refrigeration, washing machine, insulated. \$525,000. Pictures: www.hyssop.com/boat/ Coos Bay, OR. (541) 888-5688.

41-FT ISLANDER FREEPORT. San Carlos, Mexico. \$55,000. Incredible boat at a good price. Everything a Freeport fan could want. Including roller furling on 4 sails. Too much to list. See: www.freeport41.com. (720) 221-8295.



CAL 2-46 KETCH, 1974. Open-interior cruiser, Lapworth design. 2 staterooms/heads, engine room/shop, heavy custom dodger. Upgrades: shaft, propeller, E120 radar/chartplotter, VHF, Schaefer furler, dual Racor filters, upholstery, Force 10 stove, dinghy, 9.9 Merc and more. \$64,900/obo. Info/pictures: www.StillCrazySailing.com. (831) 708-2144 or (831) 601-6249.

KELLY-PETERSON 44, 1978. One of the nicest cruising boats. Center cockpit, aft cabin, with new upgrade diesel 4-169. Bottom job two years ago, no blisters. Needs finishing. \$89,000/obo. (408) 378-3700.

MORGAN 41 CLASSIC, 1991. San Carlos, Sonora, Mexico. Primo condition. Center cockpit, ideal cruising layout. Extensive equipment list. Set up for and currently cruising Mexico. Great living accommodations. Inspect in San Carlos. \$98,000. See website for equipment list and photos: <http://sailboatvagari.blogspot.com>. Email: stanstrebj@gmail.com.



44-FT TARTAN 4400, 2004. Hull #1 of Tartan's newest deck salon. Electric winches, Vacuflush heads, full batten main, roller genoa, cruising spinnaker. Espar central heat, bow thruster. Kato davits, Caribe inflatable. Only 170 hours on diesel engine. New condition. \$475,000. (530) 318-0730 or amgjohn@sbcglobal.net.

NAUTOR'S SWAN 43, 1969. Coos Bay, OR. \$55,000. Nautor Swan/Palmer Johnson 43, built 1969 in Finland by Nautor, upgraded over the years. 14 Barent/Barlow winches, old sails. Requires refit and cosmetic work. Lying in dry dock for easy inspection. Email for specs and photographs. Please serious inquiries only. (541) 269-7524 or (916) 295-8525 or rjtesq@northcoast.com.

SAMSON 40 CUTTER, 1980. Richmond, CA \$32,000. Recently back from Mexico. Strong vessel, nice interior, newer sails and rigging, Dutchman flaking, roller furling, autopilot, refrigeration, shower. Double bunk forward with 2 pilot berths aft. Volvo diesel. www.svpatriarch.com. (707) 961-2080 or rich@svpatriarch.com.

CAL 40, 1966. #64, Yanmar 3-cylinder, roller furling, companion dodger, full cover, propane galley, forced air heat, Autohelm, VHF, WS/WD, GPS, KM, DS, teak and holly cabin sole, bronze portlights. A special boat. Seattle. (425) 649-9167 or (206) 963-8198.



CATALINA 42 Mk I, 1995. 2 cabins, fin keel, upgraded new rudder, clean survey 2 years ago. Shows pride in ownership, Now located in Ventura, CA. \$115,000/obo. Extensive list of equipment and upgrades, new dodger, new full batten mainsail still in bag, dinghy and motor, extra fuel capacity, elect. heads. Contact info for questions, complete inventory list and pictures: (805) 373-0166 or (805) 732-9234 or dab.fd@roadrunner.com.



HUNTER PASSAGE 42, 1994. Proven center-cockpit cruiser, excellent performance with maximum comfort. Spacious master cabin aft with centerline queen, large 2nd cabin forward, 2 heads, central heat and air. Re-rigged for cruising in 2005 with new Schaefer furler, standing rigging, removable inner forestay, trysail track and more. Two-speed self-tailers (1 electric; 5 manual), genset, inverter, autopilot, chartplotter, radar. Bottom paint, new strut and dripless shaft seal 9/08. \$144,900. For complete details: (916) 485-9766 or sailtime@jps.net.

48-FT MAPLELEAF. San Carlos, Mexico. \$110,000. Major refit of all cosmetics and systems. Too much to list here. Great cruiser/liveaboard. Would consider smaller boat trade. For pictures and details, visit website: www.captfht2.com. (720) 221-8295 or captfht2@captfht2.com.



VALIANT 40, 1988. San Carlos, Sonora, MX. \$110,000. Texas-built, non-blisters V40, only 30 or so built. On the hard in MX, can be shipped north by truck, sailed to La Paz and catch Dockwiler or sailed away to ? (520) 572-1470 or bluechablis@comcast.net.



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SLOCUM 43 PILOTHOUSE, 1987. Alameda. \$159,000. The Slocum Pilot House has a lot more character than the others. The cockpit is a large, comfortable berth. The cockpit and new 76-hp Volvo diesel engine installed 1997. Sails in excellent condition. Call owner.



BENETEAU 423, 2003. \$184,500/obo. Excellent condition, deep keel, 2br/2ba, color GPS, Raymarine instruments, LINK 1000 inverter, MaxProp, engine under 200 hours, 2nd anchor, EPIRB, dodger, new batteries. Service/bottom paint 3/09. Can email pics: hcben88@gmail.com.

KELLY-PETERSON 44, 1978. \$89,000/obo. One of the nicest cruising boats. Center cockpit, aft cabin, with new upgrade diesel 4-169. Bottom job two years ago, no blisters. Original non-skid. No teak decks. Optional mast furling mainsail. Needs finishing. (408) 378-3700.



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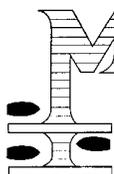
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HYLAS 44, 1989. Napa, CA. \$160,000. Price reduced \$10,000 for quick sale. This well-equipped and beautiful boat needs a new owner. I've got too many boats. Call or email for complete specs and pictures. (707) 253-9147 or caladesi@pacbell.net.



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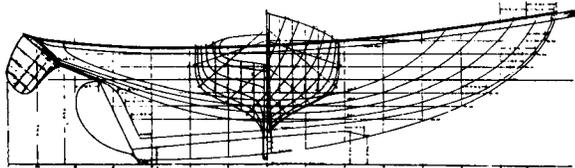
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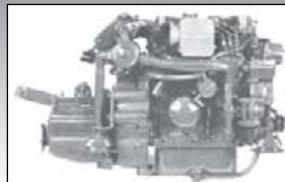
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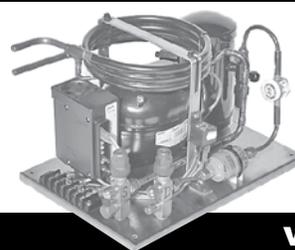
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51	Morgan Out Island	1981	149,000
50	Shannon aft cockpit ketch	1982	400,000
50	Hudson pilothouse ketch	1979	69,000
50	Kettenberg sloop	1962	128,000
48	Kennedy / Maple Leaf	1989	TBA
46	Hunter 460 cutter sloop	2000	235,000
46	Morgan 462 CC ketch	1981	84,900
46	Denmark steel ketch	1966	69,900
45	Island Trader CC cutter ketch	1979	139,900
44	Hylas sloop	1991	SOLD
44	Peterson KP44 cutter	1978	82,000
43	Beneteau Oceanis 430	1989	TBA
43	Spindrift PH	1981	124,000
42	Johnson trimaran	1987	175,000
42	Whitby ketch	1975	140,000
41	Cooper US 42 PH	1981	78,000
41	Morgan OI 415 ketch	1979	69,900
41	Ta Chiao CT ketch	1977	120,000
41	Seawind cutter sloop	1977	39,900
41	Tartan TOCK	1976	86,000
41	Formosa Yankee Clipper	1974	92,500
41	Morgan 414 ketch	1974	42,500
41	CT ketch	1973	49,900
41	Tartan sloop	1973	75,000
40	Piver Victress trimaran	1965	35,000
39	Fortuna Island Spirit 401 cat	2005	369,000

39	Roberts cutter	1997	118,000
39	Cal	1980	74,900
39	Cross trimaran	1979	49,765
38	Fontaine Pajot catamaran	1995	174,500
38	Nauticat motorsailer	1983	89,900
38	Roberts Offshore ketch	1982	55,000
38	Ericson sloop	1982	79,000
38	Shannon cutter	1980	Pending
38	Hans Christian Traditional	1979	89,900
38	Alajuela III cutter	1977	TBA
38	Bluewater Ingrid ketch	1974	35,000
38	Oriental Moore ketch	1963	24,900
37	Pearson sloop	1989	59,900
37	Hunter Legend sloop	1988	69,000
37	Rafiki cutter	1978	80,000
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37	Irwin CC sloop	1976	56,000
37	Tayana ketch	1975	65,000
36	Union cutter	1987	65,900
36	Union cutter	1983	89,900
36	Pearson 367 cutter	1982	59,900
36	Islander sloop	1980	39,500
36	C&C Mk II	1980	44,900
35	Wauqueez Pretorian sloop	1985	Pending
35	Spencer	1983	TBA
35	Columbia Challenger ketch	1974	28,000
34	Hunter sloop	1986	32,900
34	Catalina sloop	1986	29,900
34	Hunter sloop	1985	44,500
34	FinnGulf sloop	1983	43,500
34	Hunter sloop	1983	31,000

34	C & C sloop	1978	40,000
34	Downeast cutter	1978	34,900
34	Tartan centerboard	1972	27,900
33	Hunter sloop	2004	88,765
33	Newport sloop	1982	19,900
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32	Dreadnaught ketch	1980	35,000
32	Morgan custom sloop	1979	37,500
32	Bristol yawl	1978	29,900
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31	Pacific Seacraft Mariah cutter	1979	49,900
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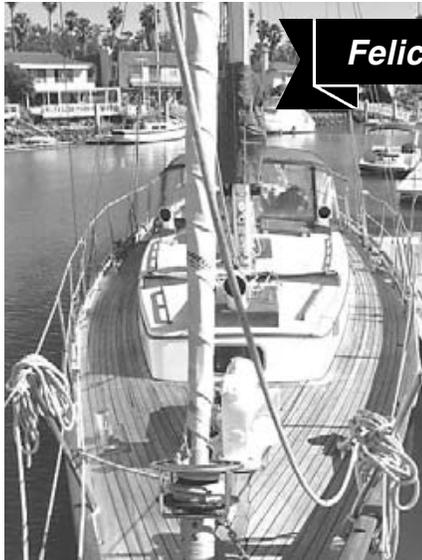
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SIZE	TYPE	LOCATION	PRICE
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57'	NORTHERN MARINE TRAWLER, '04	ANACORTES	\$1,650,000
53'	BLUEWATER, '80	SACRAMENTO	\$116,500
50'	OCEANSTAR TRAWLER, '07	MARINA DEL REY	\$499,000
50'	CSK CAT, '70	BERKELEY	\$99,500
48'	DEFEVER TRI-CABIN, '80	EMERYVILLE	\$185,000
43'	PETERSON, '81	BRISBANE	\$76,500
42'	MARINE TRADER TRAWLER	DELTA	INQUIRE
37'	O'DAY, '79	RICHMOND	\$24,995
37'	RAFIK, '78	ALAMEDA	\$58,000
37'	HUNTER	SAN RAFAEL	INQUIRE
36'	MAINSHIP	INQUIRE	INQUIRE
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49' JEANNEAU SUN ODYSSEY, 2006

Yanmar diesel, inverter, 4kw genset, bow thruster, furling main, Raymarine electronics, watermaker, full inclosed cockpit, dodger. Excellent condition! At our docks. Asking **\$335,000**



43' SELENE PH, 2006 Cummins 305hp dsl, low hours. Northern Lights 12kw generator, inverter, watermaker, raised pilothouse w/dinette, Furuno radar, AP, Sirius satellite weather sys., bow & stern thrusters, more. Located WA. Asking **\$574,500**



34' GEMINI 105M CATAMARAN, 1997

Many great features, Westerbeke diesel, autopilot, chartplotter, furling jib, excellent condition! Asking **\$100,000**. Contact owners' listing agent Gary Kaplan at (415) 613-0712.



44' SWAN 441, 1979

Ron Holland design, Yanmar diesel, 656 hours, radar, autopilot, Raymarine Multi-Instruments, furling jib, main '06, watermaker, diesel heater, dinghy, racing keel, ready to sail! Asking **\$160,000**



43' CUSTOM STEEL CUTTER, 1992 John Deere 85 hp dsl, hard dodger, radar, AP, GPS, wind generator. Stout offshore cruiser. **\$90,000**. Contact Linda Singleton at (707) 853-6614.



36' GRAND BANKS CLASSIC Trawler, 1988 Twin 135 hp dsIs, Onan genset, inverter, radar, AP, air, excellent condition, fine example of the wide body Classic. Must see! Asking **\$189,500**

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Beneteau First 40.7 (2001)
White Dove has just won the 2008 West Coast IRC Championship and is in top condition.
Asking **\$199,500**



Swan 371 (1981)
A Ron Holland design which is very well equipped with newer electronics, sails and has been well maintained.
Asking **\$134,900**



Herreshoff "Mobjack" Ketch (1989) This classic wooden ketch took more than 8 years to complete. Exceptionally well maintained w/a very comfortable and appointed interior layout, she has excellent sailing characteristics for cruising in all weather conditions. **\$180,000**



Grand Banks Eastbay 38 HX (2003)
A premier designer and quality builder make the Eastbay a first class motor yacht. Extensive factory options, comprehensive electronics and superbly maintained. **\$365,000**



Swan 53 (1987)
Mistress has been exceptionally well maintained by a professional crew and is a beautiful Swan 53. Her factory-installed aft companionway makes her much more accessible than the standard 53. She has a new teak deck and is in excellent shape. Asking **\$575,000**



Swan 43 (1977)
S&S-designed motorsailer is a very comfortable and spacious two cabin, two head cruising yacht. A one-owner yacht that is immaculate and in absolutely Bristol condition. Asking **\$199,000**



Swan 411 (1979)
With essentially every aspect of the yacht upgraded or replaced, this S&S-designed racer/cruiser is arguably the best mid-size vintage Swan on the market. Winner of the San Diego YC's prestigious 'Best Maintained Yacht Overall'. **\$190,000**



Mumm 30 (1996)
A turn-key race boat immediately available on the West Coast. Well maintained with fresh sails and trailer. Asking **\$75,000**



Swan 53 Blue Swan Hydraulic lifting daggerboard, twin-rudder version. Extensively equipped and ready for bluewater cruising. The three-cabin layout makes her one of the most versatile and comfortable Swans ever built. Asking **\$1,350,405**



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48' Liberty 458	1983	\$144,900	5173
42' Catalina tri-cabin	1989	\$ 99,999	3173
41' Beneteau First 41S	1990	\$124,900	3163
41' Hunter 410	1987	\$224,900	7043
36' Catalina MkII	2000	\$111,000	7133
36' Columbia sloop	1968	\$ 29,900	7163
34' Catalina MkII	2005	\$129,000	7183
34' Catalina sloop	1992	\$ 76,000	3453
Power Listings			
75' Hatteras custom	1988	\$975,000	7513
64' Custom fishing boat	1983	\$650,000	4093
62' Skipperliner tour	1994	\$499,950	5243
60' Lien Hwa flushdeck	1985	\$334,900	7523
43' Carver 405 ACMY	1965	\$149,000	4113
40' Bluewater PH trawler	1979	\$175,000	5063



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79' Sparkman & Stephens, '79	395,000	36' Tiara 3600, '88	80,000
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53' J/160, '02	679,000	35' J/109, '06	225,000
46' Moody, '00	SOLD	35' J/109, '05	215,000
45' Rivolta Coupe 4.5, '08	745,000	35' J/109, '04	212,900
41' J/124, '06	329,000	34' Formula PC, '00	95,000
40' J/122, '07	440,000	33' CrossCurrent 33, '06	Call for pricing
40' J/120, '99	218,000	32' C&C, '84	SOLD
40' C&C Express, '02	215,000	32' J/32, '98	128,500
38' Pearson True North, '05	SOLD	29' Luhrs 290, '98	87,000
38' Pearson True North, '04	345,000	29' Back Cove, '07	199,000
38' Pearson True North Explorer, '02	279,000	29' Back Cove, '09	232,000
38' Pearson True North Explorer, '02	269,000	29' Raider Rib 900 Sport, '08	89,000
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43' MORGAN CC, 1985

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SAIL

56' Formosa ketch, 1983	\$189,500	42' Tecno Express, 1984	\$75,000
47' Vagabond ketch, 1981	\$144,900	41' Hatteras aft cabin, 1966	\$79,000
43' Hans Christian ketch, 1979	\$132,900	39' Sea Ray Express Cruiser, 1987	\$69,900
41' Morgan Out Island 416, 1982	\$89,500	38' Californian sedan trawler, 1982	\$75,000
38' Hans Christian cutter, 1985	\$114,900	37' Maxum SY, 2005	\$199,000
37' Hunter Legend, 1989	\$59,500	35' Maxum 3500 SF, 2003	\$139,000
36' Catalina, 1984	SOLD	33' Chris-Craft Catalina, 1980	\$34,900
36' Islander sloop, 1976	\$36,995	33' Chris-Craft Corinthian, 1979	\$32,000
35' C&C Landfall, 1981	SOLD	32' Bayliner 3270, 1987	\$41,000
29' Cal, 1976	\$13,500	32' Grand Banks sedan trawler, 1973	\$49,000
20' Ranger Daysailer, 1981	\$3,900	31' Maxum 3100 SCR, 2002	\$81,000
POWER			
55' American Marine Alaska, 1972	\$164,700	30' Robalo R 295, 2006	\$160,000
54' Cruisers 540 Express, 2004	\$650,000	29' Maxum 2900 SCR, 2002	\$43,000
53' Eagle pilothouse, 2006	Inquire	29' Sea Ray 290 DA, 1996	\$33,000
51' Bluewater cockpit motoryacht, 1985	\$88,500	28' Bertram, 1986	\$39,500
48' Defever Tri Cabin Offshore, 1981	\$179,000	27' Grady White Sail Fish, 1996	\$56,000
44' Symbol MkII Sundeck, 1985	\$125,000	26' Bayliner, 1980	\$14,900
42' Nova 42 Sundeck, 1985	\$139,000	26' Tollycraft sedan, 1976	\$19,500



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45' HUNTER 450, 1998

All the amenities one would expect from Hunter with two spacious staterooms, two heads, very functional galley area and HUGE comfortable salon. This low time vessel is in nice shape overall and lying in a transferable Sausalito Yacht Harbor slip. She'll make an ideal Sausalito pied-a-terre. All in all a great turn-key package and competitively priced to boot!

\$169,500

See at: www.marottayachts.com



38' HUNTER 386 LE, 2004

This one-owner, never chartered, professionally maintained Hunter shows bristol topside and below. Gelcoat is perfect and interior looks brand new. She's the deep draft version, is well equipped from the factory (she's the LE version) and has an extensive suite of electronics and only barely 400 hours on the spotless Yanmar diesel. Must see.

\$149,500

See at: www.marottayachts.com



38' HANS CHRISTIAN TRADITIONAL, 1984

The 38 Traditional is a lovely modern classic and this particular example is in very nice inside and out. Some highlights: new main in 2003, new roller furler in 2001, all new electronics in 2001, epoxy barrier-coated bottom painted 2001.

\$134,900

See at: www.marottayachts.com



36' CASCADE CUTTER, 1989

Custom-built raised cabintop cutter that was designed specifically for a cruise that was never taken, almost \$30,000 spent over the past couple of years. She shows very nicely today — new electronics, new sails and rigging, low time on the Yanmar diesel and a hard dodger that's a work of art.

She's ready to head anywhere you see fit.

\$89,000

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34' HANS CHRISTIAN CUTTER, 1978

The rare Robert Perry-designed HC 34 is a classic cutter that's a very capable offshore boat; with a full keel, high ballast-to-weight ratio, deep cockpit (note it's a bigger, more comfortable cockpit than that on the more common HC 33) and a big rudder placed far aft, she's safe and sea kindly under power or sail. Great shape, transferable Sausalito YH slip.

\$69,000

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30' NONSUCH ULTRA, 1987

Professionally maintained late-model example in super nice shape (the interior is flawless and the exterior comes close), and lying in a transferable Sausalito Yacht Harbor slip that has a great Richardson Bay, Angel Island and San Francisco views. All in all, a nice turn key package that must be seen to be appreciated.

\$64,000

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42' CHRIS CRAFT COMMANDER, 1968

Price SIGNIFICANTLY reduced (she sold for \$88,000 less than three years ago) and is now well below market. Two-boater owner motivated and offers encouraged. Note this boat is a real value — it's a fiberglass boat with twin diesels, but is listed at a price comparable to that of GAS powered Commanders constructed of WOOD!

\$39,000

See at: www.marottayachts.com



35' SANTANA, 1979

Deep lead keel and fractional rig make for a stable ride on the Bay whether racing or daysailing, and this particular example is in fine shape with an \$18,000 refit in 2004 — all new rigging, reworked mast/boom, new Navman wind instruments, new batteries. Additional work done since includes new: depthsounder, stereo, exhaust elbow, cushion covers.

\$17,000

See at: www.marottayachts.com



27' CATALINA, 1981

With \$12,000 spent on recent upgrades, this is one of the nicest on the market: new sails, new ProFurl roller furler, new running rigging, new self-tailing main halyard winch, perfect exterior brightwork, new cushions below, bottom just painted August 2008. Plus transferable Sausalito Yacht Harbor slip.

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\$130,000



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New electrical panel. New fuel tanks. **Inquire**



ISLANDER 36, 1979
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40' BRISTOL CLASSIC, '74
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54' Alden yawl	70 75,000
52' Hartog schooner	99 195,000
51' Aleutian	80 125,000
50' Gulfstar	79 124,000
50' FD 12	81 65,000
49' Reliant ketch	91 129,000
48' C&C L.F.	80 135,000
47' Perry cutter	80 65,000
46' Swan CB	84 279,000
45' Noble CC steel	05 150,000
44' Islander schooner	80 59,000
44' Brewer CC KT	88 99,000
43' Corten steel SS	84/'08 79,000
43' Hans Christian	89 199,000
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40' Challenger	73 59,000
38' Morgan (2)	78 & '84 from 44,000
38' Ingrid (2)	76 & '84 from 52,000
37' Rafiki, new engine '07	77 49,000
36' Phillip Bolger	88 41,500
36' Islander Freeport	81 65,000
36' Palmer Johnson	74 46,000
36' Swain, steel	97 98,000
36' Islander (2)	77 & '79 from 46,000
35' Baba	79 69,500
34' Tartan	78 29,900
34' Sabre	83 46,000
33' Hans Christian	86 112,000
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32' Odyssey, nice	67 75,000
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57' Junk, surveyed	72 70,000
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48' Offshore	91 359,000
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47' Taylor MY	82 125,000
46' Grand Banks Classic	91 475,000
45' Chris Craft	73 120,000
44' Marine Trader CP	84 149,000
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38' Chris Craft	64 39,000
38' Holiday Mansion	89 38,500
35' Cooper Prowler	86 55,000
34' Sea Ray Sundancer, diesel	01 155,000
32' Silverton FB, 370 hrs	98 55,500
32' Dutch canal barge, nice	77 99,500
31' Fishing boat, steel	89 28,000
30' D'Este Venetian water taxi	86 65,000
30' Sea Ray	88 29,500
29' Boston Whaler	99 99,000
29' Monterey	95 29,000
28' Silverton FB	78 17,500
28' Bayliner 2855 w/trailer	99 32,900
28' Boston Whaler, twin Merc	99 59,000
28' Mako CC	96 32,500
28' Cruiser, nice	86 28,000
27' Skagit Orca XLC	98 85,000
27' Seaport w/trailer	96 90,000
26' Osprey long cabin	03 85,000
26' Osprey	02 98,000
25' Skipjack, diesel	85 50,000
24' Chaparral, trailer	94 19,000
24' Orca, inboard	99 39,995
24' Osprey	96 69,500
24' Grady White 240, nice	03 49,500
22' Grady White 222 w/trailer	01 59,000
22' Boston Whaler w/trailer	04 40,000
21' Boston Whaler Ventura	05 45,000
20' Shamrock	05 25,000
17' Marlin, '91 w/OB, '02 w/trailer	29,500



51' ALEUTIAN, 1980
Best buy on the market for a serious cruiser. Stan
Huntingford design. Fully enclosed CC. \$125,000



31' PACIFIC SEACRAFT
Price lowered \$9,000. SSB, wheel, windlass, radar,
AP, beautified below. 1,000 hrs on Yanmar. Bristol!



44' BREWER CC KETCH, 1985
Great for passages or liveaboard. Sausalito slip.
\$99,000



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Two staterooms. Major upgrades: SSB, liferaft,
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Well constructed, ketch rig, 49' LOD, 56' LOA,
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Aluminum. \$675,000
Also: 50' STEPHENS, 1963
Woodie.
\$149,000



**48' OCEAN ALEXANDER Classico sedan,
2006** Two boat owner, like new. \$589,000



50' DEFEVER STEEL, '72
Recent survey. **Inquire**



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Enclosed flybridge, 3 steering stations,
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57' CHINESE JUNK. Teak const. Huge, very comfortable, well lit and well appointed interior. Outstanding liveaboard cruiser with lug rig and highly desirable Gardner diesel. Charm, character. Genset, washer/dryer. Possible liveaboard ship and more! Ask **\$79,950**

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82' FAIRMILE M/Y by Burwick Shipyard of Tweed, Scotland. Unusually robust. Twin CAT diesels, 2 gensets, Vesper stabilizers, 5 strms, 4 heads, lg salon, W/H, sheltered aft deck & MUCH MORE! Operational, partially refit, but unfinished. A wonderful ship at a very reasonable **\$400,000** asking price.

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38' CLASSIC ENGLISH KETCH. Award winning beauty in fine condition. Pitch pine over oak, copper riveted. Dsl, dodger, new teak decks, RADAR, gorgeous interior & MORE! Designed by Reg Freeman, built 1936 by Wm King & Son. Ask **\$124,950**



REDUCED
40 SAMPSON C-Ghost Cutter, F/C, Mexico. Vet and ready to go again. Excellent cruiser. Diesels, wheel, dodger, enclosed marine head, shower, galley, AP, GPS, + MORE! Very nice condition and a GREAT VALUE! Asking **\$33,950**



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40' CHALLENGER Ketch. Gorgeous, Sparkling Performance Cruiser in excellent condition. Dsl, furling, spinn., full galley, encl. head & shower, hardwood interior, wheel, pedestal, full lifelines & pulpits, inverter, Avon & o/b. MUCH MORE! Shows pride of ownership. Asking **\$59,000**



BARGAIN CLASSIC CRUISER
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