

Latitude 38

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VOLUME 388 October 2009

WE GO WHERE THE WIND BLOWS



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REBIRTH OF *EROS* —

If you own a boat, you've undoubtedly got a project list. Because, as every sailor knows, doing maintenance and installing upgrades are inescapable aspects of boat ownership. Some of us, however, become embroiled in bigger projects than others. Take, for example, Bill and Grace Bodle, who, for the last 18 years, have been involved with a stem-to-



TOM BRICHTA

Wearing a full suit of sails, the newly completed 'Eros' glides effortlessly across the Bay during a recent shakedown cruise.

stern refit of *Eros*, a 103-ft (LOD) staysail schooner. With a mind-numbing list of rebuilds and upgrades now complete, they'll head out the Gate this month so that this 70-year-old thoroughbred can stretch her legs once again out on the open ocean.

To non-sailing observers *Eros*' acres of gleaming varnish, perfectly laid teak decks and the exquisite joinery of her cabinetry might simply appear to be cohesive elements of a floating museum piece. But fellow sailors have a deeper appreciation. From personal experience, they can imagine the endless hours of planning and meticulous handiwork — not to mention the money — that must have gone into this spectacular rebirth.

Experiencing this 1939 classic gliding

across the Bay with the easy motion of a bird in flight transports you to an era when hand-crafting fine yachts was truly an art. Indeed, at the end of a recent shakedown cruise, one enraptured guest thanked Grace profusely, saying with utmost sincerity, "Thank you so much. That sail was practically a religious experience."

Fine old boats with polished brass, flawless brightwork and traditional lines have that effect on some sailors. Bill and Grace succumbed to such old-school enticements way back in 1967, when they fell under the spell of their first big schooner, a 72-ft Gloucesterman named *Nordlys*, whose design was reminiscent of the famous Canadian yacht *Bluenose*. Then only 33 and 27 respectively, they took delivery of her at the St. Francis YC docks, and soon took off out the Golden Gate, bound for the sunny Caribbean.

By the time they got to Puerto Rico, though, their engine had quit, their sails were wearing out, and they were running out of cash. That's when they were introduced to the fledgling charter industry in the nearby Virgin Islands. *Nordlys* was soon one of the queens of the fleet. Long before futuristic megayachts ruled the roost in the international charter trade, elegant schooners were in high demand by well-heeled vacationers.

At the end of the first season, they crossed to the Med for the summer, establishing a pattern that they'd follow season after season. After chartering *Nordlys* for three years — including five transatlantic crossings — they bought a 98-ft schooner in Greece that they renamed *Grace*. Nine transatlantics later, they upgraded to a 117-ft schooner of a similar Alfred Mylne design, named *Panda*. Both boats were built of Burma teak by Camper and Nicholson.

By this time they'd built a devoted clientele who were eager to sail in different waters, so Bill and Grace set off on a three-year circumnavigation, doing charters along the way. In '82 they brought *Panda* to the Bay for a refit, then eventually took off again for the Caribbean. Their chartering days ended, however, when, in '84, *Panda* burned before their eyes in a

Martinique harbor. "After that," says Bill wistfully, "we came back to the Bay Area and swallowed the anchor."

Not long after their return, a friend encouraged Bill to take a look at Stone Boat Yard in Alameda, which was then for sale. He resisted the idea at first, but when he started poking around the historic yard with its vintage machinery, he was, as he puts it, "smitten," and bought the place.

This is where *Eros* comes into the picture. Then called *Fair Sarae*, she was



TOM BRICHTA

"Thank you so much. That sail was practically a religious experience."

AN 18-YEAR RE-FIT

eventually berthed at the yard, because her then-owner, Lucy Bancroft, was a distant relative of Bill's. In 1991 she sold the aging schooner to a German businessman named Christian Thesenfitz. Before taking a single voyage aboard her, he contracted with Stone Boat Yard to restore her to "as new" condition. From the beginning it was obvious that this would be no simple undertaking. But before we delve into the blow-by-blow account

Right: Cap'n Bill is one happy guy now that all the heavy lifting is done. Below: From stem to stern 'Eros' is a work of art.



LATITUDE / ANDY

of the refit, let's travel back to the late 1930s when this graceful schooner was built.

Back then, as Bill explains, it was normal practice in proper British society for rich and powerful people to own large, prestigious yachts. So it was fitting that after a wealthy American named Henry Von Berg married an English lord's daughter, he commissioned a renowned yard at the mouth of the Thames to build him a showpiece. Her designer was a prominent Scotsman named William McMeek.

Von Berg's attempt to score points with his in-laws — the White family



REBIRTH OF EROS —

— backfired dramatically, however, at the boat's formal christening. The story is that Lord White was renowned for his prized hounds, so Von Berg chose a name for his new yacht that he thought would surely honor both the family and his father-in-law's passion. When the drapery was pulled off the transom, the name was revealed: *White Bitch*.

Little did the American know, that it was considered exceedingly bad form to name a yacht after either one's family name or avocation. A second christening branded her with the name that she bore when launched, *Jeanry* (a safe amalgam of the multinational couple's first names: Jean and Henry.)

After *Jeanry* was returned to the White family in 1945, they soon sold her to a wealthy Greek named Stavros Niarchos, who named her *Eros* after the Greek god of love and passion. In the '50s he built the first supertankers, which soon made him a billionaire and earned him the nickname the Golden Greek. If boats could talk, we're sure *Eros* would have plenty of wild tales to tell about the Niarchos years. He was, after all, a billionaire contemporary — and business rival — of Aristotle Onassis, the flamboyant second husband of Jackie Kennedy.

When Bay Area socialite Lucy Bancroft bought *Eros*, she renamed her *Fair Sarae*, and brought her back home to the Bay Area. The fine old schooner was 52 years old when Lucy sold her to the German, Thesenfitz, in 1991. She had plenty of miles beneath her keel, although she'd never been around the world.

To understand the task of putting this vintage beauty into 'as new' condition, it's important to understand the way she is structured. She was built using "composite construction," which in the 1930s meant steel frames, floor beams and backing plates overlaid with Burma teak, and attached with Admiralty bronze fastenings. The British owned Burma back then, of course, and thus controlled the sole source of one of the only woods, if

not *the* only wood, that is impervious to worms and does not rot. A fascinating side note is that after British ships brought these prized teak logs to England, they were weighted down and sunk to the bottom of rivers to age for up to 40 years! So it's believed that *Eros*' original teak is over 100 years old.

In any case, after a thorough survey, it was determined that the boat's most challenging problem was substantial corrosion between the steel frames and the planking. And the only way to get at it was by gutting the interior, removing every plank, re-



LATITUDE / ANDY

A consummate hostess, Grace is looking forward to doing a bit of charter work again. That accidental profession was good to her.

conditioning the steel and putting the whole puzzle back together again.

Thesenfitz wanted the job done, so Bill soon had 30 men focused solely on the refit. Just removing the interior walls, cabinetry and furnishings was a colossal job, not to mention labeling every piece and finding a place to store it.

Once that was done, with the planking still on, the exposed steelwork was sandblasted, then triple epoxy coated. Next, 20,000 bronze fastenings had to be removed so the 3-inch-thick planks — which were in remarkably good condition after a half century of wear — could

Today, the refurbished main salon is almost identical to the way it was when this grand schooner was launched in 1939.



ZAC TURPIN

She was originally rigged as a "knockabout" schooner, meaning she had no bowsprit. But Bill wanted a broader foretriangle.

Unfortunately, Von Berg's bad luck didn't end with the naming incident. On the very first day of her first local cruise, *Jeanry* had no sooner anchored at the Isle of Wight when a British naval launch approached. An officer sternly gave Von Berg the incontestable news that the Navy was taking the vessel, then and there, for the war effort.

During the war years she served as a coastal patrol boat, and brought troops home to safety during the evacuation of Dunkirk. Meanwhile, Von Berg went back to the U.S., enlisted, and became a B24 fighter pilot. He died a hero over Germany like so many other brave young men.



TOM BRICHITA

AN 18-YEAR RE-FIT



be removed piece by piece. On average, each plank is 38 feet long and weighs roughly 300 lbs, requiring at least four strong men to lift it into place. Needless to say, the higher up the hull they went, the more tedious the process became.

The work was slow, but was progressing well, when, after about a year the regular installment payments stopped coming from Germany. At that point the decks were still off, but the ribs had all been refurbished and about half of the planking was back on.

With 30 men on the refit team, Bill was more than a little concerned, and it wasn't long before he was on a plane to Hamburg to meet with Thesenfitz and find out what was up.

According to Bill, when he visited the German at his lovely estate, the two men initially shared small talk and a bottle of Dom Perignon. But when pressed about the unpaid bill, which had grown to roughly \$300,000, Thesenfitz told Bill he was tapped out, and simply couldn't continue the project. Not long after the meeting he flew out to the Bay with his surveyor, complimented the excellent work and signed the boat over to Bill. (They later learned Thesenfitz had been involved with some questionable dealings in Eastern Europe after the Berlin Wall came down, which eventually landed him in jail.)

"Grace was furious," Bill recalls. "She wanted nothing to do with it, and was convinced I'd somehow orchestrated the whole thing."

Taking possession of the old schooner was anything but a coup. In her disassembled condition she was virtually worthless, as it would clearly take a small fortune and countless man-hours to finish putting her back together again. Plus, she was taking up a huge section of

the boatyard.

"The whole thing became an embarrassment," admits Bill. "I was the one who'd taken her apart, and

I knew that if I didn't put her back together again, I would be the one who had ruined her." He was determined not to let that happen. But the 30-man

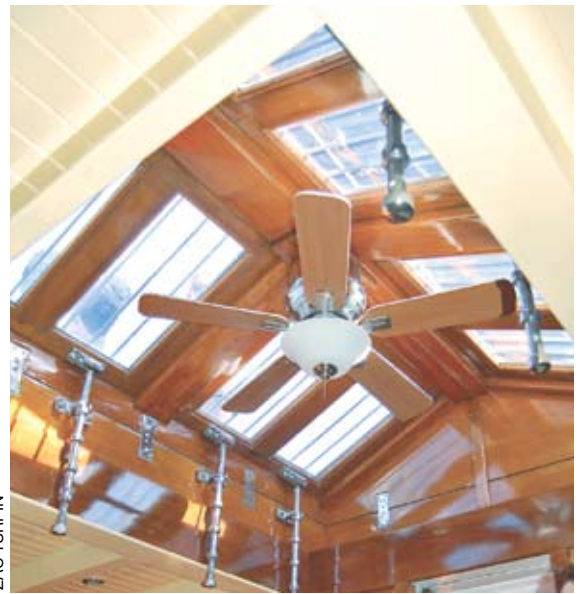
crew was immediately reduced to two, and when the yard got busy, even they were pulled away to work on more urgent projects.

Five years later, in 1997, *Fair Sarae* had been completely replanked and caulked, so she could finally be put back in the water, where additional work continued slowly.

At some point afterward, Bill and Grace decided to sell Stone Boat Yard, find a new home for *Eros* and finish her off as a retirement project.

In 2000 they found a buyer and used the money to develop a dilapidated stretch of waterfront on Richmond's Santa Fe Channel, across from KKMI. The

"Grace was furious," Bill recalls. "She wanted nothing to do with it."



ZAC TURPIN

Called butterfly hatches due to their look when opened, each section can be lifted independently, with a choice of height adjustments.

happy memories.

Niarchos undoubtedly kept the boat well maintained, but there were a few things he did to her that Bill detested, such as installing a sunken cockpit aft, and an "ugly" oversized deck house that blocked the helmsman's view.

So when the decks were put back together, these pieces were eliminated.

In their place, Bill and a small crew installed an elegant deck-level cockpit and dining table, and a smaller house that melds perfectly with the other deck features. These and two sets of classic butterfly hatches were put together with old-style mortise and tenon construction, and not a single fastening. Some of the wood for these elements was salvaged, but a lot of it came from a serendipitous deal Bill made



ZAC TURPIN

The new deckhouse and hatches were all put together without a single metal fastening. New gratings were made to match the originals.

years ago to buy an entire container full of Burma teak.

When he knew her in Greece, Bill always thought *Eros* could use a bit more canvas, so he extended her mainmast by 20 feet, which created a bigger slot for a fisherman to be flown above the main stays¹. He also added a 17-ft bowsprit, where there had been none before.

Although you'd never know it, many of the bronze winches are now powered — Bill claims three people can run the whole boat in a pinch.

When we toured the hull two years

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REBIRTH OF *EROS*

ago there wasn't a stick of cabinetry or a single wall section below decks, other than the four watertight bulkheads. Today, though, there are four elegant double cabins, each with a private head, and one even has a Jacuzzi. The main salon is said to be exactly the same as when Von Berg first stepped aboard 70 years ago — except for the piano. Grace sewed all the cushion coverings and other fabric accessories herself.

Accommodations for six crew are found forward of a thoroughly modern galley, which Grace designed. In their early days of chartering, she attended a Cordon Bleu cooking school in the south of France and still loves to whip up exquisite dishes for dinner guests. And yes, the boat also has a washer-dryer these days.

"She's actually got most of the modern electrical stuff now," Bill confides, you just don't see most of it.

In addition to her 350hp Detroit diesel, she has a bow thruster — which



LATITUDE / ANDY

There's plenty of load on the primary winches when sailing in 20 knots on the Central Bay. But most winches now have a powered option.

is a godsend when docking — and two modern generators for auxiliary power.

Bill reinstalled the helm in its original position, aft, and it can now be bypassed in order to use an autopilot that

is controlled from the helm with a discreet joystick. An integrated chart plotter is also part of the helm station now, complete with AIS.

Why does *Eros* need such state-of-the-art equipment? Because now that they've *finally* got her all together, Grace and Bill plan to do a bit of voyaging. Where? When they tell us that they really don't know, we believe them, but for now she'll most likely remain on the West Coast. "We'll probably do some chartering too," says Grace. And why not. They've certainly got the boat for it.

It's nice to think that 42 years after heading out the Gate with their first big schooner, this salty couple will soon be slicing through the wavetops again, and creating new memories to replace those that have faded. We just hope that between *Eros*' stints of traveling she'll continue to call the Bay Area home.

— latitude/andy

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IDIOT'S GUIDE

Despite several advances in off-shore voice communications such as satphones, marine single sideband (SSB) isn't going away anytime soon. That's because SSB, unlike satphones, allows an unlimited number of people to listen to a transmission at the same time.

As such, SSB is the only way to go for the various regional cruising nets,

For cruisers in California and Mexico, you'll almost exclusively use just five of them: 4A, 4B, 4C, 8A and 8B.

such as the Baja, Sonrisa, Chubasco and Southbound. It means that when Don Anderson of *Summer Passage*, for example, transmits his latest weather forecast, anyone who wants to can listen at the same time. When someone has a question about the forecast, everyone can hear the question and Don's response.

Marine SSB is also perfect for cruising events such as the Baja Ha-Ha, the Caribbean 1500 and the Atlantic Rally for Cruisers. "While the Ha-Ha doesn't require SSB radio," advises the Grand Poobah, "most boats do have them. They're good for safety — but fun, too. The folks with SSBs are able to actively participate in all the roll calls, weather and fishing reports, and other fleet news. Over a period of nearly two weeks, personalities develop over the radio, and an even greater sense of community is established."

In racing events such as the TransPac, Pacific Cup, and Singlehanded TransPac, it offers more than just straight communication. "Thanks to marine SSB, our 1700 hour reports and discussions maintain the racing camaraderie and fun," notes Jack McGuire, KG6CJN, communications chairman of the '08 Pacific Cup race.

Although not the subject of this article, the other significant benefit of SSBs is that, when used with a Pactor modem and SailMail, they allow for the transmission and reception of short emails while offshore.

Licensing

You don't need to pass a Ham radio operator's test to use a marine SSB. All that's required is a valid Ship Station license and a lifetime Restricted Radiotelephone Operator's permit. No testing required! The Ship Station license is good for 10 years and is non-transferable. If you're good at dealing with online government forms, you can apply for a license at <http://wireless.fcc.gov>. If you're not so

good at it, or don't want to take the time, my lovely wife Suzie will be happy to help for a fee: (714) 549-5000.

How does Ham (amateur radio) differ from SSB? If you're new to long distance marine radio, I suggest not even worrying about it. Although I run the Radio School

and some of the income comes from teaching students how to use Ham radio

and pass the test, I generally discourage new SSB operators from taking that step right away. Get the no-test license for SSB radio, become familiar with the procedures and protocols, and use it for a few months. If you find that you're one of the very few cruisers who talks on the radio so much that SSB frequencies aren't adequate, then look into Ham radio. Or if you're going to the South Pacific, where there's lots more traffic on ship-to-ship channels, you might consider eventually moving up to Ham status. But generally speaking, it's really only for serious radio buffs.

By the way, there is nothing to prevent folks with SSB radios from listening on Ham frequencies, and indeed, there are some helpful Ham-only weather broadcasts. If you're worried that you might accidentally stumble onto a Ham-only frequency, start transmitting, and really piss off the 'radio police', fear not. SSB radios that are capable of working Ham frequencies come 'locked' from the fac-

How Far On What Bands?

A marine SSB system operates on a marine radio spectrum called shortwave, medium frequency and high frequency — 2 MHz-26 MHz. This radio spectrum is shared with hundreds of other radio users including shortwave broadcasts, Ham radio, FEMA, the American Red Cross and long-range aircraft.

Radio signals within the SSB shortwave spectrum refract off the ionosphere and come back to earth hundreds or thousands of miles away without the need for communication satellites and/or ground stations. Each marine SSB radio frequency band has a very predictable skywave bounce bulls-eye. If you choose a band that's too high, your signal will skip over the other station. If you choose a frequency that's too low, your signal won't go far enough to reach.

The following is a good guide for choosing the band of frequencies that will target your first skywave bounce:

2 MHz	.....	200-400 miles
4 MHz	.....	400-600 miles
6 MHz	.....	600-1,200 miles
8 MHz	.....	800-1,600 miles
12 MHz	.....	1,200-2,400 miles
16 MHz	.....	1,600-3,200 miles
22 MHz	.....	2,200-4,000 miles plus
26 MHz	.....	unpredictable during our solar cycle minimum

Pop Quiz #1: You are in San Francisco and you want to talk with your buddy who's on his boat 1,200 miles away in Cabo San Lucas. Which band on marine



In the realm of cruising, an SSB radio is a lifeline, an email gateway, and a hub of friendly conversation, like an old-fashioned party line.

tory. Some can only be unlocked using software, while others can be unlocked by simply pressing three keys at the same time. In cases of genuine emergencies, Ham frequencies can be used even by people who don't have a license.

SSB might you choose?

Answer: Because 4, 6, and 8 MHz would likely fall short on the first radio signal bounce, 12 MHz and 16 MHz would likely be your best choices.

The thing that usually drives new SSB operators nuts — and I know that it

still irritates the Ha-Ha's Grand Poobah — is that SSB radio frequency/channels are so different from VHF, FM, television and almost every other kind of channel. On VHF, for example, channel 72 is channel 72. On television, channel 7 is channel 7. What could be more simple?

Certainly not SSB radio. Get this: while 4146 is always 4146 on SSB, it's also known as 4A, and sometimes the designator 4-1. In addition, depending on the individual radio, it's often channel 35 or channel 77, and could also be some other channel. That's right, depending on what radio you bought and when, and who might have customized the user channels, channel 35 and channel 77 may or may not be 4146 and vice versa. And, of course, it might also be channel 63 or 147 — or a bunch of other channels.

The best way to get to 4146 is to just tune to 4146. The problem is that you may have to do a lot of knob turning, which can be annoying. In order to eliminate unnecessary wrist injuries from knob turning, some manufacturers 'channelized' the more popular frequencies. That is, they assigned specific channels to specific frequencies. For example, the Icom SSB radios of several years ago assigned channel 35 to frequency 4146 (aka 4A and 4-1). Unfortunately, in later radios, they decided to assign channel 77 to 4146 (aka 4A and 4-1). In addition, some retailers created custom 'user channel' packages, which gave yet another channel designation to 4146.

How did it all come to this? SSB operators used to have to spin the frequency knob like crazy to find anyone because there are more than 1,000 SSB frequencies — only a very few of which will ultimately be of interest to you. (More on that later.) As a result, most modern marine SSB transceivers — a fancy name for a combined transmitter and receiver in one black box — have nearly 700 pre-stored duplex channels (specific frequencies designated as channels for easier access). After all, what's easier: dialing through 1,000+ frequencies or 700 channels?

Nonetheless, you could spin your SSB dial all day long and you'd probably still hear nothing — except for WLO, the excellent radiotelephone station located in Mobile, Alabama. If you want to pick up something, look for on-the-hour weather and traffic reports on the following International Telecommunications Union (ITU) three- and four-digit designators: 405, 417, 805, 824, 830, 1209, 1212, 1226, 1607, 1624, 1641, 1807, 2237

and 2503. If you punch in 1607 on the hour, you'll get traffic lists and weather broadcasts from powerful WLO. The U.S. Coast Guard also broadcasts voice weather reports on ITU channels 424, 601, 816, 1205, and 1625.

Because SSB radios are more complicated than VHF radios, you might initially have a little trouble punching in the three- and four-digit ITU channels and/or the actual frequencies.

Icom America, Furuno, and SEA are the last remaining SSB manufacturers, and of the three, Icom is the undisputed leader when it comes to equipping recreational vessels with marine SSB gear. To help North American sailors more easily call up relevant ship-to-ship, Coast Guard, weather facsimile, Ham and marine telephone stations, Icom has pre-programmed 160 "favorite channels" — channels 1 through 160 — into a memory circuit titled 'User Channels'.

If you have an Icom 802 and tune

to Channel 77, you'll find that you'll be on frequency 4146 (aka 4A). And if you tune to Channel 118 on an 802, you'll find yourself on frequency 3968, which is home to the Sonrisa Net at 7 a.m. Pacific Time in the winter. It will even show 'Sonrisa Net' on your screen, even though the Sonrisa Net only uses that frequency a few hours each day.

Your radio will no doubt also have a toggle for 'channel/frequency'. As you move it, the display will switch back and forth from, say frequency 4146 to Channel 77 — assuming, of course, that 77 has been assigned to 4146 on your particular radio.

Most Icom marine SSBs may be tuned off of a memorized channel, to hear a weather report on a frequency that has recently moved. Press the 'CL' button — the channel knob now goes into frequency changing — and turn the knob in tiny steps. You may need to do a lot of knob twirling to get to some of the new weather nets. Be sure to push 'CL' again to get out of this mode.

Take this opportunity to run all the user channels on your radio, and make

Latitude 38's Easy Guide to Mexico Nets Baja California & Mainland Mexico

Daylight Savings Time Schedule (Summer)

Time				Latest ICOM Channel	Freq kHz Pri / Sec	Upper/ Lower Sideband	Net Name
UTC (GMT)	PDT W. Coast US	MDT Cabo, LAP	CDT PVR, ACA				
*** Marine SSB Nets ***							
0:30	17:30	18:30	19:30	92	6224	USB	Southbound Net
14:00	7:00	8:00	9:00	105	8122/8116	USB	Amigo Net
N/A	N/A	N/A	N/A	95	6516	USB	Bluewater Net
*** Listen-Only Ham Nets ***							
14:30	7:30	8:30	9:30	149	7192	LSB	Chubasco Net*
15:00	8:00	9:00	10:00	141	7233.5	LSB	Baja Net
19:00	12:00	13:00	14:00	156	14340	USB	Mañana Net*
19:00	12:00	13:00	14:00	151	14300	USB	Pacific Seafarer Net
14:00	7:00	8:00	9:00	135	3968	LSB	Sonrisa Net

* NOTE: Net warm-up and coordination sessions frequently begin prior to the published net opening time.

Standard Time Schedule (Winter)

Time				Latest ICOM Channel	Freq kHz Pri / Sec	Upper/ Lower Sideband	Net Name
UTC (GMT)	PDT W. Coast US	MDT Cabo, LAP	CDT PVR, ACA				
*** Marine SSB Nets ***							
0:30	16:30	17:30	18:30	92	6224	USB	Southbound Net
14:00	6:00	7:00	8:00	105	8122/8116	USB	Amigo Net
N/A	N/A	N/A	N/A	95	6516	USB	Bluewater Net
*** Listen-Only Ham Nets ***							
15:30	7:30	8:30	9:30	149	7192	LSB	Chubasco Net*
16:00	8:00	9:00	10:00	141	7233.5	LSB	Baja Net
19:00	11:00	12:00	13:00	156	14340	USB	Manana Net*
19:00	11:00	12:00	13:00	151	14300	USB	Pacific Seafarer Net
15:00	7:00	8:00	9:00	135	3968	LSB	Sonrisa Net

* NOTE: Net warm-up and coordination sessions frequently begin prior to the published net opening time.

Time adapted from Docksideradio: www.docksideradio.com

IDIOT'S GUIDE

a list of what frequencies/stations they refer to. As mentioned, if you have a newer Icom 802, it's very likely, but not certain, that you have the same channel/frequency combinations as owners of other new Icom 802s. But if you have an older Icom model, or perhaps had a custom user channel package installed into your 802, I'd recommend that you have an authorized Icom dealer come down and give you the most recent user channel package. He'll just plug his

San Francisco, New Orleans, Miami and Norfolk.

Warning! Remember, different bands have different ranges. If you make an emergency call on 2182 when you're halfway between Mexico and the Marquesas, it's very unlikely anyone will hear you. If you check the earlier chart, you'll see that you'd actually want to transmit on 12,290 (12S) where the range would be 1,200 to 2,400 miles.

Radio signals within the SSB shortwave spectrum refract off the ionosphere and come back to earth hundreds to thousands of miles away without the need for communication satellites and/or ground stations.

computer into the front of your radio and download the new stuff. It shouldn't take more than 15 minutes, and will sync you with the majority of other SSB radios.

If you look at the sidebar, you'll see *Latitude 38's* favorite SSB channels that will help you better understand that each channel has a specific purpose. You'll notice there aren't 700 of them. That's because you can use only 33 primary channels. And for cruisers in California and Mexico, you'll almost certainly use just five of them: 4A, 4B, 4C, 8A and 8B. That's not many, but you'll rarely have trouble finding an open channel. (There are an additional 49 secondary channel/frequencies on the 4 MHz and 8 MHz bands that you can use if they aren't being used at the time, but if you're just starting out, you don't need that additional confusion.)

The main thing to do is play with your user channels/frequency combinations so you become familiar with them. It won't take long. If you find that your channels are out of sync with most other folks' SSBs, you might want to change yours to match theirs. Depending on how technical you are, you may or may not need assistance.

Calling For Help Over The SSB

There are six Coast Guard Global Maritime Distress and Safety System (GMDSS) channels/frequencies: 2182, the distress channel; 4125 (4S); 6215 (6S); 8291 (8S), 12,290 (12S); 16,420 (16S). The Coast Guard and other international rescue agencies monitor them 24 hours a day. U.S. Coast Guard monitors out of Hawaii, Guam, Alaska,

Checking Your SSB Reception And Transmission

As a new user, even if you get some meaningful reception as you dial around the channels, you'll probably still wonder if your SSB is working as it should. One way to find out is by trying to pick up the time signals at 10 and 15 MHz and WWV, which provide a continuous signal for a ready reference. If you're still at the dock and plugged in, you may find that turning off the shorepower battery charger will make a huge difference in your reception. Ditto for refrigeration, fluorescent lights and inverters.

If you're not sure that you're transmitting, you can tell a lot by looking at the LCD display on the face of your radio. First, push the 'TUNE' button, at which point the radio should briefly transmit a low power signal to tune the automatic antenna coupler. Do this on any 6 MHz channel as long as there is no traffic on it. The word 'TUNE' should flash a couple times on the LCD screen, and then stay up on the screen when the radio cycles back to receive. Still see the word 'TUNE'?

This is good. However, if the word 'THRU' comes up, or 'HI SWR', you've got problems. It's probably time to bring in a NMEA-qualified marine SSB specialist to find out what's wrong between your radio and your tuner.

Assuming you do get 'TUNE', it's

time to pick up the mic and try a short transmission. After doublechecking that the frequency is clear, key the mic, and speak directly into it saying "FOOO-OUUUUR." The mic should be touching your lips when you do this. If the following things happen, it suggests that your transmission is good and powerful:

- 1) The LCD bar graph goes full scale.
- 2) Your cabin lights dim slightly.
- 3) The instrument indicator lamps glow.
- 4) The bilge alarm squeaks.
- 5) The house battery drops about half a volt.

It's perfectly normal for instrument panel lights to glow and bilge alarms to squeak when a powerful 100 watts are coming out of your SSB. But be sure to doublecheck that the LCD transmit indicator shoots across the screen when you say a very loud "FOOOOUUUUR."

A potentially more dangerous way to test the transmit power output is with a small fluorescent tube at night. Ask your first mate to hold the glass tube against the insulated backstay antenna or the big white whip. *Caution! Be sure they don't touch the backstay with their fingers or other parts of their body, as this could result in a nasty burn or worse.* Say the magic word ("FOOOOUUUUR") once again, and the tube should instantly light up. The glass must actually be touching the radiating antenna or antenna lead-in single wire for this to happen.

If the cabin lights dim, the head flushes, numerous bilge alarms go off, and the fluorescent tube lights up, chances are excellent that you're putting out 100

watts. But are they clear watts? Only a radio test with another SSB user can determine that, so ask someone else in the marina to dial in a common ship-to-ship channel, such as 6224, and run your radio check. This will be a good test for a nice, clean signal.

If your test partner reports that

your sound was garbled, and you've just added a new email modem to your rig, temporarily disconnect the wire going from the back of your SSB to the computer. If your voice is now clear, these additional wires are the problem. Your local marine electronics specialist

Latitude 38's Favorite SSB Channels

When cruising Mexico, these are the only channels you'll really need for calling ship-to-ship or ship-to-California.

Channel Designator	Latest ICOM Downloadable Channel	Frequency kHz
4A	77	4146 kHz USB
4B	78	4149 kHz USB
8A	97	8294 kHz USB
8B	98	8297 kHz USB

carries snap-on filter chokes, which may resolve the garbled voice problem.

A good test for the range of your radio is with me! I'm happy to offer *Latitude* readers free, on-the-air radio checks on an appropriate SSB frequency that will agree with the approximate range between your station and mine here in the Newport Beach area. If your boat is in the Bay Area, we will likely use 8 MHz. If you are local, we'll go with 4 MHz, and if you're down in Cabo, we'll probably choose 12 MHz. Call me at (714) 549-5000 on weekdays and we'll find a nice quiet channel for our radio check.

Another great way to test your marine SSB transmit-and-receive capability is with weather guru Don Anderson on his marine SSB Amigo Net. He begins at 1415 hours Zulu (UTC) on 8.122.0 MHz, upper sideband. If you have the latest frequency load from Icom America, it's already stored in memory as channel 105. If you don't find it in memory, you will need to break out the instruction book and learn how to program a new frequency into your user-programmable

SSB in an Emergency

Marine SSB has been allocated hundreds of international channels, some of which are closely guarded by the U.S. Coast Guard and worldwide rescue agencies. They are prepared to act immediately on any received *mayday* or call for medical assistance. The Coast Guard maintains 24/7 distress radio guards on the following frequency bands:

2.182 MHz.....	0-400 miles
4.125 MHz.....	400-800 miles
6.215 MHz.....	600-1200 miles
8.291 MHz.....	800-1600 miles
12.290 MHz.....	1200-2400 miles
16.420 MHz.....	1600-3200 miles

frequency 'bin'. It's not hard, but if you've never done it before, it can be a mystery. You might want to call in a marine electronics tech familiar with marine SSB equipment. Try Don Melcher of HF Radio On Board (Alameda) at (510) 814-8888; Shea Weston of Offshore Outfitters (San Diego) at (619) 225-5690; Steve Helms of Marine Radio Consultants (San Diego) at (619) 276-5530; Ron Romaine of KKMI (Richmond) at ron@kkmi.com. Or me.

I've got two final tips.

First, if you sent your Icom 802 to the factory to get the 'clipping' problem fixed, you'll note that there are two places to plug in the antenna. One is for the DSC antenna, the other for your SSB antenna. Unfortunately, they are not clearly labeled, and a number of people have plugged their SSB antenna into the wrong port. As a result, transmit and receive range are minimal. You'll see an antenna tuner error if plugged into the wrong jack. Set it up temporarily and test it with time signals.

Second, to avoid violating FCC rules, Icom is very conservative regarding output power and how wide the signals are. I think they're too conservative. If you get that voice compression software unlocked, your radio transmissions will boom out with a commanding signal like Voice of America. The software upload is available only from authorized Icom dealers. They can come aboard and plug it into your radio, as well as the most recent 'user channel' update. It usually takes just 15 minutes.

— *gordon west*

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THE GREAT SCHOONER RACE

Sixteen schooners in two divisions turned out August 29 for the San Francisco YC's Great Schooner Race. With participation up 40% over last year and some of the Bay's most notable schooners — some old, some new — in attendance, the Great Schooner Race was exactly that. The after-sail party featured live music and a cameo appearance by *Latitude 38* Managing Editor "Banjo Andy" Turpin, and perhaps the best of all, an artfully managed raft-up of all the boats on proud display.

Don't be tempted into thinking this was some kind of boat parade, a 'con-cours d'museum pieces.' Many, if not all, of these boats are actively sailed and, on that day, sailed hard. With breeze into the low 20s, the pursuit race saw the Marconi division do a Bay tour — Yellow Bluff-Cityfront-Blossom-Southampton Shoal-Marker#4-finish at the club — while the gaffers did all but the Yellow Bluff leg.

Bob Vespa's Edson Schock-designed *Scorpio* beat all comers in the Marconi division. At 42 feet on deck, the boat has been around since it was christened for a movie director — a silent movie director — in 1927. Vespa purchased *Scorpio* in 1994 during a standstill in an ongoing restoration; it would be 10 more years before she sailed again. He credits the boat with getting him to retire from the faculty of City College of San Francisco, where he taught commercial photography from 1971 to 1996.

"This was about the fourth boat race I've ever entered," Vespa said.

"So I worked the decks, and deferred the strategy to a seasoned crew."

His decision to let Dave Rempe, Bill Vespa, Mark Lindlaw and Justin Ward take care of the strategy paid off.

"It seemed we'd never catch *Tillicum I*, who stayed ahead of the pack forever," Vespa said. "It was seesaw from Blossom Rock to Southampton Shoal, with *Scorpio* staying barely ahead of the last of the pack on the downwind side. *Tillicum* decided to sail higher into the falling wind and, I believe, got into some of Angel Island's wind shadow, and dropping in with us.

"We approached Southampton in a tight pack. After rounding it, we dropped to the back of the pack and headed a bit more to weather, but when we were about even with the last of them, the wind all but died.

"Though we were all ghosting along at a barely navigable speed, we began inching ahead of the pack as the breeze backed a bit to the south, and they fell into our wind shadow. At that point, we could see *Elizabeth Muir* joining the pack, and then *Santana* — but they both came to the same halt about the time we began to see the whitecaps forming up ahead. We threw up a small fisherman in anticipation of moderate winds to the finish, rounded Marker #4, and dropped the genoa jib in favor of a yankee jib and fore-staysail for the beat up Raccoon Strait."

Jeff Hawkins' *Jakatan* — the newest boat in the fleet — beat six other gaffers.



LATITUDE/ROB



LATITUDE/ROB



LATITUDE/ROB

— GETS EVEN BETTER



Clockwise from above — 'Elizabeth Muir' with a bone in her teeth as she reaches across the Slot; who says only plastic-boat racers get to wear matching crew gear; Raccoon Strait was a pretty busy place as the fleet compressed before their finish; 'Gaslight' rumbles along in the Central Bay.



LATITUDE/ROB



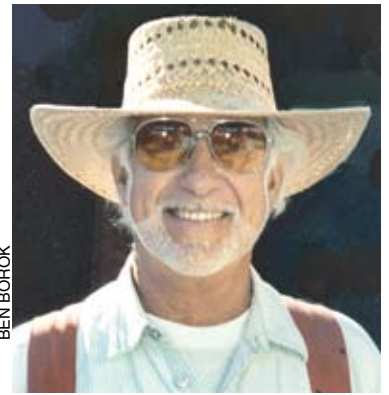
THE GREAT SCHOONER RACE



JAKATAN



LATTITUDE/ROB



BEN BOROK

From left — Jeff Hawkins; a study in contrast as Hawkins' green-hulled 'Jakatan' — the new boat with the older style of rig — and 'Scorpio' — the older boat with the newer rig style — cross tacks in Raccoon Strait; Bob Vespa.

Hawkins sailed his two-year-old, Bob Perry-designed boat to a solid win. Built by Jespersen Boat Builders in Sidney, B.C., the Sausalito-based *Jakatan* is the product of not only a talented builder and designer, but also an owner who's designed some notable things himself.

Hawkins was one of the co-founders of Palm — as in, the Palm Pilot — yet the man who designs electronic gadgets

went to great lengths to keep them out of the cockpit of his 40-footer, limiting his displays to only a speedo, autopilot control and depth sounder.

"I'd wanted to own a gaff-rigged schooner for many years," Hawkins said. "But I wanted one with modern accommodations, that I could sail singlehanded. I would

like to race the boat more; this was a great way to gently get back into it as I hadn't raced since I was in college."

Sailing with Hawkins were wife Janet Strauss, Dennis Boyle, Peggy Burke, Ken Feehan, and Ed Colligan.

"We all had a blast," Hawkins said. "The raft-up at the club after the race was the best. The schooners are beautiful and each has an interesting history. I would encourage anyone to visit the boats after next year's race."

latitude/rg

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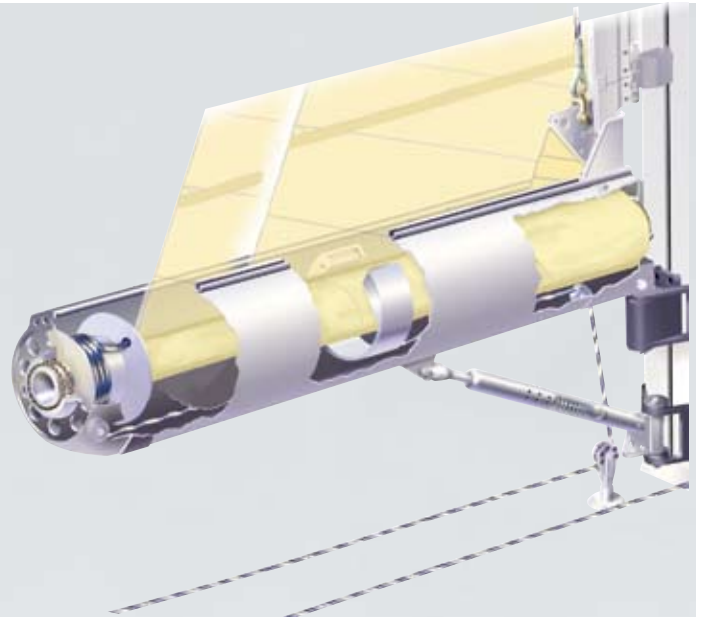
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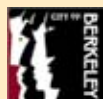
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BAJA HA-HA PROFILES, PT II

One of the differences between veteran cruisers and first-timers is that newcomers actually think they'll complete all the tasks on their 'to do' lists before the date they've set for leaving town. Veteran cruisers know better.

That's why we're often told that the best thing about the annual Baja Ha-Ha rally is its concrete starting date, when, ready or not, even inveterate procrastinators are inspired to stow their fix-it lists, set their sails, and head south.

As you've undoubtedly heard, there are other good things about the Ha-Ha too, such as making friends with like-minded adventurers, communing with Mother Nature, and having a rare opportunity to reinvent yourself, if only during a brief getaway from the workaday world.

As reported in *Sightings*, this year's fleet has grown to record proportions, and as you'll read here, its 600+ participants have a wide variety of motivations for sailing south of the border this season.

Here then, is installment two of our profiles on the Baja Ha-Ha Class of 2009. (Boats are listed in the order in which they signed up.)

Echo — Islander Freeport 41

Michael Bereznoi, Beaverton, OR

Noteworthy: Michael eventually hopes to get to Borneo, the Philippines and

Chrokeva — CT54

The Pitts family, San Diego

Mark and Jackie point out that one of the most unusual things about their entry is that their 18-year-old daughter Amanda is actually excited about being on a boat with her parents for an extended period of time.



The 'Pitt crew' borrows a pose from 'Titanic'.

After the rally they plan to saunter down to Panama, then cruise the Caribbean and beyond. "For the most part," says Mark, "we plan to just do whatever feels right. We have no plans to head back to the US anytime soon."

Doing the Ha-Ha is a huge step for each of them, as none has previously sailed more than 100 miles north or south of their San Diego homeport.

Indonesia for scuba diving.

En Fuego III — J/44

Bill & Hillary Cook, Quincy, CA

Quote: "You can see by all the nuts and bolts that this is a working boat!"

Jesse's Girl — Morgan 440

Jesse & Shanna Hibdon, Alameda

Noteworthy: In order to embrace the cruising life this couple sold not only their house, but also Shanna's lingerie shop!

Sceptre — J/130

Bob Musor, Alameda

Quote: "I have raced all over the world, but also enjoy cruising. I'm looking forward to a nice cruise down the Baja Coast with old friends, and I'm also looking forward to making lots of new friends."

No Name — Catalina 30

**Bob Bahlman & Margie Hewes
Sausalito**

Noteworthy: After the rally, Bob and Margie will head up to the Sea of Cortez for some kiteboarding.

Dragon's Toy — Island Packet 37

Tom Kohrs, Freeport, CA

Noteworthy: After doing two previous

Ha-Has, Tom plans to do the Pacific Puddle Jump in the spring.

Wayward Wind —

Alberg Odyssey 30

**John & Geri Conser
Newport Beach**

Noteworthy: John is a well-known catamaran designer/builder and Geri is a longtime marine photographer.

Qualchan — Whitby 42

The Pond family

Redondo Beach

Noteworthy: Margaret & Todd, aka Mom and Dad, are thrilled to be introducing their kids — Natalie, 16, Charlee, 8, and Luke, 7 — to the cruising lifestyle.

Southwind — Islander 36

Jean Gregory, Oceanside

Quote: "After meeting and listening to so many Ha-Ha'ers relate their adventures doing the HaHa, I can't



If you see a steer's head bearing down on you, you'll know that you are about to be passed by the highly experienced 'Seabird' crew.

wait to experience it for myself and have my own tales to tell."

Stella Blue — C&C Landfall 38

Wally Bryant, San Francisco

Noteworthy: This boat was a derelict in 2001. Wally has spent the last eight years rebuilding it — "new rig, new engine, every nut, bolt, wire and hose."

Campbells Sloop — Catalina 34

Susan & Don Campbell, Dana Point

Noteworthy: This boat is hull #1 of the Catalina 34 line; Don will be the only male among Cap'n Susan's otherwise all-girl crew.

Sea Dream — Jomar 55

**Ron Brimlow & David Dodrill
Long Beach**

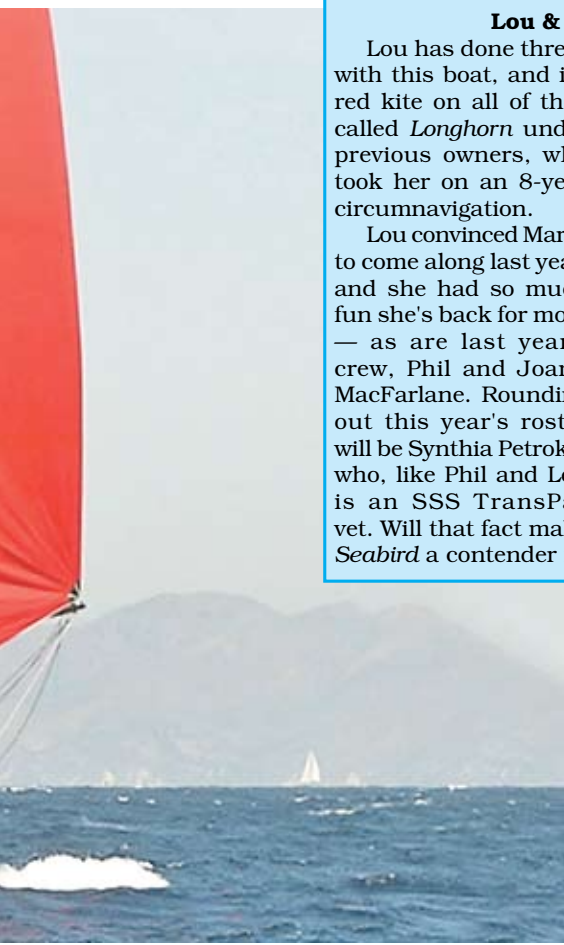
Noteworthy: Ron and David both began sailing in the '60s, but on different coasts.

Allymar — Ingrid 38

Ken Gosling, Winchester Bay, OR

Quote: "Allymar is finally getting to

— HEADIN' SOUTH OF THE BORDER

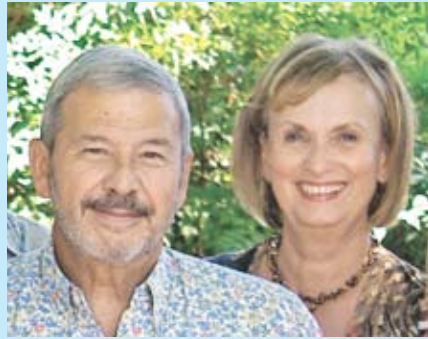


Seabird — Swan 51

Lou & Marge Freeman, San Diego

Lou has done three Singlehanded TransPacs and two Ha-Has with this boat, and if we're not mistaken, he's used that same red kite on all of them. Why the steer's head? This boat was called *Longhorn* under previous owners, who took her on an 8-year circumnavigation.

Lou convinced Marge to come along last year, and she had so much fun she's back for more — as are last year's crew, Phil and Joann MacFarlane. Rounding out this year's roster will be Synthia Petroka, who, like Phil and Lou is an SSS TransPac vet. Will that fact make *Seabird* a contender for



Lou and Marge — and their big red chute — are back again for more Ha-Ha fun.

class champion? Time will tell. father-son team, as *Joya* has life-sized, bare-breasted mermaids painted on both sides of her bow.

Scott Free — Gulfstar 44

Scott & Monica Stoner, Seattle, WA

Quote: "We plan to cruise in the Sea of Cortez until the Dow hits 14,000!"

Eupsychia — Cal 36

David Addleman, Monterey

Quote: "After a career in engineering, where details, planning and control were paramount, I enjoy the uncertainty of sailing."

Jabiroo — Island Packet 35

John & Janice Limb, Dover, OR

Noteworthy: John claims that he's had to replace almost every system on this boat since buying her 11 years ago.

Monitor — 55-ft Monk trawler

John Wilson, Coos Bay, OR

Noteworthy: According to John, "*Monitor* is a one-of-a-kind boat — one of Ed Monk, Sr.'s very first pleasure boats."

Old Moon — Hylas 49

John & Mary-Ann Cogan, Ventura

Quote: "We're slipping & sliding south to the land without a plan."

Raindancer — West Indies 38

Daniel Eastman Federal Way, WA

Noteworthy: Now retired, Daniel used to make his living as a locomotive engineer — that's a Ha-Ha first.

Harrier — Finn Flyer 31

Ken & Lou Roper, Los Angeles

Noteworthy: A retired brigadier general, Ken has done more Singlehanded

TransPacs than we can count. He'll have crew on the Ha-Ha, though: his daughter Lou.

Passage II — Hunter 410

Jim Cassidy & Lucy Lowe Channel Islands

Noteworthy: Jim and Lucy bought their first boat in 1988 and have sailed it almost every weekend, more often than not to the Channel Islands.

Sapphire — Hunter 30

Luke McDonald & Megan Buechler Portland, OR

Noteworthy: Luke: "We started sailing two-and-a-half years ago after an exciting dinner conversation about how we'd both like to sail around the world if we won the lottery." They didn't win a million, but managed to cut the docklines anyway.

Mahalo — Cal 40

Holly Scott, Long Beach

Noteworthy: Now an official cruising consultant for West Marine, Holly began her sailing career when she was three months old; she first took the helm at age three and got her first boat at 10.

Escapade — Catana 52 cat Greg Dorland & Debra Macrorie Newport, OR

Quote: "We've learned to be flexible in our planning, but we'll possibly end up

Liberty — Nicholson 35

The Strattan-Candille family Redwood City

"We're doing the Ha-Ha," explains Seth.



"Enough of academia, let's go cruising!"

"because we're sick and tired of *preparing* to do the Ha-Ha." He and Sophie spent every weekend and every penny they had fixing up *Liberty* while they were graduate students at Stanford medical school. This cruise is their graduation present to themselves. (Both now have PhDs.)

Their 4-year-old crewman Casey will be in charge of beach sports on the way to Cabo.

do what she was designed for nearly 40 years ago. May the same be true for the captain and crew this year."

Tiger Beetle — N/M 45 IOR

Robert Macfarlane, San Francisco

Noteworthy: Although this is Rob's first Ha-Ha, he's no stranger to offshore sailing, having made five crossings to Hawaii.

Aquadesiac — Tayana V-42

Douglas Simms, Alameda

Quote: "As a young boy I always looked west when I was daydreaming. This journey is the culmination of those dreams."

Prevailing Wind —

Beneteau Oceanis 400

Peter Wragg & Natalie Pearl San Diego

Noteworthy: An Australian native, Peter's early sailing career took him across the notorious Bass Strait and Tasman Sea.

Joya — Dreadnought 32

Steve & Garrett Pruitt, Brookings, OR

Noteworthy: You can easily find this

BAJA HA-HA PROFILES, PT II

Little Lara — Pacific Seacraft 24 Jay & Peggy Bowden, Santa Barbara

Jay and Peggy tell us "Little Lara may not be the most expensive boat, she may not even be the largest boat, nor the fastest boat, but she is the happiest boat."



Who needs a huge cruising boat? A small, cozy space is better for snuggling.

We were glad to hear that, but 760 miles can be a long way in a 24-footer. Jay and Peggy seem to know what they're getting into, however. In fact they convinced the Rally Committee to bend the '27-ft minimum' rule. After the Ha-Ha, they'll cruise until spring, then "re-evaluate."

in the Caribbean, or Southeast Asia."

Adios — Columbia 43 Craig Shaw & Tiffany Lidy Portland, OR

Quote: Craig: "I'm really looking for-

ward to skipping Adios down the Baja with the kite up under the full moon! And with the best first mate on the planet, I'll have the biggest smile in the fleet!"

Prufrock — Santa Cruz 52 Jim & Diana Freeland Ko Olina, HI

Noteworthy: The Freelands have crewed on two previous Ha-Has aboard the three-masted schooner *Millenium Falcon*. This time that boat's owners will crew aboard *Prufrock*.

Albatross — Seamaster 46 Douglas Schneeman & JoDean Bifoss Marina del Rey

Quote: Doug: "This is hull number one. That's a good thing, right? My advice is: Never buy the first of anything. Let 'em work the bugs out first."

Bequia — Gulfstar 50 Richard & David Coleman

Richmond

Quote: "We've sailed the coast before, but it's been lonely. This sounds like a lot of fun!"

Espiritu Santi — Atlantic 57 Santiago Becerra, San Diego

Quote: "I'm ecstatic. I'm beside myself. I can already feel the warm breeze, hot sun, clear blue water — not to mention the cold beers and fish tacos. Mexico here I come!"

Aventura — Hunter 41 John Rollins, San Francisco

Quote: "Let's see what adventure each day brings."

Bluebird — Custom Trimaran 28 John Taylor, Lakewood, WA

Noteworthy: Built by John, *Bluebird's* unusual design and features make her a unique entry — and at age 88, her captain is one of the oldest and most experienced sailors ever to do the Ha-Ha.

Gypsy Blue — Beneteau 463 'Whitey' & Maxine White

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— HEADIN' SOUTH OF THE BORDER

San Francisco

Quote: Maxine "My first date with Whitey was sailing on San Francisco Bay on his Ericson 35. Our second date was spent varnishing."

Done Dealing — Beneteau 47 Jay & Gail Bryan, Lake Tahoe

Noteworthy: Jay once made a trip from Crescent City, CA, to Dutch Harbor, in Alaska's Aleutian Islands.

Tapestry — Command 10 tri Richard Pearsall, Ventura

Quote: "We're going to be dead a long time, so go cruising now!"

Sea Villa — Islander 37 Jim Morgan, Sausalito

Quote: "Sailing is truly an elemental experience that I enjoy immensely. I also very much appreciate the camaraderie of the sailing community. This seems like an excellent opportunity to combine the two."

Music — Beneteau 40 Rick Gio, Pt. Richmond

Noteworthy: Having begun his sail-

ing career in 1969, Rick already has lots of offshore sailing under his belt, including a sail from S.F. to Tahiti.

Osprey — Elan Impression 434 Jerry Whitfield Anacortes, WA

Noteworthy: Jerry's crew will be his daughter and son-in-law: Clair and Grant Burwash.

Paikea Mist — Beneteau 50 Michael & Gloria Hansmann Vancouver, BC

Noteworthy: Gloria met Michael in a college sailing class, where he was the instructor.

Chardonnay — Catalina 30 David Elkin, Richmond

Quote: "This isn't just another sail around the Bay!"

Odysseus — Maxi 97

William & Christy Hogarty, Pleasanton

When we asked William for a quotable quote, he replied, "Let's party." And believe us, this guy knows how to party in style, as evidenced by the Jacuzzi on his aft deck.



A veteran of two previous Ha-Has, his boats are always among the most impressive in the fleet: the Dynamique 80 *Leda* in 1998, and the N/M Able 94 *Marishiten* in 2001.

Odysseus will have a good-looking crew.

Apart from William's wife Christy, *Odysseus'* crew has yet to be announced. But we assume by the accompanying photo, that some junior sailors will be on the roster.

Mangareva — Dallimore 40 Mark & Gail Strong, Pollock Pines

Noteworthy: Mark and Gail met their

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BAJA HA-HA PROFILES, PT II

MoJo's Folly — Gemini 105Mc Cat John & Marie Orr, Napa

If boats could talk, this one would probably tell us she's thrilled that John and Marie bought her 18 months ago, as she spent her first few years in Stockton as a "dust collector" — a sad fate for any boat let alone one built for performance cruising like this one.

With Michael and Denise Eyton-Lloyd along as crew, John says, "We've got the right MoJo and good friends to accomplish a life long dream." After the rally they'll head up into the Sea of Cortez and play it by ear on an open-ended itinerary.



Marie raises her glass to the start of their long-anticipated cruise.

Dutch crew, Nico and Elyn, a few years ago in The Netherlands, as they own a similar European-built boat.

Jammin' — Freeport 41

James & Max Wilson Los Angeles

Quote: James: "I can tell by the way Jammin' dances on her bow lines that she's ready to get out of Dodge!"

Mariah — Seawind 1000 cat Gary Rufener, San Diego

Noteworthy: Like many of this year's participants, Gary plans to moor Mariah in La Paz for the season, then bash home in the spring.

Ohana — Sceptre 41 McKenzie-Palaska family Missoula, MT

Noteworthy: When Charlie and Beth got married, their prenup mandated that they would eventually go cruising with their family. With daughter Marina now 13, and son Keegan now 11, they're finally getting around to it.

Capaz — Perry 48 The Baker family, Seattle, WA

Noteworthy: Brad and PJ (dad and mom) will be "boat schooling" their sons Bryce, 11, and Austin, 8. One of the kids' tasks will be to produce a newspaper about their travels called the *Capaz Chronicle*.

Slow M Ocean — CHB 45 PH Trawler Errol & Norene Phillips, Scappoose, OR

Noteworthy: Errol and Norene started powerboating nearly 40 years ago.

Sagittaire — Brewer 47 Michael & Diane Quiriconi Seattle, WA

Quote: "Like Moitessier, we want to watch the sun set on the open sea, to inhale its breath, to let our land-bound cares evaporate before the immensity of the sea and sky, and to feel our joy soaring so high that nothing can disturb it."

IO — Davidson 44 R. & B. Kuschel, San Francisco

Noteworthy: This boat was designed by Laurie Davidson, of New Zealand A-Cup fame, and her first owner was



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**Julia Morgan —
Morgan Out Island 41
Thomas Christensen, Long Beach**

Noteworthy: Thomas' experience should serve as a lesson to others: He had planned to cruise long-term. But after spending five years preparing this boat, he was diagnosed with pancreatic cancer, which means staying close to home for chemo treatments every two weeks. His doc, however, gave him a six-week reprieve to do the Ha-Ha.

**Talion — Gulfstar 50
Patsy Verhoeven
La Paz, Mexico**

Quote: "I'm going to sail all the way for the third time!"

**Sabbatical — Valiant 40
Phil Kumpis & Laurie Lipman
Hermosa Beach**

Noteworthy: The previous owners set out to circumnavigate, but got only as far as Tahiti due to health issues. Phil hopes to finish the trip for them.

**Eagle — Cal 35 Mk III
Phileta Riley &
Dorothy Tharsing
Bandon, OR**

Noteworthy: They just bought *Eagle* on August 5, and have been in a mad dash since then to get her ready for the October start.

**Lillia del Mar —
Catalina 400
Mark Slemmons
San Francisco**

Noteworthy: Mark began sailing in El Toros at age 8. He bought this boat, his fourth, just nine months ago.

**Alobar —
Island Packet 350**

Joel Ungar, Santa Barbara
Quote: "Viva la Baja Ha-Ha, viva Mexico, y vamonos amigos."

Albatross — Island Packet 32

The Foley family, Clear Lake Shores, TX

"Our plan," says Lisa, "is to sail home to Texas, but if



William, Tracy and Patricia are heading off again.

the cruising bug infects our sons — Teagan, 9, and Mick, 7 — and Captain Kevin can handle homeschooling, who knows?"

Both Kevin and Lisa have been sailing since they were pre-teens.

**Stepping Stone — Maple Leaf 42
The Anderson family, Newport, OR**

Noteworthy: Elias and Sarah say they've been dreaming of sailing around



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BAJA HA-HA PROFILES, PT II

SOMF — Island Trader 46 Jerry Wilhite, Stockton

Quote: "This was my dream 25 years ago, but life and family buried it deep. Then five years ago it started to creep back into my dreams, and now here I am."

Some kids on Jerry's dock think SOMF looks like



Meet the 'SOMF' crew. Pirates? Naaah, we don't think so.

a pirate ship, but after seeing his shipmates' photo, we doubt that there's a buccaneer among them. What does SOMF stand for? That's a question you'll have to ask Jerry himself.

the world since they were kids. Now they're finally on their way — with their daughters, Kimberly, 16, and Savona, 5, along as crew.

Tsunamita — Hunter 356 Kim & John Hartnett- Edwards San Diego

Noteworthy: Kim and John both learned to sail in college, but this will be their first big offshore cruise.

Kells — Swan 44 Mk II Jack Kavanaugh, Sausalito

Noteworthy: Jack started sailing in '65. He's owned this 1976 Swan for 24 years.

Gitana — Cal 39 Pat & Diane Mitchell South Lake Tahoe

Quote: "After heading out the Golden Gate, we plan to turn left, check it all out slowly, and we may or may not come back!"

Nautilus — Passport 40 Steven Ingham & Kristen Dean Centralia, WA

Noteworthy: During the '80s Steven

sailed the Caribbean for six years on a previous boat. He rode out Hurricane Hugo at Puerto Rico's Culebra Island, where dozens of boats were driven ashore.

Tabu — Farr 44 Sheri & Rich Crowe, Newport Beach

Noteworthy: The fact that Sheri and Rich are sailing up from La Paz to do this year's Ha-Ha is impressive. But last year they sailed all the way up from Ecuador to do the '08 rally.

Bliss — Columbia 45 Scott Brown & Lanie Peterson Helena, MT

Quote: "Bitchin'! We can't wait to get started on this trip of a lifetime, and we're excited to make new friends and party!"

Lorien — Islander Bahama 30 Ed Ammerman & Gina Sarbo San Francisco

Quote: "Between my husband, a retired appliance repairman who was a diesel mechanic in the service, and myself,

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Wave Goodbye — Hunter 44 Dan Redding, San Diego

Noteworthy: Dan bought this boat new in 2005 and did the '06 Ha-Ha as his first offshore shakedown cruise.

Saint Mary II — Catalina 34 Mk II Thomas Madden, Newport Beach

Noteworthy: This boat is named after Thomas' great uncle's fishing boat, which was the only vessel in an Irish fleet to survive a famous disaster at sea.

Rachel S — Cape George 40 Patrick Orleman, Waldron, WA

Quote: "My first boat was a wash tub in the pond next to my parents house."

Wizard — Choate 41 Obie & Mike Ciesiel, Portland, OR

Noteworthy: A prominent Portland businessman raced this boat for years. Some recent guests have sworn his ghost is still aboard!

Simple Pleasures — Freedom 36 Bernard Slabeck, Alameda

Quote: "I'll be leaving for good, for the second time!"



Bernard rides his masthead, safe from whale attacks.

Believe it or not his boat struck two different whales in two completely different areas of Mexico last year. They both swam away unharmed, but the second blow caused Bernard to bring his 36-footer home to Alameda for some keel repairs.

Coral Rose — Aloha 34 John Aldous, Beaverton, OR

Quote: "I live aboard *Coral Rose*, and I love the lifestyle it provides me."

Blue Lightning — New York 36 Michael Riley, Seattle, WA

Noteworthy: John says he decided to do the Ha-Ha because he was "very cold!" He first read about it in an old *Latitude* that someone had left in his marina's laundry.

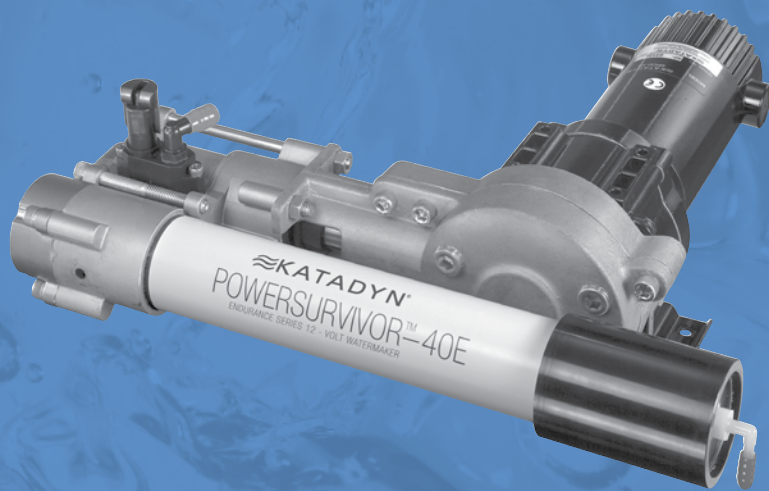
Blue Swan — Ta Chiao 41 Robert Johnston, San Pedro

Quote: "Sounds like a great time! This will be the first of many new adventures."

J World — J/120 Wayne Zittel, SF/PV

Noteworthy: This entry is part of an instructional program. Her crew is made up of sailors with varying levels of experience, "from rookie cruisers to seasoned salts."

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BAJA HA-HA PROFILES, PT II

Companera — Farr 44
Paul Eichen & Susan Flieder
Sausalito

Noteworthy: Paul and Susan convinced their Aussie friends, Annie and Bob, into join them on this cruise to the Cape.

Distant Drum — Beneteau 51
Harry Hazzard, San Diego

Noteworthy: This boat has done three previous Ha-Has. Not long after the '07 event, she survived a direct hit by lightning in San Blas.

Crescendo — Challenger 50 ketch
Bob & Alice Phillips, Olympia, WA

Noteworthy: Having cruised to Alaska and back three times, Bob and Alice are ready for a change of climate.

Puma — 52-ft power cat
Del Urban, Homer, AK

Noteworthy: Like most Alaskans, Del is obviously a do-it-yourselfer. He designed and built this power cat using composite (wood/epoxy) construction.

Willful Simplicity — Catalina 27
Steve & Charlotte Baker, Sausalito

"When we decided that there were more reasons why we must do the Ha-Ha than reasons why we couldn't, we were finally moved into action," explains Steve.



"Lookout Mexico, here we come."

That's impressive since Charlotte began sailing just a year ago. Steve, however, has been pulling strings and grinding winches for nearly two decades, so he undoubtedly set her on the 'fast track' to cruising.

Their 27-footer seems aptly named: "The most interesting thing about this boat is it's simplicity," says Steve. "It has taught us to live simply and love it."

Ludwig — Catalina 42
David Lott, Long Beach

Noteworthy: Dave says that doing the Ha-Ha has been on his 'bucket list'. But the most interesting thing about his entry is that, to join him on this cruise, he recruited a friend whom he's known since he was seven years old.

Symphony — Hans Christian 38T
Thomas Spencer & Magi Sarvimaki
Channel Islands

Noteworthy: Doing the Ha-Ha is actually Plan B for Thomas and Magi, as they'd originally intended to sail straight to Hawaii, but after making a boatload of new sailing friends, we'll bet they'll be glad that serendipity intervened.

We'll take a breather here, before our fingers fall off from too much pecking on the keyboard. But, believe it or not, you still haven't been introduced to the entire Ha-Ha XVI fleet. Look for a final installment in the November issue, then a complete recap report in December.

— **latitude/andy**

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A RECORD- BREAKING RALLY

As you may have read in Sightings, more boats are entered in this year's rally than ever before.

Along with the increased numbers, the event will have some exciting new features. For the first time ever, fleet members will parade past the western tip of Shelter Island at 10 a.m. October 26, on their way out to the 11 a.m. start. A fireboat will salute them with a shower of spray, and a variety of TV and print reporters will be on hand to capture the excitement.

If you're new to the event, let us explain that the Ha-Ha is a 750-mile cruisers' rally from San Diego to Cabo San Lucas, with stops along the way at Turtle Bay and Bahia Santa Maria.

You'll find frequent updates on this year's event, in addition to all sorts of other hot sailing topics at *Latitude's* three-times-weekly news portal, 'Lectronic Latitude' (found at www.latitude38.com.)

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This year's Mexico-Only Crew List Party and Baja Ha-Ha Reunion on September 9 served its purpose by linking dozens of potential crew members with skippers in need of additional watch-standers.

If you missed that shindig and would really like to spend some quality time south of the border, you might still be able to find a ride via our online Crew List at www.latitude38.com, which is constantly updated.

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For many cruisers, the next logical step after cruising Mexican waters for a season or more is to hang a right and head west into the Pacific.

We call that annual springtime migration the Pacific Puddle Jump, and report on it heavily in the pages of *Latitude 38*. Making that 3,000-mile passage is one of the most thrilling accomplishments in the realm of sailing. Learn more about the spring 2010 crossing at www.pacificpuddlejump.com.

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IMPORTANT DATES

Oct 18 — Ha-Ha Welcome to San Diego Party, Downwind Marine, 12-4 pm. Ha-Ha entrants only.

Oct 24 — Informational Meeting about the Pacific Puddle Jump, West Marine, San Diego, 5 pm.

Oct 25, 9 am — Final deadline for all crew and skipper waivers, West Marine, S.D.

Oct 25, 11 am — Skipper's meeting, West Marine, S.D. Skippers only please.

Oct 25, 1 pm — Ha-Ha Halloween Costume Party and Barbecue, West Marine, S.D.

Oct 26, 10 am — Pre-Start boat parade past Shelter Island

Oct 26, 11 am — Start of Leg 1

Oct 31, 8 am — Start of Leg 2

Nov 4, 7 am — Start of Leg 3

Nov 6 — Cabo Beach Party

Nov 7 — Awards presentations hosted by the Cabo Marina

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PLEASE NOTE: There is no phone number for the Baja Ha-Ha Rally Committee.

Please don't call *Latitude 38* with questions. The Ha-Ha is a separate operation.



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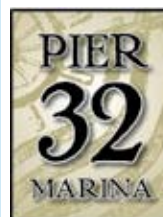
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"Finally!" our skipper cheered before the echoes of the gun had faded. "Postponement over! Let's get this race going!"

We'd been waiting two hours for the wind to stabilize. It had never been flat calm, but it was not the steady sea breeze the Race Committee wanted. Evidently they thought it was worth the wait.

All hands on our boat felt otherwise. They were from Southern California, in town for a major regatta, and I'd been recruited as a source of local knowledge. Fortunately, I was able to bring Lee Helm along with me. She's a naval architecture grad student at the university, and although I have a few more decades' experience racing on the Bay than she does, Lee seems to be able to make more sense out of the instruments, the polars and her custom tide charts. As long as she can pass me secret tips during the race, I can fake it pretty well.

"Wait a sec," said Lee, examining the RC boat through binoculars. "They've got the gun up for another shot."

The end of a postponement is signaled by one gun, and a postponement is signaled by two. When the second gun fired, we couldn't understand why they would postpone a race that was already postponed. Then there was a third gun.

"Code flags N over A," Lee sighed. "All races abandoned for the day."

"Darn," muttered the skipper. "I thought we'd finally have a chance to see what we could do against this fleet in light air."

"Clearly a decision driven by bar revenue," said the owner, who doesn't drive or even trim sails during the races, but loves to organize the campaign and write the checks. "The bar makes more money for the club if they get us back to the harbor early."

"Either that or someone on the RC boat has opera tickets," grouched another crew. "You'd think, what with having a whole navy out here to set marks and signal courses, they could at least give us a short course in the wind we've had all morning instead of making us wait around for the seabreeze that we all know will fill in as soon as we're back at the dock."

"Down south we race in wind lighter than this all the time," said the owner.

"We could have spent the last two hours racing."

"Yeah, since when is an RC so afraid of a wind shift that they have to cancel a whole day of sailing?" asked another crew. "I started racing on Long Island Sound, and back there we'd call this a good stiff sailing breeze."

"Before you all go off half-cocked on this," said the mainsail trimmer, trying to calm us down, "consider that one of the purposes of the regatta is to come up with an overall winner. And because they have the different divisions sailing different courses and starting at different times, their method of selecting the overall winner only works if the wind is steady."

"Well, we're sure not in it for the overall win," the owner reminded us as he stepped from the back of the cockpit to the top of the companionway ladder. "We just want to race. We came all the way up from SoCal, and they've wasted a perfectly good day of sailing. I'm going below to break out lunch. Who had the one with no mayo?"

"No tomatoes on mine," said Lee.

"They're all no tomatoes," the owner called back from the cabin. "Keeps the bread from getting soggy."

"But how can they possibly have an overall winner if the divisions are sailing different courses?" I asked.

"It's, like, in the sailing instructions, under scoring," said Lee. "What they do is take the corrected time of the winner of each division, divide by the course distance to get the corrected speed, and see who is sailing the fastest, averaged over all the races sailed."

"Sounds fair enough, if the conditions are steady."

"Except for one big thing they got wrong," Lee noted. "The finish is upwind of the start, and the big boats usually sail a course with more laps than the small boats. Especially for a series sailed in mostly flood tide, that makes a diff."

"How big?"

"Okay, we can totally figure it out. "If the course is W-L-W-L-W — or two-and-a-half sausages — for the big class, that's three upwind and two downwind legs." She produced a small cell phone in a plastic bag from her PFD pocket and switched it into calcula-

$$\sqrt{\frac{\sum_{i=1}^n \left(T_i - \frac{1}{n} \sum_{j=1}^n T_j \right)^2}{n-1}}$$

The formula for Sample Standard Deviation. *T* is corrected time and *n* is the number of finishers in the division.



tor mode. "Let's say they go seven knots upwind and tack through 70 degrees. That's a VMG of 5.7 knots, subtract a knot for flood current and VMG upwind is 4.7. Downwind, let's be conservative and say 8.5 knots VMG plus the current, for 9.5 knots down the course. Average speed for the five legs is then . . . 6.62 knots. But if they sail the shorter course, just one-and-a-half times around, they get a higher ratio of windward to leeward because of the upwind finish. Then the average speed around the course is . . . 6.3 knots.

"Pretty close, if you ask me," I ventured.

"No way! That's, like, a five percent rating advantage. Ginormous compared to typical finish margins in a top-end fleet."

"What about when the course is three-and-a-half laps versus two-and-a-half?"

— A NUMBERS GAME

Things may have turned out differently for 'Soozal' at last month's Rolex Big Boat Series if organizers had used Lee Helm's calculations.



PETER LYONS / WWW.LYONSIMAGING.COM

consistent seconds and thirds," said the trimmer. "I think a comparative low-point system would be better."

"Except that some divisions are larger than others," said the skipper, "and a low-point finish is much more difficult to earn in a big division. You could do a kind of proportional low-point. Or add up corrected time margins."

"That still leaves the problem of some classes being more competitive than others," said Lee. "But, like, there is a way to take that into account."

"I can't think how," I said.

"There are tons of different statistical criteria to measure how tight the results are. I mean, if we assume that a competitive fleet will have more tightly bunched finishes, then all you have to do is take the standard deviation of the corrected time finishes, and see how big the winning margin is over the average time, in terms of standard deviations. The division winner who beats their class average by the greatest number of standard deviations is the overall winner. That automatically corrects for the variations in the size of the divisions and for how tight the racing is in each division."

"You lost me when you got to deviation," said the foredeck crew, scooping up a handful of cookies. "Are we talking compass

asked the trimmer. "The effect should be a lot less."

Lee ran her calculations again, and determined that the error was down to about two percent for the courses with more legs.

"How much is two percent in PHRF?" asked the foredeck crew.

"About 12 seconds per mile for you time-on-distance folks," Lee said, "More when the wind is up and the speed difference between upwind and downwind is bigger."

"A two percent skew in favor of the big class," said the trimmer, "doesn't seem like that big of an error compared to the difference in wind and tide if conditions aren't steady. The small class start is, what, 50 minutes after the big boats?"

"I guess they have to have an overall winner, and I guess they're going to do it their way," said the skipper as he pushed

the button to start the engine. "Mainsail down any time," he ordered, and most of the crew jumped into position to flake the main while Lee and I took charge of the bags of sandwiches and snacks that the owner was passing up the hatch.

"**M**ax, how would you determine the overall winner for an event like this?" asked the mainsail trimmer once the sail was down and flaked.

"It's a tough problem," I allowed, "but there are ways that don't constrain the options of the RC like the method they used. I'd probably just do something simple like give it to the boat with the greatest number of firsts in its division. That way each division could be in completely different conditions and everything would be fine."

"But then a boat with, for example, one lucky first place and five finishes in the tank would beat out a boat with

cards all of a sudden?"

"It's just the square root of the sum of the squares of the differences from the mean divided by the number of points minus one," Lee explained through a mouthful of tuna sandwich. "My calculator even has a button for it."

"Just so we know what you're talking about, can you explain how you would calculate it without the button?" asked the skipper.

"Okay, first take all the corrected finish times, Add them up and divide by the number of boats to get the average corrected finish time."

"We got that part."

"For each boat, subtract to find the difference between that boat's finish time and the average finish time, and square that number."

"I'm already confused," said the foredeck crew. "Some of those time differences will be positive and some will be negative, depending on which you subtract

MAX EBB

from which, and whether the boat was ahead or behind the average."

"No, that doesn't matter," explained Lee, "because all the time differences are squared and come out positive anyway."

"Got it."

"Now add up all those squares of time differences, divide by the number of boats minus one, and take the square root of that. The answer is called the standard deviation, and for a normal distribution of values, about 95% of the values fall within plus-or-minus two standard deviations of the average."

"Ah, but in this case you have a complete sample set," the owner called up

Overall winner by the Lee Helm criterion

corrected finish times	Class A				Class B				Class C				Class D			
	H	M	S	minutes	H	M	S	minutes	H	M	S	minutes	H	M	S	minutes
2	29	56	149.93	2	31	15	151.25	1	48	23	108.38	1	52	56	112.93	
2	30	26	150.43	2	35	6	155.10	1	49	26	109.43	1	54	27	114.45	
2	30	39	150.65	2	39	38	159.63	1	52	20	112.33	1	57	3	117.05	
2	32	16	152.27	2	39	59	159.98	1	52	24	112.40	1	58	59	118.98	
2	34	29	154.48	2	41	42	161.70	1	52	45	112.75	2	0	26	120.43	
				2	42	49	162.82	1	54	13	114.22	2	0	39	120.65	
				2	50	40	170.67	1	59	36	119.60					
				2	52	39	172.65	2	2	7	122.12					
				2	53	18	173.30									

average corrected time	151.55	163.01	113.90	117.42
winning margin over average	1.62	11.76	5.52	4.48
standard deviation	1.86	7.75	4.73	3.20
winning margin / standard deviation	0.87	1.52	1.17	1.40

Lee's Criterion for calculating an overall winner, using the first race of last month's Rolex Big Boat Series as an example. The tightest competition was in Division A, but the Division B winner takes it with a much larger margin over the average, despite the more dispersed finishes. In Divisions C and D, sailing a shorter course, the D winner gets more credit for a win in the tighter fleet, putting them ahead of the C boat, despite a slower corrected time.

from the cabin. "So there's no need for Bessel's correction. You should divide by N, not N-1."

"For sure, we have all the finish data," argued Lee, "but it's a statistical sampling of speed potential. So I think the

sample standard deviation, using N-1, is more accurate than the uncorrected value."

Lee and the owner debated this point for some time, each volley less comprehensible than the last, but neither could convince the other. Eventually they gave up and finished their sandwiches.

That evening at the awards banquet, we saw the results of the overall winner selection method. Sure enough, a boat in the big class had taken it.

"After all, they did spend the most money," noted the owner.

— max ebb

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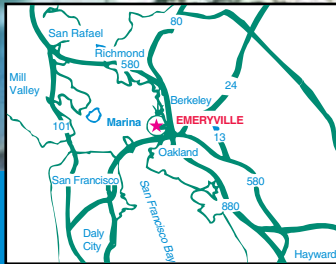
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THE RACING

Whew! The end of August and the month of September were jam packed with racing on the Bay. Between the **Folkboat Internationals**, the **Windjammers' Race**, **SAP 505 World Championships**, and **Jazz Cup** there was plenty to keep any kind of sailor busy. But we better not forget the **Melges 32 North Americans**, the **29er US Nationals**, a record-matching **Leukemia Cup**, the **J/24 Western Regionals**, **St. Francis 18-ft Skiff Regatta**, **Ronstan Bridge to Bridge** race, **Catalina 30 Nationals** and, oh yeah, **The Great Schooner Race** and the **Rolex Big Boat Series**, which you'll find on pages 108-110, and 88-96 respectively. Yeah, it was busy. As always, we've done our best to bring you the scoop on all these events. Enjoy!

Folkboat Internationals

The Folkboat Internationals are held biennially on the Bay, and the boat's strong and loyal following, plus the fact that more than 5,000 have been built, means that the racing is competitive.

With a bullet in the final race, '07 winner Dave Wilson from San Francisco, held off a consistent performance from another Bay Area sailor, Eric Kaiser — who had counted nothing lower than a third in the seven-race, one-throuout series — to take the title.

Sailing with his father Don, and for the first two days, Mark Van Crienkge, who was spelled by Tom Urbania for the final two, Wilson's final bullet was one of three that propelled him to a two-point win at the Corinthian YC-hosted regatta September 15-19. Following the Bay Area sailors were a pair of Danes — Per Jørgensen and Per Buch — and a German Christoph Nielsen.

Nielsen was the only foreign skipper who didn't take advantage of the local

The fleet hit many of the Central Bay venues for the racing — sailing on the Circle one day, the Cityfront another and Knox on two different days.

"In the seven races, we had five different winners," said Class President Brock de Lappe.

The boat — *Windansea* — has been in the Wilson family since 1981, when it was brought over for exactly such an event. Don Wilson is a three-time season champion.

But the Wilson father/son winning combo wasn't the only one on the course. Tom Reed, Sr., a seven-time season champion, was sailing for his son, Tom Reed, Jr.

Kaiser's father, Chuck, is also a seven-time season champion. When you see all these fraternal connections that come with some serious credentials, it's easy to see why Wilson was a bit surprised by his win.

"We didn't think it was really going to happen," Wilson said. "We weren't really anticipating that we'd

be winning. We went over to Sweden for the Gold Cup last year, and the Germans won, while we were 19th. Eric's been really consistent this whole year, so we feel lucky to have pulled it out."

"When it comes to consistency," Kaiser said, "I look to what my dad used to say: 'Racing sailboats is a series of routines practiced and mastered.' I certainly haven't mastered them yet, but I continue to strive towards that goal. Ironically, it was some-

thing Dave Wilson said that has really stuck in my head, and that's being obsessive about balancing the helm, both up and downwind. That has taken my sailing to a higher level this past year. But if you look closely, Dave has the upper hand when it comes to consistency."



Dave Wilson, left, just barely edged out Eric Kaiser for the top spot at the '09 Folkboat Internationals September 14-19.

fleet's pooling of loaner boats; he shipped his own Folkboat — they just fit inside a standard 40-ft shipping container — over for the event. Nielsen was in position to notch the Folkboat equivalent of a Grand Slam, having already won the Swedish National Championship, Kiel Week and the class' Gold Cup.



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Like Wilson, Kaiser — who actively sails his boat *Josephine* on the Bay — built his crew around two guys sailing for two days each, and one pivotal player.

"The team I put together started with the one guy I knew would never stop trying, Sean Svendsen," Kaiser said. That guy is intense and I loved it. Mike Peterson, also a Knarr season champion, understood how to keep both Sean and I under control. I guess we both have a tendency to get a little heated in the moment. He really did an outstanding job the first two days of the regatta. The last two I had my regular crew, Kurt Hemmingsen."

FOLKBOAT INTERNATIONALS (9/15-19: 7r/1t)
— 1) #106, **David Wilson**, USA, 12; 2) #122, **Eric Kaiser**, USA, 14; 3) #871, **Per Jørgensen**, DEN, 24; 4) #926, **Per Buch**, DEN, 27; 5) #658, **Christoph Nielsen**, GER, 32. (19 boats)

Complete results at www.cyc.org

Windjammers

Labor Day Weekend featured the Windjammers Race from the Bay down the coast to Santa Cruz. Conditions



Corinthian YC hosted Folkboat sailors from around Northern Europe and San Francisco Bay. The one day spent sailing on the Circle, shown above, produced five successfully recovered MOBs.

were plenty breezy — boats were seeing upwards of 35 knots below Año Nuevo. But the big north-northwesterly shut off late in the afternoon, giving way to an easterly that trapped much of the 37-boat fleet in little breeze.

Bill Turpin's R/P 78 *Akela* tore down the coast in only 6h, 10m, 35s, but was pipped at the post for overall honors by Shepard Kett's SC 50 *Octavia* by a mere 6.5 minutes. Kevin Flanigan and Greg Nelsen's Fox 44 *Ocelot* corrected out to third overall, a little less than 12.5 minutes behind *Akela*.

WINDJAMMERS (9/4)

PHRO1A — 1) *Octavia*, SC 50, Shepard Kett; 2) *Akela*, R/P 78, Bill Turpin; 3) *Ocelot*, Custom Fox 44, Kevin Flanigan. (13 boats)

PHRO1 — 1) *Heartbeat*, Wylie 46, Lou

Piambanco; 2) *Timber Wolf*, Farr 38, David Hodges; 3) *Made Easy*, Beneteau 42, Jim Peterson. (10 boats)

PHRO2 — 1) *Evening Star*, Cal 40, Walter Smith; 2) *No Ka Oi*, Gibsea 42, Phil Mummah; 3) *Galaxsea*, Nauticat 43, Daniel Willey. (5 boats)

MORA — 1) *Always Friday*, Antrim 27, John

Shepard Kett's 'Octavia' heads out the Gate on the way to an overall win in the Windjammers.



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Liebenberg; 2) *Saffron*, SC 27, Charlie Abraham; 3) *Patience*, SC 27, Christopher Luhn. (4 boats)

CLASS B (MOTOR ALLOWED) — 1) *Absolute 5*, Santana 35, Keith MacBeth; 2) *Pegasus*, J/35, Marc Sykes. (4 boats/2 ret.)

OVERALL — 1) *Octavia*; 2) *Akela*; 3) *Ocelot*; 4) *Roller Coaster*, SC 50, Jack Gordon; 5) *Heartbeat*; 6) *Delicate Balance*, Andrews 56, Team DB; 7) *Morpheus*, Schumacher 50, Jim Gregory; 8) *Ragtime*, Spencer 65, Chris Welsh; 9) *Twisted*, Farr 40, Tony Pohl/Mike DeVries; 10) *Timber Wolf*. (37 boats)

Complete results at: www.windjammersrace.org

SAP 505 Worlds

With fluid boathandling and blinding all-around boatspeed, Newport Beach's Mike Martin and Jeff Nelson won the 2009 SAP 505 World Championship with a dominant performance on the Berkeley Circle August 23-29.

Hosted by the St. Francis YC, the regatta came to the Bay for the first time since 1981.

A 46-second victory in the final race meant that, over the nine-race, two-throwout series, the Martin and Nelson counted only one finish that wasn't a bullet against the 97 other boats in the fleet — a second. Cashing in their throwouts on a mast broken in the Circle mud, and a tough race in the fluky, light air conditions that descended over the Bay during the middle of the regatta, the duo shrugged off the bad breaks and came up big in the clutch to hold off Santa Cruz' hard-charging Mike Holt and Carl Smit.

From the word "go" it was really a two-boat regatta between Martin/Nelson and Holt/Smit, and both teams quickly distanced themselves from the pack, which included Aussie Chris Nicholson — an Olympian, JJ Giltinan winner and

THE RACING

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A taste of the '09 SAP 505 Worlds: clockwise from top left — reaching legs and bright kites, favorites of sailing photographers everywhere, are still an essential part of the 505 class; a perfect illustration of why the 505 crew is said to "drive the boat"; in gate start, everyone ducks the "pathfinder" instead of using a normal line, the result is that there's rarely a general recall; this was a common scene throughout the week; Jeff Nelson, left, and Mike Martin; you can see why the 505 is a favorite class of cordage manufacturers; Martin and Nelson bomb downwind; these guys weren't special, and estimated 45 rigs came down during the course of the week; Michael and Mark Lazzaro's boat, the oldest in the fleet, was later recovered.

Volvo Ocean Race veteran — and American Olympians Nick Adamson and Steve Bourdow.

"There was a bit of nervousness at the start," Martin said afterward. "But in the end . . ."

In the end, after the breeze had built from 12 knots to past 20 in the 3 1/2-lap,

hour-and-a-half-long race, Martin and Nelson were in their element, seemingly invincible, as they notched their sixth bullet — with a 10-year-old spare rig.

Michael and Mark Lazzaro's difficult week — they finished only three races, which was more than three other teams and equal to quite a few others — ended

when their number 5281, the oldest boat in the fleet, sank in 10 feet of water near the leeward gate. They were rescued from the 62-degree water and the boat was later recovered.

Back at the Crissy Field boat yard after the six-mile upwind sail from the race course, Martin and Nelson were



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greeted with enthusiastic laughs, smiles and hugs by their sailing buddy, Howie Hamlin of Long Beach, and Paul Cayard, Hamlin's substitute crew for the week, who wound up seventh overall.

Martin was Hamlin's crew when they won the 505 Worlds 10 years ago, and Hamlin noted, "Nobody has ever won the 505 Worlds as a crew and then as a skipper. It's well-deserved. He's worked for it a long time. He loves breeze. He always has."

Cayard said that, at 50, "it was a lot

of fun" handling spinnakers and hanging out on a trapeze in his boyhood waters, returning to his roots from a long career of sailing America's Cups, Whitbread/Volvo round-the-world races and other big boat ventures.

"I woke up this morning and realized I wouldn't be waking up again to go sailing in a 505," Cayard said, wistfully. "Small boat sailing is what I gave up doing to do what I do 99% of the time now."

Holt/Smit dogged Martin/Nelson into the Gate "rabbit" starting sequence that

developed into an odd sort of match race. Butl Martin broke free while running the line on port tack against the starboard tack fleet waiting to cross behind the Gate boat following the rabbit, who was Findel/Tellen.

"We were able to get away just enough to tack to starboard," Martin said. "When we tacked, we were perfectly lined up with a good clear lane, and we were off."

"We knew it was going to be tough today," Smit said. "We needed them

THE RACING

to make a mistake. They didn't make any."

"We gave it a shot but he was faster," Holt added. "We tried to go for him at the start . . . did everything in our power."

With everything from a VIP mini-me-gayacht for paying spectators, as many as two helicopters flying overhead, and sponsorship from software company SAP — whose founder, Hasso Plattner, has probably spent more time sailing his 505 than his MaxZ86 *Morning Glory* in the last couple years — the atmosphere at the '09 SAP 505 Worlds was anything but that of your typical dinghy regatta.

With an estimated 45 rigs broken in the three days of truly testing conditions on the Circle, plus more than a handful of rudders — particularly those with tapered blades — that broke due to the forces they were subjected to, it wasn't even a typical 505 Worlds. Not only were the conditions trying — at times the breeze easily scratched 30-plus knots — but after sailing a pair of races for a total of nearly four hours, the fleet had to sail what was effectively a triple-weather leg just to get back to the launching area at Crissy Field.

2009 SAP 505 WORLDS (8/23-29)

PHRO1A — 1) **Mike Martin/Jeff Nelson**, USA 8 points; 2) **Mike Holt/Carl Smit**, USA, 16; 3) **Chris Nicholson/Casey Smith**, AUS, 26; 4) **Jens Findel/Johannes Tellen**, GER, 36; 5) **Dalton Bergen/Fritz Lanzinger**, USA 38; 6) **Nick Adamson/Steve Bourdow**, USA, 38; 7) **Howie Hamlin/Ian Mitchell/Paul Cayard**, USA, 44; 8) **Tyler Moore/Geoff Ewenson**, USA, 63; 9) **Ryan Cox/Stuart Park**, USA, 63; 10) **Ian Pinnell/Carl Gibbon**, GBR, 66. (98 boats)

The South Beach and Benicia YC's 100-plus boat Jazz Cup was pleasant and reachy.

Complete results at: www.stfyc.org

Jazz Cup

The South Beach and Benicia YC's Jazz Cup drew over 100 boats for the downwinder between the two clubs September 5. Using the 20-knot breeze and 1.5-knot flood to its advantage, Roger Barnett's ProSail 40 *Tuki* took the overall honors in the 27-miler — finishing in just over two hours and correcting out over Ross Stein's F-24 *Origami* by almost 5.5 minutes.

The first monohull on corrected time was Tim Russell's Wylie Wabbit *Weckless*, which corrected to third overall. Six erstwhile finishers were DSQ'd for not rounding a new mark near the finish, "Bales."

The Jazz Cup itself, which can only be won by a member of either host club went to Simon James' Ranger 26 *Star Ranger*.

JAZZ CUP (9/05)

NON-SPIN — 1) **Krissy**, Ericson 35-3, Allen Cooper; 2) **Flight Risk**, Catalina 38, Daniel Gaudy; 3) **Crazy Diamond**, Liga & Soren Hoy. (7 boats)



CATALINA 30 — 1) **Goose**, M&L Kastrop; 2) **Starkite**, Laurie Miller; 3) **Huge**, Bill Woodruff. (5 boats)

PHRF ≥ 160 — 1) **Star Ranger**, Ranger 26, Simon James/Tim n/a; 2) **Synergizer**, Ericson 28, Larry Weinhoff; 3) **Don Wan**, Santana 28, Don Kunstler. (7 boats)

PHRF 130-159 — 1) **Arcadia**, Modernized Santana 27, Gordie Nash; 2) **Crews Nest**, Catalina 34, Ray Irvine; 3) **Sea Spirit**, Catalina 34, Laurence Baskin. (13 boats)

SF BAY 30 — 1) **Takeoff**, Laser 28, Joan Byrne; 2) **Gammon**, Tartan 10, Jeffery Hutter, 11; 3) **Lazy Lightning**, Tartan 10, Tim McDonald. (5 boats)

PHRF 100-129 — 1) **Weckless**, Wylie Wabbit, Tim Russel; 2) **Mon Desir**, Jeanneau SF, Jerry Nasso; 3) **Bluefin**, Santana 35, Noble Griswold. (13 boats)

EXPRESS 27 — 1) **Desperado**, Mike Bruzzone; 2) **Wile E Coyote**, Dan Pruzan; 3) **Tule Fog**, Steve Carroll. (5 boats)

SPORTBOATS (PHRF ≥ 90) — 1) **Flight Risk**, T650, Ben Landon; 2) **Hoot**, Olson 30, Andrew Macfie; 3) **Boracic**, Open 5.70, Michael Gough. (3 boats)

SPORTBOATS (PHRF ≤ 89) — 1) **Jet Stream**, JS 9000, Dan Alvarez; 2) **Word**, Mumm 30, Bill Erkelens; 3) **Kika**, Flying





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all-corinthian crew — ended up atop the seven-boat fleet after the eight-race, one-throwout series. Jesberg was joined by Zarko Draganic, Andrew Holdsworth, Thomas Iseler, Eric Baumhoff, Steve Marsh, Jeff Wayne and Kristin Loewenthal.

While the fleet wasn't large, it was stacked with talented, big programs like Jim Swartz's USA-007 *Q*, John Kilroy Jr.'s *Samba Pa Ti* and Stephen Pugh's *Taboo*. What the Rolex Big Boat Series — which

The Sausalito YC-hosted Melges 32 North Americans turned out a small fleet of seven boats with competition as tight as you see here. Don Jesberg, inset, and his all-Corinthian crew — the only one at the regatta — came out on top after a hard-fought series.

Tiger, Marc Pinckney. (9 boats)

PHRF \leq 99 — 1) *Yucca*, 8 Metre, Hank Easom; 2) *Bullet*, Express 37, Michael Maloney; 3) *Savoir Faire*, Beneteau First 42, Paul Osborn. (16 boats)
CORSAIR 24 — 1) *Origami*, Ross Stein; 2) *Flash*, Brett Nelson, 8; 3) *Wings*, William Cook. (7 boats)

MULTIHULLS — 1) *Tuki*, Prosail 40, Roger Barnett; 2) *Lanikai*, Cruising, John Brady; 3) *Wahoo!*, Dolphin 460, Gary Thompson. (6 boats)

OVERALL — 1) *Tuki*; 2) *Origami*; 3) *Flash*; 4) *Weckless*; 5) *Flight Risk*; 6) *Jet Stream*; 7) *Arcadia*; 7) *Word*; 8) *Star Ranger*; 9) *Lanikai*; 10) *Hoot*. (103 boats)

Complete results: www.southbeachyc.org

Melges 32 North Americans

The 2009 Melges 32 North Americans was hosted by Sausalito YC September 6-8. Despite being the only boat without at least one pro aboard, *Viva* — sailed by Mill Valley's Don Jesberg and an

functioned as the class' national championship — didn't get for weather later in the week, the North Americans got in spades with breeze in the 20s, and sunshine.

29er US Nationals

Northern California sailors Max Fraser and David Liebenberg gave the 25-boat fleet that gathered at St. Francis YC September 18-20 for the 29er US Nationals a severe spanking. The duo finished the regatta with a 20-point cushion over runners-up Sterling and Hans Henken

— the top youth team — in the eight-race, one-throwout series. After dropping a sixth, Fraser and Liebenberg counted all bullets and a fourth, and were one of only six boats in the 25-team field to not take at least one letter score.

The source of all those letter scores was breeze that scratched the mid-20s with a ripping ebb that turned the Cityfront into a field of moguls. The top women's team honors went to Julia Paxton and Nina Malingri who finished fifth, just three points behind third place JP Barnes and the American 49er crew from Qingdao, Chris Rast — themselves only a point ahead of Northern Californians Finn and Alek Nilsen.

Leukemia Cup

The 2009 Leukemia Cup hosted by the San Francisco YC produced a lot more than winners in the 10 one-design and six handicap divisions. We're happy to report that, as we went to press, the regatta's fundraising figures were up to \$650,000 in only its fourth year — matching last year's record haul thanks in part to an anonymous \$250,000 donation.

There was a keynote address the night of September 19 by the country's former V.P. Al Gore, that we heard was very upbeat. Over 100 boats showed for the big boat classes, with the one-design racing run on Saturday by St. Francis YC and the handicap racing by San Francisco YC on Sunday. Seventy-two Optimists also came out for two days, hosted by SFYC,



ERIK SIMONSON/WWW.H2OSHOTS.COM

Max Fraser and David Liebenberg took the 25-boat fleet at the 29er US Nationals to school — scoring all bullets and a sixth to take the title by 20 points.

which also counted as the class's Pacific Coast Championships.

Because the regatta happened late in our editorial cycle, we were unable to do

THE RACING

a comprehensive report in this month's issue. Look in the November issue for more on this fantastic event, the people who make it happen and the people who support it. For results please see www.sfyj.org.

J/24 Western Regionals

The 2009 J/24 Western Regional Championship — a feeder event for the J/24 Nationals the following weekend — was hosted by the exceptionally hospitable Berkeley YC on September 19-20. A practice race on Friday evening allowed visiting teams to orient themselves to local conditions before the racing kicked off.

Seventeen teams from across the country raced seven relatively short courses on the Circle under the support of PRO Jeff Zarwell. Conditions on Saturday started off light with just eight knots of breeze but filled in later to 16 knts. Sunday saw a similar start — just five knots for the first race — but ended with a romping 22 knots for the last race of the series.

Keith Wittemore's Seattle-based *Tundra Rose* took overall honors but the racing was as tight as one would expect in a fleet such as this. *Tundra Rose*, Ed Walker's Richmond-based *Small Flying Patio Furniture*, and Scott Milne's Seattle-based *Tremendous Slouch* all nailed bullets — 4, 2 and 1, respectively. By winning, Wittemore has qualified for the 2010 World Championship in Malmo,



Scenes from the J/24 Western Regionals, held on the Bay September 19-20. A tune-up event for the Nationals the following weekend, the regatta was won by Seattle's Keith Wittemore.

Sweden, next August.

J/24 WESTERN REGIONAL CHAMPIONSHIP (TYC, 9/19-20, 7r/0t)

— 1) **Tundra Rose**, Keith Wittemore, Seattle, 16; 2) **WIP**, Mark Hillman, Annapolis, 23; 3) 3

Big Dogs, Pat Toole, Santa Barbara, 26; 4) **Small Flying Patio Furniture**, Ed Walker, Richmond, 37; 5) **TMC Racing**, Michael Whitfield, Berkeley YC, 39. (17 boats)

Complete results at www.j24westernregionals.com

THE BOX SCORES

BVBC MONDAY NIGHT MADNESS (nothing posted for September)

BENICIA YC THURSDAY NIGHTS (9/10)

A FLEET — 1) **Bay Loon**, Grant Harless; 2) **Enigma**, Randall Lesley; 3) **Bluefin**, Noble Griswold. (3 boats)

B FLEET — 1) **Stolen Moments**, Deborah Lyons; 2) **Too Tuff**, Tom Hughes; 3) **Warwhoop**, Chuck Hooper. (3 boats)

C FLEET — 1) **Yippee!**, John and Johanna Wright; 2) **Alte Liebe**, Jerry Martin; 3) **Katie Bay-b**, Mike Munn. (5 boats)

CORSAIR — 1) **Gaijin**, Pete Adams; 2) **Flash**, Brett Nelson. (2 boat)

Complete results: www.beniciaachtclub.com

CORINTHIAN YC FRIDAY NIGHT SERIES (8/28)

J/105 — 1) **Donkey Jack**, Rolf Kaiser. (1 boats)

SPINNAKER 3 — 1) **Wuda Shuda**, Soverel 26 OB, Craig Page; 2) **Can O' Whoopass**, Cal 20, Richard vonEhrenkrook; 3) **Vague Unrest**, Rhodes 19, Phil Simon. (6 boats)

NON-SPINNAKER 3 — 1) **Fantasea Islander**,

Islander 28, Kevin Reilly; 2) **Road Runner**, Ranger 23, Sherri Wilkinson. (2 boats)

NON-SPINNAKER 1 — no boats
SPINNAKER 2 — 1) **Tiburón**, SC 37, Steve Stroub. (22 boats, 1 finisher)

NON-SPINNAKER 2 — no boats

Complete results: www.cyc.org

GOLDEN GATE YC FRIDAY NIGHT SERIES (8/28)

1) **Polperro**, Folkboat, Peter Jeal; 2) **Snafu**, Canadian Sail, Maurice Quillen; 3) **Rambler**, Cal 20, Mike Farrell. (7 boats)

Complete results: www.ggyc.org

IYC SUMMER TWILIGHT SERIES (8/28)

DIVISION A (PHRF 0-150) — 1) **Twisted**, Farr 40, Mike DeVries/Tony Pohl 2) **Syzygy**, Wabbit, Simone Winer; 3) **Uno**, Wyliecat 30, Steve Woner. (6 boats)

168 RATERS — 1) **Phantom**, J/24, John Guilford; 2) **Bandido**, Merit 25, George Gurrola; 3) **Bewitched**, Merit 25, Laraine Salmon. (5 boats)

DIVISION D (PHRF > 150) — 1) **Dumbo**, Catalina 22, David Torrisi; 2) **Wuvulu**, Islander 30, John

We need your help with beer can scores. 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 September. 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.



18-ft Skiff International Regatta

While it's a tradition to dunk the regatta winners in some classes, at the eighth annual 18-ft Skiff International Regatta hosted by St. Francis Yacht Club August 31 to September 8, the winners were the only ones who didn't get dunked.



Long Beach's Howie Hamlin and his crew Paul Allen and Matt Noble won it the hard way on the final day of the regatta, by coming from behind in the 10th final race to finish one point ahead of Australian John Winning. But mostly they did it by keeping their Harken-sponsored skiff right-side-up as everyone around them was doing tumbling acts in the toughest conditions of the five-day event.

When it's blowing a solid 20- to 25-knots with gusts to 28, sailing an 18-footer is a high-wire act in a hurricane, and capsizing is part of the game. But

Hamlin's team remained the only one of 13 that never flipped, certainly a factor in achieving his fifth win in this regatta.

Hamlin came into the day with a one-point lead, but Winning had two advantages: an edge in the event of a tie by virtue of having won more races, plus a one-point edge on the second discard that would take effect after the ninth race.

So Hamlin almost needed to win both races because Winning likely wouldn't be far behind in either. Hamlin's was the first boat on the course, checking currents as well as wind directions, and he

THE BOX SCORES

New; 3) **Dominatrix**, Tartan 30, Heidi Schmidt. (7 boats)

NON-SPINNAKER — 1) **N/N**, Hobie 18, Mike Berndt; 2) **Svenska**, Peterson 34, Fred Minning; 3) **Fun Zone**, Santana 22. (5 boats)

Complete results: www.lyc.org

MPYC SUNSET SERIES (9/16)

PHRF A — 1) **Calphurnia**, Duncan; 2) **Bustin' Loose**, Pulford. (2 boats)

PHRF B — 1) **Tickle**, Carder; 2) **Tekeela**, pulford; 3) **Morpheus**, Srigley. (3 boats)

SHIELDS — 1) **October**, Jackson; 2) **Harriet**, Stratton; 3) **Yankee**, Furney (3 boats)

Complete results: www.mpyc.org.

VALLEJO YC WEDNESDAY NIGHTS (7/14)

A FLEET — 1) **X-TA-C**, Olson 29, Sweitzer; 2) **Tutto Bene**, Beneteau 38S5, Vetter; 3) **Summer & Smoke**, Beneteau Frist 36.7, Orr (3 boats)

B FLEET — 1) **Someewhere In Time**, Schock 35, Ochs; 2) **Ay Chihuahua**, Ultimate 20, Gonzales/Mendez; 3) **Sea Wolfe**, Hunter 376, Spinetti. (4 boats)

Complete results: www.vyc.org

SAUSALITO YC SUNSET SERIES (9/25)

J/105 — 1) **Streaker**, Ron Anderson; 2) **Jose Cuervo**, Sam Hock; 3) **Roxanne**, Charles James. (5 boats)

DIVISION A — 1) **Gammon**, Tartan 10, Jeff Hutter; 2) **Lynx**, Wyliecat 30, Steve Overton; **J Hawk**, J/133, Dale Flaming. (8 boats)

DIVISION C — 1) **Venture**, Jeanneau 49, Michael Chobotov; 2) **Quicksilver**, C&C 39, Carl Robinette; 3) **True North**, Baltic 42, Jeff Dunnavant; 4) **French Kiss**, Beneteau 350, Dave Borton. (10 boats)

DIVISION D — 1) **Tackful**, Santana 22, Lawler/Sterhoff; 2) **Serendipity**, Cal 29, Phil Hyndman; 3) **Roebot**, Catalina 30, Rod Decker. (7 boats)

Complete results at: www.syconline.org

ST. FRANCIS YC:

CABRINHA THURSDAY NIGHT KITEBOARDING SERIES (9/17, 9/24)

OVERALL — 1) Stefaans Viljoen, 5 points; 2) Jeff Kafka, 5; 3) Geoff Headington, 5. (52 kites)

MASTER — 1) John Gomes, 15 points; 2) Eric Geleyense, 21; 3) Marcelo Segura, 24. (11 kites)

GRAND MASTER — 1) Bob Smith, 26 points;

Bret Herscher, 30. (6 kites)

FRIDAY NIGHT WINDSURFING SERIES (9/11)

SEASON STANDINGS — 1) Eric Christianson, 17 points; 2) Steve Bodner, 20; 3) Al Mirel, 25; 4) David Wells, 44; 5) Chris Radkowski, 47. (13 boards)

SVENDSEN'S THURSDAY NIGHT SERIES TISC CUMULATIVE, FINAL 2009

VANGUARD 15 — 1) **Jim Barkow/Katie Shuman**, 269 points; 2) **Andrew Watters/Maddy Eustis**, 261; 3) **Ken Turnbull/Rebecca Beard**, 259; 4) **Phillip Laby/Amy Guarnieri**, 238; 5) **Matthew Sessions/Avery Patton**, 223. (40 boats)

Complete results at: www.vanguard15.org

LASER — 1) **Marc Jux**, 166 points; 2) **Mark Halman**, 158; 3) **Mike Bishop**, 148; 4) **Ryan Nelson**, 142; 5) **Steve Orosz**, 127. (24 boats)

Complete results at: www.tilasrflleet.org

THE RACING

led by 30 seconds at the first mark near the Golden Gate Bridge, with Winning's Yandoo in third.

For awhile Hamlin appeared to be running away, but Winning was flying away from everyone else into second place, and as the fleet approached the leeward mark Hamlin's lead vanished.

"They got a puff behind us and sagged down underneath us," Hamlin said. "There was really nothing we could do."

Hamlin slipped to third and soon regained second, but all he could do was to chase Yandoo around for the next two laps, cutting a one-minute gap to 20 seconds while Winning tenaciously covered. The finishing order put the Australian ahead by a point, requiring that Hamlin not only beat Winning in the last race but put one boat between them. But at that point there weren't many boats left. Only seven started, and only three of those finished — Hamlin, Trevor Barnabas and Winning, in that order.

On shore Hamlin said, "I've got to go over and thank Trevor," which he did.

Otherwise, all he could do was sail his own race as most of the others flipped



ERIK SIMONSON/WWW.H2OSHOTS.COM



The 18-ft skiffs sailors turned into impromptu aerialists when this wake from commercial traffic swept the race course at the 18-ft Skiff International Regatta. Kiteboarders, check. Formula boards, check. 18-ft Skiffs, check. Ragtime!, check. Wait . . . Ragtime! Chris Welsh's down-for-any-race-anywhere program took on this year's Bridge to Bridge race, and had probably the driest ride out there.

out of contention. For Winning that came when Yandoo lost it while bearing away during the set at the last windward

mark.

"We were quicker than him downhill," Winning said, "but it was probably just too fresh for us. It was a couple of sensational rides."

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RICH ROBERTS

On the final downwind run before finishing upwind that was all that was on their minds. With all the competition far behind, Allen over trimmed the spinnaker to slow the boat down and maximize stability.

So how does one avoid flipping an 18-ft Skiff when it's nuking?

"Mostly hard work," Hamlin said. "Any one of us could make it flip by doing the wrong thing. I've been doing it 12 years, and these guys grew up here sailing in big breeze. They don't freak out, and we have good coordination and choreography and confidence in one another."

Ronstan Bridge-to-Bridge

For the second year in a row, an 18-footer won the Ronstan Bridge to Bridge race September 3. John Winning's *Yandoo* edged out his son Herman's *Appliances Online* by 38 seconds after sailing the 7.5 mile course that starts just outside the Golden Gate Bridge and finishes just off the west side of Yerba

Buena Island in 19m, 54s.

The race was a counter for the 18-footers' International Regatta at St. Francis YC, which wrapped the following day. So not only were the 18-footers racing the kiteboarders, windsurfers and a newcomer to the event — Chris Welsh's Spencer 65 *Ragtime*, which finished 16th overall — they were also racing each other in the midst of the 59-strong fleet of boats and boards.

It was a tough one for the kitters — only seven of the 30 starters finished. As the fleet passed Pier 39 and made the turn for the finish, they ran out of breeze. After seeing pressure in the mid-twenties at the start, by the time the sailors reached the finish, the breeze had dropped to about five knots.

Catalina 30 Nationals

South Beach YC hosted the Catalina 30 Nationals September 19-20, with 21 boats showing up in three divisions — seven in the spinnaker division, five in the jib and main division, and nine in the cruising division. Although the results are provisional pending protests, at

"That's why we do it," Hamlin said. "It's always tough here . . . the ultimate in skiff sailing. You wake up in the morning stoked, like going to war."

"Like turning on a switch," Allen said.

"The fact that we went through the whole week without flipping is incredible," Noble said.



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THE RACING

at this point Jack McDermott's *Adventure* took the spinnaker division, John Ford's *Avalon* the jib and main division, and Dan Courter's *Ross' Dream* the cruising division. Over the weekend, with 21 boats in three divisions showing up — seven in the spinnaker division, five in the jib and main division, and nine in the cruising division.

"Friday's first race was a near-wash with little wind and a very strong ebb frustrating just about every boat in the competition, with most taking DNF's and motoring back to the committee hoping for better conditions in the second race of the day," said South Beach YC's Jack Ford. "The out-of-towners, girded for our storied heavy weather, came away from the first race scratching their heads. 'Just like home, except for that damn current,' said one So Cal skipper. The second race was greeted by 7- to 8-knots of wind and everyone finished in time for a great BBQ and free beer, compliments of Kame Richards of Pineapple Sails."

The flotilla of Catalinas headed for the start-finish line just off #10 near the end of Treasure Island on Saturday



LESLIE RICHTER/WWW.ROCKSKIPPER.COM

The Optimists sailed their PCCs at SFYC as part of the Leukemia Cup September 19-20.

morning, with race two sending the fleet sailing as far to windward as #7 before turning back to #9 for some downwind rolling, then an even longer course for

race three.

"Both Saturday races were a great introduction to our out-of town friends for Sunday's 'E-Ticket' primer in stuff like 'The Cone', 'Cityfront Frolics', 'Anita Rock' and our local favorite, the downwind flood tide 'drag race' past Alcatraz," Ford said.

"The courses varied on Sunday, but the spinnaker and main and jib divisions took the full tour from a start near number 10 through a walloping flood down to #16. Then, they were off on a real sled ride downwind to #9 near what's left of the Berkeley Pier. The final upwind leg from #9 to the finish was the usual rollercoaster through the barges and the heavy, confused chop of a new ebb banging into the old flood."

In the end, Jack McDermott's *Adventure* took the spinnaker division, John Ford's *Avalon* the jib-and-main division, and Dan Courter's *Ross' Dream* the cruising division.

Olson 25 Nationals

San Francisco Bay dished up its usual

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blustery conditions on August 8 and 9 for the Olson 25 Nationals, in conjunction with the J/24 District Championships. On Saturday, winds were into the mid-20s, and in the high teens on Sunday, giving the five entered boats an ideal setting for close competition.

A look at the scoreboard makes it clear that Mark Simpson's *Shadowfax* dominated the series, but tight, boat-for-boat racing was closer than the point breakdowns would imply. In the six-race series, *Shadowfax* took bullets in all but the first race, where she scored a third behind Falk Meissen's *Sharks on Bluegrass* and Steve Smith's *Syncronicity*. "We got all our mistakes out of the way in the first race," said one crewmember.

Meissen's *Bluegrass* team had not pre-



Catalina 30s gathered for the class' National Championships, hosted by South Beach YC.

viously sailed in the ODCA this year, but had a great regatta, demonstrating polished crew work which earned them the second place slot by a broad margin.

OLSON 25 NATIONALS

1) *Shadowfax*, Mark Simpson, 8 points; 2) *Sharks on Bluegrass*, Falk Meissen, 13; 3) *Balin*, Dan Coleman, 23; *Vivace*, Frank Van Kirks, 23; *Syncronicity*, Steve Smith, 26. (5 boats)

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With reports this month on **Hints For Overcoming the Recession Blues**, and a special report by members of the Latitude clan on **Family Cruising in the Southern Leewards**.

Itching for a Family Get Away? Scrimp, Save and Be Creative

As we were editing the following piece — about a first-time family sailing vacation — we were reminded of the wonderful trips we took with our own kids when they were young. At the time, those ambitious excursions always seemed like hard-to-rationalize splurges. But looking back now, they gave us some of the best shared memories our family ever had.

In this economy, though, it probably seems tougher than ever to justify taking an exotic getaway, even when you know that doing so is just the therapy you and your family need for the workaday woes of modern living. Here are a few tips that might make a difference.

If money's tight, but you'd really love to get away, try using the technique that your grandparents probably employed in the days before loose credit: carefully analyze where your money goes and find ways to save a buck here and a buck there for the special things you want — like sailing vacations. Forego dinners out for a few months, bring a sack lunch to work and forbid yourself from buying any new clothes. Instead, put the money you save in the charter vacation piggy bank. If you're in the habit of grabbing a latte on your way to work, do the math and you'll see that you could save enough in six months for airfare to

Our kids and their cousins still talk about our 'all-guy' cruise we took — a dozen years ago — exploring Desolation Sound.



LATITUDE / ANDY

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For travelers on a budget, the next logical step is to pick a charter destina-



tion closer to home, such as those mentioned above. And, of course, consider chartering during the low or 'shoulder' seasons when rates are substantially lower.

You might also take a tip from some Europeans we've encountered, who packed their boat to max capacity with bodies in every berth, including the salon. You won't have a lot of privacy, but if it makes the trip doable, who cares?

If you're a capable skipper with ample bareboating experience, you might take a cue from a couple we know. They often recruit friends who are eager to learn about sailing, but are too inexperienced to rent a boat on their own. Everybody shares food expenses, but the skipper and his wife pay a lesser share of the charter rental fee because they're taking all the responsibility for the boat and planning the trip. The arrangement is always explained up front and no one ever has a problem with it.

Another family we know sat down with their kids and made an agreement that instead of buying mountains of Christmas gifts, they'd spend their money on a holiday sailing trip in the tropics.

In these challenging times you often have to think outside the box to turn vacation dreams into reality, but where there's a will, there's a way.

— latitude/andy

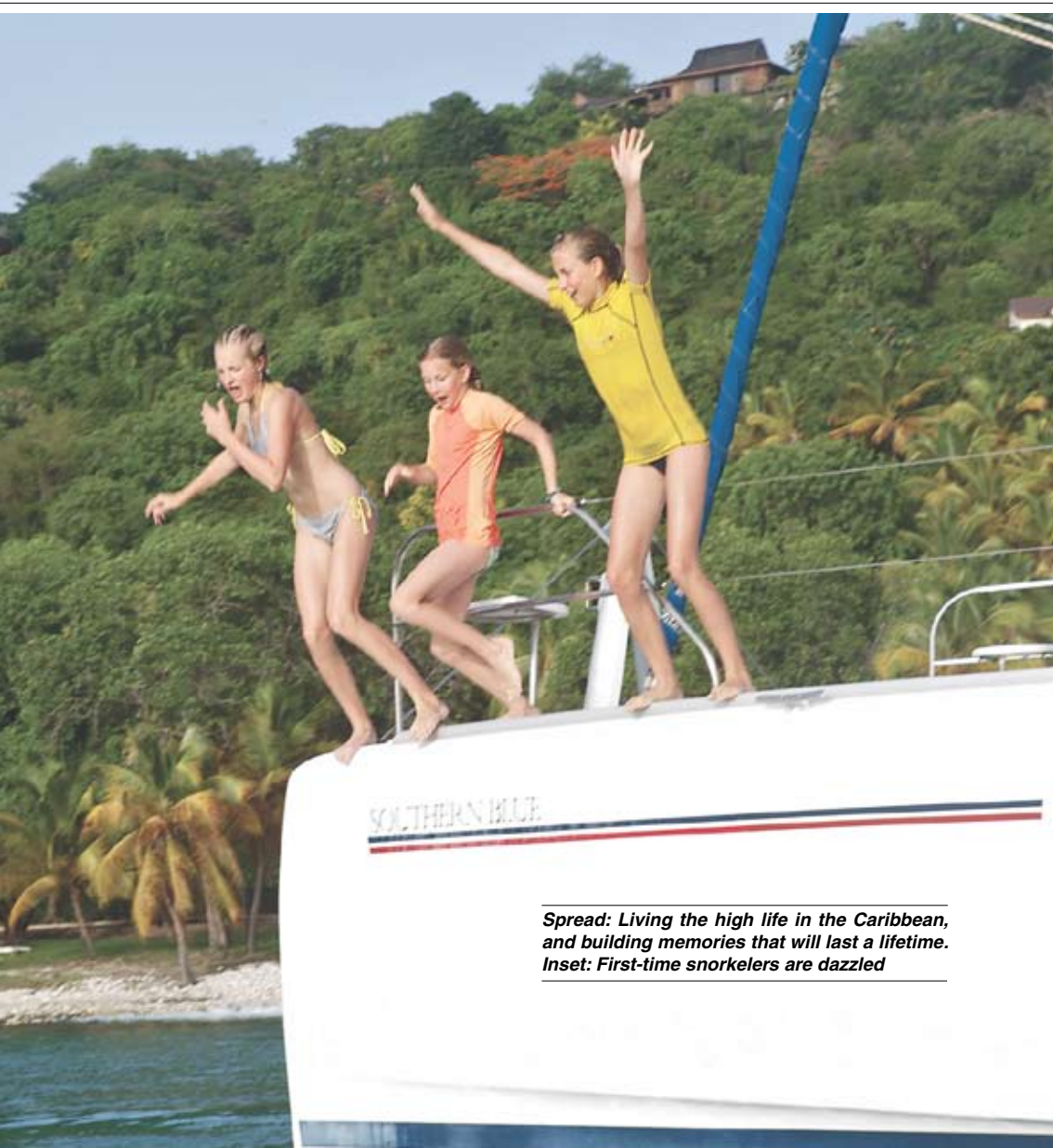


PATRICK SOMERS

A Much-Anticipated Cruise to the Southern Windwards

I have been flirting with the idea of doing a bareboat charter in warm, tropical waters for many years. I've called bareboat yacht brokers the way some people call chat lines. I've promised my daughters that their patience with me and cold water sailing in the San Francisco Bay would someday be rewarded with warm, sublime, turquoise waters — somewhere. And I've convinced our good friends from Bozeman, Montana — Scott, Lori and their daughter Scout — that their money would be well-spent if they joined us.

We finally decided on an ambitious 250-mile, 10-island itinerary in the Caribbean's Windward Antilles that included St. Lucia, St. Vincent and the Grenadines. Once we locked in a reser-



Spread: Living the high life in the Caribbean, and building memories that will last a lifetime. Inset: First-time snorkelers are dazzled

vation on a four-cabin catamaran from The Moorings, we were good to go.

As our vacation dates approached I found myself becoming a bit concerned. I am an experienced monohull sailor and I'd studied the Sailor's Guide and navigation charts for the area thoroughly, but I'd never sailed a catamaran. Add to that a weather forecast calling for an Atlantic Wave to dominate the period of our vacation, with high winds and rain: "Wind NNE 19 freshening 30." We might be in for vacation disaster, I remember thinking, but we were committed.

Some might say that exotic adventure vacations would be better left undone, never embarked upon in the midst of a depressed world economy, but I decided I'd rather spend my hard-earned cash than lose it in some mutual fund!

Fast forward to Marigot Bay, St. Lu-

cia. What a beautiful place to begin. A narrow and intimate inlet with turquoise water, as promised, surrounded by steep volcanic cliffs and a rainforest canopy. Crimson Flamboyant trees contrasted by the deep green of the jungle, and the requisite palms that stood sentry over a strip of white, coral-sand beach.

As the island's forefathers learned, Marigot Bay is a great place to hide an entire fleet of British warships while trying to escape detection by the French fleet. And today, it's a great place to rendezvous with old friends before setting sail on an island cruise.

At the charter base in Marigot, we all enjoyed Alex's chart and boat briefings. Our two wide-eyed daughters thrilled at the promises of wildlife that they'd likely encounter such as porpoise, sea turtles and possibly humpback whales.

My first mate, Laura, and I were more attentive to the cautions of Montezuma Shoal when approaching Mustique, the "keel eaters" around Petit St. Vincent, mooring fees, customs issues and the current feud between two restaurateurs on the island of Mayreau.

Despite a dismal forecast, we had a beautiful morning on Day One, and an auspicious beginning to our cruise. Plus, it was Father's Day. We set off on a short, 12-mile beam reach to Jalousie Bay, which lies beneath Gros and Petit Piton. Both are tooth-shaped, vertical volcanic spires that cast long shadows over the deep azure water of the bay. Thanks to the economic slowdown, we had the place to ourselves.

Before going ashore, we were greeted by two green sea turtles which delighted the girls — none of whom had traveled to the tropics before.

Staff from the Jalousie Bay Plantation Hotel met us at their dinghy dock and treated us as if we were honored guests at their fabulous resort, offering dinghy security, a fine restaurant on the beach, and implied use of their pool and volleyball court, plus a courtesy shuttle up the hill to begin our ascent of Petit Piton.

That ambitious climb was definitely a memorable experience.

As my daughter Madeline later wrote, "There was something magical about Petit Piton. Maybe it was the fact that it is shaped like a shark tooth, or just the fact that it was surrounded by thick, green, lush jungle."

After climbing about 2,000 feet, the trek became increasingly more challenging. As Madeline recalls, "Not long after the first rock course, a second, more dangerous climb unfolded. Even if you'd never been scared of heights before, you would be scared here. The view was beautiful but also breathtaking — breathtakingly scary!"

The next day was to be our biggest sailing day: 65 miles from St Lucia to Bequia in the Grenadines. With easterly trade winds of 20 to 25 knots, and seas that grew to more than 8 feet, the fabled reach across the channel was more 'close' than 'broad' and more pounding

WORLD

than exhilarating. In fact, a few of us discovered the intended use of the heavy nylon line that stretched from post to post on the davits — the barf line!

Once in the lee of St Vincent, everything calmed down, and we could again marvel at the dramatic western coastline, picking out spots such as Wallilabou Bay where the *Pirates of the Caribbean* films were shot.

Admiralty Bay, on Bequia, was the welcome anchorage at the end of that long sail. It had been a challenging trip, but the rough spots were all but forgotten after a refreshing swim, cocktails with dinner and a beautiful sunset.

We all enjoyed exploring ashore, but Sumner, aka Scout, had a particularly memorable experience. She later wrote:

"The day we arrived at Bequia, I knew that this was the island for me. From our cat I could see white sand beaches, colorful buildings and small clothing stalls with wild swirls of sarongs and batiks fluttering in the wind. I was instantly in love with this island that was so apparently full of vibrant, slightly chaotic culture that was so unlike anything I had ever experienced.

"Once ashore, I soon found myself wandering into an open-air vegetable and fruit market that was full of people wearing beanies, with smiles that spread from ear to ear. A large man began telling me why I should buy his fruit. 'Do you see my teeth? Do you know how I keep dem so nice and white?' He smiled, showing off a row of pearly whites. 'My teeth are clean because I eat de fruit, all de time I eat de fruit.' Then to my sur-

The vibrant colors of nature in the tropics capture the imaginations of local residents, who often paint their shops in bright pastel hues.



ALL PHOTOS PATRICK SOMEERS & LAURA FORBES

prise, he popped a giant piece of juicy mango into my mouth. This happened repeatedly with other fruit vendors throughout the market until I had met everyone and knew them by name.

"Unfortunately, my name is uncommon and was hard for them to pronounce, so they all decided to call me Queenie. I have to admit, I do like that name."

With customs and immigration, plus last-minute provisioning attended to in Bequia, we felt ready for the next adventure.

Leaving Admiralty Bay toward West Cay, we took our time and sailed as close to shore as possible as the intriguing Moonhole architectural experiment is tucked in behind this isthmus. Windowless housing structures protruding out of the rock or using the rock as structure, it's not for everybody, but very cool nonetheless.

Rounding that point and taking a heading to the southeast, you can begin to see the archipelago of islands that

"We be havin' some fun now!" Cat chartering in the southern Caribbean. Is there really anything not to like about it? Inset: A new friend.

make up the bounty of the Grenadines. Chris Doyle's *Sailor's Guide to the Windward Islands*, respectfully known as 'the bible', cautions one to take some time to make correct IDs of rocks and islands, as depth perception may be impaired, and incorrectly naming an island could obviously lead to trouble.

Winds were up to 20+ knots with relatively big seas as we set an easterly course for Mustique. There again, we had our pick of mooring balls as we settled into Britannia Bay. It felt very good to be there. I think we all shared a long moment of simple contentment.

Harbor patrollers Slick and Chrissy went out of their way to show off their new Harbor Patrol Zodiac and make us feel welcome. Neither trying to sell anything nor gather a tip, they kept returning to our vessel, *Southern Blue*. It wasn't hard to see that they were clearly enchanted by 'the babes' aboard our

OF CHARTERING

boat — our wives, who, although twenty years their senior, still have curves in the right places and abundant beauty.

What I love about sail-

ing vacations is simply of it. I will spare you the who's who of seasonal palace owners there, but in a way it doesn't matter. What matters is how well it appears to function. The Mustique Corporation uses a business model to run the island as if it were a



ing vacations is simply this, control. Control of your food supply, control of your gear (having to unpack just one time), control of your transportation mode, sleeping arrangements (an ocean-view room every night), and to some degree, control of your security. The water is

your castle moat. Plus, of course, the freedom of choice — just pick a heading and go. I love that.

It is also about turning back the clock. Schedules that quickly become ruled by the rising and setting sun. Teaching your kids and reminding yourself about limited resources such as water, food, petrol and, of course, beer. Sharing a small space, boat safety, navigation and seamanship. Best of all, though — and the antidote to our fast-paced home life — is the simplicity. There are few decisions to be made. You might say it's akin to the Club Med recipe, but different because each day's plan is prescribed by us, for us.

The mystique of Mustique: (I'm sure I'm the first to come up with that catchy phrase.) At some point in our pickup-truck tour of the island, Scott christened Mustique "perfectville." Distinct from all the West Indies that I have come to know, this place has got it together! It's pristine, yet charming; well ordered and still relaxed. The thread, of course, is money and lots

country. The BOD as parliament, CEO as king, CFO as the minister of the treasury, and, of course, all the lords, ladies and landed gentry have seats on the Board. I get it, corporations actually are the new monarchy. The Corporation, however, is allegedly merciless when it comes to misbehavior of a misdemeanor variety or worse. You will be thrown off the island and not welcomed back.

On a recommendation, we dined the first night at Firefly, then enjoyed a dark and windy walk home, getting lost enough that the jungle around us grew ominously in my 11-year-old's mind. The threatening shadows and the jungle noises contrasted with the fact that only 10 minutes ago she had been seated in an elegant restaurant.

More in line with our budget and quite enjoyable, with an equally dramatic top-of-the-hill view, was Lucy's barbeque, where we ate the next day. It also offered outdoor patio dancing.

We sailed off the mooring at Mustique by simply raising the main while still tied to the mooring, after everything had been made ready to get underway.

A quick note to

all you catamaran virgins: If you're a cat-curious monohuller (like I was) who is considering stepping over to the 'dark side' via a bareboat charter, I can tell you that although we had our challenges, we found the cat easier to handle than a similar-sized monohull, especially when motoring, due to the cat's twin screws. By jockeying the throttles, you can hover in place, despite the wind, while your crew fusses about trying to pick up a mooring ball or set an anchor. With one engine in reverse and one in forward, you can spin on a dime.

Cats are also much more stable platforms, of course. I found it to be not only easier to handle, but also more comfortable. The kids loved the trampoline, and somehow we got used to their being out there in 8-foot seas and 23 knots of wind.

Cats are vastly superior if you plan to transport gear, scuba or otherwise. That said, the sailing is not as sexy or as much fun. And, in my humble opinion, most cats are not as beautiful to view at anchor or when underway.

Horseshoe Reef and the Tobago Cays National Park beckoned us, but we first made a stop at The Moorings' facility in Canouan for room service (a change of linens and refill of our water tanks). This was quite a convenience.

The plan was to push just a little south to Petit St Vincent and Petit Martinique, then lolligag northward with, theoretically, a better sense of where to spend time. In this part of the Grenadines interisland distances are short, and inviting anchorages are plentiful. Our plan served us well.

Our one regret was being blown out of the Tobago Cays. On the southbound leg

For newcomers to these latitudes, the cultural exchanges while shopping were part of the fun.



WORLD OF CHARTERING

we arrived in the evening, again enjoying the option of many different moorings. We found our spot, moored up in the midst of frothy skies and seas and made plans for a thorough diving investigation of Horseshoe Reef the following day. Unfortunately, it blew hard all night with no sign of abating in the morning. So we retreated, and found wind protection at Salt Whistle Bay on Mayreau, another lovely Island and anchorage. That was it, though, for us and the Cays, as conditions were about the same three days later on the northbound leg.

During our exploration of the Grenadines we had many more adventures, including an ascent of Gros Piton before returning our vessel to the charter base.

Our voyage was topped off by a return to Jalousie Bay Plantation Hotel to luxuriate and celebrate our time together, this time as a mere landlubbers.

Oddly, I was envious of the sailboats at anchor in Jalousie Bay as I eyed them from the resort beach. They were probably just beginning their bareboat voyage — or perhaps were in the second year of



PATRICK SOMERS

"Pirates ye be warned!" For the 'Southern Blue' crew, it was a thrill to sail in waters where actual pirates once had roamed.

a circumnavigation. Having just sampled a bit of short-term cruising myself, that thought gave me something to dream about for future adventuring.

— patrick somers

Ten Things Not to Miss — From a Kid's Perspective

- Definitely, the snorkeling: it's amazing
- Jump off the boat doing cool tricks: good photos
- Collect lots of shells: very pretty
- Pick coconuts. It's a lot of fun climbing up the trees: great views
- Try to crack open a coconut by yourself: bragging rights
- Buy Caribbean clothes: cool duds
- Play charades every night: you'll go to bed with happy, fun thoughts
- Learn how to 'drive' the dinghy: a whole lot of fun
- Skinny dip at night: great fun
- Don't fight with siblings because you will be embarrassed later and also get into a bad mood: always be happy in the Caribbean
- One for good luck: Have a flabbergasting adventure!

— natalie somers

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CHANGES

With reports this month from the traditional Polynesian cat **Manu Rere** at Makemo in the Tuamotus; a long report from **Geja** on cruising Italy, Slovenia and Croatia; a long report from **Toucan Tango** on buying a cat in Malaysia and cruising to the Med via India; from the **Blue Water Cruising Club** luau at Catalina; and a full helping of **Cruise Notes**.

Manu Rere — 38-ft Catamaran Glenn Tieman Makemo Atoll, Tuamotus (Oxnard)

I stayed at Makemo Atoll in the Tuamotus for five weeks. In retrospect, it was preferable to spend the month-long Bastille Day celebrations there than



Glenn, looking shady.

at the more crowded and more expensive Papeete, the capital of French Polynesia. At Makemo there were sporting contests during the day, and competition between two traditional *heiva* dance groups at night. Each group made their own music. Their instruments were mostly a variety of elaborate drums and hollowed ringing logs. I really enjoyed it. The famously sexy Tahitian dancers were, of course, also a pleasure to see. Even their costumes were beautiful. When the celebrations wound down and I prepared to depart, a small cut in my finger became viciously infected. It required antibiotics — free from the dispensary — and a couple more weeks to heal. My traditional Polynesian voyaging cat has no mechanical advantages, so I couldn't sail with a messed up hand.

Once I finally raised the hook, I sailed 20 miles across the lagoon to anchor near the other pass. The coral patches were so brilliantly colorful on the way over that they were easy to avoid. Since I was then away from town, I was able

'Ontong Java' in Polynesia. If she looks like a yacht you might like to own, contact Hans at gowest@yahoo.com.

to stock up on coconuts — which are a regular part of my diet now — without having to worry about ownership issues. I then rode the ebb tide out the pass and set sail for Tahiti.

After sailing past several atolls the first day, then through a stretch of open ocean, I hove to for the night while still 25 miles short of the narrow passage between the last of the Tuamotus. The current has long been known for being strong and unpredictable in the so-called 'Dangerous Archipelago'. I would have to for most of the other nights on the passage to Tahiti as the weather was so stormy. After this, I was happy to see beautiful Tahiti come into sight, and to anchor in the quiet shelter of the headland and breakwater at the small town of Tautira.

After several pleasant days at Tautira, I sailed for Papeete, expecting it to be a pleasant and scenic daysail. Instead, I would learn firsthand about the *maramu* winds, which accelerated around the island. At first I dropped all sail to await the passage of what I took to be a squall. But when I analyzed the wind direction, it appeared to be blowing me toward the nearby shoals. So I hoisted a storm sail — which laces on the main mast — for the first time ever. Powered by this tiny sail, I made my way behind Venus Point, off Papeete, and into the lee of the island the next day. I was glad to drop the anchor again.

The way I see it, Papeete is for buying things you can't find elsewhere in French Polynesia. It serves that function well. Every day for a week, I hiked into town to discover where things were and to buy food, propane, boat parts and finally a French language textbook. I also did take time to visit some beaches on the way.

My sail from Tahiti to nearby Moorea was also stormy, with the wind coming in too strong after a long morning calm. It reminded me of Hawaii. While at Moorea, I met Hans Klaar on his one-of-a-kind 73-ft traditional voyaging double canoe *Ontong Java*. Hans was one of the first Westerners to use crab claw sails — such as I have



ALL PHOTOS BY ANDREW VIK

on *Manu Rere*. He used them on his Wharram catamaran and is using them on his current boat — which is probably the only yacht more radically stone age than mine. Although Hans does use a 5-hp outboard engine on his cat, she was built on Polynesian lines from big planks cut from two trees in West Africa. The gaps between the planks are sealed with strips of rubber tacked over the planks.

There are some people on Moorea who appreciate Polynesian vessels such as my *Manu Rere*, and they kept me entertained with dives, tours and meals. When I later returned to Papeete, I got an email from Hans saying he was at Moorea, had one too many girls aboard, and hoped I could take one. The women were beauties, too. Unfortunately, I'd already cleared out of the country, so I was moving on to Huahine and Bora Bora, my last stops in French Polynesia. Despite its drawbacks, Bora Bora looks like the Matterhorn jutting out of the sea and mist. While in Bora Bora, I again crossed



GLENN TIEMAN



goon, we spent a night tied outside Trattoria da Lazarini in the town of Burano. This town is the colorful little cousin of Venice, where the beautifully painted buildings are reminiscent of Mexico's most colorful villages. At sunset we experienced the wildest hailstorm that this San Franciscan has ever seen. One-inch diameter hail pelted *Geja* for 20 minutes, with thunder and lightning crackling just overhead. By the time I had set out the cocktail glasses to harvest the ice, the hailstorm ended. Mariners definitely must keep an eye on the weather when cruising the Med — even in the middle of summer.

Great times in the Med. Spread; beautiful Ist, Croatia. Top, left to right. Andrew near a bridge at one of the smaller canals in Venice. A strange ultra-modern, Russian-owned motoryacht, said to have cost about \$300 million. Croatian girls just wanna have fun. And lovely but quiet Piran, Slovenia.

paths with *Ontong Java*. I've already met up with the crews of several other Wharram traditional catamarans.

From Bora Bora, I have a 1,500-mile passage to Wallis Island and possibly Samoa. Then I'll sail north through Tuvalu before the start of the South Pacific tropical cyclone season.

— glenn 09/01/09

**Geja — Islander 36
Andrew Vik
Another Summer In The Med
(San Francisco)**

I can't believe that my second summer of Mediterranean cruising aboard *Geja*, the '76 Islander 36 that I first learned about in a September '06 *'Lectronic Latitude*, has come to an end. I covered some 1,500 amazing miles in the Adriatic Sea, visiting Italy, Slovenia and Croatia.

As of my last update in the August issue, I'd reached Venice, far north

in the Adriatic. I splurged and stayed six nights in the Sant'Elena Marina, a scenic 30-minute walk from St. Mark's Square. The highlight of my first ever trip to Venice was zipping through the myriad of canals, both large and small, on *Geja's* nine-foot Zodiac tender. I even made several passes under the famous Rio Alto Bridge in the Grand Canal. The first day wasn't so smooth, however, as crewmember Lars and I managed to get busted for entering a forbidden military zone, and collided with a gondola full of tourists. Who knew that one must pass a gondola starboard-to-starboard instead of the normal port to port? By day two, however, we were navigating harmoniously with the gondolas, sometimes becoming stuck in huge gondola traffic jams to the sound of accordion music and singing gondoliers.

Before leaving the Venice La-

Leaving through one of three exits from the Venice Lagoon, we observed the massive and controversial construction project intended to seal the lagoon from the Adriatic Sea. Unlike the rest of the relatively tide-less Med, the northern Adriatic has a tidal range of three feet, and it can be reinforced by strong southerly surges in the winter. Venice itself now floods more often than

Despite some language barriers, Andrew made many friends, including lovely Tamara, the second runner up in Austria's 'Next Top Model'.



CHANGES

ever. Many yacht harbors in the region already have built their own flood control gates to deal with the surge.

Italy's nearest coastal neighbor to the east is Slovenia, the only E.U. member from the former country of Yugoslavia. The highlight of its 20-mile coastline is the wonderful harbor town of Piran, where the architecture and winding streets reminded me that this entire region was under Venetian rule for hundreds of years. But Piran is a quiet town with little nightlife, and even the neighboring party town of Portoroz had little to offer at the height of peak season. When young Slovenians want serious summer fun, they head south to Croatia, which was the next and final country of my journey for the summer.

Croatia is not part of the European Union, and the check-in procedure, though not horribly inefficient, still requires stops at multiple agencies and purchase of a 200-euro cruising permit that's good for a year. (The Italians, on the other hand, couldn't be bothered that a U.S.-flagged boat entered their waters from a non-E.U. country). Once checked in, we had great sailing down the Istria Peninsula, stopping in Porec and Rovinj before reaching Pula, site of an amazing First Century Roman coliseum. It's said to be the best preserved Roman coliseum in the world. Boats may anchor just in front of the coliseum, providing a backdrop possible only in the Med.

Nordic friends Henriikka and Johanna joined me in Pula, and we continued

The spectacular view of Hvar, Croatia, from the castle above the town. The eastern Adriatic couldn't be more different from the western.

to have great sailing among the islands of Croatia's Kvarner Gulf. The gulf is known for its tricky weather and sudden storms. In fact, it's where you find Senj Bora, which is the Croatian version of The Slot on San Francisco Bay. The waters between the islands of Rab and Krk are subject to offshore winds that tend to funnel strongly from the mainland town of Senj at the northern end of the Velebit mountain range. These winds have completely stripped the nearby islands of vegetation, and in winter often blow in excess of hurricane force. For us, the wind gradually built to about 30 knots, with stronger gusts. It was a wild but safe beam reach, particularly after Henriikka climbed on top of the house and reefed the main.

As nice as an all-female crew can be, we split up for the next two weeks. I left the girls at Riviera-like Opatija, which is a posh resort town that was developed in the 19th century for Austrian aristocrats. As for myself, I was joined by wingmen Ville and Sven. We sailed south to the island of Pag in the notorious Santa-Ana-like bora winds. We made several great stops on the way, and even transited a centuries-old canal, the 20-foot wide Osor Canal. It was dug by Liburnian tribes prior to the Roman settlement! But our two weeks revolved around the island of Pag and Zrce, its 24-hour party beach. It's Croatia's answer to Ibiza.

When we got to Zrce, we couldn't believe our eyes, as there were thousands of young people filling several open-air nightclubs on the beach. Papaya, one of them, attracts top DJ's from around the world. The parties at the clubs start in the afternoon, with beach-clad hotties dancing and splashing in the pools while sipping supersized cocktails from one-liter carafes. Come sunset, everybody heads home to eat and rest, returning again at 1 a.m. to start to party.

As more and more Italians made their usual August migration across the Adriatic, Zrce became more a sausage fest, somehow attracting more Italian males than females. It was time for a bit of detox anyway, so with new crew Maggie and Lukas, I set sail for calmer shores. As we arrived in obscure Olib, a local port official caught our lines. He didn't just ask how long we planned to stay, but asked it in English with



a perfect New York accent! Islands like Olib and Susak have strong ties to the U.S., as folks have been migrating back and forth for more than a century. Some even have an Americanized Croatian dialect. Vacationing American families dominated tiny Olib, so it's there I heard the most English all summer.

Heading farther south among the outer Croatian islands, we visited Kornati National Park, which is a dense archipelago that's been deforested over the years by Venetians, shepherds and fire. The starkness was in great contrast to Croatia's typically forested islands, but the lack of trees and brush made for excellent hiking and vistas. With aft winds, we had a blast broad-reaching a zig-zag course, using the numerous islands as a slalom course, while chicken-jibing between the outer and inner waters.

We continued south to the mainland party town of Vodice, where we caught some late-season action at high-profile clubs Hacienda and Aurora. Croatian



From Ibiza, Spain, to Zrce, Croatia, Med girls love to party.



IN LATITUDES



ALL PHOTOS COURTESY GEJA



Smashing Melissa, one of Vik's 16 crew.

flawlessly. The Islander 36s are so nice to sail, as they are steady, well-behaved and have a light helm. And unlike 'modern' boats with flat bottoms, they don't pound when sailing upwind. *Geja's* Yanmar diesel is solid, her sails are more than decent, and she has all the coastal cruising equipment one needs — such as refrigeration to keep the beer cold. *Geja* proved to be a popular boat in every port, with countless people inquiring about her San Francisco hailing port.

I'm now back in Split near *Geja's* winter home, where I'm spending a final week anchored for free just in front of the 'Riva' of this lively student town — which happens to be on UNESCO's World Heritage list. Live bands perform for me nightly on the promenade, and there is still plenty of nightlife despite the premature end to summer weather. How can I go wrong in a town where even the local tourist brochure describes the "fine lookin' ladies" of Split as having "amazing height and ample bosom?" I'll be hauling out in a couple of days. It will be sad, but with all the recent crappy weather, the water temperature dropped from 80 to 70 in just one week.

For those who might want to cruise here, most Italians speak only Italian, while Croats and Slovenians speak great English. It makes the Italian experience more exotic, but getting things done in Italy can be very frustrating. The main mechanic in my winter boatyard in Croatia speaks both English and German at a very technical level. The low *'Geja'* anchored at *Zavratnica, Croatia*. It sort of looks like the Sea of Cortez, but with twisting fjords. The water temp was 80 degrees.

From lower left: Five gals for every Vik in the dinghy. Italian summer hail. The coliseum at Pula. Lovely crew Maggie channels Hollywood. Andrew with the girl band Eni. The falls at Krka National Park. Delicious fresh fruits and veggies. Outside a sub pen. 'Geja' tied up at the fortress at Sibenik.

girls never ceased to impress me and my crews with their amazing good looks. The girls on the Dalmation Coast are tall and lean, and they love to flaunt their figures with short skirts and high heels.

After an exhausting weekend at the clubs, new crewmember Alex and I took *Geja* 10 miles up the Krka River into the fresh waters of Skradin, gateway to the Krka National Park. The Krka River cascades down countless waterfalls on its way to the Adriatic. The park is a great — but crowded — place to spend a day soaking in fresh water.

My final crew of the season were Anja and Melissa of San Francisco. Ten of our friends got so jealous that they chartered a 51-ft Elan, which was a bit of a slow boat. We buddy-boated for the week through the now familiar-to-me waters near Split, and I showed them my favorites spots, such as Hvar Town and the

Blue Cave. We experienced mostly ideal early-September weather, with breezy afternoons and calm nights. The water temperature was still near 80 degrees.

In all, I spent about 80 days actively cruising during my second summer in the Med, and made 60 stops. My crew — I had 16 different people over the summer — and I spent about 34 nights at anchor, 25 in marinas (blame Italy), 11 on town quays, and 10 other nights 'creatively' moored. We sailed half of the 1,500 miles, and put another 200 hours on the engine.

Despite being 33 years old and having suffered the wear-and-tear of being sailed two-thirds of the way around the world, *Geja* performed



GEJA

CHANGES

winter rates and English proficiency make Croatia a *much* better place to have work done — and meet girls. Although



Vik's new friend Marija at Solaris Beach.

I wouldn't accuse either of being very punctual!

What are my plans for next summer? Well, Greece is just down the road, isn't it? I hadn't planned on making a habit of these extended summer vacations in the Med, but I love the cruising over here so much!

And I've yet to tire of the cruising experience — at least as long as the weather is good. Last night's thunderstorm, while I was on the hook, was intense. This morning I had to pump six inches of water out of the dinghy. But yes, I'm certainly thinking of coming back next summer.

The thing I enjoy most about cruising is sharing the experience with my international assortment of friends and acquaintances, while exploring a continent where people truly know how to enjoy life.

— andrew 09/15/09

Toucan Tango — Catana 47 Cat Marvin and Ruth Stark Malaysia to Turkey (Folsom)

When I was 59, my wife Ruth and I did the '97 Ha-Ha with our F-31 trimaran *Noor*. When we got to Cabo, Ruth said, "If we're going to do this again, you'd better

A young girl from one of the hill tribes in Thailand. Dcotors are mystified at why she complains of a chronic sore throat.



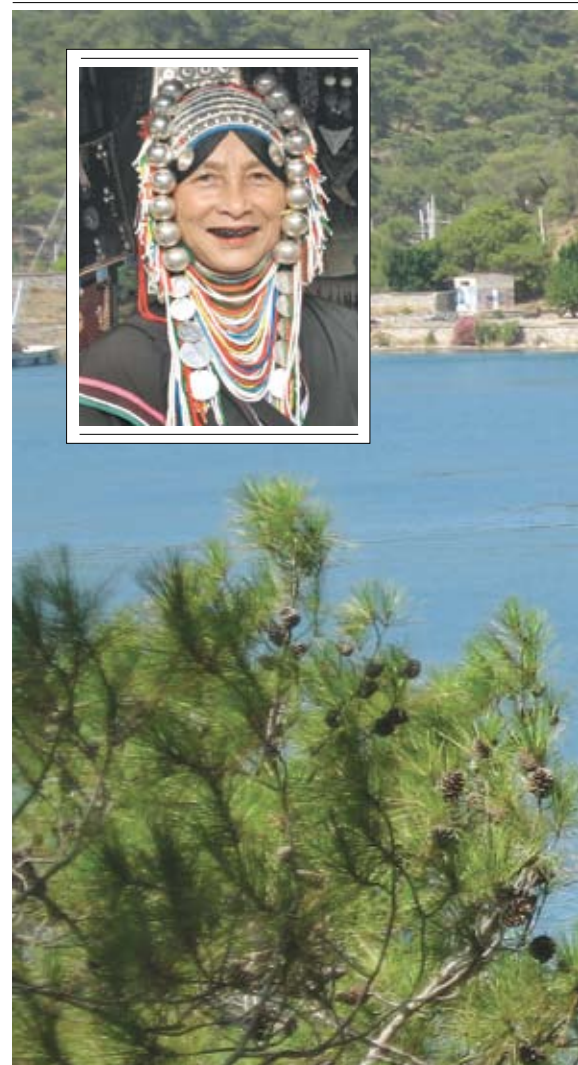
TOUCAN TANGO

get a bigger boat." So three months later we bought a used Catana 44 in France, and christened her *Chesapeake*. During the next six years, we would sail her 25,000 miles to San Francisco Bay, where we sold her in '04. So *Latitude*, a fine magazine, is partly responsible for our laid back lifestyle. By the way, I'm glad to see that the magazine and the publisher still have the same attitude.

In '08, at age 71, with my new titanium hip, Ruth and I decided to make one more sailing trip. So last year we flew from Sacramento to the island of Langkawi, Malaysia, where we bought *Toucan Tango*, an '01 Catana 47, which is one of the best cruising catamarans made. She has a 200-liter fridge, a 100-liter freezer, a washing machine, watermaker and king-sized beds. The eight bimini-mounted 75-watt solar plates handle all the power requirements on a daily basis. We run an engine or generator only if we're on a long passage and are using lights, the autopilot and navigation equipment. With her daggerboards down, she sails really well to windward — at least for a catamaran.

We spent our first six months — meaning the summer of '08 — cruising Malaysia and Thailand. Summer is the wet season, so there was lots of rain. Squalls tested our ground tackle and anchor a couple of times with winds to 40 knots. The Northeast monsoon winds started kicking in around December, at which time the weather became drier, so we set off on the 1,500-mile passage across the Andaman Sea to India. It was great sailing, with mostly light winds and smooth seas. We even flew the spinnaker for a couple days. We had a maximum of 22 knots of wind until we rounded the tip of Sri Lanka. Based on poor reports from other cruisers, we did not stop at Sri Lanka.

When you turn the corner at the tip of Sri Lanka to head 240 miles to the southern tip of India, you pass through the Gulf of Mannar, during which time you'd better damn well be hanging on! Most boats that passed through there encountered headwinds to 35 knots and ugly seas. We spent one day and two nights with triple-reefed everything. We could not sit at either steering station without getting a fire hose shower from every second wave. We huddled in the cockpit behind the cabin, clutching the remote control for the autopilot. *Toucan Tango* bashed, smashed, crashed, twist-



ed and torqued through the mess. But boats sure are tougher than humans. A smaller Leopard catamaran lost her entire bow tramp during the maelstrom.

When you reach the southwest tip of India, you have it made. We had smooth sailing the rest of the way into Cochin. Our clearance was handled at Willingdon Island next to the Taj Malabar Hotel, after which we were directed to anchor in the river near Bolgatty Island. Water was available at the island for a small fee by jerry can, and we could get Wifi — but at a high fee.

The Indian people were friendly, and the women wear beautiful saris. The Indians have a way of moving their head sideways back and forth when you ask a question, such that you don't know if their answer is yes or no. If you ask the tuk-tuk driver, "Do you know where Kingfisher Airline office is?", all you get is a wobbling head, no matter how many times you ask. It can mean yes or no. If you get into the wholesale district of the

IN LATITUDES



PHOTOS COURTESY TOUCAN TANGO

Spread; 'Toucan Tango', the Catana 47 the Starks bought in Malaysia last year. Insets: An older Thai woman, Ruth and Marvin.

city, you will see men carrying sacks of produce, rice, bananas or concrete that are heavy enough to stagger an ox.

Eating out was unbelievably cheap. Ruth and I had lunch at a nice air-conditioned restaurant and the total bill came to 85 *rupees* — which is about \$1.70 U.S. The next day I had a 10-course lunch, all I could eat, for \$1.60 U.S. There are no Wal-Marts or super stores in this part of India, and all shops are very small and very basic. In one, for example, we found an old bicycle wheel used as a tool to make rope from coconut husks. When you buy some *paratha*, which is a delicious local flat bread, it comes wrapped in old newspaper. You can buy handmade hoes or shovels made of all steel that will last a lifetime. It jars my teeth just thinking about them!

When we were at Bolgatty Island, there were about 20 other sailboats

anchored out. They flew the flags of the UK, the U.S., Australia, South Africa, Germany, Holland, France, Canada and several other countries. Many were part of the Vasco de Gama Rally that takes the fleet from Thailand to Turkey. Most are doing an around-the-world trip.

In this part of India, it was pleasant and comfortable in the countryside, where people live in simple harmony with nature. Most have running water or wells, and even electricity and television. The name of the state is Kerala, which literally means the land of coconuts. And there are plenty of coconuts, bananas, mangoes, papayas and everything else that grows. However, Cochin harbor/river, where we anchored, is no garden spot. And Cochin itself is crowded, chaotic and dirty.

One of the main seaports of India, Cochin is

home to 600,000 people. The traffic is unbelievable, with countless buses rocking around at full speed while spewing diesel fumes. There are lots of other vehicles, and each one has a horn. And I mean a really loud horn, a horn that is sounded incessantly. If, for example, there is a small traffic jam, everyone who is stuck in it lays on their horn until everyone starts moving. Then they go back to intermittent honking.

The three-wheeled tuk-tuks all have horns, and some are driven by absolute wild men. They drive on both sides of

the road, think nothing of bouncing over the sidewalk, and won't give an inch. But you can ride across town for \$1 or less. The tuk-tuks reluctantly shared the streets with large busses, trucks, small cars, motorbikes, push carts with huge loads, and finally, pedestrians fearing for their lives.

We only crossed the street where there was a divider. Even then, we'd

wait and look carefully before dashing across traffic to the safety of the other side. You can usually get through a few motorbikes, and maybe a tuk-tuk or two, but don't try bluffing anything bigger. It is so dusty and dirty that we usually had to take a shower as soon as we got back to the boat.

After a month in Cochin, in February we headed another 1,500 miles west across the Indian Ocean to Salalah, Oman. The northeast tradewinds blew from the west for two days, then from the northwest at 10-15 knots for most of the

The famous cantilever fishing nets of Cochin. The nets extend 60 feet into the river, and are counterbalanced by heavy rocks for lifting.



Morning tuk-tuk traffic was light.



SHEENA RONSON

CHANGES

rest of the trip, dying down to very little wind near Salalah. Checking into Oman is easy, and all done at the commercial port while one's boat is at anchor. There is good shopping and provisioning in Oman, although no alcohol or pork. Oman has oil, so it's neither poor nor backward. We rented a car at the port



A coalition gunner aims to protect yachts from pirates.

and looked around for a few days. The 600-mile stretch of ocean from Salalah to Aden is considered Pirate Alley, and is where Somali pirates have captured several ships and ransomed their crews and contents. The coalition forces, made up of several nations, now have 20 warships patrolling this area. Some have helicopters. They have established a two-day, 5-mile wide transit corridor about 60 miles offshore. Ships are requested to transit this area in convoys, and to move at a speed of at least 10 knots. We cruise at six knots, so we sailed. We talked to the warships two or three times on VHF, and had two helicopter flyovers. We also had the spinnaker up the last day and were making five knots when a helicopter asked if we couldn't go any faster. At one time a ship just eight miles from our position reported being attacked by pirates. Two hours later, he reported that he had successfully repelled the pirates with high pressure fire hoses by motoring at flank speed. Repelling AK-47 rifles and rocket launchers with fire hoses?

Sana'a, Yemen has a different look and feel from most capital cities. While there, the Starks stayed in a hotel that predates Jesus.

After arriving safe in Aden, we anchored in the bay for almost a month in order to tour inland. This was an important place to set our anchor well because it blew a lot. The highlight of the stay was a three-day trip up into the mountains to the ancient Yemen capital city of Sana'a. What a spectacular city full of friendly people! There are narrow streets with shops selling local handicrafts and clothes, and numerous restaurants and food stalls. We stayed in a 2,000-year-old hotel that had small wooden doors and uneven walls. The new Lulu's shopping mall in Aden has everything — except, once again, alcohol and pork — that you might need for provisioning, and at a fair price. We really got hooked on the delicious baklava, which is a pastry made with honey and pistachios. Everywhere we went, the people were friendly. Seeing we were Americans, many would say, "Obama OK."

We headed for the Red Sea in early March. As we rounded the straits of Bab Al Mendeb — Gate of Tears — the wind picked up to 35 knots. We triple-reefed both sails, and made a solid 10-12 knots flying downwind. Yahoo! We had planned to anchor in a bay in southern Eritrea, but we passed it, as we were sailing so fast that we wanted to keep going. The wind slowly dropped, and so the next night we anchored in a very nice bay with warm, clear water. When transiting the Red Sea, it's easy to stop and anchor every night.

Fishing in the southern Red Sea is spectacular, and we caught fish almost at will. We landed three large fish one day, and ate fish for breakfast, lunch and dinner. But caution, you will lose all your tackle rated at less than 100 pounds. The winds in the southern Red Sea tend to blow from the south. It gets light halfway up the sea, and becomes increasingly strong from the north as you get farther north.

If you're patient and don't mind tacking, you can sail almost the entire way. We did.

We eventually cleared into Eritrea at Massawa, side-tying to the concrete wall at the commercial port. It had excellent security and water, but no power. We made a two-day bus trip up to the capital city of Asmara. You ride five hours through the desert and desolate



countryside, then eventually up a windy mountain road that takes you up to over 7,000 feet. The city of Asmara is like being transported to an Italian city, complete with sidewalk cafes and pizza restaurants that serve beer. The outdoor central market requires a least a full day to appreciate. There is great leather work and other handicrafts.

(To be continued next month.)

— marvin 09/15/09

Luau Time Blue Water Cruising Club Geiger Cove, Catalina

Sailing was very different 70 years ago. For example, not that many folks in Southern California had boats. And back then, a 26-footer was considered a big sailboat. What's more, it was common for boats not to have engines. Nonetheless, the intrepid sailors and their friends would cruise to Catalina and up to the Channel Islands. With the start of World War II, things took a sudden change for the worse. For in addition to the trag-



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ALL PHOTOS LATITUDE/NICK



LATITUDE/NICK

The club's facilities are ultra spartan, just the way the members like it. The 'clubhouse' is small and so basic that it doesn't even have electricity. The one luxury is a gravity fed shower. But there are some BBQ rings in the cove, a swing for the kids, trails, and some shaded tables. It's all guarded by Geiger, the ferocious dog who watches over the cove when none of the members are around.

Oh, to be young and swinging at Geiger.

Last month we were invited to the club's big luau, which is their swan song event of the summer. About 40 boats packed the cove so tightly you could have passed the Grey Poupon from one side of the anchorage to the other. Some 150 members and guests came ashore. In an authentic luau, you cook a whole pig in the ground. But since that takes a long time, and nobody wants to bring a dead pig across from the mainland on his/her, the Blue Water Cruising Club did a modified luau that featured big chunks of pig and beef, as well as whole tuna.

For the last 15 years, the luau 'chef' has been Don Young, who took over the duties after George Geiger passed away in the '90s. You couldn't envision a more perfect guy for the role than the tan and trim Young, who continues to live the sailing and surfing life, and who looked authentic in the lava lava he picked up during a charter trip to Tonga. Young not only did the TransPac this year aboard the Catalina 42 *Carpe Diem*, but he did

Luau guest Zuzana Prochazka of the Celestial 48 'Indigo' surveys the tightly packed anchorage at Geiger Cove just before dinner.

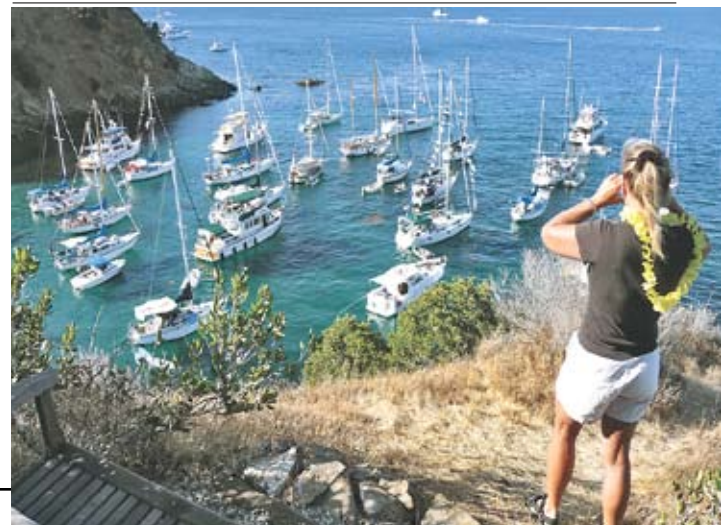
Clockwise from above. Luau chef Don Young, looking fine in his lava lava, tends to the pit. Dick Landes and Tim Weissenberger serve up the meat. Asst. chef Kris Rittenhouse, in fireproof flip-flops, works the pit. The beach scene at Geiger. Ellen Rittenhouse samples husband Kris's cooking.

edy of war itself, private boats weren't allowed outside the L.A. Breakwater. So the sailors used to hang out in L.A. Harbor and — according to one source — drink a lot.

Once the war was over, sailors couldn't wait to get back out to Catalina. So a group of them formed the Blue Water Cruising Club. Their big event of the year was a luau, which they would hold at a different cove on the island every year. By the '50s, Catalina was starting to get crowded, and groups were getting leases on the various coves. The honchos at Blue Water settled on Geiger Cove, in large part because the wind usually holds all the way into the cove, making it ideal for boats without engines. At other coves on the island, it could take two days to sail the last two miles.

There are some interesting things about the Blue Water YC. First, it's a club for sailors — although older members are

allowed to switch to powerboats. Second, unlike most coves at Catalina, there are no moorings at Geiger. Boats anchor fore and aft, and are packed together more tightly than Antigua during Sailing Week. Despite how jammed the little anchorage gets during the busiest weekends, we're told there is never a discouraging word. Not even when a foul wind comes up and everyone has to bail out of the anchorage. Third, outboard-powered dinghies are not allowed in the anchorage in order to maintain the peace and protect swimmers. As a result, most members have Avon Redcrest dinghies, as they are perfect for rowing the very short distance ashore.



LATITUDE/NICK

CHANGES

the delivery back, too. (He's got some advice for Catalina 42 owners — don't attach the tack of a gennaker to the anchor roller.)



With motors not allowed Redcrests are popular at Geiger.

Preparing for a luau is like painting a boat, in that it's the preparation that takes most of the time. Thankfully, there had been plenty of helping hands to dig the hole, line it with rocks, and prepare the banana leaves and gunny sacks. After three hours in the aromatic pit, the meat, fish and potatoes were cooked to perfection. This was a good thing, because when you're cooking in a pit as opposed to an oven, you just can't take out the food to see if it's done, and slide it back in the oven if it's not.

Anyway, it was a great event with great people at a great cove on a Sunday of perfect Southern California weather. Just like the old days.

— *latitude* 09/05/09

Cruise Notes:

It gets really hot in the Sea of Cortez in the summer, and toward the end of summer it gets both very hot and very humid. So what do cruisers do to cool off? There are a number of strategies, but Anthony Diliberti, who did the '07 Ha-Ha with his Seattle-based Ta Chou 51 **Mandalay**, explains how he does it in La Paz: "First, we chill the beer. Then we clean the dinghy and fill it with water. Finally, we get in the dinghy, pop open a cool one, and use the dinghy like a

"Come on in, the dinghy-pool is cool!" Figuring out a way to stay cool in the summer in the Sea of Cortez is very important.



bathtub." He didn't mention how long it takes before they need to add ice to avoid being parboiled.

For as long as we've been editing *Changes in Latitudes* — and it's been more than three decades now — cruisers have complained about the harbor at **Pago Pago, American Samoa**. Thanks to the two fish processing plants, the harbor has always been ugly, dirty, smelly and noisy. And the officials weren't always the most helpful. Thus, some cruisers took to referring to it as the 'armpit of the Pacific'. But there are big changes underway that will hopefully improve Pago Pago's image and make it a more attractive destination for cruisers. Samoa Packing, whose 2,500 workers made it the biggest employer on the island, has shut down. In response, the Governor says he's determined to clean up the harbor — and with it, the town's tawdry image. As it's on the South Pacific Milk Run from Tahiti to New Zealand, and as it's a U.S. Territory and therefore gets U.S. Mail and goods and services, Pago Pago has a couple of things going for it. To add to that, \$2 million — of U.S. taxpayer money, of course — is being spent on a dock for cruising boats and a security fence. A private company has also been given a 10-year lease to develop the yacht basin even further. A large budget has also been allocated to developing tourism in the nearby Manu'a islands, and to refurbish the historic RainMaker Hotel. But what no amount of money can change is the fact that Pago Pago, home to only about 12,000 people, is one of the wettest inhabited spots on earth.

Pago Pago used to have an aerial tramway to the highest peak, which afforded a beautiful view of the harbor. Alas, on Flag Day in '80, a U.S. Navy plane that was part of the festivities struck the tramway cable, and then crashed into a wing of the Rainmaker Hotel. The tram still hasn't been repaired, and the now government-owned hotel is dilapidated. According to one review on the internet, "The Rainmaker Hotel is frequented by government officials on often dubious business. If you are one for novel experiences, then stay here for a few nights, as you'll likely meet some interesting characters and have a few sto-



ries for back home." Anyway, we wish the folks in Pago Pago the best of luck in making the changes. To make sure there is no confusion, American Samoa is entirely different from the **Independent State of Samoa**, which was formerly known as Western Samoa. The latter is not a territory of the United States, and by most accounts is better for not having become a welfare ward of Uncle Sam.

"*Latitude* is famous in windy Spanish Waters, Curacao," write Veronique Bardach and Ted Halstead of the D.C.-based Catana 50 catamaran **Verite**. "That's because you guys are the custodians for the Pacific Puddle Jump, and the PPJ is all the rage at the bi-weekly happy hour for cruisers here who will be doing the South Pacific. So we had to check out the PPJ site for ourselves. Wow, pretty damn impressive! We're going to try to participate if we can. After getting interviewed by the publisher of *Latitude* in St. Barth just before New Year's, we hit many of the other islands in the Lesser Antilles. Most recently, we had a blast in Mustique, and we loved

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COURTESY VERITE

Spread; The Catana 50 'Verite' storming along beneath the Pitons off St. Lucia. Inset; Ted and Veronique, who hope to do the Pacific.

Martinique and the Los Roques Islands of Venezuela. But nothing compared to St. Barth. While cruising down here, we met a really cool Italian couple our age who, like us, have a Catana 50 but don't have kids. They are also kiteboarders. In fact, some years back he was the Italian water ski champion, and this year she won the European Barefoot Waterskiing Championship. We plan to cruise across the Pacific with them. Bet you guys didn't think we'd 'make it.' Heck, we were wondering ourselves."

Ted and Veronique's cruising commitment had indeed looked a little shaky there for awhile. They'd bought their expensive cat new in France last summer, and having had little cruising or even sailing experience, had assumed that there wasn't much more to it than adding fuel, water and food, and taking off on a carefree lifestyle. But they're both smart and both big lovers of ocean sports, so we were confident they'd make

it. Since the couple did start their cruise in the Med, we're going to share their thumbnail opinion of sailing in that part of the world:

"For us, the biggest draw to sailing in the Med is the diversity of cultures and the great food and entertainment. You just don't find that in the Caribbean. Sailing itself in the Med is feast or famine, however, as there is either too little or too much wind. Our one overriding complaint about the area is that it's usually so crowded in the summer. But with the world economy having been in shambles, we found most places to be largely empty when we were there."

Bruce Balan and Alene Rice report that they and their California-based Cross 45 trimaran **Migration** are about to leave Taha'a, French Polynesia, for New Zealand. It's not that they don't like French Polynesia, they just aren't interested in spending the South Pacific cyclone season in the cyclone zone — even in a seldom-hit part of the zone. You

might remember that the couple spent nearly a month at Rapa Nui, a.k.a. Easter Island, when they sailed there from the Galapagos in the spring of '08. They put together some comprehensive information about where to anchor at Rapa Nui in various wind and sea conditions, so if you're planning on sailing there, you might contact them at AE6XT@winlink.org. Keep your message short.

As *Latitude* readers know, Scott and Cindy Stolnitz of the Marina del Rey-based Switch 51 catamaran **Beach House** are accomplished and relentless scuba divers. And they've continued



The moai are the iconic figures of Rapa Nui.

diving after sailing to French Polynesia. "We had a fantastic week diving with a parade of sharks in the south pass of Fakarava," writes Cindy. "The diving is so easy, and the dive master has been so busy that he's basically let us and our friends Dan and Jill dive on our own. The dive master has the boat driver drop us off at the right spot, and we get to do our own thing without getting stuck with a group. It's been terrific, for in addition to plenty of sharks, we've seen gorgeous fields of coral, every size and shape of tropical fish, and every dive has been an hour or longer. There have only been two things wrong. One time we had lunch at a local restaurant between two dives, and while we didn't starve, the food was barely edible. For example, one offering was Spam pizza and another was fish quiche. Yuck! Jill later saved the day by bringing out some Trader Joe's chocolate-covered almonds that she'd brought from the States. The other problem **Cindy has been messing with sharks ever since she and Scott started their cruise. These white tips sleep all day and hunt all night.**



SCOTT STOLNITZ

CHANGES

lem has been my ear. But the other day Steven, an M.D. on the sailboat **Uliad**, was kind enough to make a 'boat call' to *Beach House* to examine my ear. After one look, he said there was no mystery why I couldn't hear well. Using an ear curette, he pulled out a bunch of wax. He also instructed me to, after coming out of the saltwater, rinse my ears with mild soapy water using an ear bulb. He recommended that I continue to use alcohol or vinegar/peroxide drops. It was weird and somewhat jarring to be able to suddenly hear clearly out of my right ear again."

Here's a 'what are the chances?' story from the South Pacific, as reported by Keith, no last name, commodore of the Niue YC in the tiny nation of Niue in the South Pacific. According to Keith, the crew of the vessel **Dosis** was anchored off Beveridge Reef — which is mostly submerged and is in the middle of the ocean — when they visited a nearby boat for "drinkies". When it was time to head back to their own boat, the crew discovered the dinghy and outboard had drifted away. After an extensive search



NELSON MONDALE

Had the dinghy from 'Dosis' not been found by a fisherman, it would have been slammed to bits on the rugged coast of Niue.

at first light, nothing was found and it was given up for lost. *Dosis* continued dinghy-less to Niue, stayed awhile, then left for Tonga. Miraculously, three weeks later the boat's dinghy and outboard

were discovered by a fisherman just 150 feet from going on the jagged rocks of Niue. Somehow it had drifted several hundred miles from Beveridge Reef right to Niue. And the engine still worked. That left just one problem — how to get the dinghy and motor to *Dosis* in Tonga.

Speaking of Niue, while perusing the Niue YC newsletter, we discovered that Steve and Susan Chamberlin of the Pt. Richmond-based Schumacher 46 **Surprise** haven't owned up to something they did there. When the couple stopped at Niue about a year ago, they were discouraged to see that only eight of the 30 computers at the Niue High School tech labs were working. Asking how they could help out, the senior math instructor suggested they could perhaps assist in getting some of the computers repaired, or even buy the school a new one. The Chamberlins said they'd see what they could do, then sailed away. A short time later, they offered the high school sufficient funding to replace all 30 computers with new ones! On further investigation, the folks at Niue High were





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Always wear a personal flotation device while boating and read your owner's manual.

dismayed to learn that they couldn't just buy 30 computers and plug them in, they would also need a new server, software licensing, a network upgrade, additional RAM for each computer, plus technical support from New Zealand to install the whole system. More big bucks. According to the Niue YC newsletter, Steve and Susan weren't fazed at all, and happily agreed to cover those additional costs, too. While it took months to order all the stuff, the whole system was ready to go for the start of the '09 school year. Brilliant. We apologize to Steve and Susan for outing their generosity, but found it too inspiring to resist.

If you're cruising to Australia, don't expect marine items to be cheap — or even reasonably priced. For example, '08 Puddle Jumpers Bill and Judy Rouse of the Houston-based Amel Maramu 52 **Bebe** report that the oil absorbent pads that many fuel docks and marinas give away free in the States, and which you can buy in bulk here for as little as 60 cents each, sell for as much as \$14.95 each in Australia! And that the 5 and 20

micron pre-filters that they paid \$6.97 for at Budget Marine in the Eastern Caribbean, cost \$20 each in Australia. "Had we known such basic items were going to be so expensive in Oz, we would have stocked up before leaving New Zealand," they write.

Jeff Stander of the Seattle-based Kelly-Peterson 44 **Beatrix**, currently in Bundaberg, Oz, has an explanation. "Australia is a great place with great people, but they're still stuck with the same archaic distribution system of importer/distributor/retailer/end user. It makes purchases ridiculously slow and expensive." Stander writes that marine supplies and other stuff are often 50% to even 200% more expensive in Australia than in the U.S.. But he's



Australia has a lot of things going for it — including pile moorings in most rivers — but low prices aren't among them.

figured out ways to work the system. For instance, using the internet and eBay, he was able to buy watermaker pre-filters for less than the Rouses paid for them in the Eastern Caribbean. He also has marine stuff sent via U.S. Priority Mail from Seattle to Bundaberg at the flat rate of \$51 for 20 pounds. It takes only five business days, and can be tracked



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CHANGES

via the internet all the way into and out of Australian Customs. It's allowed him to save more than 25% on things like shower pumps.

All this helps explain why we got a phone call the other day from a fellow in Perth, Western Australia, inquiring about the original mast for **Profligate** that we have for sale. When we expressed surprise that it could make financial sense for him to buy our mast, which is currently located in Santa Barbara, and ship it half way around the world, he assured us that it very well might. After all, he told us that his other main option was to buy a Selden mast made in Denmark. Couldn't he have a mast made in the sailing centers of Sydney or Auckland and and shipped to Perth for much less? "Not necessarily," he replied. "It's often less expensive to have something shipped to Perth from Europe than it is to have it trucked here from Sydney."

Could this be the solution to your **health insurance costs**? "Some Americans are moving to Mexico in order to get IMSS, which is Mexican Social Security health insurance," writes Philo Hayward. Philo did the Ha-Ha aboard



LATITUDE/NICK

Philo, seen here with his favorite guitar at his place in La Cruz, has IMSS health insurance. You might want to get it, too.

his Mendocino-based Cal 36 **Cherokee** in '00, and despite buying a music venue and bar in La Cruz on Banderas Bay, continued cruising across the Pacific until he sold his boat in Vanuatu. For

the last seven years or so, he's run the extremely popular and community-oriented Philo's bar and music studio. In his last newsletter, he refers to a September 1 *USA/Today* article about IMSS, which is Mexican social security health insurance, and which can be purchased by Americans with the proper visa. Although the coverage is good only for treatment in Mexico, it is said to cover everything — including tests, medicines, x-rays, eyeglasses and even dental work. There is no deductible, and it apparently costs a flat fee of less than \$300 a year. Now that's what we call affordable health care! John Skoriak of the Marine Exchange in Sausalito reports that there are a variety of other low cost health insurance and health care options in Mexico.

Putting some speed into their cruising! Bruce and Nora Slayden of Sisters, Oregon, did the '04 Ha-Ha and '05 Puddle Jump with their Island Packet 485 **Jamboree**. But we heard they were on the Bay over the Labor Day Weekend with their new — and much faster — ride. She's the Gunboat 66 **Sugar**

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Daddy, a totally high-tech cat designed by Morrelli & Melvin. A lot of catamaran manufacturers stretch the truth when they talk about the speeds of their cats, but a Gunboat 66 has no trouble hitting speeds in the 20s. The Slaydens are apparently going to haul out in San Diego in October, then set sail for Hawaii and the Line Islands, then cruise Australia for a year.

Rob and Lorraine Coleman, who started cruising out of Berkeley ages ago on the Columbia 30 **Samba Pa Ti**, report they have sold **Southern Cross**, their wood Angleman gaff ketch that was designed in '37 and is currently in New Zealand. You don't want to sell a classic yacht like that to just anyone, so the Colemans were fortunate that the new buyers are Ed and Stacy McDonald, who currently own a small sistership.

"If you get on Google Earth," the Colemans write, "and zoom in on the north side of the pass on the east side of Fanning Island, you'll see a rectangular barge. If you zoom in really tight, you can see *Southern Cross* tied up to the barge. And if you have really good

resolution, you may even see Lorraine and Borau cleaning the day's catch of five octopus. It's cool."

We know how cool that is because we like to zoom around and see what boats we can find at popular anchorages and marinas in Mexico. For example, when we zoom in at La Cruz, we can see Bob Smith's Vancouver-based custom 44-ft cat **Pantera** on the hook just outside the marina. And moving over to Paradise Marina, it's easy to pick out David Crowe's San Jose-based M&M 70 cat **Humu Humu**. We can also see **Profligate** at Paradise Marina — and on the hook at Catalina's Harbor Reef. Who says a boat can't be in two places at the same time? The latest version of Google Earth is much faster than it used to be, and in many areas the resolution is much



The marinas at Nuevo Vallarta courtesy of Google Earth. With a few clicks on your mouse you 'visit' every anchorage in the world.

greater than just a short time ago. It's a great navigation tool, too. For example, zoom in on Punta Mita, and you get a great view of where the underwater rocks are.

Nearing the end of a 15-year circumnavigation — albeit a much interrupted one — are Kirk, Cath and son Stuart

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CHANGES

McGeorge of the Virgin Islands-based Hylas 47 **Gallivanter**. "After five months in French Polynesia, we've made it back to Tahiti for one last provisioning while anchored at Marina Taina in preparation to begin back-tracking to the Marquesas via the northern Tuamotus," the family reports. "We were going to set sail this morning, but last night we were raked by savage winds gusting to 56 knots. It caused our anchor to drag — and our home right along with it! The savage winds came in three waves of intense squalls, and during the seven hour period we never had less than 20 knots. At least four vessels were driven onto the bricks, and I saw two genoas unfurl and get shredded in a matter of minutes. If you haven't been in such conditions, here's how to get an idea of what it was like — stand in the back of a pick-up doing 65 mph offroad at night in the rain, then try to lasso a rhino. We had to pick up 300 feet of chain and a 65-lb anchor, re-position out in the channel, reset the hook, then stay up all night making sure we were holding fast. I'm talking about full throttle maneuvering



JULIE TURPIN

Making landfall in Hawaii will complete a circumnavigation for Kirk McGeorge, but not his wife Cath or his son Stuart.

in a very tight space! We were inside a lagoon, so thankfully we had only wind waves to deal with. Unlike some boats, ours came through undamaged, but we

were exhausted. Provided the weather settles, we'll head off tomorrow on the 200-mile leg to the Tuamotus, the 550-mile leg to the Marquesas, and finally the 2,200-mile leg to Hilo. Somewhere along the way we'll celebrate our son's 6th birthday. When we arrive in Honolulu, we'll be able to connect the dots on our globe and cross our outbound path that began 15 years ago on the Islander 37 pilothouse I bought from ex-San Diegan Carol Post in Honolulu."

Last year Gary Burgin and his dad Larry did the Ha-Ha aboard their Santa Cruz-based Marples 55 catamaran **Crystal Blue Persuasion**, as the first step in going to Mahahual, which is 180 miles south of Cancun on the Caribbean coast of Mexico, to set up a charter business. They made it to Mahahual before Christmas, which means they really jammed. That was all well and good, but starting a charter business hasn't worked out as they had hoped. "Business in Mexico is not what it's played up to be," says Gary, noting that just about everybody had their hand out for a cut of the action.

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Worse than that, the transmissions on both engines went out. "Don't ask," says Gary — but it forced him to fly back to California to have a yard sale to raise the money to pay to get them fixed. Then a motor froze up while at Isla Mujeres. At least, he says, it was a nice place to be stuck. Right now Gary is looking for crew willing to share expenses on a trip back to California. He can be reached at gduwb@msn.com.

As we reported earlier this year, **St. Barth** — the cleanest, safest and most upscale island in the Caribbean — took a horrible economic hit during the winter high season as a result of a combination of yet another year of unbridled price increases, a weak dollar and the severe downturn in the global economy. As a result, we weren't surprised to receive an email from our *bon ami* Luc Poupon, announcing that the little St. Barth YC, in concert with Saint Barthélemy's Collectivité, will be hosting a new sailing event, the four-race **Les Voiles de Saint Barth**, to be held April 6 to 11. The event will be open to maxi yachts, classic yachts,

racing boats and multi-hulls. The timing of the event couldn't be better, as it comes almost immediately after the wildly successful St. Barth Bucket, which is limited to sailboats over 100 feet, and just before the Antigua Classic Yacht Regatta and Antigua Sailing Week, which are held at 85-mile distant Antigua. If you'll be chartering a boat out of St. Martin during this time, you won't want to miss it — even if you're just a spectator for a race or two. For complete information, visit www.lesvoilesdesaintbarth.com.

Speaking of St. Barth, Mike Harker of the Manhattan Beach-based Hunter 49 **Wanderlust 3** was there in early September, and the quay, the inner harbor moogings, and the outer Gustavia



If you like really big boat racing, St. Barth will be the place to be during the Bucket. And for all boats during the new Les Voiles de St. Barth.

anchorage were all but deserted. What a difference off-season makes.

For those headed to **Mexico** this winter, the following is a list of the major organized activities. Most, but not all, are some combination of 'nothing serious' racing and fund-raising. We at *Latitude* support all of the following:

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Banderas Bay Blast, including the Pirates for Pupils Spinnaker Run — December 2-4. Co-sponsored by the Punta Mita Yacht & Surf Club and the Vallarta YC, this event features three days of destination racing, with stops at Punta Mita, La Cruz and Paradise Marina. There is no entry fee, but it is a fundraiser.

Vallarta YC Chili Cook-Off — December 5, the day after the Blast. This is the Vallarta YC's biggest fundraiser of the year. Held at Paradise Marina.

Subasta, presented by the Club Cruceiros de La Paz — December 6. Now in its 21st year, this is the club's biggest fundraiser, and coordinates with the respected Fundación Ayuda Niños La Paz, A.C. (FANLAP), which fights the good fight for the truly underprivileged kids of La Paz. The money raised is used to buy kids the basics such as toothbrushes and toothpaste, shampoo and soap, socks, underwear, and school supplies. Last year 400 simple Christmas presents were bought for kids who otherwise wouldn't have even gotten a piece of coal.

Zihua SailFest — February 2-9.

Conceived on a whim by the publisher of *Latitude*, thank goodness a series of more serious and responsible people took charge, and over the years have turned this into a stunningly successful cruiser fundraiser for local schools.

Sea of Cortez Sailing Week — early April. 'Nothing serious' cruiser racing from La Paz to Caleta Partida to Isla San Francisco and back. It's free, but it's fundraiser, too.

Loreto Fest, Puerto Escondido, Baja — early May. The big cruiser gathering in the Sea of Cortez includes four days of fun and fundraising.

Lots of cruisers like to make contributions on a personal rather than group level. For instance, when Wayne Hendryx and Carol Baggerly of the Brisbane-based Hughes 45 **Capricorn Cat** were in Mexico last year, they met a woman named Pat at Casa Fresca in one of the small Banderas Bay communities. Pat teaches local women how to sew, and she's desperately in need of a sewing machine. Any kind of sewing machine.

If you can help, contact richard@latitude38.com, and we'll see that it gets to her. Wayne and Carol are also collecting clothes that are in good condition for the kids aged 2 to 10 at the orphanage in Bucerias, as well as pens, pencils and paper for the school kids. The stuff you never use or that you think of as junk, can have tremendous value for children in Mexico, some of them who literally live in city dumps.

Remember, too, that parts of Baja were hit badly by hurricane and later a tropical storm **Jimena**. If you've got room on your boat, try to bring something along for those folks, particularly the kids. Our only caution is to be very careful when giving cash to charitable organizations, for just as in the United States, the money often ends up in the wrong pockets.

On August 31, *Lectronic* reported that 63-year-old Jim Cheshire of the Alberg 35 **Godot** was overdue on a singlehanded passage from Ecuador to the Marquesas. His family has since reported he's fine. We hope you're fine, too, and that this will be your year to go cruising.

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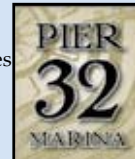
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24 FEET & UNDER



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25 TO 28 FEET

27-FT ANTRIM, 1999. Richmond YC. \$38,500. *Always Friday*, hull 15, has an excellent SF Bay racing record (National champion in 2004 and 2007, and multiple-winner of MORA in OYRA). Main features: Carbon mast, lightly used carbon sails, Nexus instruments with integrated GPS, and a trailer. Has two built-in marine batteries that are charged with a solar panel. If sold in Bay Area, I will bring new owner up to speed on A27 go-fast tricks. (925) 443-4659. Email: jwliebe@pacbell.net.

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14-FT LASER, 1979. Richmond YC rack #040 \$600. Price reduced. Dry hull, in good shape, no cracks in mast-step or daggerboard slot, fiberglass daggerboard and rudder. Old class sail, newer non-class sail. jsguttoff@hotmail.com. (415) 994-3500.



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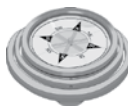


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26-FT LAGUNA 26S, 1984. Berkeley. \$6,500. Good condition. Very roomy, 6'2" headroom, teak cabinetry, full galley, nav station, large aft berth. Newer sails, all lines led aft. 3' draft, encapsulated lead ballast. Trailerable. Berkeley berth. Bottom in good condition. Recent underwater survey. (510) 780-6475 or email Manukeajason@yahoo.com.

26-FT MACGREGOR, 2006. Loch Lomond Marina. \$22,900. Very clean boat. Excellent conditions. Completely equipped. Blue hull, 50HP Evinrude E-Tec, shore power, second battery, GPS/VHS, bottom paint and much more. Leaving for Europe so have to sell. (650) 222-8748.

25-FT CAL 25 JENSEN, 1965. Clear Lake/Soda Bay. \$4,000. Sleeps four adults. 10 horse Johnson longshaft, furling jib, 30 gallon water tank, VHF/UHF radio, compass, depth finder. Keel draws 4' water. 1-year-old tandem axle trailer, new tires. New bottom paint and hull. (707) 489-0189.

30-FT TARTAN, 1978. Alameda. \$15,000. Well maintained, very clean, classic Sparkman & Stephens design with reliable Atomic 4 engine, many extras. Dodger, furler, BBQ, new head, stainless fuel tank and new prop. (510) 864-9880 or email ejwoollett@aol.com.



29-FT RANGER, 1972. Alameda. \$11,000. Great Bay and Delta cruiser! Sleeps 5, GPS, VHF, auto pilot, chart plotter, Atomic 4 engine. Ready to go! For more info: www.wikipedia.org/wiki/ranger_29. Serious buyers please. (510) 769-9999 or email chipman.bill5@gmail.com.



31-FT CAPE GEORGE CUTTER, 1992. Port Townsend, WA. 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, winlass, AGM batteries, Force 10 stove, BBQ, boom gallows, windvane, SSB, VHF, new thru-hulls/seacocks, etc. See at: www.capegeorgecutters.com/brokerage/Infinity.html. (360) 385-3412 or cgmw@olympus.net.

30-FT CAPE DORY CUTTER, 1984. Tomales Bay. \$37,500. Well maintained. Recent E80 radar, Variprop, new upholstery/cushions. A sweet sailing boat and easy to singlehand. Lots of pictures at website: <http://cd-30.blogspot.com> (click to enlarge photos). (510) 910-2099 or mbritt@eyedocs.com.

30-FT ISLANDER BAHAMA, 1981. Alameda. \$15,000. Volvo Diesel. Dodger, Harken roller furler, knotmeter, depth-finder. H/C pressurized water. Autohelm, GPS chart, stereo, new interior cushions. Well maintained and loved. Photos upon request. (510) 638-1025 or (510) 333-4342. Email: lencardoza@yahoo.com.



30-FT CAPE DORY, 1982. Morro Bay. \$33,000. Volvo MD7A, VHF radio, Garmin GPS/chartplotter, JRC radar, dodger, cockpit shade and enclosure. Bought bigger boat, need to sell. Contact via email: bobjenkizziar@sbcglobal.net. Call (559) 925-1223 or (559) 707-7344.

30-FT CAL 2-30, 1969. RYC. \$14,000. Great Bay boat, 25hp Universal diesel, Ballenger boom and spreaders, new interior cushions, autopilot, hard vang, fully battened main, 3 jibs, spin gear, inflatable/outboard. (415) 246-0324 or email coyne49@comcast.net.



30-FT CATALINA, 1990. San Francisco Marina. \$39,000. Excellent 1990 with a desirable transferable slip in the SF Marina. Dodger, new Harken furler, new standing rigging, wheel, new throttle & shift cables, new house batteries, Autohelm ST4000, Raymarine ST360 depth, new macerator pump. Just hauled and bottom paint. Slip transferable upon Harbormaster approval. (916) 803-6410 or email gkmunoz@gmail.com.

29-FT J/29, 1985. Seattle, WA. \$23,000. *Abracadabra*. Excellent race history. Completely refurbished in 2003. B&G instruments, rod rigging, faired hull, hydraulic backstay. Too many trick items to list. (253) 288-0117 or (206) 571-1676. Email: stevemil@grahamus.com.



29-FT CAL, 1970. Point Richmond. \$8,500. Very clean. Equipped with mainsail, 3 jibs and spinnaker, five winches, depth sounder and knotmeter, professionally rebuilt Atomic 4 engine, anchors, and spare folding prop. (916) 498-1610 or (916) 752-6696.

30-FT ISLANDER BAHAMA, 1982. Sausalito. \$17,000. Very clean. Roller furling jib, Volvo diesel, new port lights, standing rigging replaced in 2001. Professionally maintained. Must see and sail. Sausalito slip included with ownership. Call Jack. Email jack@modernsailing.com or call (415) 331-8250.



30-FT BABA, 1984. Newport Beach, CA. \$56,000. Price reduced! Bob Perry design. New engine (2008), rigging and chainplates (2005), mainsail (2005). Way too much to list. Please check the web page for more details and photos: www.ballreich.net/mandisa/tour/boat_specs.html. (949) 375-3564.



31-FT WYLIE, MOONSHADOW, \$18,000/obo. One of Tom Wylie's best custom-designed yachts for SF Bay and ocean racing. A winner, remains competitive today. Yanmar diesel, 9 Barient winches, stainless rod rigging, Barient backstay adjuster, Quickvang boomvang, large sail inventory, Martex prop. Sleeps 6. Hauled 10/08, new bottom paint. Excellent condition. Race ready. (415) 435-1006 or (415) 377-6688.

30-FT PEARSON 303, 1983. Corinthian Yacht Club, Tiburon. Beautiful boat in excellent condition. Sturdy, seakindly Bay cruiser. Make offer, must sacrifice! Email: michaelhillman@comcast.net or call (415) 713-3250.

29 TO 31 FEET



31-FT CATALINA 309, 2007. Alameda Marina. \$91,000. Catalina 309 'Boat of the Year' 31 ft x 11'6". New 11/07. Furling main, jib. Lines to cockpit. 2 enclosed cabins, 7 berths, 8 opening hatches/ports. 21 hp. 3 cyl. Yanmar, chart/cockpit tables. AC/DC fridge/freezer, LPG stove-oven, microwave, water heaters, autohelm, chart plotter, wind, tridata, electric windlass, mast VHF/TV. Spacious saloon, cockpit storage. Stern shower/ladder. Lead keel. Fully equipped sail/navigation/comfort. (510) 490-3575 or joan_robert@juno.com.

INTERNET FRAUD. Recently, we've been getting another tidal wave of reports of Internet scams, so we feel compelled to warn you once again about this unfortunate aspect of human nature. If somebody wants to buy your boat sight unseen, and suggests sending you a cashier's check for more than the asking price, trust your instincts. It is too good to be true. Usually they want you to cash the check and return the remainder to them for shipping costs. Then, much later, the bank informs you that the check was no good. We recommend that you don't even respond to the initial email inquiry. For more info on these cons, see: www.craigslist.com/about/scams.html Brave New World.

32 TO 35 FEET

32-FT PEARSON, 1979. Racer/cruiser. Alameda. \$22,500 or a reasonable offer. Fast, easily singlehanded sloop. Featured in August 2007 *Practical Sailor*. 1250 hours on original M-15 Universal Diesel. Gear (vintage '95): Autopilot, digital depth finder & gauge, Harken furler, Navtek backstay adjuster, Hall Spars Quikvang, Furuno radar, 25-watt marine radio. New: 19-gallon aluminum fuel tank and electric fuel pump (2002), 2 batteries (2006). Documentation: all original manuals, '95 survey, maintenance, diving, haul records since my '95 purchase. (510) 525-2754

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35-FYORKTOWN, 1976. St. John, U.S. Virgin Islands. \$45,000. Just completed 4-year circumnavigation. Baja Ha-Ha 2005 and Puddle Jump 2006 Vet. Many upgrades and ready to go. Why get beat up sailing down the Caribbean, buy one that is already there! Find photos and equipment listing at: <http://sandpiper38.blogspot.com>. Email sandpiper_38@hotmail.com or call (340) 514-0778.

34-FY SAN JUAN, 1984. \$39,000. Fast comfortable, blue water 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. (510) 420-8956 or email nino@access-print.com.



35-FY 1D35, 1999. Richmond. \$79,500. Two time Rolex 1D35 Big Boat Winner, *Diablita* is in turn key condition. Always drysailed, competitive inventory and practice sails, with trailer. This one design thoroughbred is only 6500lbs, and is ready for anything. Professionally maintained by KKMI. (510) 237-7600 or (510) 289-6422 or email gboell@innovaflavors.com.



33-FY DUTCH STEEL-VANDERVELS. San Francisco. \$27,000. Ready to cruise. Survey (+hull) available. Rare aft cabin (separate entrance). New: Boom, head+macerator+holding tank, alternator, inverter, topside paint, varnish, GPS, stereo, netting, fridge. Autopilot, reliable Volvo 24-hp, 3 anchors+all chain. Full specs/pics: www.elsewhere2.webs.com. Email steelboat2009@hotmail.com or call (415) 509-1277.



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34-FY GEMINI 105MC, 2005. Redwood City, CA. \$160,000. Shipped August 2005. Screecher, hammock seat, microwave, Furuno NavNet GPS/radar/target tracking/fishfinder, Prosigne 2000W inverter/charger, NewMar battery monitor, 200AH gel batteries, AB RIB/8HP Honda 4-stroke, Fortress F28, Honda EU2000 generator, new upholstery and new bottom June 2009. Much more! (650) 380-3343 or email brian.j.gibbons@gmail.com.



35-FY J/109, 2004. Sausalito. \$185,000. Fast, fun, mint condition racer/cruiser singlehand or with crew. 1st 2008 J/109 Division, 1st 2009 J-Fest Division, 3rd PHRF (72 rating). Quantum Kevlar racing and Dacron cruising sails (2 mains, 2 jibs), 2 asymmetric spinnakers, new rigging, Spectra lines. B&G instruments, VHF radio, GPS, Yanmar diesel, 29 hp, excellent condition. Doubles as performance cruiser with roller furling, all rigging led aft, sleeps 6+ with full galley, head, shower, hot/cold water, fridge. Ready to race one-design, Pac Cup, PHRF or cruise oceans SF Bay and Delta in comfort, style and performance. Must sell. (415) 717-3664 or email ahoys@earthlink.net.

33-FY STEEL SAIL, 2006. Lowrie Harbor, San Rafael. \$62,000. 33' custom steel sloop. Round bottom, 28 hp Beta diesel, Hogan full batten main, Monitor vane, SS galley, Raytheon radar/GPS. Berth #101. Email derwinski@pacific.net or call (707) 895-2813.



35-FY YORKTOWN, 1974. Emeryville Yacht Harbor. \$29,000. Proven blue water cruiser priced to move! Over 10k miles under the keel. Ready to cruise! One family has owned her since construction. See website for specs, photos and details: www.maryanntwo.com. (408) 202-4944 or email: mortensontyler@yahoo.com.

35-FY J/35, 1986. Vallejo. \$42,900. Nice condition. The boat has an excellent racing record and a great sail inventory. It has much new gear including some cruising inventory. Email okline@wildblue.net or call (530) 622-8761.



34-FT PEARSON, 1984. Vallejo. \$39,000. Harken furler. 125, 110, 90 heads'ls. Hydraulic backstay. Rigid vang. Nexus 3000 instr. Autopilot, GPS, radar detector. Diesel 1,200 hrs. Free sailing lessons. Negotiable extras: Life raft, 406 EPIRB, folding bikes, more. (707) 427-2291, (707) 479-3434 or frankgmena@hotmail.com.



35-FT HALLBERG-RASSY, 1972. Moss Landing, CA. \$55,000. This is a nice center-cockpit bluewater cruiser. 30k in the last few years. Rebuilt Volvo MD30A. New Ullman sails with Furlex on jib. New rigging. Comnav autopilot, Raymarine plotter, radar, Interphase Outlook and more. Email: olinjordan@yahoo.com or call (831) 595-2467.



35-FT ERICSON 35 II, 1971. Newport, OR. \$30,000. Excellent condition. Very well maintained. New Yanmar engine <100 hrs. Radar, windvane, roller furling, etc. Great boat. Slip available. (541) 990-9613 or email sj211509@hotmail.com.

34-FT SHADOW, 1984. Ventura. \$46,000. Denis Ganley design - Steel. Excellent condition and loaded with cruising gear. Ready for high seas anytime. Kuari wood interior. Pictures, specifications and last survey on request. (805) 205-6093 or email apburkot@yahoo.com.



32-FT BRISTOL, 1978. Ixtapa, MX. \$19,000/obo. Early retirement, laid-off? Maybe it's time to get away. Our 2004 Baja Ha-Ha vet is waiting for you in Ixtapa. Fully equipped for cruising, nothing to buy. Give her a coat of bottom paint and wait for the fleet in Zihuatanejo. Later go back up to the Gulf for the best sailing in Mexico. 32' is the ideal size for the Sea of Cortez. Tuck in the little bays. Anchor in 10' of water. More details and list of equipment on the website: www.eblw.com/contepartiro/contepartiro.html. Make me an offer I can't refuse. (510) 367-5621 or email jeanne8@eblw.com.



32-FT COLUMBIA 5.5 METER, 1960. SF Marina. \$7,000. Located in East Harbor, SF Marina. Slip transferrable upon harbor-master approval. Has current sails (main, jib, and spinnaker), 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, and a new cover. (415) 244-5422 or email cmtozzi@sbcglobal.net.



35-FT HALLBERG-RASSY RASMUS. (sloop), 1974. Berkeley Marina. \$25,000. Classic Swedish cruiser. Great teak and mahogany woodwork. Solid wiring and electronics. Needs new engine, cushions and bottom paint job. Spacious main, aft and fore cabins. More pics available. As-is condition. Buyer to do survey. Call (206) 718-2350 or kristindizon@comcast.net.

35-FT TRIDENT WARRIOR, 1973. Moss Landing. \$49,000. Ready for a bluewater cruiser upgrade? This boat can take you anywhere in the world, and at a price you can afford. Will consider partial trade - coastal cruiser. Too many upgrades to list. Email: rjwestbay@yahoo.com or call (559) 303-5997.

36 TO 39 FEET



38-FT KETTENBURG 38, 1956. Berkeley, Wilmington. "Nice boat!", "Beautiful boat!", "Gorgeous boat!" heard many times from other boaters during every sail. Enjoy character, admiration, and fantastic sailing while sustaining the heritage. Details at: www.sailk38.com. (916) 847-9064 or email steve@paradigmpilgrim.com.



37-FT ENDEAVOUR, 1981. Wilmington, CA. \$45,000. Excellent liveaboard with beautiful teak interior. Private owner's cabin with double berth, huge salon, hanging lockers and drawers galore. 6'4" headroom, new upholstery, canvas and cosmetics in recent years. Easy to sail. Email: sailfast6@verizon.net or call (562) 706-4334.

36-FT ISLANDER FREEPORT, 1979. San Pedro. \$50,000. Plan B model with forward head in good condition. Cape Horn self steering, dinghy davits, dependable Perkins engine. Outside wood being refinished now. Painting to start next. Buy now or pay more later when more work is done. Email gadams4292@yahoo.com or call (530) 721-1305.

36-FT JEANNEAU, 1997. \$89,000. Price reduced. Very well maintained. Electric anchor windlass, dodger, refrigerator/freezer, GPS, chartplotter, autopilot, CD player, VHF, B&G instruments, depth/knot/wind, dinghy with 2-hp Johnson. For info call Brian (209) 722-2068. To view call Roy (510) 523-4081 or email coolswick@aol.com.

36-FT PEARSON, 1985. South Beach Harbor, SF. \$67,500. A great Bay boat with deep fin keel. Beautiful, comfortable and excellent sailing boat. Original Yanmar has less than 400 hrs. Interior is near perfect condition. Roller furler on jib, Dutchman on main and all lines led aft makes for easy singlehanding. Have original bill of sale and owner's manual! Will consider partnership with right party. This is a great boat in wonderful condition. (925) 286-8738 or Bobgthomas@earthlink.net.

36-FT SABRE, 1998. Berkeley. \$155,000. Professionally maintained sloop. Shallow draft wing keel ideal for cruising. Blue hull and topsides painted 12/06. Standing rigging replaced 2/07. New autopilot 5/07. New mainsail 7/08. Furling jib and lightly used asymmetrical spinnaker. (925) 766-2205 or email dan@deltaxcavating.net.

39-FT CAL, 1978. Alameda. \$65,000. 50hp Yanmar repower 300hrs. C-80 chart plotter/radar/fishfinder, Profurl w/100% & 150 jibs. Full dodger, Maxwell 2500 windlass. This boat is very clean. For full details: www.ideasinmotion.com/cal39. Email borelimg@earthlink.net or call (510) 864-0237.



39-FT YORKTOWN SLOOP, 1977. Napa River. \$18,500/obo. Tall rig, skeg keel, Westerbeke diesel, newly overhauled transmission, CNG stove, complete galley, solar panel. Two staterooms, one marine head, very roomy, sleeps 7. Many new items on recent overhaul. Sturdy and sound, fun coastal cruiser. Last appraisal available. Email atplgd@aol.com.

36-FT CAL-CRUISEING, 1969. La Paz, Mexico. \$29,500. Perkins 4-107, 7 sails, MaxProp, AMS autopilot, Monitor windvane, Harken furling system, 8 self-tailing Barients, Navtec backstay adjuster, Destroyer wheel, stout rigging, heavy tackle, Lofrans Tigriss, Ratheon radar, SSB, EPIRB, C.A.R.D., Zodiac liferaft, Siemens solar panels, energy monitor, AirMarine windgen, large tankage, refrigerator-freezer, Force-10 stove, fresh/salt-water power wash, 11' Hypalon inflatable, 2 outboards. Extra parts, service manuals, etc. Affordable turn-key cruiser. Email swdnwr@gmail.com. (707) 839-0120 is only good to mid-October, then we are in Mexico.

39-FT YORKTOWN, 1980. Marina Bay, Richmond. \$27,500. Full size bed in aft cabin, V-berth, CNG gas stove/oven, microwave, refrigerator, freezer, ice maker, TV, DVD, VHF, radar, GPS, depthfinder, 50hp diesel, electric windlass, electric head, separate shower. Great liveaboard. (209) 743-6275 or vik@inreach.com.



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38-FT MORGAN CC, 1993. San Diego, CA. \$75,000. Waterfront living at its best. There is no other option out there that allows oceanfront property at this type of price in San Diego. Morgan is an excellent sailboat and there are 5 currently for sale across the country. The prices range from 93k to 130k. This boat was listed for 110k and is now listed for 75k, well below the market rate. Take advantage of this for sale by owner/no broker offer today. Additionally this boat is located at Humphrey's by the Bay, which has live concerts from May-October for your viewing, listening and entertainment pleasure, check www.humphreysconcerts.com. (619) 243-6269 or jdarrochdesign@yahoo.com.

39-FT FREYA, 1977. Antioch City Marina, CA. \$49,500. Serious, quick passage maker, priced for buyer's market. Hull #4 from Gannon Yachts, 4 used sails, one new, autopilots, Aries, grounded and wired for SSB, depthsounder, GPS. Contact owner for details and history: www.ablboats.com/details.php?id=85646. Email: crowellam@hotmail.com or call (925) 522-1353.

36-FT BENETEAU 361, 2002. SF Marina West Basin. \$118,000. Bristol, loaded, custom, all electronics, recent haul-out and bottom paint + coveted SF Marina berth. Will consider lease or non-equity partnership. Call (415) 771-0741 or email Bob@TandlerSF.com.

37-FT CREALOCK, 1980. Monterey. \$65,000. Cutter. Ballanger tabernacled mast. New Yanmar w/saildrive, radar, GPS, easy access to all systems, 70gal diesel, 3 watertight bulkheads. Not in yacht condition, needs finish work. Great little sailing ship. Price firm. Email: ddatpbio@gmail.com.

37-FT HUNTER LEGEND, 1989. Napa Valley. \$55,000. Perfect Bay boat. Comfortable, easy to handle! Great deck space, aft cabin, Yanmar 30hp diesel w/658 hours. Draft 4'9". Doyle stack pack on main and furling jib. Please email for pics: mmoonoggie@gmail.com or call (208) 880-6135.

39-FT COLUMBIA, 1971. West Palm Beach, FL. \$30,000. Deep draft 7', tall rig, wind gen. Westerbeke, propane, (AC, 6.5gen. needs work). Dual diesel tanks, dual battery bank, Anderson 46 winches, brand new Sta-Lok rigging and genny, extra sails including storm, new head, great storage, 7' headroom, very roomy for liveaboard. (954) 325-0118.



36-FT CATALINA MKII, 2001. Sausalito Yacht Harbor. \$100,000/obo. Fresh-water beauty. Moved from Tahoe this June. 185 hours on Universal 35hp diesel, Raytheon electronic package, poleless Pineapple cruising spinnaker, blue cockpit dodger, 10 CD stereo system w/external speakers, propane external grill (never used), completely furnished galley including microwave oven, large refrigerated ice box and dry food locker. (650) 400-6898 or email dfoley@ewingfoley.com.

40 TO 50 FEET

42-FT TAYANA VANCOUVER, CC, 1987. San Carlos, Mexico. \$149,900. Beautifully maintained, proven safe passagemaker, upgraded comfortable interior, island master bed, electric toilet, separate shower, watermaker, MaxProp, 3 furling sails, solar panels, wind generator, wind vane, upgrades and spares. See more at: <http://pacificcruising.blogspot.com>. (520) 803-0240 or herronsflight@yahoo.com.

40-FT HUNTER LEGEND, 1986. La Paz, MX. \$76,000/obo. Multiple upgrades since 2006 include: radar, chart plotter, SSB, refrigeration, propane conversion, StackPack, solar, and more. Cruising Mexico past two seasons and ready to go again. Contact for details. (530) 957-2810 or email gregondetente@gmail.com.



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41-FT MORGAN CLASSIC MODEL, 1991. San Carlos, Mexico. \$98,000. Primo condition. Equipped and ready to cruise. Center cockpit, great liveaboard, must see to appreciate roominess. Recent survey. For equipment list and current photos: <http://sailboatvagari.blogspot.com>. Email: stanstrebbig@gmail.com or call (520) 825-7551.

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46-FT KELLY-PETERSON, 1985. Marina del Rey, CA. \$197,000. *Reprise* was extensively refitted in 2005-2006. Upgrades include re-powering with Yanmar 125-hp turbo diesel, revision of the electrical and charging systems, new autopilot, chart-plotter, SSB, refrigeration, upholstery, canvas, liferaft, Tides Strong Mainsail track, cruising spinnaker. New last year Ullman mainsail StackPack with integral lazyjacks. The interior hand-fitted teak joinery is in excellent condition. There are 2 staterooms and 2 full heads. The headliner was completely replaced in 2000 and appears new. The KP 46 is a proven bluewater cruiser, yet sails beautifully in light air. *Reprise* is ready to cruise. (310) 871-5260 or chasfu2@gmail.com.



41-FT FORMOSA KETCH, 1978. Rio Dulce, Guatemala. \$52,500. Classy boat with excellent cruising inventory. Fiberglass hull, hardwood and fiberglass topsides, aluminum masts. Perkins 4-108 rebuilt 2005. Radar, wind and solar power, hydraulic steering, new fridge 2008. Two single, two double berths. Much more. Moored in fresh water, easy sail to Belize. www.tombuttsmontana.com/dragonlady.html. Email: windseeker10@rocketmail.com or call (406) 431-9582.



41-FT NEWPORT MK II C/C, 1981. Napa. \$39,000. Engine rebuilt-10 hrs. Bottom paint '09. Long distance cruiser or liveaboard. (530) 908-8555 or email jenedix@yahoo.com.



45-FT BENETEAU 45F5, 1991. Ventura, CA. \$125,000. Racer/cruiser, PHRF-63, with 3 cabins, 2 heads, beautiful wood interior. Price lowered for quick sale. Recent upgrades: New MaxProp 2008, fridge, inverter/charger, anchor, windlass. Email: rkrause@rjk-law.com. Call (559) 696-9653 or (559) 261-9295.

42-FT CATALINA, 1994. Marina Nuevo Vallarta, Nayarit, Mexico. \$118,000. Two-cabin layout. Excellent condition. Cruise ready in Nuevo Vallarta, Mexico. Too many extras to list. Call for more information. (530) 318-4096 or (530) 554-4512. Email: tommandianemiller@yahoo.com.

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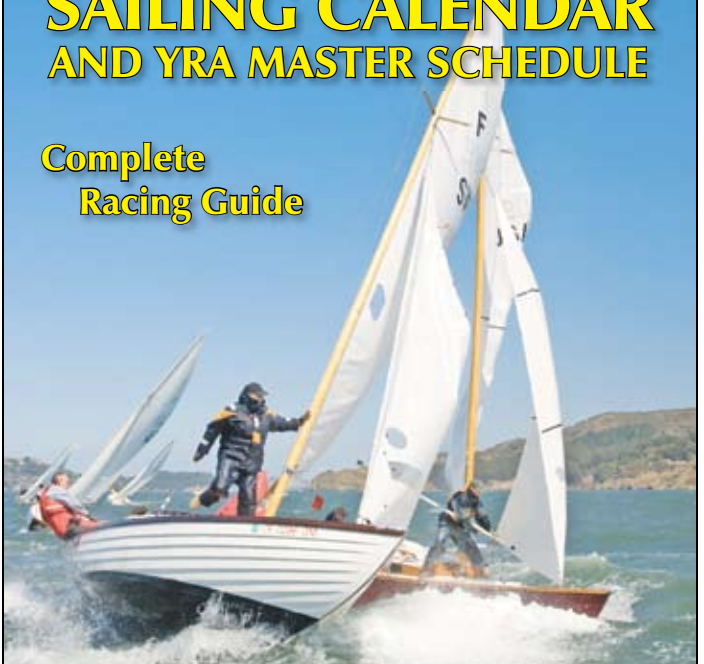
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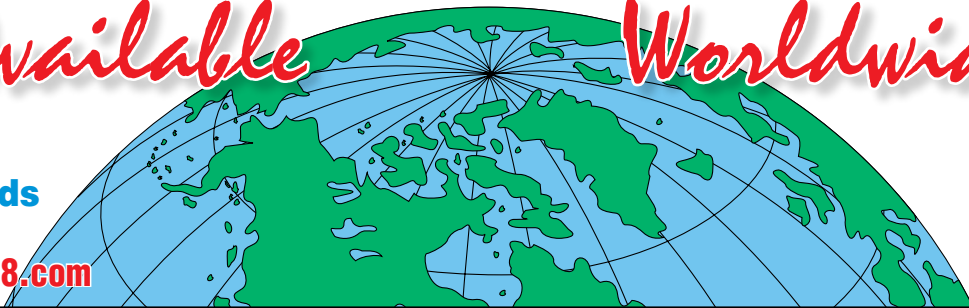
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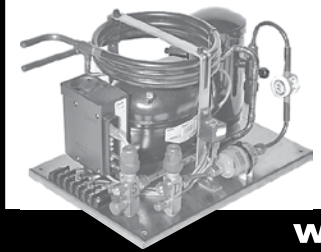


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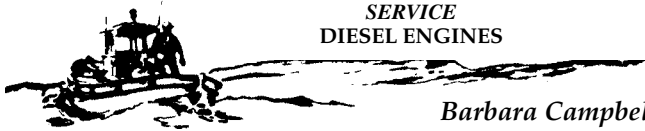
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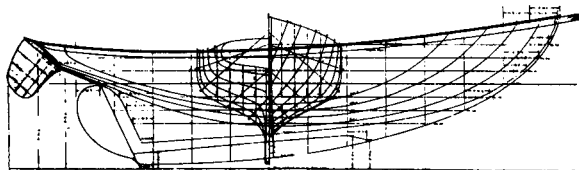
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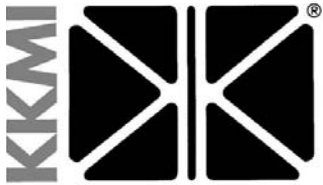
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A Ron Holland design which is very well equipped with newer electronics, sails and has been well maintained.
Asking **\$120,000**



Swan 40 (1996)
Frers design, exceptionally well maintained, 2-cabin performance cruiser. Awlgrip Flag Blue hull, comprehensive sail inventory, and full in-slip cover. Asking **\$309,000**



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42' CATALINA, 2005

Absolutely gorgeous, low time and loaded – this boat shows as new! Transferable Sausalito Yacht Harbor slip. **\$249,000**

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43' HANS CHRISTIAN, 1978

Classic offered for sale by original owner. New teak decks (this was a \$40,000 job alone!), Awlgrippied hull, updated interior, optional larger diesel and Telstar performance keel. **\$179,000**

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45' HUNTER 450, 1998

All the amenities with two spacious staterooms, two heads, and HUGE comfortable salon. Transferable Sausalito Yacht Harbor slip. **\$169,500**

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38' HUNTER, 2006 Very well equipped (upgraded 40 hp diesel, full electronics, offshore dodger, heavy-duty sails including in-mast furling main, electric windlass, etc.) and in great condition. Transferable Sausalito Yacht Harbor slip. **\$161,000**

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38' HANS CHRISTIAN, 1984

Great shape and extensively updated, epoxy barrier coated bottom, stunning professionally maintained brightwork, low time on Yanmar diesel, heavy duty offshore dodger, much more. **\$134,900**

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48' C&C LANDFALL PILOTHOUSE CUTTER, 1980

Spacious raised salon performance cruiser that's competitively priced and lying in a transferable Sausalito slip. **\$129,500**

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50' GULFSTAR KETCH 1977

Extensively refit for a cruise that was never taken – new sails, rigging, electronics, stainless steel ports, hatches, refinished interior, etc., etc. **\$125,000**

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37' HUNTER 376, 1999

Very spacious, light and airy, this vessel shows as new; must see to appreciate. Out-of-country owners motivated; offers encouraged. Sausalito Yacht Harbor slip can be arranged. **\$99,000**

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38' HANS CHRISTIAN, 1979

Shows well inside and out with the Burmese teak interior in particular showing beautifully. Hull recently buffed and waxed. Teak decks in fine shape as well. **\$99,000**

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41' MORGAN OUT ISLAND, 1979

Center cockpit ketch. Never cruised and fresh water kept, she shows much newer than actual age. Note all new stainless steel ports. **\$79,000**

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43' BENETEAU, 1989

Most competitively priced Beneteau of this size on the market. **\$70,000**

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38' INGRID, 1984

Clean, never cruised one owner example with low time on diesel engine (only 155 hours), custom finished interior, much more. **\$69,500**

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35' BABA, 1979 Traditional double-ender with a recently varnished interior. She also sails well and will make a perfect cruising yacht for someone who wishes to sail places with grace and style. Transferable Sausalito Yacht Harbor slip. **\$69,500**

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34' SUNSET SLOOP, 1967
This full keeled jewel was built like a piano by Al Silva shortly after he left Stone Boat Yard. Fully restored; everything's done to showboat standards. **\$69,500**

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34' HANS CHRISTIAN CUTTER, 1978
Robert Perry-designed classic cutter. Capable offshore boat: full keel, high ballast-to-weight ratio, deep cockpit and big rudder placed far aft. Great shape, transferable Sausalito YH slip. **\$69,000**

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30' NONSUCH ULTRA, 1987
Professionally maintained, the interior is flawless and the exterior comes close. Transferable Sausalito Yacht Harbor slip that has a great views. A nice, must-see package. **\$59,000**

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34' VINDO, 1983 Vindo is listed in Ferenc Mate's *The World's Best Sailboats*, and this lovely example of Swedish craftsmanship shows why: the mahogany joinery below is exquisite. Transferable Sausalito Yacht Harbor slip. **\$59,000**

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40' CHALLENGER KETCH, 1973
Recently Awlgripp'd in beautiful Flag Blue, incredibly spacious below with 6'5" headroom. **\$55,900**

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20' PACIFIC SEACRAFT FLICKA, 1985
Factory built and finished to Pacific Seacraft's exacting standards, then updated stem to stern, including new Yanmar diesel. Shows Bristol. **\$43,500**

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32' TARGA, 1978
\$50,000 worth of improvements over the last six years – new engine, sail drive, sails, standing rigging, thru-hull sea cocks, fuel tanks, prop, electronics, dinghy & outboard. **\$34,500**

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36' ISLANDER, 1978
Extensively refit over the past five years – engine rebuilt, new sails, roller furler, electronics, etc., etc., etc. – and shows very nicely, transferable Sausalito Yacht Harbor slip. **\$32,000**

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32' DREADNAUGHT, 1978
Stout double-ender that will go anywhere in safety and comfort, with all the charm in the world! In very nice shape and lying in a transferable Sausalito Yacht Harbor slip. **\$29,000**

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30' LANCER, 1980
Refit stem to stern, unquestionably the nicest boat on the market. **\$28,500**

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30' TARTAN, 1978
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42'	NOVA SUNDECK TRAWLER, 'Bristol', '87	STOCKTON	\$137,500
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32' ARIES. Ocean cruising sloop. Highly respected double-ender by Tom Gilmer. Glass, beautiful TEAK appointments. Extra nice and loaded for cruising: RADAR, furling, self-tailing winches, vane, dodger, dinghy, diesel. Ready to cruise. Asking **\$36,950**



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40' CHALLENGER Ketch. Gorgeous, Sparking 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 **\$55,950**



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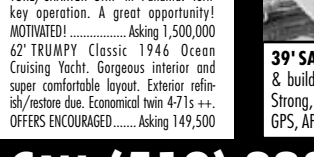
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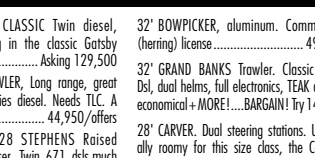
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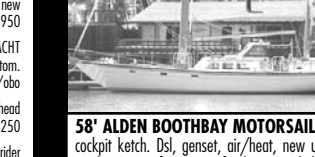
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