

Latitude 38

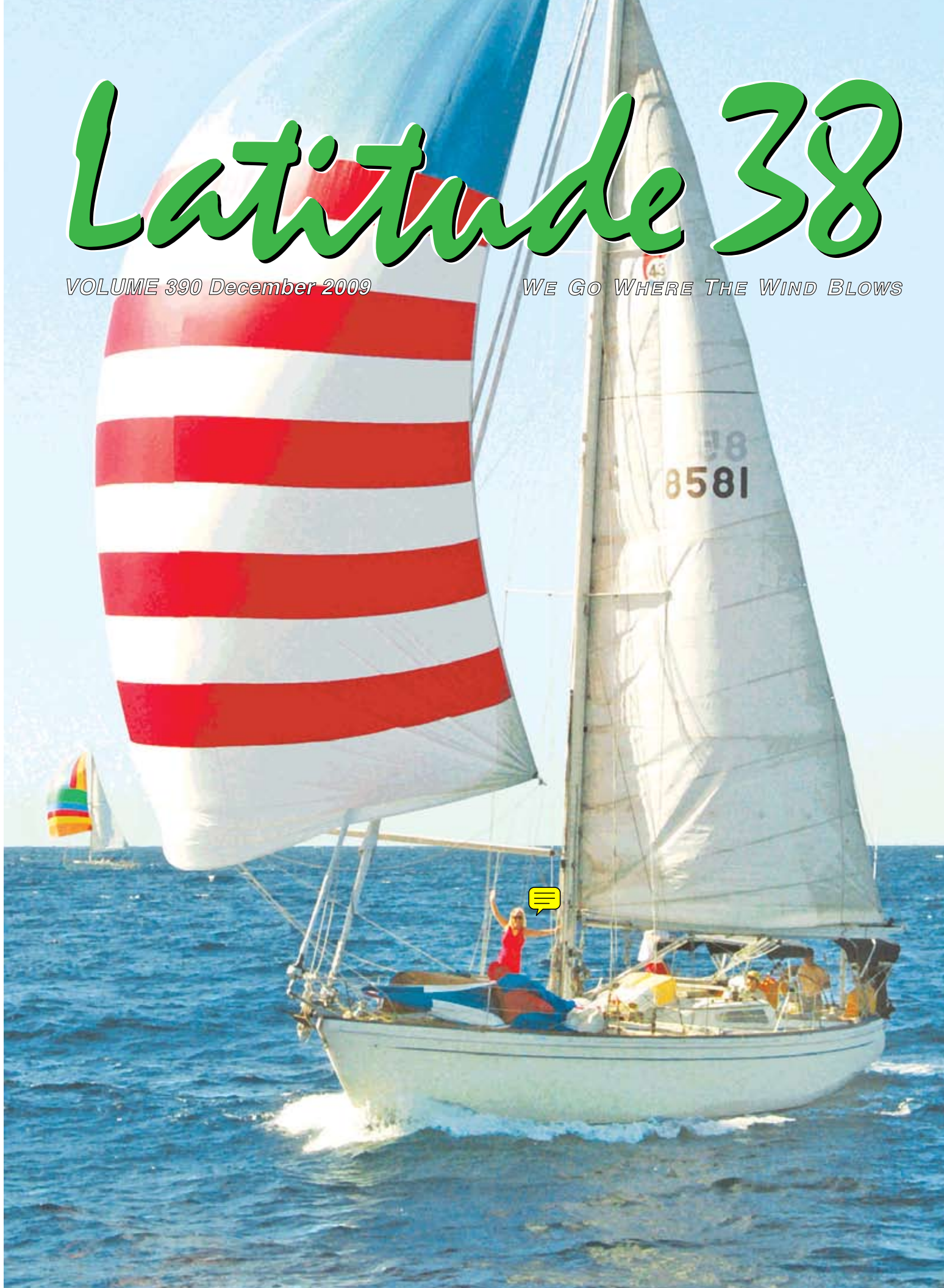
# Latitude 38

VOLUME 390 December 2009

WE GO WHERE THE WIND BLOWS

DECEMBER 2009

VOLUME 390





# BAJA HA-HA XVI —

It almost seems prophetic that this year's Baja Ha-Ha cruisers' rally was billed as the 'Sweet Sixteen' edition, because overall, it featured some of the most rewarding sailing conditions of any Ha-Ha in recent memory. That said, for a portion of the rally's 601 participants, 'bittersweet' might have been a more apt epithet. As you'll read below, five sailors survived the long-established event's first sinking during the rowdy conditions of Leg One, while others were forced to deal with a variety of less severe challenges.

In addition to being one of the sweetest and, for some, the most challenging, this year's rally — run October 25 though November 7 — was also the largest ever, with 193 sign-ups (11 more than the previous high in '08). Of those, 163 started and 152 finished, which was also a record. Why so many sailors were intent on heading south of the border in a year dominated by gloomy economic news is a question we can't answer definitively, but we have our theories. If we had to guess, we'd say the majority of entrants had been working toward the goal of long-term cruising so long that nothing short of Armageddon would stop them. We figure the rest of the fleet probably reasoned, "Well, my cash flow sucks, but the boat's paid for, and life in Mexico is warm and cheap. So what the heck? Viva la Ha-Ha! Mexico here I come!"

The massive crew roster was composed of both first-timers and 'repeat offenders', some of whom had first done the rally as crew and were now skip-

**A varied assortment of Ha-Ha 'wenches' strutted their stuff in hopes of winning top honors and a pair of West Marine binoculars.**



pering their own boats. Although the majority of Ha-Ha'ers probably consider themselves to be casual recreational sailors, there were also many in the fleet with impressive racing resumes, including Singlehanded TransPac vets Dr. Lou Freeman, Phil MacFarlane and Synthia Petroka aboard the Swan 51 *Seabird*, Rob Macfarlane on the N/M 45 *Tiger Beetle* and Ken 'The General' Roper, who's done at least eight solo Hawaii passages aboard *Harrier*.

While this was the first substantial offshore cruise for many entrants, the fleet also contained salty globe-trotting sailors with hundreds of thousands of ocean miles under their belts such as Sheri and Rich Crowe, sailing their self-built Farr 44 *Tabu*, and four-time circumnavigator Scott Piper, sailing his J/160 *Pipe Dream IX*.

This year, as always, the 760-mile rally served to illustrate the fact that both multi-million-dollar yachts and humble bargain boats can take you to the same idyllic landfalls. At the posh end of the spectrum, William Hogarty's bright red, 97-ft maxi *Odysseus* elegantly answered the question, "When does a sail-

boat deserve to be called a yacht?" The fleet's smallest boat, Jay and Peggy Bowden's Pacific Seacraft Dana 24 *Little Lara*, gave substance to the phrase 'less is more', especially when she towed a larger boat to safety during Leg Three.

When longtime San Diego sail-



**Head chef Ray of Cabrillo Isle Marina should be recognized by Guinness for the tons of fajita meat he's chopped over the years.**

ALL PHOTOS LATTITUDE / ANDY EXCEPT AS NOTED

ors see hundreds of elaborately costumed revelers walking and taxiing toward Shelter Island a week before Halloween, they know the Baja Ha-Ha is back in town. With such a huge fleet, the annual Costume Kickoff Party at the West Marine compound was as wild and crazy as ever. Swashbuckling pirates and wenches rubbed shoulders with goblins, ghosts and naughty doctors, while mock Hare Krishnas in floor-length orange robes

competed for prizes with a troupe of Highland dancers wearing kilts. West Marine managers Mick Fritzsching and Galen Piltz were frighteningly believable in their roles as buccaneer-emcees. But instead of pillaging, they showered costume contest participants with all sorts of valuable nautical swag.

Nearby, a team of staffers and marina tenants from co-sponsor Cabrillo Isle Marina worked feverishly to grill up a gazillion flank steaks and chicken breasts — enough to make fajitas for a guest list of 600. At least two dozen Ha-Ha'ers also volunteered to do a stint in the food and beverage lines.

Not only does this ambitious shindig give everyone a break from the last-minute scramble to check a few more items off their 'to do' lists, but it also emphasizes the rally's fun-loving attitude, and builds a sense of community within the fleet, even before the starting horn





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sounds.

For 15 years the Ha-Ha fleet has slipped in and out of San Diego Harbor with little fanfare. But this year the Rally Committee decided to toot its horn

*Mock Hare Krishnas in floor-length orange robes competed for prizes with a troupe of Highland dancers wearing kilts.*

a bit. Working with Harbor Police and Port of San Diego personnel, plus a variety of local marine business owners, a pre-start procession was organized as a photo op for local journalists. So, on Monday, October 26, before heading to the starting area outside the harbor, the entire fleet passed through a 'gate' off

**"No, YOU smile for the camera!" With clear skies and a gentle breeze, this year's start was unusually photogenic.**

the western tip of Shelter Island, while a fire boat saluted with a fan of spray. Both American and Mexican dignitaries observed the spectacle from aboard the media yacht, *Polaris Supreme*, while well-wishers waved and cheered from the shoreline. Showing typical Ha-Ha spunk, some crews were decked out in their Halloween getups. That night the fleet got its 15 seconds of fame on several TV news channels, and the next morning the area's largest paper, the San Diego Union Tribune, ran a front-page feature on the send-off.

**W**ith the rally timed near the theoretical end of hurricane season, it wasn't too sur-

prising that a week before the Ha-Ha's start a colossal storm, dubbed Hurricane *Rick*, threatened to delay this year's rally. As soon as it weakened and passed inland, however, the Rally Committee began worrying about not having enough wind. And on starting day this was still a concern.

At the appointed hour of 11 a.m. sailing conditions were looking so dismal that the event's Grand Poobah reluctantly instituted a "rolling start,"

whereby every boat was allowed to motorsail down the course at no more than five knots.

Exactly seven minutes later, however, a light but steady breeze of 5 to 8 knots filled in from the northwest like an actor bursting onto the stage, embarrassingly late for his cue.



STEPPING STONE

**Sixteen-year-old Kimberly of 'Stepping Stone' shows off her big catch — a 16 lb. dorado. The kid contingent was huge this year.**





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During the afternoon, the light breeze pushed the fleet lazily through the Coronado Islands and on toward Ensenada. For those new to offshore sailing, these gentle winds and virtually flat seas were a blessing, allowing them to celebrate having finally thrown off their docklines, without stressing over big wind and seas. That would come later.

Monday evening, heavy, drippy fog enveloped most of the fleet and the wind went so light that some skippers were inspired to kick on their engines. Everyone knew, however, that the lull would only be temporary. Even before the start, longtime Ha-Ha sponsor Commanders' Weather had predicted that after a day of light air the fleet would be in for two days of 18- to 30-knot winds and 15-ft seas. The sobering forecast led the Rally Committee to suggest that less-experienced crews, and those in small boats, consider taking shelter during the second night at one of several bays along the route to Turtle Bay.

**W**inds built throughout the second day, into the low 20s near shore and the mid to high 20s — gusting over 30 — roughly 50 miles out. For the first time ever, about half the fleet made overnight pit stops at a half-dozen anchorages along the coast, including Punta Colonet, Bahia San Quintin, and Punta Baja. There were plenty of diehards, though, who stayed the course, not wanting to miss a minute

**Where's Waldo? Sailing in the Ha-Ha, apparently. The 'Interlude' crew showed their festive spirit on the starting line.**



ALL PHOTOS LATITUDE / ANDY EXCEPT AS NOTED

of the promised big winds and surfable swells.

Reports on the Wednesday morning net confirmed that reefing down had made the strong winds manageable, but the churning action of huge, sloppy swells proved to be daunting for many crews. Aboard Rob Brimlow and David Dodril's Jomar 55 *Sea Dream*, a cross swell launched an elder crewman across his cabin so hard that he destroyed a piece of wooden cabinetry. Luckily, his ribs, head and elbow only suffered bruises.

Needless to say, *mal de mar* was

a common occurrence in such conditions. Aboard Duane and Christine Anderson's Catalina 38 *Risk Taker*, a female crew member's seasick misery caused a chuckle that was reported over VHF. In her sorry state, the poor gal cradled a bucket that bore the slogan: "West Marine, We Make Boat-ing More Fun."

Even some of the more experienced offshore sailor's suffered setbacks during Leg One. On the third day out, cruising consultant Hol-

**The light air of Day One created a stress-free beginning to this long-anticipated cruise. Inset: Rudy Heessels' Beneteau First 36s7 'Wind Child' was one of only seven boats that sailed the entire course.**

ly Scott's all-woman crew was roaring along aboard their Cal 40 *Mahalo* when a huge swell crashed into the cockpit, completely filling it, damaging the dodger and sending cascades of green water into the cabin.

Sometime later that day Holly's heart was in her throat as she was forced to sail across a very heavy polypropylene

**Thor ended up hand-steering for 17 hours straight while Tanya looked after the kids.**

'long line' that was peppered with fishing leaders. Thankfully, it slid beneath *Mahalo's* fin keel without snagging. But aboard the Hunter 410 *Passage II*, Jim Cassidy and Lucy Lowe weren't so lucky. Despite a radio warning giving the line's general location, they were unable to avoid snagging the thorny hazard. Nearby boats reported the line to be at least a mile long and, with the downwind drag of the boat, it was stretched out banjo-tight behind them. After several hours of futile attempts to free it, the hull lifted to the peak of an enormous swell and broke free. Sadly, though, an accidental jibe during the boat's vi-



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olent lurching slammed the boom so hard that the gooseneck broke, causing *Passage II* to seek temporary shelter at Punta Baja before limping back to San Diego for repairs.

A few hours down the track, off the NE point of Isla Navidad, Phileta Riley and Dorothy Tharsing's Oregon-based Cal 35 *Eagle* called for help after snagging a fish pot and dragging it into 340 feet of water. Her over-60 crewmembers were greatly relieved when Rally Committee member Don Hall volunteered to brave the lumpy seas and cut the veritable sea anchor free of their prop. They too, had lost the use of their main when a slam-jibe tore loose the traveler. Nevertheless, they sailed into Turtle Bay under jib alone with Ivan Lalovic's Swan 391 *Vento* shadowing them all the way, just in case.

As tumultuous as Leg One was for some boats, it was an absolute glory ride for others — picture Cap'n Dan screaming to the heavens in that epic storm scene from *Forrest Gump*. Reports of blown sails and busted gear were contrasted with exuberant boasts of eye-popping speed records: *Albatross*, Douglas Schneeman's 16.5-ton Seamaster 46 hit 15.4 knots while steam-rolling down the face of a wave, and *Rotkat*, the sleek 43-ft cat self-built by Arjan Bok, chalked up 19 knots during a gloriously long surf.

The custom 45-ft tri *Meshach* also screamed along in the rough stuff. Unfortunately, though, her cat-rigged

mainsail was so loaded up that owners Thor and Tanya Temme had no way to safely reef it. So Thor ended up hand-steering for 17 hours straight while Tanya looked after the kids, Tristan, 6, and Sienna, 3.

By Wednesday afternoon (October 28) most Ha-Ha boats were either safely anchored at Turtle Bay, the event's first scheduled stopover, or were ticking off the final 60 miles past Cedros Island and into the bay. Little did they know at the time that 160 miles up the course, roughly 200 miles south of San Diego, the most dramatically dangerous incident in Ha-Ha history was playing out. As you'll read in-depth later in this issue, the J/World sailing school entry — technically named *Crosswave*, but entered as *J World* — collided with a humpback whale several times as she sped down the steep swells. The J/120's rudder took the brunt of the final contact with the 30- to 40-foot cetacean, ripping the entire rudder assembly loose from the hull. Efforts to stabilize it and/or plug the gaping hole proved useless, and she sank within 40 minutes. Luckily, the skipper, professional sailing instructor Eugenie Russell, had drilled her crew — three of whom were students — often on what to do in such an emergency. Having activated their EPIRB, all five on board were eventually rescued by a U.S. Coast Guard helicopter team after a nerve-rattling, four-hour ordeal in their liferaft.

**D**espite Turtle Bay's dusty, unpaved streets and humble amenities, most visitors come away from a visit to this isolated fishing town with a warm

**By the middle of Day Three, the swells were so big that all but the biggest hulls disappeared from view in the troughs.**



MARK NOYES / DISTANT DRUM

**Fishing was rewarding throughout the rally. But, as always, Leg Two saw the biggest catches, such as Petra Wefflen's 54-inch dorado.**

feeling about both the place and its genuinely friendly people. For many first-time Ha-Ha'ers, the layover here provides a first look at rural Mexico — what some might call 'the real Mexico'. There are no banks, shopping malls or fast food franchises here. But if you peruse the small *tiendas* you'll find all sorts of useful products and services: auto parts that are often adaptable to boat systems, a limited selection of fresh produce and staples, freshly baked tortillas and Mexican pastries, and even two cybercafes. Diesel fuel and potable water can be delivered to your boat by two competing services.

Because the annual arrival of the Ha-Ha is literally the biggest thing that happens in Turtle Bay all year, the fleet's three-day invasion provides not only a substantial economic boost to the community, but also a welcome dis-





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traction from the humdrum routine of day-to-day living.

Each year the center of action on Thursday evening is the town's largest restaurant, the Vera Cruz. A peek into the bustling kitchen revealed three generations merrily cranking out meals as fast as they could — which actually wasn't very fast. But what the heck, this is Mexico, a place we all go partly to relearn how to slow down. After a few hours of fueling up and swapping tales on the open-air veranda, many sailors ended up exercising their wobbly sea legs on the dance floor of the on-

site disco — which was built from Ha-Ha profits a few years back. For some, an unexpected end-of-the-evening challenge was trying to find their boats in the darkness. Once the entire fleet had settled in, the massive bay held so many anchor lights it looked like a vast metropolis.

Apparently the weather gods decided that the fleet had seen enough nasty weather, because the next day, October 30, dawned with clear, sunny skies, air temps in the low 80s and a gentle

breeze — ideal for the annual Turtle Bay beach party. As the fleet's large kid contingent proved, the 72° water temperature, while a full 14 degrees cooler than what we would find in Cabo, was refreshingly swimmable. The *Moontide* crew had brought along several ultra-light inflatable surfboards which were a big hit with some kids, while others collected shells and hiked the barren bluffs nearby. Thanks to an extreme low tide that exposed clean, hard-packed sand, the volleyball court was hoppin' with





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good-natured competition all day long. Players of all ages rotated in from the sidelines. We'd be willing to bet that the question "Where's the Advil?" was commonly heard that night.

In addition to a load of fresh-caught fish that several generous fishermen brought ashore to grill, most crews

brought some sort of homemade dish to share at what was probably the biggest potluck any of us had ever seen. Thanks to the guidance of several 'portion Nazis' appointed by the Grand Poobah, there was plenty of food for all. Completing the package, a group of young entrepreneurs from town brought an inexhaust-

ible supply of cold beer to sell, and, of course, a boom box.

**W**ith Commanders' Weather predicting 8 to 12 knots of breeze from the NW with moderate seas, the fleet was up early on the morning of October 31, chompin' at the bit to begin Leg Two — the 240-mile run to Bahia Santa Maria. When the starting horn sounded at precisely 8 a.m. Scott Piper's *J/160 Pipe Dream IX*, Rudy Heessels' *Beneteau 36s7 Wind Child*, Greg Dorland's *Catana 52 Escapade* and a few others with

**Turtle Bay memories — clockwise from upper left: A 'spirited' game of backgammon; Jen gives Tristan, 6, a surfing lesson; waterside bocce ball; the annual tug-of-war pull; the plentiful potluck fed the whole fleet; fishing pangas serving as water taxis; Savona, 5, savors her shells; Leah, 3, locks and loads during the 'soak-the-Poobah' game; wanderers enjoy the Bay's unspoiled beauty; the portable sport of horseshoes. (All photos Latitude 38)**





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ALL PHOTOS LATITUDE / ANDY EXCEPT AS NOTED

**"Ahoy!" Aboard the newly purchased Beneteau 40 'Music', Rick Gio and his crew were loving the near-perfect sailing conditions of Leg Two.**

competitive spirit, hit the line — which was laid out for a reach — at close to hull speed. Within seconds, chutes were popping all over the course in every color of the rainbow. As we chased the fleet a short while later, they were strung out along the southern horizon looking a bit like a parade of Easter eggs bobbing over the wavetops.

Having already given out their stashes of Halloween candy to the wide-eyed kids of Turtle Bay, few sailors had ghosts, goblins and wacky costumes on the mind. But this was, after all, Halloween day. So Paul Martson and his crew aboard the speedy Corsair 31 tri *Sally Lightfoot* wore their orange Hare Krishna robes and shaved-head wigs again at the start, and throughout the day, yelling "Trick or treat?" whenever they got within hailing distance of another boat.

It's been said that offshore cruising is typically a balance of highs and lows, and that enduring the tough times makes the good times just that much sweeter. Such was the case with Leg Two. By early afternoon, the breeze had piped up to 15 knots, yet the seas were still very mild, and the wind angle allowed most boats to sprint right down the rhumbline. Skies were crystal clear and folks were working on their tans 50 miles off-

shore. Perhaps recalling the challenges of Leg One, Bob Callaway of the MacGregor 65 *Braveheart* said, "The conditions finally matched the brochure that I'd handed out to the crew!"

As the sun began to sink toward the horizon that night, a nearly full moon rose in the east. And if that wasn't magical enough, when the big orange ball of fire finally set over a cloudless horizon, all 11 crew on the committee boat, *Profligate*, witnessed a bona fide green flash. A spectacular lightshow followed with brilliant hues of orange and yellow melding into purples and blues. What a difference a few days, and a few degrees of latitude, can make.

Throughout that afternoon and

**Right: Fishing was part of the fun on Leg Two. Cap'n Ron on 'Sea Dream' fought a marlin for hours before giving him back his freedom. Below: Thanks to the hurricane, the Bahia Santa Maria hills were uncommonly green.**

into the night, front-runners such as Bob Musor's *J/130 Sceptre*, *Tabu*, *Seabird*, *Pipe Dream IX*, *Rotkat*, *Escapade* and *Sally Lightfoot* played a friendly game of cat and mouse, vying for posi-

*He marveled as "hundreds of dolphin" stretched from horizon to horizon.*

tion. Having arrived first at Turtle Bay, *Pipe Dream* had established herself as the boat to beat, with *Sceptre* placing second.

At some point, though, trimaran *Sally Lightfoot* downshifted radically when her leeward ama somehow skewered and tore the huge screecher that skipper Martson and his orange-robed devotees had relied on throughout the rally. Craig Shaw's Columbia 43 *Adios* also





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blew a sail during Leg Two, but in doing so earned a special Ha-Ha distinction. If we're not mistaken this was the first blooper that's ever been shredded during the rally. Heck, it may have been the only blooper that's ever been flown during the event. A relic of the '80s, that vintage sail was built at least 20 years ago when Craig used to race this same boat with his parents.

On the morning net, November 1, just about everyone seemed blissed-out after 24 hours of idyllic sailing. "Yesterday was the best sailing this group has had in many years," said Jim Freeland of the Santa Cruz 52 *Prufrock*.

Rich and Sheri Crowe, who've spent much of the past 27 years skipping the sail training vessel *Alaska Eagle*, reported having a "lovely sail, neck and neck with *Seabird* all night." Needless to say, in a fleet this size you'll always have someone to trade tacks with.

Sailing farther inshore, Susan Kar-da and Andrew Parr of the Grand Soleil 39 *Mulan* reported having run into a hole the previous afternoon and all but stopped. But instead of griping about it, they jumped overboard with their kids, Jack, 11, Sam, 9, and Max, 7, and went for a refreshing swim. At these latitudes boats were reporting water temps of 81 to 86°!

**M**any would-be fishermen test their luck in the rich waters off Baja. And if you're ever going to catch a tuna, wahoo or dorado, Leg Two is the place to do it — especially if you sail right over the offshore ridges called Thetis Bank and Uncle Sam's Bank. Even novice fisherfolk using only hand lines were bagging dinner. And those who actually knew what they were doing had a field day. Aboard David and Joy Robbins' Beneteau 46 *Happy Nest* one of the guys caught a 48-inch dorado, but Michael Last of the Amel 54 *Callisto* topped that with "the biggest fish I've ever had on this boat," a whopper wa-



**Battle of the big red kites — the J/130 'Sceptre' and the Swan 51 'Seabird' jockey for clear air shortly after the start of Leg Two.**

hoo measuring 62 inches!

Female anglers were also in the hunt: Crewmember Petra Weflen of the Beneteau 15.50 *Distant Drum* boated a 54-inch dorado, and aboard the Gulfstar 47 *Ohana*, Nicole Lyon hauled in its cousin, a 55-incher — just a head shorter than she is. We're still waiting to see the pictures of her erotic "post dorado fish dance."

The toughest fish fight may have been aboard the Jomar 55 *Sea Dream*, where Cap'n Ron hooked "the monster," a five-foot marlin. After several hours of fighting, he finally gave up and cut it loose. Much to his credit, though, he never kicked on the engine and, in fact, sailed the whole leg.

In the 'unfortunate catch' category, the Baker family, aboard the Perry 48 *Capaz*, inadvertently hooked a seagull who nipped at Cap'n Brad as payback before making his exit. The crew of the Ericson 38 *The Answer* suffered an even greater indignity after they too snagged a seagull. Not long

after releasing him, they hooked a big fish that took their whole rod and reel. Cap'n Bob Haley couldn't help thinking that darned gull had put a contract out on him!

The second day out was much like the first: mellow, carefree sailing in light air over baby swells. John 'Bobcat' Freeman of the Wylie 39 *Marishanna* reported having a near-religious experience just after dawn. He marveled as "hundreds of dolphin" stretched from horizon to horizon. Equally magical was the full moon that night. One sailor described it as being "so bright you could practically read by it!"

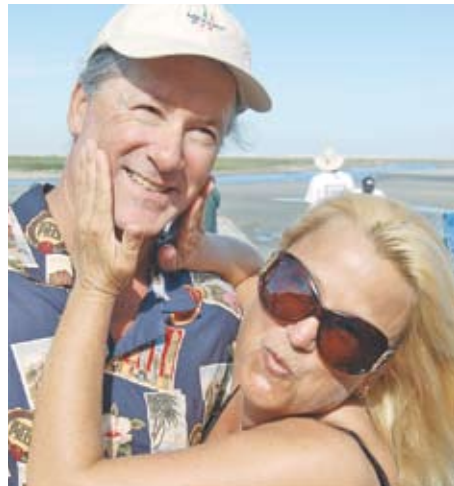
For the record, on this leg the well-

**No crew was more dedicated to the fun of sailing in costume than the boys aboard the swift Corsair 31 'Sally Lightfoot'.**





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sailed *Sceptre* was first to finish, despite having a crew who'd met for the first time on the day of the San Diego kickoff party.

**W**hen the fleet arrived at Bahia Santa Maria, the humble fishermen's shacks that used to line the river mouth at the back of the bay had been reduced to rubble. We learned that in early September Hurricane *Jimena* had scored a direct hit on both the bay and the town

of López Mateos, 25 miles away, where these hardy fishermen have permanent homes. At least half the roofs in town were blown away and most have yet to be replaced. But Mexicans are a tough, resilient people. "*Asi es la vida*," (such is life) said our old friend Victor, the de facto headman of the local fishermen. "If it's not one crisis, it's another," he said with a stoic smile.

The only good thing about that storm and the recent rains from Hurricane *Rick* was that they left the surrounding

hillsides more verdant than we'd ever seen them. There were even wildflowers growing in profusion, which made hiking to the top of the local peaks all the more enjoyable.

In any year, though, Bahia Santa Maria is always the favorite Ha-Ha stopover. Laid out in a massive oval, 8 miles long, the bay could shelter thousands of boats, and you could walk for miles on its white sand beaches without ever seeing another human footprint. Arjan Bok of *Rotkat* noted that the 82°



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**Top, R to L:** Once at anchor, the toys came out; bearded for 26 years, Craig shaved for Tiffany; view from the BSM bluff; cooking for the masses. **Middle:** V-ball was big fun; chillin' in the river; a memorable moonrise; let's boogie; Ha-Ha'ers sit in. **Bottom:** Todd checks the rig; a bad jibe cost Dennis his tooth; first to set a chute, the 'Capaz' crew earned a pizza; "We made it!"; Dino loves fish.

water was so clear he could see his anchor lying on the bottom, 25 feet below the surface.

While some folks gathered shells and sand dollars on the beach, others swam or hiked, and still others surfed the gentle shore break outside the rivermouth — getting rides of 100 yards or longer across the shallows. Because Leg

Two had been only mildly taxing, most fleet members still had plenty of energy left for boat-to-boat socializing that evening, including the "Patsy sandwich" raft-up, where Bill Lilly's Lagoon 470 *Moontide* and Glenn Twitchell's Lagoon 380 tied up alongside Patsy Verhoeven's Gulfstar 50 *Talion*. The ultra-strict invitation list was limited to those who

were currently single, those who might someday be single, and those who had once been single.

The big event here, however, was the rock 'n' roll beach party ashore the next day. Despite all their storm-related hardships, Victor, his family and friends provided seafood dinners and countless cold beers for at least 500 hungry sailors. And, yet again, brought a five-piece rock band up from La Paz to entertain. To appreciate that effort, you have to know they first traveled 120



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miles up the highway, followed by 20 miles across a windblown desert road in the back of a truck, then across a river by barge before driving another 26 miles down the beach at low tide. Add to this full-day journey the hassle of hauling a small mountain of gear: a full drum set, PA system, guitars, amps and an electric organ. And they played only for tips! But as they cranked out classic rock favorites ranging from Santana to the Beatles, appreciative Ha-Ha'ers rewarded them handsomely.

The fleet was up early the next morning. So early, in fact, that the sun hadn't even shown its first rays. Why? The Grand Poobah had announced a 6 a.m. start for Leg Three, so most boats could make the 180 miles to Cabo with only one night at sea. Unfortunately, even the wind gods were still sleeping, so a rolling start was declared.

About 20 minutes later, though, as the eastern horizon began to glow with the golden tones of the sunrise, a gentle breeze piped up, and light-air chutes began to pop up on boats of all sizes. Meanwhile, roughly a quarter of the fleet elected to sleep in and catch up later.

As predicted, winds were initially light, but built slowly throughout the day to as much as 15 knots offshore. With air temperatures in the mid-80s, this was the sort of sunny, shirts-off sailing many crews had been dreaming about for months, if not years.

The warm, clear night was so idyllic that many crews stayed up much of the night to savor the mellow mood. Overhead, the moon shined like a search light, while the Orion constellation lay directly ahead. For some boats, the three distinctive stars of its 'belt' lined up right on the rhum-

bline. Sweet!

The Ha-Ha rally has always been more about lighthearted fun than white-knuckle competition. But even here that old adage, "whenever two boats meet, sailing in the same direction, they're racing," rings true. As the fleet converged, angling toward the finish off Cabo Falso, many boats found their racing mojo, especially when the breeze freshened after dark. "For a while we were sitting on 11 knots, just surf-



CONSTANCE HEDRICK

**Rick Hedrick of 'Rhino' saw an empty go-go platform at Squid Roe and had to go for it.**

## 2009 Baja Ha-Ha XVI Finishers

*Timekeeper's Note: Amazingly, there were ties for third in every division!*

\* = Soul Sailor, having sailed the entire course; + = Sailing at least one entire leg

### AGAVE Division

1	<i>Sea Villa</i>	Islander 37	Jim Morgan	Sausalito
2	<i>Roksan</i>	Crealock 34	Marvin J. Fritts	Whidbey Island, WA
3	<i>Little Lara</i>	Pacific Seacraft Dana 24	Jay Bowden	Santa Barbara
3	<i>Equinox</i>	Brewer 30	Tom Ybarrola	San Diego
3	<i>Joya</i>	Dreadnought 32	Steve Pruitt	Brookings, OR
3	<i>Rhino</i>	West sail 32	Roger Hedrick, Jr.	Dana Point
3	<i>Sabbatical</i>	Mason 33	Bill Thompson	Long Beach
3	<i>Atlantis</i>	Treworgy 34	Jim Jolly	The Hammock, FL
3	<i>Aquila</i>	Islander Freeport 36	Michael Rafferty	San Diego
3	<i>Free Spirit</i>	Islander Freeport 36	David Nieuwstad	Santa Cruz
3	<i>Dolfin</i>	Crealock 37	William Meanley	San Diego
3	<i>Knop Kierrie</i>	Pacific Seacraft 37	Gerrit Boonstra	Alameda
3	<i>Pacific Mystic</i>	Cooper Seabird 37	Eric Wagoner	Seattle, WA

### BURRITO Division

1	<i>Harrier</i>	Finn Flyer 31	Ken Roper	Los Angeles
2	<i>Saint Mary II</i>	Catalina 34 Mk II	Thomas Madden	Newport Beach
3	<i>Willful Simplicity</i>	Catalina 27	Steve Baker	Sausalito
3	<i>Sapphire</i>	Hunter 30	Luke McDonald	Portland, OR
3	<i>No Name</i>	Catalina 30	Bob Bahlman	Sausalito
3	<i>Lorien</i>	Islander Bahama 30	Ed Ammerman	San Francisco
3	<i>Albatross</i>	Islander Packet 32	Kevin Foley	Clear Lake Shores, TX
3	<i>Blackdragon</i>	Catalina 34	Steve Dolling	Vancouver, BC
3	<i>Coral Rose</i>	Aloha 34	John Aldous	Beaverton, OR
3	<i>Moondance</i>	Canadian Sailcraft 34	Niels Frommann	Santa Clara

### CEVICHE Division

1	<i>Delight</i>	Hunter 36	Albert Miller	Sacramento
2	<i>Eupsychia</i>	Cal 36	David Addleman	Monterey
3	<i>Eagle</i>	Cal 35 Mk III	Phileta Riley	Bandon, OR
3	<i>Jabiroo</i>	Islander Packet 35	John Limb	Dover, OR
3	<i>Alobar</i>	Islander Packet 35	Joel Ungar	Santa Barbara
3	<i>Natalie</i>	Ericson 35 Mk I	Ford Johnson	San Francisco
3	<i>Liberty</i>	Nicholson 35	J. Seth Strattan	Redwood City
3	<i>Tsunamita</i>	Hunter 356	Kim Hartnett-Edwards	San Diego
3	<i>Sea Siren</i>	Hunter 356	David Fisher	Carmel Valley
3	<i>Southwind</i>	Islander 36	Jean Gregory	Oceanside
3	<i>Mai Pen Rai</i>	Islander 36	Noble Brown	Benicia
3	<i>Freedom Won</i>	Islander 36	John Melton	Alameda
3	<i>Simple Pleasures</i>	Freedom 36	Bernard Slabeck	Alameda
3	<i>Interlude</i>	Catalina 36 Mk II	Mike Joyce	Alameda

### DESPERADO Division

1*	<i>Wind Child</i>	Beneteau 36s7	Rudolf Heessels	Sequim, WA
2	<i>Galatea</i>	Islander Packet 380	Doug Hounshell	Berkeley
3	<i>Blue Lightning</i>	New York 36	Michael Riley	Seattle, WA
3	<i>Besame Mucho</i>	Beneteau 36s7	Dan & Lyn Hannegan	Dana Point
3	<i>Journey</i>	Beneteau Evasion 37	Craig Luker	Tacoma, WA
3	<i>Andalucia</i>	Irwin 37	Steve & Edie Hollen	Yorba Linda
3	<i>Risk Taker</i>	Catalina 38	Duane Rawson	San Francisco
3	<i>Stella Blue</i>	C&C Landfall 38	Wally Bryant	San Francisco
3	<i>The Answer</i>	Ericson 38	Robert Haley	Richmond

### ENCHILADA Division

1	<i>Rachel S</i>	Cape George 40	Patrick Orleman	Waldron, WA
2	<i>Julia Morgan</i>	Morgan Out-Island 41	Thomas Christensen	Long Beach
3+	<i>Symphony</i>	Hans Christian 38T	Thomas Spencer	Channel Islands
3	<i>Little Christian</i>	Tayana 37	Donald Murvine	Seattle, WA
3	<i>Allymar</i>	Ingrid 38	Ken Gosling	Winchester Bay, OR
3	<i>Mangareva</i>	Dallimore 40 Cutter	Mark Strong	Pollock Pines
3	<i>Hello World</i>	Caliber 40	Christina Clement	Seattle, WA
3	<i>Broken Compass</i>	Hudson Seawolf 41	Chadwick van Roden	Newport Beach
3	<i>Blue Swan</i>	Ta Chiao 41 ketch	Robert Johnston	San Pedro
3	<i>Theophilus</i>	Voilier Grand Duc 41	Kiwi & Debbie Derrick	San Francisco
3	<i>Jammin'</i>	Islander Freeport 41	James Wilson	Los Angeles
3	<i>Ohana</i>	Sceptre 41	Charlie McKenzie	Missoula, MT

### FRIJOLE Division

1*	<i>Gitana</i>	Cal 39	Pat Mitchell	So. Lake Tahoe
2+	<i>Marishanna</i>	Wylie 39	John Freeman	Richmond
3+	<i>Musica</i>	Beneteau 40	Rick Gio	Pt. Richmond
3	<i>Mulan</i>	Grand Soleil 39	Susan Karda	Vancouver, BC
3	<i>Delphis</i>	Cal 39	Peter Greengrass	Calgary, AB
3	<i>Vento</i>	Swan 391	Ivan Lalovic	San Francisco
3	<i>Sea Bear</i>	C&C Landfall 39	Harold Miller	Alameda
3	<i>Grace</i>	Beneteau Oceanis 393	Paul Witzke	Portland, OR
3	<i>Lady J</i>	Beneteau 393	Steve Hirsh	San Diego
3	<i>Mahalo</i>	Cal 40	Holly Scott	Long Beach
3	<i>Sabbatical</i>	Valiant 40	Phil Kumpis	Hermosa Beach
3	<i>Lillia del Mar</i>	Catalina 400	Mark Slemmons	San Francisco

### GUACAMOLE Division

1	<i>Aventura</i>	Hunter 41	John Rollins	San Francisco
2	<i>Set Me Free</i>	Beneteau 423	Joe Pfliefl	Redondo Beach
3	<i>Laura</i>	Bristol 41.1	Michael Michel	Richmond
3	<i>Serendipity III</i>	Hunter Passage 42	John Lym	Lahaina, HI
3	<i>Ludwig</i>	Catalina 42	David Lott	Long Beach
3	<i>Avalon</i>	Catalina 42 Mk II	Phil Habegger	Marina del Rey

### HUEVOS RANCHEROS Division

1*	<i>Adios</i>	Columbia 43	Craig Shaw	Portland, OR
2	<i>Cuba Libre 3</i>	Catalina-Morgan 440	Orlando Duran	Marina del Rey
3	<i>Rocinante</i>	Passport 40	Larry & Picky Byers	Seattle, WA
3	<i>Stepping Stone</i>	Maple Leaf 42	Elias & Sarah Anderson	Newport, OR
3	<i>Celtic Song</i>	Pacific Seacraft 42	John Berol	San Diego
3	<i>Aquadesiac</i>	Tayana V-42	Douglas Simms	Alameda
3	<i>Qualchan</i>	Whitty 42	Todd Pond	Redondo Beach
3	<i>Rockstar</i>	C&C Landfall 43	Jeff Lim	Vancouver, BC
3	<i>Fly Aweigh</i>	Catalina-Morgan 440	Allan & Allison Gabel	Port Channel Islands
3	<i>Jesse's Girl</i>	Catalina-Morgan 440	Jesse Hibdon	Alameda
3	<i>Worrall Wind</i>	Nauticat-PH 44	Russ & Roz Worrall	Emeryville

### IGUANA Division

1+	<i>Bluzzz</i>	Swan 42	Stephen Coleman	Sausalito
2	<i>Nipigon</i>	Norseman 447	Denny Thompson	Friday Harbor, WA
3	<i>Proximity</i>	Swan 41	Rod Lambert	San Francisco



# THE BITTER AND THE SWEET

ing along," said *Tabu's* Rich Crowe. "I've done 350,000 sea miles, but it doesn't get much better than this."

*Pipe Dream* had blown her light-air chute, and was "way behind" the leaders flying their 2.5-oz chicken chute. "But when the wind filled in," recalls crewman Andy Newitt, "we were able to surf, and went screaming through the fleet — we were honkin'!" They picked off the #2 boat, *Sceptre*, but couldn't sneak past *Tabu*. In the early morning hours, the

wind shut down almost completely near the Cape. Undaunted, the *Tabu* crew did four headsail changes during the final hour. "We literally drifted across the finish line with the bounce of the swell," recalls Rich.

On the morning net, many sailors were gushing with superlatives about the overnight trip. But Mary Ferro of the Swan 42 *Bluzzz* said it best: "It was heaven on earth. In fact, as soon as I get back to the Bay Area I'm going to hand

in my resignation."

By contrast, at least three boats had

*"We literally drifted across the finish line with the bounce of the swell."*

lost the use of their engines during Leg Three, but in typical cruiser fashion, good Samaritans stood by them.

Both the Dreadnought 32 *Joya* and the Caliber 40 *Hello World* did stints towing the Fuji 45 *Peregrine* into Cabo. Another boat towed the Ta Chiao 41 *Blue Swan* for 11 hours, and the Dana 24 *Little Lara* — the fleet's smallest boat, towed the Catalina 27 *Willful Simplicity* for 4 hours. Not to mention the fact that the Brewer 47 *Sagittaire* towed an 88-ton non-Ha-Ha boat 25 miles into Bahia Santa Maria, then the Catalina 440 *Fly Aweigh* towed the same vessel 42 miles to San Carlos. Both efforts were greatly aided by ex-Coast Guard officers Greg and Tiffany Norte, who crewed on *Sagittaire* during the rally.

It's always a bit of a shock to arrive at Cabo, with its towering cruise ships, glitzy hotels and spring-break party mentality. But for many Ha-Ha'ers reaching the famous Cape is a truly significant milestone, as doing so completes their first giant step into the cruising lifestyle.

With the down economy, there were slips in the Cabo Marina for every boat that wanted one — about 65. After settling in on November 5, several hundred crew members took part in the Ha-Ha ritual of gyrating for hours at Cabo's notorious dance bar, Squid Roe (with no casualties).

3	<i>Kells</i>	Swan 44 Mk II	Jack Kavanaugh	Sausalito
3	<i>Mykonos</i>	Swan 44	Myron Eisenzimmer	San Francisco
3	<i>Nirvana</i>	Irwin 44	Robert Davis	Shell Beach
3	<i>Wave Goodbye</i>	Hunter 44	Dan Redding	San Diego
3	<i>Ubuntu</i>	Kelly-Peterson 44	Stephen Dear	San Francisco
3	<i>Maya</i>	LaFitte 44	Rick Meyerhoff	Sausalito
3	<i>Scott Free</i>	Gulfstar 44	Scott Stoner	Seattle, WA

## JALAPENO Division

1+	<i>Sagittaire</i>	Brewer 47 PH Cutter	Michael Quiriconi	Seattle, WA
2	<i>Exit Strategy</i>	Amel Maramu 48	Dave Benjamin	Alameda
3	<i>Peregrine</i>	Fuji 45	Larry Zabel	San Francisco
3	<i>Evergreen</i>	Liberty 458	Dennis Morrison	Alameda
3	<i>SOMF</i>	Island Trader 46	Jerry Wilhite	Stockton
3	<i>Gypsy Wind</i>	Vagabond 47	H. & K. Chernoff	Vancouver, BC
3	<i>Ohana</i>	Gulfstar Sailmaster 47	Tom Lyon	Kona, HI
3	<i>Nalu IV</i>	Lapworth 48	Kent Miller	Los Angeles
3	<i>Old Moon</i>	Hylas 49	John Cogan	Ventura

## KILO Division

1*	<i>Talion</i>	Gulfstar 50	Patsy Verhoeven	La Paz, Mexico
2+	<i>Distant Drum</i>	Beneteau 15.50 Idylle	Harry Hazzard	San Diego
3+	<i>Last Resort</i>	Catalina 470	Richard Drechsler	Marina del Rey
3+	<i>Seabird</i>	Swan 51	Lou Freeman	San Diego
3+	<i>Virago</i>	Catalina 470	Paul Goss	Alameda
3	<i>Lovely Lady</i>	Hallberg-Rassy 46	Rose Loper	Seattle, WA
3	<i>Happy Nest</i>	Beneteau 46	David Robbins	Longmont, CO
3	<i>Done Dealing</i>	Beneteau 47	Jay Bryan	Alameda
3	<i>Formula Won</i>	Beneteau 473	Jim Schmid	San Diego
3	<i>Capaz</i>	Perry 48	Brad & PJ Baker	Seattle, WA
3	<i>Bequa</i>	Gulfstar 50	Richard Coleman	Richmond
3	<i>Paikoa Mist</i>	Beneteau 50	Michael Hanssmann	Vancouver, BC
3	<i>Serenity</i>	Tayana 52 DS	Gordon Cornett	Ventura

## LANGOSTINO Division

1+	<i>Sea Dream</i>	Jomar 55	Ron Brimlow	Long Beach
2+	<i>Blue Dolphin</i>	Bruce Roberts 58	Robert Baldino	San Francisco

3+	<i>Odysseus</i>	Maxi 97	William Hogarty	Rhode Island
3	<i>Trim</i>	Del Rey 50	Ken Newell	Irvine
3	<i>Crescendo</i>	Challenger 50 ketch	R. & A. Phillips	Olympia, WA
3	<i>Tynamara</i>	Spencer 53	Jerry Dixon	West Port, OR
3	<i>Teal Sea</i>	CT-54	Craig Schroeder	Long Beach
3	<i>Chrokeva</i>	CT-54	Mark Pitts	San Diego
3	<i>Callisto</i>	Amel 54	Michael & Ann Last	St. Helier, Jersey
3	<i>Reverence</i>	Tayana 58	Jason Scott	San Pedro

## MARGARITA Division

1*	<i>Tabu</i>	Farr 44	Sheri Crowe	Newport Beach
2*	<i>Pipe Dream IX</i>	J/160	William Piper	Miami, FL
3+	<i>Sceptre</i>	J/130	Bob Musor	Alameda
3	<i>Merry J</i>	J/42	Robert Moore	San Francisco
3	<i>Jarana</i>	J/42	Bill Cuffel	Seattle, WA
3	<i>Sirocco</i>	J/130	Lee Pryor	Oceanside
3	<i>Tiger Beetle</i>	N/M 45 IOR	Robert Macfarlane	San Francisco
3	<i>Prufrock</i>	Santa Cruz 52	Jim & Diana Freeland	Ko Olina, HI
3	<i>Braveheart</i>	MacGregor PH 65	Bob Callaway	Pleasant Harbor, WA

## NO COMPRENDE Division

1*	<i>Sally Lightfoot</i>	Corsair 31 UC Cat	Paul Martson	Ventura
2+	<i>Moon tide</i>	Lagoon 470 Cat	Bill Lilly	Long Beach
3	<i>Stray Cat</i>	Seawind 1000 Cat	Harold Dean	San Francisco
3	<i>MoJo's Folly</i>	Gemini 105Mc Cat	John & Marie Orr	Napa
3	<i>Mariah</i>	Seawind 1000XL Cat	Gary Rufener	San Diego
3	<i>Beach Access</i>	Lagoon 380 Cat	Glenn Twitchell	Newport Beach
3	<i>Rotkat</i>	Lidgard 43 Cat	Arjan Bok	Emeryville
3	<i>Gato Go</i>	Kennex 445 Cat	Craig Wiese	San Diego
3	<i>Capricorn Cat</i>	Hughes 45 Cat	Wayne Hendryx	Brisbane
3	<i>Meshach</i>	45-ft Custom Trimaran	Thor Temme	Nawiliwili, Kauai, HI
3	<i>Whatcha Gonna Do</i>	Fountainne-Pajot Bahia 46	Michael Mitgang	San Francisco
3	<i>Escapade</i>	Catana 52 Cat	Greg Dorland	Newport, OR
3	<i>Dolce Vita</i>	Marquesas 56 Cat	Mai Dolch	Belvedere

## OJALÁ Division

1	<i>Puma</i>	52-ft Power Cat	Del Urban	Homer, AK
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# BAJA HA-HA XVI

The annual Cabo beach party — at the classy Baja Cantina this year — gave new friends a chance to compare notes, exchange contact info, and make plans to rendezvous farther down the line. Some who'd found Ha-Ha berths via *Latitude's* Crew List or elsewhere, now secured rides to Mazatlan, Puerto Vallarta, Panama and beyond.

We've always found it fascinating to observe how fast friendships develop during the Ha-Ha. While going through the paces of our workaday routines at home, we all tend to keep our heads down and our blinders on. But most folks join the rally partly to step outside that mold, so they're naturally open to both new experiences and new friendships. As a result, folks who'd first met in San Diego, then touched base briefly at Turtle Bay and Bahia Santa Maria, now felt like old friends. Many Ha-Ha vets say this friendship-making phenomenon is one of the best arguments for signing up.



LATITUDE/ANDY

**As always, the 'Here to Eternity' kissing contest at the beach party was a crowd-pleaser. And it wasn't so bad for the contestants either.**

The final activity was the Awards Ceremony, generously co-hosted by our friends at Cabo Marina — one of the event's founding sponsors. In addition to providing chairs for 600 and a live band, they quenched the fleet's thirst with 1,800 free beers!

In the Ha-Ha tradition, every boat got a prize, as none finished worse than third. But the seven boats that sailed the entire course were hailed as 'soul

sailors': *Wind Child*, *Adios*, *Talion*, *Tabu*, *Pipe Dream IX*, *Salty Lightfoot* and the Cal 39 *Gitana*.

In addition to special awards in categories such as Extreme Snoring, Best Boat Bite, and Sailing Naked, 79-year-old Ken Roper of *Harrier* was acknowledged as the fleet's most senior salt, and 2-year-old Carden Lim of the C&C 43 *Rockstar* was applauded as its youngest.

The surprise guest, however, was *J World's* skipper, Eugenie Russell, who flew down from San Diego to share her tale with the fleet. She was a shoo-in, of course, for the much-revered Spirit of the Ha-Ha award.

You could choose many words to describe the 16th Ha-Ha: It had drama, power, serenity, glory, magic. . . But overall, our original descriptor seems best. Because above all else, this year's event was indeed *sweet!*




— **latitude/andy**

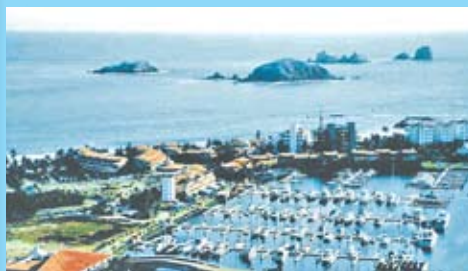
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## A RECORD- BREAKING RALLY

As you'll read elsewhere in this issue, more boats entered this year's rally than ever before.

Along with the increased numbers, the event had some exciting new features. For the first time ever, fleet members paraded past the western tip of Shelter Island on October 26, as they made their way out to the starting line. A fireboat saluted them with a shower of spray, and a variety of TV and print reporters were on hand to capture the excitement.

If you missed our reports from the course, you can review them, in addition to all sorts of other hot sailing topics, at *Latitude's* three-times-weekly news portal, 'Electronic Latitude (found at [www.latitude38.com](http://www.latitude38.com)).

We want to thank the event's sponsors once again for their support, because without them, there would be no Ha-Ha!

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## HITCHING A RIDE SOUTH

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](http://www.latitude38.com), which is constantly updated.

## IS THE PACIFIC PUDDLE JUMP IN YOUR FUTURE?

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](http://www.pacificpuddlejump.com).

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## MISSED THE BOAT? THERE'S ALWAYS NEXT YEAR

If you're sorry to have missed the boat this year, no worries. There's always next year. And it's not too soon to start making preparations. As every '09 skipper will confirm, it takes a lot of thoughtful planning and diligent effort to get a boat together for offshore cruising — and get one's life in order for a multi-week getaway.

If you're new to cruising in Mexico, check out the First Timer's Guide to Mexico at the Ha-Ha website. And if your questions aren't answered there, check out our new online Ha-Ha Forum (look for the 'Forum' button on the site's menu). It was set up this year so that current, future and past Ha-Ha'ers can share info and ideas.

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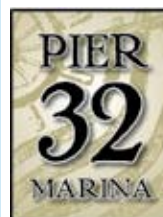
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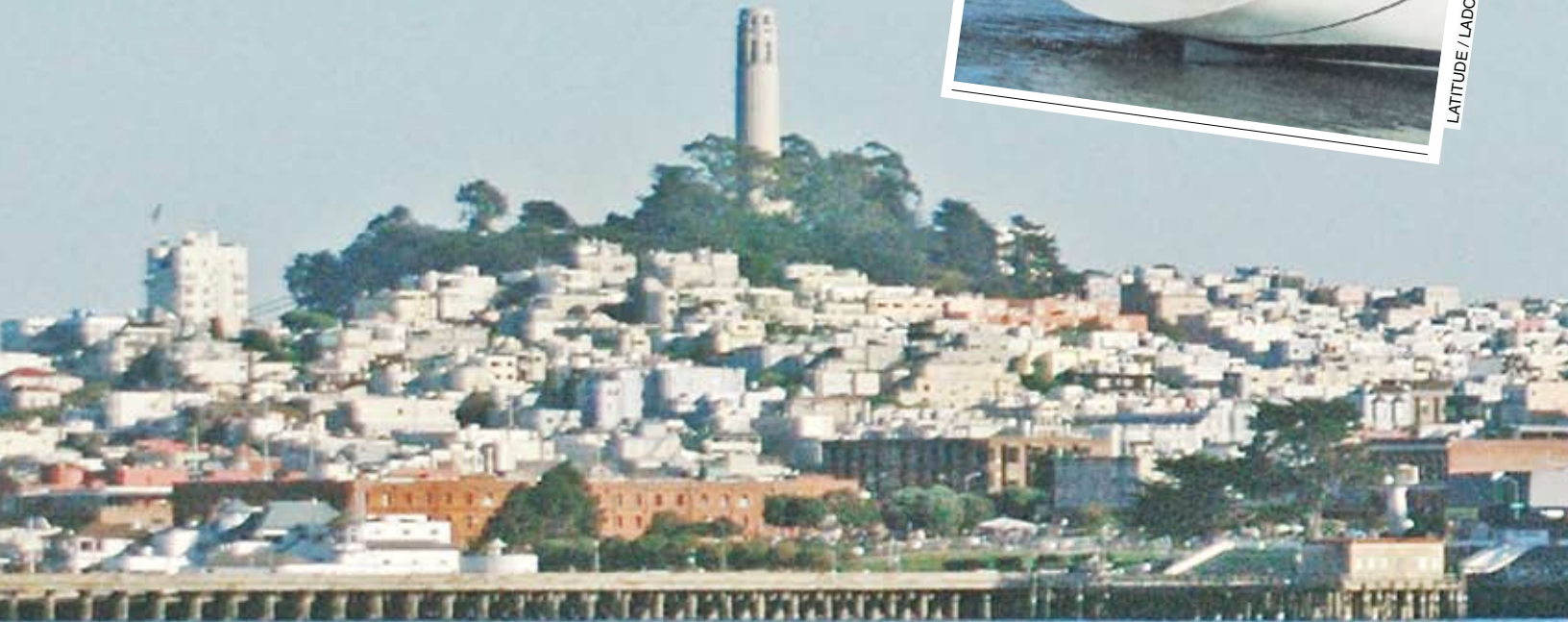
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# EYE ON THE BAY



**T**he naming of a boat is a delicate thing. Mariners wary of pissing off Poseidon go to great lengths to appease the notoriously grouchy sea god: spouting incantations, choosing a name that is less majestic than the god's moniker, and sacrificing spirits (in lieu of virgins, who seem reluctant to offer themselves

*Spread, Richard Holm cleverly named his Sausalito-based Sabre 38 'Holm Port'. Insets (left to right), Kirk Denebeim of San Francisco had fun on his mind while naming his Archambault A 35 'Mirthmaker'; Sausalito's Jib Martens takes his Worth 40's name very seriously — especially on a beautiful day; "I scream, you scream, we all scream for sailing on the Bay!"*

up in these selfish times).

The more superstitious of us go to even greater lengths to ward off bad luck: they'd never dream of launching

a nameless boat, much less name her after a fearsome creature of the deep, a storm, a sunken boat or a disaster. And while having three 'A's in the chosen



— THE NAME GAME





# EYE ON THE BAY

name is purportedly good luck, the name must never start with that letter.

And don't get us started on the subject of renaming a boat!

More pragmatic sailors simply want to christen their boat with a unique name imbued with personal meaning. A boat's name can speak volumes about her owner: *Dram-buoy*, *Wine Cellar* and *Rum Runner* conjure images of late night parties with the Buffett blaring; *Flash*, *Can O' Whoopass* and *Blew By You* just scream 'race boat'; cruising is clearly in the cards for boats like *Sabbatical*, *Journey* and *Gypsy Wind*; and the owners of *Wet Dream*, *Passing Wind* and *Let's Get Naughty-Cal* . . . well, they really should read John Vigor's 'Interdenominational De-Naming Ceremony' (which can be found on our website at [www.latitude38.com/features/dename.htm](http://www.latitude38.com/features/dename.htm)).



## Who needs a name when you're having fun?

Regardless of a boat's name, lazy fall days make for idyllic daysailing conditions. Light breezes coupled with warm daytime temps lure sailors from

whatever chores await them ashore.

Last month was loaded with glorious days. The unusually sunny weather — and the promise of winter storms — seemed to get sailors out of their slips in droves in an effort to snatch a few final summer-like memories from the clutches of November.

Soon enough, though, the North Pacific will be lashing us with everything she's got. But that's no excuse to avoid time aboard. Host a gale-watching party — complete with umbrellas in the drinks; decorate your boat with lights and enter a holiday lighted boat parade; or simply invite a few friends down for hot buttered rum. The only way an evening like that could get any better is if you were drinking them on a boat named *Hot Ruddered Bum!*

— **latitude 38**/ladonna

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# SURVIVING THE NIGHTMARE —

All through the night of October 27 the *J/120 J World* had been making swift southward progress, broad reaching under a single-reefed main and a 90% jib. With winds of 15 to 25 knots, the sleek hull tore down the long, 15-foot swells at speeds up to 11 knots. The ride was a bit bouncy, but the crew was loving it, especially since they'd been playing catch-up to the rest of the Baja Ha-Ha fleet after making an unplanned 4-hour pit stop at Ensenada to repair a minor engine issue. This was offshore sailing at its best.

A few minutes before 10 a.m. on Wednesday, October 28, Captain Eugenie Russell swung out of her berth, rubbed the sleep out of her eyes and headed for the companionway. As is her custom, she intended to do a look-around as the crew rotated watch positions on the hour. The general manager of J World sailing school, Barry Demak, was at the helm.

Just as Eugenie was coming on deck, Ray Quinn, one of three student sailors aboard, yelled, "Whale!" It appeared to be bubble feeding about 200 feet off their port side. Moments later, as the 40-ft sloop rose to the top of a swell, student Judy Land spotted a second whale off the starboard beam. They appeared to be humpbacks, roughly 30 to

In the rough conditions they could only track the path of the huge cetaceans when the boat rose on the crests. As Barry began to regain steerage, Eugenie looked ahead: "There were these two whales about to cross our bow. We started to gain speed, a wave took

us from the stern and we started to surf... I remember it looked like the whales were diving down. Then it was boom! It felt like we had run aground."

Although Barry's recollections differ slightly, Eugenie distinctly remembers three impacts as the boat slid down three successive waves: "I remember the first boom! was like running aground, which was most definitely the keel." (J/120s have 7-foot-deep fin keels.) "I felt a second bang, and I think it was the prop shaft. In hindsight, the

water came in so fast that it would have to have been that." With that impact the boat swiveled a bit, and Judy thought she saw blood in the water. "Then the last blow: I heard the sound of fiberglass being ripped."

The whole boat shuddered with that third collision. Eugenie remembers seeing the creature's tail rising perhaps six feet above the surface. She believes it may have swatted the boat's stern sec-

later he realized he had lost steerage. His busman's holiday had just taken an unexpected twist.

Eugenie quickly looked inside the lazarette to assess the damage. "I thought, 'Here we go again.'" It is darkly ironic that she had seen water coming in around the rudder of this very same boat three years ago during her first Ha-Ha. But that time it was only a matter of a rudder bearing leaking. This time she could see a gaping 14-inch hole where the rudder assembly had torn away from the hull, taking a circle of fiberglass with it.

Her first instinct was to get a line around the rudder housing to stabilize it, but as she wrestled with it, her left hand got trapped and crushed, putting her in excruciating pain.

There was little hope of regaining steerage, but she asked Barry and Ray to see if they could stabilize the rudder with lines to the winches, at least enough to slow the in-flow of water. And if not, stuff the sail cover and other materials into the hole to slow the flow.

Meanwhile, she went below and grabbed the 406 EPIRB. Thinking carefully before activating it, she said to herself, "Not yet." At this point she was still hopeful that they could contain the leak. "I saw Judy," she recalls, "and thought, I need a woman for this." As she handed Judy the device, she explained, "This is your baby. Do not lose it. If you go down, it goes down with you."

Having grown up sailing in Brittany, France, then later cruising and delivering boats across the South Pacific and elsewhere, Eugenie, now 35, decided years ago to make a profession out of her passion for sailing. In the process of earning her U.S. Coast Guard Master's license, she had thoroughly studied emergency procedures. And in her capacity as an offshore instructor for J



LATITUDE / RICHARD

**Movin' on.** After surviving the nightmare of sinking in rough weather, Captain Eugenie Russell is determined to continue sailing and teaching.

*Meanwhile, she went below and grabbed the 406 EPIRB. Thinking carefully before activating it, she said to herself, "Not yet."*

40 feet long.

"Then Barry saw another one 100 feet in front of us," recalls Eugenie. Because they were sailing deep on starboard tack, Barry couldn't turn left for fear of jibing. Instead, he luffed up to starboard to slow down, but in doing so temporarily lost steerage as the sails began to luff.

tion intentionally, possibly because it thought it was being attacked.

The powerful impact caused the entire rudder assembly to be pushed up and sideways, tearing itself loose from the fiberglass hull around it. "The top of it poked through the vertical portion of the lazarette and hit me in the back of my legs," recalls Barry. A moment



# THE SINKING OF J WORLD



Seen here in during the 2008 Baja Ha-Ha rally, the J/120 'J World' was a sweet ride for offshore sailing.

World, she drills her students often on the 'what-ifs' involved with ocean sailing. So, as backhanded a compliment as it may be, within the 163-boat Baja Ha-Ha fleet, Eugenie Russell was probably one of the best-prepared skippers to deal with such a nightmare scenario.

A crew management tactic that she understands well is keeping everyone occupied during an emergency, while communicating clearly what is expected of each crewperson at each step of the process. So, throughout the ordeal, she strove to keep everyone engaged with one task or another.

Water was already up to the floorboards as the young skipper made her first *mayday* calls on both 16 and 69, the Ha-Ha's fleet channel. But no one answered. She then grabbed a piece of waterproof paper, jotted down the boat's lat-long position, 29°18'4" N by 116°39'0" W, and stuffed the note in her pocket. That position is a bit less than 200 miles south of San Diego and approximately 40 miles offshore. We'd bet those coordinates will be etched in her mind forever.

The idea of controlling the rudder movement soon proved to be impossible. So Eugenie directed Barry and Mark McKinnon to start working the high-volume manual bilge pump in the cockpit. A student sailor from Texas,

Mark had done two previous trips aboard *J World*,

Additional *mayday* calls received no answers. "*Mayday, mayday, mayday*. This is *Cross-wave* (the boat's registered name), *J World* (her name known to the fleet). We are taking on water. We've been hit by a whale." Eugenie worked back and forth between 16 and 69 in both English and Spanish, but had no luck. She also tried the SSB, but it had already shorted out.

As the water continued to rise rapidly—now several inches above the floorboards—she grabbed the EPIRB from Judy and switched it on. Its green light shined hopefully as she tied it to Judy's lifejacket with a bowline and told her, "This is critical. Do not lose it." Poor Judy was the least experienced of the crew. Having met Eug (as she is called by friends) in Puerto Vallarta several years ago, Judy was eager to learn more about sailing, but had little ocean experience.

Mark took over pumping from Barry, vowing to Eug with convincing determination, "I will not stop until you tell me to." The boat was simply drifting at the mercy of the swells at this point, with her sails sheeted in and stalled.

About 10 minutes after the collisions, Eugenie went below again to make preparations in case they had to ditch. She saw one of her Sperry boat shoes floating by and was reminded that if she ended up in the drink with her sea boots on, they might drown her. She swapped shoes, put on her Type 5 lifejacket and began passing up essentials to take in the liferaft, if it came to that: her VHF radio, a couple of knives, a Leatherman tool, the ship's papers, a waterproof bag with her handbag, passport, wallet and phones, as well as Judy's handbag, Barry's waterproof bag and other seemingly important personal gear.

She grabbed the inflatable MOB device from under the chart table and asked the crew to deploy it along with the Lifesling that was kept in the cockpit. Next went two bright yellow diesel jerry jugs, as she wanted to create a visible trail of debris.

A few minutes later, with no radio contact and no way to slow the incoming water, Eugenie huddled her crew together and gave them her somber assessment: "Guys, I have bad news,"

LATITUDE ARCHIVES



# SURVIVING THE NIGHTMARE —

she remembers saying. "I'm not going to sugar-coat this. We are sinking and we might have to abandon ship. Get ready! I hate to tell you this, but you never step *down* into a liferaft, you always step *up* into it. We're going to wait until the last minute. I will explain to you step by step how we're going to do this, but be ready."

"That's how I teach," explains Eugenie. "Every time something is about to happen, I explain things first, so they know how things work. I run a tight ship, because I have to."

As the water continued to rise in the cabin, Barry went below to grab some personal items and supplies. Pumping the bilge had become pointless. In the cockpit, Eug told Judy and Ray to unclip their harnesses, which they were initially reluctant to do. It was a harsh reality to face that the boat might actually sink out from under them.



Seemingly alone on a vast, inhospitable ocean, the raft looks tiny from the air.



A view from the cargo bay as the cage descends, with the swimmer and raft behind.



Flight Mechanic Jeremy Treichel works the hoist.

the ordeal. Barry had come back up the companionway because water was at the top of the steps. There was nothing more he could do belowdecks. His watertight Pelican case with valuables in-

volunteered to pull the cord of an identical raft during a demonstration. "We're almost there. Hold on. We have to get the canister off the boat." She gave it a kick toward the rail, but when it hit

side floated up past him and he grabbed it.

Eugenie came back to the cockpit to tell her first mate she thought it was time to deploy the raft. Barry agreed. Meanwhile, Mark and Judy sat quietly "with big eyes" awaiting their next instructions.

the lifelines it started to inflate. To add more stress to the moment, it began to balloon out between the upper and lower lifelines, with half of it outside and half of it inside. "You are fucking kidding me!" she screamed. "Pull," she shouted to Barry and Ray. "Pull!"

Eugenie remembered that there were bolt cutters down in the lazarette, but Barry had a better idea. "Cut the Spectra," he yelled, reminding her that the end of the lifelines were attached to the stern pulpit with Spectra line.

Although the decks were awash, by then she tried to work her way aft to the pulpit, but another swell washed across her, pushing her underwater. She remembers thinking, "It ain't gonna happen." As she caught her breath, she turned toward the bow and felt a tug behind her. "Whoa," she thought, "that's the backstay."

"The boat kept going down, down, down — fast! I saw Ray in front of me, and I saw the wind indicator. . . I could just imagine him getting caught in that spinnaker triangle, so I pushed him. I saw the Windex go down, 18 inches in front of my face, and I thought, 'That's it, the boat's really gone now!'"

Suddenly treading water, she counted: "Mark, Judy, Ray, Barry." They were all there and luckily the raft was right there too, just a stroke away from each of them. As *J World* slipped under, the raft popped free almost instantly due to the pressure.

*A wave crashed across the boat from bow to stern, wiping out the dodger, inundating the cockpit, and leaving Judy and Mark up to their chests in green water.*

With sea water now thigh high below, Barry was quickly tossing cans of food and other supplies into the cockpit. Because it had been a raucous night, weatherwise, everyone still had on their heavy gear — under-layers, plus full foulies. That, in combination with adrenaline, kept them warm despite the rising water and flying spray.

Eug picked Ray for the next chore. "Come with me," she said, leading him down a side deck past the dodger. On the cabintop behind the mast sat a Viking 8-man liferaft. "I want to be sure you know how this works," she said. "We're going to pull this string and it's going to inflate. . . Do not lose hold of this under any circumstance. Stay here!"

It was now roughly 25 minutes into

Up on the cabintop, where Ray had been dutifully waiting, Barry turned to Eug and said confidently, "We're going to survive this," and gave her a kiss and a hug. They shook hands as if to cement a heart-felt pact.

Just then, a wave crashed across the boat from bow to stern, wiping out the dodger, inundating the cockpit, and leaving Judy and Mark up to their chests in green water. In an instant it also washed away most of the supplies that had been gathered — including their carefully assembled ditch bag.

Eugenie and Barry started pulling on the raft's ripcord. But when the line turned red, Eug flashed back to the *Latitude 38* Crew List Party in September, when she and Lisa Zittel had cheerfully



# THE SINKING OF J WORLD

When Eugenie saw the Windex go down, it vividly confirmed the obvious, and shocked her into the next phase of action. "I remember thinking, 'I can't think about it. It's gone.'"



**Stunned, but now safe, Ray arrives at the cargo doorway.**



**All in a day's work — Rescue Swimmer Scott Mochkatel is the last to be hoisted.**

The task before her then was to focus on survival. Due to the crashing waves and the drag of the sinking hull, the liferaft was almost entirely filled with water, with only a few inches of freeboard. Barry jumped up and in first, followed by Eugenie. But as she dove inside it was so full of water she had the sensation that she was drowning. Rather than bail it out immediately, however, she insisted that everyone get inside first.

With the weight of five bodies inside, plus the weight of the water, the floor was deeply distended, effectively making the water inside close to three feet deep. Once they were all inside, the arduous process of bailing began. Eugenie used her baseball cap, Barry and Ray used a waterproof bag and the others used their shoes. Judy was given the handheld VHF and instructed to continue calling on 16 and 69.

Initially, the raft's single opening was oriented toward the wind. "Every so often a wave would crash into the boat," remembers Eug. So she paddled it around 180°. It was dryer that way, plus, they reasoned that every time a wave crashed against the canopy it gave the raft another nudge toward shore.

In the best of situations a liferaft is uncomfortable, but in these big rolling seas, the uncontrollable motion was hard to stomach — something like an amusement park ride that never stops. Two of the crew got seasick, and had to

make repeated trips to the doorway to puke. At some point Eug had to pee so bad she just couldn't hold it anymore. So she stripped off her foulies and stuck her butt out the door while her mates held her legs. Modesty is senseless in such circumstances.

The situation was definitely bleak, but Eug did her best to stay upbeat and positive. "I told them we're going to be famous. This is a good thing. This has really been a good experience. The EPIRB sent out our position, Wayne (the company's owner) has been called, and we're gonna be rescued." She was also hopeful that some of the Ha-Ha fleet would soon be passing their position as they sailed from San Quintin to Turtle Bay.

Being the registered owner of the EPIRB, Wayne Zittel had been called, and after confirming that his boat was, in fact, sailing in that area, the Search and Rescue process was begun, with the U.S. Coast Guard coordinating efforts with the Mexican Navy.

It was a truly bizarre coincidence that Coast Guard LT Kevin Sullivan was the Search and Rescue coordinator for the operation, working out of the Alameda SAR center. Not only had he crewed aboard that exact boat during Bay races, but he can be seen aboard it on the cover of the October 2008 *Latitude 38!* Still, it's sobering to note that due to various logistical complexities, the rescue helicopter was not actually dispatched until roughly two hours after the EPIRB was first activated.

After more than two long hours of bailing, the crew had finally gotten

most of the water out. But other than Barry's Pelican case, a waterproof bag and the few small personal items that they'd stuffed into their pockets, the only thing they'd successfully salvaged from the boat was a gallon jug of water. But they were very glad to have it.

With things now a wee bit more comfortable, Eugenie decided to check out the contents of the raft's emergency pouch. Inside were two packets of water, some fishing gear, flares, Dramamine, and a survival manual. There was, however, no food of any kind.

Mostly to pass the time and keep her crew's minds engaged, Eug began to read portions of the manual aloud. Step one was to get all the water out. Great, they'd done that.

Step two was to set out the built-in sea anchor. But the setup didn't seem to make sense, as it was rigged so the doorway would be held into the wind and waves again. Still, they deployed it, but just as they thought, it spun the boat exactly where they didn't want to be. Again, they paddled it 180° around.

Next, the manual said not to give anyone any food or water for the first 24 hours. Eug chose not to read that line verbatim, instead taking a lighter approach: "Okay let's just prepare ourselves in case we have to be in here for three days. I'm not going to give you anything to eat or drink — we don't have any food anyway — so everybody's going to go on a diet," she said jokingly. The crew wasn't exactly laughing. In fact, they said nothing, but she hoped it was comforting to them that she seemed relatively relaxed and in control.

"If we're going to survive, I've got to be the leader," she thought. "If I give up, they give up." Much to her credit, she was able to keep everyone from panicking — a frightful possibility that could have become infectious.

*"I'm not going to give you anything to eat or drink — we don't have any food anyway — so everybody's going to go on a diet."*

Naturally, they were all miserably cold and wet. So at one point, to keep things light Eug said, "You know the only way to warm our bodies — 'cause I know you guys are cold; I'm cold — is to get naked, and our naked bodies are going to have to come together and get



# SURVIVING THE NIGHTMARE —

warm together."

That caught Ray's attention. Showing a spark of wit he said, "Finally!" And for a moment they all shared a much-needed breath of comic relief.

Reading further in the instruction manual, Eug realized that the floor could be pumped up to make it more rigid. Mark found what seemed to be a fill plug next to him, but just as he began to try the hand pump, Ray perked up and said, "I hear something!" Eugenie listened, "You're right." It was a low, distant rumble, like the sound of a container ship passing in the distance. She popped her head out the doorway: "A helicopter! That's the U.S. Coast Guard!" she screamed. It was roughly a mile away.

She remembers thinking, "Flare!" But the emergency pack only held two of them. Judy strongly encouraged her not to waste it, but Eug was determined. She aimed it skyward, pulled the cord and watched it shoot high up in the sky before finally arching into its descent.



PO 3C HENRY G DUNPHY / USCG

After landing, the survivors recap the ordeal with their rescuers. Left to right are: Flight Mechanic Jeremy Treichel, Rescue Swimmer Scott Mochkatel hugging Judy Land, (Mark is hidden behind Scott), Ray Quinn, Commander Jonathan Ralston, Copilot William Burwell, and Barry Demak.

Only at that point did it begin to emit red sparkles. To her horror, she realized that the flare was behind the pilots' line of vision.

"My heart sank. I thought, 'Judy, you were right.'"

"Radio! Radio!" she yelled. Barry grabbed his VHF and hailed, "Coast Guard helicopter, this is *Crosswave* . . ." Clearly and distinctly, a calm, confident voice replied something like, "Vessel hailing helicopter, this is the U.S. Coast

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# THE SINKING OF J WORLD

Guard. Go ahead."

"My heart leaped, and I thought, 'We're saved!'" she remembers. But the ordeal wasn't over yet.

"What's your position," asked the Guardsman. As Barry grabbed his handheld GPS from the Pelican case, Eugenie grabbed her own radio: "U.S. Coast Guard helicopter, we are in a liferaft. We are not in a vessel. You just passed us. Make a 180! We are in a bright orange liferaft!"

"Roger that," said the airman.

"He was super-nice," recalls Eug, "like a little angel saying, 'Yeah, sure, we got you.'"

The helo spun around and the shipwrecked sailors heard the airman say calmly, "Roger. We have a visual."

Eug dropped back to her knees with tears in her eyes. "We're saved," she thought. She felt like hugging and kissing her shipmates, but it was too soon to celebrate.

She soon saw legs with flippers sticking out of the helicopter's cargo bay, and seconds later a rescue swimmer

was descending on a cable. Eug called the crew up to the doorway one by one to witness their rescuer approaching.

After power-stroking the 50 yards

*She has to laugh now when she recalls asking him, "Can you go faster?"*

from the drop zone to the raft, the rescue swimmer, wearing a dry suit, arrived at the doorway and said in a nonchalant voice, "Hi, I'm from the U.S. Coast Guard. I'm going to be taking you one at a time." His name was Scott, and as Eug recalls, "He was so cute!"

One by one the survivors plopped out of the raft, rolled onto their backs and were pulled by this young hero to the drop zone. Once beneath the helo,

they were helped into a steel basket and hoisted aloft to safety. They had been adrift in the raft for four hours — undoubtedly four of the longest hours any of them had ever spent.

As odd as it may sound, the scariest part of the whole ordeal for Eugenie was being towed by the swimmer that 50 yards across open water. She has to laugh now when she recalls asking him, "Can you go faster?" Believe it or not, this surfer/sailor claims to be terrified of swimming in open water. "I thought, 'Oh great, now a shark is going to eat me.' I really thought I was going to die then and there."

Once they were all safely aboard the helo and headed back to San Diego, Cap'n Eug felt a tremendous sense of relief — she was finally off duty.

The Guardsmen gave the shivering crew blankets, snacks and drinks, and tried to make them as comfortable as possible for the two-hour flight to their San Diego airbase.

TV crews were lined up outside the gates awaiting interviews as if the soggy sailors were astronauts returning from



## VIKING SAVES

For Eugenie Russell, Barry Demak, and the crew of the J/120 *J/World*, their Viking liferaft meant the difference between life and death. Struck by a whale during the Baja Ha-Ha, the boat sank in 45 minutes.



"We were well prepared for something we hoped would never happen to us! But, it did! We're able to tell our story thanks to our EPIRB, Viking liferaft from Sal's, and the United States Coast Guard!"

— Eugenie Russell and Barry Demak,  
*J/World Sailing School and Club*



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# SURVIVING THE NIGHTMARE

a moon walk. They had to wait until the survivors were thoroughly debriefed, however. The process included alcohol and drug testing for the skipper.

Although they were weary from their ordeal, *J World's* crew was in relatively good spirits. But it would be a while before they could shake off the shock of the experience. Although calm and coherent on the surface, when offered a hot shower, Eugenie could not bring herself to get under the showerhead. Even *that* water seem subliminally threatening.

"So, does Wayne know I sank his boat," she asked one of her Coast Guard interviewers. He did, of course. And he was extremely proud of both his captain and her crew — and thoroughly impressed with the textbook precision with which the Coast Guard brought them to safety.

The Guardsmen seemed equally impressed the *J World's* captain and crew. "Getting to these survivors was really a lot easier for us . . ." said the helo

commander, LTJG Jonathan Ralston, "because they had everything that they needed so that we could easily find them." He and the rest of his crew, co-

## EUGENIE'S SURVIVAL TIPS

- Don't wait until the last second to deploy the raft in case complications occur.
- Raft must have a quick release, and heavier pull cord, if possible.
- Floating cases are good, but everything, including radios, must be clipped to you or the raft with carabiners.
- Must have all emergency gear, ditch bag, etc., ready to go immediately and close at hand.
- Keep your cool; constantly explaining procedures and status of the situation keeps the crew calm and focused.
- Give every crewperson a specific job to do, in order to keep them engaged.

pilot LTJG William Burwell, flight mechanic AMT1 Jeremy Treichel, and rescue swimmer AST3 Scott Mochkatel, all seemed overjoyed to have been instrumental in this story's happy ending.

"We see a lot of death," a CG officer told Eugenie during her debriefing. Apparently only about 50% of EPIRB calls result in bringing any survivors back. And only about 5% result in *everyone* coming home safely without major injuries.

"Your safe arrival to shore was a direct result of the quality of your master, Ms. Eugenie, who is the real hero." wrote Investigating Officer James Mints in an email to Barry. "... In short, a calm and decisive master and good reliable equipment saved your lives. I shall never forget the privilege of meeting you."

What's next for Eugenie? She's still got some legitimate fears to work through. But as she says, "Sailing is my life. I want to continue. So the only thing to do is to get out and do it."

— **latitude/andy**

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# SEASON CHAMPIONS, PART II

It's time for part two of our Season Champions articles, where we profile winners from the Bay's handicap, one design, dinghy and shorthanded fleets. In these pages, you'll have a chance to meet some of the division winners from this year's one design racing. We've got winners from both the YRA's One Design Classes Association (ODCA), and the Bay classes who organize their own rodeos.

The common denominator of one design racing is obvious — that all boats in a fleet are created equal and — theoretically anyway — crew skill and tactics win races. That's also its appeal: no need to wonder if you've saved your time over another boat — whoever crosses the finish line first is the winner. But that's where the similarities end, at least on the Bay. Our local one design fleets are as eclectic as the folks who sail in them. They range in size from the Santana 22s to the 40-ft J/120s; in age from Santana 22, which first sailed in 1965, to the Melges 24 and Alerion Express 28, both children of the '90s. The latter two also represent the intensity extremes, with the gentlemanly two-person AE 28s limited to main and jib only, and no hiking — and the wet and wild Melges 24s, which are very physical, even painful, boats. Which is not to say that the Alerion guys aren't physical and don't sail hard.

Some fleets count a dozen races in their overall season scores, while others sail three times that, or more. The J/24s, for example, had 56 counting races over the summer. The Express 27s had 39 — just in their buoy series. They also ran an 8-race Distance Series.



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PETER LYONS/WWW.LYONSIMAGING.COM

*Spread — the J/105 fleet always features chock-a-block action; insets, clockwise from top right — it's Tuna time; J/120s are rarely this far apart; three Catalina 30s show they know the value of vivid color in attracting attention.*

There was a time not so long ago when most one design racing was done



# — ONE DESIGN, PART I



as part of ODCA. While most YRA fleets have remained relatively stable over the last few years, ODCA numbers have inexorably dwindled. Try as they did (and still do), it was impossible for YRA to find a format that pleased everyone, so one by one, fleets have dropped out of YRA to run their own seasons, a task made easier no doubt by the advent of web-based

communications. Where once there were upwards of 20 ODCA fleets, there are now seven. The winners of some of the largest are profiled in the following pages, along with winners of some of the largest independent fleets.

The decline in ODCA par-



# SEASON CHAMPIONS, PART II

ticipation is definitely on the table as a topic for attention at the YRA.

"Discussion is going on about smaller numbers among the ODCA fleets and what might be done to encourage more boats in registered fleets to come out and sail," said YRA President Pat Broderick. "Discussions with additional one design fleets about coming into the fold are also underway."

This is the second installment of our 2009 Season Champions Series. We'll wrap up 'em up next month with profiles of the winners of more one designs, including classes from the Wooden Boat Racing Association (WBRA).

We'll also have the winners from the Bay Area Multihull Association (BAMA) Singlehanded Sailing Society (SSS), and a few dinghy classes.

Our apologies to those division winners who don't appear here, but we just didn't have the space to profile all the One Design winners. We based our choices largely on the number of total races sailed within the divisions plus a few wild cards.

We hope you enjoy meeting these ardent racers as much as we have, and want to leave you with a parting thought: The folks you'll see here sail in a wide range of boats, in a wide variety of venues both inside and outside the Bay; they hail from a variety of yacht clubs all connected to the Bay, from deep in the South Bay, to the farthest-east reaches of its navigable adjoining waters. To our minds, it shows that *anyone* can do it with a little dedication of the most enjoyable kind. If you're not already doing it, what are you waiting for?

— **latitude/rg**

## MORE CHAMPIONS:

EXPRESS 37 — 1) **Golden Moon**, Bill Bridge/Kame Richards, 8; 2) **Elan**, Bill Riess; 3) **Stewball**, Bob Harford. (5 boats)

ISLANDER 36 — 1) **Captain Hooke**, Tom & David Newton; 2) **Windwalker**, Richard Shoehair/Greg Gilliom; 3) **Pacific High**, Harry Farrell. (9 boats)

BENETEAU 36.7 — 1) **Mistral**, Ed Durbin; 2) **Ay Caliente**, Aaron Kennedy; 3) **Bufflehead**, Stuart Scott. (6 boats)

OLSON 25 — 1) **Shadowfax**, Mark Simpson; 2) **Synchronicity**, Steve Smith; 3) **Vivace**, Larry Nelson/Frank VanKirk. (5 boats)

SF 180 — 1) **Goose**, Catalina 30, D. Michael Kastrop; 2) **Zeehond**, Newport 30-2; 3) **Lelo Too**, Tartan 10, Emile Carles. (6 boats)

## Express 27 Witchy Woman



### Tom Jenkins Morro Bay YC

Tom Jenkins is starting to make a habit of winning the Express 27 season championships — this is the second year in a row that he's claimed the class title. So what's his secret?

"Just sailing a lot, and sailing with same crew all the time," Jenkins said. "It's nothing new — it's the same old story. Sailing smart has a lot to do with it also."

The software engineer-turned-cattle rancher from Arroyo Grande racked up numerous top-3 finishes throughout the year to win the class' season championship in hull number 116 *Witchy Woman*.

Jenkins sails largely with his wife Bette and a group of friends from Morro Bay YC that includes the husband and wife pairing of Andrew and Marrie Brown, in addition to San Diegan Erick Knowacki.

He bought *Witchy Woman* four years ago, trading in his Melges 24 upon the arrival of son Cole — now a regular crew for pursuit races and midwinter series.

"I wanted something more stable with lifelines and a little interior where the kids couldn't get into so much trouble," he said. The day before we contacted him about his win last year, Bette had just given birth to their daughter Paige. Jenkins said it'll be a few years until Paige is part of the lineup, but he couldn't be happier with his current group.

"Everybody's pretty committed to the program," he said. "We're all friends and really enjoy sailing together."

2) **New Wave**, Buzz Blackett; 3) **Wile E Coyote**, Dan Pruzan. (30 boats)

## Melges 24 Personal Puff



### Dan Hauserman Tahoe YC

To say that Dan Hauserman is an ardent Melges 24 sailor is an understatement. Since buying *Personal Puff* in '03, he's sailed in three Worlds, two Key West Race Weeks, a North Americans, Nationals and several PCCs. When he's not sailing on his home waters of Lake Tahoe in the summer, you'll find the boat on the Bay. All that time on the water paid off this year in the tight fleet.

"We never thought we had it in the bag," he said. "We came from behind, knowing it would be close the whole time, especially since good ol' Raccoon Strait got us out of our rhythm on more than one occasion. I think I lost a crew member because of a complete wind shut-off one time! We didn't always win, but managed to hang around near the top in most of the races."

Only one person joined Hauserman — a real estate broker specializing in residential sales and vacation rentals — for every race: his 16-year-old son Hayden.

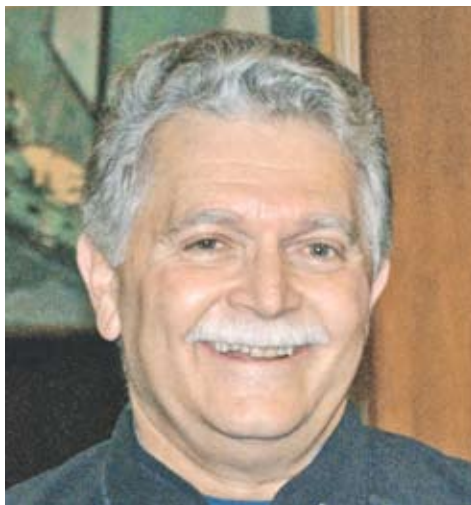
"He's been sailing with me for about three years, and it's been great fun sailing with him," Hauserman said. "Besides, he's only 120 pounds and can't drink yet, so it leaves more beer for the rest of the crew!"

In addition to the two Hausermans, Tahoe-based sailors Dennis Troy and Stacy Wydra made about half the races with the rest of the crew made up of a revolving group of sailors from Tahoe and the Bay.

2) **Practice Girl**, Christopher Farkas; 3) **Bones**, Robert Harf. (15 boats)



## Santana 22 Meliki



### Tom Montoya Abracadabra YC

Tom Montoya's second-consecutive Santana 22 season title didn't come easily, and it didn't come until the last race of the year where he squeaked by Frank Lawler's *Tackful*.

"The last few races of the year, Frank and I were pretty much match racing one another," Montoya said. "It was fun, because Frank is a very good, and rule abiding, sailor with a lot of experience in this fleet."

With a core crew of Javier Jerez and Anne Carlijn Alderkamp, Montoya posted plenty of bullets in a tough fleet of veteran campaigners like himself.

"One of the nice things about this great little boat is that you race with three people," he said. "This was Javier's second year on the boat and Anne's first. They contributed by constantly learning and giving their maximum effort all of the time. Javier owned a Santana 22 — which Anne and her husband bought — prior to moving up to an Olson 30."

Montoya's first boat was a Ranger 23 — another Gary Mull design — he bought in the mid-70s, before moving on to a J/24 in the '80s. During that time he met and began sailing with Bay Area legend Dennis Surtees aboard a series of the latter's *Abracadabras* — eventually partnering with him on a Melges 24.

"I've now gone full circle, back to another great Gary Mull design," said Montoya, who supports his sailing habit at Alameda Municipal Power where he works with contracts administration and procurement.

2) *Tackful*, Frank Lawler; 3) *Tchoupitoulas*, Stephen Buckingham. (10 boats)

## J/120 Chance



### Barry Lewis St. Francis YC

The J/120 fleet is one of the tightest on the Bay. You need only look at the last four Rolex Big Boat Series — where the winner hasn't been decided until the final leg of the final race — to see that there are no freebies in this class.

"The entire fleet has gotten more competitive yet again this year," said *Chance*'s Barry Lewis who carried both the regatta and the season title. "This is the closest the fleet's ever been for the top three places in the season; any one of us could have taken the season at Big Boat Series, which made it even more exciting."

Winning by a mere three points over Steve Madeira's *Mr. Magoo* — which was only three points ahead of John Wimer's *Desdemona* — Lewis broke a hex that goes back a couple years where the season champion doesn't win Big Boat and the winner of Big Boat doesn't take the season.

For the Peninsula-based Lewis, the race with Madeira usually starts before they even get to the boat — they both use the same freeway entrance, as they live close to each other (and support the local trophy engraving business by trading the season trophy back and forth). He was joined this year by his long-time tactician Doug Nugent, and a cast of regulars that included Scott Kozinchik, Matt Gingo, Michael Redmond, Amy Guarneri, Aaron Elder, Mark Ruppert, Bryan Murdock and David Krausz. Together, they had what it took to take it all.

2) *Mr. Magoo*, Steve Madeira; 3) *Desdemona*, John Wimer. (8 boats)

## J/105 Blackhawk



### Scooter Simmons SFYC

We were shocked to find out earlier this year that the '09 Stone Cup was Scooter Simmons first big regatta win in the J/105 class. His *Blackhawk* is a fixture in the top-five of most race results. But after a year of seeing his the boat at the top we weren't surprised to see he had carried the season.

"I've been sailing in the fleet for five or six years and just trying to get consistent," said the Belvedere-based Simmons, who's in the restaurant business. "We have a consistent crew, but we'd never had a consistent tactician until this year."

When former season champion Tim Russell put his *Aquavit* on the market this year, Simmons convinced him to join the *Blackhawk* crew as the tactician.

"We had tried a lot of different players," Simmons said. "Having Tim join us for the entire entire year is what made the difference."

The *Blackhawk* gang included Simmons' son Ryan and project manager Lindsay Browne — both of whom he said he's sailed with "forever" — plus Rhett Smith, and a new addition for '09, Cindy Keppel.

Their "worst" regatta came at the Rolex Big Boat Series when Russell jumped ship and sailed his own boat. The two finished tied on points with Russell taking fourth on the countback and Simmons just behind.

"We were not happy with him for that," Simmons said, laughing.

2) *Jam Session*, Adam Spiegel/Guillamette Brouillat; 3) *Arbitrage*, Bruce Stone. (37 boats)



# SEASON CHAMPIONS, PART II

## J/24 TMC Racing



### Michael Whitfield Berkeley YC

Since buying *TMC Racing* in 2004, Michael Whitfield and his crew have been putting a lot more effort into his program than anyone in just about any fleet on the Bay.

"All the feedback we've received from our coaches, Andrew Kerr, Mark Brink, Seadon Wijsen, Jahn Tihansky and Wayne Zittel, reinforced our understanding of how important 'time in the boat' is to the overall success of a program," Whitfield said. "We have the most aggressive J/24 training program in San Francisco Bay, where we do about 20 on-the-water training days a year, and a half a dozen shore-side sessions as well, above and beyond our racing schedule."

Whitfield is regularly joined by his partner Lulu Yang, whom he calls the "Goddess of Everything Important," long-time trimmer Lester "the Magician" Igo, Mike "Physical Specimen" Arraj, Eamon "the utility infielder" O'Byrne, and a rotating cast of others.

He said that in addition to their time in the boat, sailing against some of the best competition the class has to offer — the *TMC Racing* crew are inveterate travelers, competing all over the country — coupled with a proactive maintenance program are the keys to the three season championship they've won.

The Orinda-based management consultant who co-owns and operates the boat's namesake company with Yang, sails for the Berkeley YC and has been sailing J/24s on the Bay since 1984.

2) *Small Flying Patio Furniture*, Ned Walker;  
3) *On Belay*, Don Taylor. (10 boats)

## Alerion Express 28 Ditzzy



### Ralf Morgan/Deborah Clark Richmond YC

Ralf Morgan and wife Deborah Clark make a pretty dynamite duo aboard their *Alerion Express 28 Ditzzy*. They repeated as season champions, counting straight bullets over the 14-race, two-throwout series, before following it up with a win in the ODCA division of the Champion of Champions regatta with the help of friend Buzz Blackett. Morgan stressed that *Ditzzy's* season was easier on paper than it was on the water.

"There were a lot of guys who worked really hard during season to improve," Morgan said. Kirk Smith and Nancy Pettengill changed the way they were sailing their boats and kept improving through the year. They deserve a lot of credit for pushing us."

While they'd wrapped up their win relatively early in the season, Morgan said they didn't coast afterwards.

"If anything we tried a little bit harder on trying out new things," Morgan said. "My style is to try and sail low and fast, and the boat lends itself to that. We'd never had the ability to go high and push that side of the equation."

Morgan runs the rigging shop, store and computer systems at KKMI, and had spent 20-plus years sailing an *Express 27* on the Bay before he and Clark bought *Ditzzy* five years ago. He said that for one-design racing, the boat — which only permits one person out of the cockpit — is best sailed doublehanded.

"Upwind, extra weight helps, but because it's a heavy boat, it's much faster to be lighter downwind."

2) *Dream*, Kirk Smith; 3) *Maeve II*, Nancy Pettengill. (5 boats)

## Moore 24 Tortuga



### Caleb Everett St. Francis YC

The *Moore 24* fleet is one of, if not the deepest fleet on the Bay. This year's winner, Caleb Everett's *Tortuga*, won by a mere three points over a former season champ — Rowan and Vikki Fennell's *Paramour*.

"We were in a dog fight with the Fennells, within a couple points of each other," Everett said. "For the last three regattas, we were aware of where they were at all times."

In only his second season in the boat, and the first with his name on the pink slip — he chartered her last year — Everett, a private company investor, and his long-time crew of Don Teakell and Eamonn Markham plus recent recruit Joe Beare got up to speed with a little help from the rest of the fleet.

"It took us the first half of the season to get up to speed," said the City-based St. Francis YC member. "The guys in the fleet helped us get the boat going fast."

Everett's sailing on the Bay started with an *Express 37*, before moving to a *Melges 32* in 2007 — an effort that included lots of travel.

"We got our asses handed to us all over the place in the *Melges*," he said. "There's great competition in the *Moore* fleet — at considerably less expense and time commitment — and plenty of people capable of handing it to us in our own backyard."

The results seem to contradict that. "Caleb sailed an amazing season," Rowan said. "He put us away by sailing consistently fast. He's also a class act."

2) *Paramour*, Rowan and Vikki Fennell; 3) *Flying Tiger*, Vaughn Seifers. (48 boats)



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# MAX EBB

Just when I was about to give up all hope, I saw it: The last empty parking space in the lot. It was in the next aisle, and I spotted it on the other side of a row of parked cars. There was another car in the lot that I suspected was also looking for a space, but I thought I could get there first, especially if I ignored the direction arrows and took the shortest possible route.

No such luck. As I spun the helm hard over to round the last corner toward the empty space, I saw that I was bow-to-bow with a small car with surfboards on top. They were about the same distance off but had the weather gauge, as they were actually driving the correct way down the aisle. No choice but to bear away.

I had already wasted 10 minutes cruising around looking for other parking options. There were some spaces near a restaurant, but that entire lot was posted with a four-hour time limit, and I would be out sailing for much longer than that. Valet parking was also offered but, as usual, I had too much boat gear in the car to entrust a stranger with a key.

What to do? This was not my marina, and I didn't know the local customs with respect to ad hoc parking techniques. However, I noticed that quite a few cars were parked in odd-shaped non-spaces. They didn't seem to be blocking anything, and none of them appeared to be ticketed. "When in Rome . . ." I thought to myself, and pulled into a likely unstriped triangular corner that looked as if it would be okay.

I was visiting this marina to go sailing with an old friend from my yacht club. He had moved his boat here a few years ago in search of newer facilities, lower fees, and a deeper entrance channel. But the parking situation made me question that choice. Why was parking so tight, even during the off-season?

Walking to the dock gate, my route took me right past the car that had out-manuevered me into that last legal space. A couple of windsurfers who looked like they might be college students were untying the boards from the roof racks, and I couldn't help noticing that two young women seemed to be changing into wetsuits inside the car.

"Yo, Max!" one hailed right after her head popped through the neoprene. "I didn't know that was you in that car."

"I didn't know it was you in that half-off wetsuit," I said as I tried to politely avert my eyes.

"S'okay, we're decent," she insisted, "Find a space?"

*False Economy — Ferries may seem like 'green' transportation but a quick look at the numbers proves that people should sail to work instead.*



"Sort of," I answered. "But what's with this packed parking lot?"

Lee gestured to the water, and I saw the reason. A commuter ferry was pulling in toward the shoreline. I moved a few feet to get a better view over the next row of cars and saw the elaborate new terminal that had taken over a major section of the local shoreline.

"Well, that explains it," I said.

"People love the ferry," said one of the windsurfers, "but it sure caused some big changes here. Now there's never any parking near the best launch site till late in the evening. The canoe and outrigger club had to leave because they couldn't find enough parking for afternoon practice anymore. The community sailing center has to give all their members special parking passes, and those open house free-ride days became just about impossible."

"That bad, just from the ferry?"

"Count the cars. I used to belong to the paddling club that was based here," he explained. "We could have made it work for the outrigger canoes with parking permits, because even our biggest OCs only have six paddlers each. But the dragon boats — the club used to have two of them, and with 22 people in each

boat, there just wasn't enough parking left for the 44 cars that would show up for a practice, permits or no permits. A shame, too, as that was the most effective public access and youth program anywhere along this waterfront."

"Max, there you are!" hailed the familiar voice of my old friend from the yacht club. "I was trying to catch you at the entrance. The marina office can give you a one-day parking pass."

"Now you tell me," I said. "I didn't see any legal place to park near the office to ask about it."

"Oh, they give you 10 or 15 minutes in the red zone to fill out the forms," he explained.

"What happens on race days?" I asked. "You probably have a crew of 10 on your boat — does every one of them have to get a pass each day?"

"Pretty much," he confirmed. "But the passes don't always work. On weekends, the berth-only lot fills up a lot more often than it used to."

"At least you have the convenience of the ferry right here next to your berth," I said, trying to see the positive side of the situation.





PETER LYONS / WWW.LYONSIMAGING.COM

"The weird thing is that the berthers' lot is also filling up on weekdays. We discovered that a lot of ferry commuters were becoming 'technical partners' in some of the boats here, just so they could get a berth parking sticker on their car. When they tried to clamp down on the cheaters, all they did was make it impossible for me to get more parking passes for my regular crew."

"What a drag," I said.  
 "You got that right," said my friend. "Which is why I'm leaving this marina. Any vacancies coming up at the yacht club docks these days?"

"Get on the waiting list," I advised. "It'll be great to have you back in the harbor."

"You know, it wouldn't have been so bad if the ferry only ran on weekdays, like they originally promised. But it turns out that it's just as popular as a recreational amenity as it is useful for commuting. Maybe more so, actually. Public pressure was so intense that they started weekend runs to Angel Island and Fisherman's Wharf. The parking lots here were already pretty full on weekends. The ferry put the parking demand over the top, and there went the neighborhood for us sailors."

"But like, this is still a really good place to windsurf," Lee insisted as she emerged from the back seat of the car, now fully installed in her wetsuit.

"Except those tightwad ferry terminal designers put the bathrooms inside the turnstiles," complained one of Lee's friends.

"It's a bummer," added another windsurfer. "Ferry terminals could be good for water access if the planners only had a clue. I mean, most ferry terminals — at least the ones that aren't plunked down into already-busy marinas — have lots of excess parking on weekends. And protected water, and bathrooms. Those three elements are the most expensive and hard-to-find infrastructure components for a good water-access point for small hand-launched boats."

"I was at some of the planning sessions," said Lee. "They think that they 'mitigate' the negative impact on recreational uses by improving the Bay Trail where it goes around the ferry terminal. Bike paths and park benches are supposed to make up for reduced access to water-related activities."

"It's just more of that landlubber, waterfront park mentality," her friend agreed. "They make it easy to get to the water to look at it, but don't you dare touch it or float on it."

"All they had to do was add a rigging area and some on-site storage for windsurfers . . ."

"And kayaks and outriggers too," interrupted the former canoe club member. "Chump change for this terminal that cost tens of millions. You'd think it would be a no-brainer. With on-site storage we wouldn't have to drive here. Windsurfers and dinghy sailors could drive straight from work in a small car instead of having to go home first to get the van and all the gear. Talk about an unnecessary carbon footprint."

"Or I could even, like, come here by ferry," added Lee, "since this isn't my usual launch."

"Do they allow you to bring your board on the ferry?" I asked.

"If they allow bikes, why not?"

"I'll try that next time," said Lee. "But speaking of carbon footprint, I took a look at the specs for these new ferries."

"Yes, I read about the new boats," I said. "They won some sort of award for being the greenest ferries in the world."

Lee made a face and took a deep

breath.

"They did get the NOX and particulate emissions way down so I'll, like, give them credit for that," she allowed. "The catalytic reactor system only cost a million dollars per boat and raised the price tag from seven mil to eight."

"So what's the problem? Don't ferries save energy and reduce carbon emissions?"

"Ya gotta do the math," Lee replied, shaking her head. "These ferries are certified for only 149 passengers. Each ferry has two 1,410-horsepower MTU 16-cylinder diesel engines, and goes 25 knots. Counting all the reverse commute and mid-day runs, which are mostly empty, they are averaging around 30% passenger-load factor."

One of Lee's friends had produced a tiny touchscreen communications device of some sort and was keying in numbers as Lee spoke.

"All I'm missing is gallons per horsepower-hour," he said, "then I can compute miles per gallon for each passenger."

Lee was about to supply an estimate of the missing parameter, but he stopped her.

"No, wait, I can find it online. Here it is . . . gallons per hour . . . divide by horsepower . . . works out to 0.05 gallons per horsepower-hour, almost exactly."

"I'm used to working in grams of fuel per kilowatt-hour, but I think that's about right," confirmed the other woman in the back seat, still only half into her wetsuit. I concluded that Lee's windsurfing friends were all colleagues of hers from the naval architecture department.

"So for 2,820 hp per boat," continued the sailor with the calculator, "times 0.05 gallons per horsepower-hour, divided by 25 knots, we get 5.64 gallons per mile. Now divide by 30% of 149 seats, and we get 0.1262 gallons per mile per passenger. Invert, and we have — wait for it

— a whopping 7.9 miles per gallon."

"You forgot to convert knots to statute miles per hour," said Lee.

"Oh, right — if we're comparing

MPG it should be in statute. Make that 9.1 MPG."

"So if I understand this correctly," I said, "there would be less fuel burned and less carbon released if everyone on board drove their own SUV to work?"

"That's about the size of it," said the windsurfer, slipping his phone into a plastic bag and then putting that into

*"God intended people to travel by ship."*

# MAX EBB

a pocket on his windsurfing harness. "They didn't name it the Wasted Energy Transportation Authority for nothing."

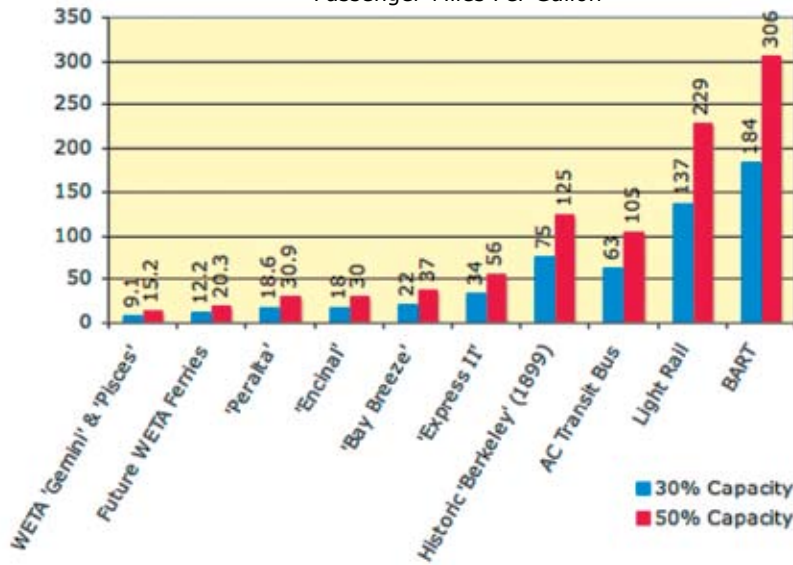
"Let's be fair," said the other woman as she emerged from the car, now fully encased in neoprene to match her friends. "The next two boats on order will carry 199 passengers at about the same speed and with the same power. If the new routes are popular, they could conceivably get up to 50% average passenger loading in commuter service."

The windsurfer with the fancy phone had to take it out of the plastic bag again to edit his formula, and had the revised answer almost immediately.

"That brings it up to 20.3 MPG. Better, but still in clunker territory."

"Compare to a three-person carpool in a hybrid," suggested Lee. "If the car gets, like, 40 MPG, that's 120 passenger-miles

Passenger-Miles Per Gallon



**'Gemini' gets a dismal 9.1 PMPG at 30% capacity. By comparison, a 20-MPG car gets 60 PMPG with three people. A 40-MPG car boasts 120 PMPG with the same number of passengers.**

per gallon. The anchovy lane still beats the ferry by a factor of . . ."

"Five point nine," said the calculator operator.

"I love ferries," Lee sighed. "And my first undergrad naval arch professor

always said that God intended people to travel by ship. But no way can you, like, call this one green."

The windsurfers were eager to get on the water while the wind was up, so they were off to launch their boards. I had a very pleasant afternoon and evening on my friend's boat, sailing across the Bay for dinner.

We returned long after dark. My car was the only one left in the lot, parked

catawampus, as it was, in a triangular space not really intended to be parked in. And there was a ticket on the windshield.

I was even more annoyed when I read the size of the fine. But my friend just shrugged.

"Hey, someone has to help pay for this new ferry terminal."

— max ebb

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# THE RACING

The nights are getting chilly and the days are getting shorter. The season-ending events are in the books and the Bay's various Midwinter Series are coming online, so we've decided to try and wrap them all up in these here pages. We start with a look at the **J/105 North Americans** — won by a member of the Bay's Fleet 1 — before checking in on the **US Women's Match Racing Championships**. Then it's on to the Richmond YC's **Great Pumpkin Regatta**, and the St. Francis YC's **Fall Dinghy and Olympic Classes Regatta**. We follow it all up with a bevy of **Race Notes** from the around the world of sailing, concerning events both near and far, past and future. So get cozy, grab a warm beverage, and enjoy!

## J/105 North Americans

With a solid score line that featured a run of four straight bullets, San Francisco's Bruce Stone and his crew on *Power Play* won the J/105 North Americans October 29-November 1. Sailed on Western Long Island Sound and hosted by the American YC in Rye, NY, the 11-race, no-throut regatta drew 29 boats and came down to the final race — one that almost ended badly for Stone's team.

"Sunday was light and fluky, which made for difficult starts for the last two races," he said. "In the final race we cut a little too closely to another boat and had to do a 720. We watched most of the fleet go by while we did our turns, and had to fight our way back from about 20th."

Up ahead, the eventual runner-up, James Rathbun's Toronto-based *Hey Jude*, had more than enough boats between them to win the regatta. But Stone, who sails his *Arbitrage* on the Bay, and his team of East Coasters — Nicole Breault, Stuart Johnstone, Mark Lindquist and Dave Marshall — plus Bay Area-based bowman Bob Dearborn, clawed their way back to fourth in that race to take the title.

every leg of every race."

Saturday the Power Players added three-straight bullets to their scoreline, which put them in contention for the title.

"On Saturday we had great San Francisco weather," Stone said. "The runner-up boat said we were breaking out to a 10-15 second lead within boatlengths of every start. Nobody could come close; we built our lead on every leg and just had great teamwork."

That heavy-air speed should come as no surprise to anyone in the Bay's J/105 Fleet #1. At this year's Rolex Big Boat Series, class winner and former North American Champion Chris Perkins noted — unsolicited — that Stone had the best speed hands-down. Fortunately for Stone that speed transferred to a borrowed boat in New York, using a set of all-purpose North Sails. On the Bay, just about everyone uses a heavy-air set.

"It's important to sail the boat as flat as you can," Stone said. "You need to steer smoothly, and position yourself for the puffs while making low-risk maneuvers."

He stressed that a big part of making it all happen was the work of the crew around him.

"Everyone was well-focused on their jobs," he said. "No one had to cover for other jobs, and I could just focus on driving; that was the secret to the whole thing. Bob races regularly on *Arbitrage* on the Bay and just does a fabulous job on the bow."

The win marked the culmination of a two-year effort for the bi-coastal Stone, who still maintains a home in New York, although he's based primarily out of his home in the Marina district. In the time leading up to the event, he and the rest of the team on *Power Play* had won both Block Island Race Week and the Buzzards Bay Regatta this year. DeWeese couldn't



ALLEN CLARK/WWW.PHOTOBOAT.COM

make the North Americans due to another commitment and invited Stone to sail the boat — one of the oldest in the class, built in '93.

"I teamed up with Scott a couple years ago," Stone said. "He had put together a good team and said, 'hey, why don't you use my boat?'"

His victory marks four straight wins in the regatta by St. Francis YC sailors, and five in seven years at four different venues. Which goes to show that if you want to get good in a J/105, you'd better be sailing one here.

## US Women's Match Racing Champs

Tiburon's Genny Tulloch served notice at the U.S. Women's Match Racing Championship that she'll be a force to be reckoned with in the run-up to the 2012 Olympic Games. Tulloch and her crew of Chafee Emory, Elizabeth Hall and Elizabeth Kratzig, beat Olympic gold medallist and '09 ISAF Rolex Female Sailor of the Year Anna Tunnicliffe — whose own crew included Redwood City's Molly O'Bryan Vandemoer — by a 3-1 margin in the final match at the St. Thomas YC-hosted event.



Bruce Stone, third from left, and crew with the hardware.

Coming from behind was something the *Power Play* team did the entire week after a slow start to the regatta.

"I wasn't getting the best starts," Stone said of the first two days of the regatta. "The races were much worse than they looked. We had to claw our way back in every one. We did have great boatspeed and were constantly passing people on





*The Bay Area's Bruce Stone and his crew on 'Power Play' revel in the Bay-like conditions on Western Long Island Sound during Day 3 of the '09 J/105 North Americans hosted by the American YC in Rye, New York, October 29-November 1.*

Going into the final Tunnicliffe — who had beaten Tulloch 3-0 in the qualifying round robins — was a good bet for the win, but a change in conditions over the previous few days leveled the field a little.

With the breeze barely scratching six knots, Tulloch and Tunnicliffe traded the first two matches, with the former taking the third.

In the fourth match, Tunnicliffe won the start, but lost ground to Tulloch when the two split tacks and Tulloch found more pressure. Tulloch continued to lead in the match until reaching the second rounding of the weather mark where she took a penalty for not giving Tunnicliffe room.

The two teams then sailed downwind towards the finish with multiple lead changes. Four to five boat lengths from the finish, Tunnicliffe and Tulloch were one boatlength apart when Tunnicliffe jibed to port thinking she could cross

Tulloch's bow. She couldn't and picked up a penalty. Only three boat lengths from the finish, both teams were on a beam reach for the finish. Both jibed, and Tulloch came out of it with better boatspeed, holding off Tunnicliffe all the way to the the finish.

"We had a good time and a lot of fun," Tulloch said. "We're about 30 pounds lighter than Anna's team and I think that helped us in the light winds today."

San Diegan Annie Gardner-Nelson finished fourth. Full results and photos are available at: <http://championships.ussailing.org/Adult/USWMRC.htm>.

### Great Pumpkin Regatta

With plenty of breeze, a great turnout, and rockin' shoreside entertainment, Richmond YC's Great Pumpkin Regatta October 24-25 left little — if anything — to be desired.

The club did a customarily great job of pulling off a huge weekend, and got things started on the right foot with gin fizzes Saturday morning. Over 150 boats in 19 classes showed up for three buoy races held on three courses.

Their reward was a light flood and

breeze that ranged from 8-12 knots in the first race, built to the high teens in the second when a block of fog moved in over the top of the course, and low teens in the third.

With the exception of the second race, it was sunny all day, and practically tropical back at the club. We overheard one racer remark, "Days like this make me feel sorry for the poor bastards on the East Coast."

And yeah, it really was that pleasant.

Notable among the many classes was PHRF A. It turned out ten boats within a fairly narrow rating band — which produced some really tight racing. The Ultimate 20s had a great turnout of 10 boats also, and the nascent J/22 fleet had seven boats sailing.

The centerpiece of the Great Pumpkin — indeed both of the club's big regattas, the other being the Big Daddy — is a rockin' party on Saturday night. The party theme this year was "Castaways" and Gilligan's Island characters could be found jammin' down to a live band while the mojitos flowed.

While Sunday didn't quite have the breeze of the day before, a short postponement was all the race committee needed before a 10-knot westerly filled. Clockwise was the path of choice for the choose-your-own-direction "two-island fiasco" around Alcatraz and Angel Island.

We'd guess that less than five percent of the fleet — which numbered over 200 boats — tried to go the other direction, only to get caught in the lee of Angel Island and suffer big time with most, if not all, dropping out.

Greg Greenlee's Monterey Peninsula YC-based J/22 *Trinity* was the eventual winner, taking advantage of the late ebb early in the race and the fact there was no real parking lot on the course. While it did get light through Raccoon Strait and Southampton Shoal, *Trinity* got through the finish line before the wind shut off.

### THE GREAT PUMPKIN REGATTA SATURDAY BUOY RACING (10/24, 2-3r, 0t)

SF 30 — 1) **Dreamtime**, Olson 911, Roger Craine, 4 points; 2) **Preparation J**, J/30, Robert Hrubes, 8; 3) **Takeoff**, Laser 28, Joan Byrne, 9. (4 boats)

BENETEAU 36.7 — 1) **Wilson**, Joel Davis, 4 points; 2) **Ay Caliente!**, Aaron Kennedy, 9; 3) **Mistral**, Ed Durbin, 11. (6 boats)

FARR 36 — 1) **Wicked**, Richard Courcier, 5 points; 2) **Racer X**, Gary Redelburger, 6; 3) **War Pony**, Mark Howe, 7. (3 boats)

EXPRESS 27 — 1) **Witchy Woman**, Tom Jenkins, 5 points; 2) **Tule Fog**, Steve Carroll, 10; 3) **Peaches**, John Rivlin, 12. (14 boats)



# THE RACING



*Clockwise from top-left — 'Ay Caliente!' snags a pumpkin on Sunday; most boats had pressure all the way through Raccoon Strait; Greg Greenlee's J/22 'Trinity' prevailed in the pursuit race; this was the island you wanted to round first if you wanted to finish on Sunday; 'Wasabi' powers toward Angel Island; the "two-island fiasco" was a little-boat race this year — there was pressure from the get-go and no major parking lots; it ain't easy being green on a weekend dedicated to everything orange; with 'castaways' as the theme for this year's party, all of Gilligan's island was present, not to mention a few Wilsons!*

J/22 — 1) **Trinity**, Greg Greenlee, 4 points; 2) **Travieso**, John Horsch/Shawn Bennett, 11; 3) **N/A**, Kyle Vanderspek, (7 boats)  
 J/105 — 1) **Racer X**, Phil Laby/Rich Pipkin, 6 points; 2) **Alchemy**, Walter Sanford, 7 points; 3) **Wonder**, Tom Kennelly, 9. (9 boats)  
 MELGES 24 — 1) **Personal Puff**, Dan Hauserman, 4 points; 2) **Practice Girl**, Christopher Farkas, 6; **Bones**, Robert Harf, 9. (4 boats)  
 MOORE 24 — 1) **Eight Ball**, Scott Easom, 3

points; 2) **Tortuga**, Caleb Everett, 6; 3) **Paramour**, Rowan Fennell, 14. (19 boats)  
 OLSON 30 — 1) **Mas Rapido**, Rick Smith, 4 points; 2) **Hoot**, Andrew Macfie, 5; 3) **Hot Betty John Scarbrough**, 10. (5 boats)  
 SANTANA 22 — 1) **Meliki**, Tom Montoya, 3 points; 2) **Carlos**, Jan Grygier, 6; 3) **Tchoupitoulas**, Stephen Buckingham, 9. (7 boats)  
 ULTIMATE 20 — 1) **Ultimate Antics**, Bob Comstock, 3 points; 2) **UFO**, Trent Watkins, 7; 3) **Salsa**,

Matt Borough, 9. (10 boats)  
 WYLIE WABBIT — 1) **Jack**, Bill Erkelens, 4 points; 2) **Mr. McGregor**, Kim Desenberg, 10; 3) **Weckless**, Tim Russell, 12. (8 boats)  
 99ER — 1) **Two Scoops**, Express 34, Chris Longaker, 5 points; 2) **Razzberries**, Express 34, Bruce Nesbit, 6; 3) **Flexi Flyer**, Mitchell Wells, 7. (3 boats)  
 OPEN 5.70 — 1) **Semi-Aquatic**, Jerome Sammarcelli, 4 points; 2) **Boracic**, Michael Gough, 7; 3)





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**Frolic**, Marc Finot, 9. (5 boats)  
 PHRF A — 1) **TNT**, Tripp 43, Brad Copper, 3 points; 2) **Double Trouble**, J/125, Andy Costello, 6; 3) **Raven**, CM 1200, Mark & Anne Thomas, 9. (10 boats)  
 PHRF B — 1) **Desdemona**, J/120, John Wimer, 3 points; 2) **Word**, Tim Cordrey, 9; 3) **Bodacious**, Farr 40 1T, John Clauser/Bobbi Tosse, 11. (11 boats)  
 PHRF C — 1) **Sheeba**, C&C 99, Michael Quinn, 4 points; 2) **Mintaka 4**, Farr 38 Mod., Gerry Brown; 3) **Always Friday**, Antrim 27, John Liebenberg, 12. (11 boats)  
 PHRF D — 1) **Arcadia**, Modernized Santana 27, Gordie Nash, 4 points; 2) **Uno**, Wyliecat 30,

Steve Wanner, 5; 3) **Mon Desir**, Jeanneau 35, Jerry Nassoly. (8 boats)  
 PHRF E — 1) **El Gavilan**, Wylie Hawkfarm, Christopher Nash, 2 points; 2) **Awesome Deal**, Alerion Express 28, Judith Bentsen, 5; 3) **Fast Eddie**, Santana 20, Todd Craig, 5. (7 boats)

**SUNDAY PURSUIT RACE (10/25)** — 1) **Trinity**, J/22, Greg Greenlee; 2) **Eight Ball**, Moore 24, Scott Easom; 3) **Wicked**, Farr 36, Richard Courcier; 4) **Jack**, Wylie Wabbit, Bill Erkelens; 5) **Arch Angel**, Antrim 27, Bryce Griffith; 6) **More Cowbell**, Moore 24, Bruce Dickinson; 7) **Wasabi**, Kernan 44, Dale Williams; 8) **Arcadia**, Modernized Santana 27, Gordie Nash; 9) **Wile E Coyote**, Express 27,

Dan Pruzan; 10) **Raven**, CM 1200, Mark and Anne Thomas. (204 boats!!!)  
 Complete results at: [www.richmondyc.org](http://www.richmondyc.org)

**Ruth Gordon Schnapp Regatta**  
 Eight boats showed up for the Golden Gate YC's Ruth Gordon Schnapp Regatta for women skippers October 24. A scheduling conflict with the Great Pumpkin Regatta was likely to blame for the lower attendance compared to last year. Aimee Daniel, sailing the 1D35 *Dark and Stormy* won the spinnaker division with Jocelyn Reed Swanson sailing the



# THE RACING

Islander 36 *Zingara* winning the non-spinnaker division.

## RUTH GORDON SCHNAPP REGATTA GOLDEN GATE YC (10/24, 2r, 0t)

SPINNAKER — 1) **Dark and Stormy**, Aimee Daniel, 2 points; 2) **Sonita**, Express 27, Marcia Schnapp, 6; 3) **Luna Sea**, Islander 36, n/a, 8. (3 boats)

NON-SPINNAKER — 1) **Zingara**, Islander 36, Jocelyn Reed Swanson, 3; 2) **Snafu**, Canadian Sailcraft, Leslie Iacopi, 3; 3) **Carita**, C&C 32, Modern Sailing Academy. (5 boats)

Complete results at: [www.ggyc.com](http://www.ggyc.com)

## **St. Francis YC Fall Dinghy and Olympic Classes Regatta**

Eighty-five boats in seven classes showed up October 24-25 for the St. Francis YC's Fall Dinghy and Olympic Classes Regatta. Sailed on the Cityfront in breeze from 12 to 20 knots, the event brought some really quality entries to go with the high quantity of boats.

One positive recent trend at Fall Dinghy has been the traction of the 49er fleet, which is hanging tough on the Bay.

Another is the rapid growth of the Weta fleet, which turned out 10 of the speedy little trimarans.

Yet another was the 25-strong Finn

fleet — the largest of the regatta — which outnumbered even the assembled ranks of the significantly more popular Laser.

## ST. FRANCIS YC FALL DINGHY & OLYMPIC CLASSES REGATTA (10/24-25, 6r, 1t)

29er — 1) **Max Fraser/David Liebenberg**, 5 points; 2) **Antoine Screvel/James Moody**, 11; 3) **JP Barnes/Duncan Swain**, 17. (7 boats)

49er — 1) **Joey Pasquali/Rory Giffen**, 5 points; 2) **Paul Allen/Chad Freitas**, 12; 3) **Eric Aakhus/Cameron McCloskey**, 15. (6 boats)

505 — 1) **Mike Holt/Carl Smit**, 6 points 2) **Jeff Miller/Mike Smith**, 8; 3) **Eben Russell/Jay**



**Alain Thébault's 'l'Hydroptère' claiming the speed record over a nautical mile. The trimaran foiler stole some kiteboarder thunder in November in the South of France.**

## THE BOX SCORES

Yahoo! Midwinters have started up for the season. and the big turnouts around the Bay so far have been rewarded with just awesome conditions. We don't have the time or manpower to chase down all the results. Please post them on your club's website or send them directly to the Racing Editor at [rob@latitude38.com](mailto:rob@latitude38.com). Our format, to 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). So please do your best to get us that info, and we'll do our best to get that info into *Latitude 38*, and *Lectronic Latitude*.

## GOLDEN GATE YC MANNY FAGUNDES SEA-WEED SOUP SERIES #1(11/17, 1r)

PHRF 1 (PHRF ≤ 50) — 1) **Kokpelli**, SC 52, Lani Spund/Scott Easom; 2) **Double Trouble**, J/125, Andy Costello; 3) **War Pony**, Farr 36, Mark Howe. (15 boats)

PHRF 2 (PHRF 51-99) — 1) **Q**, Schumacher 40, Glenn Isaacson; 2) **Yucca**, 8 Metre, Hank Easom; 3) **Relentless**, Sydney 32, Arnold Zippel. (15 boats)

PHRF 3 (PHRF 100-129) — 1) **El Raton**, Express 27, Ray Lotto; 2) **Shenanigans**, Express 27, Bill Moore; 3) **Uno-129**, Wyliecat 30, Steve Wonner. (14 boats)

PHRF 4 (PHRF 130+) — 1) **Arcadia**, Modernized Santana 27, Gordie Nash; 2) **La Paloma**, IOD, James Hennefer; 3) **Xarifa**, IOD, Paul Manning. (7 boats)

CATALINA 34 — 1) **Sea Spirit**, Laurence Baskin & Herbert Bros; 2) **Queimada**, David Sanner. 3) **Wind Dragon**, Dave Davis. (9 boats)

KNARR — 1) **Flyer**, Chris Kelly; 2) **Knarr 134**, J. Eric Gray; 3) **Pegasus**, Peter Noonan. (4 boats)

FOLKBOAT — 1) **Polperro**, Peter Jeal; 2) **Thea**, Chris Herrmann; 3) **Windansea**, Don Wilson. (8 boats)

Complete results at: [www.ggyc.com](http://www.ggyc.com)

## SAUSALITO YC MIDWINTER #1(11/1, 1r)

DIVISION A (SPINNAKER) — 1) **Trascher**, Merit 25, Harriet Lehmann; 2) **Gammon**, Tartan 10, Jeff Hutter; 3) **JR**, Moore 24, Richard Korman. (14 boats)

DIVISION C — 1) **Q**, Schumacher 40, Glenn Isaacson; 2) **Grey Ghost**, Hanse 342, Doug Grant; 3) **Min Flicka**, Hanse 37, Magnus Le Vicki. (7 boats)

DIVISION D — 1) **Homus**, Ericson 27, Josh Dvorson; 2) **French Kiss**, Beneteau 350, Dave Borton; 3) **Gerónimo**, Lancer 30M, Michael Campbell. (8 boats)

DIVISION E — 1) **Tackful**, Santana 22, Frank Lawler/Cathy Sterhoff; 2) **Kelly Shawn**, Santana 22, Leah Pepe; 3) **Inshallah**, Santana 22, Shirley Bates. (3 boats)

Complete results at: [www.syconline.org](http://www.syconline.org)

## ISLAND YC ISLAND DAYS MIDWINTERS #1 (11/8, 1r)

DIVISION A (PHRF ≤ 138) — 1) **Rascal**, Wilderness 30, Rui Luis; 2) **Outsider**, Azzura 310, Greg Nelsen; 3) **Audacious**, J/29, Scott Christensen. (4

boats)

DIVISION B (PHRF 168) — 1) **Bewitched**, Merit 25, Laraine Salmon; 2) **Bandido**, Merit 25, George Gurrola; 3) **My Tahoe Too**, Capri 25, Steve Douglass. (5 boats)

DIVISION C (PHRF 139-180) — 1) **Crazy Eights**, Moore 24, Aaron Lee; 2) **Galatea**, Aphrodite 101, Ken Viaggi; 3) **Lelo Too**, Tartan 30, Emile Carles. (4 boats)

DIVISION D (PHRF 181+) — 1) **Bodrum Sunset**, Catalina 27, David Ross; 2) **Dominatrix**, Santana 22, Heidi Schmidt; 3) **Blueberry**, Nonsuch 22, John Foster. (5 boats)

DIVISION E (NON-SPINNAKER) — 1) **Iskra**, Mercury, Paul Mueller; 2) **Knotty Sweetie**, C&C 32, Martin Johnson; 3) **Scrimshaw**, Alerion Express 28, Michael Maurier. (5 boats)

Complete results at: [www.iyc.org](http://www.iyc.org)

## BERKELEY YC MIDWINTERS SATURDAY SERIES (11/14, 1r)

DIVISION A (PHRF < 78) — 1) **Kika**, Flying Tiger 10M, Marc Pinckney; 2) **Jeannette**, Frers 40, Henry King; 3) **Advantage 3**, J/105, Pat Benedict. (9 boats)

OLSON 30 — 1) **Hoot**, Andrew Macfie; 2) **Voodoo Child**, Charles Barry; 3) **Wraith**, Ray Wilson. (5 boats)

DIVISION B (PHRF 81-105) — 1) **Mintaka 4**, Farr 38m, Gerry Brown; 2) **Baleineau**, Olson 34, Charles Brochard; 3) **Flexi Flyer**, Soverel 33, Mitchell Wells. (9 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Will Paxton/Mark Jones; 2) **El Raton**, Ray Lotto; 3) **Moxie**,





Miles, 16. (9 boats)

WETA — 1) **Chris Kitchen**, 5 points 2) **Bob Hyde**, 14; 3) **Bruce Flemming**, 14. (10 boats)

FINN — 1) **Ed Wright**, 5 points; 2) **Andrew**

Jason Crowson. (17 boats)

ULTIMATE 20 — 1) **UFO**, Trent Watkins; 2) **Salsa**, Matt & Steve Boroughf; 3) **Euphoric**, Phil Kanegsberg/Denise Hammond. (7 boats)

DIVISION C (PHRF 108-168) — 1) **Phantom**, J/24, John Guilford; 2) **Frogrips**, J/24, Richard Stockdale; 3) **Painkiller**, Moore 24, Ian Whitney. (5 boats)

DIVISION D (PHRF 171-198) — 1) **Starkite**, Catalina 30, Laurie Miller; 2) **Harry**, Newport 30, Dick Aronoff; 3) **Achates**, Newport 30, Robert Shock. (5 boats)

DIVISION E (PHRF 201+) — 1) **Can O' Whoo-pass**, Cal 20, Richard vonEhrenkrook; 2) **Fjording**, Cal 20, n/a; 3) **Latin Lass**, Catalina 27 IB, Bill Chapman. (6 boats)

Complete results at: [www.berkeleyyc.org](http://www.berkeleyyc.org)

#### BERKELEY YC MIDWINTERS SUNDAY SERIES (11/15, 1r)

DIVISION 1 (PHRF < 99) — 1) **For Pete's Sake**, Ultimate 24, Peter Cook; 2) **Sweet Okole**, Farr 36, Dean Treadway; 3) **Flexi Flyer**, Soverel 33, Mitchell Wells. (8 boats)

OLSON 30 — 1) **Hoot**, Andrew Macfie; 2) **Wraith**, Ray Wilson; 3) **Voodoo Child**, Charles Barry. (5 boats)

EXPRESS 27 — 1) **Tule Fog**, Steve Carroll; 2) **Eagle**, Ross Groelz; 3) **Wetsu**, Phil Krasner. (6 boats)

ULTIMATE 20 — 1) **Salsa**, Matt & Steve Boroughf; 2) **U again!**, Chuck Allen; 3) **Euphoric**, Phil Kanegsberg/Denise Hammond. (6 boats)

DIVISION 2 (PHRF 102-177) — 1) **Twoirational**, Moore 24, Anthony Chargin; 2) **Iwishiwasawabbit**, Moore 24, Pete Rowland; 3) **Painkiller**, Moore 24, Ian Whitney. (5 boats)

Kern, 18; 3) **Henry Sprague**, 21. (25 boats)

LASER RADIAL — 1) **Annie Rossi**, 10 points; 2) **Richard Leland**, 12; 3) **Trevor Rowderer**, 13. (9 boats)

LASER — 1) **Peter Phelan**, 9 points; 2) **Tracy Usher**, 14; 3) **Sean Kelly**, 14. (18 boats)

Complete results at: [www.stfyc.org](http://www.stfyc.org)

#### Race Notes

*The fastest and the furious* — Barely two months after crossing the 50-knot threshold, and a year after a spectacular crash caused by ventilating foils when it briefly reached over 60-knots in a puff, the French foiling trimaran **l'Hydroptère** confirmed its status as the planet's fastest sail-powered craft, beating the existing record at an average speed of 50.17 knots over one nautical mile

Alain Thébault and his ten-man crew achieved the feat at their speed base in Hyères, France on November 8, in a 28-knot northwesterly wind. Most importantly, the boat — which can go upwind and/or offshore if so desired — reclaimed the speed record from the upstart kiteboarders who sail in six inches of water.

*Do-over* — By the time you read this,

DIVISION 3 (PHRF 180+) — 1) **Antares**, Islander 30-2, Larry Telford; 2) **Latin Lass**, Catalina 27 IB, Bill Chapman; 3) **London Calling**, Santana 22, Megan Dwyer. (5 boats)

CATALINA 22 — 1) **Dumbo**, David Torrisi; 2) **No Cat Hare**, Donald Hare; 3) **Salsa Verde**, Dave Strain. (3 boats)

Complete results at: [www.berkeleyyc.org](http://www.berkeleyyc.org)

#### ENCINAL YC JACK FROST SERIES (11/14-15, 2r, 1t)

PHRF ≤ 130 — 1) **Arch Angel**, Antrim 27, Bryce Griffith; 2) **Xtreme**, Hobie 33, Keith Dettman; 3) **Salt Peanuts**, Dees GP 26, Steve Saperstein. (10 boats)

OLSON 25 — 1) **Shadowfax**, Mark Simpson; 2) **Balineau**, Dan Coleman; 3) **Shark on Bluegrass**, Falk Meissner. (4 boats)

SF 30 — 1) **Shameless**, Schumacher 30, George Ellison; 2) **Audacious**, J/29, Scott Christensen; 3) **Topgallant**, Tartan 10, Jim Lindsey. (8 boats)

PHRF ≥ 131 — 1) **Carlos**, Santana 22, Jan Grygier; 2) **Eclipse**, Wylie Hawkfarm, Fred Hoffman; 3) **Tchoupitoulas**, Santana 22, Stephen Buckingham. (11 boats)

Complete results at: [www.encinal.org](http://www.encinal.org)

#### REGATTAPRO WINTER ONE DESIGN (11/14, 2r/Qt)

J/120 — 1) **Chance**, Barry Lewis, 3 points; 2) **Dayenu**, Don Payan, 3; 3) **Grace Dances**, Dick Swanson, 6. (7 boats)

J/105 — 1) **The Stork**, John Horsch, 3 points; 2) **Wonder**, Tom Kennelly, 4; 3) **Racer X**, Rich Pipkin/Phil Laby. (9 boats)

J/24 — 1) **Downtown Uproar**, Darren Cum-

Franck Cammas' 105-ft trimaran **Grou-pama 3** will be on her way back to Brest for another attempt at the Jules Verne Trophy for the 'round the world record after a week spent in Cape Town to repair a damaged bulkhead in the port ama and reinforce the same one on the starboard side.

The boat's shore team was already onsite as of this writing, and working in what they called "dry, oppressive heat," which is about as ideal conditions as you can get for working with composites.

An evaluation revealed that the broken bulkhead — located right where the aft crossbeam meets it — was underspec'd. So the team began what they forecasted as a week-long process to replace the bulkheads in both amas — work that was to be done while the boat was in the water. An analysis of the surrounding structure revealed that there was no damage beyond the bulkhead itself.

Sailing at 90° true in a north-northeasterly breeze of up to 35 knots, Thomas Coville and Bruno Jeanjean were on deck and averaging 25 knots of boatspeed when the bulkhead failed.

"There was a small fissure between the aft beam and the port float," Cammas said. "Conditions were really bouncy

ming, 2 points; 2) **TMC Racing**, Michael Whitfield, 4; 3) **Vitamin J**, Knut Westby, 7. (5 boats)

MELGES 24 — 1) **Personal Puff**, Dan Hauserman, 3 points; 2) **Wilco!**, Doug Wilhelm, 5; 3) **Bones**, Robert Harf, 6. (7 boats)

MOORE 24 — 1) **Absinthe**, Dan Nitake, 5 points; 2) **Tortuga**, Caleb Everett, 6; 3) **Topper II**, Conrad Holbrook, 6. (14 boats)

Complete results at: [www.regattapro.com](http://www.regattapro.com)

#### SOUTH BEACH YC ISLAND FEVER SERIES (11/21)

PHRF ≤ 109 — 1) **Ninja**, Flying Tiger, 10M, John Lymberg; 2) **Wasabi**, Kernan 44, Dale Williams; 3) **Whisper**, J/105, Marc Vayn. (5 boats)

PHRF 110-150 — 1) **Lazy Lightening**, Tartan 10, Tim McDonald; 2) **Stink Eye**, Jonathon Gutoff/Christine Weaver; 3) **Jet Lag**, Catalina 34, Torin Knorr. (7 boats)

PHRF 151+ — 1) **Ruth E**, Catalina 27, Bill Davidson; 2) **Auggie**, Santana 22, Sally Taylor; 3) **Dancing Bear**, Catalina 30, Joe/Ray n/a. (4 boats)

NON-SPINNAKER — 1) **Alpha**, Sonar, Jim/gilbert n/a; 2) **Popeye & I**, Cal 9.2, Ruth Summers; 3) **Seaview**, C&C 115, Pete Hamm. (10 boats)

Complete results at: [www.southbeachyc.org](http://www.southbeachyc.org)

#### SEQUOIA YC WINTER SERIES (11/7)

SPINNAKER — 1) **Head Rush**, Antrim 27, Charlie Watt; 2) **Primordial Sloop**, Express 37, Henry Kelinberg; 3) **Pizote**, Santana 30/30, John Ryan. (10 boats)

NON-SPINNAKER — 1) **Sweet Pea**, Islander 30, Tim Peterson; 2) **TimBuktu**, Freedom 30, Dan Doud. (2 boats)

Complete results at: [www.sequoiayc.org](http://www.sequoiayc.org)

# THE RACING

— we came to a standstill with the wind right on our tail so as to be able to open the hatch and get down inside the float. Part of the section between the beam and the float, level with the bulkhead, had become detached.

The Bay Area's Stan Honey had navigated the boat to a 345-mile lead over the reference time of the current record when the damage occurred.

*Top dawgs* — American Olympic gold medalist Anna Tunnicliffe and Brazilian Volvo Ocean Race winner Torben Grael were named the female and male **Rolex ISAF World Sailors of the Year** at the body's annual meeting in Korea in mid-November.

As we did with last year's results, when Ben Ainslie was chosen over Francis Joyon and his record setting, sub-two-month solo circumnavigation, we question whether there's a bias amongst the national governing body voters against French sailors.

Grael is definitely one of the best rac-



DANIEL FORESTER/ROLEX

**Anna Tunnicliffe and Torben Grael were named the '09 Rolex ISAF World Sailors of the year.**

ing sailors of all time, but we think his selection was ill-considered.

Winning the Volvo is one hell of an accomplishment, but we can't help think-

ing that the voters overlooked the fact that Grael basically came into a program that had already been set up by John Kostecki and was running on all cylinders with an extremely talented, experienced, and solid group of sailors like watch captain Stu Bannatyne.

The whole program was so far underway that Grael's influence on the end product was limited to less than a third of the four-year evolution.

Compare that to Michel Desjoyeaux, who won his third Vendée Globe — he's the first to do that — in a boat that, from the outset, was the product of his experienced and fecund mind.

The synergy of Desjoyeaux's overall concept — he carried a radically different sail inventory of his own conceiving and had one of the lightest boats in the fleet by virtue of careful development, for example — proved to be far advanced compared to that of his rivals in a race

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for which no fewer than 20 brand new boats were built and sailed by some of the top names in shorthanded offshore sailing.

Not only did he win the race, but he did so after restarting nearly two days late due to an engine malfunction! Along the way, he took five days off the existing race record on a course that was some 1,200 miles longer than the edition in which it was set, beat the second place boat by one week and 1,000 miles, and averaged some two knots faster around the world!

For her part, Tunnicliffe had a phenomenal year, winning almost everything she sailed, against some of the best in the world. But on the men's side, we feel like this award has gone to the wrong people for the last two years, and is thus cheapened.

From the protest room — "For several years regatta organizers have noticed a deterioration in the handling of protests and a **decline in the number of capable protest chairmen**," reports St. Francis YC Executive Race Committee chair



SERGEI ZAVARIN/WWW.ULTIMATE-YACHTSHOTS.SMUGMUG.COM

John Siegel. "With only 11 US Sailing certified judges, our area struggles to seat competent protest committees. Earlier this year the St. Francis YC decided to invite several local yacht clubs' race managers to discuss the the issue.

**Cal dogs Stanford at the Big Sail. But the Cardinal prevailed, at least on the water.**

"The meeting was well attended and the St Francis YC convened a series of six dinner meetings for prospective judges," he added. "Attending clubs were asked to nominate members to attend. The intent was to train a cadre of new judges and



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# THE RACING

prepare them for a US Sailing Judges Workshop at the end of October. The first of the six meetings was held at the end of April.

"With support from the St Francis YC board who funded the meetings, deciding who to invite was a challenge because we knew we wanted to develop a new set of judges with current racing experience," he said. "As it turned out, 20 prospective judges attended six lengthy meetings and prepared themselves to become certified judges at the workshop.

"The results have been gratifying," he added. "With assistance from local judges Doug Sloan, Chuck Eaton, and Mike Gross serving as joint instructors, 18 prospective judges attended the workshop, and are on their way to meeting the experience requirements for becoming certified. Taught by Regional Administrative Judge John Christman and myself, the workshop's result is that we expect to have 15-20 new judges available to hear protests at all of our yacht clubs by the end of 2011 and the club is contemplat-



A pair of J/24s soak downwind at the first RegattaPRO Winter One Design Series.

ing a similar program for 2010 that will address race management."

Siegel asked that those needing pro-

test committee assistance contact him at [jasiegel@earthlink.net](mailto:jasiegel@earthlink.net) for a list of available judges-in-training.

**Cross-Bay Rivalry** — The Stanford Cardinal took **The Big Sail** yet again on November 17. Unfortunately for the Stanford fans' Rose Bowl aspirations, the Big Game didn't go as well.

**Don't put it off** — You may remember that in last month's Sightings, we reported that the '10 **Pacific Cup** was already up to about 50 entries. Since then, another ten boats have signed up, so don't take too much time getting your entry in; you might find you'll be left on the dock come next July!

**Hmmmm** — Last month Sailing World, owner and organizer of the Sperry Top-Sider **NOOD** Regatta series, announced that the newest re-addition to its '10 schedule of nine regattas will be here on the Bay. The regatta will be hosted by the St. Francis YC and is set to take place on the Bay on June 26-27 with a possible June 25 start for classes

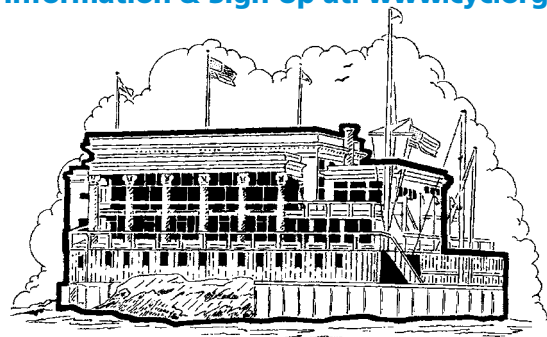
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hosting their class championships over a three-day period.

The event will be returning to the Bay Area after a six-year hiatus; it ran from 1990 to 2003 and we remember it being held on Labor Day weekend, in close proximity to the Rolex Big Boat Series.

In order to encourage a large turnout, the club is planning to have three courses: one for dinghies, one for one-design keelboats, and one for larger keelboats racing one-design or under IRC.

The only bad thing we can see in this is development is that it coincides with Ullman Sails' Long Beach Race Week, Southern California's premiere regatta.

There hasn't been a lot of travel up and down the state in recent years compared to a decade ago, which makes it even more imperative that we don't dilute the participation pool.

Not to mention that it's a little silly to schedule an event a week after the Encinal YC's Coastal Cup which goes the opposite direction. We hope to see a change in the scheduling to allow more boats the chance to do all three events.



LATTITUDE/ROB

**A boatspeed differential creates a pile-up at the Encinal YC's Jack Frost series on the Circle November 14. The series skips December before resuming in January.**

When the weather outside . . . — is delightful, go sailing! This year's mid-winter series have so far been blessed with beautiful sunny days and decent

pressure. The turnouts have been very promising, and with so many to choose from, you should have no trouble finding one that suits you. So get out there and enjoy it!

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• IN SAUSALITO •



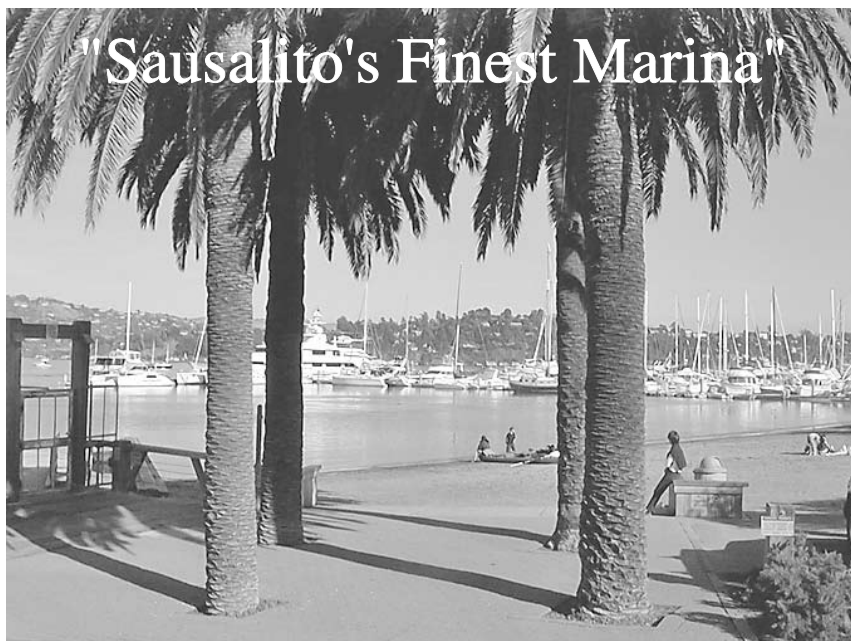
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# WORLD

With a special overview this month on **Bareboat Racing Charters** in the Eastern Caribbean and elsewhere.

## All I Want for Christmas Is a Regatta Charter with My Buddies

There are dozens of reasons why bareboat chartering continues to be a successful vacation option 40 years after its conception. It's exhilarating yet relaxing, and personally fulfilling yet only minimally demanding. It facilitates friends and family bonding with each other while also bonding with nature. It gives kids 24/7 exposure to the nautical life, while often allowing them to explore the wonders of the underwater world. The list goes on and on. . .

As far as we can tell, though, most sailors who choose bareboating over other vacation options year after year, do so simply so they can chill out in some sunny locale, seemingly a million miles from their workaday routines. If they did nothing but stare at the scenery all day with a cool drink in hand while ghosting along at 4 knots, they'd be perfectly happy. But that's not enough for some sailors; their definition of fun includes fast action and the sensation of adrenaline pumping through their veins. If that sounds like you, we've got just the solution: a bareboat charter timed with a prime regatta.

Bareboat bases are invariably located in the most idyllic sailing venues on the planet. And many of those places have long-established regattas that are organized by local sailors and expats in residence. Since most handicapped,

***Dutch St. Maarten's Heineken Regatta is now the second largest Eastern Caribbean battleground. Bareboats are always welcome.***

mixed-design regattas have the attitude that 'the more the merrier', bareboats are usually welcome to compete.

If you're a hard-core racer at home, you will have to accept certain realities: except in some French islands, spinnakers are almost never offered on bareboats, and we haven't seen one yet that comes with a whisker pole. Also, even with so-called "performance" bareboats, the weight of interior creature comforts and tankage keep it from performing like a stripped-out racer/cruiser.

That said, however, at the colorful regattas we'll mention below, you'll always find well-matched, boat-for-boat competition with at least a few boats of similar size and design. And in the special bareboat divisions — which some of the largest regattas now feature — your closest competitors will often be from somewhere other than the U.S. Getting to know them while rehashing the day's competition often adds to the richness of the experience.

Most regattas we'll list here take place over long weekends, while several last a whole week. In either case, our advice is to begin your charter a few days ahead of time so you can learn your boat's strengths and weaknesses, performance-wise. Naturally, you'll want to decide who's going to do what during races — driving, calling tactics, grinding,

popping brewskis, etc. And, of course, before the first starting gun fires, you'll want to be clear on subtleties like how high your boat can point, and how deep she can head while still holding good sail shape — some modern bareboats have swept-back spreaders which can substantially affect your jibe angles.

Although there's a limit to how much tweaking you can do to a bareboat's running rigging, we always bring some extra line and a snatch block or two in case we want to barber-haul the genoa sheets, rig a preventer on the main, or whatever. (We haven't seen a bareboat yet that comes with a supply of miscellaneous cordage.) If you have a good countdown watch, you'll want to toss it in your seabag along with a handheld GPS, if you have one. Not all boats have nav gear in the cockpit. And even if your rental rocket has a late-model chartplotter at the helm, you probably won't understand its functions as well as the unit you use at home. It's always good to bring along a handheld VHF or two also, so you'll be assured of hearing countdowns or call-backs from the helm — and can communicate with



BVI SPRING REGATTA



HEINEKEN REGATTA



# OF CHARTERING



**The British Virgin Islands Spring Regatta was the first to embrace bareboat competition in a big way. The fleets are huge.**

shore parties on non-race days.

Another tip, which you might accomplish by arriving early, is to pick the brains of an experienced local racer, if possible, about where lifts and headers are typically found around local headlands. Ask also where the nasty, unmarked reefs are, and how local currents run.

All this aside, perhaps the most important key to having a fun and successful regatta charter is picking the right crew. This does not mean the most aggressive, triple-type-A sailors you know. Instead, invite friends who know the ropes, understand the rules, and have good tactical sense, but can also shake off mistakes or dismal performances and still have fun. After all, at the end of the day, it's more about having been in the thick of it, revved up and giving it your best, than the size of the pickle dish you bring home to collect dust.

The biggest and best regattas in the Eastern Caribbean take place during

the winter months and early spring. And while the lead time for some of them may be relatively short, in this down economy boats are still available, as are reasonably priced flights and deeply discounted hotel rooms.

The most famous of all, of course, is

Antigua Sailing Week, which will celebrate its 43rd running April 24-30. It features challenging courses, great competition and epic beach parties. Bareboats are available on the island, at neighboring Guadeloupe and from St. Martin (100 miles north).

St. Maarten's Heineken Regatta is now nearly as big, with more than 200 boats, including special bareboat-only divisions. Dates of the 30th edition are March 4-7; plenty of bareboats are available locally.

Next, in the order of magnitude, is the British Virgin Islands' signature event, the week-long BVI Spring Regatta & Sailing Festival, slated for March 29 - April 4, with three days of fleet racing and additional events at the Bitter End Yacht Club. As this is the largest charter center in the world, there are plenty of boats to choose from locally.

But you needn't limit your options to the biggest and most venerable. There's plenty of fun to be had at smaller regattas such as Bequia's Easter Regatta, April 2-5, a friendly gathering in the northern Grenadines where there are classes for hand-built wooden sloops as

well as for charter boats and cruisers. Bareboats are available at nearby St. Vincent or Union Island.

Grenada Sailing Festival, January 29

**Even on light air days, racing at the Tahiti Pearl Regatta is a thrill. The scenery is gorgeous and spinnakers are available to use.**



LATITUDE / ANDY



# WORLD OF CHARTERING



CHRISTIAN DUROCHER / TAHITI PRESSE

to February 2, is ramping up for a new level of competition this year with longer courses and new deep-water marks. Boats are available locally.

You can also charter a boat at Grenada for the long-established Angostura Tobago Sail Week, slated for February 7-14. It, too, attracts both local sailors and cruisers, some of whom have just crossed the Atlantic from Europe.

**With its international field of entries, starting line competition can be intense at the Tahiti Pearl Regatta.**

One to put on your calendar for next fall is the Golden Rock Regatta. Unlike other key Caribbean events, it happens in November, timed with St. Eustatius' famous hailing of the American ship *Andrew Doria* on November 16, 1776 — "the shot heard round the world." The

five-day regatta travels from French St. Martin to Anguilla, St. Eustatius and back. Big fun.

Outside the Caribbean, there are other regattas to consider. The Tahiti Pearl Regatta, May 12-16, is one of our favorites. Bareboaters from Europe, the U.S., various South Pacific nations and Japan compete against local Frenchmen and visiting cruisers in races both inside and outside the reef-fringed lagoons. Nightly parties feature cultural music and dance — plus an occasional fire-dancer.

Another one to think about for next winter is Thailand's famous King's Cup Regatta (first week of December). This eight-day event at the beginning of Phuket's prime sailing season attracts globe-trotting cruisers, plus Aussies, Kiwis and a contingent of bareboaters. There's great parties, amazing scenery and truly international competition.

As you can see, even if you don't consider sailing to be fun unless it involves fast action and spirited competition, there just might be a bareboat charter in your future.

— *latitude/andy*

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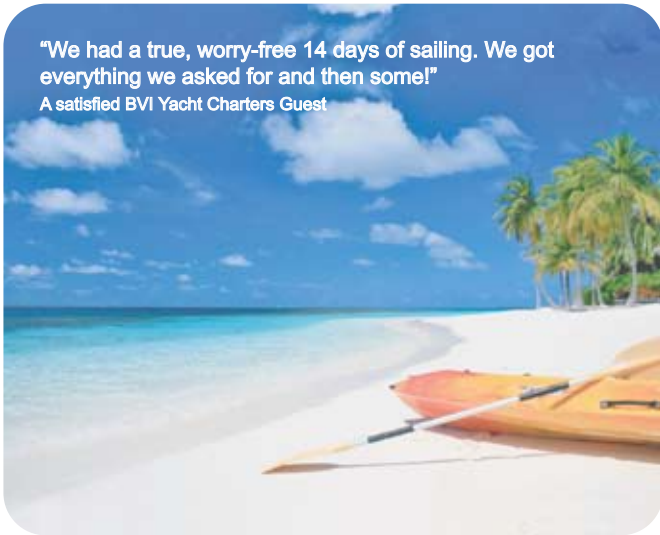
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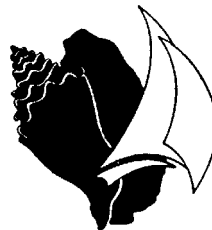
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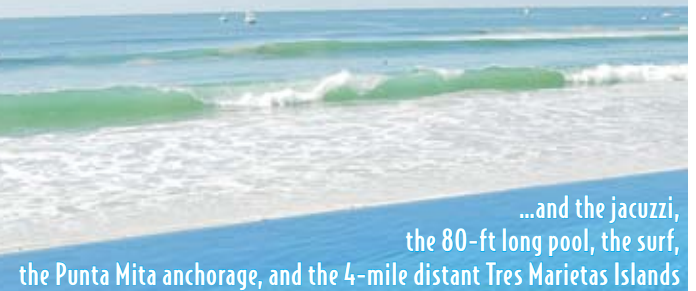


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# CHANGES

With reports this month from **The Hawke of Tuonela** on Webb Chiles' fifth solo circumnavigation; from **Toucan Tango** on the sweet and simple cruising in Turkey; from **Blue Sky** on a stop at Hell-ville, Madagascar; from **Nomad** on dangers posed by other cruisers; from **Sea Bear** on a sixth trip to Bermuda; from **Talion** on the Ha-Ha from a woman skipper's perspective; from **Beach Access** on literally getting hooked on Isla Isabella; from **Nataraja** on the Big Mama YC in Tonga; and a healthy serving of **Cruise Notes**.

## The Hawke of Tuonela — One Ton Webb Chiles Fifth Solo Circumnavigation (Opua, New Zealand)

I'm back in Opua, New Zealand, having arrived two weeks ago from Bora Bora aboard *The Hawke of Tuonela* to complete the final leg of my fifth circumnavigation. This one was west about via Australia, the Cape of Good Hope and Panama. It took me from April of '08 until October of '09 — just under 18 months.

At a sailing time of 193 days, 10 hours, the fifth was my fastest time around, beating my '75-'76 time of 203 days. More than 30 years ago, 203 days was the record for a solo circumnavigation. While my time in *The Hawke of Tuonela* is far from a world record time now, it might well be a record for boats more than 30 years old. *Hawke* was launched in January of '76. Both the first and my most recent circumnavigations were aboard 37-ft boats that were designed to the IOR racing rule. *Egregious* is an Ericson 37; *The Hawke of Tuonela* is a Heritage One Ton.

Why would I do circumnavigations with boats that were designed to sail fast to a rating rule rather than being inherently fast, and which are notorious for being unstable downwind? They are

**A \$2,000 mooring "with a million dollar view," is the only property Chiles has ever owned. He prefers moorings as a buffer to society.**



"Old men should explore," T.S. Eliot tells Chiles.

what I could afford, not what I ideally would have. When *Hawke* was new, she cost less than \$25,000. I bought her in '93 as a stripped out racer for \$22,500. Today's cutting edge racing boats may sail three times faster, but they cost 50 to 100 times more.

Naval architect Robert Perry has said that old IOR boats are the least expensive way to go sailing. He describes them as reasonably strong, good sailing boats, and that the problems with steering them downwind can be lessened if they aren't pushed hard. I still routinely set asymmetricals on gennaker furling gear, but get them down before they overpower my Monitor self-steering vane.

I admit there is some satisfaction in setting a personal-best in old age. I turn 68 this month. To the best of my knowledge, I've done more singlehanded circumnavigations than any other American. There is a Japanese man who has sailed around the world more than I have, but with some sponsorship, and sometimes in around-the-world races. I like to think that I have done more with less than anyone else.

As to what is next, perhaps nothing. I've completed circumnavigations in four successive decades. Two in this one. That might be enough. If I do ever go around again, it will be via Cape Horn for the third time, but not before November '11. After all, I have to save something for my seventies.

— webb 11/05/09

Readers — Chiles' accomplishments are even more remarkable when you consider the never-ending difficulties he had during the first half of his first circumnavigation, and the fact that he did one of his circumnavigations aboard an 18-ft open boat.

"People who know of me, probably know me as a sailor, but I have always thought of myself as an artist," Chiles has written. "I believe that the artist's defining responsibility is to go to the edge of human experience and send back reports." He further writes, "A sailor is an artist whose medium is the wind. Live passionately, even if it kills you, because something is going to kill you." Chiles says



he once believed that he was an artist of women, too, but after more marriages than circumnavigations, he thinks that may have been a delusion.

Chiles' goal has always been to live an epic life. That involves extreme highs and extreme lows. He has twice lost everything. The first time was in '82, when he was imprisoned as a spy in Saudi Arabia while doing a circumnavigation aboard Chidiock Tichborne, his 18-ft open boat. While falsely imprisoned, he didn't own a single object, not even a teaspoon or a T-shirt. The second time was in '92, when his 36-ft sloop *Resurgam* sank off the coast of Florida. Swimming and floating for 26 hours, he was carried more than 125 miles by the Gulf Stream before coming to an anchored fishing boat.

Chiles takes some pride in the fact that he's lived on the edge and risked everything for so long. As he once wrote, "Almost dying is a hard way to make a living." But there is no denying it's all been part of what already has been an epic life.





# IN LATITUDES



TOUCAN TANGO

**Typically Turkey — the view from the castle at Kalekoy. Such small bays and villages are common on the southeast coast of Turkey.**

## **Toucan Tango — Catana 47 Cat Marvin and Ruth Stark Turkey (Rancho Cordova)**

[Continued from the October and November Changes.]

Having had a lifetime's fill of Egypt, we had an uneventful three-day trip across the Med to Turkey. After clearing into Turkey, we stayed at Finike Marina for one month. It cost a tad over \$1,400 — and that was with the monthly discount. Most marinas in Turkey are expensive, and so is diesel at \$10/gallon.

That said, the Turkish people are friendly, and the produce and food are fresh and delicious. Despite the cost of berthing and diesel, cruising in Turkey has been so great that I've been delinquent in sending this report. It's now September, and we've not been into a marina since Finike. We've just been

cruising from bay to bay along the Turkish coast, and having a wonderful time doing it.

For the last week — or has it been two weeks? — we've been anchored here in Keci Buku, a lovely small bay with mountains on two sides and pine trees down to the water. The end of the bay has a small valley that goes about three miles inland to the base of the steep mountains. Water from the mountains runs into a small reservoir that provides water for the farming community in the small valley.

Ruth and I took a three-hour walk through the community. It was all small farms, where the people grow everything that you can imagine. And they have four and five crops a year! We walked along eating ripe figs from the roadside trees, with an occasional sprig of grapes. Most of the corn fields also had a full ground cover crop of low green plants

that we eventually realized were peanuts. We visited one home where the family produced oregano oil. They dried the plants, pressed them to extract the oil, then boiled and distilled the oil. It's similar to making booze, but more work. Several other farms processed their own olives.

Each house in the valley has a bit of property where the residents raise corn, peppers, lettuce, arugula, tomatoes, cucumbers, watermelons, cantaloupes, eggplant, peanuts and several other crops that we didn't recognize. Most houses had chickens and a sheep or two, and maybe a goat or cow. Many of the houses were surrounded by shade trees. The shade trees grew peaches, apricots, walnuts, oranges, limes and apples. There were lots of pomegranate and fig trees, too.

The higher ground between the fertile valley and the mountains was terraced for growing oregano and for olive trees. Beneath some of the olive orchards were a huge number of beehives. You can still buy honey here in the comb.

Life is very simple and relaxing in this part of Turkey. The people get up at dawn to work in their gardens a bit, then have a large lunch followed by an afternoon nap. After the nap, they visit with friends and neighbors, and maybe have a drink or two. Later they barbecue something for dinner on charcoal or wood cookers. People go to bed shortly after dark.

Ruth and I have been living on our

***This archway provides a peek into the world of cruising in Turkey, where most prices are low, the water is blue and the people are friendly.***



TOUCAN TANGO

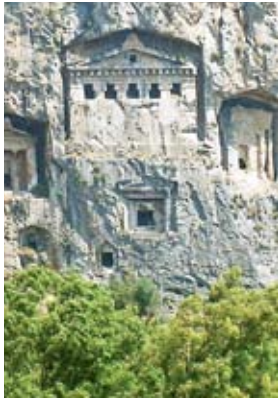


TOUCAN TANGO



# CHANGES

boat almost as free and simply. Our eight solar panels generate enough power to run the fridge, a small freezer, a computer or two, the washing machine occa-



**The ancient Lycian tombs.**

sionally, and the lights. All of our lights are LEDs that use 1/10th the power of incandescent bulbs. We buy food at the local open air farmer's markets on Tuesdays and Saturdays. Water is free from the local pier. We get free Wi-Fi internet from a marina about half a mile away. I stuck my small antenna in a bowl, hung it in the rigging, and focused it on the marina. It may not be high speed, but we can follow the major news.

The weather has been perfect, as there hasn't been a drop of rain in months. We swim off the back of the boat every afternoon, followed by showers where the water has been heated by the sun. Bottom line, we live as simply as possible. In fact, we'd better be careful or the next thing you know we'll have become teetotalers and vegetarians! We're not totally green, as we use a bit of gasoline instead of rowing when we occasionally go to shore. And sometimes we do splurge. For example, we even went out to dinner last night!

But it's here in Turkey that we feel as though we've finally entered the real cruising mode. No shirt, no shoes and no shave. It's really fun, and at age 71, I feel as though I have finally retired.

We would update our website, but it

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TOUCAN TANGO

appears that the Turkish government is suing Google, so we can't access it currently. But no worries.

— marvin 10/01/09

## **Blue Sky — DownEast 45 Ketch The Mather Family On Our Way To South Africa (Redondo Beach)**

After leaving the Chagos Archipelago in the Indian Ocean, our initial plan was to go to the Seychelles. But thanks to Somali pirates' expanding their operations to that area, the archipelago was blockaded. As a result, we decided to sail from the Chagos to Madagascar, rounding Cape d' Ambre on the northern tip of the island. Duncan and Irene on the 39-ft Canadian sloop *Moose* had the identical idea, so we decided to convoy.

Maintaining radio silence on VHF, we set up a sked on the SSB, using an alphabetic code rather than numbers. This enabled us to communicate our positions. The larger ships we encountered were also very apprehensive. They were quiet on the VHF and two didn't show any running lights.

The wind died three days from the cape, so we turned on the motor. We hoped it would stay calm for our rounding, as Cape d'Ambre is notoriously treacherous. Most yachties are said to be traumatized by the experience of passing it, as the wind rarely blows under 30 knots and the current flowing from the Mozambique Channel into the Indian Ocean causes large and confused seas. It's called "The Witches' Cauldron." So you either sail 100 miles offshore or 100 meters from the shore. We chose the latter and made it unscathed — zero knots of wind and zero swell. But the current on the east side increased our speed over the bottom to 10 knots! Once we rounded the cape and hit opposing current, we slowed to four knots.

After the 11-day passage, we dropped anchor in an uninhabited cove on Nosy Hara. While underway we maintain a four-on, four-off watch schedule, so we were really looking forward to a full night's sleep. Unfortunately, the wind shifted that afternoon, and we ended up on a lee shore in a really rolly anchorage. The next morning we picked up the anchor to look for a more protected spot to rest and unwind before



we had to check in at the city of Hellville, named after the French explorer Admiral de Hell.

Dropping the anchor in Andranoambi Bay, we had our first introduction to the people of Mozambique, and the first to civilization since leaving the Chagos. Four men from the village paddled their *pirogue* out to our boat and *Moose*, and offered us limes, papaya, duck eggs and bananas. We were grateful to receive the fresh produce, as we'd run out a couple of months before. We had no local currency, so it was lucky the locals were eager to trade. We keep children's school supplies — pencils, paper, pens, crayons, pencil sharpeners and rulers — on our boat to pass out, as in many poor countries children can't attend school unless they have these basic tools. Anyway, Phoebe and Drake cleaned out their closets of all the clothes that had become too small for them.

When we came to shore, the whole village came out to greet us strange-



# IN LATITUDES

ALL PHOTOS COURTESY BLUE SKY

of the Isle de Bourbon, now known as the French Overseas Department of Réunion, in the Indian Ocean.

## Nomad — Westsail 42 Brian and Megan Thom Cruisers Are Dangerous (Santa Cruz)

We're now in Lautoka, Fiji, and we'd like to make a couple of observations.

The first is a big 'thank you' to *Latitude* for setting up the bond exemption in French Polynesia for this year's Pacific Puddle Jump group. It was a huge help to show up in the Marquesas, see our name on a list, and watch the *gendarme* check off our name. He then processed our incoming formalities in just a few minutes. The captains of other boats had a hassle coming into and leaving French Polynesia because they had to post a big bond and then go through the big hassle of getting their bond money back. So, thanks again!

Secondly, we wanted to point out that it's been other cruisers who have posed the greatest dangers we've faced in our two years of cruising. While at Bufadero Bay on the coast of mainland Mexico, another cruising boat fouled our anchor. We weren't aboard at the time, but to make a long story short, we nearly lost *Nomad* in the huge shorebreak. A series of lucky circumstances got us back aboard with just enough time to clear some lines, turn on the engine, and power out into the bay. We made it out just before a huge set of waves came through. One of them would have surely put *Nomad* on the beach.

Then, while off Costa Rica, a large power cruiser would have run us down if Megan had not been keeping a good watch. They were traveling the same direction as us, but at 12+ knots, while

**No, this isn't Megan, but she and Brian were there on Moorea to watch her dance at the Tahiti-Moorea Sailing Rendezvous in June.**



**We're not in Redondo anymore! In the top left on 'Blue Sky' are Jim, Emma, Phoebe, 11, and Drake, 10, Mather. On the lower right with a mud crab is 'Peterdog' Rathje, crew. The rest of the shots are indicative of the different level of the standard of living in Madagascar compared with California.**

looking people and ponder our rubber inflatable and our outboard. The local dialect is Malagasy, but most of them speak French. Fortunately, our friends on *Moose* speak French fairly well. Our bag of clothes was distributed to all the children, and amazingly there was enough for each child to get something. They thanked us by giving us a pumpkin and more fruit.

We have a printer on our boat for our camera, and we enjoyed taking photos of them and then giving them prints as a gift. People in remote villages love this, as they have rarely seen a photo of themselves or their children.

After a couple of nights, we decided to push on and anchor behind a small island in Ampamonty Bay. The island was uninhabited, but there were ruins of homemade tents used by nomadic fisherman. A young couple approached

our boat while we were on the hook, and it was quite a contrast between their boat and *Blue Sky*. Other local fishermen traded us mud crabs for empty jars, fishing line and hooks. We enjoyed the delicious dinner while watching a rainbow disappear.

We're hoping to be in Cape Town for the end-of-the-year holidays, after which we plan to cross the South Atlantic in February or March to make landfall in Brazil.

— the mathers  
11/10/09

*Readers — Some of you probably won't believe this, but there is indeed a Hellville. It gets it's name from Anne Chrétien Louis de Hell, 1783-1864, a French admiral and the governor*





# CHANGES

we were only doing four knots. They literally would have run us over from behind if we had not taken serious action to move out of the way. We called them



**In Fiji, the danger is getting run down by a cane train.**

before and after on the VHF, shone a powerful searchlight on them before and after, but there wasn't any response. Farther down the coast we found out that the couple aboard were in the habit of setting the autopilot and going to sleep!

Of all the wild things we imagined before leaving, we never thought that other cruisers

would be the most dangerous.

— brian 10/15/09

*Readers — To give credit where it's due, Managing Editor Andy Turpin has spearheaded Latitude's Pacific Puddle Jump efforts since day one, and is therefore the one who deserves the most credit. So we now call him 'Mr. Puddle Jump'.*

## **Sea Bear — Whittholz 37 Peter and Marina Passano Off Once Again (Woolrich, Maine)**

*Sea Bear* arrived in Bermuda on November 11, after a mostly pleasant five-day passage from Provincetown, MA. We've stopped here for 24 hours on our way down from Maine to let a nasty low pressure cell pass by. It was blowing a gale when we eventually left — on a

**Peter and Marina aboard 'Profligate' in St. Barths in '04. They finally decided to get married, but they haven't slowed down at all.**

Friday, no less — the Cape. The forecast was for a few days of slowly moderating nor'westerly breezes, and the skipper felt they shouldn't be wasted. Not everybody aboard was completely happy with this decision.

It's been a long time since we've reported on the adventures of *Sea Bear*. That's because there have been interruptions, such as the captain and crew taking time out to get married! This summer we also decided to replace our beloved Tu Lung Bang, the engine that has faithfully served *Sea Bear* since she was launched 105,000 sea miles and 19 years ago. It wasn't that the old engine was worn out, but that future cruising plans will call for a more powerful auxiliary.

The captain selected and installed a 55-hp Yanmar 4JH4-AE along with a larger propeller. Sea trials were conducted by an authorized factory representative before we headed south. We were pleased that *Sea Bear* passed all the manufacturer's standards with flying colors. Anyway, after one day of rough but pleasant sailing, and with the crew determined to regain her sea legs, the breeze failed and the new auxiliary was put to the test. We powered a total of 33 hours over flat and windless seas. The Gulf Stream was particularly benign.

The wind came up again a day or so before we arrived at Bermuda, and built to Force 6 and 7 from the east. We arrived at St. George's, and anchored in the Powder Hole at first light. It was *Sea Bear's* sixth visit to Bermuda.

We are enjoying renewing some old acquaintances here in Bermuda. We have also moved around to Hamilton, and are anchored off White Island, giving us easy access to The Royal Bermuda YC and town. We have the usual work list, but are generally planning on moving on south to the U.S. Virgin Islands sometime next week.

— peter 11/14/09

*Readers — As many of you know, Peter was a long time resident of Northern California, and together with Bob van Blaricom built Sea Bear along the Santa Venetia Creek in Marin County in the late '80s. After buying out his partner's interest, Passano has so relentlessly sailed the length and breadth of the Pacific and Atlantic Oceans — often*



*singlehanded — that he was awarded the Blue Water Medal for '07 by the Cruising Club of America. And now, at nearly 80 years of age, he leaves the Northeast in a November gale.*

## **Talion — Gulfstar 50 Patsy Verhoeven A Woman Looks At The Ha-Ha (Portland / La Paz)**

For my third Ha-Ha, my crew included Portland sailors Tim Morris and Rod Buck, as well as my young niece Morgan Drake. By the time the crew arrived, the menu for the trip had been planned and, thanks to our having Morgan's car, the provisioning was completed in one day. It was fun to see old friends at the pre-race meetings, and the Ha-Ha Kick-Off Party at the West Marine store was as hilarious as ever.

There was a brief 'rolling start' on Monday due to a lack of wind, during which time the Ha-Ha doesn't count motoring. But the wind filled in after about half an hour, and the Ha-Ha was





# IN LATITUDES



**Spread; 'Talion' flying her gennaker while the 3/4 was being worked on. Inset; Morgan Drake holds up the catch of the day.**

on! For us, that meant no motoring the rest of the leg.

We flew the big old 3/4 oz. spinnaker I'd bought for next to nothing, and headed outside of the Coronado Islands looking for more air. With Tim and Rod adjusting, trimming, and driving, we passed boats like crazy.

By late on the second day, the wind and seas built — as had been forecast by Commanders' Weather and everyone else. We saw 15 to 20 knots of wind, with 12- to 15-ft seas. We took turns driving with the big chute up, but it wasn't an easy task. The problem is that *Talion* has a semi-full keel, a tiny rudder and a lot of weight aloft, so she wasn't designed for sailing in bigger seas with the chute up.

But my best memory of that afternoon is driving and slowly reeling in another boat. They took a ton of photos as we finally passed them, and we hope they'll

remember to email them to us as promised.

After passing the boat, we decided it was time to take the chute down. As Tim went to the bow to blow the guy, we rounded up. Morgan was wearing her harness, but the look in her eyes, as she hung from the cabin rail for dear life with her feet dragging in the water, was priceless! Just then the chute exploded. We gathered all the pieces, and mentally kicked ourselves for being stupid by not taking it down in time.

From then on it was jib and main alone. As the evening went on, the seas continued to get bigger and bigger from our starboard quarter. The four of us were sitting in the cockpit admiring how tall the seas were — when one of them just leaped up and completely engulfed us, filling *Talion's* center cockpit with water!

ALL PHOTOS COURTESY TALION

As we weren't expecting it, we still had all the ports and hatches open. Another stupid move on our part. *Talion* wasn't designed to take a lot of water below anymore than she was designed to carry the chute in big seas, so it took quite while for the water to filter into the bilge, and even longer for us to mop up the wet rugs and cushions.

As the evening progressed, Rod fell victim to seasickness. Morgan was in a quandary, as she couldn't decide whether to stay below and listen to Rod puke or go outside where it was cold and wet. Tim and I traded watches throughout the night, with Morgan below ready to help out when necessary. Unfortunately, Morgan was wearing earplugs and couldn't hear Tim when he called her for help. So next time, Tim is vowing to tie a line to Morgan's legs so he can just yank on it.

The conditions were still pretty nasty the next morning, but the wind had eased off a little. We arrived safe and sound in Turtle Bay that night, having completed the 360-mile leg in 52 hours of sailing. Not bad.

While in Turtle Bay I started to piece the ripped chute back together. Tim and Rod said it was beyond repair, giving me just what I like — a challenge! Fortunately, I carry a sewing machine aboard *Talion*. It was a little difficult moving about the inside of the boat with that monster of a sail in the center of the cabin, but you do what you have to do.

After a civilized 11 a.m. start time

**Channeling Auntie Mame, Patsy tells her niece Morgan, "Life's a banquet and most poor suckers are starving to death."**



**Patsy at the start, vowing not to motor.**



# CHANGES

from Turtle Bay, the second leg featured more typical Ha-Ha conditions, with light wind in the morning giving way to 10 to 15 knots of wind in the afternoon and evening. Long gone were the big seas of the first leg. In fact, it looked as though the ocean had been ironed flat.



**The repaired 3/4 — not pretty, but functional.**

Although the conditions got light, we managed to keep moving the entire time, and finished what became an unusually light 240-mile leg in 45 hours. We sailed the entire leg once again, one of only eight boats to do so. I personally don't understand why people don't sail all of each leg, but that's another story.

We arrived in beautiful Bahia Santa Maria in the morning, and selected a perfect anchoring site for a raft-up party with Billy Lilly's Newport Beach-based Lagoon 470 *Moontide* and Glenn Twitchell's Newport Beach-based Lagoon 380 *Beach Access*. That night we had an unofficial 'everyone in the fleet is invited' party. We probably would have had more people if everyone had known that some of the young ladies from Bill Haggerty's 94-ft *Odyssey* thought it was a lingerie party. We missed our dear friend Eugenie, skipper of *J World*, but were happy to know that she and her crew were safe after their boat sank as a result of the

**A gal has to do what a gal has to do. Patsy in the midst of pulling a 30-hour 'Betsy Ross' just so 'Talion' won't have to motor.**



The calm conditions gave me time to keep working on sewing up the chute.

That afternoon we set the chute. Once up, we could see a few more holes, so we immediately dropped it and I got back on the sewing machine. After a total of 30 hours of sewing, the chute held for the rest of the leg!

collision with the whale.

We managed to contain ourselves for the next day's activities — including dancing to a rock 'n roll band hundreds of miles from civilization — in order to make the pre-dawn start of the third leg.

There was so little wind at the start that the Poobah once again instituted a 'rolling start', where engines could be used without penalty. That was fine with us, as we're not a light air boat. But after an hour, the Poobah deemed that there was enough wind, so we had to sail. Light air is not *Talion's* strong point, and we watched in dismay as the lighter boats left us in the dust.

It was a frustrating day for us, but the wind came up in the afternoon and we were able to fly the kite again. By late evening the wind was gusting to more than 15 knots, causing me to cringe as the heavily repaired spinnaker flapped and strained. But it turned out to be a magnificent night of sailing, with a full moon, T-shirt temperatures and gusts to over 20 knots. Tim and Rod traded watches through the night, while I stayed below praying that the chute would hold together and we wouldn't have to put up the heavy 1.5 oz. chute.

By morning we were feeling pretty good, for the chute was still in one piece and we'd sailed past many boats during the night. Late in the morning the wind dropped to 3 to 6 knots, but we were still able to keep the boat moving under gennaker. But it was frustrating once again. By afternoon the wind picked up so we were sailing at our optimum fishing velocity. After catching many tuna on the way down, Tim finally landed a dorado. Then, after 32 hours, we crossed the finish line of the 175-mile leg.

For the third time in a row, *Talion* had sailed the entire Ha-Ha course. It felt pretty darn good, because we don't think any other boat has done that.

We used our final few gallons of fuel

to motor to the anchorage right in front of Mango's Deck Beach Bar. Our final few gallons of water were lavishly spent on hot showers before we hit Squid Roe for the post Ha-Ha celebration. At the award's ceremony *Talion* once again managed to take first in class, and win Soul Sailor honors for having sailed the entire



course.

I can't wait to do it again next year!  
— patsy 11/09/09

## **Beach Access — Lagoon 380 Glenn Twitchell The Wrong Kind of Hook-up (Newport Beach)**

Since I'm optimistic, and based on the relative possibilities, *Beach Access* suffered what was hopefully only a minor disaster while at anchor at the Isla Isabella Nature Preserve off the coast of mainland Mexico. I had Greg and Tiffany Norte, the ex-Coasties almost famous for being in charge of towing *Iron Maiden* during the Ha-Ha, as crew, and our plan had been to spend the day exploring the island, then leave in the evening for a night sail to Chacala. We changed that plan in morning because the wind had come up to around 20 knots during the night. I figured the wind would die if we waited, then we'd have to motorsail to keep our schedule. I preferred to sail.

We'd anchored on the east side of



# IN LATITUDES



***It looks as though there could be a problem on 'Beach Access', as the windlass shouldn't be free from the rest of the boat.***

the island near the Las Monas because it had been a better place to anchor the last couple of times I'd visited. Our plan to raise the anchor was to motor up into the wind at Tiffany's direction, and have Greg operate the windlass. This was the first time we'd be bringing up the anchor since La Paz, and until then I had mostly done it myself. The short story is that this time the anchor chain got snagged on something, some swells came through, and the windlass got ripped off its bracket!

We quickly secured the chain with multiple lines and the snubber I use for setting the anchor. But the windlass was then jammed in between the underside of the deck and the steel mounting bracket. The deck had been slightly bowed up and the plate was bent down, firmly wedging the windlass. At first I used a RotoZip tool to cut away the damaged fiberglass and free the windlass, but there was

still too much pressure to get it loose. So we had to unbolt the mounting plate. Naturally, I had to cut all the electrical wires to remove the windlass.

That left us with the task of raising the 125 feet of chain and the 45-lb anchor — in 20+ knots of wind and 3-ft swells. It was obvious that the chain had wrapped on rocks, so I would have to dive to free the chain. I set up Greg to haul the chain and Tiffany to operate the snubber. The plan was for me to free the chain, rocket to the surface, and have them pull as much as they could before we drifted back and put more tension on the chain.

I have a regulator attached to 40-ft hose that I hook to a dive tank, which would allow me to get deep. When I dove down, I found that the chain was draped off of a ledge, and then hooked under it by only 12-inches of rock. Unfortunately, I was at the end

of my hose, so I grabbed the chain with each hand, spread my arms and pulled. I was able to get enough slack on a downward part of a swell, and therefore able to reach where the chain was hooked. With some slack, I was able to free the chain.

I then rose to the surface and gave the signal. Greg and Tiffany had some success pulling in chain, but it hooked again. By this time I had the lay of the underwater land, and was able to climb aboard and direct Tiffany to motor in such a way as to un snag the chain, allowing Greg and me to pull the anchor up. *Beach Access* was free at last, and we're sailing to Chacala as I write this.

Upon investigation, I found that the base of the windlass is made of cast aluminum and the mounting plate is stainless steel. Great. There was plenty of evidence of electrolysis, so the mounting was the weak link. Still, it did take a mighty tug to break it loose.

This was the first time I've had even the slightest problem with raising the hook in the seven years — and I've raised it lots of times. Probably the worst was when I was by myself and a *Coromuel* started blowing at hard at 0300, which made the north lobe of Ensenada Grande a dangerous lee shore for my boat. I guess I will be more vigilant about diving the hook after it is set to know more about the bottom conditions. I guess I can start making it the excuse for a swim call by diving the hook prior to raising the anchor.

***Just out of the Coast Guard, Greg and Tiffany Norte have been assisting cruisers ever since leaving San Diego.***



***Glenn at Isabella before the fun started.***





# CHANGES

But for now the adventure continues, with me having the task of recreating a mounting system for the windlass.

— glenn 11/20/09

## Nataraja — Flying Dutchman 37 Emmy Newbould and Eric Willbur The Big Mama YC (Zephyr Cove, Nevada)

Our time in Tonga was winding down as we left the Ha'api Group for Tongatapu. After a night of light winds but big and sloppy seas, we were approaching Tongatapu when word came over the local cruiser's net that there was going to be a party at the Big Mama YC on Pangaimotu to celebrate the 'yacht club's seventh anniversary. Everyone was invited. We'd never heard of the Big Mama YC, but there were already 39 boats there when we arrived off Pangaimotu.

Once ashore, we had a great time seeing friends we'd lost track of as well as meeting new cruisers. Everyone was dressed either as pirates or in aloha gear. Some dressed up as Somali rather than traditional pirates.

We couldn't believe the buffet when dinner was called! There was whole roasted pig, turkey, a local fish dish, an octopus dish, lu (meat wrapped in taro leaf), limu salad, regular green salad, and taro and sweet potatoes. Everything was wonderfully delicious! And everything but the cocktails was on the house!

After dinner, Big Mama — who like most of her staff is from the northernmost Tongan Islands of Niuatoputapu

**There really is a Big Mama at the Big Mama YC, and she has lots of peeps. If you're crossing the South Pacific, you'll want to stop by.**

and Tafihi — made a very emotional speech. She thanked everyone for coming to the party — and more importantly, gave a heartfelt thanks to all the cruisers who had donated goods and/or their time to help the survivors of the tsunami that hit the Niua.

Big Mama later called for all the children to gather around her. She then passed out gift baskets — made of woven coconut fronds and containing snacks and water — to each child for their upcoming passage. Then each boat name was called out, and each of us received a basket that included several drinking nuts, a watermelon and tomatoes. Finally, the candles on the birthday cakes were then lit, and Big Mama had the children blow them out. As the cake was being passed out, the band started up again, and the party was in full swing. It went on well past midnight.

In addition to Big Mama, Lolo, and all the staff outdid themselves with the party. We learned that the yacht club offers great cruiser services the rest of the year. In addition to having a bar and restaurant, Big Mama's has internet access and runs a shuttle boat into Nuku'alofa. Lolo is an agent, and thanks to his help, we were cleared in in just 30 minutes. He also arranges for free water and fuel. Without his assistance, getting fuel in Nuku'alofa is difficult. Lolo can also arrange island tours, airport runs, bottom cleaning, laundry service and just about everything else. He charges no fees for his services.

We recommend that anyone planning to be in the Nuku'alofa area next year should make it a point to anchor off Pangaimotu and stop in to see Big Mama, Lolo and the staff. Their warm and friendly service is full of the aloha spirit. The 8th birthday party is scheduled for October 30, so plan accordingly. For more info about Big Mama's and the services available, you can contact

her direct at [pangaimotu@kalianet.to](mailto:pangaimotu@kalianet.to).

— emmy & eric

### Cruise Notes:

"After my three-week trip turned into five months away from *Swell*, I finally made it back to my boat," writes Liz Clark of the Santa Barbara-based Cal 40. "I guess it was only fair that *Swell* found some new company while I was away. Her new friend was more cuddly and person-



able than *Swell's* prior uninvited guests, which were ants, cockroaches, wasps and geckos. But drat, her new friend was a rat! Right now, I'm sifting through the turdpiles and half-munched food remnants of my new crewmate. Despite the mess, it sure feels good to be back home!"

**Rats** on boats are no joking matter. The owner of a San Francisco boat, who prefers not to be identified, but who hauled his boat at a yard in the Florida Keys for eight months in '04, explains why:

"In our view, the problem was the boatyard set our boat in a place where she touched the mangrove trees, giving rats a quick and easy access. The rats must have come in large numbers, for when the yard got around to doing something, they claimed to have trapped 20 of them. The rats chewed wires, plumbing hoses, vent hoses, watermaker plumbing, charts, plastic fan housing, life jackets, books, clothes, woodwork, buttons off VHF radios — everything! Many



The Big Mama is taking names . . . of visiting boats.



NATARAJA



# IN LATITUDES



LATTUENICK



**One of the fun aspects of cruising in Mexico is the street food. For as little as \$3.50, you can get as much as you can eat for dinner — and some of it is really delicious, too. In addition to the food, you also get the society of your cooks, servers, cashiers and fellow customers, too. What fun.**

plastic bottles were chewed into, and it took over two months just to clean the boat of spilled oil, barbecue sauce, sugar, detergents, soy sauce and much more. The rats made nests of our clothes, paper charts and other convenient materials. The rats created regular paths inside the walls and headliner, and they ate right through the wood paneling when they needed a convenient way to get out. Our boat was truly a rat apartment house. What's more, the rats chewed large holes in bilge hoses and in deck drain hoses, allowing rain water to drain into the boat without the bilge pumps' being able to pump the water overboard. The bilge pumps pushed the water up the hoses — but then out the holes the rats had chewed in them, and back into the boat. Until the batteries died, that is. There was water over the floorboards when the yard finally checked. The cost of repairs came to over \$31,000 — but that wasn't the end of it. Technicians didn't want

to work on the boat because they said rats carry disease. Ironically, our boat had been well tended in the Third World countries of Central and South America for six years. The only problem we had was upon returning to the States. To add insult to injury, our outboard was stolen from our boat the day before we returned. What a coincidence! Our advice is to choose a responsible yard based on some due diligence, then set at least two powerful rat traps when leaving the boat for any time. Finally, hire someone to check your boat each week. We wanted to pass this information on to our fellow cruisers to warn them of the tremendous damage rodents — and an inattentive boatyard — can do."

"Who remembers the Richmond-based Mariner 36 **Sereia**, she of the *Pimp My Ride* video, the garishly

colored brightwork, the disgustingly seasick first mate, and Peter's Wild Ride from Tahiti to Whangarei?" So ask Peter, Antonia and Silas Murphy, the owners of the boat. "Well, we're at it again. About two months ago, we started testing the waters for a circumnavigation of New Zealand, complete with a toddler on board. And now we're doing it. To top it all off, Antonia's knocked up again, which is proving to be an excellent way for her to avoid heavy deckwork while we're underway. We're collecting material for a future book about New Zealand. Anyway, we'd love to have our old friends check us out at [www.svsereia.com](http://www.svsereia.com)."



**Silas is too young to walk, but old enough to cruise.**

If you've never seen their *Pimp My Ride* video, you've got to check it out.

Fun facts on the prices of diesel. *Toucan Tango* reports it's \$10/gallon in Turkey, *Moonduster* reports it's \$5/gallon in Fiji, and we on *Profligate* paid \$2.72/gallon in Cabo. Most things are less expensive in Mexico. For example, you can get a killer tortilla soup, plus a spectacular view and good service, for \$3.50 at the very nice second story restaurant at the Nayarit Riviera Marina in La Cruz. Street tacos in town, are, of course, much less expensive. But boy, are they delicious!

In the early hours of October 23, Paul and Rachel Chandler, 59 and 56, of Tunbridge Wells, Kent, England, were seized from their sailboat **Lynn Rival** by armed Somali pirates. They were 60 miles from Victoria, the capital of the Seychelles, at the time. The couple had been heading **Our hearts go out to Brits Paul and Rachel Chandler, the latest innocent cruisers to have been kidnapped by Somali pirates.**



LATTUENICK

# CHANGES

from the Seychelles toward Tanzania. Days later it was announced they are being held for about \$7 million U.S. in ransom, which the British government says it will not pay. But in a crushing blow to the prestige of the Royal Navy, a spokesman for the British Defense Ministry revealed that the couples' kidnapping had been witnessed by the **Wave Knight**, a Royal Fleet Auxiliary replenishment tanker, with 25 Royal Navy sailors, 75 merchant seaman, and a helicopter aboard. "We do not comment on operational details," said the spokesman, "but RFA *Wave Knight* did very well under the circumstances." When the word got out, bystanders at Trafalgar Square in the heart of London reported seeing the 18-ft tall granite statue of Vice Admiral Horatio Nelson do a flip in anger — he couldn't roll over in his grave — atop his 151-ft tall column. Apparently impotence being considered "doing very well" as the new normal isn't sitting well with the one-eyed, one-armed British naval hero, even though he's dead.

Be that as it may, we're told cruisers are now avoiding the Seychelles, as



LARRY OF LONDON

***If Admiral Nelson were still alive, there would be bloodshed, but there would also be no more kidnapping off the east coast of Africa.***

Somali pirates have apparently extended their criminal activities to that area. Among those who changed their cruising plans are the Mather family of Redondo Beach aboard the *DownEast 45* schooner

**Blue Sky.** You probably already read their *Changes* earlier in this section.

In mid-November, the Honolulu-based 75-ft sloop **Momentum** went aground on the reef offshore of the Sheraton Hotel at Waikiki. If we're not mistaken, the boat was built in South Africa, did the '85 Cape Town to Brazil Race, and then was brought to Hawaii for the '88 and '90 Kenwood Cups in Hawaii, which were big events at the time. Honolulu sailor Ian Jeffrey Lansdown reportedly put a lot of money into the boat while he owned her, but she never looked as though she'd been sailed much. Of course, given her design, she's not conducive to going sailing with a couple of friends on Sunday afternoons. We don't know who the current owner is, but the rumor around the Ala Wai is that he'd had a friend tow the big yacht out of the harbor so he and some lady friends could enjoy the lights of Waikiki from offshore. Officials were later told that the anchor line parted while everyone was asleep, and the boat drifted onto the notoriously jagged reef. At last word, it was hoped the

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boat could be refloated and repaired. One source tells us the owner's previous boat had gone up on the reef of Kahala.

Diving maniacs Scott and Cindy Stolz of the Marina del Rey-based Switch 51 **Beach House** report they've not only made it to Tahiti, but have also been to Moorea, Huahine, Raiatea, Taha'a and Bora Bora. "We wanted to let everyone know that we've updated our log, so you'll be able to see our latest video, *The Sharks of Fakarava*. Next season we hope to continue our journey through the southwest Pacific islands of French Polynesia, the Cook group, Niue, American/Western Samoa, Tonga, Fiji and New Zealand." Check out all their good stuff at: [www.svbeachhouse.com](http://www.svbeachhouse.com)."

"I want to make sure everyone knows that the **Chubasco Ham net** has changed frequencies to 7.192 Mz," writes Roy Davidson, WP2F. "As of the time change on November 1, it now starts at 1415 Zulu."

"The last time we had a seminar for SailMail, there was a big turnout of about 60 people," reports Steve Chamberlin of

the Pt. Richmond-based Schumacher 46 **Surprise**. "We got so many requests from folks who couldn't attend that we're doing it again on December 5 at the Richmond YC starting at 10 a.m. There is no fee, but please RSVP at [www.pacificcup.org/node/4678](http://www.pacificcup.org/node/4678)."

Reader George Hughes says he's heard rumors that fees of as much as \$2/ft/day will be instituted for **anchoring at Hanalei Bay**, Kauai, one of Hawaii's few really good anchorages — and also one of the most beautiful anchorages in the world. Currently there is no charge to anchor in Hanalei, which is a summer-only anchorage. However, Ray Pendleton, longtime Hawaii boating journalist, says the state's Department of Land and



*Hanalei Bay on a rare clear day. The finish line for the Singlehanded TransPac, it's one of the most beautiful anchorages anywhere.*

Natural Resources is as yet only looking at increasing all mooring fees, and is holding hearings all over the state. The state of Hawaii is legendary, of course, for its longtime mismanagement of the Ala Wai and other state yacht harbors.

Authorities in Cabo San Lucas received a call for help in mid-November

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# CHANGES

from Jessica Hale's Seattle-based Morgan 38-3 **Shimmer**. Apparently the boat lost power and steering when some 25 miles southeast of Cabo. Fortunately, there was no weather to speak of and the boat was towed to Cabo without incident. Friends tell us that Hale purchased the boat in Vallarta in the summer of '08 with a goal of sailing her around the world. The boat was in need of much work, however, and after a couple of less-than-satisfactory attempts at fixing the engine, Hale was taking the boat back to San Diego for a complete refit.

It's hard to believe that a serious health scare can be a positive thing, but in the case of some people, it seems to help them appreciate life more than ever. We see that in the case of Richard and Sharon Drechsler of the Long Beach-based Catalina 470 **Last Resort**. This fun-loving couple seems to be going for the gusto in everything they do, and won't be leaving anything on the table. If you read Richard Drechsler's *Manning Up in Alaska* — now available on Kindle — maybe some of the same magic will rub off on you.

Communications in Mexico have



LATTITUDE/NICK

*Part of the Drechslers 'going for all the gusto' in this year's Ha-Ha meant bottling — well, relabelling — their own tequila. Olé!*

really changed. While on the hook at remote San Quintin during an unscheduled first stop in the Ha-Ha, we had great AT&T service, so we switched to their **Viva Mexico!** plan. This means that we

and our kids got 3,000 minutes of talking anywhere in the United States or Mexico, plus to and from the two countries, as though we were calling from San Francisco to Oakland. No prefixes or anything. We pay a flat rate, with no cost per minute or roaming, but we do lose the rollover feature on minutes. We also signed up for roaming data. This is potentially much more expensive, as it's on a per MG basis, so you have to be careful. But you can do it on a month-by-month basis. Our iPhone kicked ass not only in San Quintin, but off Cedros Village, at Turtle Bay, Bahia Santa Maria and at Cabo San Lucas. Dona de Mallorca's Verizon phone didn't work anywhere until Cabo. The question the six of us on *Profligate* with iPhones began asking ourselves if we really wanted to be so connected. The answer was no!

The 54 entries in the 20th annual **Caribbean 1500 Rally** from Hampton, VA to the British Virgins enjoyed good sailing in moderate to strong northerly winds, allowing the entire fleet to finish between 6 and 11 days. The overall winner of the event, which started on No-

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Randell Sharpe, AMS®

877.337.0706

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Tom List, AMS®

415.332.5478

[listmarine@yahoo.com](mailto:listmarine@yahoo.com)

Susan Tupper, SA

916-216-4374

[susantupper@gmail.com](mailto:susantupper@gmail.com)

Jack Mackinnon, AMS®/SMS

510.276.4351

[surveyjack@aol.com](mailto:surveyjack@aol.com)



ember 2, was **Bojangles IV**, a Gulfstar 50 ketch sailed by the Kilgour family and friends of Toronto, Canada. It was their first offshore passage. "What a passage!" said Colin Kilgour. "A full seven days of great wind, all of it aft of the beam."

We spoke with organizer Steve Black, who described the weather during this year's 1500 as follows: "This year's faster boats had 10 to 25 knots over the first seven days. The boats in the middle of the fleet had slightly stronger winds, ranging from 10 knots to brief periods of 25 gusting 30. The slowest boats saw mostly 15 to 28 knots, with gusts to 35. The seas were never more than 10 to 15 feet, and they only lasted for a day or two before dropping back to three to six feet. The swells were pretty far apart, so they weren't unpleasant.

While this wasn't a particularly rough year for the 1500, and the first leg of the Ha-Ha was considerably rougher than normal, we'll say what we've always said, the Ha-Ha, which is half as long as the 1500, is a much less challenging way to get to the tropics. We're not saying that one is better than the other, just that

they are different.

"My crew Allison and I sailed my engineless Catalina-based H-28 **Tehani** from La Paz to Puerto Ballena on Isla Espritu Santo in early November," write Mike Lancon. "We only spent about five days there, but we saw lots of fish, found the water to be 78 to 80 degrees, and the visibility to be 30 feet. On the ride back to La Paz, we had good reaching conditions and uncommonly smooth water — until the entrance to the narrow channel into La Paz. With it being impossible to sail any longer, I towed *Tehani* to the anchorage with my 10-ft Montgomery dink powered by an ancient Johnson 2-hp. It took us three hours, but we made it!"

Speaking of rallies, as we were just a few paragraphs back, just before going



*When 'Tehani' couldn't sail the narrow La Paz Channel, she was towed by a dink with a 2-hp outboard. Whatever works!*

to press, some 218 boats in the 24th annual **Atlantic Rally for Cruisers**, the granddaddy of all cruising rallies, were about to leave Grand Canary Island for 2,700-mile distant St. Lucia. A record 32 nations will be represented this year. Thanks to the steady northeast trades, the fleet should finish in between 14 and

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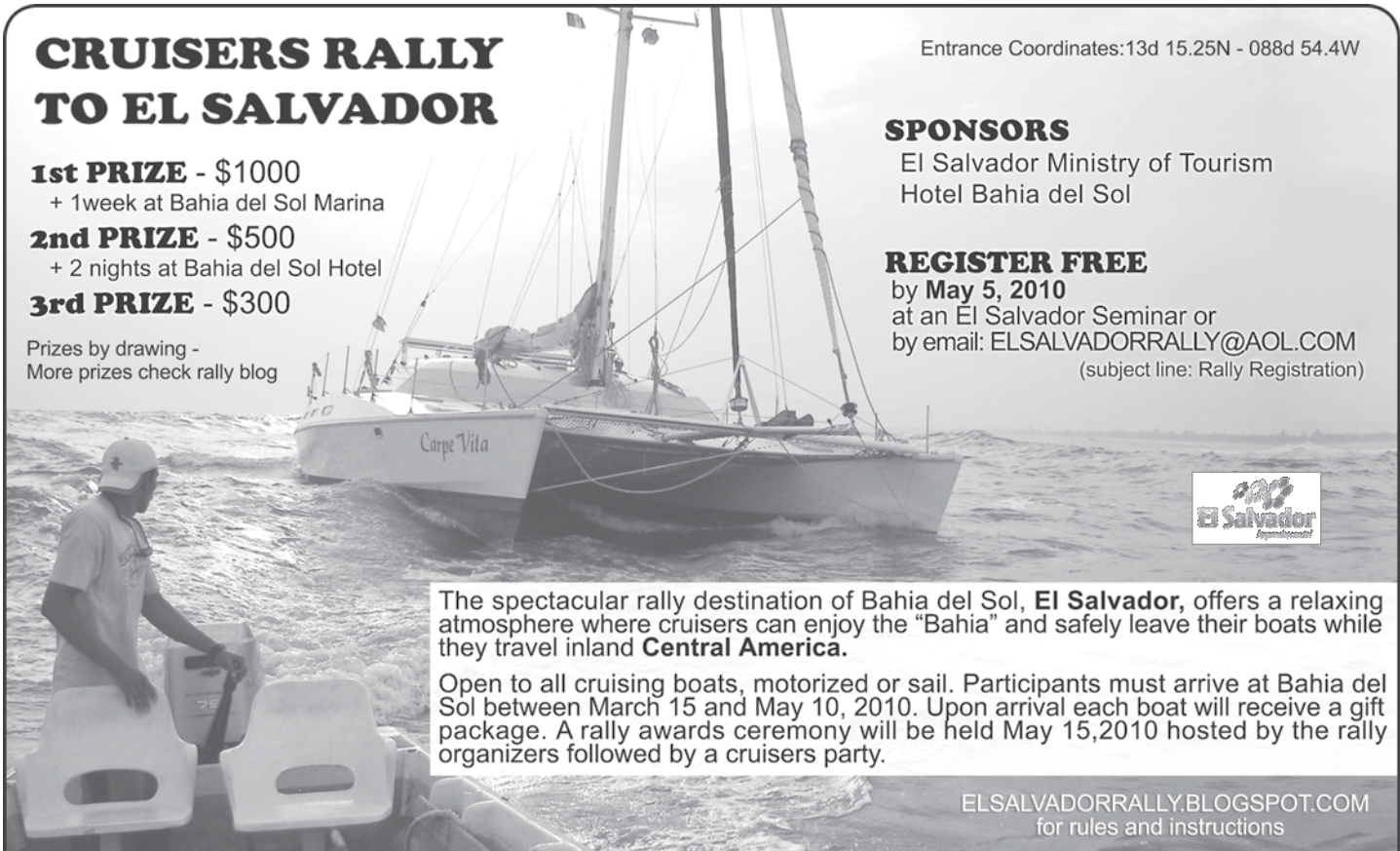
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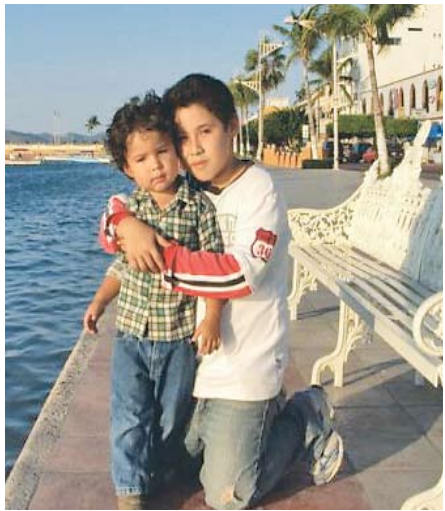
**WARNING** for cruisers leaving from Mexico: Weather in the Gulf of Tehuantepec is a serious issue and you must obtain a reliable forecast before crossing. Marina Chahue in Hualtulco is a good source. It is 450 miles from Hualtulco to Bahia del Sol, El Salvador.

# CHANGES

21 days.

**World Cruising Ltd.**, which manages the ARC, also reports that 38 boats have signed up for their World ARC '10-'11. Over a period of 15 months, the participants in this fleet will sail around the world via Panama, Ecuador, French Polynesia, the Cook Islands, Niue, Tonga, Fiji, Australia, Bali, Mauritius, Reunion Island, South Africa, St. Helena, Brazil, Grenada, and back to the start in St. Lucia. The yachts will be flying the flags of 19 countries, with the largest contingents coming from Germany, 8, and the United Kingdom, 7.

"After the Ha-Ha, we continued on to La Paz," write Sherry and Gordon Cornett of the Ventura-based Tayana 52 DS **Serenity**. "We do have some awesome photos of Baja sunsets, sunrises, clear water, dolphins, frigate birds and so forth, but we've found that the real beauty of Baja is the people. Everywhere from the office at Marina de La Paz, to the people in restaurants and stores, people have a smile and a 'hola' for you if you just take the time to smile and say hello yourself. As such, our favorite photo so



SERENITY

*Mexicans have a warmth and sense of community that is rarely seen in the United States today. You feel the love everywhere.*

far is of these two boys on the malecon. This is our first time down here, and we love it!"

In late November we were having a delicious *carnitas* burrito — \$3.50 at Last Fiesta Burritos in Sayulita — when we fell into a conversation with a British

resident of Mexico on the stool next to us. He told us that he'd recently helped a guy deliver his boat back to San Diego. When they got there, the Customs guy wanted to charge the Brit \$451 U.S. for his tourist visa! Mr. Customs said that if he had been a crew on a charter boat, or had come by land, it would have only been \$6. So the captain of the boat said the heck with it, they would sail back to Mexico so the Brit wouldn't have to pay the outrageous fee. This wasn't exactly true, because after going a ways south, the boat snuck back into San Diego, dropped the Brit off at a fuel dock, and then checked in without him. There was no problem. As for the Brit, he made his way to the Mexican border, walked across, then walked back into the U.S. after paying just \$6 for a tourist visa.

How many things idiotic, foolish or just plain wrong can you count in the above story?

"Having read the great October article in *Latitude* about communication possibilities from one's boat in Mexico, I wanted to get a TelCel modem," writes

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Holly Scott of the Long Beach-based Cal 40 **Mahalo**. "So before the Ha-Ha, we drove to Tijuana, walked across the border, and took a cab to the big Telcel store near Starbucks. I paid \$60 for the modem for *Mahalo*, and it only costs \$30 a month for unlimited use. There was a sale, so we got the first month free. Best of all, there was no long term contract. If I wanted to renew for the next month, I could just call them. I love the thing! Everywhere an AT&T phone worked, the Telcel modem worked, too. In some places it was a little slow, but it's Mexico, so get over it. Now that I'm back in California, my modem will go into my drawer until next year when we do the Ha-Ha again!"

There can be no doubt that manatees have a rubber fetish. They might not dress up like some of the people in shadier parts of San Francisco, but they sure love to rub up against inflatable dinghies. Just the latest in a long list of photograph evidence comes from Wendy and Graham of **Bravo 2** in Salinas, Puerto Rico, whose photographs

were forwarded to us by Ed and Sue Kelly of the Iowa-based Catalac catamaran **Angel Louise**. Ed speculates that Graham and Wendy's dinghy was picked out for added affection because it was wearing those sexy dinghy chaps to protect its skin from excessive sunlight. "It took us 81 hours to sail to Puerto Rico from Bonaire," writes Ed, "but with the weird sex lives of manatees, we love this area, too."

By the way, ever since last month's *Latitude* interview with Damien McCullough and Deborah Ream, formerly of the Newport Beach-based *Celestial 50 Ticket to Ride*, we've heard from others who just rave about Puerto Rico, and particularly how friendly the people outside of San Juan are. Puerto Rico might be one of the most misunderstood places



**The fact that this dinghy was outfitted with provocative chaps seems to raise this manatee's lust to a frenzied state.**

in all of cruising.

"I'm rarely moved to respond to anything printed in your fine magazine," writes B.L. Sachs, "but the reports on how **inexpensive health insurance** can be for Americans in Mexico managed to do it. I say WTF? As a lifelong boatowner and sailor, I understand the 'free as the wind' mentality, and the Mexican health-care system just about meets that

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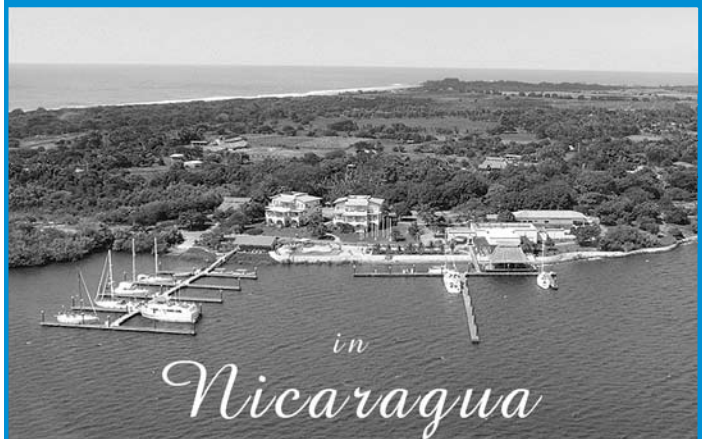
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# CHANGES

criteria. But such free-loading is simply shameful."

Sorry, B.L., but we have to disagree with you on two counts. First, we're not going to get into the whole illegal immigration business, but it's safe to say that Americans are spending about a zillion times more on health care for Mexicans who are in the U.S. illegally than Mexico is spending on Americans who are in that country legally. And second, we think the world has gone global in more than just trade. With all levels of government in the United States having de-evolved to sub-competent in the last 15 years or so, we now tend to think of ourselves more as a citizens of the world than laborers for the entity that is the United States government. As such, we find ourselves free to pick and chose among government programs any place in the world where we have contributed to the economy. As they say, when businesses compete, the customer wins. Well, it's high time that governments of the world have to start competing for their citizens.

'My Naja 29 **Fleetwood** will winter in Amsterdam," reports Jack Van Ommen

of Gig Harbor, WA. "My visit here has turned out to be wonderful beyond my wildest expectations. Luck had it that I managed to find a spot in the yacht club very close to my old Amsterdam neighborhood, the one I left from for the United States in '57. I did my first sailing here with my uncle, who was a club member for about 40 years. The members treat me like visiting royalty. My daily moorage is the price of two Starbucks 'short' coffees. Word has gotten around that the prodigal son has come home, so long lost family members and old girlfriends have brought out the fattened calf for me. Next summer I will be showing my children their roots from aboard **Fleetwood**. Then I'll continue up the Rhine, then down the Danube to the Black Sea and the Med."

Van Ommen had an unusual meeting as a result of getting weather from Herb Hilgenberg of **South Bound II** while crossing the Atlantic. It turned out Hilgenberg was also giving weather reports to one Bart Boosman, who had sailed

a 30-footer in the OSTAR singlehanded race to Holland. After the two exchanged email addresses, they agreed to meet in Amsterdam. When they did, Van Ommen explained that he would be attending the 65th anniversary commemoration of the evacuation of the infamous Vught Nazi concentration camp in September of '44 ahead of the Allied invasion. That's because his mother had been taken from the camp and shipped out, along with 650 other women political prisoners, to the Ravensbrueck concentration camp in cattle cars. It turned out that Boosman's grandmother had been on the same train. What's more, Van Ommen had never been able to find out much about the resistance group his mother had been part of, because she, like most of them, just wanted to forget about it. But he learned that Boosman's aunt, had been part of the same resistance group. He ultimately learned more about it than his mother ever knew. He even visited with one of the camp's last survivors, who is now 100 years old, who remembered his mother. All because of chance mid-ocean radio traffic.

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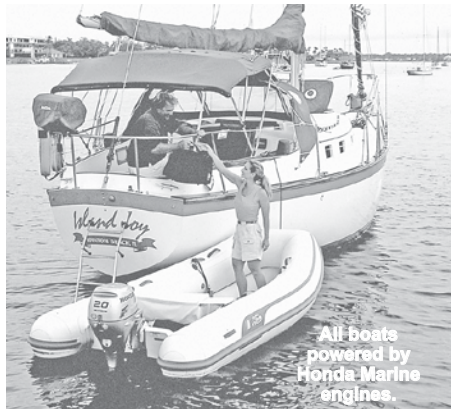
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## 24 FEET & UNDER



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**21-FT SANTANA, 1971.** Reno, NV. \$1,600. Good Condition. Sailed only in fresh water. 1 main, 1 jib, both in great condition. Price includes trailer. 1975 Johnson 6hp 2-stroke outboard, exclusively fresh, and very few miles, for additional \$400. <http://santana21.weebly.com>. (415) 287-4093 or austinsclist@gmail.com.

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**26-FT MACGREGOR 26M COASTAL.** cruiser, 2005. Morro Bay, CA. \$33,000. 2005 MacGregor 26M 2007 trailer; \$28,000. 2008 Achilles dinghy, Mercury 6hp 2007; \$2,000. Cruising package; \$4,000. Separate or together. Email for pics inventory. drtiki@sbcglobal.net or (805) 440-8501.



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## 29 TO 31 FEET



**NEWPORT 30 MKIII, 1980.** Marina Del Rey. \$12,000. Here is a perfect opportunity to get into a very nice Newport 30 for a very reasonable price. Well maintained by a knowledgeable owner, this boat would make a perfect first time keel boat and is perfect for daysailing and trips to Catalina Island. Owner is motivated and is looking forward to upgrading to a larger boat. Easy to singlehand! Wheel helm, autopilot, furling mainsail and furling jib make for ease of handling. New head, new dodger, new bottom paint, engine and hull well maintained by professionals. Email douglas\_williams@williamsrecords.com or (323) 394-1413 or (323) 235-7638.

**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. (415) 331-8250 or email jack@modernsailing.com.



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**30-FT CATALINA (TALL MAST), 1976.** berthed at Alameda, CA. \$15,310. Hull #122. Univ. diesel 25hp, Hurth transmission rebuilt, wheel steering, refrigerator, propane stove, pressurized water. Reinforced chain plates, driplless cutlass bearing, roller furling jib, dodger, adj. backstay. Asym. spinnaker, stern built-in seats, new batteries, VHF radio, cushions in great shape. L-shaped dining area w/fold-out table. Email for more specifics. (408) 219-4920 or susoz@hoganlaw.com.

**30-FT CATALINA, 1978.** Marina Village, Alameda CA. \$14,500/obo. Very clean dry boat. Roller furling jib, dodger, wheel steering, Harken traveler, Anderson winches, Atomic 4, interior cushions, runs great. Must see to appreciate. (925) 838-4375 or jdamele@comcast.net.



**30-FT J/92, DANA POINT.** \$57,000. *Sailing Magazine's* 'Boat of the Year'. High performance racer/cruiser, overnight accommodations for 4, spectacular sailing, Quantum sails, carbon sprit, Yanmar inboard, blue hull. Never raced, dry sailed in fresh water. randallwinchell@cox.net or (949) 874-3957.

**30-FT TARTAN MARINE, 1971.** Berkeley Marina "F" dock. \$5,400/obo. Wonderful bay sailing, with engine mounted just behind mast. Side galley model. Hull number 13. Atomic 4 not running and don't have the money to fix it. (510) 910-2886.

**30-FT NEWPORT, 1982.** Pt. Richmond. \$26,000. Wheel, roller furling, 3 jibs, 2 spinnakers, new main 2006, set up for singlehanded. Diesel engine refurbished 2009, new head 2008, AM/FM/CD radio, cabin and cockpit speakers, VHF, electrical redone 2008. (916) 961-3315 or rdpezl@comcast.net.



**30-FT CATALINA, 1981.** San Rafael. \$20,000/obo. Clean. New: main and jib, shore power, fuel tank. Recent upgrades: standing-running rigging, lights, batteries, cushions, motor (A4). Wheel, dodger, roller furling, VHF, stereo, stern perches, stern skirt, bimini. Partnership possible. (530) 235-4908 or (530) 859-1090 or barrshome@yahoo.com.



**30-FT FISHER PILOTHOUSE, \$69,000.** Heavily built in England to Lloyds' specs. Outstanding example continuously upgraded, amazingly well equipped, pristine condition. In fresh water last 5 years. Documented. Specs and many photos at website. You won't be disappointed. <http://fisher30forsale.blogspot.com>. (916) 505-3397 or trigeorge@hotmail.com.

**31-FT PACIFIC SEACRAFT MARIAH.** 1979. Redwood City. \$49,500. Bulletproof world cruiser. 3-cylinder Yanmar diesel installed 2008. Recent standing rigging. Gorgeous teak interior. 2 burner stove with oven. Isotherm refrigerator. Sept 2009 haul-out and survey. <http://sites.google.com/site/pacificseacraftmariah>. (510) 502-8901 or nicholas.clinton@gmail.com.

**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>. (510) 910-2099 or mbritt@eyedocs.com.



**30-FT FISHER/NORTHEASTER, 1976.** San Diego, CA. \$79,500. The aft cabin version of the famous British Motorsailer Fisher yachts. New Yanmar, new North sails. She is absolutely Bristol inside and out. For photos and complete information see website. [www.will-shelton.com](http://www.will-shelton.com) (619) 616-9209 csdales@yahoo.com.

**30-FT WILDERNESS, CUSTOM, 1980.** Alameda Marina dry storage. \$15,000/obo. Great boat - Pac Cup '96, 20+ knots, good sails, dry sailed, new keel, jumper strut for masthead kites, new paint inside, new bottom paint. Been sitting, needs some new lines and rigging, then ready to go. Email mgrealish@comcast.net.

**32-FT COLUMBIA SABRE.** 5.5 Meter hull, 1965. Berkeley \$3,800 New traveler and main sheet. Custom teak/holly hatch covers. Main, spinnaker, 150 and working jib. Honda 7.5 hp four stroke outboard. With slip at Berkeley Marina. (925) 366-0089.

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**31-FT CATALINA 309, 2008.** Alameda Marina \$91,000. Catalina 309 'Boat of the Year' 31 ft x 11'6". New 11/7. 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. Email [joan\\_robert@juno.com](mailto:joan_robert@juno.com) or call (510) 490-3575.

**34-FT CATALINA, 1986.** San Carlos, Sonora, Mexico. \$42,000. Ready to sail! Well maintained, in great shape. All new s/s rigging last season, sails in good shape. See web for specs and photos. Mooring available, or will deliver to you. <http://cckaufman.com>. (520) 232-2391 or [cckaufman91@yahoo.com](mailto:cckaufman91@yahoo.com).



**35-FT YORKTOWN, 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: <http://sandpiper38.blogspot.com>. Email [sandpiper\\_38@hotmail.com](mailto:sandpiper_38@hotmail.com) or call (340) 514-0778.

### 32 TO 35 FEET



**34-FT CONTESSA, OOD, 1979.** \$29,750. New running rigging, huge sail inventory, 217 hours on the engine, maintained to exceptional standards, great racer/cruiser! Currently has a transferable liveboard slip, but is ready to cruise or race anywhere. Too much to list; for details, pics, and video; <http://hotmarketing.com>. (415) 497-3957 or [sam.kesten@gmail.com](mailto:sam.kesten@gmail.com).



**35-FT 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 [ahoys@earthlink.net](mailto:ahoys@earthlink.net).



**ERICSON 35 MK II, 1970.** Long Beach. \$19,950/obo. Mexico/Hawaii ready. Skillfully refitted, windlass, custom double roller, 3 anchors, heads, mainsail, 85%, genoa new. New bottom 7 coats West epoxy. Boat sails and motors now! Email [chrislamb007@comcast.net](mailto:chrislamb007@comcast.net) or call (415) 332-7501 or (415) 308-6904.



**35-FT 1D35, 1999.** Richmond. \$79,500. Two time Rolex 1D35 Big Boat winner, *Diablita* is in turn key condition. Always driesailed, 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@innovafavors.com](mailto:gboell@innovafavors.com).

**35-FT ALBERG, 1964.** Sausalito area. \$12,500. New rigging, trans, shaft, prop, rudder, Kubota diesel w/new fuel pump, filters, starter, heads, mainsail, 85%, genoa new. New bottom 7 coats West epoxy. Boat sails and motors now! Email [chrislamb007@comcast.net](mailto:chrislamb007@comcast.net) or call (415) 332-7501 or (415) 308-6904.



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**32-FT PEARSON RACER/CRUISER.** 1979. Alameda. \$23,000 or reasonable offer. Easily singlehanded Bill Shaw sloop. Featured in August 2007 'Practical Sailor'. 1250 hours on original M-15 Universal diesel. Gear (vintage '95): Autopilot, digital depth finder and 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.



**32-FT BRISTOL, 1978.** Ixtapa, Mexico. \$9,000. Price slashed by 50%. It must go! We can't take anymore time off for sailing in this economy. Our bad luck is your good fortune. Make an offer. We will consider any offer. Be on your boat and cruising Mexico by Xmas. Check website for the list of equipment, photos and condition: [www.eblw.com/contepartiro/contepartiro.html](http://www.eblw.com/contepartiro/contepartiro.html). Email [jeanne8@eblw.com](mailto:jeanne8@eblw.com) or call (510) 367-5621.

**32-FT WESTSAIL, 1973.** Santa Cruz. \$30,000. Beta Marine 37hp diesel, 300hrs. New aluminum fuel tanks. New sails, covers. Monitor. Frigoboat fridge. Force 10 diesel heater. 400ah batt. Inverter, charger. SL555 windlass. 300' 3/8 chain. 45#CQR. 406 EPIRB. Lavac head. Groco thru hulls. Call (907) 399-7733 or email [silathielke@gmail.com](mailto:silathielke@gmail.com).

**35-FT SANTANA, 1982.** Tiburon. \$18,000. Great boat for SF Bay, handles high winds well. Very good shape. Many upgrades to rigging, includes hard rigging and extra sails for racing. Engine runs great, overhauled in 2001. (415) 846-3589 or (415) 897-6311 or [Goodots@aol.com](mailto:Goodots@aol.com).

## 36 TO 39 FEET

**36-FT TRISBAL, 1981.** Sausalito Yacht Harbor. \$69,000. *Ta Mana* (aluminum hull, built in France) is a proven, comfortable world cruiser, loaded and in excellent condition with a recent haulout and bottom paint. A turn key Pacific Cup boat ready to go 2010. AIS, SSB, weatherfax, navigation computer, solar panel, windvane, Raymarine electronics, dodger, Yanmar 3GM30F, 3 blade folding prop. Sails in good to excellent condition. For details and pictures please check the website: [www.getawayonthebay.com](http://www.getawayonthebay.com). Call (415) 272-5789 or [skipper@getawayonthebay.com](mailto:skipper@getawayonthebay.com).

**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.



**37-FT ENDEAVOUR, 1981.** Wilmington, CA. \$40,000. Excellent liveaboard with beautiful teak interior. Private owner's cabin with double berth, huge salon, hanging lockers and drawers galore. 6'4" head room, new upholstery, canvas and cosmetics in recent years. Easy to sail. (562) 706-4334 or [sailfast6@verizon.net](mailto:sailfast6@verizon.net).



**39-FT CAL, 1971.** Oceanside, San Diego. \$40,000. New professional racing bottom, just splashed Nov 5, '09. Great racing inventory, new 3/4 oz. Ullman spinnaker, double spreader tall rig. Good shape and fast. knot-a-clew.com (949) 280-6220 or [granahan@cox.net](mailto:granahan@cox.net).

**37-FT CREALOCK, 1980.** Monterey. \$65,000. Cutter. Ballenger 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. [ddatpbio@gmail.com](mailto:ddatpbio@gmail.com).



**36-FT PEARSON 365 KETCH, 1977.** Oyster Point. \$30,000 firm. Beautiful liveaboard. 40hp Westerbeke diesel. 2007 standing rigging. 6 sails including roller furling jib and cruising spinnaker. Refrigeration, hot/cold water system, solar panel (not installed) and much more. Leave message at (209) 586-3341 or email [wwo@mlode.com](mailto:wwo@mlode.com).



**38-FT KETTENBURG, 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](http://www.sailk38.com). (916) 847-9064 or [steve@paradigmpilgrim.com](mailto:steve@paradigmpilgrim.com).

**36-FT BENETEAU FIRST 36.7, 2005.** Port Angeles, WA. \$150,000. Deluxe, well maintained 36.7 for sale in Washington, just up the coast. See pics and specs at: <http://beneteau367forsale.com>. Email [bill@cpifiber.com](mailto:bill@cpifiber.com) or call (360) 452-1110 or (360) 460-1014.



**36-FT ISLANDER, 1974.** Delta area, Stockton. \$16,000/obo. Runs and sails great! Has 50hp Perkins engine. Recent improvements include new: mainsail, electrical wiring, gauges, stainless port lights, dodger, headliner, refrigerator and toilet. Recently polished fuel tanks. Sleeps 5. Still needs more improvements. (408) 375-9222.



**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 \$75,000, 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. More info: [www.humphreysconcerts.com](http://www.humphreysconcerts.com). (619) 243-6269 or [jdarrochdesign@yahoo.com](mailto:jdarrochdesign@yahoo.com).

**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. (415) 771-0741 or email [Bob@TandlerSF.com](mailto:Bob@TandlerSF.com).



**38-FT BLUEWATER INGRID, 1977.** Fortman Marina, Alameda, CA. \$20,000/obo. Beautiful potential! Project boat. Sound hull, gorgeous teak interior, needs a loving hand. Moved ashore and need to find someone to take care of her. Email for pictures and information. [donaldhardy@yahoo.com](mailto:donaldhardy@yahoo.com).

**36-FT PEARSON 365 KETCH, 1977.** Marina Village Yacht Harbor, Alameda. \$53,000/obo. Beautiful liveaboard. 40hp Westerbeke diesel. 3 new sails. 2005-Standing rigging, refrigeration, entertainment and electronic systems. Inflatable rigid bottom. Much more! (925) 457-4957 or [sailonchap@yahoo.com](mailto:sailonchap@yahoo.com).



**36-FT CATALINA, 1985.** Berkeley. \$55,000. Turn-key tall-rig, meticulously maintained by 2nd owner. Perfect as a liveaboard cruiser (transferable Berkeley slip). New Pineapple sails (2004), 25hp Universal diesel (overhauled 2007), new 40gal fuel tank, 300gal freshwater, DGPS, Furuno radar, Danforth anchors, new dodger, more great extras! Email [hzornetzer@gmail.com](mailto:hzornetzer@gmail.com).

**36-FT ISLANDER, 1980.** Berkeley Marina. \$30,000. Roller furler, Yanmar diesel 38hp, radar, H/C pressure water, refrigerator, electric windlass, autopilot, SSB, gennaker. Great boat, 2004 Baja Ha-Ha vet. (510) 644-1217 or (510) 684-7388 or [michaelgray@comcast.net](mailto:michaelgray@comcast.net).



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**36-FT PEARSON 365 KETCH, 1980.** Tonga/NZ/Fiji/Australia. \$75,000. Complete renovation and outfit for bluewater cruising. Owner lives aboard and cares for her like a baby. Structural upgrades, new electrical system, oversized equipment. Tweaked for fast ocean passages. Pacific crossing - 21 days. Hard dodger, Lighthouse windlass, watermaker, below decks pilot w/spare, Iridium, SSB w/Pactor, 2005 UK Sails, new rigging, tons more. On the way to NZ, but delivery available elsewhere in the SW Pacific. Details on website. [www.getlostonpurpose.com/cruisingboatforsale](http://www.getlostonpurpose.com/cruisingboatforsale). Email [dwsorrell@yahoo.com](mailto:dwsorrell@yahoo.com).

**36-FT SABRE, 1998.** Berkeley. \$145,000. Have to sell her. Shallow draft keel. 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 [dan@deltaexcavating.net](mailto:dan@deltaexcavating.net).

**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](mailto:Bobgthomas@earthlink.net).

## 40 TO 50 FEET



**42-FT HUNTER PASSAGE, 1993.** Marina Real, San Carlos, MX. \$143,000. Cruiser/liveaboard center cockpit located in Mexico. Lugger 6KW genset, Aquamarine 26 GPH watermaker, Achilles dinghy with new 2009 Nissan outboard, hard top bimini, Raymarine electronics. More at <http://summerwindhunter42.blogspot.com>. (928) 380-5502 or [wingandsail@yahoo.com](mailto:wingandsail@yahoo.com).



**45-FT SPARKMAN & STEPHENS.** Seafarer yawl, San Francisco. \$92,000. Yacht *Soltura*. Built in Holland of solid fiberglass. Sea-kindly and easily handled by two people. The amazing thing about this classic boat is you can't walk away without taking another look. Contact Jerry (415) 435-3513 or [gsumsey@yahoo.com](mailto:gsumsey@yahoo.com).



**47-FT TED BREWER-DESIGNED.** center cockpit ketch, 1977. Sausalito, CA. \$82,000. Bluewater cruiser commissioned in Sausalito and constructed in Taiwan of thick hand-laid fiberglass, this yacht shows no blisters. All standing rigging recently replaced along with new spruce bowsprit, heavy duty windlass with twin anchors and rollers, rebuilt winches, brass fittings and ports, autopilot, modern electronics (radar, GPS chart plotter, depth sounder), teak throughout the entire ship, teak/marble head and bath, infinite storage area, modern diesel, huge master berth, full galley, CNG stove, etc. Refinished bright work. Mechanical and electronics are tip-top and reflected in extensive maintenance records. Sails beautifully. Berthed in Sausalito. Priced to sell. (408) 483-9550 or (650) 938-3169 or [danmck@sonic.net](mailto:danmck@sonic.net).



**40-FT PETERSON TWO-TONNER.** 1980. San Diego, CA. \$58,000/obo. This performance racer/cruiser sailed from San Diego to France in 2005 where she was totally refit: new Yanmar engine, hull/deck/mast paint job, bottom fairing, new head, rigging verification, new MaxProp, etc. After several regattas in France, and months cruising the Caribbean, she was sailed back to San Diego where upgrades continued: new refrigeration, new water heater, bottom job/deck paint, March 2009. Race in SoCal (PHRF 69) then cruise the islands in style. (619) 467-6369 or [bruno.bomati@gmail.com](mailto:bruno.bomati@gmail.com).

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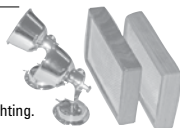
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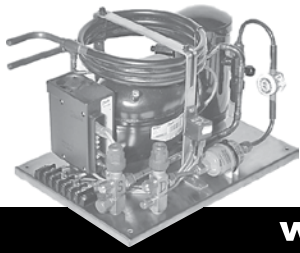




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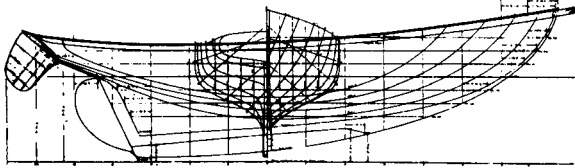
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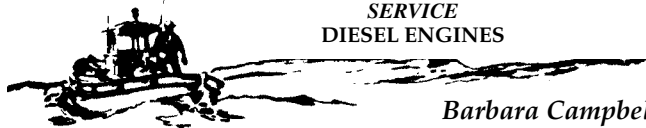
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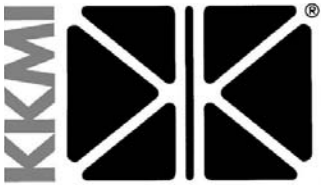
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Clean, never cruised one owner example with low time on diesel engine (only 155 hours), custom finished interior, much more. **\$64,500**

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**35' BABA, 1979** Traditional double-ender with a recently revarnished 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. **\$49,500**

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53'	BENETEAU 532, '06	MARINA DEL REY	\$539,000
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**KKMI Richmond, 530 West Cutting Blvd. Pt. Richmond, CA 94804 (510) 235-KKMI (5564)**

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