

Latitude 38

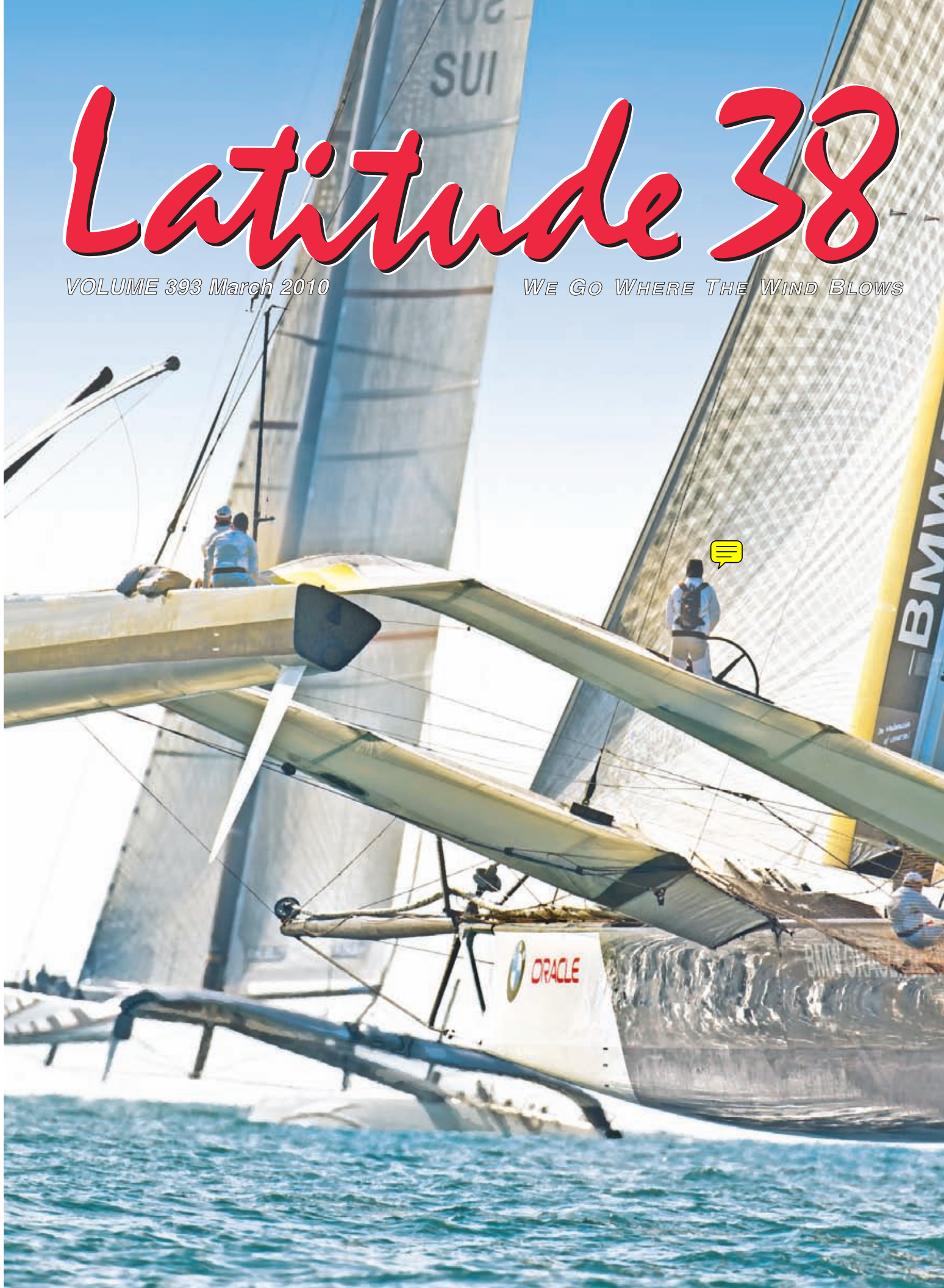
Latitude 38

VOLUME 393 March 2010

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MARCH 2010

VOLUME 393





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PHOTO: LATITUDE 38 / ROB



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Cover: Playing cat and mouse – 'USA' toys with 'Alinghi 5' before pouncing in the 33rd America's Cup.

Photo: Guilain Grenier/BMW Oracle Racing

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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs – anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus digital images (preferable) or color or black and white prints with identification of all boats, situations and people therein; and 3) be legible. These days, we prefer to receive both text and photos electronically, but if you send by mail, anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to editorial@latitude38.com, or mail to Latitude 38 editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address or see www.latitude38.com/writers.html.

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CALENDAR

Non-Race

Mar. 3 — Club Nautique's Winter Wednesdays Seminar Series continues with 'Cruising the Delta' with Bill Wells at Club Nautique in Alameda, 6-8 p.m. Seminars run every other Wednesday at the same time and location, and are free unless noted. **3/17:** 'The Mystery of Tides' with Joe Brandt; **3/31:** 'A Day in the Life of a Bar Pilot' with David Weiss. Info, (510) 865-4700 or www.clubnautique.net/winter-wednesdays.

Mar. 3-31 — Wednesday Yachting Luncheon Series at St. Francis YC, 12-2 p.m., \$13.50. Enjoy lunch and a dynamic speaker every Wednesday. All YCs' members welcome. More info under the 'Events' tab at www.stfyc.com.

Mar. 3-Apr. 28 — Sailing Skills & Seamanship course by USCGA Flotilla 12-1 at Oakland YC on Weds. nights, 6:30-8:30 p.m. \$55 fee. Info, (510) 601-6239 or nancy@windwave.com.

Mar. 3-June 23 — Sailing Skills & Seamanship course by USCGA Flotilla 17 at Berkeley YC on Weds. nights, 7:30-9:30 p.m. \$75 fee. Info, (415) 205-0687 or FSO-PE@flotilla17.org.

Mar. 4 — Heavy Weather Sailing & Storm Tactics by John Connolly at San Carlos West Marine, 6-7 p.m. Free. Reservations, (650) 593-2070.

Mar. 5-7 — Trawler Fest boat show at Kona Kai Resort in San Diego. Check out the boats, seminars and a variety of other activities. Info & tickets, www.trawlerfest.com.

Mar. 6 — Yacht Maintenance Seminar by Michael Price at Sausalito West Marine, 1 p.m. Free. Call (415) 332-0202 for reservations.

Mar. 6 — Sail a Small Boat Day. Free rides in a variety of different small sailboats at Richmond YC, 11 a.m.-4 p.m. Wear something warm and waterproof, like a wetsuit, and bring a PFD and change of clothing. Info, www.richmondyc.org.

Mar. 7 — Mariners' Sunday at St. Luke Presbyterian Church in San Rafael, 10 a.m. An ecumenical service dedicated to mariners, followed by brunch at Loch Lomond YC. Info, www.stlukepres.org. Brunch reservations, (415) 721-1578.

Mar. 7-28 — Free sailing at Pier 40 every Sunday courtesy of BAADS. Info, (415) 281-0212 or www.baads.org.

Mar. 10 — Liferaft Safety class by Sal's Inflatables, 3-5 p.m. at Golden Gate YC, just before the Crew List Party (see below). Find out what it's really like to get into a liferaft from the water — bring a wetsuit! Reservations and \$25 deposit required for this free class. Info, (510) 522-1824.

Mar. 10 — *Latitude 38* Spring Crew List Party at Golden Gate YC, 6-9 p.m. It's early in the season so you can set up your crew sooner. Coast Guard helo SAR demo starts at 6. \$5 for anyone 25 and under (with ID)! Still only \$7 for the rest of us. See www.latitude38.com for all the details.

Mar. 11 — Single sailors of all skill levels are invited to the Single Sailors Association monthly meeting at Ballena Bay YC, 7:30 p.m. Info, www.singlesailors.org or (510) 233-1064.

Mar. 11 & Apr. 8 — Fishing Seminar Series at San Carlos West Marine, 6-7 p.m. Free. Reservations, (650) 593-2070.

Mar. 11-14 — Sacramento Boat Show at Cal Expo. Info, www.svmainc.com.

Mar. 13 — Fulfilling Your Dreams: Getting Ready to Cruise seminar by Guy Stevens at San Carlos West Marine, 12-4 p.m. Reservations, (650) 593-2070.

Mar. 13 — Boaters Swap Meet at South Beach YC, 10 a.m.-2 p.m.. Info, www.southbeachyc.org.

Mar. 13-14 — West Wight Potter Rendezvous at Peninsula YC in Redwood City. Racing, rafting, dancing and a St. Paddy's dinner. Info, call Edward at (650) 771-1945.

Mar. 14 — Daylight Saving Time begins.

Mar. 15 — Singlehanded TransPac Rigging seminar by

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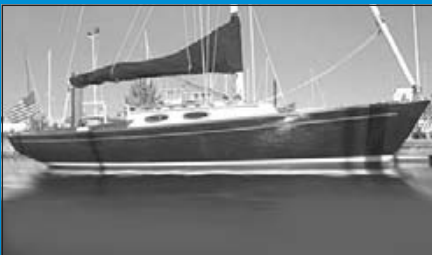
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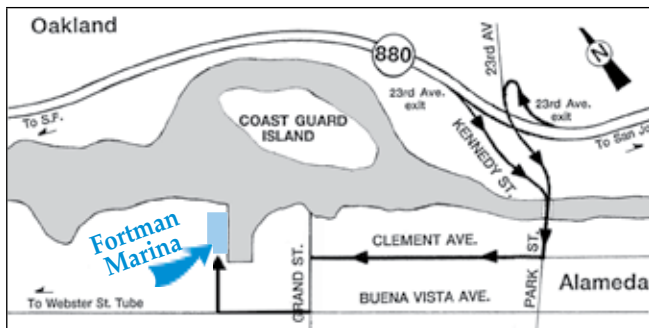
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CALENDAR

Panda Rigging at Oakland YC, 7:30-10 p.m. Socializing starts at 7 p.m. Info, www.sfbayss.org.

Mar. 17 — Go sailing on a green boat on St. Paddy's Day!

Mar. 18, 1969 — Bernard Moitessier shocked the world when he announced his withdrawal from the Golden Globe Race and his intention to continue sailing. "Please do not think I am trying to break a record," he wrote. "Record" is a very stupid word at sea. I am continuing nonstop because I am happy at sea, and perhaps because I want to save my soul."

Mar. 18 — 12-Volt Seminar by Duane Foote at San Carlos West Marine, 6-7 p.m. Free. Reservations, (650) 593-2070.

Mar. 18 — Line Splicing Class at San Jose West Marine, 6:30 p.m. Free. Reservations, (408) 246-1147.

Mar. 20 — Vernal equinox, a.k.a. the first day of spring!

Mar. 20 — Safety Seminar by Coast Guard Auxiliary at Sausalito West Marine, 11 a.m. Info, (415) 332-0202.

Mar. 25 — Partner in Command Seminar by US Power Squadron at San Carlos West Marine, 6-7:30 p.m. \$45. Reservations, (650) 593-2070.

Mar. 27 — Maritime Sketchbook with Amy Hosa at San Francisco Maritime National Historical Park's Hyde Street Pier, \$100. Half of all proceeds from adult education classes go to non-profit education programs for at-risk youth. Info, www.maritime.org/adult-classes.html or (415) 292-6664.

Mar. 27-28 — Oar & Paddle Making at San Francisco Maritime National Historical Park's Hyde Street Pier, \$125. Info, www.maritime.org/adult-classes.html or (415) 292-6664.

Mar. 29 — Howl at the full moon on a Monday night.

Apr. 3 — Marine Swap Meet at Alameda West Marine, 7 a.m.-2 p.m. Info, (510) 521-4865.

Apr. 3 — Finding & Maintaining the Right One by Guy Stevens at San Carlos West Marine, 12-3 p.m. Reservations, (650) 593-2070.

Apr. 10 — Opening Day on the South Bay. Boat parade, blessing of the fleet, live music and fun for the whole family. Info, www.southbayopeningday.org.

Apr. 10 — Encinal YC's Nautical Flea Market, the largest in the East Bay, 6 a.m.-1 p.m. Breakfast, lunch and beverages available. Info, (510) 522-3272 or www.encinal.org.

Apr. 10 — Emeryville Marina's 3rd Annual Boaters Swap Meet, 9 a.m.-2 p.m. Info, (510) 654-6437.

Apr. 11 — Marine Swap Meet & Open House at Berkeley YC, 6 a.m. John, (510) 843-9292, manager@berkeleyyc.org or www.berkeleyyc.org.

Apr. 15-18 — Strictly Sail Pacific at Jack London Square. Back to sail-only, this year will feature used boats as well as new! Info, www.strictlysailpacific.com.

Apr. 24 — Nautical Swap Meet & Port Supply Tradeshow at Sausalito West Marine, 10 a.m.-4 p.m. BBQ gets fired up at 11 a.m. Info & space reservations, (415) 332-0202.

Apr. 24 — Boaters Swap Meet at Stockton SC, 8 a.m. Fuel up at a pancake breakfast, too. Info, www.stocktonsc.org.

Apr. 25 — Opening Day on the Bay! Info, www.picya.org.

Racing

Feb. 27-Mar. 7 — MEXORC Regatta, held in conjunction with Copa Mexico. Info, www.mexorc.com.

Mar. 4-7 — Miami Grand Prix. Premiere Racing Events, www.premiere-racing.com.

Mar. 4-7 — Heineken Regatta, St. Maarten, West Indies. One of the world's great fun regattas — and some of the wildest parties. Info, www.heinekenregatta.com.

Mar. 6 — Coyote Point YC's Jack & Jill Race. Info, (650) 347-6730, www.cpyc.com or regatta@cpyc.com.

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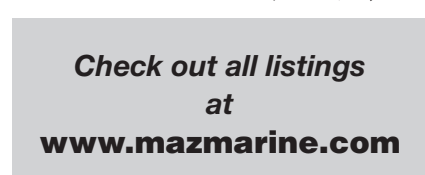
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CALENDAR

Mar. 6 — Stockton SC Long Distance Race #1. Info, (209) 476-1381 or www.stocktonsc.org.

Mar. 6-7 — Spring Keel Regatta on the Cityfront. StFYC, (415) 563-6363 or raceoffice@stfyc.com.

Mar. 12, 1887 — The newly built 131-ft schooner *Coronet* and the 17-year-old schooner *Dauntless* set off on a New York-to-Ireland race across the Atlantic. *Coronet* beat *Dauntless* by 30 hours 14 days later.

Mar. 13 — Island YC's Doublehanded Lightship. Proceeds benefit United Cerebral Palsy. Info, www.iyc.org.

Mar. 13 — Mercury Series #1. EYC, (510) 522-3272.

Mar. 13 — Horsfal-Vincent Race. CYC, www.cyc.org.

Mar. 13-14 — Big Daddy Regatta, a don't-miss Bay Area classic. RYC (510) 237-2821 or www.richmondyc.org.

Mar. 13-14 — Spring Dinghy Invitational. StFYC, (415) 563-6363, www.stfyc.com or www.bayarea-youthsailing.com.

Mar. 14 — Spring Series #1. SSC, www.stocktonsc.org.

Mar. 20 — YRA-OYRA Lightship 1. StFYC, www.yra.org.

Mar. 20 — Rites of Spring, includes all-female crew division. OYC, (510) 366-1476 or www.oaklandyachtclub.com.

Mar. 20 — Stockton SC Doublehanded Long Distance Race #1. Info, www.stocktonsc.org.

Mar. 20 — Rosenblum Regatta. SFYC, www.sfyc.org.

Mar. 20-21 — Spring One Design Invitational. StFYC, (415) 563-6363 or www.stfyc.com.

Mar. 22 — Spring Series #2. SSC, www.stocktonsc.org.

Mar. 26-30 — Corona del Mar to Cabo Race, an 800-mile downwind dash. Balboa YC, www.balboayachtclub.com.

Mar. 27-28 — San Francisco Cup. SFYC defends against StFYC. Info, www.sfyc.org or www.stfyc.com.

Mar. 28 — YRA Midwinter Challenge Cup at TI. Info, www.yra.org.

Mar. 29-Apr. 4 — BVI Sailing Festival & Spring Regatta, British Virgin Islands. One of the Caribbean's best regattas, which includes a huge bareboat fleet. A great way to spend a week-long charter. Info, www.bvispringregatta.org.

Apr. 3 — 29th Annual Doublehanded Farallones Race. BAMA, (510) 769-0309 or www.sfbama.org.

Apr. 3 — Singlehanded #2. SeqYC, www.sequoiayc.org.

Apr. 3 — Corinthian Challenge. CYC, www.cyc.org.

Apr. 6-May 18 — Free Pelican racing at the Cityfront's Aquatic Park every Tuesday, 5:30 p.m.-sunset. Info, www.maritime.org/adult-classes.html or (415) 292-6664.

Apr. 10 — Bullship Regatta, the annual run of El Toros from Sausalito to the Cityfront. Info, www.eltoroyra.org.

Apr. 10 — Spring Tune-Up Race, the mother of all beer can races. RYC, www.richmondyc.org.

Apr. 10 — SSS Corinthian Race, formerly known as the In the Bay Race. Info, www.sfbaysss.org.

Apr. 10 — Mercury Series #2. EYC, www.encinal.org.

Apr. 10 — North Bay Challenge #1. VYC, www.vyc.org.

Apr. 10 — Don Wan Regatta, TYC. Ian Matthew, (415) 883-6339 or race@tyc.org.

Apr. 10-11 — Resin Regatta, for Melges 24s, Etchells, Express 27s, Alerion Express 28s and J/24s. SFYC, (415) 789-5647 or www.sfyc.org.

Apr. 10-11 — J/Fest, one design and PHRF racing for the J/boat faithful. StFYC, (415) 563-6363 or www.jfest.org.

Apr. 10-11 — Camellia Cup on Folsom Lake, for centerboards, multihulls and keelboats. FLYC, www.flyc.org.

Apr. 10-11 — Big Dinghy Regatta. RYC, (510) 237-2821 or www.richmondyc.org.

Apr. 11 — Spring Series #3. SSC, www.stocktonsc.org.

Apr. 17-18 — 38th Annual Rollo Wheeler Regatta. One design and PHRF buoy races on Saturday, pursuit race on

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77' Andrews, '03**	\$799,000
56' Andrews, '94, <i>Charisma</i>	SOLD
52' Santa Cruz, '00, <i>Isis</i>	\$520,000
52' Santa Cruz, '98, <i>Hula</i>	\$575,000
52' Santa Cruz, '99, <i>Renegade</i>	\$595,000
52' TransPac with IRC mods, '03, <i>Braveheart</i>	\$499,000
48' J/145, Hull #9, '03**	\$675,000
44' J/44, '93, <i>Halcyon Days</i>	\$315,000
44' J/44, '90, <i>Phoenix</i>	SOLD
42' Beneteau First 42	Just Listed \$89,000
42' Custom Wylie "Scorpio"	Just Listed \$169,000
41' J/124, '07, <i>Fortuna</i>	\$298,000
41' Passport, '90, <i>360**</i>	\$239,000
440' J/120, '01, <i>OuiB5</i>	SOLD
40' J/40, '86, <i>China Cloud</i>	\$159,000
40' Avance, '85, <i>Caribou**</i>	\$139,500
40' X-Yachts X119**	SOLD
40' Olson, 1983, <i>Elka</i>	\$79,000

39' Carroll Marine CM 1200, '95**	\$82,500
38' True North 38 "Zest"	Just Listed \$375,000
37' X-Yachts 372 Sport, '87	SOLD
37' J/37, Hull #30, '88	SOLD
36' J/36, '83**	SOLD
36' Jenneau, '97**	\$105,000
35' J/109, '03**	\$189,000
35' J/109, '04, <i>Crazy Diamond</i>	\$185,000
35' J/105, Hull #617, '02, formerly <i>Chili Pepper**</i>	\$105,000
35' J/105, Hull #502, '02, <i>Grace O'Malley</i>	Just Listed \$115,000
35' J/105, Hull #403	SOLD
35' J/105, Hull #347, '00, <i>Bald Eagle</i>	\$109,000
35' J/105, Hull #298, '00, <i>Chilaxn</i>	\$109,000
35' J/105, '99, <i>Life Is Good**</i>	\$83,000
35' J/105, Hull #103, '95, <i>Aquavit</i>	Just Listed \$89,000
35' J/35, '84, <i>Blue Streak**</i>	\$34,900
35' J/35, '84, <i>The Boss**</i>	\$49,000
35' 1D35, '00, <i>Great Sensation</i>	\$84,900

35' 1D35, '01, <i>Yeofy</i>	\$69,900
35' Ericson 35 Mk III, '84, <i>Symmetry</i>	SOLD
34' D-Class Catamaran, <i>Rocket 88</i>	\$38,000
34' MJM 34z, '05**	\$365,000
34' J/34, '85, <i>The Zoo**</i>	\$29,900
34' Olson-Ericson, '89**	\$47,500
33' J/100 Hull #9 2005	Just Listed \$106,000
33' J/100 Hull # 160 demo	Just Listed \$149,000
33' J/100, Hull #5, '05, <i>Reddie Freddie</i>	\$114,000
32' J/32, '97 in Alaska	\$109,000
32' J/32, <i>Independence</i> , '00	\$125,000
29' Back Cove, '05, <i>Diamond Lil</i>	SOLD
29' MJM 29z, '07**	\$269,000
29' J/29, '85, <i>Masthead**</i>	SOLD
28' Alerion Express, '06**	\$105,000
27' Antrim 27, '98, <i>Luna</i>	\$29,900
22' Aquapro Raider 665, '04	SOLD

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CALENDAR

Sunday. Bobbi, (925) 939-9885 or bobbi@jfcbat.com.

May 1-2 — The 110th annual Great Vallejo Race, one of the biggest races on the Bay, which also serves as the YRA season opener. Info, (415) 771-9500 or www.yra.org.

June 19 — The Singlehanded Transpac from SF to Hanalei. If you've been wanting to prove your mettle, this could be your year. Info, www.sfbaysss.org.

July 5 — 16th Biennial Fun Race to Hawaii, aka the Pacific Cup. For details on the race and seminars, visit www.pacificcup.org.

Remaining Midwinter Regattas

BERKELEY YC — Chowder Races: Sundays through March. Bobbi, (925) 939-9885.

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

ENCINAL YC — Jack Frost Series: 3/27. Small Boat Winter Series: 3/27. Matthew Dean, rearcommadore@encinal.org.

FOLSOM LAKE YC — Winter Series: 3/13, 4/3. Mark Erdrich, fusion927@gmail.com.

GOLDEN GATE YC — Seaweed Soup Series: 3/6. Mont, ggycracedeck@aol.com or (209) 481-5158.

HALF MOON BAY YC — Midwinters: 3/21. Info, sailing@hmbyc.org or www.hmbyc.org.

ISLAND YC — Estuary Midwinters: 3/14. John, (510) 521-2980 or iycracing@yahoo.com.

LAKE MERRITT SC — Midwinters: 3/14. Beth, (510) 444-5292 or ebuddington@earthlink.net.

OAKLAND YC — Sunday Brunch Series: 3/7. John, (510) 522-6868 or j_tuma@comcast.net.

RICHMOND YC — Small Boat Midwinters: 3/7. Tony, amcastruccio@sbcglobal.net or (925) 426-0686.

SANTA CRUZ YC — Midwinters: 3/20. Info, (831) 425-0690.

SAUSALITO YC — Sunday Midwinters: 3/7. John Mount, race@syconline.org.

SEQUOIA YC — Winter Series: 3/13. Redwood Cup: 2/28, 3/28. Mike Garl, mikegarl@sbcglobal.net.

SOUTH BAY YRA — Midwinters: 3/20. Jocelyn Swanson, regatta@cpyc.com

SOUTH BEACH YC — Island Fever Midwinters: 3/20. Info, www.southbeachyc.org.

TIBURON YC — Midwinters: 3/13. Ian Matthew, ian.matthew@comcast.net or (415) 883-6339.

VALLEJO YC — Tiny Robbins Midwinters: 2/13, 3/7. Info, (707) 643-1254.

Mexico and Beyond

Mar. 16-20 — The 18th Annual Banderas Bay Regatta is five days of 'friendly racing for cruising boats'. The sailing conditions and the Paradise Marina venue couldn't be better. Everybody plays it safe because they're sailing their homes, and the entry is free. It's the perfect time and place to have family and friends fly down to join you in the tropics. In fact, you'd have to be nuts to miss this one. The regatta is part of the month-long Festival Náutico Vallarta. For details, visit www.banderasbayregatta.com.

Apr. 1-6 — Sea of Cortez Sailing Week is back! Sailing, hiking, volleyball, more sailing, pot lucks, snorkeling, T-shirts, more sailing, lay days, instant friends, and of course, more of the most fabulous sailing you will find. Entry fee of \$25 is a tax deductible donation to Fundación Ayuda Niños (Founda-



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CALENDAR

tion for Helping Children). We limit the number of entries to ensure room for the entire fleet on the infamous cocktail cruise aboard *Profligate*. To enter email patsyfish@gmail.com.

Apr. 8-11 — La Paz Bay Fest. This will be the fifth year for this descendant of the (in)famous La Paz Race Week. An event for cruisers that includes races, potlucks, cruising seminars and other fun activities for the family. More info on Bay Fest 2009 will soon be found at www.clubcrueros.org.

Apr. 30-May 2 — Loreto Fest and Cruisers' Music Festival. This classic Baja event, started to clean up Puerto Escondido, draws a very large crowd of cruisers and Baja land-travellers for a chili cook-off, dinghy races and other water activities, the Candeleros Classic race, and lots of participant-created music. The goals are to have fun and raise lots of money for Mexican charities in Puerto Escondido and Loreto. Visit www.hiddenpartyachtclub.com.

June 18-20 — Tahiti-Moorea Sailing Rendezvous, hosted by *Latitude 38* and Tahiti Tourisme. This free event is focused on cross-cultural appreciation and includes a cocktail party, a sailing rally to Moorea, Polynesian music and dance performances, and cruiser participation in traditional Tahitian sports — the highlight of which is the six-person outrigger canoe racing. Info, www.pacificpuddlejump.com.

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

March Weekend Tides

date/day	time/ht.	time/ht.	time/ht.	time/ht.
	HIGH	LOW	HIGH	LOW
3/06Sat	0312/5.9	1011/0.3	1730/4.0	2152/2.9
3/07Sun	0407/5.6	1123/0.4	1902/4.1	2315/3.1
	LOW	HIGH	LOW	HIGH
3/13Sat	0354/1.9	0954/5.4	1611/0.4	2255/5.1
3/14Sun	0528/1.6	1135/5.3	1739/0.6	
	HIGH	LOW	HIGH	LOW
3/20Sat	0233/5.7	0913/0.2	1622/3.9	2047/2.7
3/21Sun	0315/5.7	1010/0.1	1742/3.8	2141/3.0
	LOW	HIGH	LOW	HIGH
3/27Sat	0348/1.4	0959/5.8	1612/-0.1	2301/5.7
3/28Sun	0439/0.7	1059/5.8	1654/0.1	2335/6.0

March Weekend Currents

date/day	slack	max	slack	max
	3/06Sat		0207/2.1F	0501
	1235	1542/2.6F	1857	2057/1.4E
3/07Sun	0025	0312/1.8F	0603	0921/3.5E
	1347	1705/2.6F	2010	2221/1.3E
3/13Sat		0237/2.7E	0558	0852/2.9F
	1141	1443/3.9E	1829	2127/3.3F
3/14Sun	0025	0404/3.1E	0734	1027/3.1F
	1323	1616/3.9E	1959	2251/3.3F
3/20Sat		0132/2.2F	0413	0750/4.0E
	1134	1435/2.6F	1806	2022/1.9E
3/21Sun		0220/1.9F	0457	0842/3.9E
	1237	1538/2.5F	1917	2120/1.5E
	2357			
3/27Sat		0235/3.7E	0601	0855/3.6F
	1151	1451/4.7E	1832	2130/4.2F
3/28Sun	0034	0321/4.2E	0650	0947/4.1F
	1248	1541/4.6E	1914	2210/4.2F

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LETTERS

↑↓ DOWN WITH THE WRCB'S DRACONIAN SCHEME

Thank you for alerting Bay Area sailors to the State Water Resources Control Board's (WRCB) proposed permit and fee ploy that would make marina operators — including the Bay's yacht clubs — liable for the quality of the water that flows into their marinas from outside sources beyond their control.

It is particularly egregious that WRCB would pursue such a draconian regulatory scheme given there is no evidence that recreational boats in marinas are causing a water quality problem. There is no legitimate factual basis justifying WRCB's imposition of permits and fees that would compel marinas to individually expend hundreds of thousands of dollars each year to conduct the proposed water quality testing and monitoring, which would then have to be reported to state agencies.

Moreover, WRCB's mandating such a major expenditure without tangible evidence of a problem caused by recreational boating and marinas is devoid of intellectual integrity, and unethical, inasmuch as it simply cannot not improve coastal water quality. Simply stated, if the water flowing through a coastal — including the Bay — marina cannot be controlled by any given marina, forcing marina operators to comply with this ineffective mandate appears to make as much sense as Mrs. Madoff's leaving the porch light on for Bernie.

The hyperbole of WRCB's proposal is further underscored by the success of the Clean Marina Program conducted by the marina industry and recreational boaters. The Clean Marina Program has enhanced, and continues to enhance, the marine environment through voluntary participation. It has proven to be the most efficient and cost-effective approach to improving water quality in marinas. This program should be the preeminent method to address the state's water quality goals for marinas.

Moreover, the inequity of this proposal is aggravated by the fact that public records unequivocally establish that local governments, not marinas or recreational boaters, have been among the worst gross polluters of the San Francisco and San Pablo bays, as well as the coastal waters adjoining them.

In '09, the Sausalito-Marín City Sanitary District's total raw spillage out of Sausalito into the Bay was 775,000 gallons. In '08, there were thousands of gallons of raw flow from Sausalito's sewers in February, and again in August. The fine for those '08 spills was \$1.6 million. Notwithstanding that fine, during the week of January 18, 2010, the Sausalito-Marín City Sanitary District dumped another 40,000 gallons of raw sewage into the Bay.

During the storms that passed through the Bay Area in January, a total of 630,000 gallons of raw sewage spewed from the cities of Albany, Oakland, Alameda, Emeryville, Berkeley and Piedmont into the Bay at 47 spots, according to the environmental watchdog group San Francisco Baykeeper. That was miniscule however, compared with the 170 million gallons of partially processed sewage discharged from three East Bay Municipal Utility District 'wet weather' overflow plants on the eastern side of the Bay.

Given the lack of need for this marina permitting and fee proposal, why is the WRCB even putting such a draconian, unwanted proposal forward? Why isn't WRCB cracking down on gross pollution by the Bay Area's governmental entities? Is it because Sacramento bureaucrats, smarting from a 15% pay cut due to furloughs or the public's three-to-one rejection of tax increases in last June's plebiscite, want 'payback' against what they perceive to be wealthy yacht owners and their clubs?

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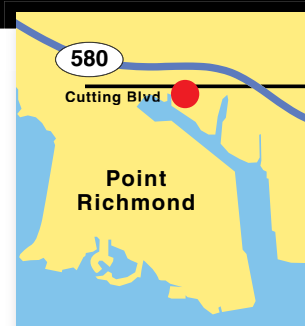
While at Stanford, Kim sailed on the college team and was named an Intercollegiate All American sailor. Since then, he's sailed Transpacs, crewed in the One Ton World Championships, navigated a 3-month passage from Hawaii to Sydney, and raced in countless competitions up and down the West Coast of the United States and Mexico, as well as the East Coast, Caribbean and Europe.

Over the years, Kim has come to know the ins-and-outs of boat building and repair like no other. He owned North Coast Yachts for 20 years, building custom sloops, fiberglass racer-cruisers, and a bunch of Wylie Wabbits. For the last twelve years, Kim was a Yard Manager at KKMI boatyard in Point Richmond, where many customers will remember

him for his honesty, integrity and the extraordinary care and attention he gave them and their boats.

If you're a member of the St. Francis Yacht Club, the Richmond Yacht Club or the Inverness Yacht Club, you've probably seen Kim on the racecourse, or advising cruisers and day-sailors how to be better sailors, improve their boat's performance, and keep their boats in great shape.

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LETTERS

superfluous WRCB proposition, but this much is certain: If this proposal is enacted, it will put a spike through the very heart of recreational sailing on San Francisco Bay, one the world's finest sailing venues.

Tim Cronin
Ruby, Pacific Seacraft Dana 24
Alameda

Tim — According to the United States Environmental Protection Agency, "nonpoint source pollution" (NPS) is the leading cause of water quality problems. These pollutants have harmful effects on drinking water supplies, recreation, fisheries and wildlife."

What is NPS? The EPA explains: "Unlike pollution from industrial and sewage treatment plants, NPS comes from many diffuse sources. NPS is caused by rainfall or snowmelt moving over and through the ground.

As the runoff moves, it picks up and carries away natural and human-made pollutants, finally depositing them into lakes, rivers, wetlands, coastal waters and ground waters. NPS can include excess fertilizers, herbicides and insecticides from agricultural lands and residential areas. Oil, grease and toxic chemicals from urban runoff and energy production. Sediment from improperly managed construction sites, crop and forest lands, and eroding streambanks. Salt from irrigation practices and acid drainage from abandoned mines. Bacteria and nutrients from livestock, pet wastes and faulty septic systems. Atmospheric deposition and hydromodification."

According to the EPA, most water pollution comes from NPS.

So as we understand the WRCB's proposal, the downstream 'victims' of NPS, the leading cause of water pollution, will be forced to pay for the monitoring of pollution. And will no doubt be charged with ameliorating a condition they have little if anything to do with creating. We all want clean water and a clean environment. The way to do that is to go after the primary causes, not by creating ineffectual proposals that punish the wrong people and take one more step in this once-great Golden State's seemingly inevitable march toward insolvency.

The other thing we find curious is that when there is some human mistake at a sewage treatment plant that allows gazillions of gallons of untreated or partially treated sewage into our bays and oceans, the sewage district — i.e. taxpayers — gets hit with the fine. Why aren't the individuals who screwed up, and the management that supervises them, hit with fines and termination?

It reminds us of an incident we heard about in the Caribbean over the winter. The captain of a new and very expensive mega sailboat was given an excellent employment contract. Despite the fact that the weather on New Year's Eve was stormy, and the port had been cleared out for safety, the captain and the entire crew went ashore, after anchoring the boat out, to celebrate. While they were celebrating, another big yacht dragged into the new yacht, causing some damage. As the damage had happened during the captain's watch, he was promptly sacked. Shouldn't government employees be held to the same standard?

↑↓ 'POPPING THE CLUTCH' ON AN OLD SCHOONER

I'm responding to your 'creative fix' remark in the February Letters, in which you said you were surprised that no-



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- April 9 - 11** - Napa Flotilla
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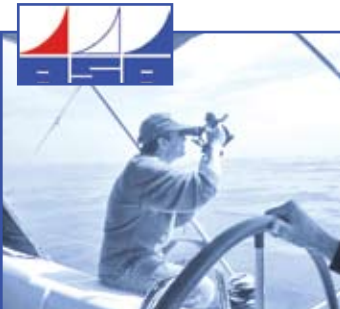
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LETTERS

body wrote in with examples of sailors' starting their diesels without battery power. Many years ago, I hitched a ride from Papeete to San Diego on the schooner *Nordlys*. Mid-Pacific, our batteries were dead and we couldn't start the propulsion diesel — which was the only way we could charge the engine batteries.

I was not in the engine compartment at the time, but understand that the following was the procedure used to solve the problem: after the overhead valves were pried down, pieces of hacksaw blades were slipped under the rocker arms, which kept the valves open and prevented compression in the cylinders. Then, when we were sailing in such a stiff breeze that the rail was down, the transmission was put into gear. The forward motion through the water spun the non-folding prop, which rotated the compression-less engine. Once the engine was turning over as fast as it ever was going to, the fuel was turned on and the hacksaw blades removed. The engine roared to life. Success on the first try!

Bob Drude
Mill Valley

↑↓ THE WANDERER'S IDEAL AMERICA'S CUP

While we are all waiting for the America's Cup races to actually take place, one national news commentator made the point that public interest in the event had been waning. That brings to mind that little has been said about it in recent issues of *Latitude*. No doubt that will change in the next few issues. Nonetheless, I will be very interested in what the publisher of *Latitude* has to say on the subject.

For myself, the last really great race was with Ted Turner at the helm. Of course, Dennis Conner put on a good show in Australia, too. In the future, I would like to see more attention paid to the meaning of the words in the original Deed of Trust.

Jim Hildinger
South Lake Tahoe

Jim — For the perspective of a true racer, the question would be more pertinent to Rob Grant, our Racing Editor. But if you want the publisher's unvarnished 'Joe Sailor' opinion, here goes:

"I've never been that taken with the match racing concept, as it often results in races that are no more exciting than a nil-nil soccer match.



LATITUDE / RICHARD

Maybe the 'big boats' could be the syndicate owner's yachts. Just kidding.

If there was to be a pinnacle international sailing event other than around-the-world or transoceanic races, I'd vote for fleet racing among three-boat national teams, with a small boat, a medium-sized boat, and a big boat. It would be held every two years. One or two of the classes would be one-design — we always thought the 'design-competition' aspect of the American's Cup was overblown and beside the point — to keep down the cost and even out the competition. There would be three inshore races, a medium distance race, and a long distance race. In other words, it would be just like the old Admiral's Cup in England, and to a lesser extent like the Pan Am Clipper Cup and Kenwood Cup off Honolulu. And the boats would have to be fast boats, not like the relative slugs of past



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America's Cups. The event would have to be held in reasonably strong wind — which would eliminate venues like San Diego and Valencia. I know my opinion will be a minority one and it would never 'sell', but I believe it would have significantly more 'winners', personalities, nuances and texture."

↑↓ "WE'RE HONORED TO BE ON THE COVER"

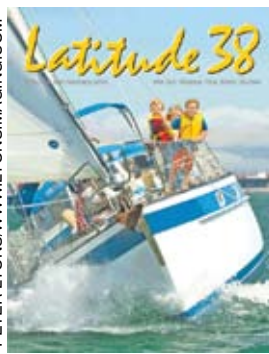
We are delighted to see our Hallberg-Rassy 38 *Rägeboge* on the front cover of *Latitude 38*. My son Raphael is so proud to be on the cover that he hasn't stopped talking about it and showing everyone. I wasn't even aware of it until a friend of mine emailed me with a shy, "Heinz, that's your boat on the cover of *Latitude*, isn't it?"

Again, thank you, we're very honored.

Heinz Baumann
Rägeboge, Hallberg-Rassy 38
Basilea, Switzerland

Heinz — *The pleasure was ours. Good sailing in '10!*

PETER LYONS/WWW.LYONSIMAGING.COM



If it made Raphael happy, it makes us happy.

↑↓ DAN MEMBERSHIP IS A NO-BRAINER

Having 'jumped the puddle' to the South Pacific last year, we want to offer future cruisers and others a useful tip. Before you leave for far distant shores, look up DAN, Diver's Alert Network, at www.diversalertnetwork.org. This organization provides emergency evacuation for members for any accident — it doesn't have to be a *diving* accident — or illness. So if you need to get from the boonies to someplace that can provide first-rate medical treatment for a life-threatening illness or accident, you just call one toll-free number and DAN handles all the details. The cost is ridiculously inexpensive for the basic membership. It costs \$35/year for a single, and \$55/year for a family membership. You can join online and charge it to a credit card.

People talk about 'no brainers', but in this case it really applies. DAN membership could save you tens of thousands of dollars if you should have to shoulder the expense of emergency evacuation yourself. We know of many people who have been DAN members, and who have been very glad that they were. We also know people who didn't have it, suffered an accident or illness, and were stuck with huge expenses trying to get to competent med care.

In the interest of full disclosure, we have no affiliation with DAN. We just think it's a good idea, and have been members since '03.

Philip DiNuovo & Leslie Linkkila
Carina, Mason 33
Kingston, WA / Neiafu, Tonga

Philip and Leslie — We're going to sign up right now. Back in the mid-'80s, we were doing Sea of Cortez Sailing Week on our Olson 30 when we blew a disc at Caleta Partida. The pain was excruciating, but we tried to gut it out — and probably greatly worsened our condition — by pounding on the floor of a hotel room at the Los Arcos Hotel. We did that because there was no way we could sit upright in a commercial plane to the States, and even back then the cost of a medevac flight from La Paz to L.A. was \$25,000.

Our having DAN, things eventually got so bad that friends finally dragged us to the Navy Hospital in La Paz, where we

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LETTERS

were given some really good drugs. They then used our credit card to buy six seats on an Aero Mexico commercial flight. The six seats were removed so we could fly north on a stretcher in a cordoned off area of the plane.

If anyone has firsthand experience with DAN, we'd love to hear about it. Email richard@latitude38.com.

↑↓ **THE 'OLD BIRDS' HAD BETTER WATCH OUT!**

The accompanying photos are of the two young Beashel boys sailing on the south end of Lake Macquarie, Australia. The older of the two is 18 months old, proving that they start them young Down Under. The boys are the sons of Adam and Lanee Beashel.

The boat was built by the boys' grandfather, Ken Beashel, a sailing legend in the Sydney area. Ken designed, built, and



COURTESY FLASHGIRL

With a bowsprit and a bulb keel, this is one souped-up skiff. And a toddler is sailing it!

sailed most of the skiffs found locally, and garnered numerous championships over the years. Adam, one of Ken's sons, is the guy you saw up the mast of *Team New Zealand* when they raced in the America's Cup. Colin, Ken's other son, was at the helm on a bunch of Australian America's Cup challengers, and a top skiff sailor in his own right. Colin now runs the family boat shop in Elvina Bay, Pittwater.

Ken put a bowsprit on the grandkids' little skiff because he plans to fit a different rig later, including a balloonier. Unlike the 'real' skiffs, the grandkids' skiff has a keel with a bulb.

I used to race against Ken in a variety of boats in the '60s and '70s, so I stopped to visit when I cruised down here with



COURTESY FLASHGIRL

With the new kids on the water, the 'old girls' are going to start feeling the heat.

my boat. The Beashel spread is on Lake Macquarie and its front door about 30 feet from the water's edge, which has a gently shelving beach. Their Townson 38 is moored just offshore. Pretty sweet.

Father and sons were frolicking in the water when we arrived.

The rest of the day was spent at a nearby sailing club, watching a fleet of 10-footers racing for the state championships. The 10-footers are gaff-rigged, open designs with long booms and bowsprits, and sailed by three men. It's very hard to be more water-oriented than this!

Warwick 'Commodore' Tompkins
Flashgirl, Wylie 38+
Pittwater, Australia

↑↓ **QUOTES OF THE DAY**

Sure, the British can knock you on the head as well as anyone.

No less than the Bay Area's Stan Honey came out in *Latitude* last month to say, "The French world of offshore sailing is a very closed world, and it is a huge honor to have them ask me to come along." I would expect nothing less of Honey



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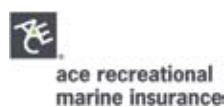
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LETTERS

for a quote like that to sum it all up.

Now to the quote of the day, from Loïck Peyron of France, who is a floater on *Alinghi 5*: "I have the chance to learn something every day. I love to jump from one boat to another. A year ago I was sailing around the world on my own, and here I am sharing with tremendous guys with a lot of different sailing areas, from the Volvo Race, from the Cup. For me, it is the first time that I have felt the acceleration of a small multihull, like I love to do on the Swiss lakes, like the D35 or the small really light ones. But *Alinghi 5* has the power of a big offshore multi, and the acceleration of a small multihull. It is the first time I have felt both these two feelings.

"It is quite interesting to be at the helm of a boat like this, having behind me Mr. Butterworth, and in front of me, Mr. Warwick [Fleury], and Simon [Daubney], stars I have seen in the papers for so many years. And I have to say, 'OK, guys and now we have to do that. . .' And so for me, that is quite interesting."

Despite all the whining from the TV broadcast mentality crowd, I think the current America's Cup is good for sailing.

One last quote from Honey: "Franck Cammas is an incredible athlete, but he is also a very smart engineer who thinks things through technically. He's a very, very smart guy."

I don't know what these French guys have been drinking, but I want some, because they ain't like us.

Brad Smith
 Hobie 18
 Santa Cruz

Brad — We don't really understand what you're getting at, particularly how Brits hitting you over the head has anything to do with the French offshore world being a very closed one. If your point is that the French are more passionate about offshore sailing than the people of any other country — including New Zealand — we'd have to agree with you. What many people may not realize is that almost all of the French sailing greats come from southern Brittany, where the sailing conditions are very difficult, and the often small and wiry French sailors are up to the challenge.

SO NOW PROSTITUTION IS FINE?

In explaining the many virtues of Thailand, you mentioned that one of them is: "If you're a lonely guy, you can find an attractive young Thai 'girlfriend' in about 10 minutes on any night of the week. Even if you're 80 years old."

That might be wonderful for old, fat, unattractive men who don't care about exploiting other people's misery, but I'm sure that it's not so wonderful for the people of Thailand. I am not a puritan, nor do I believe that all relations have to be between people of a similar age. But I do believe that sex should be something for the mutual enjoyment of all parties concerned, not entered into because one person is in poverty. Then it's exploitation.

As for the age differences, there's a reason why we have statutory rape laws in the U.S. Maybe we're overly restrictive, but there is a place for them. Maybe you disagree and think that it's fine for senior men in the United States to have sex with 12- or 14-year-old girls. Or maybe you just feel that it's okay in Thailand, but not in the United States.

And please don't try to claim that you were only reporting on the facts. From the context, it was clear that you were saying this is a positive thing.

John Reimann
 Y-Knot, Catalina 36
 Oakland

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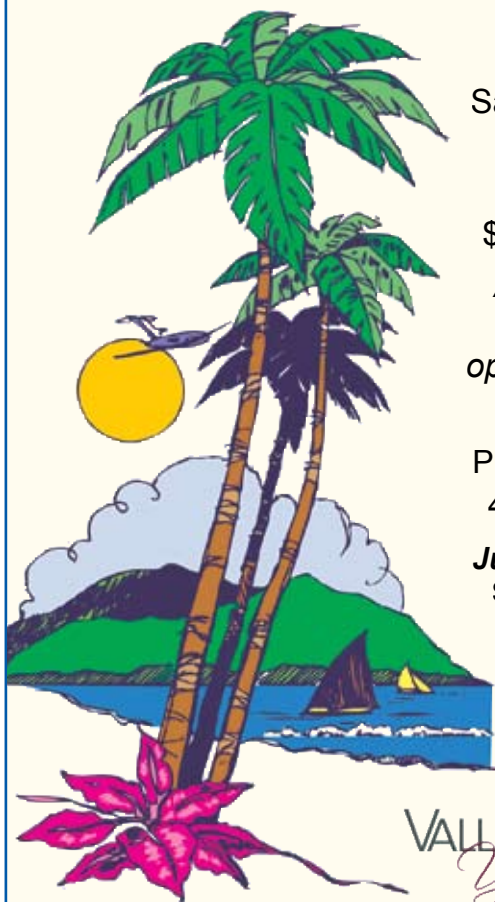
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John — Who said anything about 12-year-old girls? Since you completely missed the context, we'll give you our two-word idea of what should be done with men who prey on underage girl and boys: Death penalty. Need any more clarification?

As for sexual and other relationships between Thai women of age and Western men, we don't claim to begin to understand them, but we can assure you that they are much more nuanced and complicated than you think. Certainly some of it — heck, a whole lot of it — is slam-bam-never-see-you-again sex. But judging from the nearly nonstop shrieks of the five million or so bar girls we walked by in Thailand, nobody was holding a gun to their head and making them giggle. For all we know, many of them think their line of work is preferable to being married off against their will for money by their parents to some Thai boy or man they hate — particularly if there is some chance they can get their hooks into a Western male.

One of the things that surprised us on our recent trip to Thailand was learning that many Thai women — and apparently many Vietnamese and Malaysian women, too — prefer relationships with Western men. We're told that many Thai women often view even old and fat Western men as being more romantic, courteous, and respectful and less abusive than Thai men. Apparently the latter have a reputation for liking to spend time with other men drinking, gambling and visiting prostitutes. Google around and you'll see that we're not making this up.

The other thing that may not be obvious from Oakland is that women in other parts of the world have very different concepts of what makes a man desirable. About 20 years



LATITUDE / RICHARD

If you're a guy and think retiring in Thailand with a lovely Thai woman is a slam drunk, read up on the so-called 'ATM suicides'.

ago, we sailed Big O to Fantasy Island in Costa Rica's Gulf of Nicoya. The place was then owned by an 82-year-old retired sailor from California's Central Valley. While we were at the bar, a gorgeous 23-year old Filipino girl with an electric smile and terrific personality introduced herself as the wife of the owner. She explained that they'd met while he was traveling in the Philippines and had fallen in love. And she

was as serious as she was gorgeous. Who knows, maybe she saw a payday later on for her and her family, but she was certainly enjoying her life with her husband in Costa Rica.

One last curious thing about Thailand. For all its reputation as the sex capital of the world, the Thai people avoid public displays of affection. While it's changing in Bangkok and the cosmopolitan areas, Thai couples generally don't hold hands, hug, kiss, or even air kiss. About as intimate they get is sniffing each other's necks — we're not making this up — from a distance.

↑↓ **ANDREA DORIA? WAS SHE ON AMERICAN IDOL?**

I'd like to comment on Dave Ganapoler's December letter regarding right of way. Not to pick on Dave, but I'm sure we've all heard, "Starboard!" and thought, "Huh?"

There's a good reason why the stand-on vessel should not alter course in a crossing situation, and why the give-

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LETTERS

way vessel should make "early and substantial changes" in course. Let's say you're sailing on starboard, and you decide to head up a bit to cross behind a powerboat. The conscientious powerboat operator is going to alter course a bit to port, to pass behind you, and so on, and the next thing you know you're the *Andrea Doria*.

The other possibility is being the victim of a not-so-conscientious operator, which happened to me on Lake Erie. The appropriately named *Pirate Clipper*, a 6-pack charter fishing boat, was motoring slowly on a converging course with nobody at the helm. I altered course to pass astern, and ended up sailing — at 15 knots — over some bait box contraption they were dragging, which damaged my boat. I should have made a more radical course alteration, or sounded a horn, but years of sailing among other experienced boaters — both power and sail — on San Francisco Bay lulled me into thinking that most boaters have some idea how to operate their vessels and at least some awareness of the Rules of the Road. Bad assumption.

P.S. Keep up the good work. *Latitude* is one of the ways I survive the snow.

Bill Quigley
Tatiana, Farrier 32
Alameda / Columbus, OH

Bill — Younger *Latitude* readers may not be familiar with the *Andrea Doria*, so we'll fill in the blank. The *Andrea Doria* was an elegant 700-ft luxury cruise ship that carried 1,200 passengers and 500 crew. She was owned by the Italian Line, and was the pride of post-World War II Italy before transatlan-



The former luxury liner 'Andrea Doria' went to the bottom the morning after the collision.

tic jet travel took over. The *Andrea Doria* collided with the Swedish American Line's 525-ft *Stockholm* off Nantucket Island on July 25, 1956. The *Andrea Doria* had been inbound for New York, the *Stockholm* had just left New York for Sweden. Struck on her beam, the top-heavy *Andrea Doria* immediately started to list so severely that half of her lifeboats were unusable. To make matters worse, many of the Italian crew abandoned the passengers and rushed into the lifeboats. Fortunately, only 46 people died, many of them as a result of the impact and immediate flooding. The *Andrea Doria* sank the next morning, the last of the great transatlantic ships to go to the bottom.

It's hard to believe, but despite heavy coverage in the press, no determination of the cause(s) of the accident was ever published. This was apparently a result of an out-of-court settlement between the two shipping companies.

↑↓ "IF THEY MAKE IT, YOU'LL EAT CROW"

In the February 8 *Lectronic*, you asked *Latitude* readers if we thought you were being too harsh on Jessica Watson and Abby Sunderland, the two 16-year-olds who are attempting to singlehand around the world non-stop via the Southern Ocean. I don't think *Latitude* has been too harsh, and if either or both of them make it, I'm sure you'll happily lead the celebration and eat a bit of crow.

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LETTERS

I don't know of any sailors who would have taken off — like Abby did — with so little preparation and testing, and all by a volunteer and resource-challenged shore crew. Power generation and power output is pretty easy to check, so *Latitude's* dig

in that regard was more than fair.

I don't mind that the kids, Jessica and Abby — God bless 'em and keep 'em — don't know any better. But their parents are another story.

I don't know anything about

Jess, but it seems pretty clear to me that Abby wouldn't get to Catalina without her family's active support. That said, life is all about choices and, for the moment, they have been made. Abby is underway, and it would be less than charitable to wish her and her family anything less than fair winds and a following sea.

Christopher Korody
Se Vuela, J/32
Marina del Rey

Christopher — For the record, if either or both of the girls make it around as planned — and even though Watson is half-way around, we still don't think either will — there is no way we could or would deny what they had accomplished. We'd still think it was idiotic and irresponsible on the part of their parents to have let them make the attempts.

INSULATED AND ISOLATED FROM REALITY

I think *Latitude* has been right on about Abby Sunderland. After reading the heartfelt daily posts from her brother Zac during his circumnavigation, I felt as if he was my son or brother or fellow sailor. Abby, on the other hand, seems to think of herself as a Hollywood starlet, insulated and isolated from reality. Her thing is all slick and glossy.

After Zac came home and rumors of Abby's trip started to circulate, I couldn't believe my ears. What mother/father would willingly sacrifice their 16-year-old daughter to the trials of the sea? After Zac's hair-raising trials, I cannot imagine allowing my daughter to follow in his footsteps. It's the gender thing! Not that there is difference in talent, but I would be concerned for her virtue. You know, pirates and so forth.

Personally, I don't believe Abby has been "sailing all her life." From what I can tell, the family has been without a boat for many years, and they live 30 miles inland.

Most of all, I'm concerned about Abby's boat. We all know how many repairs Zac had to have made to his boat. Nonetheless, I wish Abby the best, and will continue to follow and root for her.

Name Withheld By Request
Planet Earth

N.W.B.R. — It's a common misconception that Abby plans to "follow in Zac's footsteps." Nothing could be farther from the truth. Zac took a relatively easy route, and stopped many times for repairs. Abby, on the other hand, plans to not just sail around non-stop, but via the treacherous Southern Ocean.

COURTESY ELLA'S PINK LADY



Aussie Jessica Watson was nearing the Cape of Good Hope as this issue went to press.

Ask the Experts...

“How do I choose a bottom paint with a reduced environmental impact?”



Rusty Rutherford
Regional Sales Manager



Whether you are a boat owner applying your own paint or you're a boat yard that applies paint for a living, we all – as individuals and companies – have an interest in keeping our boating environment healthy, prosperous, safe and simply a pleasurable experience. By considering the environment in our day to day activities, we can examine ways of reducing our overall environmental footprint. Today, the topic is bottom paint and how to choose product(s) that deliver the results that are important to you. Look for products with multiple improvement* options such as:

- **Reduced Solvent Content:** a lower solvent content in the paint will reduce the amount of organic compound emitted into the air. Normally, you would also get a thicker film and improved longevity from a 'high solids' bottom paint
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- **Copper-free Formulation:** Copper occurs naturally in all waters around the world and while high concentration levels can be harmful to humans and the environment, copper is an essential micronutrient to life and a certain amount is essential for the well-being of animals, including humans**. The accumulation of copper in some marinas has led to the demand for products that can help boat yards reduce the overall copper content collected when hauling & pressure washing boats. A copper free product can be suitable for professionals and consumers alike

Pacifica Plus from Interlux may just be the paint for you. Pacifica Plus is formulated with the latest biocide technology Econeal™, which allows for a decrease in total biocidal content without compromising on performance. Even though we have added Biolux® technology to deter slime, Pacifica Plus contains approximately 80% less active biocide ingredients than other leading antifouling paints.

The product is the perfect choice for boat owners and boat yards seeking to reduce their environmental footprint.

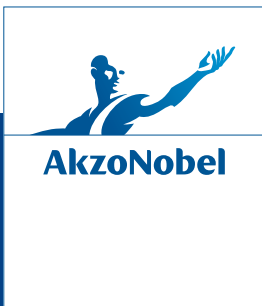
For even greater environmental improvement, Interlux also offers Intersleek 900, a metal-free, biocide-free reduced emissions coating. Professionally applied by boat yards, Intersleek 900 is a foul release system with super low surface friction, leading to great fuel efficiencies if properly maintained.



* Compared to standard, old fashioned hard and abrasive antifouling.

** For further details see the summary provided by the National Paints and Coatings Association on the 'Boating and the Environment' section of Interlux www.yachtpaint.com

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LETTERS

This is an enormously more difficult challenge because of the much more severe weather and greater stresses on the boat's systems. Sailors like Yves Parlier have managed to effect miraculous repairs to their damaged boats on such routes, but Abby ain't no Yves.

↑↓SHE MAY NOT BE READY BUT SHE WORKS HARD

I came down on the Ha-Ha this year, and have stayed in Cabo ever since. After Abby Sunderland pulled in with electrical problems, I saw her and her parents working on the boat.

Although I'm also a bit skeptical about a 16-year-old's ability to solo circumnavigate, Robin Lee Graham sailed his Lapworth 24 *Gladiator* three-quarters of the way around the world when he was that age. And his was a much more dangerous prospect as, unlike Abby's fully-equipped Open 40 *Wild Eyes*, Graham's boat didn't have a watermaker, AIS, radar reflectors, electronics, GPS or a reliable way to communicate with land. His trip was therefore much more dangerous.

I'm am not passing judgment, but I did see Abby up the mast doing some, if not all, of the work on her boat. As she has already made her choice, we can only wish her luck and see what happens.

Tim Marsolais, Crew
Marishanna, Wylie 39
San Francisco

Tim — While Robin Lee Graham's circumnavigation was much harder because his boat and systems were much more primitive, he — like Zac Sunderland — sailed a much easier course. Around-the-world, solo, non-stop, via the Southern Ocean, is a monster challenge.

↑↓A THOUGHT ON THE TOPIC

Latitude is being too hard on Abby.

Vince Brackett
Planet Earth

↑↓ANOTHER THOUGHT

Too harsh.

Dale DeHart
Camarillo

↑↓SARCASM SUCKS!

Your points could have been made in a much better manner. I agree, 16-year-olds sailing around the world is foolish at best. But sarcasm sucks.

Daniel G. Hayes
Planet Earth

↑↓I APPRECIATED THE SARCASM

I don't believe *Latitude's* coverage of Abby and Jessica has been mean. Furthermore, I appreciated and enjoyed the unnecessary sarcasm. My disdain for Abby runs deeper than for Jessica, and time will tell if her lavishly sponsored joyride/publicity stunt will pay off as well for her as it did for her brother.

Having tried to put together a bluewater cruising boat and the finances necessary for cruising with my wife and four kids, then losing the boat — selling her at quite a loss — due to the economy, I will certainly think twice about using the products of the sponsors of Abby's boat. Not as if I would wear those shoes anyway. Marine products are expensive enough, and while I will never deny the attempt of a company to make as much money as they are able, I hate to see the profits of my boat gear purchases going to such a waste. And I know that

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LETTERS

I'm not alone in feeling this way.

And I'm sure the world will hold its breath if Abby drops her satphone while adding highlights to her hair for her blog photos, and loses contact with her folks.

Name Withheld By Request
Channel Islands

↑↓ KIDS SPURRED BY PUBLICITY SEEKING PARENTS

If anything, I think *Latitude* has given these girls — and the other kids sailing around the world — too much attention. These kids seem to be actors in spectacles developed and managed by adults and enabled by a too-eager-to-please press.

I was in elementary school when Robin Lee Graham sailed *Dove* and *Dove II* around the world. As I recall, the only coverage of the trip was an article every few years in *National Geographic*. Graham later wrote a very good book about the whole adventure. The press in those days covered only what he actually accomplished, not up-to-the-minute reports of what he planned to do, wanted to do, or thought he could do.

I thought the coverage of Zac Sunderland's circumnavigation was a bit too breathless for a kid who was met by his parents at every port with a whole support team. It left me wondering how much he did, and how much he did as he was told. What did he learn along the way? And was there a point to it other than to garner attention?

I find the whole spectacle of 'adventurers' seeking sponsorship so they can go do something fun for them — and of dubious value to anyone else — to be somewhat decadent. And in the case of kids, spurred on by publicity seeking parents, it's even worse.

It seems to me that young Jessica Watson knows what she is doing, and is doing it well. Bully for her. But this Abby girl seems only to be seeking attention. If she wanted to prove she was capable of sailing around the world, she should have started with a manageable voyage on a boat she could handle. As for running short of electrical power on the way to Cabo, she could have saved a lot of energy by waving goodbye and telling us her story after she finished her voyage. I don't think the world needs daily broadcasts.

If Abby could have proved herself with a voyage to Hawaii or Panama — or wherever — then she could have fine-tuned her boat and carried on. If she found herself too weak or too scared or too bored, she could quit and try again when she has grown up. But she can't take any of those prudent steps because her goal is to be the youngest. For that, she must seek money *now* and sail *now*, no matter if she's ready or not.

I'm much more impressed by people who take off and learn to live at sea, whether retirees or relatively young. Or like the surfer girl Liz Clark, who is often featured in *Latitude*. There is a young person who seems to be learning from life, gaining independence, and achieving various personal goals — but not waving them in front of us, asking for our money, or unduly relying on outside assistance.

I don't see the Robin Lee Graham spirit in the two girls, so even if they get around the globe at their young age, their accomplishments will seem hollow.

Jonathan Ogle
Grumpy old fart
Serendipity, Pisces 21
Piedmont

Jonathan — While Liz Clark is engaged in a very different kind of adventure than Jessica or Abby, and has often sought to avoid rather than get publicity, it must be noted that she couldn't be doing what she's been doing without a large amount of finan-

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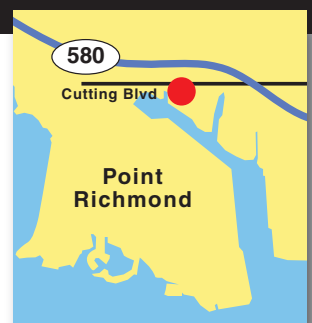


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LETTERS

cial support from her parents and others. On the other hand, Liz hasn't shied away from months and months of the lowest grunt work on her boat in the most unpleasant conditions.

↑↓ 'HARSH' DOESN'T EVEN COME CLOSE

'Harsh' is not a strong enough word! Your 'holier than thou' attitude is way over the top. In reading your magazine, I have learned to read the letters, but not the replies.

Robert Lockwood
Celebration, Gulfstar 50
Alameda

Robert — Ouch! But thank you. While we realize that there is no way we can please all our readers, it's important to get a good slam every now and then to encourage us to review our opinions and points of view.

↑↓ I LIKE THE SUBTLE HUMOR

I think your coverage of most stories is even-handed and I always like the subtle humor. So you've been doing just fine with regard to Jessica and Abby.

As I write this, Jessica is more than halfway around the world, and doing well managing her boat's systems — even after some very seriously nasty weather that caused her boat to be knocked down. She's doing it, so what else can I say, but 'Go Aussie, Go!'

As for Abby, if she — and the adults around her — had announced that she had been doing a shakedown sea trial to Cabo, that would have made sense. But we all know she only stopped in Cabo because she had to "to repair and re-vamp some systems." Specifically, she was using more amps per day than she was generating. Most experienced sailors I know would have cut back and managed, and repaired as they went, as opposed to going to mass storage and putting more stuff aboard.

A 7- to 14-day singlehanded voyage would have been a

proper shakedown for Sunderland before attempting a non-stop circumnavigation via the Southern Ocean. I think there was too little preparation of the skipper and the boat. As time has marched on, it looks more and more as if they are operating under the pressure of getting her around before she's too old for the record.

Nonetheless, I wish both girls the best of luck. I also hope they stay safe, keep their harnesses on, stay with their boats, and return safely to their families with new life skills attained only on a voyage that would test any person.

Keith MacKenzie
Vancouver B.C.

↑↓ WOULD YOU FEEL RESPONSIBLE?

My question is for those who have been and continue to be enthusiastic supporters of 16-year-olds Jessica and Abby. If either girl were to go permanently missing in the Southern

LISA GIZARA / WWW.ABBYSUNDERLAND.ORG



Abby had just crossed the equator as the magazine was sent to the printers.

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LETTERS

Ocean, would you feel a smidgen of responsibility?

Mike Johnston, Jr.
Stockton

SHOULD THE PARENTS BE CHARGED?

I have been writing a weekly piece about Jessica Watson's progress on her circumnavigation for *Examiner.com*. While I admire her sailing abilities and courage — and now that of Abby — I am nevertheless left with one nagging question. If either or both of these adolescent adventurers should meet with disaster, should their parents be charged by authorities with child endangerment?

Ray Pendleton
Honolulu

LET US THINK FOR OURSELVES

Why do you have to be critical of either? Why not just report what is happening and let your readers form their own opinions? Most of them can think for themselves.

Curtis G. Smith
Planet Earth

Curtis — As arrogant as this might make us sound, most casual sailors don't have enough knowledge about the proposed trips to "think for themselves." Specifically, many people assume that Abby will be "following in Zac's footsteps." This would be like saying somebody climbing Mt. Everest is following in the footsteps of someone who climbed Mt. St. Helens and who had R&R crews every 100 yards.

Besides, we think it's our responsibility to be critical of what we believe are pointless publicity stunts that recklessly put the lives of minors at risk. If we prevent even one stage mother or father from encouraging their 14-year-old daughter to attempt to sail solo around the world for fame or glory, we'll feel our efforts have been worthwhile.

AGED-BASED RECORDS ARE FOR THE BIRDS

Latitude hasn't been nearly as hard on Abby as the Southern Ocean will be if she gets there. Personally, I think this whole age-based record stuff is for the birds anyway. Once we get into this challenge of being the youngest or whatever, any record will be fleeting. By the time there's an eight-year-old circumnavigating solo, no one will remember who Abby Sunderland was because she's not really pushing the limits of human endeavor.

Having said this, I know the risks for the girls are real, and I wish them well. I'm just not sure I understand the point.

Andy Crawford
Hope, Cal 25
Long Beach

DON'T FORGET ABOUT JEANNE SOCRATES

More interesting to us than Jessica Watson and Abby Sunderland is what's up with Jeanne Socrates. You've written about her and her Najad 380 *Nereida* before, but do you realize that she, at least to our understanding, is the 'most senior woman' to have done a singlehanded circumnavigation? And she's attempting another one via the Southern Ocean!

When I was 16, as Abby and Jessica are now, I could have sailed around the world with the support systems they seem to be getting — no sweat. But Socrates, well into Social Security age, that's something to get excited about.

Scott Stolnitz
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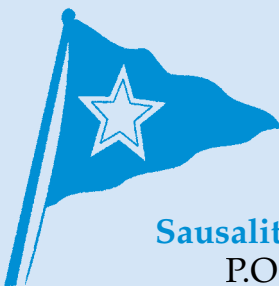
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LETTERS

Scott — You raise a good question. What would be more impressive, a heavily supported 16-year-old girl singlehandeding around the world for fame and glory or a self-funded 60-something-year-old woman doing the same thing for personal satisfaction?

In case you missed it, an autopilot control unit malfunction



COURTESY NEREIDA

off southern Mexico in '08 left Socrates 60 miles short of completing a singlehanded circumnavigation — but we still consider her to have finished. Right now she's in South Africa finalizing an engine replacement so she can continue her attempt to sail solo around via the Southern Ocean. At last word, she hopes to make it to this summer's start of the Singlehanded TransPac.

Those teenage whippersnappers ain't got nothin' on Jeanne Socrates.

Unlike the kids, Socrates, who prefers not to play up her age, does not have a big 'support team'. And for the record,

she's told us that she has no way of confirming that hers would be a real record. Follow her trip at www.svneraida.com.

↑↓ WHO FORGOT TO BREAK OUT THE CALCULATOR?

Is *Latitude* being too hard on the kids? You just hit with words. What the Southern Ocean hits with is much harsher.

I am following Jessica, and she's doing well. She should make it unless she has a major breakdown or gets hit by a big storm.

Abby is another story. I'm still trying to understand who did the math with her power generating versus power consumption problem that forced her into Cabo.

Greg Clausen
Wisdom, Santana 30/30
Marin County

Greg — A major breakdown or a big storm are the two biggest challenges any voyager faces, along with physical and psychological stresses. Even though Watson has been doing great and is more than halfway around, we still think her attempt is going to be done in by some kind of mechanical failure.

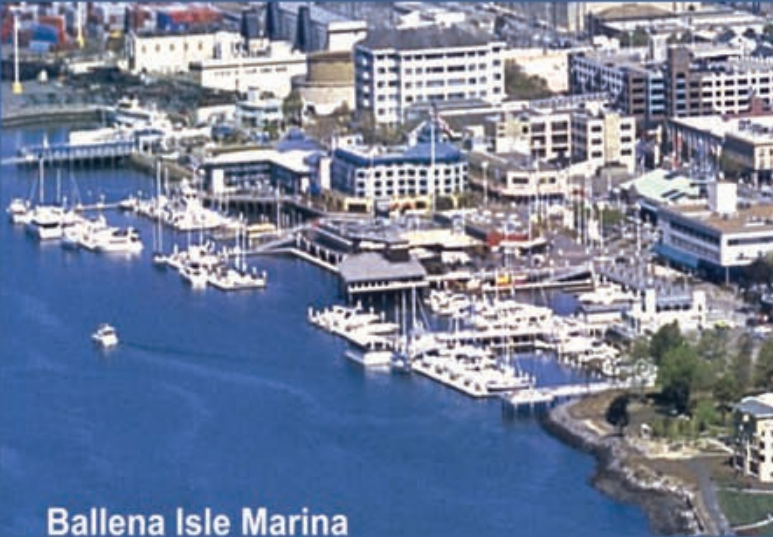
↑↓ LET'S HOPE SHE HAS EVERYTHING SHE NEEDS

When Abby starts out for the second time, let's hope she finally has everything she needs — like a spare fork and spoon. She must have knives. And spare pens or pencils. Windspeed and direction instruments. A charging system. She probably didn't have time for a windvane.

I believe the coverage from *Latitude* has been fair and polite enough. Personally, I'd love to be able fly around on an Open 40. But at this point I think Jessica's *Pink Lady* is the more capable and prepared vessel. I sincerely wish Abby the best, and Jessica has suggested that we adults shouldn't be choosing sides.

David Dodds
BoulderDash, Precision 23
Boulder, CO

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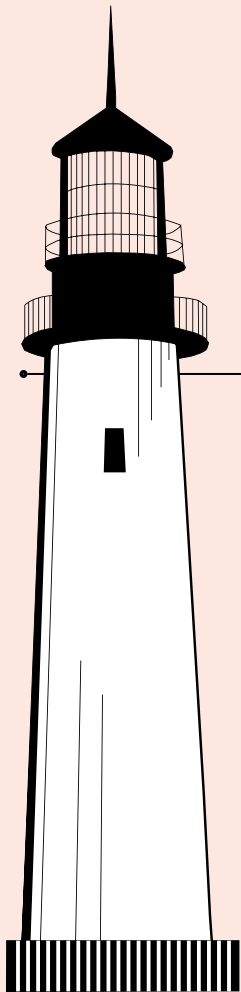
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LETTERS

↑↓ HISTORY IS FULL OF 'WHAT IF'S'

Latitude probably would have been critical of the Children's Crusade in the 12th century, when something like 30,000 children in France and Germany took it upon themselves to travel to the Holy Land and convert the Muslims to Christianity. Sure, most of the kids never made it to the Holy Land because the Med didn't part as they expected it to. And the few who set out by boat were shipwrecked off Sardinia or sold into slavery in Tunisia. But they had good intentions. And imagine how great it would have been if they succeeded.

Jonathan Ross
Pleasanton

Jonathan — Historians believe the 'children' in the so-called Children's Crusade were actually wandering poor people, and that much of the alleged facts are nonsense.

↑↓ HOLD HER TO THE STANDARDS SHE WANTS

If Abby is old enough to go to sea, she's old enough to be held to the same standards as anyone else. As the captain of her vessel, she's responsible for its safety and good order at all times — without exception. Any errors in planning, preparation or performance are, by definition, her responsibility. *Latitude* has been paying her the respect of treating her as she has asked to be treated — as a full-fledged sailor, who, before she leaves, should be "ready in all respects for sea."

Beyond that, I think that the ethics of responsible journalism would call upon *Latitude* to emphasize the need for adequate preparation for a long voyage. Let's not encourage the naïve and excessively optimistic to throw a few cans of tuna into a locker and head for the far beyond.

If Abby is "only 16," maybe she should stop in Puerto Vallarta and enjoy the summer. If she really is going around alone, she's going to grow up quickly, and will no doubt return to us a young adult. *Latitude*, as it should, is helping to start that process by holding her to adult standards from the start.

Bob Schilling
Tuckernuck, Cherubini 44
Long Beach, CA

↑↓ SHE'LL BE TREATED MUCH MORE HARSHLY SOON

Latitude hasn't treated the girls as harshly as high latitude storms will. On a voyage such as this, Abby and her shore team should be very, very hard on themselves.

Lawrence Riley
Planet Earth

↑↓ YOU'VE BEEN FAIR

Your treatment of the two sailors has been fair.

Bill Sewall
San Jose

↑↓ ANGRY AS A TAILGATER IN A JACKED-UP PICK-UP

Latitude's coverage of the kids' attempts to circumnavigate — especially Abby's — has indeed been churlish. But then *Latitude* has been getting ever-rastier for some time.

Legitimate are concerns over whether the girls are mature and experienced enough. And it's natural to hear of their ages and think of that 16-year-old girl who damn near ran you over while texting. When you consider historians' reports of numerous square-rigger captains who were 19, however, and consider how many young women are now rising above alpha males running businesses, it seems plenty plausible for a couple of teenage girls to sail the globe in modern boats equipped with the latest labor-saving and risk-reducing devices.



**SOMETIMES EVOLUTION
TRULY DOES BREED PERFECTION.**



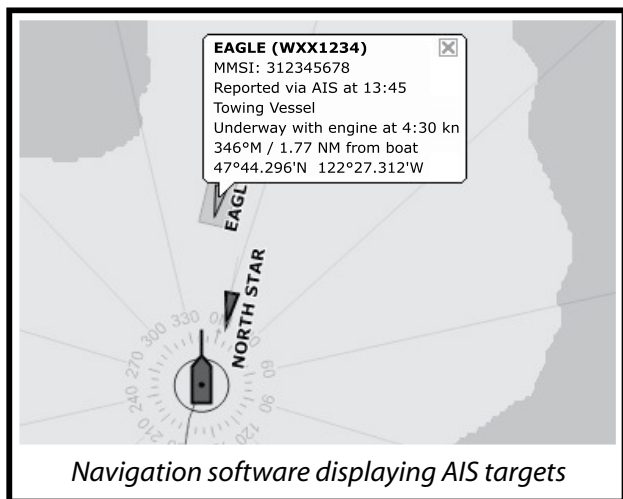
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LETTERS

It's not just coverage of the girls: When *Latitude* was young, it seemed edited by a Miata driver. It was agile, light and fun. In recent years it's sometimes seems driven by an angry tailgater in a jacked-up pick-up truck.

Brooks Townes
Weaverville, NC

Brooks — "An angry tailgater in a jacked-up pick-up truck?" You sure you got the right people? We're the ones who are deeply bothered that our government won't let us buy a VW diesel that gets 55 miles to the gallon and lasts for 300,000 miles — such as were available 30 years ago. They might not be good for angry tail-gating, but they are functional transportation, and would meet with our stated but unrealized national goals of reducing dependence on foreign oil and reducing the carbon impact on the planet.

It's true that there were square-rigger captains as young as 19. But we can't help thinking that they'd already had a lot of harsh ocean experience — maybe 10 years — before they got those positions. In any event, as we've written before, if somebody is 18 and wants to sail around the world in a bathtub, god bless, they are no longer minors and they can make their own decisions.

↑↓A WOMAN'S POINT OF VIEW

Yes! You have been too harsh on Jessica and Abby.

Teresa Morey
Planet Earth

*Teresa — For what it's worth, the 'Lectronic piece that sparked accusations of our being "too harsh" was written by *Latitude's* LaDonna Bubak. It struck the publisher as being a wee bit harsh, but we appreciated the unvarnished opinion of our female editor.*

↑↓YOU SHOULD BE HARSH ON ABBY'S FATHER

I'm concerned about the kids. The one you need to be hard on is Abby's father for sending her out before she'd even done a decent shakedown cruise. He did the same thing with Zac. Check out how many times Zac broke down.

Good luck, Abby. You'll need it.

Name Withheld By Request
Planet Earth

↑↓IT'S RIDICULOUS

You are right on with your concerns. It's ridiculous for both Jessica and Abby. And more so for the parents.

Richard Tirrell
Carol Marie, Islander Bahama 30
Cabrillo Marina, San Pedro

↑↓READY TO BE GREEN WITH ENVY?

I just thought I'd make a small correction for you. Whenever you mention the 70-ft catamaran *Humu Humu*, you say that she was designed by Morrelli & Melvin. Actually, she was designed by Gino Morrelli and Rudy Choy of Hawaii.

By the way, we're cruising *Aita Pe'ape'a*, our 46-year-old 33-ft Rudy Choy-designed cat in the South Pacific. Readers can check us out at www.tristanandmindy.blogspot.com.

Tristan & Mindy Nyby
Aita Pe'ape'a, Choy 33
Los Angeles

Readers — Tristan and Mindy are correct. In the early years, we usually identified David Crowe's Nuevo Vallarta-based

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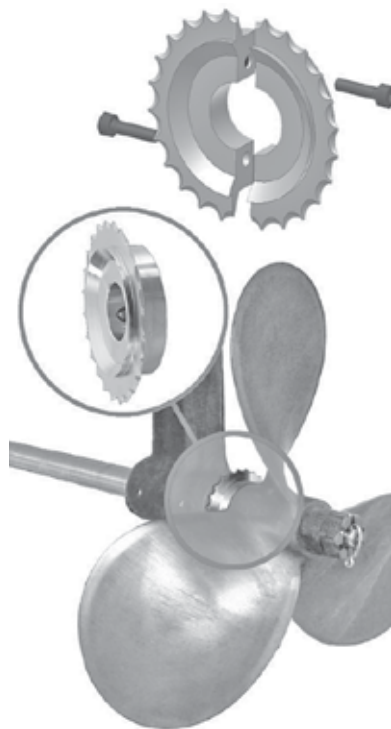
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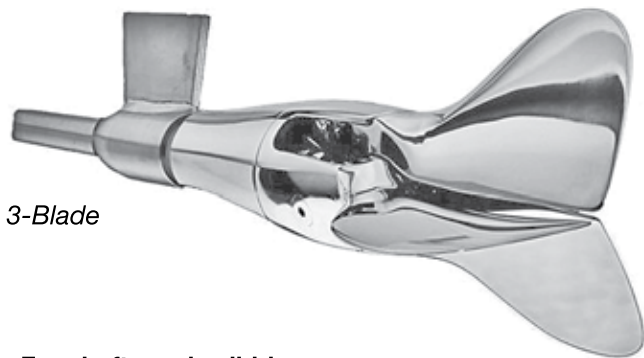
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LETTERS

Humu Humu as a Morrelli/Choy 70. But as the years went on, and the Morrelli & Melvin firm became ever more famous, Morrelli & Melvin instead of Morrelli & Choy began to slip off our tongue and keyboard. Our apologies.

As for Tristan and Mindy's invitation for readers to check out their blog, we have to advise caution. The photos of them and their boat in the South Pacific are enough to make anyone sitting at a desk in California sick with envy. And their reports, such as the one that follows, won't make you feel much better:

"It's been calm — virtually no wind and stifling hot! We've been waking up to 85-degree heat with 91% humidity. Luck-



COURTESY AITA PEAPEA

The Nyby's 33-ft cat 'Aita Pe'ape'a' may not be large or new, but it got them where they wanted to be — in the blue waters of the South Pacific.

ily, the water is still cool and refreshing. We decided to take advantage of the calm seas and head to Maninita, the southernmost anchorage in the group. It was beautiful — a clear shallow lagoon surrounded by a vibrant reef. We spent a few days on the island with our friends Noah and Vickie from Serenus, as well as Kevin and Brandie and their kids, who are transplants from Texas now living on Eueiki Island. We, of course, spent our time snorkeling and exploring, but Noah and Kevin also went spearfishing and came back with a prize — a dog tooth tuna that must have weighed at least 150 pounds. It was a tasty BBQ that evening!"

Think you can take more?

"After Maninita, we spent a few days in Kenutu and then meandered over to Port Maurelle. All were beautiful — but



COURTESY AITA PEAPEA

Mindy holds up a 'catch of the day' that is much fresher than anything she could have ever bought at Ralph's in L.A.

hot! On a particularly sweltering day, we escaped the boat for a walk, and found a trail leading us into the bush with tons of mango trees. We were overpowered by the pungent smell of rotting mangoes, which was oddly comforting, and reminded us — hey, we're in the tropics! We picked through the fruit on the ground and had a delicious snack on our walk. At the end of the trail we were greeted by two children pushing an empty wheelbarrow around. They led us into a charming village with a beautiful white sand beach." We're hoping for a more detailed report from the couple on what it's like to cruise the South Pacific aboard a small cat that's nearly 50 years old.

↑↓ DO EXTREME EVENTS HAVE TO BE DELAYED?

In a recent *'Lectronic*, you wondered whether any sporting event has been delayed as much as the 33rd America's Cup. The answer is yes! The Mavericks Surf Contest here at Pillar Point.

Alan Smith
Pillar Point



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LETTERS

Readers — Mavericks is a world-renowned big wave break a half-mile off Half Moon Bay. Every winter between November and March,



MAVERICKS

a handful of the world's best surfers wait to see if the stars will align to offer the giant 50-ft breakers the spot is famous for. Some years they're disappointed. But when conditions are deemed perfect, 24 contestants are given

If you don't believe in coincidences, why did Mavericks and the America's Cup both go off at the same time?

24 hours' notice to get themselves and their boards to Northern California for some of the most awe-inspiring wave-riding on earth.

↑↓ THE DANGERS OF THE DIGITAL AGE

In the story about John Connolly of Modern Sailing that was in February's *Sightings*, you referenced the quote "He who can, does. He who cannot, teaches." While not the precise wording originally used, it's close enough for government work.

However, H.L. Mencken? Not remotely close. It was George Bernard Shaw.

Lee Turner
Greenbrae

Lee — What a careless error! That's what we get for only checking the first five Google search results.

↑↓ RIGHT INCIDENT, WRONG COUNTRY

Sorry I'm so late in writing, but we just arrived in Hilo from the Marquesas, and it's taken awhile for us to get through the backlog of *Latitudes*. My little correction is on a response you made to Roger Behnken in the October '09 *Letters*.

In your response, you say that a boat was attacked on the Pacific Coast of Colombia last year, and the crew "only survived because they attracted the attention of another cruising boat that happened to be near by."

First, we didn't just "happen to be near by," we were cruising together for this kind of security.

Second, the attack didn't occur in Colombia, but rather Punta Pedernales, Ecuador. We — our crew and the crew of the other boat — anchored at Punta Pedernales that evening, even though it was a terrible anchorage and almost completely unprotected, because if we'd kept going we would have arrived at our next stop, Punta Galera, Ecuador, after dark.

The attack was pretty much as *Latitude* described it — armed men boarded our friends' boat and threatened them. At one point the male member of the husband/wife crew was pinned to the cockpit settee with a gun in his mouth. This is what got the female member of the crew screaming, and it's what woke my wife, who woke me. The noise we made — including shooting off two SOLAS grade parachute flares — scared the attackers. They fled after taking a portable GPS and about \$40.

My point is that, with the exception of the coast north of Tumaco to about Cabo Corrientes, the Pacific coast of Colombia is pretty safe. At least that's how I felt when we were there. Every port we went into had a marine base, complete with Boston Whalers fully rigged with .50-caliber machine

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LETTERS

guns mounted at the bow. All the soldiers were well-trained and equipped in new uniforms with new automatic rifles. I always felt that if we were boarded, the cavalry would be there in seconds.

The attack in Ecuador caught us by surprise. We were expecting Colombia to be the problem area. I'm sure our friends felt the same way, so please help us get the correct information out about Colombia.

P.S. Please keep my name and my boat's name out of this letter. There are a few family members of the other boat who read *Latitude*, and as far as I know, still do not know about the attack. Naming us might tip them off. After some time in Hawaii, we'll be taking off to French Polynesia.

Name Withheld By Request
Hilo, Hawaii

N.W.B.R. — We can't apologize enough to you and Colombia for the error. One of the drawbacks of getting older is that sometimes we're so confident of some information — such as what had been written in *Changes about the attack* — that we don't feel we have to reread it to get the facts straight. We'll try to do better in the future.

↑↓ TELL LIZ NOT TO SWEAT IT

I just saw in the February *Changes* that the propeller tube on Liz Clark's Cal 40 *Swell* still leaks after what she and the yard in Raiatea hoped was an adequate repair. Liz need not despair, as I had the same problem with my Cal 40 and got it fixed.

For whatever galvanic reason, the bronze tube on my boat corroded severely. We first noticed the problem when a hole about 1/16" developed, with a similar-sized stream of water nearly sinking our boat after we'd been away for two weeks. Our 'fix' was to slide a section of rubber hose over the exposed section under the engine, and then secure it with multiple hose clamps. It wasn't pretty, but it was a temporary solution.

But I want to assure Liz that we were able to remove and replace the bronze propeller tube without removing the engine or the V-drive. We did this when we hauled a year later with the help of Doug Grant, a former Cal 40 owner, of Vangmaster in Southern California. It was Grant who convinced us to remove the whole tube.

The first step in getting the old tube out was to disconnect the propeller shaft from the V-drive, and remove it from the tube. Grant then concocted a 'slide hammer' from a six-ft section



COURTESY SWELL

The bronze tube on 'Swell' needs to be 'slide hammered' out and replaced.

of stainless rod that was threaded on each end. After the rod was inserted into the tube, a 3/8" thick end-plate — which was the same size as the outside diameter of the tube, was fitted on the inboard end of the rod. The cap is what would ultimately slam against the tube and pull it out. A second, smaller cap, was attached to the outboard end. In order to finish making the slide hammer, Grant used a 15-lb brass weight, hex in shape for no apparent reason, and about eight inches long, as the hammer part. He bored out the center so it could slide along the half-inch rod.

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LETTERS

As for the actual hammering, we simply started sliding the brass weight along the stainless rod, until it got to the end and slammed into the stopper nuts. The effect was to smash against the inboard end of the bronze tube and begin to knock it out. When we slid the hammer hard enough, the tube would back out about 1/8" to 1/4". After we did it a bunch, the tube had come out a foot, leaving two feet still inside the keel.

At that point, the tube in my boat just wouldn't back out any more. Due to some weakness in the bronze tube, the inboard end started to mushroom. Knowing that lubrication always helps, we put some liquid soap on the part of the tube that had been exposed at the aft end, and then hammered it back into its original place. We then used a Sawzall to cut two inches off the inboard end of the tube, added some liquid soap to what was exposed, and resumed hammering. Then the tube started to move more easily. With each slam on the slide hammer, the tube would come out another half inch, until half of its three-foot length was out of the boat. The last half simply slid out.

It was a very satisfying process, especially as Dennis Choate, one of our highly regarded local boatbuilders, had suggested that we "simply" cut out the entire section of the keel and rebuild it after we replaced the tube.

The new tube, made of G-10 rather than bronze, was supplied by Doug Grant. He slid it into place with a healthy slathering of West System epoxy. It should last for a very long time.

Fin Beven
Radiant, Cal 40 #24
Long Beach

↑↓PAYING THE 'STUPID TAX'

Mike Harker's story in the January *Changes* about the successful repair on his Yanmar diesel after the failure of an anti-siphon valve brought to mind many things that I learned during my decade of cruising in Mexico.

First, as my grandfather taught me, you can learn something new every day — as long as you're not too stupid.

Second, properly looking after your boat's power plant and drive train is an important and rewarding activity if you want to cruise happily.

Then we can go on into all the reasons to run a boat's engine(s) regularly — and in gear! For instance, if a prop shaft isn't turned for a prolonged period of time, the lack of water circulation at the packing gland makes the shaft vulnerable to crevice corrosion. And shaft replacement is not cheap. It's not just the shaft that benefits from regular use, but all moving parts, such as in the transmission, the folding props, the shifts, and throttle linkages. If anything can be moved, it should be moved regularly.

Running all boat machinery, and then checking it for leaks, loose bits, proper belt tension, fluid levels, and so forth, should be routine and regular. Nobody should underestimate the importance of proper belt tension. I've seen many expensive high-output alternators cook out their bearings because a loose belt slipped enough to overheat the pulley and shaft during full-output charging.

Diesels are sturdy and reliable engines, but if you overheat them enough, it will cost you a bundle to put them back into service. This being the case, it's critical to inspect things such as impellers, water strainers, heat exchangers, hoses, thru hulls, and all the other elements that keep the coolant happily doing its job. It's not only a good habit, but it will definitely reduce the 'Stupid Tax' bill.

Of course, this tax is not limited to one's own stupidity.



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LETTERS

Harker, for example, had to pay for the stupidity of others, too. As far as I'm concerned, if a modern cruising boat like Harker's has a plumbing system so reliant on a single anti-siphon, it was poorly thought out. I can hear the voices out there saying that their boats have never had any trouble with their anti-siphon valves. But I've also heard many motorcyclists say they've never crashed (yet), and many cruisers who say they've never dumped their dinghies in the surf (yet).

I say listen to the experiences of others, for my grandfather was right when he said you can learn something new every day. And after listening, resist the urge to say, "That can't happen to me!" Look instead to the most remotely possible events, and check to see how you might reduce your vulnerability to them.

P.S. I still enjoy *Latitude* after all these years.

Tim Tunks

Formerly 'Padre Timo' of *Scallywag*, Islander 37
Marina del Rey

Tim — Boats and boat systems are like human bodies: the more you use all the parts, the better they work and the longer they last.

↑↓ FRIENDS FROM THE HA-HA AND DOO DAH RALLIES

The Super Bowl wasn't the only big event on February 7, as five couples who are veterans of the Ha-Ha and/or Doo Dah rallies crossed tacks in Roseville for an evening of telling stories and lies, and laughing out loud.

Here's the breakdown of who was there:

- Phil & Nora McCaleb, Hunter 42 *Shiraz* (Ha-Ha '05 & Doo Dah '09)
- Paul & Marilyn Butler, Tayana 48 *Renegade* (Ha-Ha '06 & Doo Dah '09)
- Randy & Nancy Rowland, Pacific Seacraft 27 *Aphrodite* (Ha-Ha '04 & '06)
- Chris & Robyn Parker, Island Packet 35 *Robyn's Nest* (Ha-Ha '06)
- Pat & Carole McIntosh, Hunter 430 *Espiritu* (Ha-Ha '06, '08 & Doo Dah '09)

The only ones with their boat still in Mexico are the Rowlands, who 'commuter cruise' out of La Paz.

The year after the Parkers sailed to Mexico, they loaded *Robyn's Nest* onto a Dockwise ship for the trip to the Pacific Northwest, where they have been sailing ever since. Last year

they made it to Alaska and back, and their boat is now in Vancouver, B.C.

Phil and Nora McCaleb made it to Panama before returning north at the end of the '08 sailing season, and are again sailing



COURTESY ESPIRITU

Our Gang — l to r, Phil & Nora McCaleb, Nancy & Randy Rowland, Robyn & Chris Parker, Paul & Marilyn Butler, and Pat & Carole McIntosh.

out of Marina Village in Alameda. They, along with Paul and Marilyn Butler, became charter members of the 'Cedros Island Yacht Club', when they and several other sailboats were stuck there for a time waiting for a break in the weather on the way north in '08. The Butlers sail out of Vallejo now.

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LETTERS

We — Pat and Carole McIntosh — brought *Espiritu* north after two seasons in Mexico. Right after we got back, we signed up on the *Latitude 38* Crew List and got berths on *Sun Baby*, a San Diego-based Lagoon 41 cat, for the '08 Ha-Ha. We now have a trawler in Alameda.

With only five boats represented, it's fantastic to realize how many other boats and people and places and special times came to mind, and the hundreds of mutual friends we have all made from the Ha-Ha and Doo Dah. We hope to see many, many more friends from these events at the *Latitude 38* Baja Ha-Ha (and Delta Doo Dah) Reunion Party on April 16 at Strictly Sail Pacific.

Pat & Carole McIntosh
Peregrine
Alameda / Sacramento

Readers — It's been said an endless number of times that the greatest thing about the Ha-Ha — and now the Doo Dah — is the friends you make.

↑↓ CREDIT TO WHOM IT'S DUE

Just before Thanksgiving, David Davids' sloop *Melody* ran aground on a reef outside the harbor at Santa Rosalia and was lost. Despite his loss, David was mortified that in *Latitude's* report, most of the credit went to the marina employees, when there was actually only one who helped. It was the lovely cruisers in the marina who formed a tireless 'fireman's line' up the cliff to remove as much as could be removed from his doomed boat. As David said, it was "like seeing the cliff lined with angels."

After an entire night of sitting in his boat while it was being smashed apart on the reef, David could not believe that the Mexican government provided four guards, with machine guns, to guard his boat.

David would like both groups to get a bit of credit in your fine magazine.

P.S. After seeing what he could salvage, David managed to buy a Balboa 26, so he's up and sailing again!

Kenny Lindsay
Topaz, 36-ft Blue Sea trawler
Santa Rosalia, Baja

↑↓ SUCH BLOWS ARE FEW AND FAR BETWEEN

I read the February 3 *Lectronic* item about the unexpected tremendous winds that hit Banderas Bay and other parts of the mainland coast of Mexico. It was interesting because such weather is so unlikely at that time of year.

But I do remember something similar. Checking my log, I found that I was caught in Careyitos [sic] in January of '92 with two other vessels fighting similar weather. It rained so hard that there were huge waterfalls coming off the cliffs amongst all those brightly colored condos and homes. The ocean was dark brown, and the seas were six feet coming into the tiny anchorage. It flooded Rosa's little restaurant. Playa Blanca, the old Club Med, was essentially shut down. All three of us on boats were constantly in fear of ending ashore, as there was no room for much scope on the anchors — we were all on one hook — and no one wanted to get out as we all knew the open ocean would be horrendous.

When the weather abated and we were finally able to head north, we had to dodge all kinds of flotsam. The Rio Ameca in Banderas Bay had literally washed away whole villages, and much of the residue was out in the bay. We had to dodge things like refrigerators, stoves, logs, and quite an assortment of expired animals, too.

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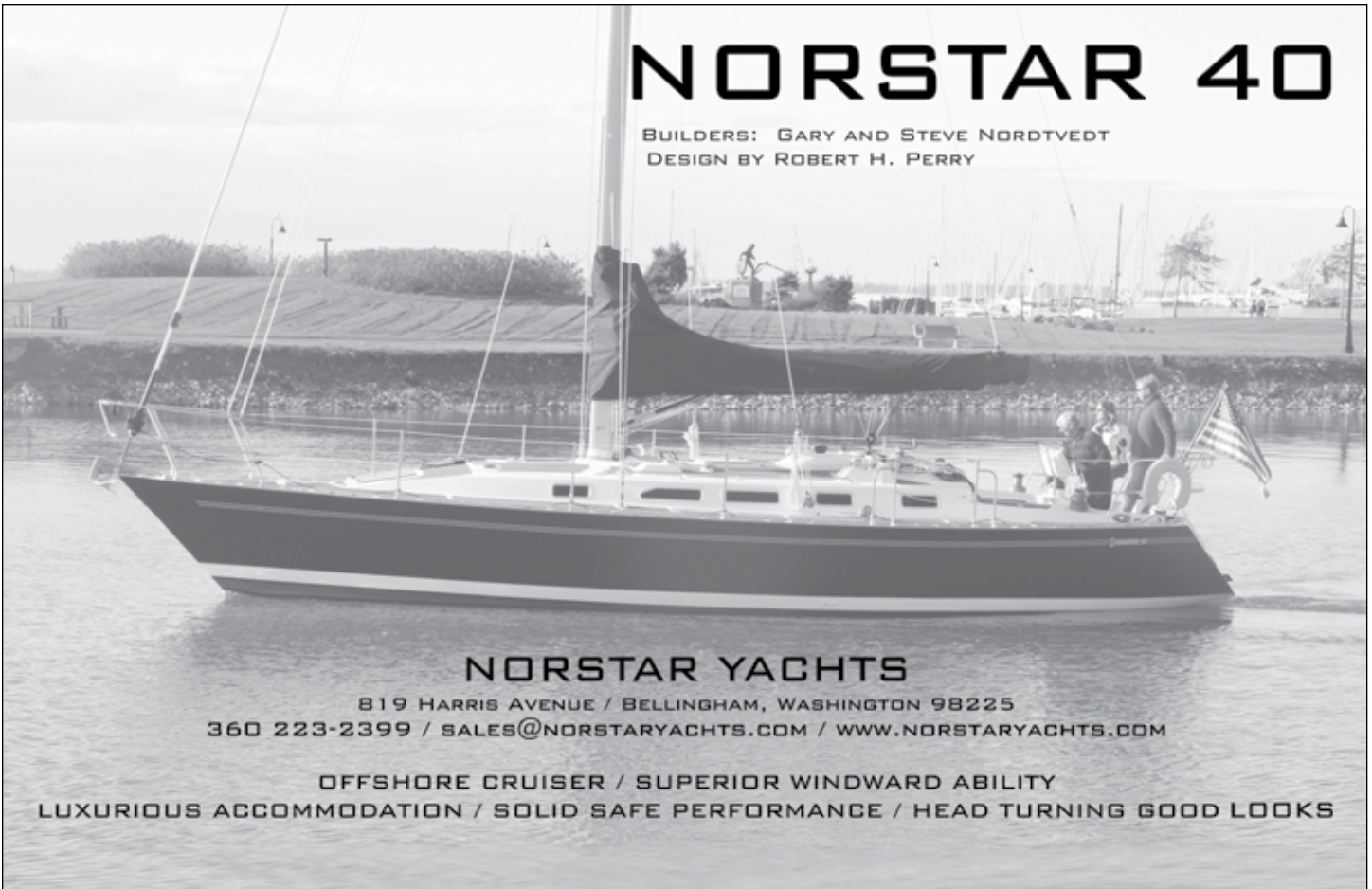


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LETTERS

The weather gurus at the time called it an 'Enhanced Banana Express.' Whatever. It was one hell of a lot of rain and wind. It also caught everyone off-guard, just like the episode in Banderas Bay.

P.S. In spite of our enjoying skiing this winter, we're looking forward to *Serendipity's* third Ha-Ha this fall.

Barritt Neal & Renee Blaul
Serendipity, Kelly-Peterson 44
San Diego

Readers — While we're sure there have been other unexpected



COURTESY WWW.CSUS.EDU

blows in Mexico, the others we remember are the Cabo Storm of December '82, which left 27 boats on the beach, the non-hurricane storm that hit Cabo in October of '93 and sent houses, overpasses, dead cattle and entire golf course fairways into the Pacific, and a nasty cell that hit

the anchored fleet in Zihua sometime around '98. Anybody remember any others?

By the way, we're told that Don Anderson of Summer Passage is the only person who forecast this year's blow. A tip of the hat to him.

↑↓ ANOTHER FAN BELT SPLICING OPTION

If any of your other readers find themselves in the same predicament as Thomas Todd of the Hunter 54 *Topaz*, and need to splice a fan belt, I have a suggestion other than the butt splice, which takes some skill.

I'm talking about a simple Molly Hogan, which can be done in a few minutes. You take a piece of three-strand, and if it's soft and limp, dip it in boiling water to make it stiffer. Cut a piece three times as long as the loop or grommet you need, then unlay one strand of it, and keep it in its original form as much as possible. Cross the single strand at one-third of the length, and relay it into a three-strand rope. Whip the loop at the ends with some sail thread.

During my last two cruises to Mexico, I switched to the plastic link belts that can be assembled to any size. These may stretch initially under heavy loads, such as with a belt-driven compressor, and need a link or two removed, but they are many times superior to any other type of belt for cruising.

Ernie Copp,
Orient Star, Cheoy Lee 50
Long Beach

↑↓ GET REAL ABOUT BUFFETT AND \$100 MIL A YEAR

In the February 5 *Lectronic*, you had a caption for a photo of Liz Clark of the Santa Barbara-based Cal 40 *Swell* and Jimmy Buffett that said Buffett "knocked down a reported \$100 million a year." Get real.

Madonna may look silly with her youth obsession, but you gotta give props to the Material Girl for her ability to make millions. This year *Forbes* magazine ranked her as the top earning musician, as she reportedly made \$110 million from her Sticky & Sweet Tour and from *Hard Candy*, her 11th studio album.

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LETTERS

According to *Google*, here's the list of the Top 12 highest earning singer/musicians for the period spanning from June '08 to June '09.

1. Madonna: \$110 million
2. Celine Dion: \$100 million
3. Beyonce Knowles: \$87 million
4. Bruce Springsteen: \$70 million
5. Kenny Chesney: \$65 million
- 6-8. Rascal Flatts: \$60 million
- 6-8. Coldplay: \$60 million
- 6-8. AC/DC: \$60 million
9. Eagles: \$55 million
10. Toby Keith: \$52 million
11. Bon Jovi: \$50 million
12. Dave Matthews Band: \$45 million

You might notice that Buffett's name wasn't on the list.

Pat Moriarty
Reliant, Catalina 320
Austin, TX

Pat — The Electronic caption didn't say anything about limiting Buffett's income from music. In spite of Buffett's beach bum persona and lack of success in winning awards for his songs, he's had tremendous success with all kinds of other artistic and business endeavors. For instance, he's written three #1 bestsellers, two of them fiction, one non-fiction. Laugh all you want, but the only other six authors to have accomplished this are Ernest Hemingway, John Steinbeck, William Styron, Irving Wallace, Dr. Seuss and Mitch Albom. That's pretty good company, and Buffett can surf better than any of them. He's also been involved in children's books and various movies and movie soundtracks.

Buffett owns or licenses the Margaritaville Cafe and Cheeseburger in Paradise restaurant chains. Before you scoff them off, the Margaritaville Cafe in Vegas alone grossed \$41 million last year, making it the second highest grossing restaurant in the U.S. Buffett also owns part of two minor league baseball teams. Working with Anheuser-Busch, Buffett produced Land Shark Lager, and the Miami Dolphins' home field was renamed Land



ED GUDENAS

Jimmy's still just a regular guy. In this photo, he stands between 86-year-old Marius, owner of *Le Select* for 60 years, and three-time ultra-cheap circumnavigator Jim Green, 'shooting the bee' at the 60th anniversary celebration of the famous bar in St. Barth.

Shark Stadium for the '09 season. How about casinos? In '07, Buffett, in partnership with Harrah's Entertainment, announced plans to build the Margaritaville Casino & Resort in Biloxi, Mississippi. Its 788 rooms are supposed to

open this year. Another Margaritaville Casino, slated for Atlantic City, has been put on hold. Buffett has also licensed Margaritaville Tequila, Margaritaville Shrimp, Margaritaville Footwear, and we're not sure what else. He's also got Margaritaville Radio and Sirius XM Radio. All this from a guy who looks like he's hardly even trying. Pretty impressive.

We got the \$100 million a year figure from Wikipedia. We

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LETTERS

have no idea if it's right or wrong. At the very least, it's unlikely that Jimmy will ever have to go back to robbing filling stations, as he lyrically did back in '75, scoring "\$15, a can of STP, a big ol' jar of cashew nuts and a Japanese TV."

↑↓ **A CULTURAL CANCER**

I've been a lover of sailing since I was a kid, and a reader of *Latitude 38* for almost as long. I think that if one does the former, it is beneficial to do the latter. A wealth of good sailing information, most wouldn't argue.

Sometimes I disagree with the editor's opinions. I get hot once in a while, particularly when they concern subjects other than sailing. "Stick to sailing!" I grumble into the magazine. A complaining email starts to form in my head, but fades, and isn't sent.

But I am writing, finally, in reply to your specific comments about the concept of 'snitching', after Steve Knight used the word in his letter. Well said. Your opinions regarding this cultural cancer couldn't have been more concise. That term was created by criminals to further their lives at the expense of society.

Who turned in Bernie Madoff? His kids. Ted Kaczynski? His brother. The world is a better place for it.

Dave King
Fremont

Dave — "[Snitching] is a term created by criminals to further their lives at the expense of society." We couldn't have put it more accurately or succinctly if we'd banged at the computer all year.

↑↓ **IT'S NOT EASY BUT WE LOVE WHAT WE DO**

I wanted to thank *Latitude* for the recent pieces on the loss of *JoJo*, and the responsibilities and limitations of the Coast Guard.

I just finished my enlistment of eight years with the Coast Guard, serving as a Boatswain's Mate at the station in Vallejo, and also aboard a 270-ft cutter out of New Hampshire.

I want to extend condolences to the Livengoods for the loss of their boat, and to thank *Latitude* for your treatment and understanding of the Coast Guard. In response to all of the letters saying that the Coast Guard should have done more in the *JoJo* case, it's easy to armchair quarterback the entire incident by suggesting that regulations should have been bypassed, and to point fingers at anyone and everyone. I realize that the limits of the Coast Guard as an organization are sometimes frustrating, both for taxpayers and for the young men and women crewing on Coast Guard boats.

I also applaud the letters that endorsed self-reliance and personal responsibility.

My wife, Amanda, and I first became sailors when I was transferred from a ship in New Hampshire to the Small Boat Station in Vallejo. Before I even found an apartment to live in, I'd bought a Hunter 25 sailboat. We kept the boat in Oyster Cove, and sailed every chance we got. We often marveled at the contrast between the traffic on 101 and the usually lonely beauty of the Bay. Since then, we've moved up to a Formosa 35, which we live on in San Rafael.

I think that my life and duties as a Coastie have been much improved by my sailing experiences. After all, wearing a uniform sometimes seems to separate an individual from reality. Occasionally at work we'd be amazed at the messes folks ended up in due to their own carelessness and lack of seamanship. That's when I'd remind my Coast Guard crew that not everyone got the training that we did, and that our

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LETTERS

job was to help people, which is something that almost all Coasties love to do. Every single person I served with took great pride in the moments that made a difference, when lives were saved or even just helped. It often wasn't an easy job, and it also wasn't for everyone. But being a public servant means just that, serving.

Being the forum that it is, *Latitude 38* probably receives more complaints about the Coast Guard than we do. Boardings, safety and security zones are part of the world we live in, and necessary for the safety of all out on the water. With so many jobs and responsibilities, the Coast Guard multi-tasks more efficiently than any other federal organization. I'd like to ask for readers and sailors to keep faith in the Coast Guard.

The recent tragedy in San Diego has brought out many negative responses to the Coast Guard. I grieve for both the family and their loss, but also for the coxswain and crew involved in that accident. In times like this, our servants need guidance, support and empathy, not anger or despair. The Coast Guard has changed in so many ways while I've been a part of it. It's been given a great responsibility in securing our nation's safety, but the goal of preserving life has never waned.

My wife and I are going cruising in August and I feel quite prepared with the seamanship experience the Coast Guard has given me and would like to thank *Latitude* again for continuing to inspire my dreams of sailing for life.

Christopher LaClair
Liberte, Formosa 35
San Rafael

↑↓ GOING FROM NORM GOLDIE'S FRIEND TO HIS FOE

Last year we spent almost three months in San Blas, Mexico, and became very close friends with Norm and Jan Goldie, who have lived ashore there for years. We maintained email contact with them through our summer in the Sea of Cortez, and had a happy reunion when we returned to San Blas last December 22. So we understand how some cruisers view Norm — a controversial figure in the cruising world for decades — and Jan favorably.

But within a few days of our return, Norm started acting weird. He began to say that we were helping incoming cruisers too much. He said that we should stay quiet and let him do it. Several days later, a group of five boats — all people we knew from the Sea of Cortez — approached San Blas. I had been talking to all of them via SSB, and they knew I was anchored in the San Blas estuary. As they approached, they called me one by one, and asked for advice in crossing the sand bar. I readily gave them that information. The last boat to arrive had lost the use of its engine because a rag had been sucked into the air intake, and needed help into the estuary. I immediately launched our dinghy and helped them in, using the VHF to coordinate the effort.

I wasn't aware of it at the time, but my helping the other boats made Norm very angry. While I was in town the following day showing other cruisers where the bakery was, Norm called me on the VHF. He told me that I shouldn't be trying to play 'Mayor of San Blas'. He told me that I was just a tourist and therefore shouldn't be giving advice or showing people where things were in town.

Bewildered, I said "O.K."

While I was in the bakery and not able to pick up anything on the radio, Norm hailed our boat, and my wife answered. When I got back to the boat an hour later, she was in tears. She told me that Norm had screamed and yelled at her, and

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was ranting about my giving help to the cruisers.

I called Norm to get to the bottom of it. I didn't have a chance to ask any questions because he immediately went into an angry, breathless rant about how I was trying to take over the job that five different governmental agencies had asked him to do. He told me that I was destroying the economy of San Blas, and that my talking up San Blas on my blog would lead to increased tourism and destroy the town. He said that I should just shut up and stop talking to cruisers.

Thinking that Norm had somehow gotten the wrong impression, I asked to come to his house the next day and meet with him and his wife. Much of the early discussion was odd, and covered everything from how Norm thinks the locals really hate American tourists, to how Mexico still resents the Spanish/American War, and how he thinks most cruisers are ignorant of seafaring skills and arrogant.

I wasn't sure how to handle many of these remarks, so I tried to steer the conversation back to why I'd gone from being an adopted son to an apparent deadbeat cruiser. The conversation kept going into general grievances, and how he has been helping cruisers for 44 years without pay or compensation. I kept pushing back to what it had to do with me, and why I was in trouble with Norm for offering help to my cruising friends. Apparently not knowing how to express himself, Norm kept getting angrier.

Finally Jan entered the conversation, and I think I got an honest answer. Jan told me that by my giving advice and passing along information to the cruisers, I was cutting Norm and her out of the loop. I told her that I didn't see it that way, and that I was encouraging people to talk to Norm and Jan, as they were people very knowledgeable about San Blas. She replied that by my giving out advice, Norm would then not have the chance to ask arriving cruisers for a tip or donation, and that it was belittling for someone who had only been in San Blas for four months to take the 'job' of someone who had been doing it for 44 years.

When I explained that cruisers all over the world help other cruisers in this way, both Norm and Jan got angry. They insisted that I was wrong, and that most cruisers they knew didn't help people the way I did. Then they said I was only doing it to insult Norm and to take his 'job'. Not wanting a confrontation, I told Norm that I would try not to interfere in what he obviously viewed as exclusively his job in San Blas. We parted with a handshake.

The following morning a friend came into the anchorage and called us on 22 for advice and information. During the conversation — which I knew Norm was listening to — I went out of my way to downplay my knowledge and play up Norm's. But the damage was done.

Immediately following our VHF conversation, Norm came on the hailing channel and angrily said that I should have told the people where I had gotten all of my information. During the VHF net the following morning, he started in with rants and angry personal attacks — and included lots of profanity. Later, members of the fleet said they listened in horror as several times a day Norm would get on the radio to rant about how we were backstabbers and worse. Almost daily we were warned that if we didn't leave San Blas, he'd talk to his friends at Immigration and other official offices about us. Norm told us to make sure we had our passports and visas ready to show the authorities. It was at this point that two other cruising family boats left San Blas, feeling it was not safe to stay.

It was scary having someone threaten to bring the Mexican government down on our family, so we decided we would

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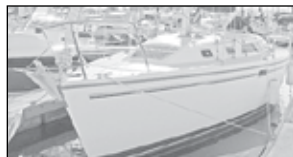
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LETTERS

follow the other two boats. But after telling our story to our local Mexican friends while saying our goodbyes, we decided to stay and fight. Not just for us, but for the other cruisers that Norm has bullied out of San Blas.

We then had meetings with the Port Captain and other government officials. They expressed their sincere apologies for Norm's behavior! They told us that they are constantly receiving complaints about Norm, but have little power to stop him. They currently are trying to force him to stop using his VHF radio, as he has no boat, and no reason to use a VHF radio. In the words of the San Blas Port Captain, because he is on land, Norm is using his VHF illegally.

After talking to locals, I think what's really been going on is that Norm makes money by getting kickbacks from the businesses he recommends. And then there's the issue of his ego and his being the big man in San Blas.

However you look at it, it's an ugly situation indeed. But I thought the Seven Seas Cruising Association needed to know about it, because Norm often legitimizes himself by mentioning that he's an official SSCA cruising station over the VHF.

Last week the cruisers got together and assembled a cruising guide and cruiser's map of San Blas. We have given them to the marina and are spreading them out through the cruising community.

Rich Boren
Third Day, Pearson 365
Port San Luis

Readers — Norm Goldie has been controversial in San Blas for decades. As we've noted many times before, he's been of major assistance to many cruisers, and has been a big help in several medical emergencies involving cruisers. On the other hand, countless cruisers have complained that he's relentlessly stuck his nose in where it wasn't wanted. And after being rejected, Goldie is well known to have become vindictive.

For as long as we can remember, Goldie has tried to give cruisers the impression that he has some kind of official standing with the Mexican government. He has none. If he tries to pull this on you, demand to see a uniform, a badge, or an official document to that effect. He has nothing.

If any cruisers want to avail themselves of Goldie's services, that's fine. If they want to give to his 'charities', that's fine, too. And if a business gives him referral fees for bringing them business, that's nothing unusual in the world of tourism.

On the other hand, if you want to discover things for yourself, or if you want to use the advice of cruising friends already in San Blas, that's your business. With confidence, tell Goldie to butt out. His threats are nothing but hot air. If he bothers you enough, report him to the nearest Department of Tourism office.

There are more cruiser comments on Norm Goldie in this month's Cruise Notes.

↑↓ SAY IT AIN'T SO

I was invited to a very pleasant gathering at Golden Gate YC last month to help celebrate the club's recent capture of the America's Cup. One of the principal topics, after the champagne toasts, was whether or not the club could host the America's Cup on the Bay.

As a San Francisco native, I naturally would love it if we could hold the 34th America's Cup match here, but consider this: Going back to the 32nd America's Cup — the last 'normal' one — the course format was a three-nautical-mile leg sailed windward/leeward, twice around. In all multi-challenger events to date, at least two separate racing areas have

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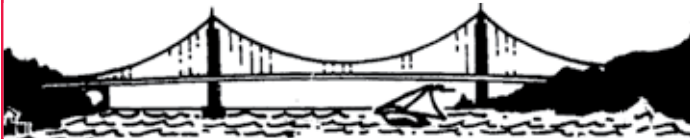
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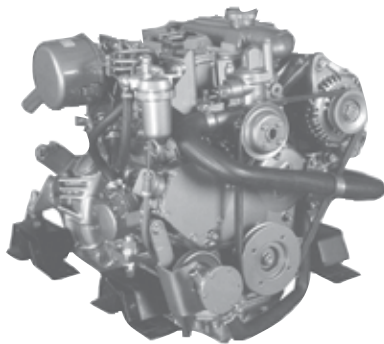


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LETTERS

been designated, one for the use of the defender(s) and one, or more, for the challengers.

There is only one part of the Bay which is both open enough and deep enough for a three-mile, or anything close to it, circle. Even the middle of the Bay is not very good, since the marks would have to be set in very deep, very tidal places, and the area is sliced to bits by shipping lanes and ferry routes.

If the practical maritime concerns aren't enough, please consider also that:

- There will be no joy from any governmental body. They may even fight the idea. San Francisco has scant need for more tourist traffic in summer, and very little appetite for an 'elitist' activity such as the America's Cup, which would require municipal resources and infrastructure.

- The San Francisco Bay Yacht Racing Association has established rights to set its courses on the Bay, too.

- It's hard to find enough real estate for a Halsey St. or Darsena-type Cup Village. If you can find it — on Treasure Island, Alameda or maybe on abandoned piers — it would be



DICK ENERSEN

There doesn't appear to be enough room on San Francisco Bay for a conventional America's Cup.

terribly expensive and hard to get the permits.

- People have floated various other ideas, such as sailing smaller boats on smaller courses, or sailing the Louis Vuitton Cup Series elsewhere, and just holding the Cup here. The first idea doesn't do justice to the Cup, and the other falls apart for myriad reasons.

I wish it were otherwise.

Dick Enersen
Sausalito

Dick — As much as we wish we could disagree with you, we think you're right on all counts. Holding the America's Cup on San Francisco Bay would require both the interest and a 'can do' attitude from local, regional and state government. Unfortunately, we don't think either exists — particularly the 'can do' attitude.

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

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

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

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LOOSE LIPS

Pulling the trigger on your dream boat.

We've heard lots of financial pundits theorize lately that the economy is finally beginning to rebound. That should give you a big sigh of relief. Unless, of course, you were hoping to snatch up your dream boat at a rock-bottom price. Because if consumer confidence really is on the upswing, the window for making the deal of a lifetime may come to a close sooner than you think.

Needless to say the current market for both new and used boats strongly favors buyers. Not only do many cash-strapped sailors need to liquidate their 'floating assets', but brand new boats are languishing on showroom floors. So well-equipped used cruising boats and daysailers are being offered at prices well below historic norms. And many new boat dealers have slashed their margins dramatically.

But is there any money out there to borrow? Local funding agencies tell us there's plenty of it for qualified buyers, at fixed rates in the high 6s, and adjustable-rate loans under 5%. With a solid credit rating and 15 to 20% down, you could score the deal of a lifetime.

According to Mike Bryant of Trident Funding, the question on the minds of most potential buyers seems to be when to pull the trigger and make the deal. In addition to wondering if prices and loan rates have hit the bottom, buyer hesitation often also comes from insecurity about being able to make the payments.

If your own financial situation is solid, and you don't want to miss this rare window of opportunity, here's what you'll typically need to qualify for a loan: a credit report, a personal financial statement, and your two most recent tax returns. You'll usually get an answer in a few days. If you're buying a new boat that's been fully commissioned, or a used boat that's been surveyed, you can often close a deal in 10 days or less — none of this 90-day escrow nonsense. As a bonus, you can usually write off the loan interest on boats of roughly 25 feet and up, because they legitimately qualify as second homes. Such a deal!

Far be it from us to give anyone financial advice, but don't cry on our shoulders if you wait too long, the window closes, and that dream boat slips through your fingertips.

Winging it.

For millennia, the wind has moved people from Point A to Point B, and on San Francisco Bay, we have an abundance of it for much of the year. So it seems odd that, in an area so forward-thinking and eco-friendly, we don't have any wind-powered public transportation. Wind+Wing Technologies hopes to change that.

Started by the same group of sailors that owns and operates Adventure Cat Sailing Charters, Wind+Wing has partnered with Orange County's Morrelli & Melvin Design Engineering and Harbor Wing Technologies out of Honolulu and Seattle to design a catamaran ferry that uses solid wing technology.

"Morrelli & Melvin's engineering study makes a strong argument that adding a wing sail could cause a 42% annual fuel reduction over current usage," says Jay Gardner, co-owner of Wind+Wing. "A bus gets about 300 passenger miles per gallon (PMG), BART gets 450, but our design would get 1,700."

While the concept is still in development, Gardner says they've received nothing but positive feedback from ferry operators. "After some initial skepticism, they've been very supportive," he said. "We took them out on *Adventure Cat* and ran their routes so they could see it was possible. They're getting excited about it."

Gardner says production of the test ferry is slated to begin next year. They hope that after testing — which will likely take most of '12 — ferry districts and their captains will feel comfortable ordering the boat. If so, we may see the first sailing ferry plying the waters of the Bay by '14. Find out more about the project at www.windwingtech.com.



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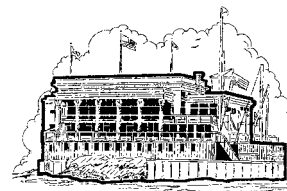
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SIGHTINGS

surviving the 'weather bomb'

"Honestly, we never, ever, ever have rain at this time of year, let alone hurricane-strength winds!" said a longtime resident of Puerto Vallarta last month after a so-called 'weather bomb' ripped through Banderas Bay on the night of February 1. Torrential rain drenched the region and winds built from 10 knots to 70+ in a matter of minutes. The 'bomb' occurred after three days of nearly continuous rain, which



LATITUDE / ANDY

With their storm-soaked clothes drying behind them, Savona and Sarah are grateful that their cruising dreams didn't come to a tragic end.

alone was a bizarre anomaly, that left vacationing snow-birds wondering if they would ever get that long-anticipated winter tan.

When the big blow arrived, Banderas Bay's principal anchorage at La Cruz became a witch's cauldron of short, steep wind waves that were confused by the clocking rotation of the advancing 'super-cell'. Roughly a third of the three dozen boats anchored out dragged, at least somewhat, while a few broke free completely.

All sorts of war stories were told the next morning, but the most remarkable was that of Sarah and Elias

Anderson, who've been cruising Mexico since last fall with daughters Kimberly, 16, and Savona, 5, aboard their Newport, OR-based Maple Leaf 42 *Stepping Stone*.

First the ketch's anchor began to drag, then her all-chain rode parted with a bang. Elias cranked up the engine, but it didn't have enough muscle to force the bow upwind against the 8-foot waves. The 28,000-lb displacement hull began sliding quickly toward the nearby shoreline. "It felt like we were aboard a Tinkertoy in the devil's bathtub," Sarah recalls. "By the time I got my daughter out of bed and into her lifejacket we were aground on a narrow strip of beach between two rock jetties, and *Stepping Stone* laid over on her side." But as she and Elias prepared their children for an emergency bailout "the wind died down momentarily and a big swell suddenly refloated us." Sarah quickly restarted the engine, Elias put the hammer down, and they roared off into the Bay where they safely circled until things calmed down.

Talk about dodging a bullet. . . The next day they even recovered their dinghy with its outboard and tank still attached. It had ripped loose during the grounding, then drifted downwind and snagged on another boat's rode.

Could this bizarre weather event be blamed on El Niño? Perhaps partly. But there's no clear consensus among weather gurus. Goes to show, the best advice for mariners remains the same: No matter what the cruising guides, pilot charts or weathermen say, always be prepared to deal with *whatever* Mother Nature throws at you.

— andy

eager, the pampered warhorse

When he got started in boat building 32 years ago, a 'classic' for Jeff Rutherford was, by definition, a wooden boat. But much the same way a Gen-Xer feels the advance of time when hearing the band Sublime played on an 'oldies' radio station, the latest project from Rutherford's Pt. Richmond boat shop reflects a shift in context.

The boat is a 1970 Camper & Nicholson 55 — hull #1 — a heavy

continued on outside column of next sightings page

'school ship'

As the 188-ft barquentine *Concordia* sailed down the South Atlantic mid-February, Captain Bill Curry warned his crew, and the 44 high school and college-age student sailors aboard, to prepare for unsettled weather. Little did he know, however, that an intense vertical downdraft would soon knock down his globetrotting steel-hulled vessel, sending her to the bottom within thirty minutes.

When the tragedy occurred, the Barbados-based three-masted tall ship was



sinks off brazil

sailing south, roughly 300 miles off the Brazilian coast, en route from Recife, Brazil, to Montevideo, Uruguay, as part of a 10-month Class Afloat educational voyage. At about 2:30 p.m. on February 17, the ship was hit by what the captain later characterized as a "microburst" — a sudden, powerful downdraft — which apparently knocked the boat onto her beam ends, where she began to flood and never regained equilibrium.

Having drilled for emergencies as part
continued in middle column of next sightings page

eager — cont'd

IOR design built in 1970 in fiberglass with a teak-overlaid plywood deck. British banker Rob Gray has a deep-seated love for the design, so when he found *Eager* — née *Acclaim*, née *Lutine* — complete with rotten decks, he bought her and shipped her to Rutherford's shop to be reborn. Rather than rebuild the wooden deck, Rutherford and his guys used it as a plug to build a new, foam-cored, vinylester and E-glass deck with a teak overlay.

Wait a second . . . what? Jeff Rutherford, the builder responsible for the complete rebuilds of Bob McNeill's 1911 Herreshoff P Class sloop *Joyant* and 1901 steamer *Cangarda*, was building in fiberglass? "There are fewer and fewer wooden boats out there these days," Rutherford said. "You don't turn down good work."

continued on outside column of next sightings page

You may associate Rutherford's Boat Shop in Point Richmond with classic wooden yacht restorations rather than fiberglass IOR designs, but their latest project is a recently-completed and stunning restoration of the 1970 Camper & Nicholson 55 'Eager', seen here sea-trialing at the end of January.



SIGHTINGS

eager — cont'd

In Gray, Rutherford had an experienced client whose stable includes a 2002-vintage all-carbon race boat and the 6-Metre *Scoundrel* — with which he placed second in the “contemporary” class at last year’s 6-Metre Worlds. Gray wanted all the ducks in a row before the project — which included a brand new interior — got underway. “Before we even started on the interior, we went shopping for the plates, glasses and stemware so we could build the cabinets to fit,” Rutherford said.

The boat launched at the end of January with a new carbon rig and a new suit of sails by Pineapple Sails. After sea trials on the Bay, some interior details were still being sorted out dockside as we went to press, but otherwise she’s out the door. “I’m not saying she’s a classic,” Rutherford concedes. “I’ll tell you one thing, though: this is the most expensive, cherried-out IOR boat out there.”

continued on outside column of next sightings page

concordia

of their onboard routine, all students and professional crew were able to evacuate safely into three large liferafts, which were lashed together as they awaited rescue. The ship’s EPIRB had been activated, but high frequency radios were rendered useless by the knockdown.

The 64 survivors drifted together for at least 40 hours before being rescued by the 662-ft merchant ship *Hokuetsu Delight* and the 688-ft tanker *Crystal Pioneer*. A later attempt to transfer the survivors to the Brazilian naval frigate *Constituição* had to be abandoned due to the rough conditions.



PHOTOS LATITUDE / LADONNA

— cont'd

All crew and students arrived in Rio de Janeiro on February 19, happy to be alive, but deeply saddened by the loss of their floating home, which has served as a school ship since '92.

"The story that is slowly emerging from our students and professional staff is of the heroic communal effort that saved all aboard," said Nigel McCarthy, president and CEO of West Island College International, which runs Class Afloat.

"That all were saved is a testament to the training, equipment and professionalism of our shipboard community."

— andy



Publicity stunt or innovation? Maybe both! — (clockwise from below) Meet the gang: (l to r) Bay Area sailing legend Peter Hogg, David de Rothschild, Jo Royle, David Thomson and Project Manager Matthew Grey. 'Plastiki' is, at best, a 6-knot downwind "drag generator," so bottom growth is of little concern, but after six months, test bottles show no hard growth, only slime. A little inspirational reading. Solar panels dot the surprisingly roomy geodesic cabin, with large rotating panels installed aft. Jo demonstrates how she'll get in bikini-shape while charging the batteries. The forward cabin (left) and galley (right) are well thought out.



eager — cont'd

Eager isn't the only project the now bi-coastal Rutherford has been working on lately. In July of '08, he signed on as the lead boatwright for the International Yacht Restoration School's restoration — actually a near-complete rebuild — of the 1885 William Townsend-designed 131-ft schooner *Coronet* at the school in Newport, Rhode Island.

"We were told there was enough oak stored in a Connecticut warehouse to rebuild the entire hull," he said. "When we sorted it, we found that half of the 25,000 board-feet had rotted, so we've had to track down more. Now we're finally getting to start building boat parts." While the delay has cost time and money, it's allowed Rutherford to get acclimated to the environment in Newport.

"I feel like a carpetbagger coming in from California," he said. "There's a huge boatbuilding scene in Newport and it's a different atmosphere; you're front and center and everyone's looking at you. In Richmond you're deep in a dark industrial corner and no one even knows you're there."

— rob

a ride on the plastic fantastic

San Francisco Bay has certainly seen its fair share of wacky boat projects (who can forget *Tin Can?*) but the one that's been making global headlines for the last year is *Plastiki*. It's the brainchild of 31-year-old David de Rothschild — extreme adventurer, dedicated environmentalist, and son of prominent banker Sir Evelyn de Rothschild. The 60-ft catamaran features 12,500 used soda bottles as flotation and has been the talk of the waterfront over the last few months as her crew test sails her on the Bay.

Any innovative and untested project is bound to get some skeptics but, if dock talk is any indicator, more than a fair share of sailors feel *Plastiki* is nuttier than most. So when *Latitude* was invited aboard for a test sail last month, we jumped at the opportunity in an effort to answer some of our readers' questions.

First off, those bottles are not just for show. "The idea was to make the bottles visible *and* functional," de Rothschild said. "Boatbuilders wanted to melt down the bottles and make the boat out of that, but it would have defeated the purpose." That purpose is to educate the world about 'upcycling' — the practice of reusing items, especially plastics, in new and different ways instead of throwing them out.

In fact, if disaster strikes during their planned multi-leg voyage to Australia, and all the bottles spill out of the boat, the crew will have more to worry about than littering the ocean. "We've built a very strong cage system that runs the entire length of the boat to hold the bottles," de Rothschild explained. "If that cage is smashing apart, it's very likely other parts of the boat are smashing apart." But to answer the question, the bottles provide so much of *Plastiki's* flotation — 68% — that, if the boat remained intact, she would most likely lie awash, thanks only to watertight compartments at deck level.

The 150 or so bottles that can be seen lining the exterior of hulls — not one of which has been lost, though gaps can be seen where none were installed — will eventually be strapped down to prevent them from washing out in heavy seas, says skipper Jo Royle.

A petite blonde, Royle is no delicate flower. She's been sailing her entire life and has put about 100,000 miles under her keel — and she's only 30. Royle skippered Pindar's Class 40 in the '07 Transat Jacques Vabre, and she's sailed as far north as Iceland and as far south as Antarctica. This is one bad-ass sailor chick!

Some wonder if the self-reinforcing polyethylene terephthalate (srPET) — which is bonded together with heat instead of glue or epoxy — might start to degrade in the sun and heat of the South Pacific. "We tested panels of srPET on a reef in Hawaii with no problems," Royle explained. "And we've run accelerated lifestyle tests on all the different parts in labs in Palo Alto."

continued on outside column of next sightings page

plastiki — cont'd

"I was a little bit skeptical at the beginning, but I'm amazed by the product," admits Royle's co-skipper, David Thomson, 34. "It's a lot stiffer than we ever thought it would be, and she seems to be holding together really well. She doesn't even creak."

Thomson, who was brought into the project a few months ago, also boasts an impressive sailing résumé, having crewed on Steve Fossett's *Playstation*, sailed in America's Cup campaigns, and circumnavigated in a Class 40 during the last Portimão Global Ocean Race.

It's no coincidence that the addition of such well-seasoned sailors to the project has slowed its progress. When we first reported on *Plastiki* in last April's issue, we noted that the team planned to be sailing over the horizon later that month. "Initial estimates were a little . . . optimistic," Royle noted diplomatically.

Since then, a number of early ideas were dropped or reworked to make the boat more sea-kindly. "Would you attempt to cross an ocean on a boat you didn't think would make it?" Royle asked during a discussion about *Plastiki's* seaworthiness. "I sure wouldn't! If we don't make it to Australia, I'll consider it a total failure."

Though no one has committed to a departure day it's clearly on the horizon. Royle said that, besides throwing some food aboard, they were ready for a 48-hour offshore shakedown cruise when the right weather window opened. And the official unveiling of the boat was at the end of last month, so don't be surprised if *Plastiki* is on her way to Australia by the time you read this. And don't be surprised if she makes it.

Learn more about the *Plastiki* Project at www.theplastiki.com.

— ladonna

hitchin' a ride

How do people get to crew on boats, particularly in places they don't live? During November's Banderas Bay Blast, we asked around, figuring we would give readers tips on how to get rides in places such as Southern California, Mexico, the Caribbean, the Med — anywhere in the world, really.

The classic, of course, is to know the owner. For instance, two-thirds of the crew on Arjan Bok's San Francisco-based Lidgard 43 cat *RotKat* have sailed together for years on San Francisco Bay. Tom Friel started racing with Bok in '82, almost immediately after the Dutchman moved

to San Francisco. As for crewman Craig Liberatore, he's Bok's partner in a San Francisco plumbing business. The third crewmember was Sally Martin, affectionately referred to as "the new local floozy" by her fellow crewmembers. Actually, Martin is a retired lawyer from the East Bay who represented foster children, and who has moved to Mexico with her son for a year. She knows Bok from Northern California.

There's always the bold approach to getting a crew position, such as was taken by Mary Serphos of Fairfax in Marin County. As a result of doing a bad thing, she eventually got to crew on Wayne Hendryx and Carol Baggerly's Brisbane-based Hughes 45 *Capricorn Cat*. Serphos had been putting on nutrition and wellness seminars at the Mar de Jade retreat in Chacala, when

she noticed some sailboats anchored a short distance off the beach. A good swimmer, she decided to swim toward the boats. "As I got near this catamaran, I just felt pulled to her," she said with a metaphysical gleam in her eye. "Then I saw the name *Capricorn Cat* — I'm a

continued on outside column of next sightings page

let's get this crew

We're proud to say that for many years — decades, actually — *Latitude 38's* Crew List parties have been matching skippers in need of crew with sailors in need of rides. The process is ongoing, as our now-online Crew List — which can be found at www.latitude38.com/crewlist/Crew.html — is constantly updated with new skippers and potential crew in a variety of categories, including daysailing, racing and offshore cruising.

But there's nothing quite like meeting people face-to-face to really get a sense of who they are, which is what the Spring Crew List Party is all about. This year's event will be held at Golden Gate YC on



Mary Serphos gives 'Capricorn Cat's Wayne Hendryx a little therapy.

LATITUDE / RICHARD

list party started

March 10 from 6-9 p.m., and will feature the usual slideshow, finger foods and full no-host bar. The cost for anyone under 25 is just \$5 (with ID) and is still only \$7 for the rest of us. It's the perfect cure to the hump-day blues, and is a great way to start your sailing season off right.

New this year will be a special presentation by the Bear Boat Owners Association. Though Bears — 23-ft woodies built in the early '30s — are an endangered species, the racing fleet has been enjoying a resurgence in the last year or two. "We are now officially in the WBRA schedule," says Margie Seagal, Bear aficionado and

continued in middle column of next sightings page

hitchin' — cont'd

Capricorn!" Even though nobody was aboard, Mary climbed aboard — that's the naughty part — and looked around. As luck would have it, Wayne and Carol visited the Mar de Jade resort the following day to take a yoga class. While there, they met Mary. When she asked if she might sail with them sometime, they signed her up for the Blast.

It's also common for folks to get crew positions by frequenting places where sailors hang out. In the case of Shannon Whitlow of Puerto Vallarta, it was hanging around at Philo's Music Studio and Bar in nearby La Cruz. "I mostly work on powerboats out of Vallarta, but one night I went to Philo's in La Cruz with some cruisers, and that's where I met Mark Scarretta of the Lagoon 380 *Younger Girl*. The next thing I knew, I was crewing on his boat in the Blast." How did Whitlow, who is from Kentucky, end up in Vallarta in the first place? "My husband and I came to Vallarta for a week about five years ago. He went home a week later as scheduled, but having fallen in love with the people, the

continued on outside column of next sightings page

Hmmm, could this Bear Boat be named 'Panda'? What gave it away? These classic woodies designed for sailing on the Bay are once again a WBRA class, and some skippers need crew. There's no better way to meet them than to come to the Spring Crew List Party at Golden Gate YC on March 10.





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On 2 March the Clipper fleet of stripped out 68-foot ocean racing yachts will depart Qingdao, China, on Leg 5 of the Clipper 09-10 Round the World Yacht Race

After leaving the pomp and ceremony of a stunningly colourful visit, fog and fishing boats are in store as the yachts set out into the cold conditions blown in by the depressions rolling off the Chinese coast. Snow could make a regular appearance and the tropical sailing conditions of the previous leg will soon feel like a distant memory for those on board.

The Pacific Ocean is the largest in the world and the crews will be competing over a 6,000-mile course, taking on everything Mother Nature chooses to throw at them during the marathon crossing. Keeping a competitive focus, preserving kit and looking after crew morale will be a constant challenge before attention is turned to the variable conditions as the California coast appears over the horizon.

After more than 30 days at sea, the fleet is expected to arrive in San Francisco between 1 and 5 April and will be berthed in San Francisco Marina until 11 April.

Endorsed by Governor Schwarzenegger, *California* is one of the ten internationally sponsored teams taking part and the crew of the American entry will be giving it their all to try to secure a win into their home port. Waiting on the dockside and hoping to cheer in a winning team will be Californian crew member Shana Bagley, a 41-year-old Deputy Attorney General from Walnut Creek.

Shana says, "Four years ago, I was nearly run over by a city bus in San Francisco and realized that I had been seemingly too busy working behind a desk to think about my 'Bucket List.' One item on that list was chartering a boat in the Caribbean. Never mind that I did not know how to sail.

"After taking lessons and chartering a few boats, my love of sailing took on a life of its own. The next thing I knew, I had completed a month of ocean racing and sea survival training in the UK as crew in the Clipper Round the World Yacht Race. Last August, I began the first of two epic adventures as a proud crewmember of *California*. I lived on board, at a distinct angle, for two months and over 5,000 nautical miles, and shared a confined space with 18 other people from all over the world. It was too hot or too cold and always damp, bumpy, salty, and noisy. Showers, sleep, privacy, and refrigeration were relatively unheard of.

"As with any endurance event, there were lows: having your head in the sick bucket for 12 hours, watching the spinnaker tear from foot to head, hot bunking in a damp berth that smells like feet, and being so physically and mentally exhausted that you are nearly brought to your knees.

"However, we also had extreme highs: seeing the world from the top of the mast or out the spinnaker pole, completing a headsail change in a squall at night with the ocean flushing up your trousers, finding that soul-filling groove of steering under spinnaker, seeing the deepest of deep-blue seas and the brightest of star-filled skies, and making dear friends for life.

"I do not know of any other experience that can make one can feel so insignificant and larger than life at the same time. This race has literally changed my life for the best. I have learned a lot about racing across oceans, living life on its very edge, understanding other cultures and perspectives, what is truly important, and about who I really am.

"I cannot rejoin my crew and skipper for Legs 6 and 7 soon enough. My second epic adventure awaits – as do entirely new horizons and new items for that Bucket List."



Shana Bagley arrives in Rio at the end of leg one

The Clipper Race is the only event of its kind open to people from all walks of life regardless of previous sailing experience and anyone over the age of 18 is eligible to take part. Running every two years, berths are now available on the next edition of the race and presentations are being held across the San Francisco Bay area during the Californian stopover of Clipper 09-10 for those interested in finding out more. Further details will appear in April's issue of *Latitude 38* but in the meantime more information about the race can be found at www.clipperroundtheworld.com.

SIGHTINGS

hitchin' — cont'd

weather and the big fish of Vallarta, I stayed. The stupidest thing in the world is that my friends from Kentucky think it isn't safe here!"

Meeting cruisers in anchorages is yet another way that people find crew positions on boats. There's a social magic that seems particularly strong in Tenacatita Bay, which is about 100 miles south of Banderas Bay. It was during one of the many social activities there that Richard and Sheri Crowe of the Newport Beach-based Farr 44 *Tabu* met Lowell and Mary Larsen of the Anacortes, Washington-based Bavaria 38 *True North*, and Peter Meyer and Michelle Tornai of the Vancouver-based 58-ft trawler *Incommunicado*. A couple of weeks later, the latter two couples were crewing on *Tabu* in the Blast. Based on all the laughter coming from their post-Blast dinner table, these folks, who had been strangers just weeks before, were getting on like a boat on fire.

Love also brings crew to boats. "I was buying wine and she was

continued on outside column of next sightings page

crew list party

owner of *Huck Finn* (#17). "Eight boats have indicated interest in racing, which means Bears need crew." You can learn more about Bear Boats at www.bearboats.com, but your best bet for scoring a crew spot is to show up at the party.

Another new addition this year will actually happen *before* the party. Sal Sanchez of Sal's Inflatables in Alameda, along with Barry Demak, who spent four hours in a liferaft last fall when *J World* sank off the coast of Mexico, will show participants how to inflate and enter a liferaft . . . from the water! Space is limited for the 'get wet' portion of the event, which will be held at



Hitchin' a ride — Clockwise from below, Scott Case's F/P 40 'Twins', with Alicia Contreras and skipper, revel in the beautiful Banderas Bay conditions; happy 'Tabu' crew Michelle Tornai and Mary Larsen bookend co-owner Sheri Crowe; although they're lovebirds, Leslie and Randy Hough of Port Moody, B.C., didn't sail the Blast together. 'Rotkat's Arjan Bok with Northern California crew Tom Friel, Craig Liberatore and Sally Martin. Wine seller Alicia Contreras and wine buyer Scott Case.



— cont'd

GGYC's docks from 3-5 p.m., so contact Sal at (510) 522-1824 to reserve a space. And don't forget a change of clothes!

But the apex of the party will be the Coast Guard helicopter rescue simulation right off GGYC in the waters of the Bay. Long-time partygoers may recall the days when the Coasties did this every year, but since 9/11, they've had other things on their minds. Due to limited daylight, the demo will start promptly at 6 p.m., so don't be late.

All this, plus the chance to win a *Latitude* t-shirt, for just \$7. You can't lose!

— ladonna



hitchin' — cont'd

selling wine," is Scott Case's succinct way of describing how he met the lovely Alicia Contreras. "Actually, I was working in a wine shop at the Vallarta Marina when Scott came in," Alicia explained, fleshing out the story. "He didn't even realize that I'm Mexican," laughs the Puerto Vallarta native, "but he asked me out. I said yes, then changed my mind, but he persisted." When we asked when all this happened, Case furrowed his brow in thought. "Five years and two months ago,"

Alicia interjected. Scott, who hasn't lived in the States since leaving Scottsdale in '04, bought the Beneteau 43 *Elysium* in Puerto Vallarta six years ago and, after a round trip to San Diego and back, he and Alicia cruised to Ecuador. There was so much to like down there — "It's warm, but not humid or rainy like in Central America, the officials aren't a problem, and it's inexpensive" — that he bought a condo. Then, after selling *Elysium* in January of '07, Case bought hull #18 of the F/P 40 catamarans. You might think you wouldn't have to wait long to take delivery of a 40-ft cat that sells for half a million, but Case and Contreras had to wait a year before they could pick up the new boat from the factory in La Rochelle, France. The two then sailed down to the Canary Islands, from where they started a 24-day passage across the Atlantic to Guadeloupe. They eventually made it to Banderas Bay for the Blast. The two aren't sure where they are headed next. "Maybe the South Pacific," says Case. "Maybe Ecuador. Or maybe both."

The internet is another common way that crew and skippers hook up. In the case of Randy and Leslie Hough, it happened in the late '90s, when Randy was sailing his Santana 22 out of the long-departed Peninsula Marina in Redwood City and Leslie lived in Canada. Their first sailing date was the South Bay's 54-mile Midnight Moonlight Marathon race. "It blew 35 knots the whole time," remembers Randy, "so it wasn't dry or comfortable aboard a little Tuna." When Randy moved to Canada to marry Leslie in '00, it was with *Befana*, a Catalina 30 that he'd already owned for five years. The couple now do 'six-and-six', spending half the year in Port Moody, Canada, and half a year in Banderas Bay, Mexico. Alas, Leslie didn't crew for Randy in the Blast. It had something to do with her still having not gotten over that first sail on the Santana 22. But she could have if she'd wanted to.

As our piece shows, there are lots of ways to get on boats. You might want to employ one of them — or others — for events such as the Banderas Bay Regatta, March 16-20; Sea of Cortez Sailing Week, April 1-6; La Paz Bay Fest, April 8-11; or Loreto Fest, April 30-May 2.

— richard

lord jim's brazilian nightmare

"I know, I know. . . why the hell did we have to sink the boat *in Brazil*?" quips Holger Kreuzhage of Sausalito, attempting to make light of a situation that is anything but humorous. As regular readers will recall, his renowned 72-ft John Alden schooner, *Lord Jim*, sank in Brazilian waters in March of '07 after hitting an uncharted rock — an experience that most sailors would probably consider to be their ultimate nightmare. But for Kreuzhage, 71, and his partner Tracy Brown, having their beloved 1936 classic — which they'd recently doublehanded around Cape Horn — sink out from under them was only the beginning of an agonizing three-year ordeal.

After refloating the double-planked schooner and completely re-building her hull from stem to stern in a small workboat yard south of Rio de Janeiro, they found themselves embroiled in a nasty legal

continued on outside column of next sightings page



'Younger Girl's Mark Scarretta and Shannon Whitlow.

lord jim — cont'd

battle with the yard's owner, Luiz Prado. He filed suit in an attempt to squeeze the Americans for hundreds of thousands of dollars over and above the haulout fees. The court eventually ruled in Kreuzhage's favor. But before he could launch the boat and sail away from this dark chapter in *Lord Jim's* already-colorful 74-year history, Prado



'Lord Jim's ensign flies upside down — an internationally recognized distress signal.

disassembled the tracks of his marine railway, thereby holding the schooner hostage, with no chance of making an exit unless her beleaguered owners paid him a \$50,000 'fee' that they'd be hard pressed to come up with. Prado has also filed an appeal which could drag on for years.

So, at this writing, the stranded schooner sits high and dry at the edge of the Reparos Naval do Mangaratiba yard, which abuts a dense jungle where blistering heat and intense humidity threaten to destroy her inch by inch. "It will not be a pretty

death," says Kreuzhage, who circumnavigated aboard *Lord Jim* three times before Tracy joined him. "There will be nothing noble about this drawn-out destruction — and that is what our enemy wants."

Kreuzhage and Brown are deeply dejected, of course, but they have not yet given up the fight. Recently, they've been encouraged by the fact that several major Brazilian media outlets have exposed the extortion attempt. Citing the fact that holding a vessel 'for ransom' is against both Brazilian and international law — especially since *Lord Jim* is a documented U.S.-flagged vessel — the embattled couple is hopeful that prominent American politicians such as Diane Feinstein, Barbara Boxer and perhaps even Hillary Clinton might take up their cause.

If you have advice or encouragement for these stranded former-Bay Area sailors, we're sure they'd be happy to hear from you. Email holger_kreuzhage@yahoo.com.

— andy

protecting the cetacean nation

Having been gravely threatened with extinction only a few decades ago, the resurgence of whale species along the West Coast and elsewhere is one of the greatest success stories of the modern conservation movement. An unfortunate consequence of that success, however, is that several species of cetaceans are now so prolific along the coast during their October-to-July migration season, that they are sometimes struck by commercial ships and recreational boats. A recent case in point was the sinking of the *J/120 J World* during October's Baja Ha-Ha Rally, after the vessel made a series of contacts with a humpback during a stint of heavy weather. (See the December '09 *Latitude*.)

In that instance there was little the crew could have done to avoid striking the 40-ft mammal. More generally, though, it's fair to say that the more we all know about the behaviors of migrating whales, the less likely we are to injure them. With that in mind, NOAA's National Marine Fisheries Service has asked us to help educate offshore sailors, and encourage all mariners to report strikes to authorities.

Marine Mammal Biologist Monica DeAngelis of NMFS explains, "Depending on the activity level, baleen whales (meaning filter-feeders such as humpbacks, grays and blues) breathe several times at the surface before submerging again for several minutes." She notes that these species can sometimes be identified by the size and shape of their spouts. A gray whale's spout, for example, is typically heart-shaped when viewed head-on; a humpback's is rounded and "bushy;" and a blue's is tall and columnar. "The visible spout of a whale is not actually water rising from the blowhole," she explains, "it's water vapor condensing as the respiratory gases expand in the open air." (For further info, download NOAA's informational brochure from latitude38.

continued on outside column of next sightings page

do the delta

Last summer, 30 or so Bay sailors joined in the inaugural Delta Doo Dah, a laid-back Bay-to-Delta 'rally' we dreamed up over a bottle of champagne at the company Christmas party. The idea was to get folks sailing in their own backyard, and it worked better than we'd hoped.

As summer approaches at lightspeed, we realized that it was time to announce the deets on this summer's running of the event. Conflicts with a couple of Hawaii races forced us to move the dates a month later so the Delta Doo Dah Deux will be held July 31-August 6. The entry fee is just \$49, and includes a burgee and



doo dah deux

t-shirt. Stockton Sailing Club will once again host the Doo Dah Hooplah on Friday, August 6, leaving folks the weekend to make it back to the Bay. Other stops and events will be announced on www.deltadoodah.com as they're confirmed.

Last year we limited the number of entries to 30 boats to make the fleet manageable. This year, we're increasing the fleet to 50 boats, but won't start accepting entries until *'Lectronic Latitude* is posted (usually around noon) on March 15. Better mark your calendars — last year all 30 slots were taken in three days!

— *ladonna*

cetacean nation — cont'd

com. Click "Links" then "Resources.")

As every sailor worth his salt knows, under international law someone must always be on watch aboard any vessel that's underway. And part of a watch-keeper's job should be to keep an eye out for whales, in addition to other vessels. If you are unlucky enough to hit one — or observe any marine mammal that's stranded, entangled or injured — DeAngelis and her associates ask that you report the incident as soon as possible via their toll-free hotline for marine mammals in distress: (877) SOS-WHALE (767-9425). Or hail the Coast Guard on VHF 16. Rescue attempts of entangled or injured mammals can be dangerous, so mariners are urged not to approach closer than 100 yards, unless prompted to do so by trained responders.

It's a big ocean out there. If we're careful, there should be plenty of room for all of us — and marine mammals too.

— *andy*



Spread: Now finally rebuilt, 'Lord Jim' is being "held hostage" in a Brazilian boatyard. Inset left: The railway's tracks were intentionally disabled. Insets right, top to bottom: Compared to the court battle, refloating her was easy. The harsh elements at work. When supports were maliciously removed, Kreuzhage hammered replacements right into his newly faired hull.



ALL PHOTOS COURTESY LORD JIM

SIGHTINGS

ronnie simpson — never say die

When Ronnie Simpson left San Diego on October 1, 2008, aboard his Rhodes Bounty II *La Cenicienta* bound for Hawaii, the dockside know-it-alls told him he'd never make it. After all, the 23-year-old kid had bought the boat just a few months earlier, and had never sailed a day in his life. What business did he have sailing solo to Hawaii?

As it turns out, they were right.

Just eight days and 800 miles out of San Diego, Hurricane *Norbert* — off Cabo at the time — had whipped up the seas into such a frenzy that Simpson was suffering from seasickness and exhaustion. *La Cenicienta* was doing well, but on October 8, Ronnie admitted on his blog that he may have idealized the supposed “tradewind run” to the islands: “I had no clue what I was getting myself into, setting off alone from California to Hawaii. I thought it was going to be an easy, pleasant run in a steady 15 knots of breeze.” That night, his steering failed.

“I think I hit a whale,” Simpson says now of the incident which led to his rescue by a China-bound freighter. “I was below when the boat

continued on outside column of next sightings page

clipper race on its

As we go to press, details were being finalized for the Clipper 'Round the World Race's San Francisco stopover, which will bring the nine remaining boats in the fleet to the San Francisco Marina around April 1. The boats are slated to dock adjacent to Golden Gate YC after finishing the roughly 35-day Leg 5 from Qingdao — the longest leg to date of the biennial 'round the world race sailed in identical 68-ft boats.

The Bay is the only U.S. stop for this year's race, and adding to the excitement, the Golden State's first-ever entry, *California*, will be in the pack. Six Californians have already joined the crew for various legs, and those who aren't aboard the boat for the slog across the Puddle will be on




way to the bay

hand to welcome their teammates home.

The fleet will only be here for between six and 10 days before heading out April 11 for a downwind blast in true West Coast-style to Panama for a transit of the canal. As if it weren't gnarly enough that they have to sail upwind for 35 days to get here, the short stopover means the sailors — many of whom had little or no offshore experience before their rigorous Clipper Race training — won't have much time in the City. So make sure you get down to the Marina, adopt a Clipper racer, and show the fleet some love! You'll find more info, as well as updated arrival times in at www.clipperroundtheworld.com.

— rob



Never say die — Ronnie Simpson, 25, who has cheated death twice, will be racing to Hawaii in this summer's Singlehanded TransPac to finish what he started two years ago, and to promote a cause close to his heart: Hope for the Warriors.

simpson — cont'd

rounded up. I tried turning the wheel but nothing happened. When I checked below, I could see the worm gear turning but the rudder post didn't move. Then I saw that the rudder to my Aries windvane was trailing the boat by its safety line." It certainly does seem unlikely that both rudders would fail simultaneously.

In hindsight, Ronnie says he made some big mistakes, "But shit happens in life." This coming from a guy who, at the age of 19, was blown nearly to pieces by an RPG just 13 months into his first tour of duty as a Marine stationed in Fallujah, Iraq. He survived the explosion — barely — and spent 18 days in a medically-induced coma, two months recovering in a military hospital, and several more months getting back into the swing of civilian life in Texas.

But by the end of '07, Simpson had it all: A good job, a house, six high-end motorcycles, and a beautiful fiancée. "On December 18, my brother called from Hawaii and asked if I wanted to sail around the world," he recalls. Having never sailed before, Ronnie dismissed the idea, but Googled 'sailing' out of curiosity. "I put my house on the market five days later," he laughs. Within three months, he'd liquidated everything — including the fiancée — moved to San Diego, and bought the Bounty.

Sadly, everything he owned was aboard the uninsured *La Cenicienta*. With just \$5,000 left to his name, Simpson couldn't afford another boat, so he switched gears . . . literally. After arriving in Hong Kong, Ronnie bought a Cannondale bicycle and spent the next nine months riding 9,000 miles through 21 countries. "After 20 countries with no problems," he recalls, "my bike got stolen in London within an hour!"

He bought another bike, but instead of continuing through Western Europe as planned, he flew to the Bay Area and rode home to San Diego. "I flew back to the States with \$88 to my name," he said. "When I got to San Diego, I announced I was done with biking and that I would do the 2010 Singlehanded TransPac." It seems his desire to sail hadn't gone down with *La Cenicienta*.

Though he bought a Cal 25 two weeks after getting back and was considering doing the race aboard her, Simpson soon received an offer he couldn't refuse. Don Gray, a former Marine who had competed in the '08 Solo TransPac aboard the *Judson 30 Warriors Wish*, had heard his story and emailed him with a proposal. "He said that he would loan me his boat if I made all the rest happen," Ronnie says. "You don't meet a lot of Dons." Simpson and Gray spent the next few months prepping *Warriors Wish* in North Carolina before trucking her to Alameda, where Ronnie is completing upgrades for the race.

Warriors Wish will be the only sponsored boat in the race (to date) — and the first since '04. Though he is receiving quite a bit of donated gear, Simpson's main sponsor is the non-profit Hope for the Warriors, a charity that runs support programs for wounded veterans and their families. "The one that really touches me is one that helps families be at the bedside of their wounded veterans throughout their recovery," Simpson noted. "I couldn't have made it through if my parents hadn't been there." (Find out more at www.hopeforthewarriors.org.)

For all the naysayers Ronnie's encountered, especially after his return from Europe, he's had triple the number of supporters, but one in particular stands out. "This old guy Harry in San Diego had sailed to Hawaii and back six times on his 30-footer. When I got back and everyone was giving me shit, he said, 'Sounds to me like you learned a lot. You don't have a boat and you don't have any money, but I know you'll leave the marina before any of these guys do.'"

This time it seems Harry was right.

Follow Ronnie on his website at www.openbluehorizon.com. For more about the Singlehanded TransPac, which starts from the Bay on June 19 and ends in Kauai, go to www.sfbayyss.org. The next race seminar — which is free and open to anyone — will focus on rigging and will be held March 15 at Oakland YC. See *Calendar* for details.

— ladonna

AMERICA'S CUP 33



Larry Ellison won the America's Cup on his third try, leaving few stones unturned in the process.



— THE RIGHTEOUS VICTORY



This picture says it all for the week of reckoning borne by Ernesto Bertarelli.

The events of the last 2.5 years have dominated the narrative of the 33rd America's Cup, but the roots of the conflict that was resolved in Valencia February 8-14 stretch back to the year 2000, and the events following the 30th America's Cup in Auckland. Back then Russell Coutts, Brad Butterworth and a whole host of Team New Zealand sailors, designers and builders jumped ship after successfully defending the oldest trophy in sports which they'd won in San Diego in '95.

They signed with a hitherto low-profile Swiss yachtsman Ernesto Bertarelli — who had founded a sailing team named for a nonsense word from his childhood. Bertarelli created the sailing machine that would come to be known not only as Alinghi, but also as the successful challenger of the 31st America's Cup some three years later. Coutts' contract with Bertarelli called for him to have complete control over the next defense, should they win. But after the glow of victory had subsided Coutts and Bertarelli had a series of contretemps over issues like where to hold the

defense of the next Cup match. Before we knew it, the successful partnership had dissolved, leaving Coutts on the sidelines — hostage to a non-compete clause in his contract — while Butterworth and the rest of the boys he'd brought with him successfully defended the 32nd match, held in Valencia, Spain, in the summer of 2007.

Meanwhile, software mogul Larry Ellison, CEO of the Bay Area-based Oracle Corporation, had also challenged in 2003, with a team bearing his company's name. Ellison lost to Alinghi in the Louis Vuitton Cup finals, but he and Bertarelli had formed a friendship and agreed that what would ultimately become BMW Oracle Racing would be the Challenger of Record for the commercially successful 32nd Cup match. Despite having one of the largest budgets in Valencia, Ellison's team, led by the abrasive Chris Dickson, ended up being swept in the Louis Vuitton Cup semifinals. At the same time, relations between Ellison and Bertarelli had soured, and tension between the two began to surface during the work-up to the

The two most technologically-advanced inshore, 'round the buoys multihulls ever built: 'USA' and 'Alinghi 5'.

AMERICA'S CUP 33

event, as they established the conditions for the match.

When Alinghi successfully defended in Valencia, Bertarelli and his team decided that it would set up a paper yacht club, the Club Náutico Español de Vela or C.N.E.V., to be the next Challenger of Record. They wrote a protocol that would make even the New York YC blush, giv-

other executive department, having for its annual regatta on ocean water course on the sea, or on an arm of the sea, or one which combines both, shall always be entitled to the right of sailing a match for this Cup."

Bertarelli's and his lawyer Lucien Masmajan's understanding of the English language failed to recognize that "having," functioned as a present participle. The problem for the pair was that they interpreted the word as indicating that they could have an annual regatta whenever they wanted. So rather than playing it safe and hosting the sham of an Optimist pram regatta they called their "annual regatta" before signing the papers with their puppet

C.N.E.V., they scheduled it for after that. But what the New York Supreme Court ultimately upheld was that "having," meant "having already had."

Ellison's response? Challenge. So it came to pass that the Bay Area's own Melinda Erkelens, the team's General Counsel, and a Swiss Process server walked right into Alinghi's home club, the Société Nautique Genève, and served the club's commodore, Fred Meyer, with a challenge for the 33rd Cup.

The 2.5-year legal battle that ensued was, well, boring, so we'll spare you the details. But the short story is that C.N.E.V. was declared an invalid challenger and the Golden Gate YC's BMW Oracle Racing Team became the rightful one, and the rest of the time was spent deciding how the match would be



GILLES MARTIN-RAGET / BMW ORACLE RACING



GILLES MARTIN-RAGET

Russell Coutts and Larry Ellison made a formidable team; this was Coutts' fifth America's Cup win, his first as a team CEO.

ing them complete control over aspects like the division of revenue, the jury, regatta administration and, perhaps most importantly from the sailing side, the right to sail in the challenger elimination series. While the latter point might not seem like a big deal, the one advantage the Challenger has traditionally had in the America's Cup is that its boat has been battle-tested by the time it meets the defender.

Ellison, who later hired Russell Coutts to be his team's CEO, didn't like any of it. But given that there was already a Challenger of Record in place, there wasn't much he or anyone else could do about it. Except . . . Bertarelli hadn't dotted his i's or crossed his t's. The Cup's Deed of Gift doesn't require that a valid challenger have a clubhouse,

be longer than 90-ft on the waterline if it's single-masted. In its challenge Ellison's team described their boat as 90-ft long by 90-ft wide, which ended up being *USA*, the 90-ft carbon-black trimaran they brought to Valencia. With their head start, Ellison's team initially had an advantage in that they had more time to build, test and sail the monster that would become known as *DOGzilla* — a nickname that marries the acronym for Deed Of Gift with everyone's favorite mythical monster, Godzilla. Built in Anacortes, Washington, and later modified with a whole new set of longer amas at the team's sailing base in San Diego, the massive tri that went through three iterations of progressively-taller soft-sail rigs looked wickedly fast from the outset. The sailing world waited to see what Bertarelli and his team would produce, given that neither team yet knew where or when the match would be held.

Alinghi's response was a 90-ft long by 80-ft wide catamaran named *Alinghi 5*, built in Switzerland, per the Deed of Gift's stipulation that the yacht and components be built in her home country. When it was revealed, it appeared that Ellison's team would have a fight on its hands. The cat looked much lighter than



GILLES MARTIN-RAGET / BMW ORACLE RACING



GUIDO TROMBETTA / ALINGHI

Local boy made hero John Kosteki was all smiles after finally adding a Cup win to his resume and completing the sport's triple crown of the Cup, an Olympic medal (silver '88, Soling), and Volvo Ocean Race (2001-'02 'Illbruck'); Kosteki's counterpart Brad Butterworth was left looking a little sheepish, if not stunned.

but it does require that said club be, "Any organized Yacht Club of a foreign country, incorporated, patented, or licensed by the legislature, admiralty, or

contended, as well as when and where, through the New York Courts.

The Deed of Gift prescribes that a yacht that sails in the match must not

— THE RIGHTEOUS VICTORY



GUIDO TROMBETTA / ALINGHI



GILLES MARTIN-RAGET



From left — 'USA' had a lot of mopes, they all looked a lot faster than any of 'Alinghi 5's; Alinghi's Ed Baird, one of the world's top match racers, was noticeably absent from the sailing roster; James Spithill, at 30, the youngest Cup-winning skipper ever; Loïck Peyron got the nod to helm 'Alinghi 5.'

the tri, and sported a complex but elegant system of compression struts and tension cables that distributed the loads from the massive 180-ft-tall sailplan.

While in San Diego, BMW Oracle Racing unveiled what would become the most important factor in their win of the 33rd America's Cup, a massive 200-ft tall hard-wing sail, which had just about everyone guessing, "Would it last?" Fast forward to the February match date, and the wing had grown to 223-ft tall — too tall to fit under the Golden Gate Bridge — and the question became, "Would it work?" The only way to find out was to settle the dispute on the water. The only problem was that Valencia, which isn't known for reliable breeze in the winter, wasn't cooperating.

The first scheduled day of the match was a throwaway day, with massive shifts and little or no wind, making racing impossible. The following day was a deed-mandated lay-day, so when Wednesday rolled around with breeze in the 15-knot range, the assembled spectators and press corps figured that the match would be on. But it wasn't to be. Alinghi, citing a 4.5-ft sea state they laughably called "heinous," declined to race, and the Race Committee — staffed mostly by S.N.G.

After winning a coin toss and electing to start the first race from the starboard side, BMW Oracle Racing skipper James Spithill absolutely nailed the entry, accelerating to 24 knots in the 6- to 8-knot breeze while bearing away and preventing *Alinghi 5* from crossing. With the pin-end favored by some 30°, *Alinghi 5* was forced to enter the starting box at a much deeper angle, and as a result could only manage 14-knots of boat speed as she entered 'the box.' That left her as a sitting duck for the aggressive Spithill, who put to rest the widely-asserted notion that there wouldn't be a bare-knuckles pre-start between the two multi-hulls. Did anyone really think they'd be sitting there at the start, waving each other across,

members and the ISAF-appointed PRO, Kiwi Harold Bennett — capitulated.

Back at the dock, the now-frustrated press corps and spectators demanded to know why the boats hadn't raced. Bennett appeared to be genuinely empathetic, but the day was history.

Following yet another Deed-mandated lay-day, race number one finally got off on Friday, February 12.

saying, "You first," "No, you go ahead," "No, please, after you?"

As the boats approached each other for the first time, the speed difference allowed Spithill to attack and force Loïck Peyron to tack to stay clear; *Alinghi* was successful in the former but not the latter, and it wasn't long before *USA's* tactician — Bay Area born-and-bred John Kostecki — raised the Y-flag while *USA* followed suit. After 45 seconds of deliberation, the on-the-water umpires signaled a penalty against *Alinghi*.

Penalty in hand, Spithill and company tried to hang head-to-wind near *Alinghi* above the starting line, but it didn't take long for the directional stability of those 100-ft long hulls to start working against the skipper, as the boat drifted astern with the wing stalled. *Alinghi 5* was able to get clear and gybe away, re-crossing the line on time, while *USA* drifted backwards in irons before finally crossing the line a minute-and-a-half behind.

What no one knew at the time was that *USA* would sail from *Alinghi 5's* lee, straight up and over the big cat, going higher and faster, and passing Bertarel-

Spithill attacks aggressively at the start of the first race, setting the tone for the rest of the match.



BOTH PHOTOS GILLES MARTIN-RAGET / BMW ORACLE RACING

AMERICA'S CUP 33

GUIDO TROMBETTA / ALINGHI



GILLES MARTIN-RAGET / BMW ORACLE RACING

From left — Société Nautique Genève Commodore Fred Meyer got served in his own club by the Bay Area's Melinda Erkelens; ISAF-appointed PRO Harold Bennett was stuck between a rock and a hard place, but proved his resolve in the face of pressure from the host club-provided race committee.

li's boys early in the 20-mile weather leg on the windward/leeward course specified for the first race of the match by the Deed of Gift. After completely dusting *Alinghi*, *USA* rounded the top mark almost 3.5 minutes ahead. Much to everyone's surprise, down the leeward leg, *USA* sailed even faster. They won by a stunning 15.5 minutes after *Alinghi 5* botched their 270° penalty turn at the finish and required another five minutes to figure it out.

Back at the dock, the visibly stunned Bertarelli and company were already wearing defeat on their faces. After the deed-mandated lay-day, the teams hit the water for race two on Sunday, and were greeted with no breeze. With the 4:30 p.m. race deadline looming, and a forecast for days of inclement weather,

ELLEN HOKE / WWW.ELLENHOKE.COM



Golden Gate YC Commodore Marcus Young with the Auld Mug.

Bennett made the call to start the race, but the Société Nautique Genève-appointed race committee had other ideas, and went on strike. That forced Bennett to enlist the help of BMW Oracle Racing's mutually consented observer Tom Ehman, and the R/C boat driver to hoist the flags!

To top it off, the *Alinghi* team — which includes a lot of people who should know

better — was inexplicably inside the starting box when the sequence started, drawing a penalty right off the bat and ceding its starboard-tack advantage to James Spithill and company before the word 'go.' With Ernesto Bertarelli on the helm, *Alinghi 5* looked like they were in their first — and possibly last — rodeo.

Having won the start by 24 seconds, *USA* headed left up the beat, while *Alinghi 5* went right. The big cat hooked into a nice right shift and quickly pulled away from *USA*, amassing what became at one point a 550-meter lead. But *USA* stayed in touch, protecting the left in the process — in anticipation of a left shift, which they got. Kostecki and navigator Matteo Plazzi called a dead-nuts port-tack layline and *USA* was flying toward the mark. The shift had eroded *Alinghi 5*'s lead down to 100 meters, and Loïck Peyron — who'd taken over for Bertarelli during the previous tack — couldn't safely lee-bow *USA* or engage them in a dial-up. Had they missed, they would have been sailing the wrong way at 25 knots while *USA* would be accelerating through the duck, toward the mark. They were thus forced to cross, then tack for the weather mark. By the time they'd completed their painfully slow tack and made it to the weather mark, *Alinghi 5* was 28 seconds behind *USA*.

"John made it very, very hard for them by picking that shift," Coutts said at the Golden Gate YC's reception for the team.

From there on out, it was all *USA*, as the black trimaran tore off at speeds in the high-20s in the 6-knot breeze, and led *Alinghi 5* by 2,000 meters at the reach mark of the 39-mile, Deed-mandated triangle course which was comprised of three, 13-mile legs. *USA* generally sailed about 1 to 2 knots faster than *Alinghi 5* upwind, and 2 to 3 knots faster on the reaching legs, as they extended their lead

all the way around the course, with a margin of 2:44 at the gybe mark. In the fading light, *USA* had stretched out to a lead of over five minutes, thus ending a brutal, but ultimately necessary, chapter in the history of the oldest trophy in sports.

Following the racing, Bertarelli and the team lobbed up the excuse that, "The American legal system favored BMW Oracle." While we never really saw any evidence of that, we did see some things that appeared to have a serious impact on the outcome of the match. For *Alinghi*'s part:

Choosing the catamaran over a tri — It seemed like a good idea at the time, because it's a lighter solution. But the catamaran as a platform left little room for development. The main crossbeam, where the mast must be stepped, can't be moved fore-and-aft. *Alinghi* never had a chance to go bigger with their rig. If they had gone bigger, the sailplan's center of effort would have thrown the whole boat out of balance, thereby making it



— THE RIGHTEOUS VICTORY

impossible to sail. With the trimaran, BMW Oracle Racing could move their rig fore-

GILLES MARTIN-RAGET



and-aft because the center hull could be modified to accommodate more structure where needed; not a simple job, but exclusive to the tri. According to Kostecki, BMW Oracle ended up moving their mast step three times as the sailplan got taller and taller.

Where Was Ed? — American Ed Baird helmed Alinghi's successful defense in '07. An accomplished match racer, he took to the multihull scene with fervor, racking up wins in the Extreme 40 class and putting in hours on ORMA 60s. It was rumored that he fell victim to a Kiwi antagonism perpetrated by Alinghi's anitpodean sailors, although he would never confirm it on the record. Whether or not the reason why is true, he was the best match racer on the team, and although helmsman Loïck Peyron is

one of the modern era's masters of multihulls, he doesn't have much of a track record in match racing. We guarantee you that Ed Baird would have made at least a passable entry in the second race.

Ernesto, get off the wheels! — Ernesto Bertarelli took the helm of Alinghi 5 for far too long. That's like Mark Cuban suiting up for his Dallas Mavericks and starting at point guard.

Ras Al Khaimah? — The non-Deed or Court Order-compliant venue choice by Bertarelli, and his boat's detour to the Arab Emirate put a dent in the team's sailing time. Meanwhile, out in San Diego, BMW Oracle Racing, which had started earlier, was getting day after day of solid practice. If this isn't revealing enough, consider that Kostecki commented at the YC reception that, "The second race was the first time we sailed the boat and didn't break anything." BMW Oracle made it look easy; but according to their tactician, who grew up sailing El Toros in the Richmond YC junior program, "We just peaked. It was a really, really, hard boat to sail."

Spithill said they hadn't had time to practice their starting entries before the match, so what you saw was apparently seat-of-the-pants if what he's saying is accurate. That comes down to one thing, time on the water.

For BMW Oracle there were three big factors:

Russell — Coutts led

an impressive team of some very talented and experienced sailors and designers. Ellison's two previous teams had very good personnel, but their chemistry was off. Coutts got an impressive result.

The Wing — Wing Trimmer Dirk De Ridder said that the mainsheet loads on the soft-sail rig were in the neighborhood of 20 tons; with the wing it was more like 2 tons. That meant that the wing, as massive as it was, could easily be controlled and quickly adjusted for changes in wind velocity and direction. Alinghi on the other hand had to resort to hydraulics to trim theirs, which meant that in the puffs they could only wind on leech tension slowly, and as soon as the puff had passed, they would be really strapped. On a sailplan of this scale, a happy medium looks desirable.

"Without the wing, the first race would have been closer," Kostecki said. "And they probably would have beaten us in the second race."

The Tri — In addition to the reasons mentioned above, the team didn't end up leaving anything on the table structurally. They were able to take advantage of the increased efficiency because they were capable of going larger and larger, eventually setting nine vertical elements on their wing spar to get up to that 223-ft mark. Not knowing the venue from the get-go was a challenge all the way around, but the tri was able to adapt, while the cat had to remain pretty close to its original design.

It didn't take long before Erkelens and Mascalzone Latino team owner Vincenzo Onorato were inking a deal to make the Italian shipping magnate the next Challenger of Record. Onorato was the only team owner to publicly back Ellison from the start, and he has a long-



From left — Australian multihull impresario Glenn Ashby brought his skills to BMW Oracle Racing; Alinghi design coordinator Grant Simmer did an admirable job in a short period of time, but it wasn't enough to beat Ian 'Fresh' Burns' 'USA'.

GILLES MARTIN-RAGET / BMW ORACLE RACING



Big, fast and hard to handle, both boats proved to be the most spectacular boats to contend for the Cup since the J Class — maybe of all-time.

CARLO BORLENGHI / ALINGHI

AMERICA'S CUP 33

standing relationship with Coutts.

We feel that a mutual consent challenge from these two teams will probably produce a desirable result. We're pretty sure we won't see powered winches — the only truly regrettable thing we found about America's Cup 33.

And we've got to say it's about 50-50 for Monohulls or multihulls for the next match. Spithill said that the best thing about this Cup cycle was getting to sail such a sweet boat each day. That's a mighty contrast to a typical AC campaign — what the sailors have called 'sail jail' for its endless weeks of mind-numbing, two-boat, straight-line speed testing. The public loved the boats. They captured as much attention as their billionaire owners, and while they may not work on that scale, we won't rule multis out entirely.

The question of where and when the next Cup will take place is just as murky. Ellison had previously promised the mayor of Valencia that he would host the next Cup there if his team were to take AC33. Now he's telling San Fran-



GILLES MARTIN-RAGET / BMW ORACLE RACING

Larry Ellison hoists the Cup; hopefully he'll defend it with the principles that made him challenge for it.

cisco he'd love to hold it here. He also mentioned at the GGYC reception that he wants to see a Formula 1-type traveling circuit with visits to Hong Kong, Auckland and Newport, Rhode Island, as a prelude to the Cup. There are just too many red herrings as of now. But one thing is for sure, bringing the Cup to the Bay would have a huge impact on both the West Coast's sailing scene,

and the ability to reach out to a more mainstream audience in the U.S. There are challenges, many of which can be overcome. Those that are likely to prove the most difficult are ones that almost every Californian faces — those that involve that sticky red tape.

For those who felt as if the 33rd America's Cup was an exercise in ego-driven, billionaire histrionics, keep in mind that the Cup's cache and mystique is built around names like Vanderbilt, Lipton and Turner that have kept it at the forefront of public consciousness for over one-and-a-half centuries. The Cup has survived two World Wars, and the Great Depression. While it wasn't the best-case scenario for the commercial side of the sport, America's Cup 33 was a momentous punctuation in the evolutionary equilibrium of the oldest trophy in sports.

— **latitude**/rg

*We'd like to expressly thank Special Correspondent **Ron Young**, whose work on the ground in Valencia contributed immensely to this story. Thanks Ron!*

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EYE ON THE BAY —



Is it just us, or has this been a particularly wet, cold and nasty winter? We've spent so many days shut up indoors lately, itching for some fresh air and exercise while rain pelts against our window, that we're starting to go a little stir-crazy — and we were crazy enough to begin with.

But in nature, all things ultimately balance out. So, just as the gloomy days of winter follow the sun-kissed days of fall, the glorious coming of springtime will soon chase Old Man Winter back into

Spread: Laid-back sailing up Raccoon Strait. Inset left: No one to sail with? Bring along Rover. Inset right: Shakin' loose the cobwebs.

hibernation. And for sailors, that'll mean it's time to spruce up the boat, load up the cooler, and get out on the water for some carefree fun.

You needn't wait for a special occasion like a race, raft-up, or floating office party, just follow your instincts and spend a few hours poking around the Central Bay with no particular agenda. We guarantee that your outlook on life



BRING ON THE SPRING



EYE ON THE BAY

will be a whole lot rosier by the time you return to your slip.

Go out solo or bring along a boatload of your closest friends; invite your special someone for an intimate tour of the Cityfront, or just take along your favorite house pet. Whatever. The point is, don't allow yourself to procrastinate until all your brightwork has been touched up and your stainless has been polished, just throw off the docklines and use the darned boat!

Just so you know, the first day of spring is officially March 20, but we're hoping for plenty of sunny, rain-free days before then. In the Bay Area boating scene, spring brings with it a slew of worthwhile on-the-water events. On March 6 the Spring Keel Regatta kicks



Whether you're sailing a sportboat, a heavy cruiser or a classic woodie, a stint of spring sailing will cure your winter blues.

off on the Cityfront. The next weekend the always-festive Big Daddy Regatta will dominate the Berkeley Circle and, while we're at it, the Rites of Spring Regatta

will be held on the 20th.

April will bring the start of Beer Can racing at YCs from Stockton to Santa Cruz, while May will be ushered in by the enormous Great Vallejo Race and ushered out by the Master Mariners'. As you can imagine, the spring calendar is literally jam-packed with exhilarating event for boats of all types and sizes.

To our way of thinking, spring is the season, like no other, whose arrival will put a smile on your face. Down through the ages, hundreds of authors have waxed poetic about the coming of spring, but we think Doug Larson said it best: "Spring is when you feel like whistling even with a shoe full of slush."

— **latitude/andy**

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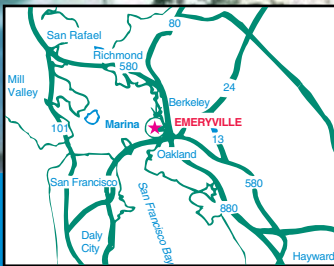
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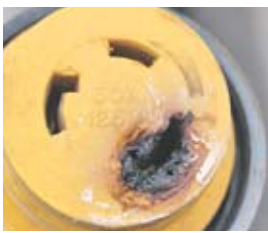
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HOW TO PREVENT

Around 5:30 p.m. on February 4, a fire broke out on a boat in Sausalito's Schoonmaker Point Marina. Hans List and Bill Burdette were outside the List Marine shop less than a block away when they saw smoke. "We were the first ones on the dock," List recalls. "After calling 9-1-1, we started calling everyone we knew who had a boat on C Dock." One of those people was this writer. In fact, our boat was just 50 feet from the Ocean Alexander 48 *Rubicon*, which,



If your heater draws 14 amps, and your battery charger and water heater each draw 10, you're already pulling 34 amps out of a 30-amp service. This is often the result.

by the time my husband and I arrived at nearly 6 p.m., was fully engulfed.

The sight of a blazing fiberglass boat is enough to get any sailor's heart racing. But when the winds are blowing

smoke, flames and burning embers toward your home, your heart beats just a little faster . . . trust us on this.

But whether by miracle, luck or the extreme professionalism of the responding fire crews, the conflagration caused surprisingly little damage — other than to *Rubicon* itself, which was a total loss. The co-owner and his two dogs, who had recently been spending quite a bit of time aboard, escaped the fire unharmed. The two boats directly downwind — and just a few feet away — suffered only melted roller furling jibs and minor rigging damage. A couple of dock boxes were destroyed, and the concrete dock in front of *Rubicon* has seen better days, but considering the intensity of the blaze, things could have turned out much worse.

"We were very fortunate in a lot of different ways," says Mike Rainey, harbormaster at Schoonmaker. "*Rubicon* was on a side-tie so the fireboat *Liberty* could access it easily. Plus it was raining and the wind hadn't picked up yet, as it was forecasted to do. All of that worked in our favor."

The owner believes the cause of the fire was electrical in nature but there's been no official word, and there might never be. She was slated to be disposed of late last month.

According to BoatUS, 55% of all onboard fires originate from a boat's electrical system. Surprisingly, only 8% of those are directly linked to shorepower connections or AC heaters — two sources

commonly charged with being leading firestarters. Shorts and faults in the DC system are the top causes of onboard electrical fires, claiming 30% of the total.

Here are some tips to help lessen the risk of a fire breaking out on your boat:

- Periodically inspect your entire electrical system. Look for chafing wires — often found near the engine, bulkheads or other sharp edges. Chafe leads to shorts which lead to fires.

- Use wire ties to secure wiring away from potential sources of chafe. Another option is to use wire conduit, which will not only protect the wire but give a finished look.

- If your wiring is old, consider updating it. Invisible corrosion in older wiring not only decreases the efficiency of the system, it can also lead to overheating.

- Corroded or improperly installed terminals also lead to power loss and fire. Ideally, properly crimped terminals would be protected by watertight heat-shrink tubing.

- Maintain your batteries as recommended by the manufacturer. If they start to boil over or bulge, it's time to replace them. Also ensure that they're strapped down or otherwise secure, and that the battery box is well-vented.

- Install circuit breakers or Class T fuse blocks as close to the batteries as possible. Many boaters think that the circuit breakers on the DC panel are protection enough, but those breakers are really only designed to protect the devices to which they're connected. There is still a long run of vulnerable — and live — wire from the panel to the batteries that needs to be isolated in case of a short.

- Make sure your current DC system is correctly sized for your needs. If you've recently added a slew of power-sucking electronics, you need a beefier system than if you're just running a VHF, stereo and 12-volt blender every now and again.

Many sailors are staunch do-it-yourselfers, but onboard electrical systems will not tolerate amateurs for very long. This is definitely one area that is best left to the professionals. Even so, it's essential to understand how your boat's electrical system works. While there are a number of excellent reference books on the subject, the granddaddy of them has to be Nigel Calder's *Boatowner's Mechanical & Electrical Manual*. Buy it, read it, then call a pro.

Just two days before *Rubicon* burst

into flames, a Pearson 36 berthed at Marina Bay Yacht Harbor in Richmond also caught fire. A marina tenant happened to be walking by the boat around 10 a.m. and spotted flames inside. He called out to nearby marina staffers, who immediately put out a call on the radio and set to work dousing the fire.

"When I heard the call over the radio, I looked up and saw a big cloud of smoke rising over the marina," said Marina Bay Harbormaster Steve Orosz. "I leapt



Boaters can get so caught up in DIY mode that they take dangerous shortcuts. Here, someone cut the solenoid out of the propane system and used water hose and clamps, instead of high-pressure hose, on a threaded fitting. Not smart.

into my truck [Ed: the fire was on the other side of the 850-slip marina] and drove like a madman, but my staff had it contained by the time I got there."

The boat owner, who was out of town at the time, told Orosz that the only thing plugged in was a dehumidifier. Though the unit itself was not burned, only melted, the wiring was fricasseed. Orosz believes the AC plug was the culprit.

Though BoatUS claims AC fires account for only a small percentage of all boat fires, harbormasters appear united in their fear of them. "Space heaters suck

SMOKE ON THE WATER



According to USCG stats, boat fires caused \$23.7 million in damage in 2008. Miraculously, 'Rubicon's blaze caused only minor damage to other boats.

pane tank emptied. One day, a boat-savvy friend opened her anchor locker — which also serves as her propane locker — and nearly fainted at what he found.

The boat's previous owner, not knowing how to make the propane system's solenoid switch work, simply removed the safety device and connected the regulator directly to the tank with clear water tubing and hose clamps. "I wouldn't have known that was a problem if it wasn't for my friend," says the new sailor. "I couldn't sleep for a week knowing my daughter and I could have died if the propane locker didn't vent overboard."

Propane is heavier than air, so it's easy to imagine it flowing like water. The safest set-up is to store tanks on deck. If that's not feasible, store them in a dedicated locker that has an overboard drain and no access to the interior of the boat. You want to avoid gas draining into the bilge where the spark from a bilge pump could ignite it.

When checking the system, make sure the regulator, solenoid, high-pressure hoses and pressure gauge — which tells you if the system has a leak — are free of that dreaded corrosion and any defects. As an added precaution, install a gas sniffer, which sounds an alarm and trips the solenoid should it detect gas. Calder's book can help here, too.

So you've taken all these suggestions to heart and are confident that you've done everything you can to prevent a fire from breaking out on your boat. What do you do if one breaks out anyway?

"Someone should only fight a fire if they're comfortable with it and feel they can do so safely," says Orosz. "I wouldn't

shorepower and can overload the electrical ability of the boat," Rainey points out. "It also doesn't take much to leave something flammable in front of it."

Alan Weaver, harbormaster at Alameda's Marina Village Yacht Harbor, echoes Rainey's concerns, and clears up a common misconception. "People leave unattended heaters on to dry out the boat but what really happens is that the heat causes water in the bilge to evaporate, which causes mold and mildew to develop more quickly." Instead, good ventilation is the key to preventing mildew. Bottom line: Your safest bet is to never leave *any* AC appliance running while you're away from the boat, or you may not have a boat to come back to.

Shorepower connections are also a fire risk. Old, corroded cords can become easily overloaded. Carelessly connected plugs can arc. And breaker boxes have an unsettling tendency to not do their job.

"We see more returns of burned-out shorepower cords during the winter," says a West Marine associate. The high load of a space heater, combined with even a small amount of corrosion on a plug, can easily short out the connection. If you're lucky, all you'll be left with is a scorch mark on your gelcoat — but that's not something to count on.

To properly connect a shorepower plug to your boat, dab a little dielectric silicone on each prong before inserting it into the receptacle. Remember to lock the plug in place by turning it before tightening down the locking ring. This should greatly reduce the risk of moisture's getting into the connection, but it may not stop a fire if the system is overloaded.

We hope it goes without saying to never, *ever* use a household extension cord as your shorepower connection.

There are, of course, many other ways a fire can break out on a boat — battery chargers can overheat, candles can tip over, gasoline vapors can explode, galley curtains can ignite — but the last onboard system we'll cover is propane.

Because of its explosive personality, propane is — and should be — one of the most feared substances aboard any boat. Though not common, propane explosions can tear a deck clean off a hull — let's not talk about what they can do to the people belowdecks — which is why your propane system should be checked regularly and upgraded if anything seems hinky.

Recently, a new boatowner confessed to being puzzled by how quickly her pro-

ALL PHOTOS LATITUDE / LADONNA UNLESS NOTED



Spend a few extra bucks to get ABC-Class fire extinguishers, and have them tested every year.

fault anyone for not fighting. The best thing for them to do is check to see if anyone is aboard, call 9-1-1, and then spread the word to their neighbors so

SMOKE ON THE WATER

they can evacuate."

If you believe you would try to fight, the smartest course of action is to devise a plan of attack *before* a fire breaks out. Install smoke and carbon monoxide detectors. Tuck a fire blanket near the galley. Buy several ABC-Class USCG-approved fire extinguishers — even though they may not be required by law — and learn how to use them. Then check them annually.

Fire safety experts suggest attacking a blaze *only* if it's small and confined, and only with your back to an exit. If the fire starts to grow, or fiberglass becomes involved, get off the boat immediately.

The resins used in fiberglass boats are highly flammable so it's common for intense infernos to quickly spread to neighboring boats. All too often, the boats on an entire dock are consumed.

But the same pre-planning can be used on other boats on the dock, if a fire is caught early. Note where the fire hose cabinets are on your dock. "Tenants walk by the fire cabinets so often that they don't even realize they're there," notes Rainey. Inside each you will likely find



COURTESY MARINA BAY YACHT HARBOR

This dehumidifier may not have been one of the brands recalled in January, but its AC connection is the prime suspect in Marina Bay's boat fire.

a fire extinguisher as well.

Keep in mind that the water supplied to those hoses comes from the dock's water line, so the pressure won't knock you off your feet. Consequently, the hose must be pulled free of the cabinet and straightened as much as possible *before* the water is turned on. This can take valuable seconds but it's essential because clearing a kink in a pressurized hose can take even longer.

Consider working with marina management to coordinate a fire safety seminar for tenants. Everyone can learn safety practices — as well as practice how to pay out that tricky hose.

Just as important as knowing how to fight a fire safely is knowing when to *not* fight. No boat is worth a person's life, so many experts caution against even trying. If you decide to fight, have your exit strategy in mind and quit if don't see quick progress. Some say if you can't put the fire out with one extinguisher, leave it to the experts.

We had no choice but to leave the fate of our boat in the hands of professionals. We'd never felt so powerless. Our hearts pounded as we watched the fireboat and shore crews douse the inferno. But as flames were replaced by clouds of smoke and steam, we knew our little home on the water would live to sail another day. Walking down the dock the next morning, I noticed a fire hose cabinet for the first time.

— **latitude**/ladonna

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THREE BRIDGE FIASCO

Have you been considering getting into the Moore 24 fleet by buying Scott Easom's *Eight Ball*? You'd better make him an offer quickly, because every time he goes out, the cherried-out Pt. Richmond-based boat's race record gets stronger. In the Singlehanded Sailing Society's Three Bridge Fiasco on January 30, Easom and long-time crewmember Matt Siddens spanked the rest of the 291-boat doublehanded division, taking overall honors in what's become the biggest race on the West Coast.

With stepped-up enforcement of the starting line restriction that prohibits crossing the line within 10 minutes of your start time, the duo found themselves on the east side of the line off the Golden Gate YC watching the 8- to 10-knot southerly breathe life into the course between Alcatraz and Treasure Island. Rather than risk a DSQ — a fate that befell a handful of boats — Easom and Siddens waited at the pin, made a quick buttonhook turn and a beeline for the flood in the Central Bay.

"It didn't really cost us that much," Easom said. "It might have been a half-boatlength, maximum."

Leading a pack of Moores — at 38 boats, the largest one-design class — Easom and Siddens left plenty of room between them and T.I., popping a kite as they rounded it. From there, it was a pretty straightforward trip up to Red Rock for *Eight Ball* and the rest of the boats that picked the counter-clockwise route in this choose-your-own adventure pursuit race touching three of the Bay's big spans — the Golden Gate, Bay and Richmond bridges.

Back on the Cityfront, things weren't looking so good for about 80 boats that chose the clockwise route — heading to Blackaller first. Actually, check that. It was downright ugly. Caught in an eddy that locked the pile-up in an absolutely windless hole, that group — some of whom took up to 2.5 hours to break free — redefined the term "parking lot." The handful of boats that went straight to Red Rock didn't fare any better.

When they reached Red Rock, Easom and Siddens made their second buttonhook of the day, counterintuitively wrapping a 270° turn around the Rock when they saw better pressure and less adverse current on the north side of the island. From there, the pair worked their way toward the Marin shore as fast as possible, picking up the beginning of the massive ebb that was powered by runoff and an 8-ft tidal swing. Approaching Raccoon Strait, they picked up the new

breeze — a westerly that ultimately built into the 15- to 18-knot range — then rolled around Blackaller and into the finish for the win.

"It's hard enough to win your division in this race," Easom said. "But you have to be so freakin' lucky . . . I mean so *freakin' lucky* to win overall."

Easom and Siddens may have been lucky, but they weren't left off anyone's pre-race shortlist, and no one was surprised to see them win. However it isn't easy to get your name on a trophy when your uncle — who finished third in the fastest PHRF division and 30th overall on his 8-Meter *Yucca* — is in the mix too. At the trophy presentation at Oakland YC 10 days later, Scott's trophy was ac-

cidental inscribed with his — arguably better-known — uncle Hank's name.

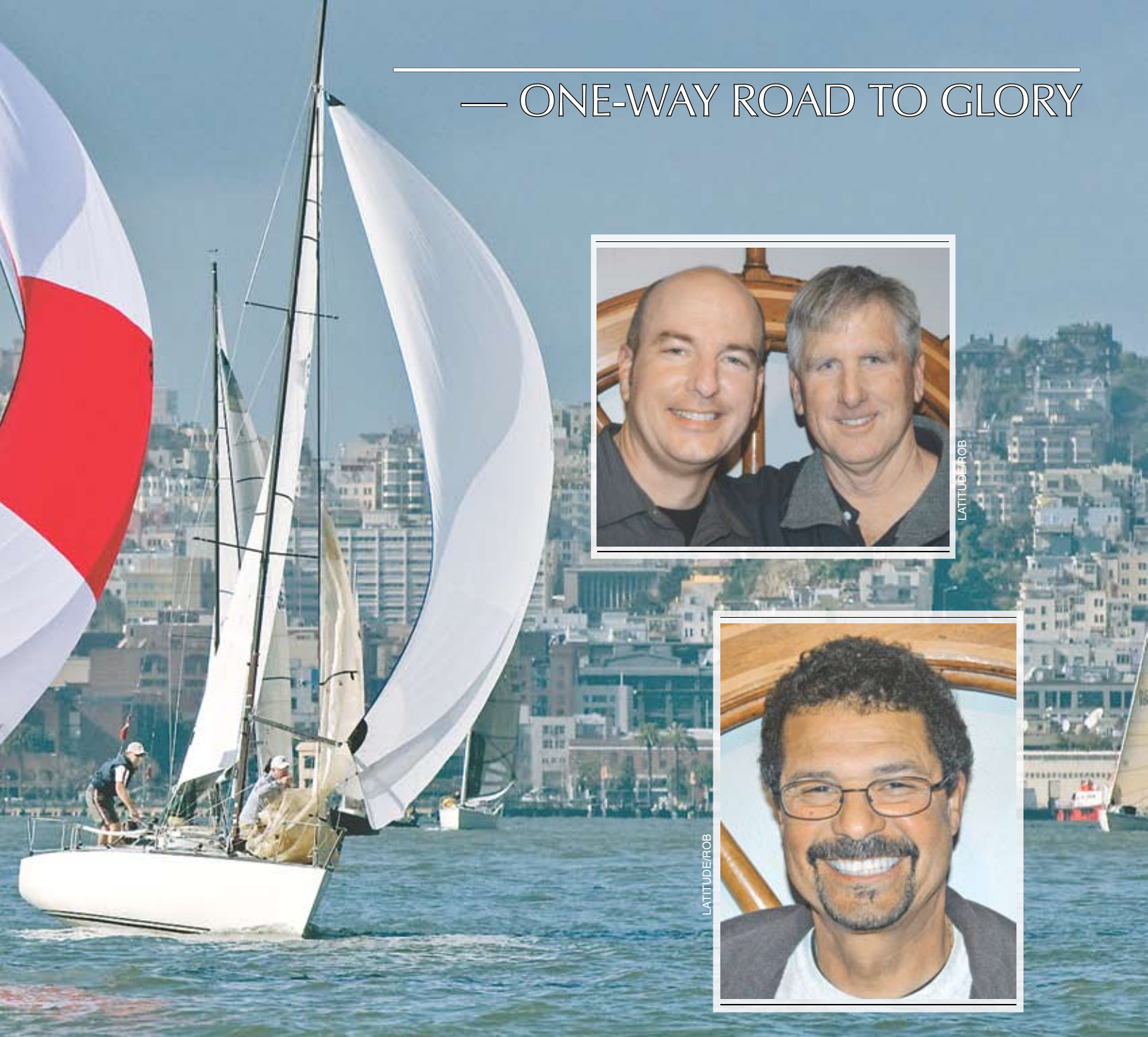
Singlehanded division winner George Lythcott didn't just show up, throw up some sails and race; he prepared — a lot. Picking the brains of experienced Bay Area sailors Kame Richards, J.P. Sirey du Buc de Ferret, and Rob MacFarlane, Lythcott came up with a game plan — get to Red Rock before the ebb got rolling — and he did.

Although he'd originally intended to head to Blackaller first, when he saw the southerly filling, Lythcott rejected his original idea and pointed his Estuary-based Express 27 *Taz!!* toward T.I.

ERIK SIMONSON / WWW.H2OSHOTS.COM



— ONE-WAY ROAD TO GLORY



Spread — sunshine, a little breeze, some challenging currents and 332 boats made the '10 Three Bridge Fiasco one to remember; insets — Doublehanded Division overall winners, 'Eight Ball's Matt Siddens and Scott Easom; Singlehanded Division overall winner, 'Taz!!'s George Lythcott.

"I've learned to do my planning up front," Lythcott said. "You don't have time to figure out where you're going while you're racing because you're always so busy sailing the boat. It's okay to make changes to it, but you've got to start out with a plan."

Lythcott, a purchasing manager for the Port of Oakland, worked his way up the Berkeley shore, passing boats under spinnaker. He was able to round Red Rock with his kite still up before changing to a genoa — which turned out to be a bad idea — on the way to the Strait.

"At the entrance to the Strait I was

seeing 13 knots of breeze, which I could manage with the boat fully depowered," he said. "Then it built to about 17, which is outside the range of the number one headsail in an Express, even when you're fully-crewed! I was really over-powered and all the boats I'd passed downwind just walked on me."

After negotiating the tricky Gate crossing in the raging ebb, Lythcott rounded Blackaller and picked his way through a few rips before finishing to the sound of a horn . . . and a gun.

"I thought, 'Relax, you've blown this thing,'" he said. "'There's no way that gun

was for me."

Later that day, after buttoning up the boat, he headed over to Island YC for a crab feed where he ran into good friend and rival Ben Mewes, whose wife Lucy had been on the race deck and phoned over a finish report on the 43 single-handed starters.

"Ben said, 'You beat me,'" Lythcott recalled. "Ben has been my 'rabbit' ever since I started sailing singlehanded — I had never beat him before. He said, 'Yeah but I went the wrong way and you only beat me by 2.5 minutes.' I told him, 'Ben, I don't care if you had to sail to Cleveland first . . . I beat you!' Sailors like him are people I know and admire, so to me it just felt like I'd joined the club: I enjoyed

THREE BRIDGE FIASCO

LATITUDE/LADONNA



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LATITUDE/ROB



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LATITUDE/LADONNA



Clockwise from top left — Counter-clockwise boats found the pressure early; Tom 'Wardog' Warren and David 'Pogen' Nabors make a statement; 'Golden Moon' and 'Always Friday' and a J/105 work down the Bay with the Blackaller parking lot in the background; what else would we rather do? Rodney Hagebols and Golden Gate YC Commodore Marcus Young power upwind in their Star boat; up close and personal at Blackaller; slatsville; 'Nobody's Girl' (84) full and by; 'Eight Ball' lookin' fast; 'Yucca' on a preferred point of sail; Chris and Nick Nash sail 'El Gavilan' to a class win; between 'El Gavilan' (previous pic) and 'Arcadia,' sailed by son Gordie and his wife Ruth Suzuki, Jocelyn Nash could claim credit for a pair of doublehanded class winners; the Blackaller hole in panorama.

it because I earned it."

Lythcott will be sailing *Taz!!* in this year's Singlehanded TransPac, a goal he's had in mind since buying the boat five years ago. As a tune-up, he sailed last year's LongPac.

"I approached it with the idea that if I didn't like it, then I'd say 'Fair enough.' After three days, I was thinking, 'I love this!'"

By the 7 p.m. time limit, 240 boats had finished since *Eight Ball* crossed the line at 2:41 p.m., plus a few more that were DSQ'd for not having running lights on or DNS'd for violating the starting prescriptions. If the level of participation is any indication, the Three Bridge Fiasco is the must-do event of the year on the Bay. Why has it become so popular? We're

not completely certain, but the SSS's inclusive, run-what-you-brung ethos is producing increasing turnouts in all its races — not just the Three Bridge Fiasco — at a time when overall racing participation is declining. We have to believe a big factor is the dedication of SSS members and officers. Late nights crunching results and resolving scoring discrepancies — remarkably, after-the-

— ONE-WAY ROAD TO GLORY



LATITUDE/LADONNA



LATITUDE/LADONNA



LATITUDE/LADONNA



LATITUDE/ROB



fact changes affected only six percent of the fleet — are part of the job, one the Bay's racing community benefits from tremendously.

— latitude /rg

'10 THREE BRIDGE FIASCO (1/30)

DOUBLEHANDED OVERALL — 1) **Eight Ball**, Moore 24, Scott Easom/Matt Siddens; 2) **Flight Risk**, T 650, Ben Landon/Mark Adams; 3) **Numa Boa**, Moore 24, Gilles Combrisson/Mark English; 4) **Jack**, Wylie Wabbit, Bill Erkelens/Rusty Canada; 5) **Banditos**, Moore 24, John Kernot/Scott Sorenson; 6) **El Raton**, Express 27, Ray Lotto/na; 7) **Mr. McGregor**, Wylie Wabbit, Kim Desenberg/John Groen; 8) **Shenanigans**, Express

27, Nick Gibbens/Dave Gruver; 9) **Witchy Woman**, Express 27, Tom Jenkins/Eric Knowacki; 10) **Timber Wolf**, Farr 38, David Hodges/Bill Keller. (291 boats!)

DH MULTIHULL — 1) **Adrenaline**, Mod. D-Class Cat, William Erkelens/na; 2) **Beowulf V**, D-Class Cat, Alan O'Driscoll/na; 3) **Origami**, Corsair 24, Ross Stein/ Henry van den Bedem. (13 boats)

DH PHRF < 105 — 1) **Timber Wolf**; 2) **Pegasus**, J/100, Philippe Kahn/Mark Christensen; 3) **Yucca**, 8-Meter, Hank Easom/Bob Easom. (32 boats)

DH PHRF 105-154 — 1) **Arcadia**, Modernized Santana 27, Gordie Nash/Ruth Suzuki; 2)

Shaman, Cal 40, Steve Waterloo/Paul Sinz; 3) **Harp**, Catalina 38, Mike Mannix/na. (34 boats)

DH PHRF ≥ 155 — 1) **El Gavilan**, Hawkfarm, Chris Nash/Nick Nash; 2) **Downtown Uproar**, J/24, Darren Cumming/David Volk; 3) **Endeavour 2012**, Star, Rodney Hagebols/Marcus Young. (35 boats)

DH SPORTBOATS — 1) **Flight Risk**; 2) **Outsider**, Azzura 310, Greg Nelsen/Andrew Hura; 3) **Flashpoint**, Melges 24, Pat Brown/na. (33 boats)

DH NON-SPINNAKER PHRF < 143 — 1) **Voyager**, Beneteau First 345, Alan Barr/Kate Barr; 2) **Windstar**, Worth 40, Fred Hess/Karen Moy; 3) **Escapade**, Sabre 402, Nicholas Sands/Doug Ford. (10 boats)

THREE BRIDGE FIASCO

DH NON-SPINNAKER PHRF ≥ 143 — 1) **Slipaway**, O'Day 27, David Opheim/Michelle Bentzen; 2) **Kiwa**, Ericson 32-2, Warren Taylor/Richard Bennallack; 3) **Now and Zen**, Newport 30 Mk. II, Anthony Bourque/Brook Freedman. (19 boats)

DH CRUISING CATS — 1) **Serenity**, Seawind 1160, Jeb Pickett/Brian McVeigh; 2) **Mood Indigo**, Gemini 105C, Rich Kerbavaz/Gerhard Tripp. (6 boats, 2 finishers)

DH EXPRESS 27 — 1) **El Raton**; 2) **Shenani-gans**; 3) **Witchy Woman**. (22 boats)

DH EXPRESS 37 — 1) **Golden Moon**, Kame Richards/na; 2) **Mudshark**, David Fullerton/Tom Bria; 3) **Expeditious**, Bartz Schneider/John Arisman. (5 boats)

DH J/105 — 1) **Racer X**, Phil Laby/Rich Pipkin; 2) **Donkey Jack**, Rolf Kaiser/Anne Alward; 3) **Lightwave**, Richard Craig/Jeremy Moncada. (11 boats)

DH MOORE 24 — 1) **Eight Ball**; 2) **Numa Boa**; 3) **Banditos**. (36 boats)

DH F-27 — 1) **Wingit**, Amy Wells/Ray Wells; 2) **Chaos**, Travis Thompson/Jason Smith; 3) **Three Sigma**, Christopher Harvey/Bob Hyde. (6 boats)

DH SF BAY 30 — 1) **Vent Vitesse**, J/30, Tony Castruccio/Konstantin Andreyevs; 2) **Takeoff**, Laser 28, Joan Byrne/Pete Rowland; 3) **Lazy**



Bruce Nesbitt (bow #99) cruising to a class win.

Lightning, T10, Tim McDonald/Kimberly Craig. (8 boats)

DH OLSON 29/30 — 1) **Think Fast**, Olson 30, Helmut Zarth/Andrew Esch; 2) **Black Knight**, Curt Rodgers/Greg Rodgers; 3) **Lively**, Javier Jerez/Tom Montoya. (5 boats)

DH WYLIECAT 30 — 1) **Nancy**, Pat Broderick/Michael Andrews; 2) **Crinan II**, Bill West/Don Martin; 3) **Dazzler**, Tom Patterson/Sue Estey. (7

boats)

DH WYLIE WABBIT — 1) **Jack**; 2) **Mr. McGregor**; 3) **Kwazy**, Colin Moore/. (7 boats)

SINGLEHANDED OVERALL — 1) **Taz!!**, Express 27, George Lythcott; 2) **Mirage**, Black Soo, Ben Mewes; 3) **Dream Catcher**, Catalina 25 tall rig, Mike Dyslin; 4) **Sirius**, C&C 37, Michael Tyng; 5) **Ergo**, Ericson 35 Mk. II, Bill Merrick; 6) **Razzberries**, Olson 34, Bruce Nesbitt; 7) **Lightspeed**, Custom Wylie 39, Rick Elkins; 8) **Blueberry**, Nonsuch 22, John Foster; 9) **Emerald**, Yankee 30, Peter Jones; 10) **Bandicoot**, Wyliecat 30, Al Germain. (43 boats)

SH PHRF < 105 — 1) **Razzberries**; 2) **Lightspeed**; 3) **Na Na**, Saga 43, Dwight Odom. (7 boats)

SH PHRF 105-154 — 1) **Sirius**; 2) **Ergo**; 3) **Bandicoot**. (10 boats)

SH PHRF ≥ 155 — 1) **Blueberry**; 2) **Emerald**; 3) **Star Kissed**, Santana 22, Charlie Wood. (6 boats)

SH SPORTBOAT — 1) **Taz!!**; 2) **Mirage**; 3) **Mr. Bone**, Tempest, Rick Nelson. (5 boats)

SH MULTIHULL — 1) **Puppeteer**, Thom's 24, Tom Davis. (1 boat)

SH NON-SPINNAKER — 1) **Dream Catcher**; 2) **Tivoli**, Beneteau 42s7, Judy Bentzen; 3) **Luna Sea**, Islander 36, Dan Knox. (14 boats)

Complete results at: www.sfbaysss.org



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SOUTH PACIFIC STAMPEDE

Just as all sorts of birds fly south for the winter in a predictable annual migration to sunnier climes, cruising sailors have always set off from the West Coast of the Americas between February and May, bound for the storied landfalls



Hopefully Marie and Don won't find any 'Freezing Rain' where they're headed.

of French Polynesia.

Here at *Latitude*, we've always taken a keen interest in the folks who make that ambitious 3,000-mile crossing, especially since we coined the phrase "Pacific Puddle Jump" 15 years ago. As you will learn in these pages, the folks who are attracted to those fabled isles come from a broad range of backgrounds, and sail on a diverse fleet of boat types.

We're told that several hundred private vessels pass through French Polynesia each year, traveling on what globe-trotting sailors like to call the "cruiser milk run" to New Zealand and Australia. In years past, 50 or 60 of them have crossed our radar, so to speak, because they attended our Kickoff Parties or participated in West Coast cruiser forums. But this year our Puddle Jump 'radar' has been beeping like a Geiger counter in a Chernobyl drainage ditch. It's as if there were an unstoppable stampede toward the land of black pearls and ukuleles.

Seriously, as we go to press, 150 boats from all over the world have registered with us. Why? We'd like to think it's because they think *Latitude* is the coolest sailing magazine on the planet. But it's really because we were able to get free bond exemptions for last year's

fleet, saving them time, hassle and cash — and word of that coup spread like wildfire through the cruising community. Unfortunately, that deal was too good to last. But we did find a solution that's almost as attractive, so more boats are registering with us every day.

We like to call this migration a "rally." But since these passage-makers set sail independently from California, Mexico, Panama, and various points in South America, their crossing only loosely meets the traditional definition of that word. Nevertheless, many in the fleet keep in touch along the way via daily radio nets. And when they finally meet up in the anchorages of the Marquesas, Tuamotus or Tahiti, they naturally greet each other as friends.

Working closely with several Tahitian partners, we'll help them celebrate their successful crossings by co-hosting the three-day Tahiti-Moorea Sailing Rendezvous, June 18-20, where the focus is on traditional Polynesian music, dance, cuisine and sports.

Long before the 'stampede to paradise' begins, groups of west-bound cruisers gather in key locations each year to gear up, provision, and compare notes before taking that giant leap. Because Puerto Vallarta is the most popular staging area, we chose it long ago as the site for our annual Pacific Puddle Jump Kickoff Party, which is generously co-hosted annually by the Vallarta YC.

As you can tell by the photo on the right, we had a fine time getting to know one another. And as a bonus, all those who showed up

were promised 15 minutes of fame in these pages. So with that introduction, let us introduce you to the Puerto Vallarta contingent of the Pacific Puddle Jump Class of 2010:

Freezing Rain — Hallberg Rassy 46 Don & Marie Irvin, Astoria, OR

The name *Freezing Rain* will probably leave Polynesians scratching their heads, but where Don and Marie have sailed, they've probably seen a lot of it.

Since learning to sail in the mid-'70s, they've sailed from B.C. to Alaska, twice around Vancouver Island, and all along the West Coast as far south as Ecuador. They've been working toward this ambitious crossing for six years, and now that they're about to get underway, their goal for the season is typical of many in the fleet: island-hop to New Zealand and Australia, then reassess.



— PACIFIC PUDDLE JUMP 2010



Although Katrin and Swen have ditched the Harley, their grand adventures continue.

**Solar Planet — Beneteau 51
Swen Michel & Katrin Stuetzer
Bonn, Germany**

In all the years we've been interviewing Puddle Jumpers, we've never met a couple whose prelude to cruising was so unique. The fact that Swen and Katrin decided to circumnavigate wasn't so unusual — but their means of transportation definitely was. In the summer of '06, they set out to conquer the world aboard a Harley! In the first year and a half they rode all over the U.S. and

Canada, including the Yukon and NW Territories, explored Alaska and much of Mexico. In December 2008 they found themselves on the Mexican border again, about to set out for South America when it dawned on them that perhaps sailing would be a more comfortable way to see the planet.

That same month they found *Solar Planet* for sale in San Francisco. After six months of refitting her, they headed south. Swen had previously done lots of sailing in the Med, but Katrin was a beginner. She now loves sailing as much as he does, and she's equally excited about their plans to circumnavigate.

**Further — Selene 48
Brian Calvert, Seattle, WA**

If you work a long time in the boating industry, as Brian did, you often find yourself saying goodbye to friends and customers who take off cruising, while you're left behind to mind the store. During the 23 years Brian worked for Selene Yachts, he had that frustrating experience more times than he can count. "But now it's my turn," he says with an ear-to-ear smile, and he's doing it on a beautiful Selene motoryacht of his own.

"It's something I've dreamed about for 30 years. I probably started thinking about doing it in a Westsail 32 with a bag of granola, and now I'm finally doing it on a Salene 48 with a gourmet galley and ice

cream."

Brian's plan is to circle the Pacific Rim. That is, cruise the South Pacific then head north to Japan, Russia, Alaska and home again. He'll have a rotation of crew along the way. But for this crossing he's joined by Liz Zeiger whose sailing resume includes crewing aboard the ill-fated replica Ming war junk *Princess Taiping*, which was cut in half last April by 630-ft chemical tanker after successfully crossing the entire Pacific! "That's why I brought her along," says Brian. "She's pre-disastered. What are the odds of that happening twice?"

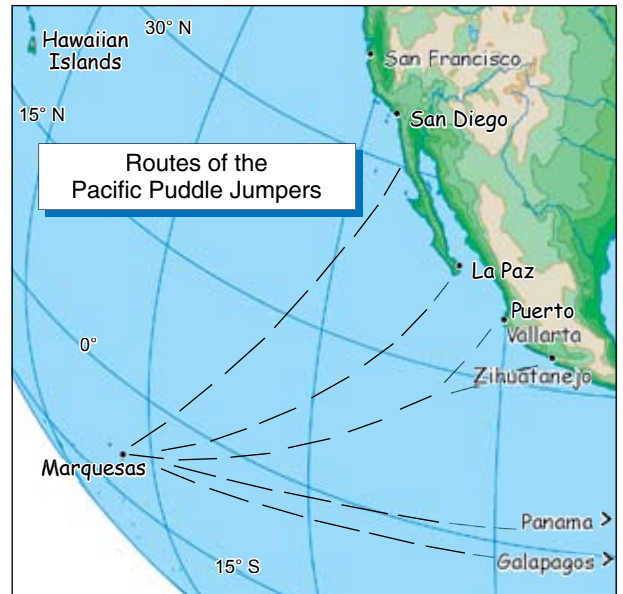


Now it's Brian's turn! And Liz is hoping for a much less dramatic finish to this crossing.

**Worrell Wind — Nauticat 44
Russ and Roz Worrell, San Francisco**

"Having never been farther south than Ensenada, I don't know what I thought Mexico would be like," says Roz, "but it's so much more beautiful than I ever imagined." A visit by train to Copper Canyon was among the highlights of their first six months of cruising.

Their advice to future cruisers is to "Pick a departure date and stick to it." It worked for them. Ten years ago they



SOUTH PACIFIC STAMPEDE

vowed to set sail from San Francisco in the fall of 2009 — coinciding with their 40th wedding anniversary! — and that's exactly what they did, despite Roz surviving a bout with breast cancer.

"The dream helped her get through it," Russ confides. Their game plan now is to do a leisurely 7- to 10-year circumnavigation.

Calypso — Hardin 45
Michael & Susanne Clarke
Marina del Rey, CA

"I've been wanting to do it since I was a kid," explains Michael, "but I never understood why. Not long ago one of my mother's lifelong friends said, 'It was your dad's dream but he never did it.'"



Alison and Allan are finally headed in the right direction. And crewman Greg approves.

was a no brainer.

They'll have extremely able crew for the crossing. Greg and Tiffany Norte are both former Coast Guard officers.

Windryder — Hunter 41DS
The Moore family
Channel Islands, CA

The timing for Don and Judy Moore to set off on this epic cruise seems perfect, because their son Rob recently graduated from high school and is eager to accompany them. "Yeah, they'll probably make me do all the hard work," he says with a laugh.

Judy tells us that her parents went cruising about 40 years ago, with dreams of exploring the world. They only got as far as the Caribbean and Florida, though. So when Judy explains that she and Don are considering a circumnavigation, she says, "We've always wanted to do it, but we're also doing it for them."

The top of the family's list of must-see places is the "friendly" Kingdom of Tonga.

Sunshine Lady — Camper-Nich 33
Michael Nagy, Portland, OR

We're not sure whether Michael is pulling our leg when he tells us that



Michael is thrilled to be living his dreams.

he first got interested in sailboats long ago when a friend suggested that they could get rich quick by smuggling coke from Colombia.

Luckily, they never pursued that foolish idea, but Michael did eventually learn to sail, first on the Columbia River and later in Canada.

He started cruising full time a year ago, and is thrilled with the lifestyle. "Don't be scared," he advises. "This life is everything you have dreamed it to be."

After island-hopping to New Zealand, he may circle back home via the Pacific Rim, or perhaps go all the way around via South Africa.

Black Jack —
Alajuela 38
Leon Jackson
Coto de Caza, CA

You might say that Leon's decision to make the Jump this year is the silver lining to a horrible experience last year: His wholesale hardware business collapsed last winter to the point where he finally shut it down completely.

He's been sailing Southern California waters for 30 years, and has always wanted to do a Pacific circuit. But until the economic meltdown gave him this window of opportunity, he never could.

He began this cruise by sailing south from Dana Point with his son Hunter, but the young man declined to join him on the passage — *kids!* "That's okay," says Leon. "I kinda wanted to singlehand anyway."

At this point his Plan A is to head north to the Line Islands after exploring French Polynesia, then on to Hawaii and back home again.

Oso Blanco, Nordhavn 64
The Bloomquist family
Ashland, Wisconsin

Lest you should think that Eric and Annie are exclusively stinkpotters, we should tell you that Eric sailed and raced various keel boats and inland scows on Midwest lakes before, as he puts it, going over to the dark side, with the purchase of a previous Nordhavn.

To our way of thinking, if you're going to go to the dark side, you may as well pick a really sweet motoryacht, and that's exactly what *Oso Blanco* is: elegant and classy from stem to stern.



Michael and Susanne will take a side trip to Ecuador before crossing to Polynesia.

Susanne was born in Turkey, but apparently didn't live there long. "We went there on our honeymoon, though," she explains, "and I fell in love with it." So the couple's game plan is to do a partial circumnavigation, ending up in the Aegean, where they hope to make Turkey their future base.

Like many in this year's fleet Michael and Susanne will visit Ecuador and the Galapagos prior to setting off for French Polynesia.

Fly Aweigh — Catalina 440
Allan & Alison Gabel
Channel Islands, CA

"We were planning to transit the Panama Canal and explore the Caribbean," explains Alison, "but after hanging out with all these Puddle Jumpers, we came to our senses." Good idea, as it's a 1,200-mile beat from Panama to the Eastern Caribbean islands.

They'd originally intended to wait until retirement to cruise, but when both of their employers offered them leaves of absence — and "a great boat presented itself" to them — fast tracking their plans

— PACIFIC PUDDLE JUMP 2010



Roz and Russ strike a 'Titanic' pose on the bow of their trusty 'Worrell Wind.'

Eric and Annie have been practicing the liveaboard cruising lifestyle since shortly before their son Robert, aka Bear, was born — he's now nearly 8. And we don't just mean languishing in marinas. During the past 8 years they've logged 25,000 miles cruising Alaska, Mexico, the Caribbean and the Eastern Seaboard, so the logical next step is to explore the South Pacific, right? It will be a comfortable trip to the Marquesas, but Eric has already arranged to have 2,500 gallons of diesel waiting for him there. Ouch! That makes voyaging under sail seem cheap.

Meet the 'Oso Blanco' crew. Does this kid look like a happy boater or what?



**Renova —
Cape Dory 36
John Fremont &
Naomi Tabata
Campbell River, BC**

This bright-eyed couple are among the youngest boat owners in this year's fleet. John has wanted to make such a trip since reading *Dove* as a kid, but that plan got fast-tracked after one of Naomi's closest friends died in her mid-30s. And that was shortly after David's mother also died prematurely. "Her philosophy was always, 'Do it now; do it while you can.'" Some-

times moms have excellent advice!

Their best guess is that they'll be 'out there' for about two years, first visiting the Galapagos en route to Polynesia. After island-hopping west, they'd like to



Naomi and John plan to stray from the cruiser milk run to do some North Pacific diving.

"complete a circle of the Pacific," either via Japan or other North Pacific islands. "We're excited about diving the historic WWII sites in the Truk Lagoon, and Bikini Atoll, where relics of the Japanese fleet lie." Along the way they should have no trouble feeding themselves, as John has worked as a commercial fisherman and sport fishing guide.

**Gratitude — Island Packet 370
The Whittemore family, San Diego**

"We initially considered a sell-the-

house multi-year circumnavigation plan," write Frank and Nancy. "But that idea later evolved into a keep-the-house Pacific cruise." Actually, we'd bet their plan has changed a few times over the years, because they say they've been working toward this goal since 1996 — a couple of years before their able crew-



It took a long time for Nancy and Frank to cut the docklines, but now they're finally on their way.

man, son Nick (now 12) was born. Lately, he's been honing his skills for the trip in a Dana Point jr. sailing program.

Since they began cruising last fall they've been most impressed by "the panoramic vastness of Baja, the uncrowded anchorages, and the very friendly people of Mexico."

Soon, though, they'll set sail for the Galapagos, after which they plan to enter French Polynesia via the remote Gambier Island archipelago, "because they are a little more off the well-traveled path."

**Mariposa — Tayana 37
Chris & JoAnn Morford, Port
Townsend, WA**

Why go cruising? "Fear of retiring to a sofa and TV," says Chris. But we're sure there's more to it than that. He and JoAnn bought their first sailboat together in 1977, and have been sailing on and off since then, at various places along the West Coast. Now they are equally excited about taking this life-changing step. In fact, JoAnn may actually be more into it than Chris: "If he hadn't wanted to go, I would have dragged him!"

Although they've been cruising for only six months, they've already gathered some pretty savvy insights: "In the words of James Michener," says Chris, "If you seek the good life. . . you must be prepared to accept many new things." Long-term cruising is a huge lifestyle change for most of us, and probably

SOUTH PACIFIC STAMPEDE



These days, there's little chance that Chris and JoAnn will become couch potatoes.

the grandest adventure of our lives. It's a wonderful learning experience that should not be passed by if you can swing it."

Their game plan? Make their way to New Zealand, then reassess.

Pincoya — Island Packet 44 Gene Dennis & Gloria Watson San Carlos, MX

"If you don't have a fantasy, you can't have a dream come true!" says Gene. Nicely put. After all, sometimes it's fantasies about exotic places that get you through the rough patches — like working at a dead-end job or slogging through mind-numbing traffic.

He and Gloria have been exploring the *Golfo de California* (aka Sea of Cortez) for the past 10 years, but as soon as they bought this boat last summer, their minds started to wander to distant



Gene and Gloria have no set itinerary, and they're sticking to it.

horizons. "We plan to cruise the South Pacific for 2 or 3 years," they say. Their schedule is appropriately loose, but they'll start out by making landfall in the Marquesas, then on to the Tuamotus, the Societies and . . . who knows where?

Jarana — J/42 Bill Cuffel & Kathy Kelly Seattle, WA

Both Bill and Kathy have done a whole lot of racing in the Northwest — in fact,

his boat once tied for *48 North* magazine's Boat of the Year. In addition, they've chartered boats in the Caribbean and done pleasure cruises in various parts of the Northwest.

But with all that behind them, this will be their first real offshore voyage — and they can't wait to get out there. Their long-range plans are anybody's guess: "Once we get to New Zealand, we'll



Kathy and Bill love racing, but the cruising lifestyle is definitely growing on them.

decide what comes next."

As for advice to the wannabes back home: "A friend in Seattle advised us that you have to have a Type A personality to

2010 PACIFIC PUDDLE JUMP FLEET

(Undoubtedly this list is incomplete, as many boats typically escape the 'Latitude radar'.)

Boat Name	Owners & Crew	Boat Type	Homeport
A Cappella	Ed & Cornelia Gould	Beneteau Oceanis 405	Half Moon Bay, CA
Active Transport	John Lewis	Tayana 37	San Francisco, CA
Alobar	Joel Unger	N/A	N/A
Amanda	Fabio Mucchi	Beneteau Oceanis 473	London, GBR
AmoreKai	G Valente & J Hew	Tayana 37PH	San Francisco, CA
Aphrodite	Thomas Deasy	Amel Maramu 46	Santa Cruz, CA
Aquila	Michael Rafferty	Islander Freeport 36B	San Diego, CA
Arabesque	Simon Deller	Alajuela 38	Victoria, BC
Artemo	Perry family	Chassiron TDM 43	Toronto, ON
Ashika	Dois Brock & Lauri Hamilton	Fuji 45	Newport Beach, CA
Attitude	Katherine & Neil Farley	Paine 48	Cape Coral, FL
Attitudes	Marno & Shelly Slorach	Freedom 39	Brisbane, AUS
Avante	Bill & Susan Grun	J/160	Telluride, CO
Beach House	Scott & Cindy Stolnitz	Switch 51	Marina del Rey, CA
Bint al Khamseen	Kenneth & Susan FitzGerald	Caliber 40	N/A
Black Jack	Leon Jackson	Alajuela 38	Dana Pt, CA
Blue Bie	Philip Duss	Outremer 43	Basle, CHE
Bluebottle	J Blake & A Godsmark	Lidgard 49	Isle of Wight, GBR
Cactus Wren	James & Ann Marie Henry	Tayana 42	Tucson, AZ
Calypso	Michael & Alev Clarke	Hardin 45	Marina del Rey, CA
Calypso	Paul & Maureen von Wiese	Montevideo 43	Simon's Town, ZAF
Capaz	Baker family	Perry 48	Seattle, WA
Comfort Zone I	C Oakes & Corey Gendron	Island Packet 37	N/A
Compass Rosey	G Stephens & A Linton	Polaris 43	Southampton, GBR
Curious	Stephen & Patricia Brown	Oyster 56	Ipswich, GBR
Dawn Star	William Hubbard	Baltic 46	Newport, RI
Delos	Brian & Brady Trautman	Amel 2000	Seattle, WA
Dignity	John Southwood	Lagoon 420	New York, NY
Dream Capers	P Igarashi & S Stecher	F-P Venezia 42	Corte Madera, CA
Eagle	P Riley & D Tharsing	Cal 35 MK III	Bandon, OR
Elixir	Elix family	F-P Venezia 42	Darwin, AUS
Elysion	Steve & Josie Sheard	Formosa 41	London, UK
Emily Grace	Lawler family	Nordhavn 46	Ludlow, MA
Emirage	Wallace & Valentino families	Benteau 51	Eureka, KS
Fancy Free IV	Gregory Hiley	Passage 34	Vancouver, BC
Fellow Traveler	D Schuch & J Hirshinger	Morgan 461	St John, USVI
Fine Gold	G&L Saunders	Vancouver 27	Conwy, GBR
Fly Aweigh	A & A Gabel, G&T Norte	Catalina Morgan 440	Channel Is, CA
Freedom	Robert & Kelita Parker	Downeast 38	San Pedro, CA
Freezing Rain	Don & Marie Irvin	Hallberg Rassy 46	Astoria, OR
Furthur	Brian Calvert	Selene 48	Friday Harbor, WA
Ghost	Bradley & Katerina McMaster	Hanse 470	Southampton, UK
Giebateau	Gieb family	Benteau first	Lelystad, NLD
Grace	Collins family	Hallberg Rassy 46	Mooloolabah, AUS
Gratitude	Whittemore family	Island Packet 370	San Diego, CA
Gromit	Buratynsky family	Olympic Adventure 47	Toronto, ON
Hokimai	Neil Samuel Burson	Farr 46	Bay of Is, NZL
Ile De Grace	Glaudemans family	F-P Orana 440	Annapolis, MD
Imagine	Heaslip family	Gulfstar Sailmaster 68	Hilo, HI
Imagine	Gordon & Shelia Stovall	Stevens 47	New Bern, NC
Imajica	Douglas Clark	Wellington 47	Hamilton, ON
Incantation	David Ratner	Santa Cruz 50	Vancouver, BC
Infini	Michael & Susan Bellan	Westsail 43	Tampa, FL
Island Mistress	Jeffrey & Judy Wahl	Wellington 47	Yankton, SD
Jarana	Bill Cuffel & Kathy Kelly	J/42	Seattle, WA
Jenny P	Eric & Christine Larsen	Hans Christian 33T	Seattle, WA
Kamaya	Tim Rayle & Ruth Berkowitz	Stevens 50	Hood River, OR
Kate	Heather Francis & Steven Hertik	Newport 41	AUS
Kehaulani	John & Patricia Harris	Caliber 40	Portland, OR
Kerzo	Sarah & Jonathan Morice	Sherzo 13.4	Nantes, FRA
Kiapa	Peter & Susan Wolcott	Custom 52	Kauai, HI
Kijro	J Ranahan, L Ortiz, P Decker	Morgan 31	Lorain, OH
Kilkea II	David & Marian Paul	Amel 51	Vancouver, BC
Koloa Kai	Grover Jeane & Candice Benn	Cal 46	Kona, HI
Lady Lexi	David Bowes & Lynn Engle	Force 50	San Diego, CA
Last Paradise	Goff family	Wauquiez 43	Harbor Springs, MI
Learnativity	Wayne Hodgins	N/A	Victoria, BC
Leeway	D Wentworth & D Anderson	Cascade 36	Hilo, HI
Leu Cat	Leu family	Lagoon 440	Sioux Falls, SD
Liith	Richard Holtz & Krista Cox	Vancouver 27	Edmonton, AB
Liquid Courage	Devin Potter & Donald Pitchford	Caliber 40LRC	San Francisco, CA
Little Fawn	Jim Brown	Chris Craft 35	Channel Is, CA

PACIFIC PUDDLE JUMP 2010



Elisabeth and Rod love the tranquil anchorages of Mexico, and they also love its people.

get the boat ready, then become a Type B when you untie from the dock. No truer words have been spoken."

Proximity — Swan 41

**Rod Lambert & Elisabeth Lehmborg
Alameda, CA**

We always like to ask Puddle Jumpers what inspired them to cross this big patch of blue water. Rod actually remembers a dream that he had as a teenager: "I remember being in some tropical place with boats and lots of palm trees, and when I awoke I said to myself, 'I've got to do that.'" Learning to sail El Toros in Berkeley soon after put him

on his current path. Elisabeth, a native of Germany, learned to sail as a kid in Europe.

One memorable highlight of their Mexico cruising was helping a local woman take her heavy groceries home. They became fast friends with the family and Elisabeth ended up making tamales with the wife, while Rod brainstormed with the husband about his construction plans.

Of the cruising life, Rod says, "The rewards more than make up for the effort."

Eagle — Cal 35 MKII

**Dorothy Tharsing & Phileta Riley
Bandon, OR**

For Dorothy, exploring the South Pacific isles under sail has been a lifelong dream. And she seems to have found a partner who can turn that fantasy into reality because Phileta spent some quality time in the islands while crewing back in the '70s. That time, the cruise started in Boston.

Dorothy did a fair amount of sailing as a kid, then upped her skills substantially five years ago by completing a whole battery of ASA courses. So when this trip was proposed, it didn't take long for Phileta to agree. "It's now or never," she said in her characteristically upbeat



Dorothy and Phileta are eager to experience grand adventures beyond the horizon.

manner. As they doublehand *Eagle* to New Zealand, Phileta will take pleasure in pointing out her former haunts along the way.

Wind Child — Beneteau First 36s7 Rudy Heessels, Sequim, WA

Rudy was alone when we met him, but he won't be singlehanding to Polynesia. In fact, he almost always sails with an accomplished crew of serious sailors. "Even when we're cruising, we sail on the fast track," he says, alluding to his love of rac-



Rudy absolutely loves the open ocean.

<i>Magenta</i>	Larry & Kim Moore	Sceptre 41	Vancouver, BC	<i>Slip Away</i>	R Crowell & J Schwab	Islander Freeport	USA
<i>Mariposa</i>	Chris & JoAnn Morford	Tayana 37	Port Townsend, WA	<i>Soggy Paws</i>	David & Cheryl McCampbell	CSY 44	Marathon, FL
<i>Mist</i>	Susan & Elba Borgen	Cape George 40	San Francisco, CA	<i>Spirit</i>	Gerjan Kraan	Roberts 493	Herrenveen, NLD
<i>Mistral III</i>	I & J McCallan	MacGregor 65	Cardwell, GBR	<i>Stray Dog</i>	R Marshall & C Yung-Ching	Westail 32	GBR
<i>Moondance</i>	Douglas & Carla Scott	Tayana 42	Albuquerque, NM	<i>Stray Kitty</i>	Ellsay family	Antares 42 cat	Victoria, BC
<i>Morning Light</i>	John Francis Lawler	Chesapeake 32	Bellingham, WA	<i>Sula</i>	Stefan & Marilyn Thordarson	Brandelmyer	Tacoma, WA
<i>Mulan</i>	Karda-Parr family	Grand Soleil 39	Vancouver, BC	<i>Sunshine</i>	Fridolin Bickum	S2 11c	Tampa, FL
<i>Mystery Ship</i>	Russell Caldecott & John May	Nordhavn 64	Nanoose Bay, BC	<i>Sunshine Lady</i>	Michael Nagy	Camper & Nicholson 36	Portland, OR
<i>Nakia</i>	John Gratton & Linda Hill	Hans Christian 33	San Francisco, CA	<i>Syzygy</i>	Matt Holmes	Valiant 40	San Francisco, CA
<i>Neried</i>	Stephen Nicholas Demas	Liberty 28	Reg. Norfolk, VA	<i>Tagish</i>	B Vezina & D McDowell	Brent Swain 36	Vancouver, BC
<i>New Morning</i>	Russell Irwin & Fay Mark	Paine	Sausalito, CA	<i>Tahina</i>	Frank & Karen Taylor	St. Francis 50	Wilmington, NC
<i>Odyle</i>	Phillips family	Skookum	Half Moon Bay, CA	<i>Tao</i>	C Jaquette & S White	Nor'West 33	San Francisco, CA
<i>Oso Blanco</i>	Robert Bloomquist	Nordhavn 64	Ashland, WI	<i>Tar Baby II</i>	Louie & Alicia van Praag	Westail 32	Anacortes, CA
<i>Paikae Mist</i>	Michael & Gloria Hanssmann	Beneteau 50	Vancouver, BC	<i>Tenaya</i>	James & Catherine Thomsen	Hallberg Rassy 40	San Diego, CA
<i>Paradise Bound</i>	Joel Stern	Vagabond 47	San Diego, CA	<i>Terrapin Flyer</i>	Alexander & Valerie Viterbi	Hylas 49	N/A
<i>Passages</i>	John & Pamela Marchant	Passport 42	Vancouver, BC	<i>The Road</i>	Keith & Shirley Bowen	Lavranos 40	Cape Town, ZAF
<i>Passion</i>	Judi & Donald Klein	Dufour 39	Honolulu, HI	<i>Toroa III</i>	Barry & Maryanne Hare	Catalina 42	Hinchinbrook, AUS
<i>Periclees</i>	Angus & Rolande Ramsey	Roberts 41	Comox, BC	<i>Totem</i>	Gifford family	Stevens 47	Eagle Harbor, WA
<i>Pickles</i>	Moppel family	Van de Stadt 49	London, OH	<i>Trim</i>	Ken & Lori Newell	Del Rey 50	Long Beach, CA
<i>Pincoya</i>	E Dennis & G Watson	Island Packet 44	San Carlos, MEX	<i>True Companions</i>	Steven & Vickie Letson	Lagoon 380	Road Harbour, BVI
<i>Proximity</i>	R Lambert & E Lehmborg	Swan 41	San Francisco, CA	<i>Tyee III</i>	Luttrell family	Catana 431	Victoria, BC
<i>Puerto Seguro</i>	Maria & Esteban	Morgan 38.2	Miami, FL	<i>Vagabond</i>	Otto & Lilian Ziegler	Vickers 45	Cape Town, ZAF
<i>Quixotic</i>	E Grootendorst & N Sahar	Norseman 430	Tortola, BVI	<i>Verite</i>	E Halstead & V Bardach	Catana 50	Tortola, BVI
<i>Reflections #1</i>	Alex Kao & Leah Prentice	N/A	N/A	<i>Victoria</i>	Russell family	Lord Nelson 41	Port Royal, SC
<i>Renova</i>	J Fremont & N Tabata	Cape Dory 36	Campbell River, BC	<i>Victoria Rose</i>	Stephen & Cynthia Abel	Tayana 37	Anacortes, WA
<i>Restless</i>	Mathew & Ann Ross	Oyster 655	BVI	<i>Visions of Johanna</i>	Strassberg family	Morris 62	Newport, RI
<i>Restless</i>	Mark & Mary Fox	Panda 38	Seattle, WA	<i>Western Grace</i>	Joanne & John Van Strien	Christensen 55	Fl St. John, BC
<i>Restless Rosie</i>	J&T Duke, J Wilson	Pearson 10M	Baltimore, MD	<i>Whiskers</i>	Gerald & Diana Smith	R&G 40	Durban, ZAF
<i>SailFisher</i>	A Briggs & Y Louie	Cal 2-46	San Diego, CA	<i>Whoosh</i>	Jack & Patricia Tyler	Pearson 424	St. Pete, FL
<i>Savannah</i>	Michael & Jodie Hickam	Gulfstar 47	San Francisco, CA	<i>Wind Child</i>	Rudolf Heessels	Beneteau First 36s7	Sequim, WA
<i>Scream</i>	M Wehm & S Ensslen	Huntingford 45	Victoria, BC	<i>Wind-Borne</i>	Davidson family	Bayfield 36	Blakely Is, WA
<i>Sea Angel</i>	John Gordon Jarvis	Lagoon 380	Auckland, NZ	<i>WindRyder</i>	Moore family	Hunter 41DS	Channel Is, CA
<i>Sea Fury</i>	Roger & Norma Wheeler	New Life 52	Wilmington, DE	<i>Windswept</i>	Jack & Marlene Dearden	Catalina 470	Mooloolaba, AUS
<i>Sea Level</i>	Miliski family	Schionning 1480	Lake City, CO	<i>Windward</i>	D Mooney & L Sarrazin	Norseman 447	Portland, OR
<i>Sea Mist</i>	Ellsworth family	Oyster 56	Tortola, BVI	<i>WorldWind</i>	Volkmar Baurecker	Creekmore 40	St. Pete Beach, FL
<i>Serenity</i>	Gordon & Sherry Cornett	Tayana DS 52	Mammoth Lks, CA	<i>Worrall Wind</i>	Russ & Roz Worrall	Natuicat 44	San Francisco, CA
<i>Shamaness</i>	D Clifton & G Jeane	Chung Hwa 36	San Francisco, CA	<i>Zephyra</i>	Russ & Debbie Noorda	Morgan OI 41	Lake Tahoe, CA
<i>Silver Lining</i>	Reveill family	Noble 451	Long Beach, CA				
<i>Skylight</i>	B Basura & C Richardson	Mason 43	Wilmington, CA				

For additional Puddle Jump info see: www.pacificpuddlejumps.com

SOUTH PACIFIC STAMPEDE

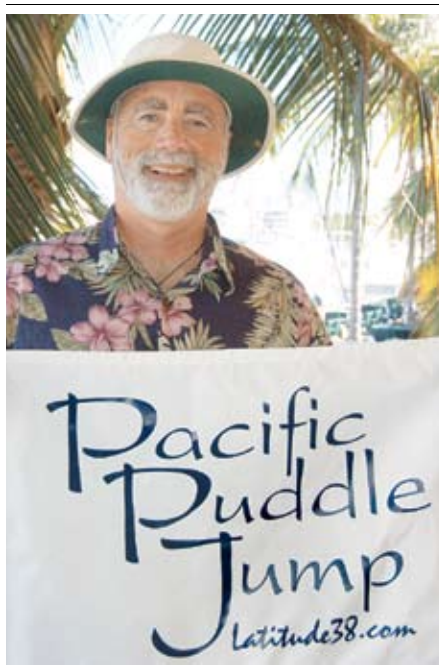
ing. "We'll be hand steering all the way; no autopilot unless the wind dies completely."

Boating has been in Rudy's blood ever since he was a kid, growing up in The Netherlands. "I realized back then that you could go anywhere in a boat," he recalls. But it was many years later, when he did his first Vic-Maui race that he discovered open ocean sailing. "It was the best thing I'd ever done in my life, and I've never looked back." (He's now done three of them and four circumnavigations of Vancouver Island.)

After competing in the Banderas Bay Regatta this month, he and his crew will head for the Polynesian archipelagos, where his wife Jean will fly in and join him for some mellow inter-island cruising.

Aquila — Islander Freeport 36B Michael Rafferty, San Diego

What inspired this singlehander to escape to the South Pacific? "Having to deal with 174 14-year-olds every single day!" You guessed it, he's a newly retired



Having paid his dues in the classroom, Michael is heading for the good life in Thailand.

school teacher.

He's also a lifelong sailor who holds a 100-ton USCG Master's License. We're

not sure if it's escaping the kids or escaping the mainstream that's driving his planning, but Michael says, "This is going to be a one-way trip." He hopes to end up at idyllic Koh Samui, Thailand and plant some roots. We hope he'll drop us a line when he gets there and let us know how that plan turned out.

In the meantime, his advice to those who are thinking about long-term cruising is simply: "Let's go to Fiji and drink some kava!" Hey, ya gotta have a sense of humor to make it in the cruising life.

Having now fulfilled our 15-minutes-of-fame obligations to our Vallarta YC party-goers, we'll give our fingers a rest here. How we'll introduce you to the rest of this year's massive fleet is a challenge we haven't quite figured out yet. But we can promise you that we'll publish a recap report on this year's crossing in the coming months — complete with alluring photos of the Tahiti-Moorea Sailing Rendezvous. Stay tuned.

— **latitude/andy**



Tim and Jillian Silva, Captain and First Mate, m/y Tenacity

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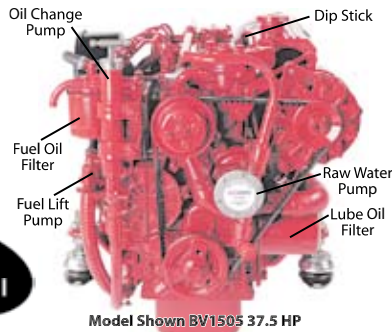
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"Are these the front-strings?" Lee called up from the cabin. "They're all I could find in the pointy end. They look about the right size, but like, there's no shrapnel."

"The jewelry box is in the office," I answered, and went down the hatch to see if I could help her sort out the right shackles for the spinnaker and jib sheets.

It wasn't the sort of boat that either of us would normally sail on. Lee would rather be windsurfing, and I prefer to be

out racing my own boat instead of crewing on something even less likely to be competitive. But in this case I could not resist the sheer size and newness of this very big and very expensive "fast cruiser" that had invited us on board for a local race. There was even a professional skipper in charge of maintenance and logistics. And I'd heard that they served a great lunch, which explained why Lee was in on the deal.

"Should we tee up the blade?" Lee asked after the spinnaker sheets were sorted out.

"If you mean 'bend on the number three jib,' then yes," the skipper confirmed.

"Okay, help me bump this sausage up the stairs," she responded.

The professional skipper looked as if he were in pain. "How can you people call yourselves good sailors if you don't

Lee Helm's Modern Sailing Lexicon

asshole n. Kink in a sheet or halyard that prevents it from running freely through a fairlead.

autotack n. 1) A tack caused by a wind shift, requiring little or no alteration of course; 2) a sudden accidental tack caused by backwinding the jib.

banana split n. jibe-broach.



bang the corner v. To sail all the way to one side of a race course in search of a strategic advantage.

barn door n. First-to-finish position for any long ocean race, especially TransPac.

barn door jibe n. Method of jibing asymmetrical spinnaker in which the sail swings out in front of the boat.

bent adj. Headed.

blackaller n. Kink in a sheet or halyard that prevents it from running freely through a fairlead. There are other names for the same thing, but this one is used with great respect.

blade n. Heavy-air non-overlapping jib, usually full hoist.

bleach bottle n. Cheaply-built fiberglass production sailboat. Usually a design with emphasis on internal volume.

boat butt n. Medical condition caused by prolonged sitting in wet gear.

bogoknot n. Unit of speed measurement, often applied to wind speed or boat speed. One bogoknot equals from 0.5 to 0.8 international knots.

bone v. Tighten or increase load on.

bounce v. To tack on an opponent, causing them to predictably tack. Used in '03 America's Cup. "Should we bounce them again?"

brick v. To tightly fold or flake a sail into a compact, heavy, rectangular shape.

broach coach n. Boat with difficult downwind handling characteristics.

brodie n. Broach.

bubble boat n. Production cruising yacht with high freeboard and small cockpit to maximize internal volume.

bump v. To pull or haul briefly but vigorously, as in "Bump the topping lift at the mast."

bump and jump v. Style of recreational sail-

board sailing, involving fast reaching and slalom-style turns in bay chop.

buns up adj. Condition in which all available crew are using their weight to best advantage on the windward rail. Most frequently used as a command to assume this position.

burn v. To completely release a heavily loaded sheet or halyard

burp v. Temporary luff into the wind for the purpose of sail adjustment. "Burp it up a little."

butt cleat v. Method of temporarily securing a halyard, sheet, or control line by pressing the line between one's posterior and the deck

butting v. Tacking into a competitor's bad air

Casper douse n. Spinnaker douse in which large portions of the spinnaker fall on top of the crew, resembling ghost costumes. Popularized by Peter Isler during '92 America's Cup coverage.

cat in the hat n. Postponement flag or answering pennant

chase boat drop n. Spinnaker douse assisted by judges' chase boat fouling propeller in trailing spinnaker sheet. (*Luna Rossa* did this during preliminary 'Act' for AC-32)

blackaller n. kink in a sheet that prevents it from running freely through a fairlead.

cheap seats n. Crew positions on poorly performing boats.

cheat, cheat it up v. 1) To partially raise a sail in preparation for hoisting, as in partially raising a jib in preparation for the hoist at the leeward mark; 2) to partially raise a sail before the command to hoist is given.

checkbook position n. 1) Crew position with no function other than to pay for the boat and its operation (usually assumed by the owner); 2) orientation of two or more boats such that a serious collision appears to be unavoidable.

cheese knife n. Small-diameter rigging wire on trapeze dinghy.

Chicago-astyle adj. Anchoring more than once, or "early and often."

chicken chute n. Undersized spinnaker for heavy air, usually narrow and flat. Also 'shy kite'.

chicken jibe n. The act of coming about instead of jibing in conditions where a jibe would be difficult or dangerous.

clever n. Cunningham, derived from 'smart pig'.

code zero n. Largest jib. Originally a masthead jib that measures as a spinnaker, for use upwind in light air on a boat with fractional jib halyards but masthead spinnaker halyards. First popularized on *Whitbread 65*.

concertina effect n. The tendency of ocean racing fleets to alternately bunch up and spread out as weather systems pass. Popularized by Mark Chinwell in '97-98 *Whitbread* reports.

cowboy v. To flip the lazy spinnaker sheet over and around the active guy, or flip the sheet above the pole tip, as in "cowboy the sheet."

crab-crusher n. Heavy, traditional-looking cruising yacht, often double-ended and full-keeled.

crack v. To ease a sheet or halyard slightly, especially one which is under heavy load.

crack off v. To bear away or fall off.

D-1 n. (also D-2, D-3, etc.) The first diagonal shroud on a multi-spreader rig

DFL adj. Dead last.

dangly pole n. Self-launching whisker pole.

de-laminate v. 1) To remove clothing by layers 2) any structural failure of a composite structure, regardless of whether actual delamination is involved

dial-up n. Aggressive luffing maneuver, usually in pre-start of a match race.

dillet n. The opposite of a fillet (as seen on *Stars & Stripes* keel bulb in '95)

dip-pole adj. Traditional spinnaker jibe technique in which the spinnaker pole remains attached to the mast and the end dips under the forestay.

dock bunny n. Non-sailing female support crew



in charge of shore logistics or recreation. See 'racer chaser'.

dock potato n. Person who spends a lot of time at the marina or yacht club but seldom goes sailing.

dog and cat fight n. Race between large

multihulls ('cats') sailed under the America's Cup Deed of Gift (DOG). There has only been one such event, in '10.

dog the main v. To let most or all of the mainsail luff to flog ineffeciently in strong wind.

use any of the proper terminology?" he complained. "Sailors need precise communication. If you don't use the right words, who will really know what you really mean when it really matters?"

"It's this pesky living language thang," Lee tried to explain as she wrestled with one end of a sailbag that outweighed her by a large margin. "I mean, it's English, and that's what English does."

"We understand each other perfectly,"

I added. "New jargon is as correct as we want to make it."

"No," the skipper insisted. "On this boat we only use the correct nautical terms. Slang is not considered correct until it's in the dictionary. Or at the very least, not until it appears in print."

"I can fix that," Lee whispered, and she dropped her end of the sail, then dug into her sea bag for a little pamphlet she had stapled together. "I had to, like, add a

few new entries after watching that show in Valencia last month," she remarked as she handed the document to me. "This is the latest edition."

It was a little home-brew dictionary. I passed it along to the skipper.

"Dictionaries don't lead, they follow," I reminded him as I watched him begin to read Lee's compilation of the modern sailing lexicon.

"Unless you live in France," Lee added.

— max ebb

down and dirty adj. Describes condition of helm at the initiation of a tack, replacing 'hard-a-lee'.

downhill adj. Downwind.

downstairs n. The cabin, or belowdeck portion of a yacht.

drift set n. Floater set.

drop trav v. To move the traveler car to leeward.

dude schooner n. Large vessel, often with only vestigial or decorative sails, used for group charter.

elephant ass n. Spinnaker with a large vertical fold or crease along the centerline.

end-for-end n. Spinnaker jibe technique in which the pole is detached from the mast so the mast-end and afterguy-end swap functions.

Everest knot n. Any knot finished off with an excessive number of half hitches to use up the running end.

facing v. Tacking directly on a competitor's wind.

fat, sailing fat adv. Sailing slightly on the low and fast side of close-hauled, with sails often closer to stalling than to luffing.

fat tack n. A tack that intentionally positions a boat above the layline.

fire hose reach n. A beam reach with continuous spray on deck or in faces of sailors.

flag 'em v. To signal intent to protest by displaying a protest flag.

flop v. To come about or tack.

***hump** v. any action involving significant physical effort.*

foot cleat v. Method of temporarily securing a halyard, sheet, or control line by standing on it.

fornicatorium n. Forepeak or aft cabin with double berth.

four-string jibe n. Classic big-boat jibe maneuver involving two sheets and two jibes.

fraculator n. Headsail halyard or other control used to pull forward rake into a loose rig for downwind sailing.

frontsail n. Jib.

fun meter n. Knotmeter.

furniture boat n. Race boat with cruising accommodations.

garbage set n. Spinnaker set with sail rigged on

wrong side, thrown into air like bag of garbage.

gas n. Bad air downwind of another boat.

gift-wrapped adj. Condition of forestay in which spinnaker is wrapped around it.



g n a v n.

Vang that operates from above the boom, in compression; derived from backward spelling of vang.

goose eggs

n. Multiple zeros displayed on a knotmeter.

g r a v i t y

storm n. Dismasting.

hand sail-

ing v. Describing sailing maneuvers, usually during a post-race analysis, by using palms of hands to represent courses and heel angles.

hard cover v. Giving constant bad air to trailing competitor.

high-low pass-back n. Luffing maneuver in team racing forcing a competitor high while a trailing teammate passes the competitor to leeward.

hip n. Windward quarter of a boat, referring to position of competitor, as in "On our hip."

hole n. Local region of much reduced wind.

hookup n. Post-race date. As in, "Fourteen for dinner, not including hookups."

hot it up v. To sail higher and faster on a running or reaching leg.

hula n. "Hull appendage" to extend effective hull length without measuring as part of the hull, used by *Team New Zealand* in '03 America's Cup.

huli v. Capsize (Hawaiian).

hump v. Any action involving significant physical effort, as in "Hump the number one up on deck."

hunt v. To maneuver toward another boat that has to keep clear, with the intent of causing a foul.

jewelry box n. Container for blocks, shackles, cars, winch handles and other small expensive gear stowed below decks.

jibing simo v. Simultaneous jibing. Used during '03 America's Cup.

jump, jump the halyard v. To raise a sail quickly by rapidly and repeatedly hanging from the halyard at the point where it exits the mast.

Kiwi clip-on n. Hull appendage that extends effective waterline length. See 'hula'.

Kiwi douse n. Spinnaker douse similar to

'Mexican take-down', but with a symmetrical spinnaker. First used in '87 America's Cup races by New Zealand.

knock n. 1) Header; 2) sudden strong gust of wind.

Koch block n. Running backstay or checkstay block positioned so that it could hit the head of the aft-most member of the afterguard when not under load. First used during the '92 America's Cup defense.

lead-mine n. Heavily ballasted yacht, often applied to early IOR designs. Used by multihull sailors to refer to all ballasted yachts.

lefty n. Wind shift to the left

letterbox douse n. Spinnaker douse in which the spinnaker is pulled between loose-footed mainsail and boom.

leverage n. Separation distance at right angles to the wind or course, producing a strategic advantage in the event of favorable wind shift or current gradient.

luff pass-back n. Luffing maneuver in team racing forcing a competitor high while a teammate passes both boats to leeward.

mad scientists' convention n. Post-race discussion among technically-inclined skippers and crew.

made adj. Condition in which the spinnaker pole is re-connected to both the mast and the afterguy at the conclusion of a jibe. Usually hailed by the foredeck crew to indicate that this condition has been reached.

making trees v. Moving sufficiently faster than another boat so that the background scenery appears to be moving forward behind them.

malarea n. (from "more area") Design strategy for boats not racing under a measurement rule. First applied to America's Cup boats in '88.

mark trap n. Delaying competitor at mark by entering 2-length circle first and stalling while teammate gains place.

mastectomy n. 1) The act of lowering mast for maintenance or repair; 2) dismasting



Maui bag n. Bag of disposable old clothing brought on ocean race. Each article of clothing is thrown overboard after being worn. "Here today,

gone to Maui."

meat hook n. Broken strand of wire projecting a short distance from the surface of a wire rope

Mexican take-down n. Method of dousing a gennaker whereby the boat jibes first and the sail falls on deck, into the jib. Coined by Buddy Melges during the '92 or '95 America's Cup campaign in San Diego, because the boat is usually pointing south towards Mexico during the maneuver. First used on television by Dennis Conner on 4-13-95.

Mister Potato Head boat n. Boat with a number of unusual and replaceable appendages, especially America's Cup Class. Used by Dawn Riley on OLN AC broadcast, 1-12-03.

motor boating v. Severe leach flutter, especially when audible.

mowing the lawn v. Windsurfing on alternating reaches without attempting any particularly challenging maneuvers or making any net progress towards a destination. (Bill Prinzmetle, May 2008)

noodle n. Exceptionally thin and flexible mast.

office n. Chart table or nav station.

ooker n. Cunningham.

overhaul v. Take up slack.

parade n. Reaching leg with little opportunity to pass or to be passed by another competitor.

parking it up v. Going slow. Used by *America One* afterguard on 1-30-00.

parking lot n. Local region of negligible wind, usually containing at least several racing yachts. Races with several parking lots might have them designated 'Lot A', 'Lot B', etc. by competitors



passing lanes. n. Opportunities to pass, usually created by wind shifts.

pick their pocket v. To exit a mark rounding close behind and to windward of another boat, as in "On their hip."

pickle dish n. Trophy.

pinball v. To tack two or more times at short intervals between obstructions or right-of-way boats.

Pinocchio boat n. Sport boat with retractable bowsprit.

plank sailor n. Windsurfer.

pointy end n. The bow.

QFB adj. Quite far back.

rabbit n. 1) Device for launching a spinnaker that is "faster than a turtle;" 2) boat serving as a moving starting mark in the "rabbit start" system for starting a race with no committee boat or fixed starting line.

racer chaser n. Person, most often female, with disproportionate attraction to race crew. See 'dock bunny'.

racing stripes n. Fenders accidentally left out during race.

rag the main v. To let the mainsail luff or flog ineffectively.

rail meat n. Crew selected primarily for their

weight.

relax v. Ease sail adjustments for downwind or light air, "Relax the main."

righty n. Wind shift to the right.

rollies n. Symptom of marginal control while sailing downwind in heavy weather, characterized by rhythmic rolling through large angles.



water depth. Used on *Maltese Falcon*, 10-5-08.

sacred wood n. The tiller (even if not made of wood).

sail my boat v. Sail best VMG without entering bad air from competitor. As in "Can I sail my boat?" (used by Paul Cayard on 1-30-00 when behind and to windward of Italians).

samurai douse n. Method of lowering spinnaker involving rapid halyard cut with large rigging knife.

sand bag n. Crew position, usually entry level, involving little more than positioning oneself on the correct side of the boat.

sardined v. Caught between layline and right-of-way competitor. Used by afterguard of *America One* on 1-30-00.

sausage n. 1) Sailbag in shape of long tube; 2) windward-leeward course or windward-leeward segment of more complex course.

send it v. To hoist or raise, as referring to a sail being set. Usually used as a command.

sewer n. The belowdeck space on a large racing yacht with minimal accommodations.

sheep on the bay n. Whitecaps (New Zealand).

shrapnel n. Bits of metal hardware, like blocks and shackles, normally stored in jewelry box.

shy kite n. Undersize spinnaker for heavy air, usually narrow and flat. Also 'chicken chute'.

sit on their face v. To closely cover a competitor, matching them tack-for-tack and keeping them in bad air.

skirt v. To flip the foot of the jib inboard of the lifelines or other obstructions.

sky, sky the pole v. To allow the spinnaker pole to rapidly swing upwards to a near-vertical position.



slam-dunk n. The act of tacking on another boat's wind in sufficiently close proximity to prevent the other boat from tacking away. First popularized by Jim Kelly and Gary Jobson during '87 America's Cup coverage, in their attempt to make sailing tactics comprehensible to American viewers more

familiar with basketball. Usage in Australia dates to '83 America's Cup coverage or earlier, however.

sled n. Large ultra-light racer with best performance "downhill."

sleep v. 1) To heel the boat to leeward in light air, as in "Sleep the boat;" 2) to flatten the mainsail to the point where it has almost no power, but does not luff despite very high windspeed, as in "Put the main to sleep."

smart pig n. Cunningham

snacktician n. Member of crew primarily responsible for food.

snout line n. Tack line, line that runs from the tack of an asymmetrical spinnaker to the stem or bowsprit end.

soak v. To sail below polars for tactical advantage, probably derived from "soaking up" extra speed and turning some of it into a positional advantage. Used in '03 America's Cup.

soft, soft trim adj. Trimmed so that there is slight luffing, or luffing more often than stalling

space case n. Plastic milk crate used for gear storage.

spaghetti n. Disorganized sheet and halyard tails, usually piled together in a common tangle.



spaghetti patrol n. The crew position responsible for, or the process of, methodically untangling and making up sheet and halyard tails.

speed bump n. Sailmaker's term for unwanted wrinkle in a new sail.

spike v. To release a triggerlock type shackle under heavy load using a fid, marlinspike or similar tool.

spinnaker neck n. Sore or stiff neck suffered by spinnaker trimmer. Despite widespread epidemiology, spinnaker neck is not yet recognized by the American Council of Sports Medicine.

spinnaker thong n. Drawstring used to reduce the power of a spinnaker by creating a deep crease along the centerline. See 'elephant ass'.

spinny n. Spinnaker.

spitting out the back n. In team racing, forcing a competitor into last place.

splash v. To launch, especially by a boat yard.

square back v. Bring the pole back to a dead run position, usually immediately preceding a jibe.

square waves n. Very steep waves or chop. (Square waves can be approximated by inputting the appropriate Fourier coefficients into a model tank wave generator, but this tends to damage the machine.)

starfished adj. Positioned for optimum weight placement and low wind resistance on a narrow windward hull or ama. (Cam Lewis, A-cup coverage, 2-12-10)

steam gauge n. 1) Knotmeter; 2) anemometer.

steel balls n. Pre-start maneuver involving backing down and falling off on port tack to pass below stern of starboard-tack competitor in control-

ling position.

stink, blowing like adj. Extremely windy.

thumbtack v.
to capsize and turn
turtle so that the mast
is stuck in the mud.

strapped adj. Overtrimmed.

string n. Any line or rope.

sucking up v. Working up from just ahead and to leeward of a competitor to a covering position by taking advantage of the wind lift in the "safe leeward" position.

swallow the anchor v. To give up all forms of boating.

swannabe n. Yacht that mimics the superficial styling characteristics of the Swan line by Nautor.

tea bagging v. To lose control of one's feet while trapezing from a dinghy, and drag alongside the boat on the wire.

teak surfing v. Dragging in the water behind a boat by holding on to the swim step. More commonly applied to powerboats and involves serious risk of carbon monoxide poisoning.

tee up v. To prepare a sail for hoisting, as in "Tee

up the #3."

telephone pole n. Very stiff or overbuilt mast.

thrompkin n. Anti-abrasion plate on mast at whisker pole fitting. Usage is local to Thistle and Lido 14 classes.

throw one v. To tack or jibe, as in "Let's throw one."

thumbtack v. To capsize and turn turtle so that the mast is stuck in the mud.

tomato mark n. Small red spherical racing mark.



top floor adj. All the way up, at full hoist.

tractor v. To assist the clew of an overlapping jib around the mast and rigging during a tack.

trans-nasally adv. Method of paying for marine hardware.

trip v. To release the spinnaker pole from the guy and/or the mast. Often used by the driver as a command to the foredeck crew at the beginning of a jibe.

trip reef n. Flattening reef.

tumbleweeding v. Unintentional aft displacement of crew as a result of water impact. First seen in print on 2-23-06 by Volvo Ocean Race and AC bowman Curtis Blewett in Scuttlebutt.

twing, tweaker n. Floating lead block which the spinnaker sheet is led through, used to improve the lead angle when the sheet is functioning as an afterguy, or to keep the sheet clear of the main boom.

uphill adj. Upwind.

vanity jibe n. An unnecessary jibe or modified jibe timing, done for the sole purpose of passing close to yacht club, committee boat, waterfront restaurant, or spectators on shore.

victory roll n. Tight 360° turn performed under sail in front of the yacht club after returning from a race, to indicate a confirmed first-place finish.

walk strings v. To shift spinnaker gear so that the sail is ready to set on the opposite tack.

wallet-based adj. Driven more by money than by expertise.

whisky tango foxtrot expletive. Expression of disbelief and/or surprise.

wind n. (long i) Progressive wind shift, usually a lift.

wind it up v. To rapidly bring in a sheet or halyard which is under sufficient load to require the use of a winch.

wing nut n. 1) Hydrodynamics expert or enthusiast; 2) crew member on a boat with a wing sail.



dewitt

Happy 80th Birthday Jim!

We celebrated with cake on the special day,
but keep your ears open for upcoming
birthday events in Point Richmond all year!

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THE RACING

We almost felt a taste of spring last month when the Bay was treated to a few consecutive days of sunny, warm weather that made the cherry trees shed their petals in a flurry of white and pink 'snowflakes.' That little prelude nonetheless reminded us that spring really is just around the corner and so are a few other things: first, the imminent arrival of the **Clipper Round the World Race** to the Bay. Next — hopefully — the taking of the Jules Verne Trophy by **Groupama 3**. Third, the end of **Midwinters** series. And finally, that we've got some **Race Notes** to catch up on. Start girding yourself for Spring breeze!

California's Movin' On Up

When we spoke with San Francisco's Charles Willson before he departed on Leg 4 of the Clipper Round the World Race from Singapore to Qingdao, he told us that this would be the leg where *California* finally broke out of the back of the 9-boat fleet. He was right.

After being beset by a variety of gear failures, the team was doing well on the leg from Geraldton, Australia to Singapore when they were called to render assistance for competitor *Cork*, which had run aground off Indonesia. While they were given redress for their assistance, Willson said he felt they could have placed higher if they'd been able to race the whole leg.

"We're a good upwind boat," he said. "Our morale is great and that was going to be our breakthrough leg. We'll be up there by the time we get to China."

Willson was the only Californian aboard for what was one of the closest and most brutal legs of the race — run over a stretch of water that claimed three

Bolt, in second and hometown favorite *Qingdao* rounding out the podium to the delight of the crowd who that turned out by the thousands to see the fleet.

California's skipper, South African Pete Rollason, reflected on the leg, which delivered some of the most varied sailing conditions so far and resulted in frontrunner *Team Finland* losing their rig.

"I have to say it's been pretty tough although not as tough as we'd feared," Rollason said. "The cold was a bit of an issue but the winds and seas played ball with us more than we had expected."

If they keep knocking on the door, *California* just might be able to do as *Qingdao* did and get on the podium in the next leg — a 35-day monster that will bring the fleet to the Bay.

"The next race to San Francisco is obviously a big one for us," said Rollason, who's drawn rave reviews from his crew. "We've proved on the last couple of races that we can compete with the best of them, so now we've just got to up it a level. We're really going to push hard to emulate what *Qingdao* has done here and get a podium into our home port."

As we go to press, details were being finalized for the San Francisco stopover, which will bring the nine remaining boats to the San Francisco Marina around April 1. The boats are slated to dock near to Golden Gate YC. The Bay is the only U.S. stopover for this year's race and the six Californians who have already joined the crew for various legs will be on hand to welcome their teammates home.

The fleet will only be here for between six to ten days before heading out April 11 for a downwind blast in true West Coast style to Panama and a transit of the canal.

The short stopover means the sailors won't have much time in the City. So make sure you get down to the Marina bring all your friends, adopt a Clipper racer and show the fleet some love so they'll come back! You'll find more info, as well as updated arrival times in at: www.clipper-roundtheworld.com



'California' Skipper Pete Rollason gives the crowd a champagne shower in Qingdao. His next stop is the Bay.

entries in last year's Volvo Ocean Race.

California finished in fifth place — their best to date, while line honors went to *Spirit of Australia* with *Jamaica Lightning*



L'étranger

After a blistering, sub-six-day trip from Ushant to the Equator, Franck Cammas' 105-ft trimaran *Groupama 3* had a rough time of it in both the South Atlantic and the transition to the Indian Ocean. The boat's one-time lead of 620 miles over the reference time set by Bruno Peyron's *Orange 2* in '05 turned into a deficit of over 400 miles by Day 19 due to a massive St. Helena High in the South Atlantic and an uncooperative front at the entrance to the Indian Ocean.

But the giant tri — navigated by the Bay Area's Stan Honey, the only American aboard — hooked into some pressure in the Indian Ocean, and converted the deficit against the reference time to a lead of 60 miles by the time they exited the Indian Ocean four days later. In doing so they set a new World Sailing Speed Record Council record for that section of the course: 8d, 17h, 39m — 17 hours faster than *Orange 2*. Peyron didn't have a particularly fast transit of the Indian Ocean in '05, but his big cat did have a nearly unbeatable transit through the Pacific Ocean. That made the Indian Ocean crossing critical for Cammas' team

CLIPPER VENTURES

GROUPAMA

CLIPPER VENTURES



Franck Cammas ducks for cover behind the helmsman's shield as 'Groupama 3' barrels through the Indian Ocean; inset — Stan Honey gets some flat-water helm time in the South Atlantic . . . okay, now we're REALLY jealous!

— the miles they made up there will go a long way toward getting them around the world quicker than the 50d, 16h, 20m benchmark.

"We're monitoring our progress in relation to *Orange 2* and even though she's not a direct opponent, we're looking at her virtual wake," said Watch Captain Fred Le Peutrec. "We knew that under Australia we were going to make up our deficit as Bruno Peyron and his crew had to put in several gybes with some slower phases. However, they traversed the Pacific very quickly; it will be difficult to maintain the same average speed as far as Cape Horn. If we have a bit of a lead at that stage that wouldn't be bad: theoretically the climb up the Atlantic should enable us to claw back the time!"

With a northwesterly breeze driving them forward as of this writing, the sea state was subdued enough to enable the crew to make effortless pace free of stress. The situation is set to change a little after



Tasmania once the breeze backs to the west or west-southwest. The giant trimaran will then have to gybe to avoid New Zealand. However there shouldn't be any signs of a drop in pace.

Cammas and his 9-man crew can afford to be a little more relaxed, as the known ice fields in the Southern Ocean are now behind them. Follow their progress at: www.cammass-groupama.com

Midwinters Notebook

SCYA Midwinters — There were dominating performances, some bad luck and a little heartbreak here and there, but others got going when the going got tough. That was the weekend of racing hosted by Alamitos Bay Yacht Club February 20-21. ABYC was one of 33 Southern California clubs running the Southern Cali-

fornia Yachting Association's 81st annual Midwinter Regatta.

Eighty-two boats in 10 classes including dinghies, keelboats and multihulls slugged it out in breeze up to 17 knots off Long Beach. Current 505 world champion Mike Martin and Etchells veteran Argyle Campbell each finished first in all six of their respective races, while Judge Ryan's worst score in the International 420s was a second place in the last race, which he threw-out. Ryan sailed with Cal Sailing Team member and Santa Barbara native Willie McBride.

The toughest battle was won by Peter Drasnin of Westlake YC in the Laser Masters class, where ABYC's Vann Wilson pushed him all the way to a one-point victory. — *Rich Roberts*

RegattaPRO — With a forecast for light and variable winds, the final installment of the RegattaPRO Winter One Design

Series on February 13 had the potential for a frustrating outcome for the 35 boats in five classes that met on the Circle.

"I was thinking, 'Great, another day like last month,'" said PRO Jeff Zarwell. "When we left the dock in Sausalito, it was sunny with a slight breeze. Midway through Raccoon Strait we were in some serious fog and had maybe 1/4-mile visibility at best.

"During this entire time, the breeze was a steady 6- to 8-knots, bouncing around between 290°-310°," he continued. "We set the course for 300° thinking we knew full well that the breeze would back to the west. I wanted to start the first race at least. Although some of the boats had

Cal 20's tear it up at the SCYA Midwinters hosted by Alamitos Bay YC in Long Beach.



RICH ROBERTS

THE RACING

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JOHN TUMA



JOHN TUMA



A Midwinters sampler, clockwise from top left — the Ultimate 20s representin' at the Berkeley YC Mids; the Express 27s chose the BYC mids as the focus of their Mids efforts, and consistently fielded largest fleet of one design keelboats this season; breeze and a lifting fog on the Circle for the BYC Mids February 13; a pair of Folkboats enjoy the great pressure ordered up for Golden Gate YC's Manuel Fagundes Seaweed Soup Series on February 6; 'Courageous' bucks the ebb; 'Cal Maritime' crosses a pack coming off the Cityfront; balmy conditions on the Estuary at Oakland YC's Sunday Brunch Series; more of the same.

a bit of a time finding the marks in the fog, we had steady breeze. By 1:30 p.m. the fog burned off and revealed a beautiful sunny day. Much to my surprise, the wind never changed. It was so steady the support boats were looking for things to do! We ran three races and nothing went wrong; it was a great way to end the series."

Berkeley YC — Just down the East shore Freeway, the final 'regular season' event of the Berkeley YC's Midwinters Saturday series had the same conditions for the 53-boat fleet. The following day's 33 attendees weren't so lucky.

"Sunday, February 14 was a bit 'different,' reported PRO Bobbi Tosse. "First, there was absolutely no wind at the noon

start time, so we postponed. After about 30 minutes, a gentle breeze filled in from the west. Unfortunately, this gentle breeze also brought very thick fog. Since we could not see the pin, we stayed in postponement. We were coming close to just forgetting the whole thing, when the fog lifted and we were able to start at 1:30 p.m. The sweet little breeze never



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



increased in strength, so we shortened the course, which let all the racers to finish in time to party with their Valentine's sweeties by 4 p.m."

"The next Midwinter is the Champion of Champions and Winners Race," Tosse advised. "All the first places in division from both the Saturday and Sunday series get to go against each other to vie for the Kirt Brooks Memorial Trophy. Also, there will be a start for all of the second place finishers, and a third start for all the third and fourth place trophy

winners on Sunday, February 28. When that's all settled, the season trophies will be awarded around 5 p.m. at the club."

Corinthian — The second weekend of the Corinthian Mids wrapped-up February 20-21, just before we went to press. We didn't have enough time to get all the details. But we received a great assessment that hits all the things we like about the Corinthian Mids from IOD and Moore 24 sailor Beau Vrolyk, who sailed his Moore *Scarlett* in the series. We didn't have the space to run it in its

entirety, but we thought we'd pass along an excerpt:

"It's great to see a club put on a race with this diversity of boats, racing skill levels, and levels of 'seriousness'. It's this sort of regatta, with broad popular appeal, that will build sailing. Far too often we see regattas that are fine-tuned to only one narrow segment of the sailing community here on San Francisco Bay, but the club nailed it with courses that tended to match the abilities and interests of the various fleets. We saw

THE RACING

many of the PHRF fleets head off on a Bay tour around Angel Island on both days in February, and that was the last we saw of them, until we discovered they had drunk most of the free beer back and the club! The one design fleets tended to get courses that were a little more 'race' oriented and a little less 'tour,' which was perfect for us. . . Corinthian YC did it again, as they usually do for Midwinters, and succeeded in putting on a great show for an amazingly diverse group of Sailors. Thanks!"

Race Notes

California's Newest Series — Ullman Sails has started a new offshore series to complement its popular Southern Cali-



'Vitamin J' motoring enjoying the day.

fornia Inshore series. The championship will be comprised of three races. First, there's a 130-mile tour around Catalina

and San Clemente Islands that starts March 12 in Newport Beach and finishes at San Diego YC. Next up will be a race from Cabrillo Beach YC, around Catalina Island and finishing in Dana Point on May 29. The third is one of our favorites, the Santa Barbara to King Harbor race. For details on both series, check out: www.ullmansailsnewportbeach.com

Woo-hoo — Devotees of offshore multi-hull racing have a yet another reason to cheer as Bruno Peyron, current holder of the Jules Verne Trophy has announced that he will be reviving The Race — the no-rules, non-stop, 'round the world race in 2013 or '14.

The first — and thus far only — edi-

THE BOX SCORES

Midwinter series are entering their final throes for the 2009-'10 season, and most of them have one, maybe two races left; it won't be long before we get into the Bay's various beer can series! The process for getting your club's results in the magazine is the same for both types of events. We don't have the time or manpower to chase down all the results so please post them on your club's website or send them directly to the Racing Editor at rob@latitude38.com. Our format is to include the name of the boat, the type and length of boat, and the first and last names of the owner(s). We'll do our best to get that info into *Latitude 38* and *Lectronic Latitude*.

GOLDEN GATE YC MANNY FAGUNDES SEA-WEED SOUP SERIES #4 (2/6, 1r)

PHRF 1 (PHRF ≤ 50) — 1) **Wicked**, Farr 36, Richard Courcier; 2) **War Pony**, Farr 36, Mark Howe; 3) **Javelin**, SC 37, Pat Nolan. (13 boats)

PHRF 2 (PHRF 51-99) — 1) **Yucca**, 8 Metre, Hank Easom; 2) **Inspired Environments**, Bene-teau 40.7, Timothy Ballard; 3) **Razzberries**, Olson 34, Bruce Nesbit. (12 boats)

PHRF 3 (PHRF 100-129) — 1) **Shaman**, Cal 40, Steve Waterloo; 2) **Uno-129**, Wyliecat 30, Steve Wonner; 3) **El Raton**, Express 27, Ray Lotto. (10 boats)

PHRF 4 (PHRF 130+) — 1) **Arcadia**, Modernized Santana 27, Gordie Nash; 2) **La Paloma**, IOD, James Hennefer; 3) **Topcat**, Nonsuch 30, Sal Balistreri. (8 boats)

CATALINA 34 — 1) **Casino**, Bill Eddy; 2) **Amandla**, Kurt Magdanz; 3) **Mottley**, Chris Owen. (9 boats)

KNARR — 1) **Knarr 134**, J. Eric Gray; 2) **Flyer**, Chris Kelly; 3) **Narcissus**, John Jenkins. (4 boats)

FOLKBOAT — 1) **Nordic Star**, Richard Keldsen; 2) **Thea**, Chris Herrmann; 3) **Freja**, Tom Reed. (6 boats)

Complete results at: www.ggyc.com

SAUSALITO YC MIDWINTER #4 (2/7, 1r)

DIVISION A (SPINNAKER) — 1) **JR**, Moore

24, Richard Korman; 2) **Trasher**, Merit 25, Harriet Lehman; 3) **Nancy**, Wyliecat 30, Pat Broderick. (11 boats)

DIVISION C — 1) **Min Flicka**, Hanse 37, Magnus Le Vicki; 2) **Grey Ghost**, Hanse 342, Doug Grant; 3) **Q**, Schumacher 40, Glenn Isaacson. (6 boats)

DIVISION D — 1) **Homus**, Ericson 27, Josh Dvorson; 2) **La Mer**, Newport 30, Randy Grenier; 3) **Geronimo**, Lancer 30 Mk. V, Michael Campbell. (5 boats)

DIVISION E — 1) **Kelly Shawn**, Santana 22, Leah Pepe; 2) **Tackful**, Santana 22, Cathy Stierhoff/Frank Lawler. (2 boats)

Complete results at: www.syconline.org

ISLAND YC ISLAND DAYS MIDWINTERS #4 (2/14, 1r)

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

DIVISION B (PHRF 168) — 1) **Bandido**, Merit 25, George Gurrulla; 2) **Bewitched**, Merit 25, Laraine Salmon; 3) **My Tahoe Too**, Capri 25, Steve Douglass. (4 boats)

DIVISION C (PHRF 139-180) — 1) **Crazy Eights**, Moore 24, Aaron Lee; 2) **Joanna**, Irwin 30, Martin Jemo; 3) **Lelo Too**, Tartan 30, Emile Carles. (4 boats)

DIVISION D (PHRF 181+) — 1) **Magic**, Mercury, John Hansen; 2) **Spitfire**, Santana 22, Tom McIntyre; 3) **Tinker**, Wilderness 21, Matthew Beall. (5 boats)

DIVISION E (NON-SPINNAKER) — 1) **Knotty Sweetie**, C&C 32, Martin Johnson; 2) **Scrimshaw**, Alerion Express 28, Michael Maurier; 3) **Take 5**, Wilderness 21, Roger England. (4 boats)

Complete results at: www.iyc.org

BERKELEY YC MIDWINTERS SATURDAY SERIES #4 (2/13, 1r)

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

OLSON 30 — 1) **Hoot**, Andrew Macfie; 2) **Voodoo Child**, Charles Barry; 3) **Wraith**, Ray Wilson. (4 boats)

DIVISION B (PHRF 81-105) — 1) **Flexi Flyer**, Soverel 33, Mitchell Wells; 2) **Mintaka 4**, Farr 38 M, Gerry Brown; 3) **Petard**, Farr 36 M, Keith Buck/Andy Newell. (6 boats)

EXPRESS 27 — 1) **El Raton**, Ray Lotto; 2) **Motocycle Irene**, Will Paxton; 3) **Wile E Coyote**, Dan Pruzan. (15 boats)

ULTIMATE 20 — 1) **Layla**, Tom Burden/Trish Sudell; 2) **Salsa**, Matt & Steve Borough; 3) **UFO**, Trent Watkins. (8 boats)

DIVISION C (PHRF 108-168) — 1) **Phantom**, J/24, John Guilford; 2) **Frogrips**, J/24, Ric1hard Stockdale; 3) **Maguro**, S 35, Jack Feller. (4 boats)

DIVISION D (PHRF 171-198) — 1) **Starkite**, Catalina 30, Laurie Miller; 2) **Achates**, Newport 30, Robert Shock; 3) **Lelo Too**, Tartan 30, Emile Carles. (5 boats)

DIVISION E (PHRF 201+) — 1) **Latin Lass**, Catalina 27 IB, Bill Chapman; 2) **Can O' Whoo-pass**, Cal 20, Richard vonEhrenkrook; 3) **London Calling**, Santana 22, Megan Dwyer. (6 boats)

Complete results at: www.berkeleyyc.org

BERKELEY YC MIDWINTERS SUNDAY SERIES #4 (2/14, 1r)

DIVISION 1 (PHRF < 99) — 1) **Sweet Okole**, Farr 36, Dean Treadway; 2) **For Pete's Sake**, Ultimate 24, Peter Cook; 3) **Flexi Flyer**, Soverel 33, Mitchell Wells. (7 boats)

OLSON 30 — 1) **Hoot**, Andrew Macfie; 2) **Cor-sair**, Don Newman; 3) **Voodoo Child**, Charles Barry. (3 boats)

EXPRESS 27 — 1) **Tule Fog**, Steve Carroll; 2) **Eagle**, Ross Groelz; 3) **Libra**, Marcia Schnapp. (7 boats)

ULTIMATE 20 — 1) **Salsa**, Matt & Steve Borough; 2) **Euphoric**, Phil Kangsberg/Denise Hammond; 3) **Too Tuff**, Thomas Hughes. (4 boats)

DIVISION 2 (PHRF 102-177) — 1) **Twoirrational**, Moore 24, Anthony Chargin; 2) **Moore Than A Woman**, Moore 24, Andy Poggio; 3) **Gruntled**, Moore 24, Simon Winer. (5 boats)

DIVISION 3 (PHRF 180+) — 1) **Antares**, Islander 30-2, Larry Telford; 2) **Latin Lass**, Catalina 27, Bill Chapman; 3) **London Calling**, Santana 22, Megan Dwyer. (6 boats)

CATALINA 22 — (0 boats)

Complete results at: www.berkeleyyc.org

tion of The Race started December 31, 2000 to celebrate the new millennium. It garnered worldwide media attention to what at the time were groundbreaking new giant offshore multihulls. The boats, which included the late Steve Fossett's *Playstation* and winner Grant Dalton's *Club Med* were outlandish for their time, and many pro sailors who had done the Volvo Ocean Race declined to participate thinking it was a fool's mission. While extremely successful, The Race was subverted when former Whitbread class winner Tracy Edwards' ill-fated and financially-disastrous Oryx Cup was launched just a few years later.

Ten years down the road, both the advent of new G-class multis, plus the

interest in the America's Cup boats have led Peyron to relaunch his pet project.

"We can see too that since The Race, 12 giant multihulls have been built, including four in the past three years," Peyron said. "So today there are certainly enough boats of sufficient quality for us to propose this to their skippers and partners — without counting any new multihulls, which may be built following on from this by 2013 or



The RegattaPRO Winter One Design Series wrapped up last month on a foggy day with consistent breeze; see below for final results.

PETER LYONS/WWW.LYONSIMAGING.COM

2014."

Speaking of the Volvo — CEO Knut Frostad announced that the Cape Town would be the first stop in the next edition of the Volvo Ocean Race.

REGATTAPRO WINTER ONE DESIGN FINAL (8r, 2l)

J/120 — 1) **Dayenu**, Don Payan, 6 points; 2) **Grace Dances**, Dick Swanson, 16; 3) **Chance**, Barry Lewis, 18. (7 boats)

J/105 — 1) **Racer X**, Rich Pipkin, 13 points; 2) **Alchemy**, Walter Sanford, 14; 3) **Blackhawk**, Scooter Simmons, 17. (12 boats)

J/24 — 1) **TMC Racing**, Michael Whitfield, 6 points; 2) **Downtown Uproar**, Darren Cummings, 10; 3) **Vitamin J**, Knut Westby, 20. (6 boats)

MELGES 24 — 1) **Personal Puff**, Dan Hauserman, 9 points; 2) **Smokin'**, Kevin Clark, 10.75; 3) **Wilco!**, Doug Wilhelm, 11. (8 boats)

MOORE 24 — 1) **Topper II**, Conrad Holbrook, 10 points; 2) **Bandito**, John Kernot, 16; 3) **Ab-sinthe**, Dan Nitake, 18. (18 boats)

SOUTH BEACH YC ISLAND FEVER SERIES #4 (2/20, 1r)

PHRF ≤ 109 — 1) **Centomiglia**, FT 10M, Fabio Maino; 2) **007**, J/105, Bruce Blackie; 3) **Ninja**, FT 10M, John Lymberg. (4 boats)

PHRF 110-150 — 1) **Crews Nest**, Catalina 34, Ray Irvine; 2) **Lazy Lightning**, Tartan 10, Tim McDonald; 3) **Luna Sea**, Islander 36, Daniel Knox. (5 boats)

PHRF 151+ — 1) **Auggie**, Santana 22, Sally Taylor; 2) **Ruth E**, Catalina 27, Bill Davidson; 3) **Grinnin' Bear**, Catalina 30, Roger & John Tennyson. (6 boats)

NON-SPINNAKER — 1) **Krissy**, Ericson 35-3, Allen Cooper; 2) **Friday's Eagle**, Catalina 30, Mark Hecht; 3) **Joyous**, Catalina 30, Richard Latvala. (9 boats)

Complete results at: www.southbeachyc.org

SEQUOIA YC WINTER SERIES #3 (2/7, 1r)

SPINNAKER — 1) **Head Rush**, Antrim 27, Charlie Watt; 2) **Smokin' J**, J/29, Stan Phillips; 3) **Pizote**, Santana 30, John Ryan. (10 boats)

NON-SPINNAKER — 1) **Linda Carol**, Catalina 320, Ray Collier; 2) **Sweet Pea**, Islander 30, Tim Peterson; 3) **Iowa**, Hunter 380, Rick Dalton. (4 boats)

Complete results at: www.sequoiayc.org

TIBURON YC MIDWINTERS #2 (2/13, 1r)

PHRF <151 — 1) **Mooretician**, Moore 24, Peter Schoen/Roe Patterson; 2) **Frenzy**, Moore 24,

Lon Woodrum; 3) **Joyride**, J/105, Bill Hoehler. (3 boats)

PHRF >150 — 1) **Red Hawk**, Hawkfarm, Gerry Gunn/John Sullivan; 2) **Don Wan**, Santana 28, Don Kunstler; 3) **Galante**, Folkboat, Otto Schreier. (7 boats)

Complete results at: www.tyc.org

OAKLAND YC SUNDAY BRUNCH SERIES #3 (2/7, 1r)

PHRF ≤ 150 — 1) **Crazy Eights**, Moore 24, Aaron Lee; 2) **Taz!!**, Express 27, George Lythcott; 3) **Spirit of**, J/124, Bill Mohr. (4 boats)

PHRF 151-200 — 1) **Gonzo**, Santana 525, Dina Folkman; 2) **Lelo Too**, Tartan 30, Emile Carles; 3) **Joanna**, Irwin 30, Martin Jemo. (5 boats)

PHRF ≥ 201 — 1) **Spitfire**, Santana 22, Tom McIntyre; 2) **Chile Pepper**, Santana 25, Dave Lyman; 3) **Dominatrix**, Santana 22, Ted Crum. (4 boats)

COLUMBIA 5.5 METER — 1) **Tenacious**, Adam Sadeg; 2) **Seabiscuit**, Kevin Sullivan; 3) **Jaguar**, Keith Rarick. (5 boats)

MERIT 25 — 1) **Bewitched**, Loraine Salmon; 2) **Double Agent**, Merit 25; 3) **Student Driver**, Lee Anderson. (4 boats)

MULTIHULL — 1) **Three Sigma**, F-27, Chris Harvey; 2) **Sea Bird**, F-27, Rich Holden; 3) **Triple Play**, F-31, Richard Keller. (5 boats)

NON-SPINNAKER PHRF ≤ 150 — 1) **Svenska**, Peterson 34, Fred Minning; 2) **Lively**, Olson 30 IB, Javier Jerez. (2 boats)

NON-SPINNAKER PHRF ≥ 151 — 1) **Scrimshaw**, Alerion Express 28, Michael Maurier; 2) **Kiwa**, Ericson 32-2, Warren Taylor; 3) **Samsara**, Rhodes 19, Barbara Phillips. (7 boats)

Complete results at: www.oaklandyachtclub.com

CORINTHIAN MIDWINTERS FINAL (2/21 4r,0t)

IRC — 1) **White Dove**, Beneteau First 40.7, Mike Garl, 8 points; 2) **Inspired Environments**, Beneteau First 40.7, Timothy Ballard, 11; 3) **Tupelo Honey**, Elan 40, Gerry Sheridan, 13. (18 boats)

PHRF 1 — 1) **Racer X**, Farr 36, Gary Redelberger, 4 points; 2) **War Pony**, Farr 36, Mark Howe, 12; 3) **Wicked**, Farr 36, Richard Courcier, 14. (10 boats)

PHRF 2 — 1) **Encore**, Sydney 36 CCR, Dan Woolery, 7 points; 2) **Quiver**, N/M 36, Jeff McCord, 11; 3) **Jeannette**, Frers 40, Henry King, 11. (10

boats)

PHRF 3 — 1) **Baleineau**, Olson 34, Charles Brochard, 10 points; 2) **Yucca**, 8 Meter, Hank Easom, 12; 3) **Petard**, Farr 36, Andy Newell, 19. (14 boats)

PHRF 4 — 1) **White-Jacket**, Etechells, John Sutak, 16; 2) **Shameless**, Schumacher 30, George Ellison, 19; 3) **Tule Fog**, Express 27, Steve Carroll, 19. (16 boats)

PHRF 5 — 1) **Wuda Shuda**, Soverel 26, Craig Page, 4 points; 2) **Youngster**, IOD, Ron Young, 15; 3) **Gypsy Lady**, Cal 34 Mk. 1, Val Clayton, 15. (8 boats)

PHRF 6 — 1) **Can O'Whoopass**, Cal 20, Richard vonEhrenkrook, 6 points; 2) **Dragonfly**, Rhodes 19, Jeffery Cole, 7; 3) **Kelly Shawn**, Santana 22, Leah Pepe, 10. (4 boats)

BENETEAU 36.7 — 1) **Wilson**, Joel Davis, 4 points; 2) **Mistral**, Ed Durbin, 7; 3) **Ay Caliente!**, Aaron Kennedy, 10. (5 boats)

EXPRESS 37 — 1) **Bullet**, Michael Maloney, 6 points; 2) **Golden Moon**, Kame Richards, 10; 3) **Expeditious**, Bartz Schneider, 14. (8 boats)

J/105 — 1) **Donkey Jenny**, Shannon Bonds, 5 points; 2) **Joyride**, William Hoehler, 10; 3) **Alchemy**, Walter Sanford, 10. (6 boats)

MOORE 24 — 1) **Scarlett**, John Vrolyk, 4 points; 2) **Frenzy**, Lon Woodrum 8; 3) **JR**, Richard Korman, 11. (4 boats)

ALERION EXPRESS 28 — 1) **Ditzey**, Ralf Morgan, 4 points; 2) **Flying Machine**, Peter Campfield, 8; 3) **Maeve II**, Nancy Pettengill, 11. (7 boats)

CATALINA 34 — 1) **Jet Lag**, Torin Knorr, 5 points; 2) **Surprise**, Peter Birnbaum, 10; 3) **Amanda**, Kurt Magdanz, 10. (6 boats)

NON-SPINNAKER 1 — 1) **Min Flicka**, Hanse 370, Juelle Le'Vicki, 9.5 points; 2) **Basic Instinct**, Jan Borjeson, 12; 3) **Q**, Schumacher 40, Glenn Isaacson, 13. (9 boats)

NON-SPINNAKER 2 — 1) **Harp**, Catalina 38, Mike Mannix, 9 points; 2) **Kira**, Cal 33-2, Jim Erskine, 10; 3) **Shearwater**, C&C 36, Jeanne Lacy, 11. (7 boats)

NON-SPINNAKER 3 — 1) **Meritime**, C&C 30, Mk. 1, Gary Proctor, 7 points; 2) **Geronimo**, Lancer 30 Mk. 5, Michael Campbell, 9; 3) **Supercal**, Harbor 20, John Colver, 10. (8 boats)

Complete Results at: www.cyc.org

With reports this month on one of **California's Most Revered Charter Yachts**, and a reluctant couple's insights on their **First-Time Cruise Through the British Virgins**.

A South American Loop Aboard a Time-Tested Warhorse

If your life experience has been anything like ours, you've probably come to realize that sometimes special opportunities present themselves that you will only get one shot at. And if you miss that window of opportunity, you might regret it for the rest of your life.

Excuse us for getting philosophical on you, but over the years that's precisely the feeling we always get when we peruse the offshore sailing schedules of the former Whitbread 'Round the World Race winner *Alaska Eagle*. For the past 25 years, this custom S&S 65 has been run as a sail training vessel by the Orange Coast College School of Sailing and Seamanship in Newport Beach. And her programs — which have included numerous South Pacific circuits and several Antarctic voyages — have introduced hundreds of eager sailors to the pleasures and challenges of long-distance offshore sailing.

That process will continue this year. But with *Eagle's* longtime co-skippers Rich and Sheri Crowe set to retire from the gig after completing the 2010-2011 expedition schedule, the tentative plan is to sell the venerable *Eagle*. So this really might be your last chance to sail aboard her — and, realistically, your last chance to explore some of the seldom-visited spots on her schedule.

The six-month, seven-leg circuit begins October 30 with a 24-day, 3,800-

No, this 'coffee grinder' doesn't pulverize dried beans. It trims lines and sheets, just as it did during the Whitbread.



ALASKA EAGLE ARCHIVES

mile blast from Newport Beach to Easter Island, said to be the world's most remote inhabited island.

Then it's southeast across the South Pacific to Puerto Montt, Chile (2,500 miles), where roads end and a 1,000-mile maze of primeval fiords begins. Leg 3 will take you through them en route to the Strait of Magellan, then on to Ushuaia, Argentina.

The mission of Leg 4 is to round Cape Horn and return to Ushuaia. Although the distance is not great, the challenge could be substantial.

But Leg 5 will likely be the most demanding of all: a 2,700-mile, 31-day voyage to South Georgia Island — a name familiar to every student of Ernest Shackleton's epic quest for survival — then on up the South Atlantic to festive Buenos Aires. (If you're curious about South Georgia, check out the December '09 *National Geographic*, in addition to the various Shackleton biographies.)

After a relatively mellow trip from the Argentine capital to Rio de Janeiro, the final leg will take student sailors of all ages across the equator, into the northeast trades and on to Antigua, yachting capital of the Eastern Caribbean.

Yeah, we know, you'd like to sail the whole darned circuit! Wouldn't *that* be cool. But realistically, most of us workaday wage slaves would be hard pressed just to take the 10 to 31 days off that these trips entail. As we said, though, how many times do opportunities like these come



INSETS ALASKA EAGLE ARCHIVES



LATITUDE / JR

along?

At the risk of stating the obvious, we should clarify that even if you have the time and the cash, these are not trips suitable for novices. Program Coordinator Karen Prioleau explains, "Our best fits are those who have at least some coastal experience, an ability to see the bright side in the worst of conditions, compatibility, and good physical fitness."

Since each crew member participates in all aspects of running the big sloop, every leg can be a demanding workout — especially since all headsails are hanked on, and every inch of the circuit will be hand-steered. But, as Prioleau knows from personal experience, "The exhilaration and adventure are well worth it."

Because the South Georgia leg is the most challenging of all, candidates will need to have a higher level of experience. "Sailing in that part of the ocean can't be taken lightly," says Prioleau. "Going to the land of Shackleton is going to be



Spread: The carefully maintained Whitbread warhorse heads south at the start of the '06 Baja Ha-Ha. **Inset left:** Sheri and Rich have logged a gazillion offshore miles aboard 'Eagle'. **Inset right:** Students learn both modern and 'old-style' navigation.

exciting, but not an easy ride. Anyone who undertakes a voyage of that caliber is a true adventurer. Those experiences don't come easily either, since the last part of the trip will be sailed in some notoriously rough waters. I expect that will be one very well-bonded group by the time they get to Buenos Aires."

No doubt she's right, as such shared accomplishments do tend to forge bonds and friendships that can last a lifetime. Similarly, the lessons learned during such 'hard traveling' are not easily forgotten. After years of interviewing cruisers, we know that dozens of them honed their seamanship skills and built their self-confidence during offshore voyages aboard this thoroughbred yacht.

Built to compete in the '77 Whitbread,

she was constructed of aluminum at The Netherlands' Royal Huisman Shipyard — then named *Flyer* and rigged as a ketch. That was near the end of the era when offshore race boats actually had some creature comforts. She started out as a dark horse in the 'round the world romp, but quickly gained the respect of the fleet, and ultimately emerged victorious in the final hours of Leg Four.

After later being donated to OCC, she became the cornerstone of the school's ambitious offshore program. And through her 28 years of service, her maintenance has never been neglected.

In fact, she's currently undergoing yet another refit, which will include a new engine — her fifth — a refurbishing of her mainmast and a new mainsail — at least her 10th, according to school Di-

Unlike learning at home from a book, navigation lessons really sink in when they're practiced daily during- a long-distance offshore cruise.



ALASKA EAGLE ARCHIVES

rector Brad Avery, who's also skippered *Eagle* on many adventures.

If you'd like to be part of this famous war horse's final commercial season, we suggest you waste no time in signing up, as berths tend to get booked far in advance. (See www.occsailing.com for additional details.) You wouldn't want the opportunity to slip away while you're trying to make up your mind!

— *latitude/andy*

The BVI Cruise That Made Believers Out of Chad & Jill

If you already own a cruising sailboat in California, why spend money to charter a boat someplace else — such as the Virgin Islands? This is something I'd never understood before, and it's why, until last year, I'd never chartered a boat in an exotic locale.

Well, last winter I decided to try a week of chartering in the British Virgin Islands to see what I'd been missing, if anything. We booked a boat with Footloose Sailing Charters, one of the BVI's larger companies, and saved a few bucks by going with their older boats (compared to Moorings or Sunsail.) When my wife Jill — a skeptical sailor — and I got to Tortola, we saw that even one of Footloose's older boats, a 3-year-old Beneteau, was still about 25 years newer than *Bella Dama*, the trusty old Islander 36 we sail at home.

Before setting sail, though, we first satisfied Jill's longing for a couple of poolside hotel days, by staying in St. Thomas at a hotel with a beautiful view

The Caribbean's most famous crooner, Foxy Callwood, may not be able to sing anymore, but he hasn't lost his irreverent wit.



JILL KOMINEK

of Charlotte Amalie Bay.

I was a little surprised when a charter company employee insisted that Jill sit in on all aspects of the boat briefing. He went through the procedures in case the boat was sinking, which I knew probably didn't make Jill feel any better. By the time he told us of all of the reefs we needed to avoid to prevent shipwreck, Jill was a wreck herself; scared, sick to her stomach, and didn't want to go anymore.

We were not off to a good start! After a little hand-holding and some time to relax after the briefings, we pulled out of Wickams Cay Marina and headed for Peter Island. The wind was blowing 20-25 knots, but was from just aft of the beam, so I unrolled the jib only — no main — to have a mellow, relaxing sail across the Sir Francis Drake Channel, to regain Jill's good mood and trust, and all the good things that come with that.

We grabbed a mooring ball just before sunset at Peter Island, and got some rest. Unlike our typically windless nights at home in Ventura, we had wind howling in the rigging at 20-30 knots all night, which took some getting used to. But we still managed a good night's sleep.

The next day the wind stayed up, and we were planning to go east (upwind), toward Marina Cay which lies near the east end of Tortola. I double-reefed the mainsail, and even so, found the rudder momentarily overpowered until I eased the sheets to reduce whether helm. We were sailing upwind in 20-25 knots of

83° breeze over 80° water. A little spray in the face feels a lot better in the BVI!

After a couple hours of beating toward Marina Cay, I was about to motorsail the last couple of miles when the engine alarm sounded. As instructed, I used the provided cell phone to call the base mechanics, and let them know.

My immediate problem was that we would have to sail into a mooring field or anchorage, in 20-25 knots of wind, with no engine, in still very unfamiliar waters!

As I'd hoped, the mechanic said I could use the engine for 3 or 4 minutes to grab a mooring ball.

Upon our arrival, the available mooring balls were unsheltered from that day's strong winds. We'd have just one chance to start the engine, motor up and grab the ball. And the strong wind would make it very tough for Jill to run our line through the eye splice at the end of the mooring ball's pennant with the boat being blown backward.

As we approached the ball, after just a minute or two the engine alarm came on again, as we were approaching the mooring ball. "Dang! Missed that one!" So we went for the next one, and I knew I had to get the engine off within seconds. I powered hard toward the ball, made sure the boat would reach it, then shut off the engine, hoping that Jill had snagged the mooring pennant with our boat hook.

I ran forward to grab hold of the mooring loop in hopes of threading our 1-inch dockline through the eye before the boat was blown backward. Did I mention that a rocky lee shore lay 50 yards away?

Jill says I literally dove for it, hanging over the bow, and grabbed the loop just above water level with one hand. But the wind began to pull the boat backward, and it didn't seem like I'd be able to hold on to the loop. My grip was slipping — I was losing a finger at a time, like Wile Coyote hanging from a lone tree branch hundreds of feet above a box canyon. But just then, a wave pushed the boat forward a foot or two,



CHAD KOMINEK



By her own accounting, Jill came "full circle" during their cruise. Although initially skeptical, she ended up loving it!

and I was able to get my other hand on the mooring loop and stabilize the situation.

Jill handed me our dockline, we threaded it through, cleated it off, and we were safe. Whew! Unfortunately, the incident gave me some nasty 'boat bites. Both my right forearm and right breast were black and blue for the next five days. I had the bruises of someone who just had a boob job; not a good look for a man.

Things got considerably better from that moment on. The charter company sent over a chase boat mechanic. Due to an initial mis-diagnosis, we ended up virtually engineless for a day and a half, but we quickly realized there were worse places to be stranded. Between Marina Cay and neighboring Trellis Bay, there were numerous fun bars and great beach restaurants, including the Last Resort, Pusser's Landing, De Loose Mongoose, and others. We had a great dinghy and money in our pockets, and the anchorage and our boat were fabulous, if temporarily immobile.

We met a nice couple who joined us

for a fabulous dinner at De Loose Mongoose, where a live band lent to the atmosphere. By the time our engine was repaired, we were happy to stay the night at Trellis Bay. We even found time for a jog up toward the airport before dinner.

With the boat fixed, the next day we sailed past the Dog Islands for Anegada. The wind was forecast to lighten to about 10-15 knots from the east, so Anegada was a beam reach of about 15 miles. I'd heard many warnings about the tricky entrance through the reef pass, but we had no problems.

We did meet some charterers who had bumped the bottom right in the mooring field, but our boat showed one whole foot of water below the keel while we were moored in front of Neptune's Treasure. (We drew 5.5 feet.)

Unlike the other mountainous, volcanic islands, Anegada is a low-lying coral reef, only a few feet high at its highest point. It can't easily be seen until you are quite close. It's less visited than the other British Virgin Islands. Restaurants throughout the BVI sell fresh Anegada lobster dinners, and they aren't cheap. As we watched many lobster fisherman unloading their catches

at the rickety wooden piers at Anegada, we decided we had to eat at one of the restaurants on the beach that barbeques lobster on open flames under the stars. We chose the Anegada Reef Hotel. What a fabulous dinner, and what a large lobster! Our candlelit table was so close to the water, some of the tiny waves lapping nearby just missed our toes in the sand.

I listened to NOAA weather after dinner and heard of a small craft warning for 20-25 knots from the east, which sounded just perfect since we were going to be sailing west toward Jost Van Dyke Island the next day. The morning started with a quick taxi ride for snorkeling at Cow Wreck Beach on the open ocean side of the Anegada. Then we set sail for what turned out to be a downwind romp. We had no spinnaker but the sailing was a perfect sleigh ride, surfing 4 to 6-foot waves.

With the autopilot on, Jill and I lay down at the bow to really enjoy the ride. I noticed she was really starting to have fun now. She doesn't like long sails, though, and from Anegada to Jost Van Dyke is the longest sail possible in the British Virgins — almost 30 miles. I decided to cut it shorter by 45 minutes or so by going straight to Tortola's Cane Garden Bay — right across from Jost.

What a beautiful, green tropical cove that is! Cane Garden has several lively bars, two ATM's, one of which worked, and the steepest paved road I've ever seen to connect it to the rest of the island. We climbed the road on foot, which made for a vigorous walk, to say the least. We learned that sidewalks don't exist around the islands, so you must be careful walking the narrow lanes with cars driving on the wrong side of the road!

In the morning, I let Jill sleep in, raised anchor and motorsailed one hour over to Jost Van Dyke and anchored in Great Harbour. After breakfast we dinged over to White Bay, the only place so far without a dinghy dock. We easily landed our hard-bottom dinghy in the small surf and secured it with the dingy anchor up on the sand. This is probably the most beautiful beach we saw the whole trip.

A highlight at Jost Van Dyke was meeting Foxy Callwood himself — the world-famous owner of Foxy's Bar. He spontaneously entertained us with a rhyming verse that managed to work in about 15 California cities. What a character. He doesn't sing anymore. He told

WORLD OF CHARTERING

me he had polyps on his vocal cords and was advised to knock it off after 30+ years.

From Jost we motorsailed through the Thatch Cay cut between St. John and Tortola, and on to Norman Island. There, after a sunset hike to the top of the ridge, we had a lively dinner with dancing to reggae at Pirate's on the beach, then stopped by the William Thorton floating restaurant (aka the *Willy T*) for a nightcap.

In the morning we took our dinghy from the Bight at Norman Island over to the caves around the corner, for the best snorkeling either of us had ever experienced. We had to have the boat back by noon, but we made time for some more snorkeling at The Indians (pinnacles) on the way back. As we got within about half an hour of the Road



A broad crescent lined by towering coco palms, Cane Garden Bay is a favorite BVI anchorage. Restaurants and lively bars line the beach.

Town harbor entrance, I noticed a dinghy out in the middle of the channel, and a small person who seemed to be waving. At first I started to veer toward the dinghy, thinking maybe it was someone needing help. The dinghy quickly zoomed over just in front of us, and then all around us. It was a cute young

gal from Yacht Shots BVI taking photos of our boat, heeled over nicely in 10-15 knots on a close reach — the photos came out great!

Readers may wonder if Jill ever began to enjoy the trip. Well, she grudgingly admitted mid-week that she had “come full circle” on this trip, meaning that after a horrible start,

she was having a blast. By the end of the week, she asked if we could add another day on the boat! (She never asks for another day on the boat at home!) I should also note that Footloose cheerfully gave us a coupon for our lost day and a half, which is good anywhere in the world that they have a base.

I've got a load of frequent flyer miles, so I'm already debating the options.

— chad kominek

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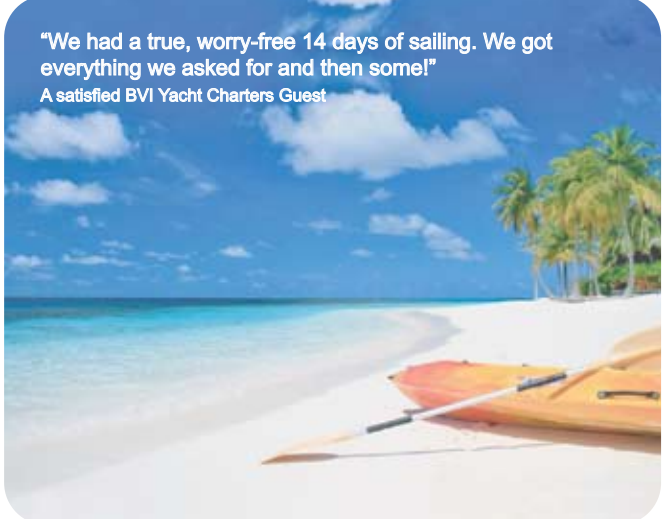

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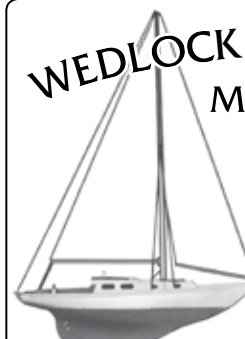
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CHANGES

With reports this month from **Location** on a mind-bending singlehanded passage without an autopilot; from **Last Resort**, comparing Mexico and Alaska cruising; from David Addleman on buying **X** in Malaysia; from **In-victus** on non-stop cruising on less than \$1,000/month; from all over the world on the **weird weather** this winter; from **Precious Metal** on the **Zihua SailFest**; and a generous portion of **Cruise Notes**.

Location — Catalina 470

J. Mills

San Blas, Mexico (Newport Beach)

A few months ago I made a 30-hour singlehanded passage from Mazatlan to San Blas without — except for a hand-

held GPS — electronic navigation instruments or an autopilot. I hadn't wanted to make the passage that way, but while I was back in the States last fall, my boat was damaged by lightning in Mazatlan Marina. The strike took out all of my boat's electronic navigation equipment.

Funny, but J. Mills doesn't look like the kind of guy who hallucinates.

Having been haggling with my insurance company since my return to the boat in October, I installed a new knotmeter and a depthsounder — so I could at least 'see' the bottom — and headed south while the details of the settlement got worked out. My original plan was to sail down the coast in daysails of 20 to 30 miles. But after a couple of quiet days in the anchorage at Isla Piedras in Mazatlan, I talked myself into what I thought was going to be an 85-mile overnight passage to Isla Isabella. I had no idea that hallucinations would be involved.

The weather for the passage was great, with steady wind and calm seas.

The channel up the estuary to the marina in San Blas is usually well-marked and is lined with palms and other tropical vegetation.

As wonderful as the weather was, it also proved to be a very long night. When I reached Isla Isabella 17 hours after my departure from Mazatlan, I was exhausted from the constant steering, and happy to be done with the trip. Unfortunately, the anchorages at Isabella were all full. I had no choice but to push on another 45 miles to San Blas.

Ten hours later, after being awake for nearly 36 hours, I was motoring around breakers to get into Matanchen Bay. I was also hallucinating, so I 'saw' channel lights, rocks and small islands that were not on the charts. I would have done anything to have had radar. I finally just dropped the hook in 20 feet of calm water and went to sleep.

When I awoke the next morning, none of the obstacles I'd 'seen' the night before were there. I found myself anchored at the top of the bay 50 or so feet from several sets of long fishing lines. Singlehanded sailing is tough enough. Doing it without instruments — and especially without an autopilot or windvane — was no fun at all. I don't think I'll repeat that anytime soon.

Matanchen Bay is a big bay — about six miles long and two miles wide — located two miles to the southeast of San Blas. It's a wonderful anchorage, with gray sandy beaches and welcoming *palapas* lining the shore. The village on the north shore has a number of small *tiendas* and restaurants, but with a very limited selection of goods. The village is somewhat famous for its banana bread, and you will find a fresh baked supply of bread, muffins and other goods displayed in glass cases in front of most of the shops. The *palapas* on the north end serve a variety of fresh fish and shrimp, and the beer is cheap and cold.

The only drawback to the area are the *jejennes* (no-see-ems), for which the bay has an international reputation. The *palapa* owners all burn coconut husks throughout the day to keep the no-see-ums away, and most of the time they are not a problem. But nothing keeps them away at dusk. And if the breeze dies, which it does most evenings, you need to be as far away from the shore as you can be. You also need to be



behind closed hatches or screens, and covered in repellent. If you're not, you'll be eaten alive. The little nasties disappear again an hour or so after sunset, so you only have to be concerned about them for a short time.

There is still a shallow bar at the entrance to the San Blas Harbor, but it's not as treacherous as some would have you believe. I brought *Location* through the center of the entrance channel two hours after the high tide with about 18 inches to spare under her eight-foot keel. Once past the bar, the channel is well-marked with red and green channel markers all the way up to the Singlar Marina. I took a slip there for a couple of days to provision and prep for my next leg down to Punta Mita.

—j. 12/29/09

Last Resort — Catalina 470 Richard and Sharon Drechsler Alaska Compared To Mexico (Long Beach)

The difference between cruising in



J. MILLS

IN LATITUDES



PHOTOS COURTESY LAST RESORT

A study in contrasts. Spread; the utterly calm, blue and warm waters of Agua Verde on the west coast of the Sea of Cortez. Insets; the icy waters of Glacier Bay, and the raging currents of what could be any one of a number of narrows in Alaska. America's 49th state is big, Mexico is muy tranquilo.

Alaska and cruising in Mexico is something we discuss all the time on our boat. The Alaskan experience is a stark contrast to Mexico. Both are highly seasonal, but that's where the similarities end.

Winter sailing in Mexico could be described as Sailing 101. With few exceptions, the weather is benign, the sailing is consistently good — meaning moderate winds and calm seas — and anchoring is a cinch, usually in water no deeper than 30 feet. While the charts are horribly inaccurate, aerial photography, numerous cruising guides and online resources, GPS waypoints and radar make entry to the bays and marinas a straightforward matter — especially if attempted during daylight.

Alaska, on the other hand, requires a Ph.D in seamanship. Mariners must battle tidal fluctuations of up to 25 feet, and usually have to anchor on bottoms in deep — 60 feet is the norm — water.

More than once we had to anchor in more than 120 feet of water.

As if mariners in Alaska don't have enough to worry about with uncharted rocks, raging currents, williwaws, dead-head logs, violent storms, crab pots, big seas, and mechanical failures — which can quickly become life-threatening in the frigid waters — there are also cruise ships in narrow channels and icebergs and bergy bits north of 50°N. One member of the Coast Guard Auxiliary in Ketchikan told us that there are approximately 104,000 uncharted rocks in Southeast Alaska alone. If they can count them, why can't they chart them? Then there are water problems. Glacial silt plays havoc with watermakers, and potable water isn't readily available, especially in the upper reaches of

British Columbia.

The natural wonders of both Alaska and Mexico are spectacular, but hands down I'd have to give Alaska my vote for some of the most spectacular scenery on the planet. As we caught our first glimpse of Alaska in '08, I was immediately reminded of a comment a friend had made shortly before we left. "Everything in Alaska is big." What I saw as we crossed Dixon Entrance was majestic. There was a marked difference, as towering mountains, burdened by perennial fields of snow, came into view, and the steely blue water faded to an opaque gray that was deep and forbidding. Venturing off the beaten path, we quickly learned that Alaska has fiords rivaling those of Scandinavia.

Navigation is also complicated in Alaska, and there are no margins for error. Running the Zimovia Narrows enroute to Wrangell was a new challenge for us, and we actually had to backtrack to round some of the buoys. Given the speed of the current in the narrows, a navigation error can have dire consequences.

And all the modern navigation equipment available doesn't necessarily assure safety. Departing Craig, where we'd been held up for four days to sit out a particularly violent summer gale, we headed to Clam Cove. It was on this leg, having to pass through Tlevak Narrows, that we had our first real problem with currents. Having checked the current at

Everything seems to be oversized in Alaska — the mountains, the sky, the clouds, and even the Witness Protection Program.



Judging from her clothes, is Sharon in Alaska or Mexico?

LAST RESORT



LAST RESORT

CHANGES

the narrows on our chartplotter, I was sure our arrival at the northern entrance was well-timed to coincide with slack tide. Preoccupied with some last minute personal business before losing connectivity with the internet, I didn't double-check the slack tide prediction against



Even man's mortal enemies are big in Alaska.

the backup navigation system I maintain on the ship's computer. As we approached Tlevak Narrows, it was immediately obvious that something was terribly wrong. The red entrance buoy was hardly visible, as it strained at its moorings, barely holding station against the onrushing current of rapidly rising water. The water ahead was a boiling cauldron of dangerous eddies. Motioning Sharon to take the wheel, I bolted below and pulled up the tidal data on the computer. Much to my shock, we were heading into the full force of the spring ebb — with the outgoing current running near its maximum velocity!

To make a long story short, for the next two hours we battled to inch through the two-mile-long narrows. I often had to avoid eddies, some of which looked big enough to swallow our 47-ft boat. As I drove an erratic course of a drunkard, I watched in anguish as our speed over the bottom dropped to as low as two knots. As the speed dropped, the chances dramatically increased that I'd lose steering and our boat would be dashed against an uncharted rock or rocks at high speed. My hands cramped on the wheel and my shoulder muscles

Lots of warm weather, shallow water anchorages — such as La Cruz — make Mexico both an easy place and a popular place to cruise.



LATITUDE / RICHARD

burned for an hour. Sharon didn't say a word as I battled for our survival, but the terrified look on her face said it all.

Sailing in Mexican waters during the winter presents no such problems. The occasional Norther is the biggest weather danger, and these are usually forecast well in advance, and there are plenty of places to take shelter.

Culturally, however, I'd have to give the nod to Mexico. A friend we met along the way summed up the Alaskan culture by saying: "Everyone in this state looks like they're in the Witness Protection Program." Sharon and I laughed out loud, because we'd met a number of people who, if not running from the law, were surely running from something. During our four months in Alaska, I can remember only a few engaging conversations with locals.

In Mexico, on the other hand, there is an opportunity to study and learn the history and traditions of a rich culture that is so different from our own. And having taken fabulous trips inland, we encourage cruisers not to limit their travels to the coast.

I've been lucky to be able to travel around much of this diverse planet, and the people of Mexico are among my favorites. For the most part, they are dirt poor, and yet they would share anything they have with you in return for a smile and a *gracias*. Their sense of family is unrivaled in our culture.

Which cruising venue would I choose if I could only choose one? It boils down to one thing — the weather, stupid! We chose Alaska as our first major cruising destination because we wanted to get our cold-weather sailing behind us early on. In the entire summer we spent in Alaska, we only counted five — that's right, five! — days where it was 70° or more and sunny. The norm was grey overcast and frequent rain, punctuated by frequent gales. We've been enjoying the Mexican winter weather since arriving in Cabo San Lucas with the '09 Ha-Ha in November. I don't think we've had five nights when the temperature dropped below 70°. So the answer is simple: From now on, *Last Resort* will be following the sun. And a good part of our future cruising plans include Mexico — although we will be moving on to the Caribbean and the Med, too.

— dick 02/15/10



**X — Santa Cruz 50
David Addleman
New Boat, New Cruising Area
(Monterey)**

I'm a two-boat owner now, having bought *Red Sky*, the Santa Cruz 50 that Northern Californians Steve and Carol Easterbrook had cruised from San Francisco to Malaysia via the South Pacific and Australia over the last four years. Apparently they're looking to buy a boat to cruise in the Caribbean. *Red Sky* had previously been named *Entropy* when raced to Hawaii by Northern Californian Bartz Schneider. I still own the Cal 36 *Eupsychia* that I've cruised in Mexico for the last three years. I sure wish I could have closed the deal while standing at the helm of my new-to-me boat instead of while being 8,000 miles away in Northern California, as it was about as satisfying as phone sex. But the international transaction was simple, involving a hundred emails and a few phone calls.

IN LATITUDES



SPREAD; DAVID ADDLEMAN. INSET; LATTITUDE/RICHARD

Spread; Where else but at steamy Danga Bay Marina in Johor Bahru, Malaysia, could you find a locomotive — and free berthing for boats to 50-feet? Inset; After decades in the family and several years of cruising in Mexico, Addleman's Cal 36 'Eupsychia' is on the market.

There are probably more goofballs like me who think it reasonable to buy a slightly used cruising boat in Southeast Asia from a westbound cruiser who feels he/she has reached the end of easy cruising. Friends keep asking, "How long will it take to get your new boat back to California?" To which I reply, "Why? I'm going cruising."

The Easterbrooks certainly got the better part of downwind routing. However, I got a complete and proven cruising boat conveniently positioned in one of the world's great cruising areas. I have no desire to cruise westward across the Indian Ocean. Nor does shipping my boat to North America on a freighter appeal to me, as it's too many dollars and too little pleasure. Besides, the islands to the east of Malaysia along the equatorial Pacific are attracting my solitude-seeking heart. From Borneo east through Micronesia

and Kiribati, there are plenty of destinations to make a fine multi-year cruise. From there I may rejoin the annual Puddle Jump migration at the Marquesas, or bash through the Marshalls to Hawaii, the Pacific Northwest, then slide back to Mexico on the Ha-Ha.

Actually, I have no idea what I'm going to do, as I didn't think that far ahead. My only goal is to be at sea aboard a Santa Cruz 50. Since my daughter still has a year in high school, I'll be commuter cruising every month. I'm scheduling legs with friends, expect to take new friends along the way, and hope to do some legs singlehanded. The only downside I see to this adventure are those deadly transpacific flights.

Some people have won-

dered at my naming my new boat X. But yes, that's her name. I've got some reasons for doing it, but they're not very good ones. Maybe it's because 'X' is an old hobo symbol for "Don't knock here, unfriendly resident." Maybe it's because 'X' on a map indicates 'You are here', or marks where the treasure is. I really have no idea. X is just what I put on the registration form.

January update:

In the shadow of its wealthy neighbor, but better because of it, Danga Bay Marina in Johor Bahru lies just across the narrow Johor Straits from sparkling Singapore. Danga Bay is an ambitious but as yet unfinished urban development project promising all the dubious attractions of the good life. The development includes an amusement park, convention center, apartments, waterfront promenade, bandstands, restaurants — and, of course, the small marina in which I took possession of X. There's room to anchor out in front of the marina, and a few of the 50-ft slips are available for any length stay. The price for anchoring out is nothing. Oddly enough, it also costs nothing for a slip.

The Singapore and Malacca Straits, 13 miles to the southwest, are famously busy with shipping. But because of a bridge with an 82-ft clearance along the way, and the nearby causeway to

With a new-to-him hot-rod cruising boat in Southeast Asia, if Dave's future were any brighter, he'd have to wear two pairs of shades.



Wild monkeys, never a menace in Mexico, can be a cruiser problem in Malaysia.



CHANGES

Singapore, the waters are very quiet around Danga Bay Marina. And cruisers feel safe here. A simple unlocked gate and ever-present guards keep the non-boaters off the very nice docks. There is power available for a small charge and the water is free.



Addleman is heading to Malaysia, a Muslim country where the Jack Daniels is nonetheless sometimes free until 9 p.m.

The local Australian, Canadian and European cruisers seem to have the run of the place. The area is very quiet during the day, but comes alive at sunset when families and young romantics sit, stroll along the waterfront, and dine at several indoor/outdoor restaurants. The locals are friendly and helpful. And you can do just fine speaking only English, especially if you can remember what the British might have called something while they were running the place.

The marina is well-served by buses and taxis, to either downtown Johor Bahru, which is just two miles away, or the huge supermarkets that are even closer. Despite its being a lot of trouble and there being plenty of restrictions, people from Singapore flood over here to buy things at much lower cost than at home.

Needing to paint the new name on my Santa Cruz 50, I visited a nearby hardware store, which had its stock haphazardly stacked to the ceiling. A can of red enamel, two small paintbrushes, and a nice deck brush came to a total of \$6. Marine items and entertainment not

Langkawi, 'X's next destination, has surprisingly good marina facilities. And there's a chairlift to the peak at the upper right.

available near Danga Bay are certainly available in Singapore, which is about an hour's taxi ride away. But the ride goes through Customs and Immigration for both countries, so it's not something you want to do unless you have to.

The combination of a dirt cheap marina and low-cost flights to the many popular destinations in Southeast Asia make Danga Bay a popular base for cruisers. The social life is excellent around here, so it would be easy to stay. But I came here to sail. So after one more run to the supermarket, I'm taking off for the sailing center of Langkawi, about 400 miles to the north.

— david 01/15/10

Invictus — Buchanan 36 Jeff Graveline Cruising Cheap (San Diego and The World)

If you find yourself on the other side of the world, in places like Langkawi, Malaysia, where the living is easy and inexpensive, you'll meet a lot of folks with a world of cruising experience. That would include 47-year-old Jeff Graveline, who left San Diego 27 years ago.

When Graveline grew up in San Diego, he and his brothers were more into bodysurfing than sailing. Without easy access to sailing opportunities, they were pretty much limited to 'borrowing' Hobie Cats left on the beaches of Mission Bay. It was easy enough to do because they had their own set of Hobie Cat sails.

Joyriding Hobie Cats was one of the more sedate aspects of Graveline's life in the late '70s and early '80. "The beach communities were awash in drugs back then," he remembers. While he didn't say anything about taking any of those drugs, he did mention something about having a parole officer. As if the drugs weren't enough, Graveline had to endure a horrific family tragedy. During a heavy rainstorm, his three brothers decided to kayak the floodwaters. Graveline says they all died after being sucked down a drainage pipe.

"The deaths of my brothers and the amount of drugs in San Diego were too much for me," Graveline says, "In '86, when I was in my early 20s, I just had to get out of the States. So, I started tramping around on land. I spent some time kicking around Europe, spent a year in India, and worked



in Australia."

In '91, Graveline thought it was time to do something different. "The natural progression from backpacking seemed to be cruising on a boat. I didn't know shit about sailing, but I went to Florida and bought a Bristol 29 sloop for \$10,000. Teaching myself how to sail involved a steep learning curve. In fact, my Scandinavian girlfriend became so frightened that she returned to Finland. But I hung with it, sailed to the Caribbean, then crossed the North Atlantic to Europe via Bermuda and the Azores. I paid \$20/month to put my boat in storage at Lagos, Portugal, then hitchhiked to Finland, where I got a job on a big wooden schooner. In fact, I worked on that schooner for the next several summers."

In '96, Graveline sailed down the Red Sea to the Indian Ocean, hoping to make his way to Goa, India, where he had lived while backpacking. "I got into some rough weather, and my boat's hull began to 'oil can'. So I ended up going



IN LATITUDES



LATITUDE / RICHARD

Graveline, a colorful low-budget cruiser from San Diego, stands before an equally colorful wall at Amanda Coffee and Tea at Kuah.

to the Seychelles, where I sold the boat to a guy who knew how to solve the oil canning problem. But the Bristol had done me well. After cruising her hard for five years, I sold her for \$8,000 — just \$2,000 less than I had paid for her. Besides, she'd helped me become a pretty competent sailor. I could do just about anything with her and her 12-hp Yanmar diesel."

Having sold his boat, Graveline continued on to Kenya to be with his girlfriend. "She broke up with me when I got there," he remembers glumly. "That meant I didn't have a boat or a girlfriend." Graveline responded by traveling around by land again, and somehow ended up in Australia with a "nice girlfriend."

But two years without a boat was all he could take. In '98, he returned to Florida and made offers of \$10,000 on the five best boats he saw in what he calls a "boat graveyard" on some inland

waterway. Three of the offers were accepted, and he decided to go through with the purchase of *Invictus*, a fibergalss Buchanan 36 with a wood mast and boom.

On his way to Panama, his and his Aussie crew got hit by a hurricane. Jeff was washed out of the cockpit during one knockdown, and the boat suffered quite a bit of damage. After he returned to Florida, it would be a year before he could take off again.

For the last 10 years, Graveline has been sailing his modest boat all over the world — Colombia, Panama, New Zealand, Thailand, the Philippines, Taiwan, Malaysia and countless places in between. He's had to make money the entire time, but never found it difficult. For example, when he was based out of Cartagena, Colombia, he used to shuttle backpackers from Cartagena

to Panama because there is no road. "It was good money," he remembers. "I'd take four of them on a four-day trip, food and everything included. I'd charge them \$250 each, and clear \$400 in four days. That was a shitload of money for living in Colombia."

Graveline earned money the same way in Thailand for several years, charging about \$50 U.S. a day per person to go sailing. "You can live a styling life in Thailand on \$100/day. I loved it! I did this in the area between Krabbe and Langkawi, Malaysia. But ever since the

tsunami in '04, things have really gone upscale, with lots of high dollar villas having been built. Fortunately, there are still great little unspoiled islands on the west coast of Thailand. But I'm not going to advertise them."

One of the dangers of being a charter captain is falling in love with one of your passengers. Graveline so fell for a German woman that he left Thailand for the Med to be with her. After sailing halfway around the world, she broke up with him. But Graveline is philosophical about it, as her luring him to the Med meant he left Thailand two months before the Boxing Day tsunami of '04 killed tens of thousands of people. "Thanks for saving my life, bitch!" he laughs.

Surprisingly, Graveline hasn't been completely turned off by sailing long distances in the failed pursuit of women.

Graveline's love for a German charter guest in Thailand resulted in the Boxing Day tsunami not leaving his boat looking like this.



LATITUDE / RICHARD

The topography of the Krabbe area of Thailand made it one of Jeff's best charter areas.



THRAP THRAP

CHANGES

"I just met a gal from Alaska who was vacationing here in Langkawi with her 17-year-old daughter," he says. "We kept dumping the daughter off at guesthouses at night so we could be alone together. I'm thinking about crashing her world in Alaska, but she's threatening to come

back to Langkawi and do the same with my world. If we do get together, she'll be my first American woman in 20 years."

Is there any chance he might return to the United States?

"I don't see much point in returning to the States to shake the money tree — because there isn't much fruit left," Graveline laughs.

"Plus, the cost of living is so much lower in Southeast Asia. I used to be able to get by on \$5,000 a year, everything included. But now that the dollar has become worthless, I need \$6,000 a year. Of course, \$10,000 would be better, and if I had \$15,000 I could live an opulent life."

Graveline says \$300 a week is a lot of money if you have a boat in Malaysia or Thailand because, "the food hardly costs anything, you can anchor for free, and the immigration fees are reasonable. There are no problems with officials in Malaysia either, but in Thailand you don't want to tangle with the police, as it will cost you money. There are lots of great islands and anchorages in this part of the world, and the sailing is good, too."

As you might expect, Graveline is big on thrift. "I didn't paint my boat's bottom for five years. I had TBT — illegal in most places — on it, so that helped. But I just scrubbed and scrubbed the bottom."

A big sushi/sashimi platter like this can cost \$6 or less even in big tourist areas of Southeast Asia. It keeps the cost of cruising low. Yum!

I finally careened my boat for \$10, and put another coat of TBT on the bottom. It's been good for a year."

Graveline says there are no personal security issues in Malaysia or Thailand. "Everywhere in this part of the world is safer than in the U.S. Malaysia is the most cool of all, as there is almost no theft at all. I did lose an outboard off a dock six years ago in Thailand, but outboards are about the only thing that will tempt them. When I sailed through the Philippines last year, there was even less theft than there had been 20 years ago."

Given the ease of living, Graveline says there are lots of expat cruisers who base out of Langkawi. "This time of year, from November to May, it's actually better up in Thailand. But come June to October, when the southwest monsoon hits Thailand with winds up to 40 knots and black line squalls, most people head down here to Malaysia. The weather is always pretty nice here around Langkawi. It's certainly better than over in Borneo, where I did finish woodwork on yachts. It was so hot that I had to lay varnish on in the evening, because if I did it during the day, it would bubble up."

After more than 25 years of travelling by backpack and boat, what's next for Graveline? "I'm going to keep cruising until I figure out what to do with my life," says the 47-year-old.

— latitude 01/15/10

Weird Weather Around The Cruising World

Every year sailors say the same thing — "the weather has been really strange this year." But this winter there seems to be some truth to such claims.

California — particularly Southern California — has gotten some unusually good soakings. And there has been an uncommon number of huge swells along the California coast. Just ask the contestants in the Mavericks Surf Contest.

Cruisers in Mexico were shocked first by several waterspouts on Banderas Bay, then by a sudden blow along much of the mainland coast with winds to 80 knots. Such occurrences are rare south of the border. And as Steve Lannen of the San Francisco-based Beneteau 405 First *Full Quiver* wrote from Barra Navidad,



"During our first two years of cruising in Mexico, we never saw any rain. Not a drop. This year it's been a whole different story. And along with all the rain has come lightning — which no mariner likes — and thunder. I guess *El Niño* has made such a difference in the weather patterns that many of the boats that were going to head south or do the Puddle Jump are thinking about waiting a year."

And while it is tropical cyclone season in the South Pacific, an unusually high number of cruising boats have been adversely affected. Most *Latitude* readers will recall that Wayne Meretsky's Alameda-based S&S 47 *Moonduster* was claimed by tropical cyclone *Mick* in Fiji in December.

Cyclones in Fiji aren't unusual, but they aren't that common in French Polynesia. Yet in late January, Liz Clark was spooked enough by the approach of tropical storm *Nisha*, with winds to 50 knots, that she had her Santa Barbara-based Cal 40 *Swell* hauled out at Raiatea. "All the other boatowners were making fun of me," she writes, "but a

LATITUDE / RICHARD



An L.A.-style sunset in Malaysia.



LATITUDE / RICHARD

IN LATITUDES



Spread; Unusual but idyllic light-air sailing conditions in the Eastern Caribbean. Inset; 'Lite 'n Up' temporary on the rocks courtesy of Rene.

week later they were all begging to be hauled out as tropical cyclone *Oli*, with winds to 115 knots, took aim at us. *Swell* and I survived, but I was damn glad to be on land for that. It was scary! Fortunately, none of the other boats around here were severely damaged."

Then there is the Eastern Caribbean, where the above spread photo was taken in January, and where the winter sailing conditions have been ultra mellow. Instead of the usual 18 to 25 knots of 'reinforced trades' from the northeast to the southeast, with big seas and lots of squalls, most days from Christmas through the end of February featured 5 to 12 knots of wind, pancake flat seas, and winds out of the south-southeast — or even the west! There wasn't a drop of rain or a squall in the first three weeks of February, which is unheard of. Yet there have been epic north swells for surfing. There were three exceptions to the plac-

id, summer-like conditions this winter, and they were when large north swells closed the port at Gustavia, St. Barth on Christmas, on New Year's Eve, and then again just before Carnival in February.

And just as we were to close *Changes* for this month, we got the news from many cruisers in Tonga that Neiafu had been nailed by tropical cyclone *Rene*. It hit in mid-February with a reported steady 90-knot winds and some gusts over 140 knots. It was a huge storm, almost 600 miles wide. The boats in Neiafu were in the eye for about 90 minutes, which gave owners time to check on lines and chafe gear. But when the wind came back, it had shifted from the east to the north. Many boats dragged. In the case of Joel Stern's *Paradise Bound*, she dragged for 400

meters before grabbing the bottom in 120 feet of water. Stern drove into the wind for seven hours to lessen the strain on his ground tackle.

How would you prepare your cruising boat for a tropical cyclone if she was a 33-ft cat that only weighed 6,000 pounds when loaded for cruising? That was the challenge faced by 29-year-olds Tristan and Mindy Nyby of Los Angeles, who flooded the forward parts of the hulls of their 46-year-old CSK *Aita Pe'ape'a*, and hung tires from the bows.

"Apparently, we had a close call with *Lite 'n Up*, a derelict sloop whose owner didn't do anything to prepare for the cyclone," the couple wrote. "*Kuay*, which was moored next to us, wasn't as lucky, and sustained some damage to her bow. However, it isn't a structural problem, and can be fixed.

"Most of the cruisers," the Nybys continue, "including us, opted to stay ashore for the storm. Most of the buildings and homes stood up well, although a few houses were demolished. We were lucky enough to be house and dog-sitting for a local restaurant owner, and had a safe place to stay during the storm. The house was equipped with a generator, so we played Wii and watched movies throughout the night! Living in a village has shown us firsthand the sense of community on this island. In our neighborhood, everyone is working together to help repair damage to their neighbors' homes. The happiest group on the island is the pigs, as they'll be able to feast on fallen mangoes and breadfruit for weeks!"

The Nybys — a go-for-it couple who bought an old cat "dirt cheap" and modified her for cruising — have

'Aita Pe'ape'a', lower right, rides out the 80-knot winds of Rene at Neiafu with the cats 'Mariah', a *Catana 582*, and 'Cyber', a *Mumbly 48*.



The young and the bold: Tristan and Mindy.

SPREAD: LATITUDE/RICHARD; INSET: AITA PE'APEA

AITA PE'APEA

AITA PE'APEA



CHANGES

been having a ball crossing the Pacific on \$500 a month. We'll have their fascinating story in the April issue.

As we write this, another tropical cyclone is headed toward Tonga. We wish everyone the best of luck. No matter if it swerves away or not, we can only imagine that many more boats will flee the South Pacific next tropical cyclone season to the safety of New Zealand, Australia or Micronesia. — *latitude* 02/17/10

SCOTT FRATCHER



A Mooring's charter cat safely rides out Rene at Neiafu.

Zihua SailFest Pamela Bendall Smaller, But Still Successful (Zihuatanejo, Mexico)

Never underestimate the impact that a fleet of 18 registered cruising boats can have on a community like Zihuatanejo. For not only did each and every participant have a terrific time enjoying a host of activities throughout Sail Fest week, but more importantly, 46,000 pesos — \$3,500 U.S. — was raised directly by the cruising boats for the education of impoverished Mexican children. Through matching grants from various agencies, this amount will be doubled. As a result, another school will be built, and the lives of hundreds of Mexican children and their families will be enhanced forever.

Over 3,000,000 pesos — or \$250,000 U.S. — have been raised during the nine-year history of SailFest, and that money has gone to the education of the children in the surrounding region. Four schools have already been constructed, and more than 1,100 young children who would **Bill Lilly, top center, along with his crew and donating guests aboard his Lagoon 470 'Moontide' during the Sail Fest Sail Parade.**

otherwise not have been able to attend school were educated. It's the most impressive project of its kind in Mexico.

The event is unique in that it's put on by whichever cruisers happen to show up each winter. Within a week of most boats' arrival, the spirit of the event took over, and everyone began to work smoothly together. Thanks to the help of many volunteers and boatowners, Friday's Sail Parade attracted 138 paying guests. Also popular was the Pursuit Race, with 13 boats participating and finishing in the required time — despite the typically light Zihua winds. Singlehander Bob Smith with his Victoria, B.C.-based custom 44 cat *Pantera*, finished first, followed by singlehander Bernard Slabeck on his San Francisco-based Freedom 36 *Simple Pleasures*, with renowned SailFest contributor and racer Pete Boyce of the Tiburon-based Sabre 42 *Edelweiss III* taking third. Taking honors in the cruising division were Tom and Bobbi Hoffman on the Peterson 44 *Persistence* and John and Barb Van Tongerson aboard their Passport 40 *Naida*.

In addition to the cruising events, attendance at concerts, merchandise sales, chili cook-off, bake sale and a variety of other fund raising activities all combined to make SailFest 2010 a terrific success for everyone involved — and a wonderful legacy for our Mexican children.

— *pamela* 02/07/10

Cruise Notes:

"I can't believe that I'm in the process of planning my third straight summer of sailing the Med aboard my boat **Geja**, the San Francisco-based '76 Islander 36 that was posted as a distress sale in 'Lectronic while in the Med a few years ago," writes Andrew Vik. "I've logged over 3,300 miles on her in the 'Central' Med over the past two summers, and there is more to come. For '10, I'll head south

from Croatia to Montenegro, Albania (gasp!), and finally the Ionian islands of Greece before looping back to Croatia via the 'Achilles tendon' of Italy. Of the 20 one- and two-week legs I've planned so far, friends and acquaintances have filled my crew needs for 19 of them. Only once last year did I recruit unfamiliar crew, and he turned out to be a great local sailor named Andrew Wood, whom I met at *Latitude's*



'09 Crew List Party at the Golden Gate YC. So I'll be back at the *Latitude* Crew List Party at the Golden Gate YC — the new 'home' of the America's Cup — on March 10, again looking for young-ish, independent traveler types, in case my usual crewmates can't join."

"We launched **Flamingo**, our beautiful 48-ft Knysna catamaran, on February 2, rigged her the next morning, then sailed her out through the notorious Knysna Heads for sea trials that afternoon!" write an enthusiastic Tim and Susan Mahoney of Marin County. "We are back in the marina, where workers are finishing the trim and — now that the boat is in the water and the rig tuned — installing the doors. We are also fine tuning all of the systems, provisioning, and getting ready to leave for Cape Town the last week of February. We hope to set sail for the Caribbean in the first week of March. Despite the long-distance building process, it has been a successful experience, and we are very happy with the results. If anyone is interested, we'd be happy to share some of the safeguards

COURTESY SIMPLE PLEASURES



IN LATITUDES



BOTH PHOTOS COURTESY SIMPLE PLEASURES

Spread; Bob Smith's 44 cat 'Pantera' took first place in the racing division. Inset; Bernard Slabeck's 'Simple Pleasures' was second.

we put into place during the process to ensure a positive outcome."

As we understand it, the "safeguards" refer to being protected in the event you fly halfway around the world to pick up your new boat and discover that she's behind a padlocked gate. Anyway, we're thrilled for the Mahoneys. As for their trip across the Atlantic, friends like David Wegman of the St. John-based Block Island schooner **Afrigan Queen** suggest they stop at St. Helena and play a 'round' of golf at the one-hole course up on the hill near Napoleon's old digs. And, he highly recommends using Rosalind as 'the looper'. She was 92-years-old when she toted the two-club bag for Wegman's friends all day back in the late '90s, so if she's still alive, she'll still know the course better than anyone.

"We left San Francisco Bay in '03 and did the '03 Ha-Ha," write Glenys Taylor and Henry Mellegers of the San Francisco-based Cal 46 **Dreamcatcher**. "We

then crossed the Pacific, and for the last three years have been happily ensconced in our new home of Singapore. We keep our boat at Keppel Bay Marina, and therefore had a box seat when **California**, the entry in the Clipper Round the World Race, came in."

The organizers of the **Atlantic Rally for Cruisers** (ARC) report that interest in the 25th edition of their November rally from the Canary Islands to St. Lucia has already attracted 150 paid entries. Among them is one boat that also did the inaugural event — the Deerfoot 62 **Moonshadow**. She's now owned by George Backhus of Sausalito/Auckland, who is now in the 16th year of his circumnavigation.

The *Don Quixote* Girls — Jaime, 14; Mera, 11; and Aeron, 9 — who befriended and entertained so many cruisers on the Ha-Ha and in Mexico over the last two years, are going to be Puddle Jumping the easy way, on an Airbus 770," writes their mother Toast

Conger of the Seattle-based Lagoon 380 **Don Quixote**.

"After cruising from Vancouver to Zihua, running the nets for months along the Riviera, fishing, swimming, snorkeling, and playing with cruisers of all ages and styles, not to mention dancing on the roof of **Profligate** during Sea of Cortez Sailing Week, I didn't think Dean and my daughters would settle easily back into the 'real world' of the States. So while we ran our cruising kitty down to fumes, we decided to sell our cat and look for a lifestyle and location where we can work, but still let the girls explore the world.



Aeron, a real ham, is taking her sailing jones to Kiwiland.

As a result, we're packing everything into suitcases and moving to New Zealand. But as Jaime says, our family isn't done with sailing. 'Almost all the schools in Auckland have sailing clubs,' she notes. 'Did you know that Auckland is known as the City of Sails?,' Mera adds. Daddy Dean is also enthusiastic about our family's cruising future. 'While we loved our Lagoon 380, after sailing on Jim and Kent Milski's Colorado-based Schionning 49 cat **Sea Level**, and Steve May's Gualala-based Corsair 41 cat **Endless Summer** a few times, we know we're ready for a higher performance cruising cat.' Aeron wants all her cruising friends to know that she's going to have a car in Auckland, and that she's ready to take Puddle Jumpers when they arrive. That is if the nine-year-old can get a license and see over the steering wheel!"

"Other than the unexpected little glitches in things like billing, I have to say we've been absolutely *amazed* at the **With Mera changing hemispheres, we'll probably never know all the secret contents of the little case she always carried with her.**



LATTITUDE/RICHARD

LATTITUDE/RICHARD

CHANGES

internet coverage we've gotten from our TelCel Aircard and Wilson amplifier," report Richard and Sharon Drechsler of the Long Beach-based Catalina 470 **Last Resort**. "Other than a stretch from Manzanillo to Caleta de Campos, where we had intermittent service, we've been able to get internet access *everywhere* along the coast of mainland Mexico. We keep checking, but sure enough, there is a complete network of cell towers in place. As for the billing problem, when I tried to renew our service for another month, I was told that I needed to pay 100 pesos to activate it — even though I still had 2,300 pesos in my account from having prepaid for seven months. Anyway, it was quickly straightened out when I visited the TelCel office in Manzanillo."

"The following is part of an email I received from a German woman who has been singlehanded the Caribbean for the last 18 years," writes Jerry Blakeslee, who, after long stints of selling boats for Bay Island Yachts in Alameda and St. Martin, is now cruising the Caribbean aboard his NAB **Islomania**:



LATITUDE/RICHARD

Forget refrigeration and watermakers; the TelCel Aircard is the most critical bit of electronic gear on many cruising boats in Mexico.

"**Barmina** came back into the water after a three-month overhaul in Puerto Cortez, Honduras. We had three wonderful days at Punta Sal, and a sunny week at Utila. On Sunday afternoon, I

was sitting inside the new hard dinghy we'd built in Puerto Cortez, and I was screwing in the last screw to get the new dinghy ready for her maiden voyage. That's when I saw a speedboat, with two 250-hp outboards screaming, moving extremely fast along the shore. Suddenly, the boat made a little evasive maneuver to avoid something. But at such a high rate of speed, it threw everybody off the boat. The speedboat continued at full speed in a big circle, and I thought it might hit me and my dinghy. As it got closer, I knew I'd have to jump into the water to survive, so I jumped. The unmanned speedboat sliced my dinghy in half, then rose up and hit my boat's cockpit and dodger, slid up on the deck, cut through the shrouds, and broke the mast in two pieces. After coming to a halt, it slid backward into the water. That was three days ago, and we're still busy securing our boat. We dove on the mast and secured the stay. Maybe we'll be able to lift it in a few days. The mast is broken two meters above the deck, but it's still straight. The smash-up would

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have been something you'd laugh at in a James Bond movie, but it's been a real nightmare. In fact, I'm not laughing at all, as I'm going to have to work hard for at least a year to get *Barmina* back to being a sailboat and my home again."

"It's the Caribbean, so I don't know if the woman will get any money from the people who caused the damage or owned the boat," says Blakeslee. "Strangely enough, I was also hit while in my dinghy by a similar boat, but at Placencia, Belize. The boat that hit me still had people aboard, and they didn't stop, so I never found out who they were."

"I've enjoyed *Latitude* for more years than I recall," writes Tim Leachman of the Eagle Roost Marina in Golfito, Costa Rica. "I think it was the magazine that gave me, in '89, the lead to buy **Caribbee**, a '70 Islander 34. My mate Katie and I sailed her south from Santa Barbara around Christmas of '91, and spent two years in Mexico. I met the publisher of *Latitude* in Zihua in '93, after he offered a free beer to anyone who would meet him on the beach and offer a critique

of his dinghy-outboard combination. It was a good thing that I arrived first, because he ran out of beer in a hurry. *Latitude's* Ocean 71 **Big O** was anchored near us in front of Playa Ropa, and we made friends with the Casey and the rest of the crew. *Big O* later showed up at the Jungle Club in Costa Rica when we were in the area, but you left too soon for us to reciprocate on the beer. Anyway, 15 years ago, Katie and I started Land and Sea, a small cruiser's club with moorings next to the old Eagle Roost Marina, and have been lucky to meet sailors from all over the world. As the publisher no doubt remembers, back then Golfito had a very well-deserved reputation for dinghies being stolen and officials being corrupt.



Golfito has always been green. What's new and much better is that rampant dinghy thefts and the notorious 'Rambo' are things of the past.

Remember 'Rambo' from Immigration? We are still a generation behind Mexico when it comes to helpful officials, but things are mostly getting better. And there hasn't been a dinghy stolen in years. In fact, the reason I'm writing is to happily report that John from the Frenchy boat **L'or de Tempts** got his dinghy

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60	67.17	43.97	117.69	79.84	N/A	N/A	
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CHANGES

back after losing it while towing it to Jiminez in the dark. A fisherman found it, towed it back to Golfito, and notified the Coast Guard that he'd found it. All around Golfito there are more services, and the stores have more of what sailors need, so I encourage cruisers to visit us."

Thanks for the tour down good-memory lane! Sure we remember Rambo, who no doubt belongs in the *Latitude's* Hall of Shame. We're glad things are looking up in the Golfito area, and would love to get some reports from cruisers.

God knows we make plenty of mistakes, so we try not to be critical of other publications, but Peter Swanson's story about the Sea of Cortez in the February '10 issue of *Yachting* magazine had some ridiculously out-of-date information. For example, "Ultimately the government plans to spend \$1.9 billion to develop 27 marinas on both the peninsula and mainland sides of the gulf, spaced like rungs on a ladder, and never more than 100 miles apart." While the overall 'Nautical Stairway' concept was DOA, funding was cut off at the end of the Vincente Fox administration way back in '06, leaving



LATITUDE/RICHARD

The small Fidepaz Marina in La Paz is one of the Nautical Staircase facilities that actually got built. Nice new Travel-Lift, too.

11 Fonatur/Singlar marinas in place. They've long been up for sale. Swanson also mentions the proposed 'land bridge' for trucking boats from Bahia de Los Angeles and Santa Rosalita, a plan that

went by the wayside even before the Nautical Stairway did.

From time to time we've reported on medical costs in Mexico. Thanks to a painful left thumb, we've now got similar information on medical costs in **St. Barth, French West Indies** — which would usually come in last in any competition for the least expensive island in the Caribbean. The consultation with the emergency room doctor at DuBruyn Hôpital — the French leave out the 's' in hospital — before and after the X-rays came to just under 25 euros — or about \$34 U.S. The X-rays — using snazzy three-year-old equipment — came to about 23 euros — or about \$30 U.S. So the total hospital bill — there were no additional fees — for this foreigner came to 47 euros or about \$63 U.S. Care to guess what it would have cost in the U.S.? We were also prescribed some "really good" pain pills. Twenty of them at the local pharmacy came to just under \$5 U.S. — or about the price of one Viagra on many U.S. health insurance plans.

We've never understood why there hasn't been more term chartering on

At Latitude 38, we are often asked: Do your classifieds really work?

We'll let the following speak for itself...

"Dear Latitude 38 folks,

"We were greatly entertained by the ad in the 9/15 edition of *Lectronic Latitude*, featuring the Hunter Vision 36 for sale — right across from it, on the same page in the May 2008 issue, is an ad for an S&S 1983 Catalina 38 sloop, which we bought almost as soon as it was listed!

"We saw the ad, contacted the seller, took a look, made an offer, had the boat surveyed, and closed on the deal by the 18th of May, and we're convinced we got a great deal on a beautifully cared for older boat. We can testify to *Latitude's* Classy Classifieds as a terrific resource for boat buyers as well as boat sellers!

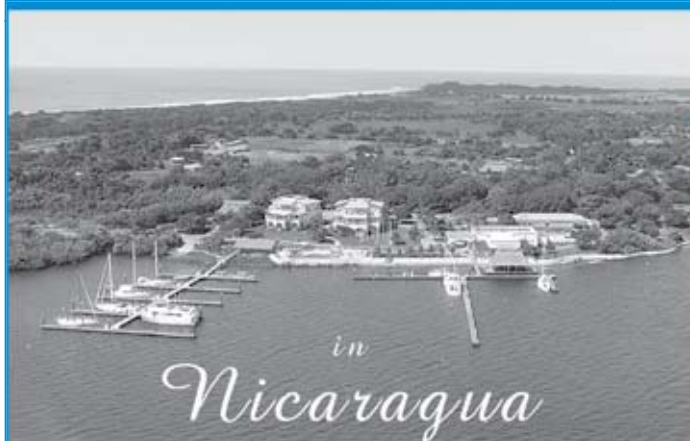


"We thoroughly enjoy the magazine and the e-mag, and we know we'll enjoy the Baja Ha-Ha when we do it — maybe 2009 will see us on your list!"

— Peggy Droesch
and Rory Hansen
Reaching Across the Slot
Windlassie, Catalina 38
Point Richmond

See this month's Classys & www.latitude38.com

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Banderas Bay, Mexico, as it is so much closer to the west coast than is the Caribbean, and it has so much going for it. For example, the air and water are warm on Banderas Bay, the afternoon breezes are reliable but die to nothing at night, and it's always flatwater sailing. Further, there are great destinations — Punta Mita, La Cruz, P.V. itself, the Tres Marietas Islands and Yelapa — and non-sailing activities such as hiking in the jungle, surfing, diving and hitting P.V. at night. What's it take to charter legally? According to one boatowner who is pursuing chartering as a way to keep cruising, you need: 1) FM3 status from Immigration in order to be the captain of your own boat; 2) A *Contrato de Fletamento*, which proves that a local resort is your sponsor; 3) A *Contrato de Deposito* with the Federal Tax Authority to set up a business; and 4) Operating permits from the local port captains, the Mexican Navy, and the Department of Tourism. Somehow we think this might be a lot more time-consuming and expensive than it might seem at first glance, but we'll be interested to hear how it goes.

"Having had a great time at Zihua SailFest, I'll soon be heading farther south," writes Pamela Bendall of the Port Hardy, B.C.-based Kristen 46 **Precious Metal**. "My plan is to go to the Galapagos and then Peru," advises the vet of the '08 Ha-Ha. "I'll be taking crew on ocean passages, but otherwise singlehanding. My plan is to sail westward around the world over the next four years and write a book about my experiences. This dream started five years ago when I turned 50, went through a divorce, and 'got the boat' in the settlement."

While at Langkawi YC in Malaysia, we came across a 19-year-old, 50-ft Alex Simonis-designed catamaran, **Planet Surf**, which had a large and complicated aluminum structure behind the main trav-



The aluminum structure on the catamaran 'Planet Surf' sort of looked like a giant cheese grater with solar panels on the top.

eller. When we asked the Kiwi skipper what it was, he said it was a surfboard rack for when he and his Asian wife and young child did surf charters among the Mentawai Islands off the coast of West Sumatra. "It holds 25 surfboards," he laughed. The only thing we saw on the docks of the yacht club that was funnier

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CHANGES

than that was a bunch of chain in a . . . suitcase!

For better or worse, we've run out of room in this issue for reviews of the controversial Norm Goldie of San Blas. About the nicest one came from Mark and Gail Strong of the Pollock Pines-based Dallimore 40 cutter **Mangareva**: "We met Norm a month ago after another cruiser had already assisted us and our boat — temporarily without an engine — into the estuary. We asked Norm where we could find a diesel mechanic. He wasn't able to come up with one, so we found one through the Singlar Marina, and passed the information to him. He was very appreciative. Our only other encounter was when we dropped off some school supplies at his house. We didn't donate any cash to any of his charities, although it was hinted that it would have been the proper thing to do. We think Norm is 'getting the message.' Although he is a bit overbearing and loves to talk on the radio, we think he's a nice guy who just needs to be ignored when he gets out of line. Norm does have a lot of knowledge to share with cruisers,



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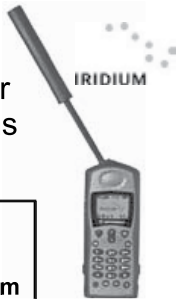
and seems to be well thought of among the local population. We would hate to see the cruising community cut off from that source of knowledge and/or avoid San Blas because of the situation."

We appreciate your opinion — but you can't help but wonder how current Goldie's local knowledge is when he doesn't even know there's a diesel mechanic at the marina in tiny San Blas. In any event, a group of cruisers who had gotten completely fed up with Goldie, particularly when he became vindictive, have put together a free Cruiser's Guide to San Blas. It's comprehensive in that it lists 49 spots of interest to cruisers, and is said to have the most current information. While all of the credit for compiling the guide goes to the cruisers, who don't seem very interested in getting credit for it, you can download it at www.latitude38.com/features/sanblasguide.html.

We'll have more reader reports on the controversial figure in San Blas in the next issue, but in the meantime we have this advice. If you want to use his information and/or contribute to his 'charities', no problem. If you don't feel like doing either, that should be no problem either. But if Goldie tries to intimidate you into not helping others,

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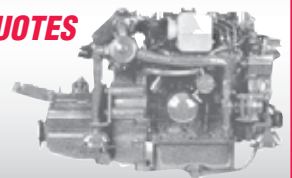
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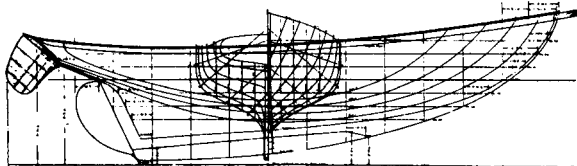
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ignore him. Remember, no matter what he tries to claim or imply, he has no official standing in the Mexican government. If he becomes vindictive, both the port captain's office in San Blas and the Governor's Office of Nayarit ask that you file an official complaint. Do it by going to: www.nayarit.gob.mx/contacto/escrabe.asp. Once a comment is left, you will receive an email back. You must click on the blue link provided to prove your message is not spam. Your complaint can be in English, because the governor of Nayarit and the aides who would read your complaint are fluent in English. Tourism is extremely important to Mexico, so officials want to be aware of anyone who may be damaging to it.

On a more lighthearted subject, if you're cruising the Caribbean and are wondering what week would be best to visit St. Barth, we recommend that you schedule it for Carnival week. And if you do, dress over-the-top for the event instead of showing up in civilian clothes like someone off a cruise ship. We did Carnival on the island again this year,

and had a fine time. In addition to all the normal Carnival fun, what makes it so unusual on St. Barth is that you get a total of about 5,000 white and West Indian locals, 'metropoles' from France, Americans and others; you also get stone broke people and billionaires; and you also get lots of drinking and ganja smoking. But what you never have are any bad vibes or fights, even though there's never a *gendarme* in sight. Where else does that happen?

In the French Islands only, the night after Fat Tuesday they celebrate the burning of Vaval — who is an only slightly disguised effigy of a plantation owner. At the end of the night, he gets burned at the stake to the sound of pounding drums before a large crowd at Shell Beach. As we understand it, the light-



Tropical weather, a plantation owner burned in effigy, dancing girls taking off their tops and jumping into the ocean — what's not to like?

ing of the pallets is run by the local fire department. Inexplicably, they bungle it every year, seemingly having no idea how to light a bonfire. Every time they make the same mistake of trying to light the highest pallet on the leeward side of wood pile. How they don't know they need to start on the bottom of the windward side is beyond us. Anyway, one of the incendiary crew became so frustrated this year,



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CHANGES



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that he grabbed a two-gallon jug of accelerant, and foolishly shook it over the struggling flames. In a matter of seconds, the clothes on the front of his body were in flames and he tumbled onto the sand. Instead of rolling in the sand, as everyone knows you should if you're on fire, he got

up and tried to run. Fortunately, he was put back down in the sand by the crowd, and the flames quickly extinguished. Vaval eventually went up in a glorious conflagration to the sound of cheers and pounding drums. If didn't hurt the atmosphere a bit that some girls swam topless in

the nearby surf. Yeah, you shoulda been there.

It will be March by the time you read this, but if you think the cruising season is over in Mexico, you couldn't be more wrong. March 16-20 will be the 18th annual **Banderas Bay Regatta** put on by the Vallarta YC at the Paradise Village

Resort and Marina. This is 'cruiser racing' in ideal conditions with big discounts on berthing, so we highly recommend it. About 30 boats participate. April 1-6 is the super casual **Sea of Cortez Sailing Week**, which is for cruisers who really love to sail. It starts and ends in La Paz, but most of the time is spent at Caleta Partida and Isla San Francisco. About 30 boats participate. The Club Cruceros de La Paz holds its **La Paz Bay Fest**, April 8-11, which is heavy on social events with one day of sailing near the end. Hundreds of people attend. And then there's the big daddy of organized events in the Sea, the Hidden Port YC's always popular **Loreto Fest** from April 30-May 2. You'll see hundreds of folks at this fundraiser. And after all these events, there's spring and early summer cruising in the **Sea of Cortez**. Many folks who have gone around the world have said that the Sea was as good — in its own way — as anywhere they went.

But no matter where you cruise or on what, we'd love to hear from you and publish your photos. Direct them to richard@latitude38.com. Happy sailing!

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30-FT CATALINA, 1981. South Beach, San Francisco. \$19,500. 27 HP 3GM30F Yanmar diesel with new transmission; new main, good 110 jib, wheel, recent beige leather interior, fresh bottom paint. TV/VCR, VHF. Exceptional condition, roomy daysailer. (415) 731-4956 or law-cbrose@sbcglobal.net.

30-FT NEWPORT III, 1982. \$26,000. Wheel, diesel, 3 jibs, roller furling, new mainsail 2006. Andersen 40ST winches 2005. Electrical wiring redone 2008. New head 2008. AM/FM/CD, cabin and cockpit speakers, VHF. Rigged for singlehanded. Pictures at www.The-Sailors-Place.com/n30-info.htm. (916) 961-3315 or rdpeiz@comcast.net.



30-FT RAWSON PILOTHOUSE, 1977. Berkeley. \$17,900/obo. Hull number 2 of 36. This William Garden design is a rare classic and ready to be somebody's dream cruiser or liveaboard. Many upgrades. Contact Jason. <http://groups.yahoo.com/group/rawsonownersnet>. (510) 206-5456 or jason@thefinerpoints.net.

31-FT PACIFIC SEACRAFT MARIAH, 1979. Sierra Point Marina. \$39,500. Bulletproof world cruiser. 3-cylinder Yanmar diesel installed 2008. Recent standing rigging. Gorgeous teak interior. 2 burner stove with oven. Isotherm refrigerator. September 2009 haul-out and survey. <http://sites.google.com/site/pacificseacraftmariah>. (510) 502-8901 or nicholas.clinton@gmail.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. (619) 616-9209 or csdales@yahoo.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 (click to enlarge) at website: <http://cd-30.blogspot.com>. (510) 910-2099 or mbritt@eyedocs.com.

30-FT COLUMBIA SLOOP, 1972. La Paz, Mexico. \$12,000. Blue water. 3 anchors, 400 foot chain/line rodes, storm sails, dodger, Force10 stove/oven, hot water, refrigerator-freezer. Solar power. Bottom paint. Raymarine Tridata, GPS, autopilot, Monitor windvane. Dinghy/motor. <http://picasaweb.google.com/zephod00/ColumbiaSale#>. zephod00@gmail.com.

30-FT WILDERNESS, EXTRA ACTION, 1984. Slip E27 RYC. \$12,000. 6' headroom, PHRF 120 Displ. 4200#. New in 2009: rigging, bottom, SC mainsail, hdfsail. Good 1,2,3 and 3 chutes. Carbon pole, Spectra halyards, Vectran spin sheets, outboard, solid vang. Raymarine WS, D, Speed, comp. (510) 830-9574 or simonwiner@gmail.com.



30-FT CAPO. Schumacher design/Westerly built, 1984. San Diego. \$34,000. Rare find. BIG 30 footer. Well maintained. Full sail inventory, new main, full headroom, full electronics - 5 displays, Yanmar diesel. Great race record. Email for more photos/info. (650) 450-3496 or david_vierregg@intuit.com.

32 TO 35 FEET

J/32, 1997. \$99,000. Great racer/cruiser. Fast, fun, comfortable, easy to singlehand. Many working and racing sails. 2 mains, 4 jibs, 3 spinnakers with pole. Yanmar diesel. New bottom paint. More at www.pberr.com/j32. (415) 497-0795 or hollander242000@yahoo.com.

33-FT STEEL SLOOP, 2006. Lowrie, San Rafael. \$52,000. Custom designed and built. 28hp Beta diesel, Monitor vane, Hogan full batten main and genoa, Lavac head, Raytheon radar/GPS, extensive ground tackle, stainless steel galley, shipmate stove/oven. Lines plan, pics, survey on request. (707) 895-2813 or derwinski@pacific.net.

34-FT SAN JUAN, 1984. \$39,000. Price reduced. Fast comfortable, blue water cruiser, excellent condition. 6' headroom, galley, sleeps six, rod rigging. Roller furling headsail, 150% genoa, main, working jib, in good condition. 3GMD Yanmar, Achilles dinghy, large bimini. (510) 420-8956 or nino@access-print.com.

33-FT HOBIE, 1982. \$16,000. Lift keel with trailer, 8hp Honda outboard. Very good condition. Lots of sails. (415) 285-9732.

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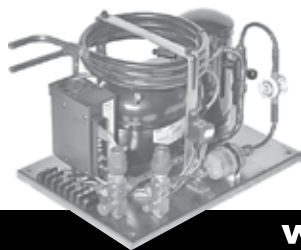
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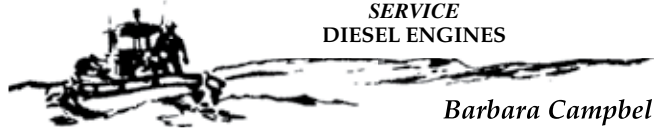
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35-FT SANTANA, 1982. Tiburon. \$18,000.

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32-FT PEARSON RACER/CRUISER.

1979. Alameda. \$22,000/obo. 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.

J/32, 1997. Emeryville. \$99,000/asking.

Great racer/cruiser. Fast, fun, comfortable, easy to singlehand. Lots of working and racing sails. 2 mains, 4 jibs, 2 spinnakers (with pole). Yanmar diesel. New bottom paint (10/09). www.pbert.com/j32. (415) 497-0795 or hollander242000@yahoo.com.



34-FT CAL MK III, 1978. Ventura. \$9,000.

Lapworth design, well-equipped, in good condition and still actively sailed. Asking price reflects hole in oil pan due to corrosion. See more at www.sailboatlistings.com/view/15602. (815) 341-2505 or (707) 480-4982 or robert-baron@uiowa.edu.

34-FT CATALINA, 1986. Puerto Escondido, Baja Sur, MX. \$49,500.

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32-FT DOWNEASTER, 1977. Brookings, OR. \$36,000/or trade.

36-ft LOA, with choice beach front moorage in Brookings, OR. New bowsprit, rebuilt mast. New Groco toilet and Lectra San. Complete boat, but mostly dismantled with everything in dry storage. (541) 251-1520 or jrhdmh@gmail.com.



34-FT ERICSON, 1989. Alameda. \$49,900.

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35-FT BREWER ALUMINUM

Cutter, 2005. Friday Harbor, Washington. \$273,000. Price reduced. New in 2005 and readied for a 2009 trans-ocean voyage but an unexpected change in plans. Full details at website or give a call. www.milliej.com. (360) 704-8003 or milliej@gmail.com.

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36 TO 39 FEET

(36-FT LOA) 28-FT LYLE HESS-DSN. Bristol Channel Cutter. San Rafael, CA. \$52,000. Built at Sam B. Morse Yard, Costa Mesa, CA. Never launched. GRP. Custom hardwood deck and house, bronze ports, new Saab diesel. Fully found, needs to be rigged. Includes trailer. (562) 899-0774.

38-FT CATALINA, 1984. Stockton Sailing Club. \$32,000. Best price you'll find for this classic racer/fast comfortable cruiser! Diesel. Hard dodger, new windows. Hard bimini, solar panels, full cockpit enclosure. Radar, VHF, SSB, AM/FM stereo, CD changer, autopilot, microwave, refrigeration. 44# Bruce, Lewmar vert. windlass. Heavy and light sails, gennaker, adj. whisker pole. Cabin-top winches, sheet stoppers, extra cockpit winches. Gelcoat peeled and glassed. Epoxy barrier coat. Pix and much more info on request. Must sell! (209) 365-7433 or (209) 329-5512 or g.a.robinson@sbcglobal.net.



37-FT CUTTER, 1971. Key West, Florida in Sunset Marina. \$24,000. Ready to sail, cruise the Bahamas and live aboard. Excellent condition always maintained. New autopilot, holding tank, inverter, AC, Wood 1971, Skipjack design by Thomas Gilmer. All quality fittings. In a protected quiet Key West liveaboard dock @\$499/mo. George. (813) 391-0470 or georgetheleo@hotmail.com.

38-FT ISLAND PACKET CUTTER RIG. 1988. Punta Gorda, Florida. \$134,900. Proven cruiser, turn key ready to cruise. Complete details and many photos on www.yachtworld.com. (941) 916-0646 or (941) 380-2818 or sealoco@aol.com.

37-FT TARTAN, 1976. Maryland. \$37,000/obo. Good old boat for sail. Circumnavigator. Profurl, radar, SSB, solar, wind gen, '08 FB main, windlass, Raymarine 6002 autopilot, fridge, hot water, Freedom 10, Force 10 propane stove & heater. Centerboard missing, still sweet sailing. S&S design. jcdfoe52@yahoo.com.

38-FT HUNTER 380, 2000. Alameda Marina #350. \$89,500. Priced to SELL. Radar, autopilot, Yanmar, chart plotter, electric winch, inverter, good shape. (503) 332-3334 or pbpme@hotmail.com.

38-FT CATALINA 380, 1998. Alameda \$116,000. Exceptionally clean inside and out. Well equipped. Professionally maintained. New bottom 01/10. Priced for quick sale. Call: (209) 612-8128.



36-FT PEARSON 365 KETCH, 1977. Marina Village Yacht Harbor, Alameda. \$53,000/obo. Liveaboard. 40hp Westerbeke diesel. 3 new sails. New 2005-standing rigging, refrigeration, entertainment and electronic systems. Rigid bottom inflatable. More! \$53K/obo. (925) 457-4957 or sailonchap@yahoo.com.

39-FT YORKTOWN, 1980. Richmond. \$26,000. Full bed in aft cabin, V-berth, CNG gas stove/oven, microwave, refrigerator, freezer, ice maker, VHF, radar, GPS, depth finder, 50hp diesel, electric windlass, electric head, separate shower. Great liveaboard. (209) 743-6275 or vik@inreach.com.



37-FT CREALOCK/PACIFIC SEACRAFT. 1985. Anacortes, WA. \$159,000. Proven offshore cruiser. Newer Yanmar, Max-Prop, standing rigging, lifelines, interior, portlights. Comes with all offshore gear, liferaft, Monitor, watermaker, step-down transformer, Wavesstopper dodger, Icom SSB, VHF, AIS, Avon dinghy. Refurbished and well maintained. (360) 301-6878 or crealock168@yahoo.com.

36-FT UNION - CUTTER RIGGED, 1986. Oregon. \$110,000. Beautiful documented sailboat w/large salon and separate shower. New Isuzu engine ('03 - 200 hrs). Full cockpit enclosure - all new canvas in '03. Great layout for live-aboard. Excellent condition. More at www.ablboats.com/details.php?id=81027. suzieandpete@msn.com.

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. (415) 272-5789 or skipper@getawayonthebay.com.

37-FT CREALOCK, 1980. Monterey. \$55,000. 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.



38-FT KETTENBURG, 1956. 3 Available. "Nice boat!", "Beautiful boat!", "Gorgeous boat!" heard many times from other boaters during every sail. Enjoy character, admiration, and fantastic sailing while sustaining the heritage. Details at: www.sailk38.com (916) 847-9064 or steve@paradigmpilgrim.com.

38-FT HUGHES SLOOP, 1970. Monterey, CA. \$21,000 or serious offer. Sails well. 70 hours on near new diesel engine, h/c pressure; cold box, needs upgrades. (831) 915-4984.

36-FT ISLANDER, 1973. Aeolian YC, Alameda. \$21,900. New low price. Health forces sale. Universal 35hp 180 hrs. New aluminum fuel tank. New exhaust system. Main, 130 jib new Schaeffer furl drum, spinnaker. All boat-related equipment included. (510) 521-5432.



38-FT DOWNEASTER CUTTER, 1977. San Carlos, Mexico. \$49,900. Strong sailboat ready to cruise anywhere. Single Perkins diesel engine. Great value. Call us or email for more information. (435) 256-8844 or sailingaloha@yahoo.com.

37-FT CSY SHOAL DRAFT- PLAN B. 1979. Ft. Lauderdale, FL. \$47,500. Clean, 50hp diesel, Marine AC, refrigeration, stay-locs, self-tailers, elec. windlass, davits, Roller furling, Mack Pack, radar, autopilot, GPS. 4 new batteries, Pullman berth, separate shw. 120 g. fuel, 50 water. Watermaker. Priced to sell quick. ALL glass-no coring in deck or hull. Turn-key. www.meridianpilothouse.com. (305) 390-2701 or pilothouseking@aol.com.



38-FT HANS CHRISTIAN. World traveller, 1979. La Paz, BCS, Mexico. \$69,900. Capable world traveller safely ready. Complete overhaul. Solars, Monitor windvane, Autohelm, new refrigeration, stove & cushions, refinished exterior top-to-bottom, dinghy, like-new mainsail and jibs, pictures on apolloduck & yachtworld. (612) 154-0051 ext:LaPaz. malcolmwm@aol.com.

36-FT SLOOP, 1975. Marina Bay Yacht Harbor, Richmond, CA \$30,000. Good running condition, ready to sail. Survey report from 2009 available. Contact Butch at Tradewinds Sailing School and Club. butch@tradewindsailing.com or (510) 232-7999 or (510) 415-2747.

40 TO 50 FEET



CAL 40, 1967. San Pedro. \$75,000. Completely restored Cal 40 hull # 96. New mast and rod rigging, new engine, drive train. Rewired plus new tanks and holding tank. Hull and deck paint 2005, bottom 9/09. All white with white cruising canvas. Race equipped with three spinnakers 2003, new main and #1, roller furling, 5 more sails. Toe rails replaced and deck seam sealed 2007. http://abrieifhistory.org/?page_id=67. (949) 233-6684 or (949) 582-5434 or mtkenney1@cox.net. 26782 Cadiz Circle, Mission Viejo, CA 92691.

44-FT KELLY-PETERSON, 1977. \$140,000. Extraordinary. Purpose built for life in the tropics. Green power keeps systems running while others are running their motors. Refit 2008: solar, LED lights, big alternator, big batteries. Most beautiful boat in any anchorage: new canvas and new paint in Herreshoff-style palette. New rig, new electronics, new electrical system, new plumbing, custom features. Full set of sails, spinnaker and gear. Just hauled. Baja Ha-Ha '08, Puddle Jump '09. Details at website. Contact Mike. www.thinwolfadventures.com. (509) 860-9614 or wardski@thinwolfadventures.com.



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45-FT LOA LAURIE DAVIDSON. IOR design, Burson, CA. \$90,500. *Infrared*. Cross-over racer/cruiser. Now a roomy swan-like cabin "furniture boat". New refrigeration, microwave, new extra batteries, with perfect sine wave inverter for internet-computer navigation station. 3000 Autohelm, walk-up sugar scoop transom for Avon dinghy with 6hp Evenrude. Like-new fully battened Dacron with dbl reef (self tacker) with Harken roller furler 100% jib. We almost made it for the Baja Ha-Ha last year, but family illness made change of plans. Compares well with any boat in performance and accommodation. Contact Ray Lopez. (209) 772-9695.

50-FT COLUMBIA, 1967. Ventura. \$85,000. Legendary sloop designed by Bill Tripp. Comfortable liveaboard. Fast cruiser, sleeps six, dinette, galley with freezer, fridge, propane stove and oven, lots of extras. Perkins diesel. Haul out and survey August 2008. (805) 443-9206 or (805) 658-1415 or email cconnally@islandpackers.com.



45-FT SPARKMAN & STEPHENS. Seafarer Yawl, 1962. San Francisco. \$85,000. Yacht *Soltura*. Built in Holland of solid fiberglass. Sea-kindly and easily handled by two people. Contact Jerry. (415) 435-3513 or gsumsey@yahoo.com.



HERRESHOFF CARIBBEAN 50. 1978. Napa Marine. \$199,500. 14.5' beam, 6' draft, Perkins 6-354, radar/AP/SSB-Ham, VHF, Probe, 6 person raft, spares, tools, dinghy/motor. Fresh interior refinish. Not a fire sale. Serious inquiries only. www.sailboatlistings.com. (707) 834-4798.



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41-FT MORGAN CLASSIC MODEL. 1991. San Carlos, Mexico. \$98,000. Primo condition. Equipped and ready to cruise. Center cockpit, great liveaboard, must see to appreciate roominess. Recent survey. See blog for equipment list and current photos at <http://sailboatvagari.blogspot.com>. (520) 825-7551 or stanstrebeg@gmail.com.



44-FT KELLY PETERSON, 1977. Kemer Turkiz Marina, Turkey. \$110,000. Fully loaded for cruising Kelly Peterson 44, *Grace*. 85hp Perkins engine/rebuilt 2009, rigging new 2007, tools, many parts, all equipment including watermaker, solar panels, wind generator, diving equipment, new water tank, new diesel tank 2010. Start your cruising life on the beautiful southern coast of Turkey. Check out Kemer Marina, *Grace's* home, online at www.grace44.com. (702) 838-2902 or (702) 767-8322 or jking38701@aol.com.



43-FT MORGAN CATALINA, 1985. Moss Landing. \$110,000. Tall rig. Total refit completed. Haul out and new bottom paint. New rigging including Hi-Mod turnbuckles, new interior, ports, wiring. Engine room re-insulated, low hours on Perkins 108. New lifelines, plumbing, and Raymarine electronics. Autohelm, A/C, refrigeration, windlass. Completely enclosing dodger. Two large berths, two large heads w/ shower. Comprehensive renovation. Well respected cruising boat. Great liveaboard. Pictures at website: www.capitolareef.com. (831) 464-0234 or (831) 464-0318 or capitolareef@yahoo.com.



41-FT HUNTER A.C., 2002. Bay Area. \$154,500. 2 GPS chartplotters, radar, wind/speed/depth/auto, generator, flat screen plus much more. Cruiser ready and low hours. Fresh bottom job, August '09. (530) 242-1064 or (530) 941-0738 or amylesliehomes@yahoo.com.



50-FT CHALLENGER, 1974. Guaymas, Mexico. \$96,000. Motorsailer. Space and comfort of a powerboat in a performance sailboat. Roller furling main and jib from cockpit. Mast steps. Hydraulic two station steering. Newer Perkins engine and Kubota generator. 600 diesel, 400 water. 2000W inverter-charger. Perfect liveaboard. Full kitchen with upright 12v refrigerator/freezer. Bright open salon, 7ft headroom. Full beam aft stateroom, head with tub. Forward head. Two Microphor waste systems. New Imron paint hull and top. jimmerison@aol.com.



42-FT TAYANA VANCOUVER Center cockpit, 1987. \$144,900/price reduced. Very well maintained, fully equipped for blue-water cruising. Upgraded interior, 2 heads 1 electric, separate shower, island master bed, solar panels, wind generator, wind vane, lots of upgrades and spares. <http://pacificcruising.blogspot.com>. herronsflight@yahoo.com.au.



50-FT HOLLMAN CUTTER, 1989. Marina Bay YH, Richmond, CA. \$199,900. Major refit '03 from keel to masthead, LPU, barrier, rigging all redone. All sails furling from cockpit for safety, easily single or double handed. SSB, autopilot, VHF, GPS, elec windlass w 300' chain, lrg chart table, lrg galley, reefer w sep freezer, two staterooms, two heads. 280 water, 85 diesel. Strong, fast, cruising cutter w/NO TEAK. Call or email for more info. (520) 906-4351 or franke2u@aol.com.

51 FEET & OVER



65-FT FREEDOM, 1981. Berkeley Marina-L-Dock. \$75,000. 3-masted schooner. One of a kind, needs work. 200hp-Volvo Penta diesel about 100hr. Carbon fiber mast, sail plan not finished. Bottom good shape. Liveaboard over 10yrs. Open House to view Sundays from noon to 5PM. (510) 701-5846.



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34-FT GEMINI 105MC, 2005. Redwood City, CA. \$155,000. Shipped August 2005. Screecher, heater, hammock seat, microwave, Furuno NavNet GPS/radar/target tracking/fishfinder, Proline 2000W inverter/charger, NewMar battery monitor, 200AH gel batteries, 9ft RIB/8HP Honda 4-stroke, Fortress F28, Honda EU2000 generator, new upholstery and new bottom June 2009. Much more! loon.asea@yahoo.com.

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REDUCED

Beneteau First 40.7 (2001)

White Dove won the 2008 West Coast IRC Championship and is in top condition.
MAJOR PRICE REDUCTION



Swan 43 (1977)

Designed by S&S and with the Nautor Swan pedigree for engineering and construction, this one-owner center cockpit yacht is exceptionally maintained, fully outfitted and ready to go offshore cruising. It is a 'Must See'. Asking **\$149,000**



Swan 45 (2003)

Race or cruise. *Rancho Deluxe* won her class in the TransPac and was second twice in the Big Boat Series. This boat has all the gear to go cruising and is in perfect condition. **\$625,000**



Jarvis Newman 36 (1978)

Classic flybridge "lobster boat" of Maine build quality. Single engine (160 hrs), queen V-berth with enclosed head. Excellent condition, well maintained and lightly used.
Asking **\$139,000**.



REDUCED

Swan 371 (1981)

A Ron Holland design which is very well equipped with newer electronics, sails and has been well maintained.
Asking **\$95,000**



Swan 40 (1996)

Frers design, exceptionally well maintained, 2-cabin performance cruiser. Awlgrip Flag Blue hull, comprehensive sail inventory, and full in-slip cover. Asking **\$309,000**



Santa Cruz 52 (1993)

Beautiful, fast cruiser, set up for shorthanded sailing. Maintained to very high standards, the hull has been repainted in stunning red with new bottom paint. Asking **\$490,000**



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41' SCEPTRE RAISED CABINTOP CUTTER, 1985

Professionally maintained local boat shows VERY nicely inside and out. Leisure Furl in-boom system w/Hood main, Harken roller furler and 105% Hood jib, updated electronics, more. **\$195,000**

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40' BENETEAU FIRST 40.7, 2003 The First 40.7 combines the excitement of a sleek racer with all the comforts of a luxurious cruiser. This one is a well-equipped beauty that shows new inside and out. She's the deep version (preferable for the Bay). **\$179,000**

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43' HANS CHRISTIAN, 1978

Classic offered for sale by original owner. New teak decks (this was a \$40,000 job alone!), Awlgrippped hull, updated interior, optional larger diesel and Telstar performance keel. **\$169,000**

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38' HANS CHRISTIAN, 1984

Great shape and extensively updated, epoxy barrier coated bottom, stunning professionally maintained brightwork, low time on Yanmar diesel, heavy duty offshore dodger, much more. **\$124,000**

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46' SEA STAR CUTTER, 1981 Vessel refit after circumnavigation and ready to go again! Replaced teak decks and rigging including chainplates, extensively refurbished interior. Sturdy cruiser ready to take you any place you want to go. **\$115,000**

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48' C&C LANDFALL PILOTHOUSE CUTTER, 1980

Spacious raised salon performance cruiser that's competitively priced and lying in a transferable Sausalito slip. **\$109,000**

See at: www.marottayachts.com



35' J/BOATS J/105, 2000 Lightly used and very clean, includes the factory Comfort, Systems and Custom Wheel options, plus dodger, roller furler, and 2009 mainsail, 2008 jib, three spinnakers, more. Transferable Sausalito YH slip. **\$109,000**

See at: www.marottayachts.com



37' HUNTER 376, 1999

Very spacious, light and airy, this vessel shows as new; must see to appreciate. Out-of-country owners motivated; offers encouraged. Sausalito Yacht Harbor slip can be arranged. **\$97,000**

See at: www.marottayachts.com



38' HANS CHRISTIAN, 1979

Shows well inside and out with the Burmese teak interior in particular showing beautifully. Hull recently buffed and waxed. Teak decks in fine shape as well. **\$94,000**

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32' CATALINA 320, 1998 Very clean (down below shows as new) and well fit out (charplotter, AP, heat/AC, dodger, bimini, etc.) deep draft model that's competitively priced and lying in a transferable Sausalito slip — a nice turn key package! **\$79,000**

See at: www.marottayachts.com



34' JEANNEAU SUN ODYSSEY 34.2, 1999

Professionally maintained, extensively updated. New sails, Harken roller furler, canvas and isinglass, electronics, batteries. Yanmar diesel serviced annually, bottom just painted, much more. **\$77,000**

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41' MORGAN OUT ISLAND, 1979

Center cockpit ketch. Never cruised and fresh water kept, she shows much newer than actual age. Note all new stainless steel ports. **\$64,000**

See at: www.marottayachts.com



38' INGRID, 1984

Clean, never cruised one owner example with low time on diesel engine (only 155 hours), custom finished interior, much more. **\$59,000**

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30' NONSUCH ULTRA, 1987

Professionally maintained, the interior is flawless and the exterior comes close. Note the transferable Sausalito Yacht Harbor slip with great view. **\$54,000**

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40' CHALLENGER KETCH, 1973

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38' MORGAN Slp. Yanmar dsl, roller furling, 2 spinnakers & big inventory. Self-tailers, radar, GPS/plot ++. Solar, invert, full galley. Cruise ready. Dink and outboard. Lots of gear and VERY NICE. **Asking \$48,950**



58' ALDEN BOOTHBAY MOTORSAILER center cockpit ketch. Dsl, genset, air/heat, new upholstery, much recent refitting & refinishing. Loaded w/cruise gear, AP, radar ++. Great comfortable bluewater cruising w/excellent layout & more! Ask **\$268,950**



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40' X-YACHTS X-119 SLOOP. Famous Danish builder, Racer-Cruiser one design by Neils Jeppesen. Loaded with gear, radar, New Volvo Penta diesel in 2000 and MORE! Proven ocean winner in Melbourne-Osaka Race. **Asking \$109,000**



45' C&L SEA RANGER SUNDECK. Outstanding condition & equipment, 3 strms, incl. queen, twin dsl, 2 enclosed heads w/showers, fridge/freezer, full galley, genset, radar, GPS, AP & more. Tastefully decorated & ready for Alaska or Mexico. **Asking \$169,450**



43' EGG HARBOR FLYBRIDGE SPORT FISHER. Twin Cummins diesels. An outstanding vessel and more! 'Eggs' are from the finest yacht-building traditions of the USA East Coast. A RARE FIND and an OUTSTANDING VALUE! **Asking \$64,950**



33' CLASSIC LAKE UNION Dreamboat by Blanchard. Yanmar 75 hp turbo diesel. Graceful and lovely with artistry throughout. Classic yachting and a great deal of pleasure awaits you. **Asking \$24,950**



37' HUNTER CHERUBINI with cutter rig. Yanmar diesel, autopilot, cruise equipped, dodger. Mexico veteran and MORE! Very popular and well thought of design. **Asking \$34,900**



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32' GRAND BANKS Trawler. Classic '70. Dsl, dual helms, full electronics, TEAK decks, economical + MORE!... **Try 11,000**
28' BAYLINER 2850 FLYBRIDGE SEDAN. New VOLVO/GM 300 hp V8, economical & 30+MPH reported. Just completely refurbished & refitted to exceptional condition..... **Asking 19,950**
27' FARALLON Pilothouse, '86. F/G, twin 5L V8s, fast and seaworthy. Just detailed and very nice..... **Asking 51,950**
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