

Latitude 38

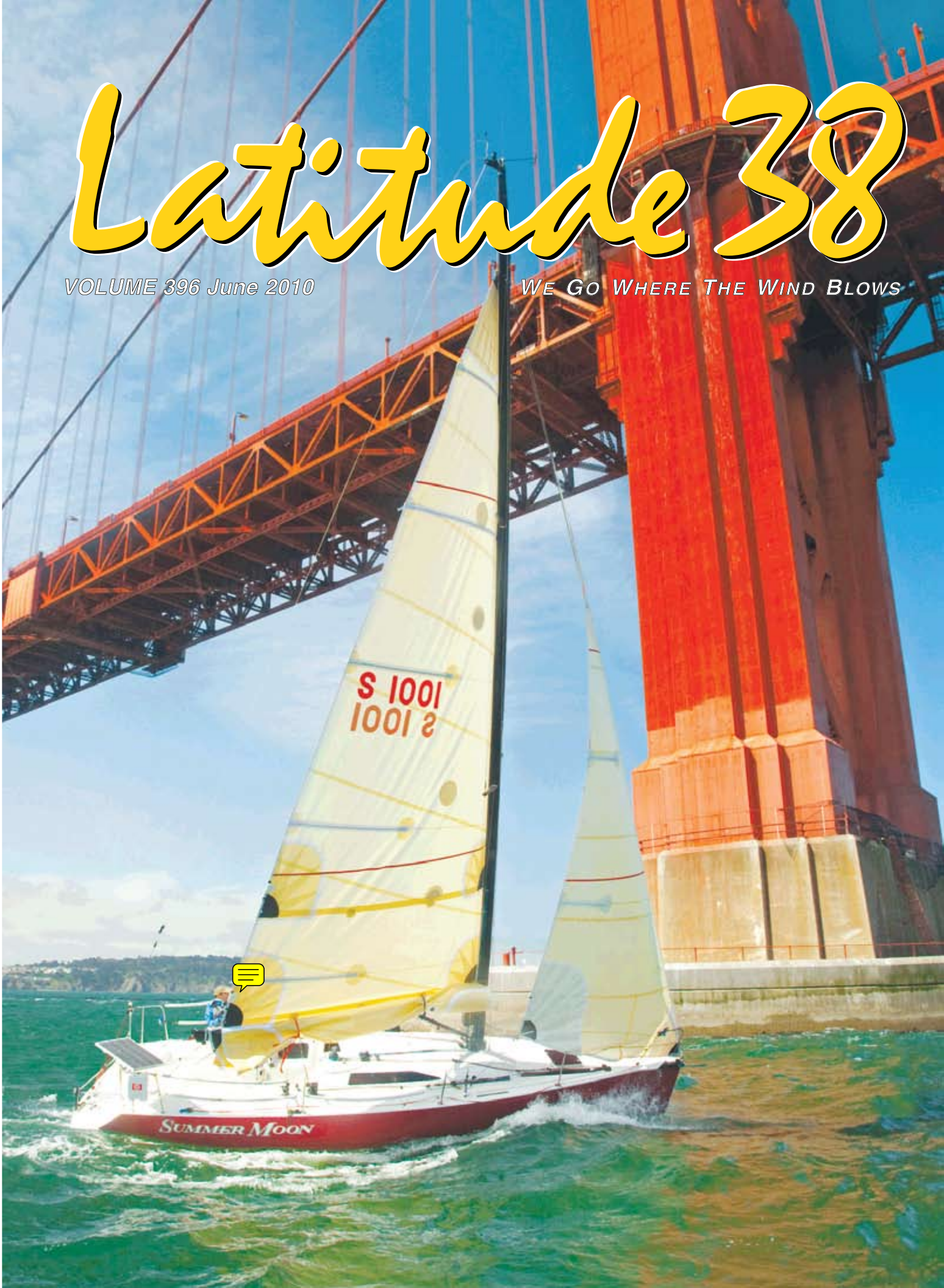
# Latitude 38

VOLUME 396 June 2010

WE GO WHERE THE WIND BLOWS

JUNE 2010

VOLUME 396



# GOT CREW?

"We sailed south with the '97 Baja Ha-Ha fleet and never looked back," explains Bill Fleetwood of the Monterey-based Gulfstar 50 *Blue Banana*. "Now, 13 years later, we are still sailing. We've circled 3/4 of the globe, seen 40 countries and, like the Energizer Bunny, we



BLUE BANANA

**With a little luck, a Crew List connection can lead to grand adventures. Just ask Bill and Sam Fleetwood.**

just keep going and going and going!"

Because Bill met his wife Sam through *Latitude's* Crew List, we consider the Fleetwoods to be the ultimate poster children for our long-established crew-finding service, which — like similar services around the world — has successfully brought together thousands of skippers-in-need with eager crew members for every type of sailing you can think of, from low-key daysailing to hardcore transatlantic ocean racing. In some cases, a casual sail on the Bay has led to the fulfillment of world cruising dreams that neither skipper nor crew initially imagined.

We can certainly appreciate the sense of self-reliance that comes with solo or short-handed sailing. But more often than not, our attitude toward bringing along extra crew is: "The more the merrier!" It just seems to be a whole lot more fun and relaxing that way, assuming you select new crew members carefully.

That said, we know from experience that finding ideal crew members — especially for long-haul offshore trips — can be a tricky business. The same is

true for sailors looking for a crew position — while there are plenty of competent, big-hearted skippers out there, you occasionally come across a despicable Captain Bligh.

So, with the summer sailing season upon us, and the fall cruising season right around the corner, we thought we'd share a few crew-finding and ride-finding tips that we've gleaned over the years, as well as some insights from *Latitude* readers.

### Promote Clear Expectations

— Ideally, the process of taking on crew should be a win-win situation for everyone. That is, everyone should go away feeling positive about the experience, rather than either the captain or crew feeling that they've been misled, taken advantage of, or otherwise abused. If you hope to achieve that goal, our recommendation is to strive for clear communications right from the get-go, so that everyone has realistic expectations.

For anything longer than a daysail, skippers need to be crystal clear about what they will expect from their crew, long before casting off the docklines:

- How will watches be organized?
- Other than watchstanding, what boat chores will crew be responsible for? (Navigation, cooking, cleaning?)
- Will crew be expected to contribute to provisioning expenses and other trip costs? If so, how much and when?
- What 'personal space' will crewmembers have? (Will they be assigned pipe berths, a private cabin, or be expected to hot-bunk?)
- What's the deal with showering?
- What are the rules about alcohol?
- What sort of communications, nav and safety gear is aboard — and functioning? (Our reports in *Sightings* about the sail training cutter *Columbia* illustrate why this one's important.)

Even if you're only looking to recruit crew for daysails on the Bay, it's smart to let your crew know what you will expect from them and what they should expect from you — right down to the small stuff, like who's responsible for bringing the sandwiches and beer.

Jeffrey Kirk has used *Latitude's* Crew List for the past 15 years, both to find crew and to find rides. "In the past few years," he says, "it's been our experience

— and also some friends' experience — that new crew hasn't been reliable, and that people expected a free ride, then would jump ashore as soon as the boat was tied up to the dock." To Jeffrey's way of thinking, "Crew should help put the boat away, stowing lines and sails, and helping with a quick hose-down." We agree, but while such long-standing

*For many skippers, the fact that a crew candidate has only limited experience is not a deal breaker.*

traditions may be engrained in many of us, newbies sometimes need seemingly obvious elements of boating etiquette spelled out for them — i.e. "Please don't jump on my brand new Lexan hatch-ess!"



CHARMIEL

# — THE MORE THE MERRIER

**Be Honest** — As with any successful relationship, it's essential that captains and crew members be honest with each other, or the mood on board can deteriorate quickly.

First and foremost, captains (or boat owners) need to be honest with themselves and their crew about their own sailing abilities. If, as captain, you misrepresent your prowess, or lack thereof, doing so will invariably backfire on you — possibly by inspiring your crew to jump ship at the earliest opportunity. If your skills and experience are a bit shaky, say, for making the 500-mile run from the Bay to San Diego, instead of trying to make up for your shortcomings by taking on more experienced crew, you'd probably be wiser to hire a

*Below: Trish Gilbert (second from right) and the 'CharMel' crew greet the ARC Rally race committee as they cross the finish line. Right: Mark and Sandi Joiner (far right) still have happy memories of goofing around with new friends during the 2000 Baja Ha-Ha rally.*

licensed professional skipper to come along. He/she will insure that you'll reach your destination safely, while helping you fine-tune your sailing and

seamanship skills along the way.

Likewise, potential crew should be honest about their abilities. For many skippers, the fact that a crew candidate has only limited experience is not a deal breaker. A crewperson's at-



LATITUDE / ANDY



itude is often much more important. Mike Joyce, skipper of the Catalina 36 MK II *Interlude* recruited at least three crew from *Latitude's* Crew List for last year's Ha-Ha. As he says, "Some may find it interesting that sailing skills and experience were not high on the list of required skills. Those can be learned on the trip." Instead, his focus was on finding fun-loving crew with upbeat attitudes, and by all accounts he put together a great crew. "We were packed tight, six deep on a Catalina 36. We'd never sailed together, and we had one of the best times you could have on a boat for two incredible weeks."

If a skipper or potential crew member has serious medical issues, and/or is taking prescription medications, that info should be shared up front. Especially for offshore trips, we don't think a captain would be out of line to ask crew (of any age) to produce a note or a standard physical from their doctor showing that they are fit enough for strenuous physical activity. Conversely, crew shouldn't feel intimidated about asking health-related questions of the skipper.

One of the most delicate issues in signing on as crew — especially for women — is trying to assess whether

# GOT CREW?

a skipper is simply looking for an able-bodied watchstander or a bunkmate. So if you're absolutely *not* interested in romance, be sure to make that abundantly clear from the start. Bill Fleetwood of *Blue Banana*, tells us that to this day his wife Sam insists "she was not looking for a man" when they met. He, on the other hand, was definitely open to finding a lovely lady to go sailing with him, as he was "between engagements" at the time.

Facilitating romantic hook-ups has never been the intention of our online Crew List or biannual Crew List Parties, but hey, it happens. We're pretty sure the Fleetwood's romance isn't the first Crew List relationship that resulted in tying a nuptial knot.

**Get to Know Each Other** — We'd estimate that roughly half the couples who do the 750-mile Baja Ha-Ha and the 3,000-mile Pacific Puddle Jump rallies *do not* take additional crew, even though they must know that they'd be a lot less physically exhausted — and possibly have more fun — if they brought along a few extra bodies. We strongly suspect that in many cases the reason is that they're afraid they'll end up with some know-it-all nut cases or high-maintenance prima donnas who will be more trouble than their worth, even if they do have stellar sailing resumes. But it doesn't have to be that way.

Whether interviewing crew candidates for a trip to the Delta or an ocean crossing, smart 'recruiters' take the time to get to know potential inductees *before* offering them a berth. Ideally, of course, you'll want to go out for a sail or two with potential crew so you can assess their seamanship skills as well as their personality traits. But if that's impractical, find other social settings — a restaurant rendezvous, a ball game, a picnic — where you can get to know each other in low-stress surroundings. As with meeting a blind date, if the chemistry just isn't there, you simply go your separate ways.

And it's not just skippers who should push for such exchanges. If, as a potential crew member, you're going take time off work and spend your hard-earned cash on new gear and plane tickets, you'll want to be sure you're not signing on with a stumble-down drunk, axe murderer or obsessive-compulsive neat-freak who will take the fun out of the trip. Whether you're looking for crew or for a ride, we don't think it's unreasonable to ask for references from

past skippers or crew members. (If doing this seems awkward to you, just say you've had a bad experience in the past and are a little gun-shy.)

In the case of *Interlude's* memorable '09 Ha-Ha crew, Mike Joyce explains,

*"The biggest lesson I learned about finding rides is the importance of avoiding desperation."*

"The crew decisions were made early enough for us to get to know one another even though we were scattered from the Bay Area to D.C to Seattle. We emailed constantly on menus, values, good and bad jokes, equipment lists. . . You name it, we discussed it. That focus on 'getting on the same page' morphed

into 'staying on the same page' once we got underway.

*L*atitude's Crew List isn't the only useful crew source out there, but for longer than we can remember, it's helped sailors connect for all sorts of on-the-water adventures.

"When you requested readers' experiences with the Crew List, I felt I had to respond," writes boating writer Mark Joiner, "as there have been soooo many great ones over so many years!

"My first Crew List Party — now decades ago — was at the Encinal Yacht Club, and I wound up with a notebook full of skippers' phone numbers and boat

*Below: At the start of last year's Ha-Ha, the fun-loving spirit of 'Interlude's (Where's Waldo?) crew was obvious. Right: At the event's Cabo beach party, crewmates Ben and Emily were audience favorites during the notorious 'From Here to Eternity' kissing contest.*



# — THE MORE THE MERRIER

names. And as I recall, I went out for the first time the very next day."

He was a neophyte back then, but his skills quickly improved as his gung-ho attitude landed him all sorts of rides — not all of them completely successful. "One particularly entertaining early ride was on a Merit 25 on a windy day in The Slot. We were flying the spinny in big winds. Suddenly — inexplicably — the skipper put the helm hard over and the boat accidentally jibed, throwing the foredeck into the drink and putting the boat on its ear. I was working trim at the front of the cockpit when I looked back

and saw a look of frozen horror on the skipper's face. I shouted 'Let go of the tiller!' He came to, let the tiller go and the boat righted herself. I took over and picked up the foredeck crew, which was my one and only real (wo)man overboard to date, thank God. Of course, this all happened directly in front of the big picture windows at the St. Francis YC about cocktail time."

Predictably, as Mark's skills improved the quality of his rides improved. In '94, for example, he got a ride aboard PJ and Kathy Panzl's Cavalier 39 *Jolly Mon* for the very first Baja Ha-Ha rally. "What a



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blast! I had done some ocean sailing by this point, but this was becoming addictive. I remember one night being on watch and calling the others up into the cockpit as there were about 200 dolphins in our wake kicking up the phosphorescence like some psychedelic video. Simply amazing. We all started spontaneously singing the Buffett song — which was the boat's namesake — about the dolphins and the *Jolly Mon*."

Sometime later, Mark found himself in Angel Island's Ayala Cove rafted up to a group from Club Nautique in Alameda. "To make a long story short, I met the school's director, and soon became a cruising instructor at the club." Several months after that, he met his wife Sandi in one of his classes. "So indirectly the Crew List is even responsible for my marriage." Sometime after doing the 2000 Ha-Ha aboard their own S&S 40, *Ku'uipo*, they moved to Maui, where they're now raising two kids — "and still sailing whenever we can."

Young Ben Lee was one of the lucky sailors who got invited to join *Interlude* on last year's Ha-Ha. Afterward, he was determined to keep going. "I had a great

experience using the Crew List, as well as walking the marina docks to connect with boats heading south," he says.

"The biggest lesson I learned about finding rides is the importance of avoiding desperation. It's a fine line to play between hopping on any old boat heading your way and being picky and waiting for the perfect boat to come along. Because that perfect ride is rare.

"But what I experienced is that there is always another boat — in the next slip, in the next marina, arriving the next day. If your instincts tell you to say no to an offer, say no. Literally, be honest and don't leave people hanging.

"Use your skills — be they expert sailing skills, cooking skills, conversation skills, or just personality skills. They're all valid and worthwhile attributes that add to your qualifications as a positively contributing crewmember. Happy skippers talk to other skippers and are often helpful in finding you the next ride." When we last heard from Ben a few months ago, he was headed across the Pacific to French Polynesia aboard a big, fancy yacht.

"When my boyfriend and I split up in '05," explains Trish Gilbert, "I im-

## CREW TIPS FOR RACERS

### **How to get and keep a crew spot:**

- Do not exaggerate your abilities or experience. When you're found out, you'll probably alienate yourself. (Riding the rail on an SC50 during one regatta does not make you an experienced sled racer.)

- When talking to owners, be realistic about how much time you can commit to their program.

- Don't be a flake. If you can't make a race, let the owner know as far in advance as possible.

- Show up in time to help set up the boat and stay afterwards to help clean up and stow.

- Offer to help with deliveries.

- Ask if there's anything extra you can do to help. The expense and energy involved with running a racing program is considerable, and most people who are capable of doing so already have demands on their time. So do whatever you can to make it easier on them.

### **How skippers can keep good crew:**

- Don't be a 'screamer' no matter how frustrated you get.

- Be as prepared as you can be.

- Have realistic expectations about results based on the amount of preparation you and your crew have put in.

- Don't hold crew accountable for mistakes that could have been prevented by practicing or better planning.

- Respect the fact that your crew's time commitment to your program can be just as significant as yours.

- Allow crew who show interest to take a turn at the helm, if only before and after races.

# GOT CREW?

mediately signed up with the Crew List. I had intended to get on the daysailing list, but somehow — perhaps through my own mistake — I was listed on the cruising list. Within days, I received a couple of calls from skippers who needed crew for sailing to places like Europe or the Galapagos."

The third call came from Tom Miller, who was buying a new boat in Mallorca, Spain, a Bavaria 46 named *CharMel*. He was planning to bring it to the Pacific in a series of legs, including the '06 ARC Rally. "Now *this* was something that I found quite intriguing," recalls Trish. They met in person at the Strictly Sail Pacific boat show that year, then worked together over the next few months procuring boat gear which was shipped to Europe.

"I met the boat and the rest of the crew for the first time on a Thursday evening (Thanksgiving, here) in the Canary Islands and spent two days provisioning before the start of the ARC on Sunday at noon.

"Our crossing was one of the best experiences of my life: sailing among

dolphins and a large pod of whales; 0300 watch with the Milky Way above and the bio-luminescent life in the sail-

*"Our crossing was one of the best experiences of my life."*

boat's wake; the midway party; catching a 6-foot blue marlin; and finally seeing the lush green foliage of our landfall after 21 days at sea. Thank you for your Crew List!"

**T**here's been a longtime perception that access to sailing is difficult — unless, of course, you own your own boat. We say that's a myth. If you have basic sailing skills and an upbeat attitude, there are all sorts of skippers out there who may have a crew spot for you for everything from daysailing to world voyaging.

It's also a myth that every boatless sailor looking for a ride is a sponger who's eager to take advantage of boat owners. In our experience, often the crews that seem to be having the most fun are made up of sailors from diverse backgrounds and skill levels, each of whom adds his or her own set of talents to the mix.

— **latitude/andy**

*If you're not familiar with our Crew List, we encourage you to check it out at [www.latitude38.com/crewlist/crew.html](http://www.latitude38.com/crewlist/crew.html). Because it's online and available 24/7, listings in a broad range of categories are constantly updated.*

*And if you're already a Crew List user, we'd love to hear your suggestions for making the system more useful to you. As always, our goal is simply to facilitate fun on the water by connecting would-be crew members with skippers-in-need.*

*Mark your calendars: Our next Crew List Party — which is focused on Mexico cruising — will be held September 8 at Alameda's Encinal YC, 6 - 9 p.m. See you there!*

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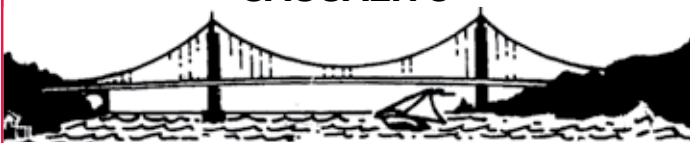
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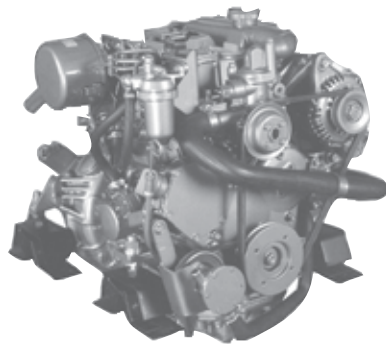
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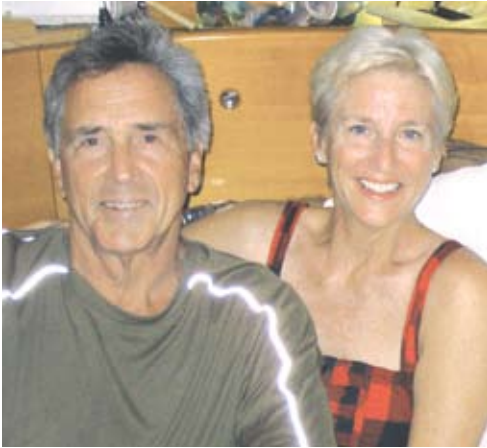
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# THE UNPRONOUNCEABLE ARCHIPELAGO —

**H**ow far would *you* sail for the privilege of swimming with giant manta rays in the wild?

Last December the promise of communing with such wondrous creatures



CIRQUE

**When Louis and Laura headed south in '07 they planned to cruise for only a few months. But they're having too much fun to do go home.**

inspired Louis Kruk, his wife Laura Willerton, and three additional crew to sail 240 miles offshore from Cabo San Lucas to the Revillagigedo Islands. This remote Mexican archipelago has been designated as a protected Biosphere Reserve since the mid-'90s, and is often referred to by both scientists and sailors as Mexico's Galapagos.

**When the wind kicked up, pumice from these powdery hills launched into the water and worked its way into pumps aboard 'Cirque'.**



CIRQUE

Not only did Louis and Laura find giant mantas, as advertised, that measured 15 to 20 feet across, but during their 12-day stay they also swam in close proximity to turtles, schools of huge pelagic fish, and several species of sharks. All in all, their off-the-beaten-track adventure proved to be one of the most memorable highlights of the three years they've spent cruising Mexico aboard their Beneteau First 42s7 *Cirque*.

That doesn't surprise us. According to avid divers Scott and Cindy Stolnitz of the Switch 51 *Beach House*, the four-island archipelago often appears on lists of the world's top 10 dive sites. And Scott, who's scuba dived all over the world, places the nearly unpronounceable Revillagigedos (ray-vee-ah-he-hay-dos) on his personal 'top three' list.

The good news for adventurous sailors is that, although these craggy volcanic anomalies were once strictly off limits, these days the Mexican government actually encourages cruisers to visit them. The idea is that the additional eyes and ears of sailors will help the Navy protect the area's delicate ecosystem from poachers and commercial fishing operations. Years ago, there were great slaughters of both mantas and sharks here — some of which were caught on film.

**"S**eeing the giant mantas was definitely the biggest thrill of the trip," says Louis. "You can go out swimming not far from one of the San Benedicto anchorages and there will be six or eight of them around, peacefully feeding. They don't pay any attention to the fact that you're there." He explains that they feed via twin funnel-like cones on their heads — called cephalic fins — which scoop up large quantities of zooplankton and krill. "If they've gone through a big concentration of nutrients, they'll perform spectacular backflips two or three times in a row to get themselves back into the heart of the food source." Mantas are black on top, but as they flip, their snow-white underbellies are revealed.

"When they're not feeding," Louis adds, "they twist their cephalic fins into a corkscrew



shape. Then they'll come over and interact with you in a playful manner."

During their stay, the *Cirque* crew had a great time snorkeling and diving on the pinnacles, or 'bommies', that lie near anchorages on the main islands of San Benedicto and Socorro. But according to Chuck Houlihan and Linda Edeiken — who spent a total of nearly 12 weeks in the islands during the past two winters aboard their Allied 39 *Jacaranda* — in order to access the best diving that these islands have to offer, you need an extraordinary amount of ground tackle. "We sat at Socorro's Punta Tosca for 2 1/2 weeks anchored in 105 feet of water," recalls Chuck. Unfortunately, *Cirque* just wasn't set up for anchoring at such depths.

**D**espite the allure of the mantas, a visit to these islands is clearly not for everyone. Not only is it a long sail out there — *Cirque* logged 350 miles on her



# MEXICO'S GALAPAGOS



CARLOS EYLES

**Reminiscent of the tail light fins on a late-'50s convertible, two dedicated remoras cling to the back of a majestic giant manta.**

return leg to Barra de Navidad — but you're not allowed to step ashore anywhere in the archipelago, and must be totally self-sufficient during your visit. Apart from the Naval bases at Socorro and Clarion, the islands are completely uninhabited, so there's no possibility of procuring food, fuel, water or other supplies. And while several anchorages do offer good holding in at least partially sandy bottoms — Binner's on Socorro being the best — all are subject to wrap-around surge action which can make even the best-protected anchorages roly at times.

"You'll feel like you're out on the edge," writes Chuck in his excellent mini-guide (downloadable from the Southbound Group site at [www.yahoo.com](http://www.yahoo.com)). "There are no totally secure anchorages, and you may have to run to sea if the weather changes."

As Louis and Laura found out, semi-protected anchorages can quickly turn to lee shores when the wind clocks around. "We had several peaceful nights, but out there you definitely won't find flat-calm anchorages such as Tenacatita and Chameña." (Both are popular cruiser haunts on the mainland.)

Another potential annoyance comes from the volcanic pumice that erodes into the sea and can become suspended in the water of some anchorages. "Some of the pumice is positively buoyant, and some is neutrally buoyant," explains Louis. "As a result, all the saltwater intakes on *Cirque* were pulling in floating gravel about the size

CIRQUE

of peas." Since only her diesel's intake was equipped with a strainer, Louis and his crew ended up having to service every other saltwater pump on the boat. "Wow! What a project to disassemble all the galley cabinetry so we could get to the saltwater pump under the sink!"

Despite these challenges, though, adventurous sailors generally rave about these unique isles. A visit to San Benedicto is reminiscent of some of Ecuador's Galapagos Islands, in that one side was completely reformed when the Bércena volcano erupted violently in 1952. Sailors refer to the rough fingers of solidified lava that jut out into the sea as the Lava Delta. Well-protected grottoes there provide a favorite anchorage (about 50-feet deep) that's punctuated by lava pinnacles. Chuck and Linda spent a full three weeks there last year: "Mantas would swim by the boat almost every day. . . We were able to ride them and rub their bellies." Just to the east of the anchorage, Chuck explains, is a place he and Linda call Turtle Point, where they spotted turtles "almost every time" they dove there.

About a hundred yards from the anchorage lie a cluster of bommies that rise to 25 feet beneath the surface. On a calm day, you can dinghy out to them, drop a hook and snorkel to your heart's content in an aquatic wonderland of fish and rays.

Socorro lies 32 miles to the south. Upon arrival all boats must check in with the Navy base at Navy Cove via VHF. Expect to be boarded by friendly but serious soldiers who will check your paperwork and possibly your freezer also — evidence of fishing will land you in big trouble.

**At San Benedicto's Lava Delta, you can see the craggy remains of a lava flow in the foreground, with a mountain of pumice in the distance.**



# THE UNPRONOUNCEABLE ARCHIPELAGO

Nearby, the sandy bottom and relatively shallow depth (35 to 50 feet) of the well-protected Binnars cove make it a sailors' favorite, especially in rough weather. It was here during Louis and Laura's trip that conditions were finally calm enough to have a dinner party with sailor's from neighboring boats.

Several more anchorages that offer prime diving attractions lie to the west, including The Aquarium and Punta Tosca, which is renowned among naturalists as a humpback whale nursery. "The diving at Punta Tosca was terrific," writes Chuck. While free diving in a shallow cove along the west side they saw "great fish, turtles, lobster and even some sharks." According to Scott Stoltz, seven species of sharks are endemic to the area.

Because these islands are so revered, you won't be surprised to learn that you have to jump through a few hoops to get permission to visit them on your own boat. But securing a permit is essentially free, and by following the step-by-step guidance of Chuck and Linda's online guide, plus a tip sheet produced by Scott and Cindy (also downloadable via



**Before setting out, everyone aboard must obtain a National Park Passport, which is good for entry to facilities throughout the country.**


the Southbound Group at [www.yahoo.com](http://www.yahoo.com)), complying with the various layers of bureaucracy is relatively painless. It can take several weeks to receive your completed documents, but you may begin the process far in advance of your stated departure dates.


In addition to paperwork for the boat, every person in your crew will need to get a Mexican National Park Passport (\$25 at many Mexican marina offices) in advance of departure.

**A**lthough gentle mantas have been studied by both scientists and laymen for decades, these curious creatures are still only minimally understood. It's been theorized that they live roughly 30 years and may not reach sexual maturity until around age 10, at which time they bear a single live pup. And it's fascinating to learn that while they often skim the surface during the day, research has shown that they may scour the bottom at night, hundreds of feet below the surface.

As we all know, government policies can change as unexpectedly as a wind shift. So if you're an adventure-hungry sailor with an affinity for Mother Nature's wilder places, perhaps you should consider an expedition to the 'unpronounceable archipelago' while the offer is still on the table. Who knows, we might see you out there ourselves.

— **latitude/andy**









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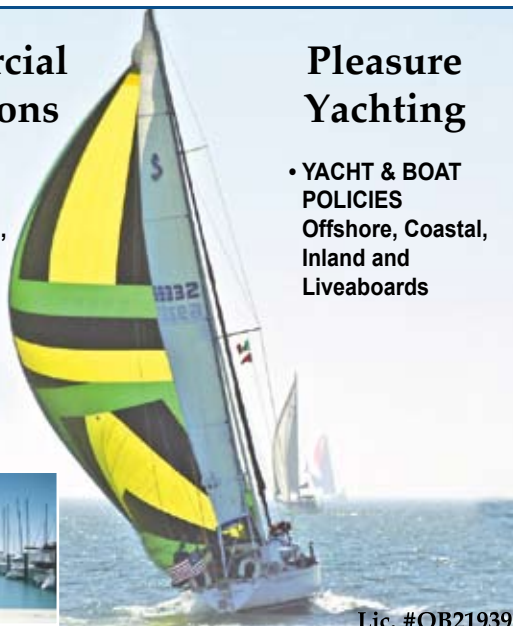
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# CRUISING THE DELTA

Clichéd as the saying is, variety really is the spice of life. A study by Italian researchers proved that even monkeys prefer to choose from a buffet of foods than to get their favorite food for every meal. So why do we humans so often find ourselves in a 'rut'? Our ruts aren't limited to food, though; we tend to return to the same vacation spots year after year. While the familiar is comfortable, little gets the blood pumping faster than stepping into the unknown. So we humbly suggest making this the year you try something new: cruising the California Delta.

"But my family sails to the Delta every year," you may say. Okay, but do you find yourself following the same itinerary each time? Day 1: Antioch Marina; Day 2: Franks Tract; Day 3: Georgiana Slough; and so on. Or maybe you prefer to find a quiet spot and simply chill for a week. Whatever your *modus operandi*, pull out your trusty Delta chartbook and the ratty old copy of Hal Schell's quintessential tome *Dawdling on the Delta*, and plot an entirely new course for your Delta cruise.

Keep in mind that many of the charted depths of the less-traveled sloughs are older than your parents, and out-of-print guidebooks might suggest anchorages that are no longer viable options. For example, over the years, silting has made



**Five Fingers used to be filled to capacity on the weekends. Now it's filled with an invasive grass.**

it all but impossible for keelboats to access The Meadows — the fabled anchorage nestled off Snodgrass Slough — while a form of invasive grass has made Five Fingers anchorage — five symmetrical cuts in a tule island that lies between Connection Slough and Columbia Cut — totally impassable. But with more than 1,000 miles of navigable waterways, the Delta is still ripe for discovery.

If you're new to the charms of the Delta, planning your cruise can be intimidating. When to leave, where to go, what to bring are all questions that can leave a rookie reluctant to set off on a new adventure, so we've compiled some of the answers:



LATITUDE / LADONNA

## When to Leave

Season-wise, summer is hands-down the most popular time to explore the Delta. Trading in the Bay's fog and biting winds, sailors enjoy warm breezes, fresh water dips and the decision of which swimsuit to wear that day. Late spring and early fall trips can afford sailors similar — if slightly cooler — weather without the raucous crowds. Winter cruising isn't recommended due to the risk of debris-laden storm run-off from the Sierra.

Tide-wise, leaving the Bay at low slack will carry you quickly and easily up-Delta.

## Where to Go

Before learning where to anchor, it's essential to know how to anchor. Stern anchoring is usually a must in the Delta, as most rivers and sloughs are too narrow to allow swinging freely on a bow anchor. Here's the 411: Find a tree, piling or big stump on shore. Motor slowly toward your *objet du désir* while dropping the stern anchor and paying out the rode. Depending on your draft, you may have to hop in the dinghy to take the bow line to shore. Most folks pull the boat close-in for easy shore access during the

day, then pull back out when the bugs show up for dinner. Anchoring parallel to shore is an option for narrow sloughs, but is considered a *faux pas* in crowded anchorages.

Another thing to keep in mind is that the water in many anchorages can become alarmingly thin. It's not unusual to have single digits under your keel. But don't worry; if you run aground, you'll be in good company — most Delta rats do it every now and again. If you've fol-

lowed the number one rule for cruising the Delta — always move on a rising tide — you'll float free soon enough.

Now for the where. Just about any spot that's out of the channel — and that can accommodate your draft at low tide — is a good spot to anchor. But here

are a few of the more popular stops:

- Middle Slough — Situated directly across from Pittsburg off New York Slough, this quiet cut offers room for dozens of boats.

- Decker Island — Conveniently located where Three Mile Slough meets the Sacramento River, the anchorage tucked behind Decker Island offers an excellent respite from the chop of the river.

## SURF THE DELTA

Delta Doo Dah  
[www.deltadoodah.com](http://www.deltadoodah.com)  
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**Anchoring in Potato Slough can really get your heart racing when you see single digits on your depthsounder. Luckily, the Delta is full of soft, sticky mud so groundings are gentle.**



- Steamboat Slough — Relatively wide, Steamboat will take you from the Sacramento to the Old Sacramento in style, especially if you stop by the famous Grand Island Mansion for their Sunday champagne brunch.

- Georgiana Slough — This verdant and meandering waterway starts at the historic towns of Locke and Walnut Grove, with the latter offering a public dock free for day use (fees are charged to stay overnight). Anchoring is doable, but you'll likely have to lie parallel to shore to leave the channel open.

- Mandeville Tip — Barron Hilton's legacy continues with his annual 4th of July Fireworks Spectacular. Get there early — as in, a week early — to stake your claim.

- Potato Slough — This popular slough's three "bedrooms" might seem filled to capacity during the height of summer, but many of the boats are simply used as weekend cottages. If you hap-

pen to actually find people aboard, you'll also generally find them to be friendly and helpful in finding you a spot.

- Broken Rudder Slough — 'Discovered' during the inaugural Delta Doo Dah last summer, this cut on the east side of Little Mandeville Island was home to several boats and could have easily held a dozen more. Entering the cut was a breathtaking affair as depthsounders read in the negative, but that appears to have been the result of thick grass.

- Franks Tract — Once a working farm, this flooded tract is now a state recreation area. Though it's deep enough for dinghies, keelboats should stick to the deeper channels around the edges.

- Marinas — When you've simply had enough 'camping out' and are longing for a real shower, you'll have no trouble finding a marina wherever you want to go. Just about every Delta marina is

listed on Franko's Map of the California Delta — just be sure to call in advance not only to make sure they have room at their docks but also to check their depth.

There are, of course, so many other places to anchor in the Delta that trying to list them all would fill an entire issue of *Latitude 38*. All it takes to 'discover' your own new favorite spot is a good depthsounder, a chart and a healthy sense of adventure.

### What to Bring

about having fun —

Vacations are whatever your pleasure — so customize your list as you see fit. But don't leave home without these Delta staples:

- Inflatable dinghy, sailing dinghy, or kayak.

- A small solar panel will keep the house bank topped up, while com-

pact 'panels' can charge the iPods, iPhones and iPads.

- Sunscreen, the higher the SPF the better — and don't forget a couple tubes of 15+ SPF lip balm.

- Bug spray, netting and swatters.

- Lots of hot weather clothes — shorts, bathing suits, tank tops — but don't forget a light jacket and a pair of pants for the odd cool evening.

- Wide-brim hats, and lots of 'em.

- Good quality but reasonably priced sunglasses. Why? Because, with all the time

you'll spend in the water, you won't be too bummed out when you sacrifice your shades to the river gods.

- Windscoops. Need we say more?

- Boat shade. Anything from the ubiquitous blue tarp to a custom-made deck awning. You'll live under it.

- Water toys — inner tubes, air mattresses, surfboards, and water cannons can really make the trip memorable.

- A hammock, comfy boat cushions and a stack of beach towels for reading your favorite guilty pleasure.

- A digital camera. Set the photo quality and size to their highest settings for

**Most of the drawbridges are tended during the day, and an opening can be requested on VHF 9 or by sounding one long and one short blast on your horn. A few require at least 24 hours notice for an opening. To make an appointment, call Caltrans at (707) 374-2134 or Station Rio Vista at (707) 374-2871. Most Bay Area tidebooks have drawbridge info, as do Franko's Map of the California Delta and Hal Schell's Delta Map and Guide.**



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# CRUISING THE DELTA

## WHAT'S DOIN' IN THE DELTA

Check out [www.californiadelta.org](http://www.californiadelta.org) for more on Delta events throughout the year.

### Fourth of July Fireworks and Doin's

• Antioch — The Fireworks Spectacular barge moves down the San Joaquin River from downtown Antioch to the Antioch Marina. Don't miss the hometown parade, classic car show, and other entertainment. Info, (925) 757-1800.

• Benicia — Picnic in the Park with food and live music, 12-7 p.m., ending with a fireworks display. Info, (707) 745-9791.

• Lodi — Start the day with a pancake breakfast, move on to an Americana festival, and end the day with a fireworks spectacular at Lodi Lake. Info, [www.visitlodi.com](http://www.visitlodi.com).

• Mandeville Tip — The massive Hilton Fireworks Extravaganza is now staged in honor of Barron Hilton, who passed away in 2004. This popular show attracts over 5,000 boats and is the largest boat-in event in the Delta.

• Pittsburg — Fireworks are usually shot

from either an offshore barge near the waterfront, or from shoreside. Info, (925) 432-7301.

• Suisun City — A signature family event with great food, rock climbing, pony rides, arts & crafts, free live music, and 'Sky Concert' fireworks over the harbor, 11 a.m.-10:30 p.m.. Info, [www.visitsuisuncity.com](http://www.visitsuisuncity.com).

### Other Doin's to Mark On Your Calendar

• June 5 — Al the Wop's Annual Chili Cook-Off in Locke. Chili and beer seem strangely at home in this tiny historic Chinese town. Starts at 11 a.m. Info, [www.locketown.com](http://www.locketown.com).

• June 20-Aug. 29 — Suisun City's Sunday Waterfront Jazz Series. Concerts from 3-6 p.m. every Sunday on the Harbor Plaza. Info, (707) 421-7309 or [www.visitsuisuncity.com](http://www.visitsuisuncity.com).

• July 17 — Taste of the Delta. Wine and food from Delta restaurants and wineries, live

and silent auctions, and live music. Held at Windmill Cove Resort and Marina in Stockton, 1-4 p.m. Info, [www.tasteofthedelta.com](http://www.tasteofthedelta.com).

• July 24-25 — On your way up to or back from the Delta, stop by the Benicia Fine Art, Wine and Jazz Festival. Info, (707) 745-9791.

• July 25 — Courtland Pear Fair. If you like pears, you'll love all the pear-oriented food & drink. Info, [www.pearfair.com](http://www.pearfair.com).

• Aug. 7 — Petaluma Music Festival. Spend the day enjoying music and fine beer and wine. Info, [www.petalumamusicfestival.org](http://www.petalumamusicfestival.org).

• Sept. 16-19 — Lodi Grape Festival & Harvest Fair. Celebrate everything grape as they've done since 1907. Info, [www.grapefestival.com](http://www.grapefestival.com).

• Sept. 18 — Delta Blues Festival, 12-7:30 p.m. on the Antioch waterfront, free. Great boat-in venue! Info, [www.deltabluesfestival.net](http://www.deltabluesfestival.net).

the best results.

• Fishing license and gear. Nothing tops off a great day better than dinner you caught yourself. Striped bass, sturgeon, catfish, crawdads, steelhead and crappie can be snagged upriver. Whatever you do, don't take your chances poach-

ing. A license is just \$41 (plus \$6 for the Bay/Delta stamp) while the fine for getting caught poaching is \$760.

• Foul weather gear. The beat back through San Pablo Bay can be a real corker. It's the price we pay for such a relaxing vacation.

**N**ow you have no excuse not to spend some time this summer exploring new and exciting cruising destinations in the California Delta. Even a monkey could do it.

— *latitude/ladonna*



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# SAVE US FROM OURSELVES —

Our recent experience 'convoying' through the Gulf of Aden's famous Pirate Alley turned out to be one of the most difficult passages we've made since we left Sausalito 3 1/2 years ago aboard our Pacific Seacraft 40 *DreamKeeper* — not so much because of the pirates, but because of the challenges of traveling



within a large convoy of cruisers.

This year many boats have transited Pirate Alley from Salalah, Oman, to Aden, Yemen. Some of them went alone, while others traveled in small convoys of 3 to 7 boats. There were two large convoys of 20 or more boats. We were part of the second one, consisting of 20 boats. As far as we know via the coconut telegraph, all who attempted the 600-mile transit made it through safely this season.

We made the choice to be part of a large convoy because of the added support and possible truth to the notion of "safety in numbers," and also to ease the fears of our worried families and friends. In addition, the Coalition Forces that patrol these waters were highly supportive of our strategy and offered to closely monitor our group as we traveled.

We had never participated in a rally before, as we prefer to be off exploring and passage-making on our own. But looking back, even with all the drama, challenges, and frustrations, we're still happy we did it. And now we have another good story to tell.

*Day 1, March 4; Distance to Aden, Yemen: 569 miles*

The radio crackles: "Delta 1, this is Alpha 1, what's your ETD?"

We were designated Delta 1, leaders of the Delta group, which was at the back of the pack. We left under cloudy skies at 09:48, traveling in a closely packed formation with four other boats at our flanks and astern. There were four groups of five traveling in diamond formation. Conversations with one of

the American boats in our group went something like this:

Delta 4: "Delta Force leader this is Delta 4."

"Go ahead Delta 4," my husband Gar answers.

"How do you want our ranks?"

"It would be great if everyone could tighten up once people get sorted with their sails," Gar advises. As you can imagine, five boats turning into the wind to raise sails in tight quarters is quite a challenge.

Delta 4: "Can I call you Chuck Norris?"

Gar: "If you must."

This is only the beginning, but we can tell we'll have some quality quotes by the end of the five-day trip. We've just started and some of the other boats are already annoyed with the American chatter coming mostly from the Delta

Group. We are supposed to maintain radio silence, which is clearly going to be a challenge.

Our convoy plan is to travel within about a half mile from each of the big groups during daylight, with a mile of separation at night. Initially, there is no wind and glassy seas so staying in formations isn't too difficult. It is really hot. We sail through a huge pod of dolphins at around 1300 hours and later motor through a big pod of pilot whales. Their fins are huge as they slice through the water.

When their outboards stop working only hours out of Salalah harbor, our friends — a group of young Brits on a small catamaran called *Bravo 3* — have to return to port to exchange 740 liters of fuel because they discover it is diesel. The whole convoy agrees to slow down at night so they can catch up by morning.

*Day 2; Distance to Aden: 475 miles*

The VHF crackles to life again. "Delta 1 this is Delta 5, I think you are in danger of being overtaken by your group."

It's 0513 and still dark. We run only with deck lights aft and stern, no mast lights, to avoid being seen at long distances. I can see green and white, and red and white lights coming directly up our stern. It's tricky. We're supposed to stay .5 miles behind Alpha 1, the lead group, and .25 from the Bravo and Charlie groups on our flanks. Controlling speed and course is challenging to say the least with 20 boats traveling at various speeds. We relay our course and speed changes to our group as they

occur, but quickly realize that we have a tough job — one of the most difficult in the convoy — because we are in the middle of the convoy and need to monitor all three other groups, as well as our own.

At 0013 a large wooden *dhow* fishing boat cruises quickly through our convoy, uncomfortably close. As they pass I can smell the stink of animals on the wind. It's a bit eerie out here: no wind, the sea is almost reflective, the sky shimmering silver and a light peach sun hangs above us. Our British friends with the fuel issue reconnect with us at sunrise.

Everyone listening to us must be chuckling. Delta 4 and Delta 5 are at it again, as they have been since arriving at Salalah. As luck would have it, they got placed next to each other in the convoy. Being the Delta group leader, we often have to intervene as they bicker over their speed and position. I think it might be a game for them now, because they're more amiable this morning.

This afternoon Gar gives the fleet something to talk about. We are being pinched on both sides by both the Bravo and Charlie groups. Talking through it on the radio with the group we try to problem solve so we can slip back in.



ALL PHOTOS DREAMKEEPER



# CONVOYING THROUGH PIRATE ALLEY

Anyone who knows Gar knows that people who seem selfish and stubborn rub him the wrong way. Well, he gets rubbed, takes the bait and loses his cool, playing the ugly American card, while the guy who opposes him plays the pompous British sailor. Things eventually cool down, though, and they both apologize. After a lengthy discussion about "cross track error" we return to our proper position within the fleet.

At one point a huge school of dolphins crosses our bow. Also, super cool and really comforting, the Coalition Forces who have been tracking our progress send out an Australian chopper for a fly-by which cruises low and circles around all of the boats. It's good to know they're watching out for us.

*Day 3; Distance to Aden: 376 miles*

Gar's quote of the day: "You know, this convoy thing is really pretty smart." This after four small fishing boats come over the horizon around 0700. Then later, nine larger fishing boats come cruising through our fleet so close we can wave at the fishermen and see the expressions on their faces. We decided before that with the first arrival of fishing boats we would practice our defense

tactics. So we go through the exercise, practice for pirates, tighten ranks and close in on Alpha.

We learn a lot of things. The most obvious is that the slowest boat should not be in the back. A Kiwi boat in our group, Delta 4, is the slowest boat. For defense formation to work, our group has to wait for all of our five boats to close together before we move forward and tighten up with the other groups. It takes us 11 minutes to tighten up and head toward Alpha group. Way too long.

What to do? The only real solution is to move Delta 4 up in front to the Alpha Group. The problem is that the groups were organized in order of convoy sign-up date. All the members of Delta signed up last. We're at the back of the pack and playfully referred to as "pirate bait." No one wants to switch and come back with Delta except one thoughtful boat in Charlie, but it still wouldn't really solve the problem, so now Delta 4 is up with the Alphas and we have one less boat to manage. We are now traveling in a diamond formation with only 4 boats in

Delta.

There is never a dull moment in this convoy.

Alpha 1, our convoy leader, calls for an engine check stop for 10 minutes. Most of us have been motorsailing most of the way. All boats stopped in formation except one. A Delta rogue, Delta 3.

They are now positioned directly behind our stern and with a tighter forma-

*We're at the back of the pack and playfully referred to as "pirate bait."*

tion. You can probably guess what happens. Gar was down below checking the engine and I was resting in the sea-berth. When Gar climbs back into the cockpit 5 minutes later, Delta 3 is within a boat length away on our port side motoring full speed ahead at 6 knots with no one at the helm. They just pass us right by as we all were dead in the water. Unbelievable! They don't even have their VHF on and aren't keeping watch. We're lucky. To their credit, at least they apologize later.

We are exhausted. Managing this group is a constant job. It's almost ridiculous. Seriously, I go to the head with the handheld VHF. Standing watch is like being in a live video game; watching the boats around me, managing our track, and looking for ships and boats on the radar and the horizon.

Nevertheless we still feel as if we wouldn't really want to do it any other way. Hopefully it will be worth it. We both have backaches, more grey hair, and bags under our eyes. The sky is a hazy shade of blue and the sun is bursting through. It's hot, but it's good to see some brightness in our days. Terns, gulls, and booby birds feed on the surface and Sargasso weed floats by.

*Day 4; Distance to Aden: 244 miles*

"Bravo 5, Bravo 5, Do you copy? This is Delta 1." In the middle of the night, at 0100, I call out on the VHF over and over. "Alpha 6, this is Delta 1, Looks like we have a sleeper coming our way." "Roger, Thanks Delta 1, let's watch him closely so we don't get run over."

Bravo 5 appears to have fallen asleep on watch and gone off course. We were already within a quarter mile of them before they peeled out of their convoy and started heading towards us. Nice.

Alpha 6 and I continue to try to hail them on the VHF to no avail. When they are within shouting distance of us, right between both of our boats, we pull out our signal horns and blast them. It



**Deemed the Chuck Norris of Delta group, Gar would look like a tough hombre to pirates, if it weren't for the bathtoy on his wheel.**

# SAVE US FROM OURSELVES —

works. They wake up, groggily respond on the VHF that they weren't asleep — yeah, right — and silently slither back to their group with no apology. Everyone is tired, but some boats have really been negligent about keeping good watches and keeping their VHF radios on.

Another hour goes by, but the excitement never ends. At 0200, a fishing boat that's heading our way is spotted on radar by the fleet. It looks to be a traditional *dhow* closing in fast at about 10 knots. The chatter goes around the VHF for everyone to pay close attention and get ready to get out of the way, if possible. The boat approaches Alpha 5 on the upper right triangle of our convoy still going 10 knots. Everyone holds their breath; the VHF is totally silent. All of a sudden it turns south and begins crossing just off the bows of the Alpha Group lead boats, almost close enough to touch their bows while still doing almost 10 knots. Remember, this is the middle of the night during a new moon. It's pitch black out. The Alpha Group slows down fast and barely misses the fishing boat, then the *dhow* turns and runs down the width of the convoy along the port side of Bravo Group.

Bravo Group collapses in towards the middle of the convoy attempting to avoid the *dhow*, and a couple of the Bravo boats come within a few hundred feet of us. I maneuver with one eye fixed on their green and red running lights and one fixed on the radar screen. There's a lot of confusion. Then I notice a sailboat from the Alpha Group, Alpha 2, on the radar doing a 180, then heading after the *dhow*. It just misses Bravo 1, the Bravo group leader, and looks totally out of control.

Alpha 2 finally stops, does another 180 and heads back in the right direction. What happened was he had to wake his crew to take the helm while ***Even in broad daylight it was nerveracking to have local boats pass so closely to the fleet. Were they pirates or simply fishermen?***

he dealt with an emergency VHF call down below from a Coalition boat. His crew, still asleep and hand-steering, got disoriented by the *dhow*, thought it was Alpha 1, and pulled out of the convoy to follow it. Half asleep, the helmsman didn't realize what was going on until he or she almost collided with Bravo 1. Meanwhile, the *dhow* speeds away into the darkness, her crew apparently hav-

*All of a sudden it turns south and begins crossing just off the bows of the Alpha Group lead boats.*

ing no idea what kind of chaos they just created. Or do they?

The convoy's leader is a Dutch boat named *Hafskip*. Joost, the 32 year old captain, has really been doing a great job trying to manage this lot. There are a few other Dutch boats, a boat from Belgium, a few French boats, some Kiwi boats, and the rest are British or American. We're all very different sizes and types, ranging from a 32-ft monohull to a 65-ft catamaran. All of us have 2 to 3 people on board; there are no singlehanders.

The boats with three definitely have it easier considering the amount of intensity directed toward keeping a tight course and very attentive watches.

This morning there's another shift in the ranks. Charlie 2, an American boat, asks permission from his group leader and Alpha 1 to change to our group, Delta. He's been having trouble with Charlie 1, the group leader, for days. The Charlie Group has a tendency to wander all over the place, sometimes drifting miles away from the convoy and sometimes traveling much slower. The group leader almost always thinks he is in the right place.

As you can imagine, this creates some frustration and anger.

So now the Delta group is back to 5, all the Yankees are in the same group, as our slow Kiwi boat has moved up into Alpha. Funny? Put all the loud Americans in the back of the pack. Our new addition is one of the most talkative in the convoy over the VHF.

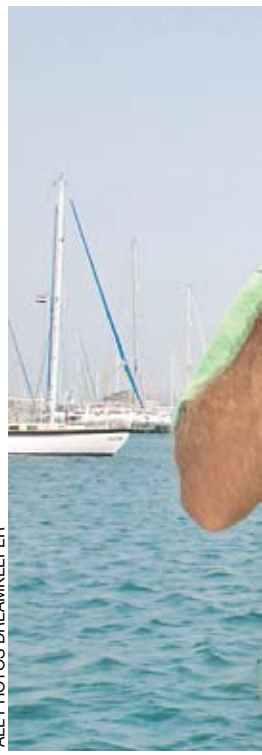
We are only two days out from Aden, but now we're in the infamous stretch called Pirate Alley where most of the commercial ship hijackings happen. Even though only one sailing yacht has been taken in this area during the last two years, commercial boats and tankers are chased, and often boarded, weekly by the Somalia pirates.

The Coalition convoy is closely monitoring us, but they are also watching and patrolling the "corridor" just south of us. The corridor is a U.N.-patrolled shipping lane where all the commercial tankers and cargo ships transit to and from the Red Sea. Right now on our AIS display, I can see 35 vessels, from 40 to 200 miles away. Just 50 miles south of us at this very moment I can see a commercial/tanker ship convoy in tight formation, just as we all are here. There are 23 ships from 400 feet to 1,000 feet long right next to each other traveling at 11 knots. Most likely they also have the protection of a battleship or some sort of security force, unlike us. We are now officially in the "high risk" zone.

The winds have come and we now have 15 knots right on our tails with the seas picking up to 2 to 4 feet. It's roly — really roly. The direction of the wind and waves is all wrong for us little sailboats who have to maintain a specific speed and exact position. Stuff is slamming around in all the cupboards and I'm starting to get seasick trying to write this. Overall, however, we're holding up okay. Everyone in the convoy is tired and definitely anxious, but we are hanging in there, happy to be nearing the end of this, and grateful for our continued safe passage so far.

*Day 5; Distance to Aden: 130 miles*

I wake up in the middle of the night to the startling blast of our horn and



ALL PHOTOS DREAMKEEPER



# CONVOYING THROUGH PIRATE ALLEY



**Greatly relieved that their long ordeal is over. Gar and Nicole strike a pose in the Aden anchorage. It's a long way from Sausalito.**

the boat pulling hard to port. I lurch up the stairs and hear Gar reporting on the VHF that an Alpha group boat is coming head-on through our fleet. Gar is shaking, scared, angry, and confused. It becomes clear that a boat from Alpha turned into the fleet to raise his mainsail without notifying the fleet or turning on a masthead light, deck lights or spreader lights. This is a totally dangerous and completely negligent move to make in the middle of the fleet in pitch-black conditions.

We too would like to sail but we signed on to go at convoy speed without compromising our maneuverability with sails. Once again, a very near miss. He was seriously only feet from our starboard side. That makes three near misses for us so far in five days.

Everyone is rattled. There have been too many close calls. Gar is trying to identify the boat so they know what they have done and so they don't hit someone else.

Once the boat is identified, Delta 5 starts swearing insults at the "crazy Frenchman." I am embarrassed by Delta 5's response, but also appalled at the selfishness I have seen out here. Close calls make everything more intense. I'm happy to be alive and in love. The culprit won't take responsibility nor apologize. Another night on edge.

Our eyes are acutely sharp as we watch the entire fleet's movements

closely. We monitor real time with our eyes, the radar, and chartplotter. Gar is clearly freaked out. He asks the Delta fleet to give him space, a lot of it. Delta 4 who likes to be really close understands, and respectfully agrees to a minimum of 800 feet from our stern. At last, they are far enough away.

I slip back into bed, wrapping myself up in my sheet and blanket like a burrito and try to calm down. I'm grateful for another two hours where I don't have to be responsible for our group and what happens in it. But sleep doesn't come. My heart is racing; my stomach is in knots and I'm dreading another night of this. Also, our instruments went out again yesterday afternoon for a couple of hours so my hearing is acutely focused, listening for the alarm that beeps when they go out. Gar has been on watch for over 13 hours, as he wanted to monitor the instruments.

Most of my watch is quiet. I came on at 2200 as the Big Dipper climbed higher while the Southern Cross sat on our port side. I'm trying to hold our position in the fleet, but Charlie has slipped back again and Bravo is still behind us. My watch gets trickier. I now have to watch Alpha in front and the Bravo and Charlie Group, in addition to the rest of Delta group from behind.

Yesterday when Charlie 5's engine went out, some heartening things happened. (She's a big 30-ton monohull.) The convoy slowed way down in to give Charlie 5's crew time to fix their

engine. The conditions were terribly uncomfortable for traveling under reduced sails. We were making 2 knots in 3-foot swells and 16 to 20 knots of wind. We were pitching and rolling so badly that Delta 5 called to tell me I might as well could do my laundry — we were in the agitation cycle.

Surprisingly, everyone in the fleet slowed down and waited. Almost no one complained as we all moved very slowly for hours despite the fact that our Tuesday arrival seemed to be slowly slipping away. Finally, Charlie 5 got the engine fixed but then it faltered again. Selflessly, Bravo 1 volunteered to give them a tow. Towing can at times be very hard on the tow boat. By nightfall, Charlie 5 agreed to take a tow. This selfless act, gives me hope in humanity and this convoy.

Two hours into my watch I see a boat from Alpha 1 move across the fleet and out to starboard well away from everyone. Thankfully, they are moving out rather than towards the fleet. Two hours later the boat is still falling behind. At 0235, four and a half hours into my watch, Delta 5 contacts me asking about the boat that is just crossing his bow and coming my way. The Charlie boat was out of his formation and coming into our Delta convoy, very close to Delta 5.

It all happened too fast. I made contact but Delta 5 jumped in: "I don't care about what's best for your sail angle or your speed, You are in my space, you cut across my bow. What's wrong with you, you fucking crazy Frenchman. . ." I was seething, my heart was racing, I'm embarrassed by Delta 5's attack on

**When a Coalition helicopter surveyed the fleet from above, it gave everyone a much-needed boost of confidence.**



# SAVE US FROM OURSELVES

another nationality — Delta is now definitely the Asshole American group — but also pissed that this captain thought that because he was "in control" of his own yacht, and a professional skipper with thousands of miles of experience, it was okay for him to maneuver within hundreds of feet of our group, and risking a possible collision.

It is amazing to us how different people are in this convoy. Some are selfless and completely willing to sacrifice for the benefit of the group and others are selfish and continually want to do what's best for themselves. Thankfully this afternoon we have a nice wind and are motorsailing comfortably. Our Tuesday arrival is most definitely within reach now.

The air is crisp and clean. A little bird has visited three boats in the Delta fleet and has put a smile on everyone's face. The radio in our large fleet is refreshingly silent for a change and we hear no talk of pirate attacks by the warships in our area. If all goes well for the next 24-30 hours, we will soon be safely in Aden and will likely have become our own worst enemies in these waters.

*Day 6 and it's all over*

We're 15 miles out of Aden when the stepped desert cliffs materialize out of the dusty haze. Crumbly stucco and

*We can't really believe we are here. We have survived Pirate Alley.*

whitewashed dwellings are perched on the cliffs. A sandy tongue of sand slithers through the valley between two peaks, lapping at the sea with the look of an Arabian glacier. A big fish launches out of the water and brown booby birds do fly-bys.

Our convoy leader, Joost, aka Alpha 1, gives his final talk on the VHF, congratulating our group and we all thank him for his valiant effort in making this all happen. He did an amazing job and I am sure he is just as exhausted as we are.

The last 10 miles we take turns calling Aden port control to tell them our

boat details, then finally dismantle the groups and follow each other into the harbor in single file. We take the back. We know the anchoring will be chaotic and we are happy to just chill out at last and take in our surroundings. I turn off the VHF and don't plan on turning it on again for days. It's been non-stop and I am exhausted by it.

We can't really believe we are here. We have survived Pirate Alley. But I don't feel the "I am so psyched" feeling I get after certain accomplishments. More like, "I am so fucking glad that is over!"

This convoy thing was no easy task. We recognize the effort that it took for everyone to stick it out and stay together. Most people were tense, nervous, frustrated, and exhausted more than once. Yet, everyone chose to follow the pack, try to communicate, and stick together.

Thankfully, we never saw nor heard of any pirate attacks on our route. Did pirates see us? Were they deterred from attacking us by our convoy? We'll never know, but we do know that we made it safe and sound.

"Delta 1, over and out."

— nicole friend & gar duke

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## ARE YOU READY TO HA-HA?

They say the economy is on the comeback. Perhaps that's why there are already 91 boats signed up for this year's rally with homeports as diverse as Waikiki, Hawaii, and Homer, Alaska. The smallest so far is Shawn Passeri and Cindy Spangler's Antioch-based O'Day 28 *Althea*, and the largest is Bill and Karen Gates' Sausalito-based Herreshoff 65 *La Condessa del Mar*. You'll find the complete list at [www.baja-haha.com](http://www.baja-haha.com).

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

You'll find frequent updates on this year's event, in addition to all sorts of other hot sailing topics at *Latitude's* 3-times-weekly news portal, *'Lectronic Latitude* (found at [www.latitude38.com](http://www.latitude38.com)).

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## MEET THE FLEET

Among the important dates to note (at right) is *Latitude's* annual Mexico-Only Crew List and Ha-Ha Party, September 8. There, hundreds of potential crew mix and mingle with Ha-Ha boat owners looking for extra watch-standers. Get a headstart on the process at our constantly updated Crew List site at [www.latitude38.com](http://www.latitude38.com). As many Ha-Ha vets will confirm, the best way to prepare for doing the event in your own boat is to crew for someone else first.

## IS THE PACIFIC PUDDLE JUMP IN YOUR FUTURE?

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

We call that annual springtime migration the **Pacific Puddle Jump**, and report on it heavily in the pages of *Latitude 38*. Making that 3,000-mile passage is one of the most thrilling accomplishments in the realm of sailing. Learn more at [www.pacificpuddlejumps.com](http://www.pacificpuddlejumps.com).

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**IMPORTANT DATES**

Sept. 8 — Mexico-Only Crew List and Baja Ha-Ha Party, Encinal YC in Alameda; 6-9 pm.

Sept. 10 — Final deadline for all entries.

Oct. 16 — Ha-Ha Welcome to San Diego Party, Downwind Marine, 12-4 pm. Ha-Ha entrants only.

Oct. 23 — Informational Meeting about the Pacific Puddle Jump, West Marine, San Diego, 5 pm.

Oct. 24, 9 am — Final deadline for all crew and skipper waivers, West Marine, San Diego.

Oct. 24, 11 am — Skipper's meeting, West Marine, San Diego. Skippers only please.

Oct. 24, 1 pm — Ha-Ha Halloween Costume Party and Barbecue, West Marine, San Diego.

Oct. 25, 11 am — Start of Leg 1

Oct. 30, 8 am — Start of Leg 2

Nov. 3, 7 am — Start of Leg 3

Nov. 5 — Cabo Beach Party

Nov. 6 — Awards presentations hosted by the Cabo Marina.

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PLEASE NOTE: There is no phone number for the Baja Ha-Ha Rally Committee. Please don't call *Latitude 38* with questions. The Ha-Ha is a separate operation.



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# 2010 SINGLEHANDED

Over the years, extreme sports have become increasingly extreme. Adrenaline junkies are no longer satisfied with simply jumping out of airplanes with the fervent hope their parachutes will deploy; they now don birdman-like 'wingsuits' that allow them to glide through the air much like a flying squirrel (though we can't believe a squirrel would be crazy enough to throw itself from a plane). Instead of doing something so mundane as skiing down a black diamond slope, 'extreme skiers' are now helicoptered onto near-vertical alpine glaciers. When 33-year-old Edmund Hillary became the first person to successfully summit Mount Everest in 1953, the world thought the feat was a pretty big deal; now 13-year-olds are doing it.

And sailing is not immune to the trend. Considered by many at its 1978 inception to be nothing short of suicide, the Singlehanded TransPac — a 2,120-mile marathon sail from San Francisco Bay to Hanalei Bay on the Hawaiian island of Kauai — may appear to be practically pedestrian to those following the globe-girdling exploits of solo teenagers. But just try telling that to the 18 people entered in this year's edition of the biennial race.

Down from 2008's 22-strong entry list, this year's fleet of 18 is unusual in that only five racers are returning veterans — normally about half the fleet have done the race before. That means nearly three-quarters of the fleet have had a terrifically steep learning curve as they prepare their boats — and themselves — for the long stretch of water that lies ahead.

For many, the TransPac is their own personal Mount Everest, and no less intimidating to them as the summit was to Hillary. These intrepid sailors spend months — years, even — and countless dollars doing everything they can to ensure that their boats will see them safely to the idyllic shores of Hanalei Bay.

For the more competitive types, the race is the embodiment of personal responsibility — there's no crew on which to lay blame, no competitors fouling you around a mark, no forecasters to rail against when the weather turns against you. You, and only you, are what determines your place in the final standings. The pressure's on.

But for everyone, the Singlehanded TransPac results in an amazing bond and sense of camaraderie not found in most races. From the daily check-ins — and subsequent chit-chat — via SSB

to the afternoon gatherings under 'The Tree' on the beach in Hanalei, these 'competitors' behave more like siblings. Indeed, by the time they've reached Kauai, they *have* become a family of a sort. Because what else is a family if it's not a group that encourages its members when they're at the lowest, or celebrates when they realize their dreams?

The Singlehanded TransPac will start off the Corinthian YC on June 19 at 11 a.m. — but be prepared for a postponement if the wind hasn't filled in by that time — and visitors are welcome to meet the fleet on the docks the day before. And, of course, a large escort out the Gate would really send them off in style. Visit [www.sfbay-sss.org](http://www.sfbay-sss.org) for more details.

Now let's take a stroll through this year's family album . . .

## Sam Burns

*Southernaire* — Catalina 309

Alameda, age 64

Previous SHTPs: none

While he may have a gentle Southern twang from his years in Atlanta, Sam is



tough as steel. On the first day out during his qualifier for the race — a 400-mile non-stop cruise to at least 100 miles offshore — *Southernaire's* autopilot broke. "All I could do was watch as the ball bearings fell out and started rolling around the cockpit," Sam recalls. Thanks to some light air at the beginning and end of the voyage — the



middle was more than a little grumpy — he was forced to hand steer the boat for five full days. "It's hard to relax when you're hand steering," he noted wryly.

Although a newbie to the race, Sam has an impressive sailing resume, including long-distance voyages out of his '90s homeport of Armenia, Colombia. When an earthquake destroyed the house he and his pregnant wife Alicia were living in, they moved to the Bay Area, where Sam found work at a Silicon Valley chip foundry.

After a hiatus from sailing, he reacquainted himself with the sport through a local sailing club. Impressed with the club's Catalinas, Sam bought *Southernaire* in January and, other than needing a new autopilot, feels ready to take on the Pacific. "All the time I was hand steering, I knew there was no way I was giving up. I'm going to Hawaii."



The fleet of the 2010 Singlehanded TransPac is ready to rumble, including 'two-timers' Jeff Lebesch aboard 'Hecla' (left) and John Hayward on 'Dream Chaser'.



thing, it strengthened his resolve. "Everyone says the LongPac is harder than the TransPac, and I can see that," he notes. "I was cold the entire time I was out. I'm really looking forward to sailing in a warm situation. I'll be in my shorts on the fifth day!"

## Max Crittenden

*Solar Wind* — Martin 32  
San Francisco, age 57  
Previous SHTPs: none

Max spent his formative years sailing. A Bay Area native, he was hooked



when his dad brought home a little sailing dinghy. Through the years, Max continued to sail with his father on progressively bigger boats. All told, he's cruised the Med, Northern

Europe, New Zealand, and both ends of North America, with an Atlantic crossing thrown in for good measure.

After a decade-long hiatus from sailing, Max bought his first sailboat in '96. The game was back on. He's since drunk "the SSS Kool-Aid," serving as race chair for two years and entering as many solo races as he could. He now teaches sailing when he's not working his day job as a mechanical engineer.

## Eva Drangsholt

*Fri* — Able 34  
Oslo, Norway / Seattle, WA  
age: none of your business  
Previous SHTPs: none

After an 11-year career in the Prison and Probation Department of the Norwegian Ministry of Justice, Eva made a 180° tack and entered art school. Having earned Master of Fine Arts in '08, she now exhibits her work, primarily video art, around the world.

Long before she found her true calling



as an artist, though, Eva was messing about in boats. Sailing since her early teens, she eventually graduated to a Sagitta 20 that she sailed in the North Sea basin. She recently bought *Fri* while in Seattle, and is

planning to use the Singlehanded TransPac as one leg of her voyage home to Norway.

## Adam Correa

*Blue Moon* — International Folkboat  
Sausalito, age 34  
Previous SHTPs: none

An avid surfer, Adam is a relatively new face on the San Francisco singlehanded sailing scene. He bought his first boat



just four years ago, but has spent his time learning to sail on many different boats — mainly because he kept selling them. After owning too many boats to count, Adam finally settled on a "turboed" 26-ft International Folkboat to take him to Hawaii.

"I love their simplicity," he says of the classic Tord Sundén design.

*Blue Moon* is one of three sponsored

boats in the race this year — a first since '04. "I was chosen by Nautica to be a part of a new lifestyle campaign that they'll be running on their website," says Adam. "After they shot a video of me sailing *Blue Moon*, they asked how they could support me. It's really helped."

With the deadline for the qualifying sail quickly approaching, Adam sailed out the Gate in company with fellow racers Sam Burns and Ronnie Simpson in what they dubbed the 'LatePac' — an homage to the LongPac race, which serves as a qualifier for the TransPac. Though his self-steering didn't fail like Sam's, Adam had his own set of challenges that culminated with him surfing across the Potato Patch on his way back in. "All I can say is that the boat held up better than the skipper," he laughs.

But Adam didn't let the rough ride home deter him from his goal. If any-

# 2010 SINGLEHANDED

## Al Germain

*Bandicoot* — WylieCat 30

Pt. Richmond, age 59

Previous SHTPs: none

Fascinated with the wind for his entire life, Al has harnessed its energy to power not only his recreational life, but also his professional life. Undoubtedly his experience working on wind energy projects gives him insight into the most



vagarious of classical elements.

When he's not working with the wind, he's playing in it. Having sailed since his youth in the Midwest, Al has been an active member of the SSS

since '01. "I've stood on the shores of Hanalei Bay more than once wondering what it would feel like to arrive by boat," he says. "I decided that I needed to try this race — at least the first time — before I turn 60 in October."

## AJ Goldman

*Second Verse* — Cascade 36

San Francisco, age 38

Previous SHTPs: none

AJ is another long-time sailor who is new to the race. He started sailing out of South Beach in high school, then went on to sail competitively in college. But he says he fell in love with ocean racing when he crewed on a winning *J/35* in Southern California. Now a teacher at a private Bay Area high school, AJ has enjoyed sailing up and down the coast.



When he bought *Second Verse* a few years ago, the TransPac was on his mind but he didn't feel the boat — or he himself, he's not quite sure — was ready. He is now. "I love my boat," says AJ, who is being sponsored in the race by

Waikiki restaurant Mac 24-7. "She'll take care of me; we have a good relationship."

## Gary Gould

*Pakele* — Islander 26

San Diego, age 68

Previous SHTPs: none

Gary may be a TransPac first-timer, but he's not a newbie to sailing. Having grown up around boats on the East Coast, Gary naturally took to sailing when he took up the sport in the '80s after moving to Newport Beach. In '99,

he and his wife left to go cruising aboard *Pakele*. After a couple years, his wife



chose not to continue, so Gary finished the rest of the circumnavigation mostly singlehanded, returning in '07.

Though he'd signed up to race in the '08 edition of the race, Gary had to drop out shortly before the start due to a diagnosis of prostate cancer. Now cancer free, he looks forward to competing in his first ocean race.

## John Hayward

*Dream Chaser* — Valiant 40

Richmond, age 60

Previous SHTPs: 2008

As a native Southern Californian, John spent his teen, Navy and college years sailing, either as crew or on his little *Columbia 22*. But when he and wife Jan needed a downpayment for their new Northern California house, the *Columbia* had to go.

"When I could afford another boat,



I decided to spend my time flying instead," says John. "My weekend range flying was 1,500 miles compared to 30 miles sailing." After retiring from a career as a chemist, John 'slowed down' and bought *Dream Chaser* in '06. He

worked on his sailing skills and entered the '08 running of the TransPac, insisting all the while that he wasn't planning to seriously compete and that he didn't plan to do the race again.

Uh huh.

As so often happens, John caught the TransPac bug. He still insists that he'll be satisfied with his standing as long as he does the best he can, but then admitted, "I would like to do better than in '08."

## Adrian Johnson

*Idefix* — Olson 30

Seattle, WA, age 27

Previous SHTPs: none

Pretty much sailing since his birth in Napa, Adrian was raised in France, so it's not surprising to find that he counts French sailing luminaries Eric Tabarly, Isabelle Autissier and Yves Parlier among

his sailing heroes — and who could blame him?

Now living in Seattle, Adrian followed the last couple editions of the race. He says that last year he suddenly realized that he wasn't getting any younger, and that if he wanted to do the race before he turned 30, he'd better find a boat. He found what he was looking for in *Idefix*, which had already been partially prepped for a Hawaii race.

Of course that doesn't mean she was race-ready. "After eight months of work-



ing night and day, sacrificing my health and savings to turn my buoy racer into an ocean racer," he says. "I'm going to be so relieved when (if) I cross the starting line in front of the Corinthian YC that it will truly feel like I've

crossed the finish line of a much greater race."

## Dave King

*Saraband* — Westsail 32

Portland, OR, age 61

Previous SHTPs: none

Don't make the mistake of thinking that, just because this is Dave's first Singlehanded TransPac, he's light on ocean miles. In fact, he's one of the more experienced skippers in the race. A career as a delivery skipper has allowed Dave to rack up more than 150,000 miles, 40,000 of which have been singlehanded.

Nor is Dave a stranger to the Hawaii race scene. Back in '88, he and his crew handily won the Pacific Cup — not just



his class, but overall — aboard *Saraband*, a feat previously thought impossible. Twenty years later, Dave played a role in this race by helping another Westsail buddy from Portland prepare his boat, as well as deliver it home

for him. "It was a fun experience," says Dave. So fun that it motivated him to join the fleet this year.

## Jeff Lebesch

*Hecla* — Hammerhead 54 tri  
Steamboat Springs, CO, age 52

Previous SHTPs: 2008

As a returning vet of the race, Jeff

says he has a better understanding what to expect of himself and his boat this time around. "I know where I can push myself more, and very importantly where I cannot." Considering the fact that he'd never sailed in a big ocean race — much less crossed an ocean — before the '08 race, Jeff's second-over-the-line finish that year was all the more impressive.

But this year he intends to be even more competitive, and he's removed a good number of luxury items (think breadmaker) in an effort to improve *Hecla's* already considerable performance. In fact, barring a complete upset, Jeff almost certainly has a lock on the Barn Door Trophy, given to the first racer to cross the finish line.

Having owned *Hecla* for a few years now, Jeff has shown tremendous growth as a racer. In last year's LongPac, not only did he cross the line 16 hours before the next closest competitor, but he also won the race by a fair margin on corrected time. So while multihulls may not often correct out in the top slot, the rest of this year's fleet would do well to keep their eye on this motivated sailor.

## George Lythcott

*TAZ!!* — Express 27  
Alameda, age 63

Previous SHTPs: none

George is something of a rising star on the local singlehanded sailing scene. A long-time racer, George hadn't given much thought to solo racing until meeting recent Vendée Globe vet Bruce Schwab in '06. "It was a defining event for me," he says. Shortly thereafter, he bought *TAZ!!* and began prepping her for the race. He also started sailing her in every singlehanded race he could — and the practice is paying off with wins.

This to the chagrin of good friend and 'bitter' rival Ben Mewes (see following bio). When *TAZ!!* corrected out as the singlehanded division winner in this January's Three Bridge Fiasco, George says he couldn't believe he'd beat Ben. "Ben's been my 'rabbit' ever since I started singlehand-



ing — I'd never beat him before," he says. The rivalry, of course, is good natured, as George also claims Ben as his mentor.

## Ben Mewes

*Mirage* — Black Soo  
Alameda, age 66

Previous SHTPs: 2000

The Singlehanded TransPac wasn't on Ben's list of things to do this summer until his wife, Lucie, told him he was going. "She wanted a trip to Hawaii," says Ben. The couple live aboard Ben's previous TransPac boat, *Georgia*, so he'll be sailing their 30-ft Black Soo *Mirage*. "I know I said 10 years ago that *Mirage* is too small," he says, "but I'm really looking forward to giving her a good whack across the ocean."



As for George Lythcott's claim that Ben is his mentor, Ben says, "He's come along so far that half the time I think I'm chasing him!" Whether he's chasing or leading, Ben says he's looking forward to the competition between himself, George and Al Germain. Their boats are very close in ratings, and Al and Ben are both former SSS season champs. "This should be quite a little competition."

## Paul Nielsen

*Culebra* — Olson 34  
Sausalito, age 53

Previous SHTPs: none

Having practically lived on the beach during his youth in Monterey, Paul is a water guy. "The sights, sounds and smells of the sea from those idyllic days are somewhere imprinted on my brain," he says. "Every time I jump in a boat they come back to me."



Though he's not new to sailing — he started sailing on El Toros as a teen — Paul is new to crossing oceans. But that doesn't mean he's not prepared. In fact, since buying *Culebra* in '08, he's invested in some major upgrades and gear. "I feel like I'm preparing for a five-year world cruise, cramming every upgrade I might wish for in the next 10 years into the last 10 months," says Paul. "But, hey, working on the boat is just about as fun as sailing the boat."

Let's see if he's singing that same tune when he hits the Trades.

## Santiago Reyero

*Koh Samia* — Mini Transat  
San Diego, age 38

Previous SHTPs: none

Another lifelong sailor, Santi grew up on the waters of Spain. After moving to the U.S., he bought a Finn dinghy for racing, though he admits to usually coming in DFL. Then last year, he bought a Mini Transat 6.50 in Germany, and had her shipped to Ensenada just in time for the New Year. It was a



short sail to Santi's home waters of Mission Bay.

Having only a handful of months to prep your new-to-you boat for a solo trip across the Pacific has kept Santi pretty busy. So busy in fact, that he wasn't able to start his qualifier cruise until mid-May — coincidentally, the same weekend as the 'LatePac', but starting from San Diego. Unfortunately, his cruise didn't go any better than the others, and some would argue worse, as he was unable to finish due to lack of wind. "I thought that was the end of my SHTP dream," he says. "But the next morning I found out the qualifier deadline had been extended — we were back in!"

Preferring solo adventuring in general, Santi says he can't think of a better way to spend the summer than racing singlehanded to Hawaii.

## Ken Roper

*Harrier* — Finn Flyer 31

North Myrtle Beach, SC, age 80

Previous SHTPs: 1984, 1986, 1992, 1994, 1996, 1998, 2000, 2004, 2006, 2008

The grandmaster of the Singlehanded TransPac, Ken 'The General' Roper, is back again for his 11th grab for overall honors. "This will *definitely* be my last one," claims Ken. Yeah, yeah, we've heard that one before, General.



Having retired from the Army as a Brigadier General in '77 — he was a master aviator, flying "everything with wings or rotors," and served two tours of duty in Vietnam — Ken's spent the intervening years sailing and scuba diving all over the world. He

# 2010 SINGLEHANDED

bought *Harrier* after meeting a number of the competitors in the very first running of the race. It took a few years before he was able to enter himself, but once he did, he was a full-fledged addict. All told, Ken has sailed *Harrier* more than 100,000 miles.

## Barry Ruff

*Rage* — Wylie 39

Vancouver, BC, age 66

Previous SHTPs: 1984, 1990, 2000

Barry's work in the boating industry — "All Sikaflex-in-the-hair-type of work" — has allowed him to continue to hone the skills he acquired when he first discovered sailing in the '60s. Citing Chichester and Tabarly as inspirations, Ruff says he's always had a keen interest in solo ocean racing.



His association with the TransPac goes back as far as the General's but with a little less frequency. "I wanted to participate in as

many editions of the race as possible," he says. "The cure for this malaise remains undiscovered!" Though he may have 'only' sailed in the TransPac three other times, Barry has sailed to Hawaii and back countless times in any number of races and deliveries. "I'm really looking forward to relaxing in the sun, interruption-free, with no gurus or jackasses to provide 'counsel'," says Barry. "Ah, what bliss!"

## Ronnie Simpson

*Warriors Wish* — Jutson 30

Oriental, NC, age 25

Previous SHTPs: none

The third member of the so-called 'LatePac', Ronnie is the race's young buck. But even though he's just 25, he's lived a lifetime's worth of adventures — and misadventures.

After an intimate encounter with a rocket-propelled grenade during his first tour of duty as a Marine in Iraq, Ronnie, then 19, spent several months recovering and gaining a new perspective on life. Over the next few years, he accumulated

the goods many associate with 'wealth' — fancy motorcycles, cars, a house — but sold them all to fund a cruising adventure. Sadly, that adventure ended with the loss of his boat, and an unexpected ride aboard a China-bound freighter.



Undeterred, Ronnie scraped together the little money he had left, bought a bicycle, and pedaled his way 9,000 miles across most of Asia and Europe.

But Ronnie's passion for sailing hadn't gone down with the ship. Back in San Diego, he put all his energies toward finding a boat to sail in the Singlehanded TransPac. Enter '08 race veteran Don Gray: "He said he'd loan me his boat if I made all the rest happen," says Ronnie. One of three officially sponsored boats, *Warriors Wish* will represent Hope for the Warriors, a non-profit that runs support programs for wounded vets and their families.

— *latitude/ladonna*

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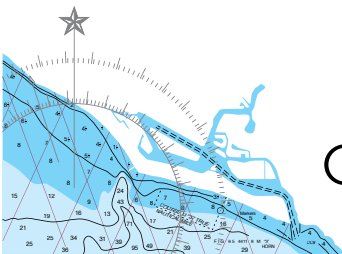
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# MAX EBB

"Max! Have you seen your new downwind rating?"

I confessed that I had not, since I wasn't planning on entering any downwind races this summer. Just the usual Bay series and maybe some local ocean.

"Well, you better take a good look and get your petition in, because some of us are really getting the shaft."

The conversation was in the yacht club hallway, where my friend was sitting at the members' computer terminal. In a rare moment when the machine was not monopolized by pre-teens working their Facebook pages, he had gone to the YRA website to get a glimpse of the new downwind-only PHRF numbers.

"Look how much my rating dropped," he moaned. "And look at all the other boats on this list with ratings that hardly changed at all. It's a disaster."

"But your boat has a well-known advantage over those heavy boats going downwind, and you always correct out way ahead of them."

"Yes, and that's how it should be. I have a modern ultra-light sled. I should always be able to beat an old lead mine from the dark years of the IOR in a downwind race."

"Now wait a minute," I said. "Isn't the whole point of handicap ratings to give boats of different sizes and types an equal chance of winning? This just takes away the advantage you've always had when you're racing downwind with ratings based on closed courses."

"It's still unfair, because the heavy boat still gets the advantage upwind," he argued.

"But do you even enter upwind races?"

"Um . . . there's the return from Vallejo," he mumbled after a few seconds of thought.

"Ah, but they didn't use the downwind ratings for Vallejo," I countered, "even for the Saturday leg. So you traded the advantage that weekend, and it evens out. Fact is, with the downwind ratings the heavy boats might have a good chance of beating you in a downwind race, at long last."

"I still don't like it," he pouted. "It undermines the resale value of the fleet of modern light-displacement boats. And the process was completely opaque. We don't know how they came up with these numbers." He scrolled down the list on the screen and pointed to another modern sport boat with a new downwind rating similar to his. "Look at this boat. We race with them all the time, and there's no way that we're faster by 12 seconds



*Sportboats like the J/90 'Sweet Jane' may have more competition than they bargained for in downwind races.*

PETER LYONS / WWW.LYONSIMAGING.COM

a mile."

"Actually, we do know something about the process," I said. "They took the regular round-the-buoys ratings and applied the Pacific Cup downwind corrections, at least for the first cut. There's a formula based on the non-dimensional displacement-length ratio."

**A**s if these words had conjured her up, Lee Helm suddenly appeared from around the corner. She was dripping wet, and fully rigged in her windsurfing harness and wetsuit.

"Actually, it's only quasi-non-dimensional because the units are, like, long tons over hundredths of a foot cubed. But weight represents a volume of displaced water, and a length cubed is the same dimension as a volume, so you can use it as if it's non-dimensional for comparing boats of different sizes to see how relatively fat or slender they are for their size."

"Glad you came by, Lee," I said before introducing her to my friend sitting at the terminal. "We're having a downwind PHRF rating thrash."

I explained that Lee used to be a regular on my race crew, but now it's hard to tempt her away from her windsurfer,

especially in the summer.

"It's just a more efficient kind of dinghy," she shrugged. "And today's a Cal Cup race day. I'm in on a quick break to download some lunch."

My friend repeated his lament about what he saw as capricious, inaccurate and unfair numbers in the downwind rating column.

"One of the big problems," Lee explained, "is that the correction depends on that displacement-length ratio, and those are the two numbers that are the least reliable from the published specs."

"Aren't waterline length and displacement always listed on the brochure?" I asked.

"Modern boats have very shallow aft overhangs," Lee explained. "The actual waterline length at rest is hella sensitive to loading. On some boats the LWL depends on where you stow the toolbox. But it doesn't make any difference because when the boat's moving, the water sees lots of buoyancy right up to the back corner of the transom. So, like, the only length measurement that makes sense would go from the forward end of the waterline to the edge of the transom. Except maybe for some archaic hull forms, but those are the special cases."



answered. “Old boats get charged for part of a bow overhang that they never use, compared to a more modern boat with a nearly plumb bow. And like, that modern boat with the plumb bow is using all of its stern overhang, but they’re only charged for a third of it.”

“Only one big problem, Lee: The version of waterline length or sailing length that you want to use is never listed in the brochure.”

“Jeez, I think owners are capable of measuring their bow overhangs and subtracting that from their LOA,” Lee answered. “All you do is hang a plumb bob off the stem and float a yardstick up against the bow — it’s as easy as peeing in your wetsuit.”

I glanced suspiciously at the ever-enlarging puddle around Lee’s feet.

“And it would be easy enough for anyone to check if they didn’t trust another boat’s sailing length measurement,” Lee

That’s very different from the actual displacement the designer works with. The manufacturer has a huge range of semi-legitimate ways to spin this number.”

“So how do we get around that one?”

“There are two ways to weigh a boat: The best is to just plain weigh it, and this requires a single-point hoist or crane and a load cell, or a spring scale like the one the Midget Ocean Racing Club used to use for boats 30 feet and under.”

“My boatyard has load cells on their Travelift,” said the sled owner. “They report the weight with each haul-out.”

“That only works if all the straps are exactly vertical — which they never are — and the load cells are recently calibrated — which they never are. And if someone takes the time to measure the angles and divide by the cosines. The other method is to have a good numerical description of the shape of the hull and appendages, measure the freeboard carefully, measure the density of the water, and calculate the total weight of water displaced. Eureka.”

“So do you think all boats need to be weighed for good PHRF ratings?”

“For a new design, it would sure help,” she answered. “For older small boats there might be MORC weight data on file; for big boats there is usually a very precise digital lines plan file, if you can pry it from the designer. For big race boats there’s often a measurement certificate of some sort with good weight data. For cruising boats with no lines plan and no sistership data, I guess there’s no substitute for, like, actual weighing.”

“Hold up,” interrupted another sailor, whom I recognized as the tactician on one of the boats I race against. “This is PHRF, we’re not trying to create a new measurement rule here.”

“But look where the arbitrary LWL and displacement numbers have gotten us,” insisted Lee. “We have to have a better handle on those numbers before plugging them into a formula.”

“Right,” agreed my friend from the computer terminal. “These numbers will ruin racing as we know it!”

“It’s PHRF,” said the tactician. “Subjectivity trumps measurement.”

Lee explained why she thought the nominal LWL and displacement measurements were producing unreliable results.

“Okay, I agree that forward waterline to transom tip is a better length to use,” the tactician acknowledged. “But

“Good point,” I said. “Even cruisers have those wide, low sterns these days. The swim step did in the traditional narrow stern.”

“And the hydrodynamics,” Lee added. “And dumping those rating rules from a century ago that measured girths near the stern.”

“Now hold on a minute,” I said, “IOR wasn’t phased out until 1990.”

“Totally,” Lee continued, oblivious to the large puddle that was growing around her booties as her wetsuit continued to drip. “The brochure can say almost anything for LWL, but the dimension that counts is forward waterline to transom tip.”

While she made her point, the sled owner had Googled, found and read the PCR formula on which the downwind PHRF ratings seemed to be loosely based.

“Look, they don’t even use LWL in the formula,” he pointed out. “They take L as LWL plus 35% of the overhangs.”

“That still cheats the old boats,” Lee

### The Pacific Cup rating formula

(based on Northern California PHRF)

**Effective Length:**  $L = LWL + 0.35 \cdot (LOA - LWL)$

**Displacement/Length Ratio:**  
 $DLR = (Disp/2240) / ((L/100)^3)$

**Displacement/Length Factor (DLF):**

For DLR less than 75,  $DLF = 0$

For DLR from 75 to 150,  $DLF = (DLR - 75) / 3$

For DLR from 150 to 200,  $DLF = 25 + (DLR - 150) \cdot 0.10$

For DLR greater than 200,  $DLF = 30$

DLF is rounded up to the next larger integer.

**Length Factor (LF):**

$LF = 0.5 \cdot (375 - (3600 / (1.34 \cdot \sqrt{L}))) + PHRF$

If  $LF < 0$  then  $LF = 0$

LF is rounded up to the next greater integer.

**Rating:**  $PCR = 486 + (PHRF + DLF - LF) \cdot 0.95$

continued. “Just like with sail dimensions on the PHRF application.”

“Is that all we need to do to get accurate displacement-length ratios?” I asked. “Because I don’t really trust those brochure displacement figures either.”

“No kidding,” said Lee. “If you think the waterline lengths are sometimes fudged one way or the other for marketing or rating purposes, the published displacements are, like, totally ex-rectum. And even if they were straight up about it, you never know if ‘displacement’ means empty weight, or weight with half tanks but no crew, or full tanks plus crew plus sails, or what. Most often it’s interpreted to mean the empty weight of the boat with no added deadweight.

# MAX EBB

you don't need to measure — it can be estimated very easily from the brochure specs and a profile of the boat. And I agree that displacement has to be adjusted to reflect reality, but let's do it PHRF-style. No weighing, just let the PHRF folks figure it out from what they know."

"Point taken," said Lee. "You could probably just assume that most production boats are 10% heavier than the brochure says. This varies by manufacturer, but the measurers pretty much know which builders come out overweight and by how much. Race boat displacement could be based on measured sisterships, which they already do when they have the data put in front of them, usually by an owner petitioning for a change. And the committee would have to use best-guess strategies for one-offs with no real data. It totally wouldn't be the biggest source of error in the PHRF process."

The computer screen was now displaying the downwind rating of my boat, and I noted with some satisfaction that it was actually a little bit slower than the base rating.

"Well, I'm satisfied with what they've done," I announced. "Maybe I'll even do the Ditch Run this year, or the race to Santa Cruz, now that those little ultralights owe me an extra 30 seconds a mile."

"I'm telling you, it's the end of racing as we know it," insisted my friend from the computer terminal. "If boats like Max's start winning downwind races, what happens to our entire culture of ultralight sleds? What happens to 'fast is fun'? What happens to innovation in yacht design?"

"I guess you could always just try sailing better," suggested the tactician. "Or buy into a fast one-design class."

"And race with the exact same boat as everyone else?" my friend grimaced. "What fun is that?"

"Or you could, like, drop in for dinghy racing over at the University sailing club," Lee taunted, "where we swap boats after each race. That's even more level than one-design racing."

Lee glanced at her watch. "Gotta run," she said. "I'm running out of cycles for my bio-break. But it's good to see that PHRF now has two out of three of the rating vectors in place."

"Two out of three?" I asked.

"I still think we need winter ratings as the third number on the certificate. The base rating used to be defined as valid for 16-20 knots, triangle-windward-leeward. To reflect modern race courses, I'd change the regular summer rating to 18 knots windward-leeward. But in the winter we're usually racing in much less wind."

"Actually," noted the tactician, "our winter conditions are like the summer conditions on the East Coast, so if we had winter ratings, they would be directly comparable to PHRF ratings from other districts, which would make it easier to share benchmarks."

"No!" exclaimed the sled owner. "That would take away my last scrap of unfair advantage!"

"Sounds good to me," Lee remarked as she disappeared down the hall, still dripping sea water on the carpet.

— max ebb



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# THE RACING

Summer is almost here, which means the racing schedule is in full swing. May was jam-packed with some truly memorable events; so many, in fact, that we don't have room for write-ups on all of them. We start off with a look at the **Stone Cup**, before reviewing the **Full Crew Farallones Race**. Next up we check out the inaugural **California International Blind Sailing Regatta** before moving on to the **J/120 Ocean Race**, **Elvstrom Zellerbach Regatta**, and **American Armed Forces Cup**. After that it's straight to the Race Notes for some important tidbits on the **America's Cup**, **Pac Cup** and more . . .

## Stone Cup

The St. Francis YC's Stone Cup really heralds the arrival of "serious" big boat racing on the Bay each season. For the 33 boats in three divisions who showed up May 15-16, it was exactly that. Attendance overall was down, but the J/120s

were the 'winners' of the regatta, notching perfect attendance: all eight of the fleet's actively raced boats showed up for yet another closely-contested event. Dick Swanson's *Grace Dances*, Don Payan's *Dayenu* and



John Wimer

John Wimer's *Desdemona* tied for first after Saturday's racing, setting the stage for a battle on Sunday. Wimer reeled off a 1-3 to hold off a resurgent Steve Madeira and his *Mr. Magoo* crew, who in turn beat *Dayenu* on a countback.

"Our strategy was pretty simple," Wimer said. "All we were trying to do was stay between our competition and the mark. There isn't really any dialing-up in this class; the demeanor is fairly mellow, and I think because of it we'll be adding more boats."

Wimer was joined by Brian Gauny, Rod Marble, Christopher Ames, Elizabeth Little, Lindsey Johnson, Bill Devereaux, Melissa Mooney, Liz Ellison, Craig Watson

**Susan 'Soosal' Woolery with husband Dan, of her IRC-dominating, near-namesake King 40.**



and Nick Chirichillo.

Rumor has it that Keith Brown, former owner of the Peterson 46 *Aleta*, may be getting into the class, which means that the J/120s — one of the Bay's tightest fleets — will indeed be getting bigger.

Since the Stone Cup served as season opener for the SF Bay IRC series, we had expected it to draw a pretty sizeable IRC fleet. Unfortunately, the nine-boat turnout meant that everyone from Chip Megeath's R/P 45 *Criminal Mischief* to Daniel Thielman's Sabre 386 *Kuai* were racing together.

The weekend's flood tide, coupled with the fact that every race ended on a beat, meant the fleet was mighty stretched out along the Cityfront in each of the regatta's four races. It also meant medium-displacement IRC-optimized boats like Dan Woolery's defending season champion King 40 *Soozal*, Brad Copper's Tripp 43 *TNT*, and Philippe Paturel's Archambault A40RC *Ciao!* were untouchable. That's what the division order looked like, with *Soozal* at the top of the division, knocking off four bullets.

"The boat is a height machine," Woolery said. "We prepped it do that, and it's just a great all-around boat as well."

Woolery had almost everyone back from his '09 campaign in which *Soozal* sailed to a perfect record in the Florida regattas and the SF Bay IRC series. Joining Woolery for the Stone Cup this year were North Sails' Pete McCormick, Chris Lewis, Greg Felton, Nick Gibbens, Gary Sadamori, Matt Siddens, Andy McCormick and Hogan Beattie. Scott Eason, who commissioned the boat and manages the program for Woolery, replaced Woolery's normal tactician, Robbie Haines, who will rejoin the program at the next IRC event, St. Francis YC's Aldo Alessio Regatta.

"Scott has a commitment to *Kokopelli*<sup>2</sup> for the Big Boat Series this year," Woolery said. "Rather than have him in the middle of the boat like we did all last year, we put him on tactics. That way Robbie will be able to just step right in, and the middle of the boat won't change."



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Attendance among the J/105s was also down, with only 16 boats — about seven fewer than came out for the previous season counter in April. Adam Spiegel's *Jam Session* sailed a consistent 1-2-2-4 to take the title after perennial contenders, Bruce Stone's *Arbitrage* — defending North American champion — and Scooter Simmons' *Blackhawk* — defending Fleet #1 season champion — had up-and-down first days before rebounding on Sunday with a bullet and another top-three apiece to finish second and third respectively.

### ST. FRANCIS YC STONE CUP (5/15-16, 4r. 0t)

IRC — 1) *Soozal*, King 40, Dan Woolery, 4 points; 2) *TNT*, Tripp 43, Brad Copper, 11; 3) *Ciao!*, Archambault A40RC, Philippe Paturel, 14. (9 boats)

J/120 — 1) *Desdemona*, John Wimer, 9 points; 2) *Mr. Magoo*, Steve Madeira, 12; 3) *Dayenu*, Don Payan, 12. (8 boats)

J/105 — 1) *Jam Session*, Adam Spiegel, 9 points; 2) *Arbitrage*, Bruce Stone, 13; 3) *Blackhawk*, Scooter Simmons, 15. (16 boats)

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



**The crew of Dan Woolery's King 40 'Soozal' gives a clinic on hiking hard at the Stone Cup. 'Soozal' scored four bullets in the IRC Division.**

#### **Crewed Farallones**

The OYRA's Full Crew Farallones Race brought out a high-quality fleet of boats for what was expected to be a breeze-on, pound-out, surf-back, 58-mile trip around the Rockpile on May 7. That wasn't exactly what happened. After beating out the Gate and around Pt. Bonita in a flood with breeze into the low 20s, it was looking as though it would be a pretty typical race. But as the boats left the Marin Headlands behind them, the breeze never clocked and it wasn't long before just about everyone was changing up to their biggest headsails and beating out to the islands in 8 to 12 knots of wind and balmy temps.

Distinct among other Farallones races, the Full Crew Farallones allows each boat to pick which way to go around and, at least in PHRO 1A, there wasn't any consensus — about half the fleet opted to

leave it to port while the other half left it to starboard. The former set kites while rounding, but the latter would ultimately find the near-shore pressure — which apparently hadn't gone anywhere — sooner on the way back in. Almost everyone we talked to said it was the closest they'd ever been to the island while rounding it.

Most boats got a great little ride through the Gate toward the end of their respective races, with breeze in the low 20s and slack water transitioning to the early flood at around 5 p.m.

Peter Stoneberg's Formula 40 *Shadow* was the only multihull in the race and, with a corrected time of just over 8.5 hours, took the nominal overall corrected time honors. Jim Quanci's Cal 40 *Green Buffalo* was the race's giant-slayer, coming home with the overall monohull corrected-time win and PHRO 3 honors — about four minutes faster than the

PHRO 1A-winner, Lani Spund's turboed SC 52 *Kokopelli*<sup>2</sup>.

For Quanci, whose crew on *Green Buffalo* consisted of John and Sue Paulling, Bob Nance, John Dillow, Ian Matthew, Jeff Drust, Jeff Gould, Pat Lakner, Bill Merrick and Goran Borjesson, the race marked the third time in three years he's been the top monohull in an ocean race only to lose first overall to a multihull. He didn't sound too bothered; it was great opportunity for some "driver training."

"This year I have the 'problem' of too many crew," Quanci said. "I've had 11-13 crew for every ocean race, but how can I ask people to stay home and miss the fun? Ten of the 11 people on board drove the boat; most everyone had 30 minutes on the wheel. It keeps the crew happy and coming back. The one person that didn't drive doesn't like driving in under 20 knots!"

As the only multihull, Stoneberg's *Shadow* crew of Andy McCormick, Kyle Gunderson, John Bonds and Jody McCormack had the advantage of not having to deal with anyone in their way. But there was *something* in their way that almost tripped them up.

"It was more than just the normal hairy, breezy reach," Stoneberg said. "We must have hit something about two miles from the Gate, because our starboard rudder went out of alignment and we suddenly had a TON of leeward helm. I'd been driving for a while, so I turned it over to the younger, stronger guys who did a great job bringing her home safely. We did bury the bows twice, causing rather inspiring headstands Extreme 40-style. Fortunately we have a lot of volume in the bows, so they just popped back up and off we went again — no harm, no foul. A skinny Extreme 40 would have gone over for sure. The guys dubbed the move as the 'Shadow Double Rudder Check.'"

For those of you who see such things, you may have noticed that this year

**Adam Spiegel's 'Jam Session' was steady and consistent, winning the J/105 division at Stone Cup with nothing lower than a fourth.**



# THE RACING

COURTESY GREEN BUFFALO



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**Clockwise from upper spread — The Knarrs and Etchells mix it up at the San Francisco YC's Elite Keel Regatta; two of the nine Melges 24s blast downwind at the Elite Keel, whose write-up we ran out of space for; the Full Crew Farallones Race — Chip Megeath's R/P 45 'Criminal Mischief' works upwind with her massive new, offshore-only, square top main; Lani Spund's SC 52T 'Kokopelli<sup>2</sup>' was first overall in PHRO 1A; Peter Stoneberg's Formula 40 'Shadow' blasting back through the Gate on the way to an overall win; Jim Quanci's Cal 40 'Green Buffalo' was top monohull; 'Green Buffalo's track shows just how much of a beat it was to the island; why Quanci brings 11 crew along; Andy Costello, Chris Hagerman, JV Gilmour and Mo Gutenkunst enjoy the day aboard 'Double Trouble'.**

Shadow is carrying around a new sail inventory designed by Randy Smythe after sailing around last year with sails that looked too old even to be original equipment from the boat.

"The main and jib are about 34% bigger overall," Stoneberg said. "They're much, much less stretchy than the old ones. They transfer power to the boat —

right now. The goal in multihull sailing is always to fly a hull and reduce friction/wetted surface. We used to struggle to fly a hull in 13 knots and now we fly easily in 9 knots. Now we just need to de-power earlier by dropping the jib or reefing the main. At a certain point less sail area is much faster because it reduces drag and it makes it much easier to keep the shiny

side up."

Stoneberg — who's campaigned Farr 40s and TP 52s — added that he's enjoying the boat immensely.

"These Formula 40's are the most fun I have ever had sailing," he said. "They are more exciting, cheaper, easier and way more fun to sail than one design keelboats or TP52s. We actually love to



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sail it double handed as it is so easy to sail with two. Unlike a keelboat it doesn't load up, it just accelerates."

He said he knows of two that are available for about \$125K and that would only require another \$25K of investment. If you're interested, contact us and we'll be happy to put you in touch with him.

**California International Blind Sailing Regatta**

The Island YC and Marin Sailing School for the Blind teamed up to host

the inaugural California International Blind Sailing Regatta May 14-16. Sailed on the Estuary the regatta drew six teams from as far away as Japan and New Zealand for a practice day followed by two days of racing.

The boats were crewed by a combination of sighted and unsighted or visually impaired sailors. Each boat had a visually impaired driver and main trimmer, a sighted jib trimmer, sighted tactician, and for this regatta, the boat owner or owner's rep, who managed the vang and

cunningham and was the human pole for the jib when needed. Hailing from Canada, Japan, New Zealand and Boston, plus the two Bay Area teams, one from BAADS and "California One" from the Marin Sailing School, the teams raced borrowed J/24s, which were kept in slips donated by Svendsen's Marine. The racers arrived Friday for their first regatta briefing, lunch, and on-the-water practice starts to get familiar with the boats.

"The sailors were amazing in how

# THE RACING

quickly they memorize the details of the boats, and how they're rigged," said Island YC Staff Commodore Dawn Chesney. "In most cases, if you watch the crew rigging the boat, you'll have a hard time knowing who is sighted and who is not."

After breakfast at the club Saturday morning, the teams got down to business, hitting the water for six races. There were protest flags a-flyin' but each incident was resolved on the water. The day's racing was followed by a benefit dinner for the Marin Sailing School attended by over 120 people. The proceeds from the dinner went toward helping the Marin Sailing School team attend national and world regattas like the '12 Worlds in Japan in the future.

On Sunday, the sailors had three races, which were all the New Zealand team needed to charge into a tie for first and win the countback on the strength of its three-bullet performance. At the trophy presentation that followed, the



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**It's not something you see at every regatta. The inaugural California International Blind Sailing Regatta hosted by Island YC was an international success.**

beer and stories flowed and the awards were handed out, including the sportsmanship award, which went to Southern California resident Mitsuhiro Iwamoto, who raced on the California One team.

"Their sense of humor, and matter-of-fact way of dealing with their disability is really quite amazing," Chesney said. "I actually heard one visually impaired sailor helping another up the stairs at IYC say, 'it's like the blind leading the blind.'"

Two years in the making, the regatta represented the efforts of both the Marin Sailing School's Al Spector and the YC. And These two, small, non-profit organizations came up with not only the venue and boats, but housing for the competitors, Bay Area transportation, meals clothing and awards.

"The visually impaired sailors are people of amazing courage and determination who do not let their disability stop them, or limit the life they have yet to live," Chesney said.

Results and more information about the regatta and Marin Sailing School for the Blind are available at [www.iyc.org](http://www.iyc.org).

## THE BOX SCORES

Beer can series are in full-swing, and this month's Box Scores has both weekend and beer can events in it. 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](mailto: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*.

### WEEKEND:

#### TIBURON YC BEHRENS REGATTA (5/15)

DIVISION 1 (PHRF ≤ 165) — 1) **Joyride**, J/105, Bill Hoehler, 4 points; 2) **Frenzy**, Moore 24, Lon Woodrum, 7; 3) **Red Hawk**, Hawkfarm, Gerry Gunn/ John Sullivan, 7. (3 boats)

DIVISION 2 (PHRF > 165) — 1) **Wind Dance**, Cal 2-27, Ann Watson, 4 points; 2) **Galante**, Folkboat, Otto Schreier, 6; 3) **Don Wan**, Santana 28, Don Kunstler, 10. (4 boats)

DIVISION 3 (ULTIMATE 20s) — 1) **Salsa**, Matt Boroughg, 4 points; 2) **Breakaway**, John Wolfe, 5; 3) **UAgain**, David Woodside, 9. (3 boats)

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

#### WBR A CUMULATIVE THROUGH 5/17

BEAR (6r, 2t) — 1) **Chance**, Ansel Wettersten, 5 points; 2) **Smokey**, Stephen Robertson, 5; 3) **Kodiak**, Peter Miller, 10. (6 boats)

BIRD (4r, 2t) — 1) **Robin**, Cissy Kirane, 2 points; 2) **Widgeon**, David Cobb, 3; 3) **Curlew**, Heinz Backer, 5. (6 boats)

FOLKBOAT (6r, 2t) — 1) **Polperro**, Peter Jeal, 6 points; 2) **Windansea**, David Wilson, 7; 3) **Thea**,

Chris Herrman, 9. (12 boats)

KNARR (4r, 2t) — 1) **Fifty-Fifty**, Jon Perkins, 2 points; 2) **Three Boys and a Girl**, Chris Perkins, 3; 3) **Svenkist**, Sean Svendsen, 4. (21 boats)

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

#### OYRA SPRING SERIES STANDINGS THROUGH 5/10 (3r, 1t)

PHRO 1A — 1) **Ocelot**, Fox 44, Greg Nelsen/ Kevin Flanigan, 2 points; 2) **Deception**, SC 50, Bill Helvestine, 3; 3) **Double Trouble**, J/125, Andy Costello/Peter Kreuger, 4. (5 boats)

PHRO 1 — 1) **War Pony**, Farr 36 OD, Mark Howe, 2 points; 2) **Bloom County**, Mancebo 31, Charles James/Jon Stewart, 3; 3) **Sapphire**, Synergy 1000, David Rasmussen, 5. (8 boats)

PHRO 2 — 1) **Split Water**, Beneteau First 10R, 3 points; 2) **Nancy**, Wyliecat 30 OB, Pat Broderick, 4; 3) **X-Dream**, X-119, Steen Moller, 6. (11 boats)

PHRO 3 — 1) **Green Buffalo**, Cal 40, Jim Quanci, 2 points; 2) **Ay Caliente!**, Benetau 36.7, Aaron Kennedy, 5; 3) **Tiki J**, J/42, Matthew Neumann/Scott Dickinson, 6. (10 boats)

SHS (SHORTHANDED) — 1) **Banditos**, Moore 24, John Kernot, 2 points; 2) **Moonshine**, Dogpatch 26, Dylan Benjamin, 4; 3) **Zsa-Zsa**, 1D35, Stan Glaros. (9 boats)

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

### WEEKNIGHT:

#### OAKLAND YC SWEET 16 SERIES # 2 (5/12)

PHRF ≤ 150 — 1) **Dark & Stormy**, 1D35, Jonathan Hunt; 2) **JetStream**, JS9000, Dan Alvarez; 3) **Golden Moon**, Express 37, Kame & Sally Richards. (7 boats)

PHRF 151-200 — 1) **Morning Dew**, Kiwi 29, Vince Boley; 2) **Popeye & I**, Cal 9.2, Ruth Summers; 3) **Nice Turn**, Cal 2-29, Richard Johnson.

(5 boats)

PHRF 201+ — 1) **Blueberry**, Nonsuch 22, John Foster; 2) **Chile Pepper**, Santana 25, Dave Lyman. (2 boats)

MULTIHULL — 1) **Triple Play**, F-31, Richard Keller. (1 boat)

NON-SPINNAKER — 1) **Magic**, Mercury, Joey Hansen; 2) **Svenska**, Peterson 34, Fred Minning; 3) **Mardi Gras**, Santana 22, Ari Rubenstein. (6 boats)

COLUMBIA 5.5 — 1) **Tenacious**, Adam Sadeg; 2) **Alert**, Liem Dao; 3) **Sea Biscuit**, Peter Szasz. (6 boats)

MERIT 25 — 1) **Bewitched**, Laraine Salmon; 2) **Bandido**, George Gurrola; 3) **Dire Straits**, Steve Bayles. (5 boats)

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

#### SOUTH BEACH YC FRIDAY NIGHT SERIES (CUMULATIVE) (3r, 0t)

SPINNAKER (PHRF ≤ 99) — 1) **Alpha Puppy**, 1D35, Alex Farell, 9 points; 2) **007**, J/105, Bruce Blackie, 13; 3) **Tupelo Honey**, Elan 40, Gerry Sheridan, 18. (12 boats)

SPINNAKER (PHRF 100+) — 1) **Independence**, J/32, Joe Wells, 7 points; 2) **Northern Light**, Santana 35, Rod Neathery, 9; 3) **Highlighter**, Islander 36, William Hackel, 13. (12 boats)

NON-SPINNAKER (PHRF ≥ 154) — 1) **Carmelita**, Catalina 42, Christian Lewis, 3 points; 2) **All Hail**, Catalina 34, Page van Loben sels, 9; 3) **Rollover**, Catalina 34, Lynn Guerra, 9. (8 boats)

NON-SPINNAKER (PHRF 155+) — 1) **Star Ranger**, Ranger 26, Simon James/Tim Walsh, 3 points; 2) **Synergizer**, Ericson 28, Larry Weinhoff, 8; 3) **Ruth E**, Catalina 27, Bill Davidson, 9. (8 boats)

CATALINA 30 — 1) **Adventure**, Jack McDermott, 3 points; 2) **Friday's Eagle**, Mark Hecht, 8; 3)

**J/120 Ocean Race**

The J/120 class held its own ocean race May 1. After a rabbit start off Treasure Island, the seven-boat fleet headed out to leave G7 to port in a light south-easterly.

"The breeze slowly clocked and gained velocity until we were seeing close to 30 knots from the northwest as we approached the buoy," said the race's winner, *Desdemona* skipper John Wimer.

"From there, it was back to Fort Mason where the boats took their own finish times after a fabulous, windy ride back under the Gate."

**J/120 OCEAN RACE (5/1)**

J/120 — 1) **Desdemona**, John Wimer; 2) **Chance**, Barry Lewis; 3) **Mr. Magoo**, Steve Madeira. (8 boats)

Complete results at: [www.sf-j120.org](http://www.sf-j120.org)

**Elvstrom Zellerbach**

The Elvstrom Zellerbach Regatta

**Huge**, Bill Woodruff/Tanya Keen/Peter Birch/Russell Houlston, 11. (7 boats)

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

**BAY VIEW BOAT CLUB MONDAY NIGHT MADNESS #1 (4/19)**

DIVISION A — 1) **Chewink**, Golden Gate, Tim Donnelly; 2) **Chance**, Bear Boat, Ansel Wettersten; 3) **Wharwhoop**, Contessa 33, Chuck Hooper. (7 boats)

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

**BALLENA BAY YC FRIDAY NITE GRILLERS SERIES #4 (5/14)**

PHRF — 1) **Tortfeasor**, Olson 34, Jeff Rude; 2) **Dixie**, Pearson 10M, Dan Watson; 3) **Second Verse**, Club Nautique Colgate 26, Doug Perry. (8 boats)

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

**SAUSALITO YC SPRING SUNSET SERIES #1 (???)**

DIVISION A (SPINNAKER) — 1) **Streaker**, J/105, Ron Anderson; 2) **Nancy**, Wyliecat 30, Pat Broderick; 3) **Gammon**, Tartan 10, Jeff Hutter. (7 boats)

MULTIHULL — 1) **Origami**, Corsair 24, Greg Carter. (1 boat)

DIVISION C (NON-SPINNAKER) — 1) **Jarlen**, J/35, Jeff Dunnavant; 2) **J Hawk**, J/133, Dale Fleming; 3) **Grey Ghost**, Hanse 342, Doug Grant. (8 boats)

DIVISION D (NON-SPINNAKER) — 1) **Trasher**, Merit 25, Harriet Lehman; 2) **Tackful**, Santana 22, Cathy Stierhoff/Frank Lawler; 3) **Serendipity**, Cal 29, Phil Hyndman. (8 boats)

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

**ISLAND YC ISLAND NIGHTS SPRING SERIES #2 (5/7)**

DIVISION A (PHRF <152) — 1) **Ruby**, Moore 24, Steve McCarthy; 2) **Twisted**, Farr 40, Mike DeVr-

brought out some quality fleets at St. Francis YC May 1-2. Ten 29ers, nine Finns, 13 Formula boards, 12 Laser Radials and 17 Lasers sailed a seven-race, one-throut series on the Cityfront in breeze in the low to mid-twenties.

**ELVSTROM ZELLERBACH REGATTA (5/1-2, 7r/1t)**

LASER — 1) **Steve Bourdow**; 2) **Tracy Usher**; 3) **Peter Vessella**. (17 boats)

RADIAL — 1) **Chris Boome**; 2) **John-Bernard Duler**; 3) **Domenic Bove**. (12 boats)

FORMULA BOARD — 1) **Xavier Ferlet**; 2) **Steve Bodner**; 3) **Eric Christianson**. (13 boards)

ies; 3) **Wile E Coyote**, Express 27, Dan Pruzan. (9 boats)

DIVISION B (168 RATERS) — 1) **No Name**, Merit 25, Scott Wilder; 2) **Bewitched**, Merit 25, Laraine Salmon; 3) **My Tahoe Tool**, Capri 25, Steve Douglass. (6 boats)

DIVISION C (PHRF 152+) — 1) **Shadow Fax**, Olson 25, Mark Simpson; 2) **Lelo Too**, Tartan 30, Emile Carles; 3) **Tinker**, Wilderness 21, Matthew Beal. (8 boats)

DIVISION D (SANTANA 22) — 1) **Spitfire**, Tom McIntyre; 2) **Atuna Matata**, Bill King; 3) **Domina-trix**, Heidi Schmidt. (3 boats)

DIVISION E NON-SPINNAKER — 1) **Obsession**, Harbor 20, Lee Perry; 2) **Svenska**, Peterson 34, Fred Minning; 3) **Take Five**, Wilderness 21, n/a. (3 boats)

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

**CORINTHIAN YC FRIDAY NIGHT SERIES #6 (5/14)**

NON-SPINNAKER 1 — 1) **Basic Instinct**, Elliot 1050, Jan Borjeson; 2) **Willow**, Centurion 40s, Bob Braid; 3) **Henry Hannah**, Cal 40, David Holscher. (12 boats)

NON-SPINNAKER 2 — 1) **Amandla**, Catalina 34, Kurt Magdanz; 2) **Kira**, Cal 33-2, Jim Erskine; 3) **Mimicat**, Hinckley 38, Robert Long; 4) **Summer Sailstice**, Ranger 33 Turbo, John Arndt. (10 boats)

NON-SPINNAKER 3 — 1) **Sweet Reward**, Santana 22, Craig McDow; 2) **Mischief**, Hunter 295, Karl Belgium. (2 boats)

J/105 — 1) **Yikes!**, Peter Stoneberg; 2) **Alchemy**, Walter Sanford. (2 boats)

SPINNAKER 2 — 1) **Shenanigans**, Express 27, Bill Moore; 2) **Good & Plenty**, Soverel 33, Justis Fennell; 3) **Yucca**, 8 Meter, Hank Easom. (10 boats)

SPINNAKER 3 — 1) **Wuda Shuda**, Soverel 26 OB, Craig Page; 2) **Moxie**, Cal 282, Laurence Bekins; 3) **Big Wow!**, Rhodes 19, William Royall.



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The flag exchange at the first ever California International Blind Sailing Regatta hosted by Island YC.

FINN — 1) **Erik Lidecis**; 2) **Henry Sprague**; 3) **Robert Kinney**. (9 boats)

29er — 1) **Antoine Screve/James Moody**; 2) **Max Fraser/David Liebenberg**; 3) **JP Barnes**/

(5 boats)

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

**St. FRANCIS YC CABRINHA RACE SERIES (5/13, 3r, 0t)**

OPEN — 1) **Johnny Heineken**, 5 points; 2) **Chip Wasson**, 5; 3) **Stefaans Viljoen**, 8. (24 kites)

MASTER — 1) **Chip Wasson**, 5 points; 2) **Marcello Segura**, 24; 3) **Eric Geleynse**, 30. (6 kites)

GRAND MASTER — 1) **Frank Wittke**, 36 points; 2) **Bret Hersher**, 48; 3) **Hugo Kenyon**, 81. (3 kites)

**St. FRANCIS YC FRIDAY NIGHT WINDSURFING SERIES (5/14, 5r, 0t)**

OPEN — 1) **Seth Besse**, 7 points; 2) **Steve Bodner**, 8; 3) **Chris Radkowski**, 8. (14 boards)

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

**SVENDSEN'S THURSDAY NIGHT SERIES TREASURE ISLAND SAILING CENTER**

VANGUARD 15 (5/20, 4r, 0t) — 1) **Harrison Turner/Kristin Maberry**, 13 points; 2) **Chad Grey/Natasha Baker**, 13; 3) **Matthew Sessions/Avery Patton**, 15. (13 boats)

Complete results at: [www.vanguard15.org](http://www.vanguard15.org)  
LASER (4/29, 4r/0t) — 1) **James Vernon**, 4 points; 2) **Nick Burke**, 11; 3) **Rob Way**, 13. (8 boats)

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

**TIBURON YC FRIDAY NIGHT RACING #1 (5/21)**

DIVISION 1 (PHRF <157) — 1) **Joyride**, J/105, Bill Hoehler; 2) **Natural Blonde**, J/105, Kelsie Deisinger; 3) **Miramar**, Frers 41, Jeff Brucia. (6 boats)

DIVISION 2 (PHRF >158) — 1) **Red Hawk**, Hawkfarm, Gunn/Sullivan; 2) **Siento El Viento**, C&C 29, Ian Matthew; 3) **Coaster**, Catalina 30, David Wegner. (4 boats)

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

# THE RACING

Chris Rast. (10 boats)

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

## American Armed Forces Cup

There are plenty of people out there paying lip service to "supporting our troops", but Club Nautique in Alameda walks the walk with its American Armed Forces Cup. Celebrating its second anniversary on May 15, the regatta brought in teams from four of the five branches of service — the Marines were unable to sail due to troop deployments — for a one-day regatta on the Bay on May 15.

The teams of three sailors each were trained in the morning by Club Nautique instructors who stayed on board for the racing but weren't allowed to participate, except in case of emergency. This wasn't any pleasure cruise on the Estuary, it was a full-blown bash-fest on the South Bay off Ballena Isle, with boats having to tuck in one mandatory reef before resisting the RC's attempts to mandate another.

We'd expect a good result from the Navy and Coast Guard, and the latter's team of skipper SN Lindsey Schmid —



MARIANNE ARMAND/CLUB NAUTIQUE

**The action at Club Nautique's second annual American Armed Forces Cup was as tight as it gets.**

who hadn't sailed since she was a teenager — SN Cory Malstrom and SK1 Robert Dobrocke did, in fact, win the event. But you might be surprised to find

out that nipping at their heels in second place was the Air Force team of Lt. Robert Germany, Maj. Jason Funk and MSgt Lowell Olson! The Navy was third and the Army fourth. More info can be found at [www.clubnautique.net/specials/armedforcescup.html](http://www.clubnautique.net/specials/armedforcescup.html).

## Race Notes

**PacCupdate** — With the starts less than six weeks away, the '10 Pacific Cup is shaping up to be a great race. The final deadlines have passed and 56 boats are still signed up for the slide to Oahu's Kaneohe Bay.

At this point it looks as if either Australian Alan Brierty's R/P 63 *Limit*, or Philippe Kahn's turboed Open 50 *Pegasus OP-50* will be the scratch boat in a division that will also likely feature Ashley Wolfe's Bay Area-based TP 52 *Mayhem*, Hector Velarde's Peru-based SC 70 *Mirage*, Chip Megeath's Pelican Bay-based R/P 45 *Criminal Mischief*, Jim Partridge's Antrim 49 canter *Rapid Transit*, and possibly — if it's been shaken down in time, and doesn't end up in

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## GC Marine & Rigging

Mark Howe and the *War Pony* crew blast back from the Duxship Race in preparation for the 2010 Pacific Cup.



Farr 36 *War Pony*, rigged by GC Marine.  
PHOTO: PETER LYONS/[WWW.LYONSIMAGING.COM](http://WWW.LYONSIMAGING.COM)

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the next division down, Buzz Blackett, Todd Hedin and Liz Baylis' brand new Antrim Class 40 *California Condor*.

There are two Santa Cruz 50s, Wayne Zittel's *J/World's Hula Girl* and Jack Taylor's successful *Horizon*. Quite a few boats are returning from '08, and good concentrations of boats of similar D/L and length should make for some good class breaks. All of which point to a close contest. As always, we'll be previewing the divisions and making our picks for the *Latitude 38* jinx . . . umm, we mean winners . . . in next month's issue, so stay tuned. In the meantime, check out the race's user-friendly website at [www.pacificcup.org](http://www.pacificcup.org).

*America's Cupdate* — It's been an eventful month on the "where's the next America's Cup match gonna be" front. We're starting to believe there's a really strong possibility that the next Cup match will be raced on the Bay. That sentiment was first substantially encouraged by the press conference held by Golden Gate YC and the Club Nautico di Roma in Rome on May 6.

"Every candidate city knows that a very strong case has already been put forward by San Francisco," were the words from BMW Oracle Racing CEO Russell Coutts at the conference.

With those 17 words, Coutts immediately buoyed the hopes of every Cup fan who'd like to see the match for the 34th America's Cup contested on the Bay. Almost as tantalizing was one of the requirements that have been laid down for the next class of America's Cup boats: they should be able to race in any venue from 5-35 knots. And while there are certainly plenty of nuts-



MARIANNE ARMAND/CLUB NAUTIQUE

*From left — SN Cory Malstrom, SK1 Robert Dobbrocke and SN Lindsey Schmid made the Coast Guard proud with a win at Club Nautique Alameda's American Armed Forces Cup on May 15.*

and-bolts hurdles ahead, there's been another development that leads us to start believing that they might not be the impediments we once imagined. You

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VIP DINNER FEATURING AMERICA'S CUP CHAMPION, RUSSELL COUTTS

# THE RACING

may recall that in our wrap-up of the 33rd America's Cup match we expressed skepticism about the ability of the teams to cut through the bureaucratic red tape in short enough order to establish the infrastructure needed to host the next match on the Bay.

But a resolution passed by the Bay Conservation and Development Commission on May 19 gives us a lot of hope. All but the last paragraph of the document starts with the word "Whereas" so we'll leave all that crap out. The final graph is where the message is.

"Now Therefore Be It Resolved, that the San Francisco Bay Conservation and Development Commission expresses its support for bringing the next America's Cup races to San Francisco Bay," was how the resolution concluded, a sentiment that we can only hope is carried into practice if the Defender and Challenger of Record bring it here.

The rest of the May 6 press conference in Rome had some points that are worth noting, especially regarding the timeline for the Defender and CoR's decisions: the protocol for the 34th Amer-



ERIK SIMONSON/WWW.H2OSHOTS.COM

**Emmy nominee Vince Casalaina sailing his Snipe.**

ica's Cup will be issued by August 31, the design rule will be released by September 30. The NOR and SIs will be published by December 31. The venue will

be confirmed by December 31 while the challenge period will open October 1 and stay open only until January 31.

We find the latter point surprising, but it would certainly indicate that the Defender and CoR are committed to having a world circuit of prelude events leading up to the 34th match for the Cup as they announced at the press conference. And last, but certainly not least, the most likely dates for the match will be between 2013-14 — insert a big "THANK GOD" here. We don't think anyone wants to wait around for five years like we all did for the first Auckland Cup match in 2000.

As expected, the teams have committed to having a professional and neutral race management team not controlled by the defender. BMW Oracle Racing will not be cherrypicking its way through the Challenger Series for giggles.

The announcement of the circuit-style racing in multiple cities preceding the Cup, plus the timing of the challenge period and the announcement of a three- or four-year Cup cycle point to a lot of

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activity very quickly on the Cup front. These guys are sending it, and that's exactly what needs to happen to capitalize on all the buzz created by ACs 32 & 33. The America's Cup website has been revamped; check it out at [www.americascup.com](http://www.americascup.com).

**18 Feet of Fury** — There's good news for you 18-ft skiff fans out there: word on the street is that two containers of boats will be coming from Australia, and one from New Zealand for this year's 18-ft skiff International Regatta and Ronstan Bridge-to-Bridge race at St. Francis YC August 22-26.

With each container able to accommodate four boats, plus the West Coast's contingent of about four competitive boats, we should see a 16-boat regatta. And there's a chance that both New Zealand and Australia might send an additional container, and that European teams on their way across the world for the Australian summer season might send a container or two also. Imagine what 24 18-footers would look like on the Cityfront in late August . . . brilliant,

and scary!

**Emmy Time** — Diehard Bay Area Snipe sailor and professional videographer Vince Casalaina was nominated for a sports Emmy award in the "News Single Story or Series" category for a video he produced about the '09 Snipe Worlds in San Diego.

As part of a larger documentary on the class, the video represented a fraction of the work he's put into the film, which will be released next year in celebration of the 80th anniversary of his beloved class.

**Mea Culpa** — In last month's issue, we incorrectly credited John Dukat with the photo of a Laser Sailor "Waterboarding," i.e. being towed behind a chase



ERIK SIMONSON/WWW.H2OSHOTS.COM

*Ever heard the term Charley-Fox trot? The Formula boards and a 29er demonstrate an example at the Elvstrom Zellerbach Regatta at St. Francis YC. No sailors were harmed in the making of this photo.*

boat atop his daggerboard.

In fact, it was Pat Grey who caught that moment of Laser sailor ingenuity. Sorry Pat!



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*We depart from our usual format this month to bring you our first-time-ever report on **Chartering in Cuba**. It serves as a perfect companion piece to the feature article on cruising in Cuban waters that appeared in our May edition. As you'll read below, Americans are allowed to travel to Cuba — they're just not supposed to spend money.*

## **Forbidden Waters: A Cuban Bareboat Cruise**

At the end of each bareboat charter that we do, our Bay Area-based chartering gang usually starts talking about where to charter next. Because we've already chartered in many places around the globe — and because we love the Caribbean — Cuba always seems to enter the conversation. It has always been the elephant in the room. Questions come up like: What islands did Hemingway cruise? What are those cays south of the main island? Can Americans even travel to Cuba?

After researching those questions, we ended up putting together a trip to the islands off the southern coast known as Los Archipiélago de Los Canarreos, roughly thirty miles southwest of La Bahía de Cochinos (the Bay of Pigs).

This piece describes our trip and accurately records key trip details. Crew names have been changed to protect the innocent from prosecution of strange anti-Cuban laws. After reading Hemingway's *Islands in the Stream*, I chose Roger Davis as my alias.

We were a crew of eight, in addition to myself: six Americans, one Italian and Lalo of Cozumel. They were Aldo,

***Cuba's distinctive musical styles are among the island nation's greatest cultural treasures. It's hard to sit still while listening.***



ROGER DAVIS

El Capitano; Carmen, Head Chef; Marie, Spiritual Leader; Spencer, Dispenser of Boonerisms; Grasshopper, Resident Playboy and Chief of Security; Jasmine, Herbologist; and Lalo of Cozumel, Dive Master. As you'll read later, my title became: The Napigator.

How do you get in and out of Cuba? Our Italian/English Capitano, Aldo, went in and out via London, England. As the holder of both British and Italian passports, he could fly nonstop from his home in London to Havana.

On a trip to Cuba, you should find someone like Aldo. Or maybe just find Aldo himself — he is recently separated and available. Cuba takes Aldo's credit cards. Thankfully, Aldo was able to use his credit card at *La Floridita*, a well-known Hemingway haunt that we frequented in Havana, which is home of the best daiquiris ever. Aldo also used his credit card in ATM machines in Havana. He was able to put our boat's damage insurance deductible on his card, and also charged the provisioning at the marina. Americans cannot do these things. We need cash. And even then the Cuban government penalizes the use of U.S. dollars by 10%. More on this later. American credit cards and cell phones do not work in Cuba.

As Aldo was arranging a flat-bed, first class, nonstop flight from London on Virgin Atlantic, the American contingent was handwringing about vague and ridiculous U.S. travel restrictions and details. Should we give our passport information to a website called *www.cubatrav-elusa.com*? This website gives lots of information about how to enter and exit Cuba as an American citizen, and also gives advice

about legal issues.

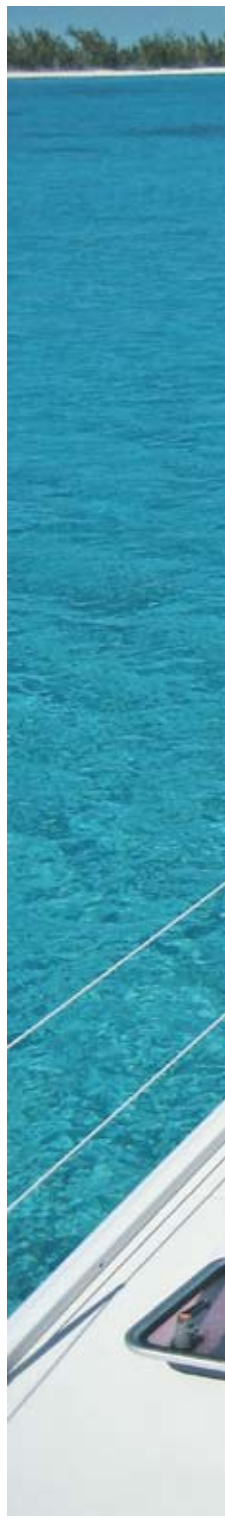
It is supposedly not illegal to travel to Cuba, but only to spend money there. Reportedly, Americans are rarely prosecuted in any event. And there is also a law that deals with exempting those who provide humanitarian aid. So I highly recommend packing very basic things to give away like soap, first aid items, T-shirts, sunscreen, etc. Not only are these items needed and appreciated by Cubans — who suffer from chronic shortages of very basic supplies — but you can trade them for lobster!

We decided to fly through Mexico, and chose to go via Cancun. But I cannot recommend Cancun, as it is strictly a tourist town with wall-to-wall American-style high-rises. On our next trip to Cuba, I will travel through Mexico City — or fly to London and continue nonstop across the Atlantic with Aldo.

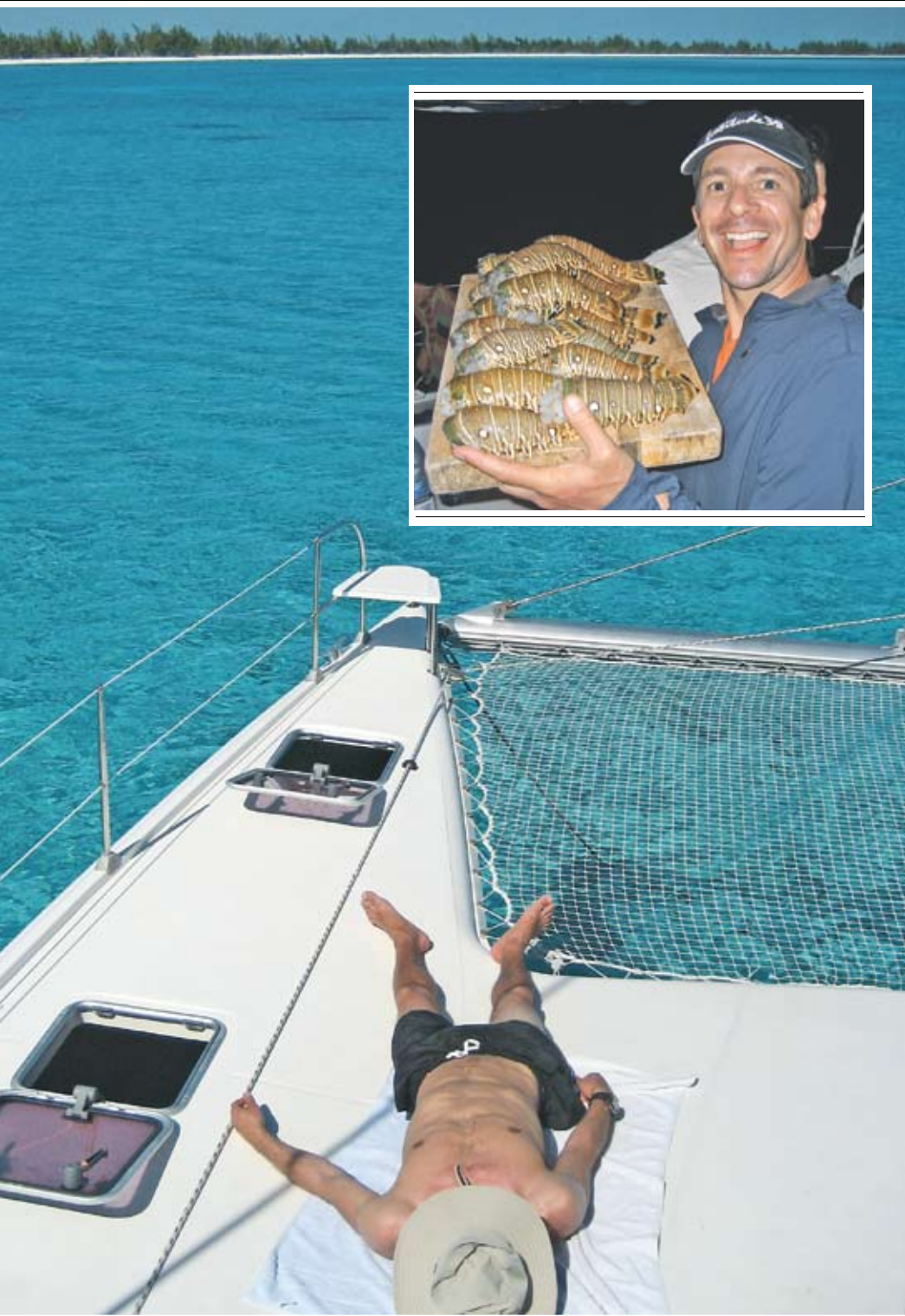
We were nervous about supplying passport and personal information to *www.cubatrav-elusa.com* for the Cancun-to-Havana leg. But luckily, Lalo of Cozumel stepped in with a local contact, and handled the transaction locally.

Even if you have a personal contact in Mexico, if you fly to Cuba you will have to supply passport and personal information, both to the airline, and also to the Cuban authorities who issue your tourist visa. My recommendation (unless you know Lalo) is to find a travel agent in Mexico City (ideally, one recommended by someone you trust), fly to Mexico City, and book a flight to Havana from there.

Cuban officials *do not* stamp your passport on the way in to or out of the country unless you ask them to. They do have a camera at immigration that takes your picture. But basically, entering and exiting Cuba is no problem. They don't even go through the motions of looking at your bags when you leave, presumably because there is nothing valuable to take away. Remember, you need 25 CUCs



# OF CHARTERING



**Deserted anchorages, tranquil turquoise waters and the most prolific reserves of lobster in the Caribbean add to Cuba's allure.**

(Cuban "Convertible pesos") to exit. Get your tourist visa stamped to verify this payment before you join the long and tedious exit line. I also recommend having some emergency cash on you in case you miss your flight and have to spend another night. Remember, there is no way for Americans to get money from a

bank or elsewhere.

Mexicana Airlines has flights to Havana, and it's a great airline. The planes are new, the flight attendants are professional, and the airline food is better than most. Be warned that you may be shocked by the pesticide spritzer within the cabin just as you enter and exit Cuba. According to the airline, it is perfectly safe and, well, you just have to get over it.

A taxi from the Havana Airport to the Hotel Nacional costs about 35 CUC for seven of us in a van. (\$1.08 U.S. = 1 CUCs, plus they penalize U.S. dollar conversions an additional 10%. So it's smart to convert to Euros before you go.) You soon learn that everyone in Cuba seems to love Americans. Many Cubans we met were happy to hear that Americans were visiting.

Cuban law restricts import of certain items, including handheld GPS and VHF radios. Our delightful captain, Aldo, likes doing old-school navigation, and the boat was supposed to have GPS, so I left behind my trusty Magellan handheld and only brought a VHF radio. As it turned out, my customs declaration form did not ask any questions about such items, and no one looked in my bag. (Our bags were x-rayed on the way through Havana customs, but no one seemed to care about the VHF radio.)

Aldo really does enjoy good old-fashioned coastal navigation techniques, with bearings, running fixes, distance/time/speed calculations and other dead reckoning skills. He also likes to run around, drive the boat and do just about everything else (except raise and lower the mainsail) at the same time, which freed up time for the rest of us to snooze. What a luxury! But every time I would settle in for a good nap, Aldo would inevitably yell out: "Where is the navigator?" At which I would jump up from my berth and show him how to use the electronic chart plotter. Using this technique, Aldo only ran aground three times — nothing serious, though. Always a very soft, sand landing that we could back off of. That's when I earned the nickname 'the navigator'.

With that as background, we'll share some highlights of our trip. After a large breakfast buffet at Hotel Nacional, we met our bus — a large luxury motor-coach that seats 24. In addition to the driver, a fellow named Carlos served as our tour director. While we sat comfortably watching rock videos, the driver passed many locals who were hitchhiking along the highway.

Our galley guru, Carmen, insisted that we stop at a local market to pick up vegetables to add to our provisioning. Carlos dutifully complied. But the food stalls had little to buy except sausages, potatoes, tomato sauce and oranges. Carmen assiduously searched for fresh produce during the trip. Otherwise we would have gone without as there are chronic shortages throughout Cuba.

ALL PHOTOS ROGER DAVIS

# WORLD

The trip from Havana to Cienfuegos is about four hours. Marina Cienfuegos is gated and guarded (as are all marinas we saw in Cuba). After meeting Omar Morales from Platten Sailing Cuba, Aldo and I were impressed with his thoroughness and great attitude. He kept saying: "This is a German company; everything works." I told him that is not possible, there is always something broken, and we will find it. But Omar was essentially correct. Our boat, *Cohiba*, an F-P Bahia 46, was clean, and nothing was non-functional. Our crew had sailed Bahia 46s before, and we like them.

The Cuban Socialista style is that everything going in and out of a marina is searched by customs. If you have extra *cerveza*, offer them some, and they will take it. They do not appear corrupt, but they do accept gifts. On the way out, I offered some beer to the customs guy, but told him it was not cold. "No problema," he said as he stashed it in an ice chest next to his desk.

The provisioning system at the marina is quite similar to what you might find at a Moorings or Sunsail base, except



ALL PHOTOS ROGER DAVIS

**Cuba has few commodities to export, but its cigars are sought-after all over the world by connoisseurs who pay dearly for them.**

for variety. They have lots of beer, rum and soda, as well as eggs and some cheese. But they do not have any meat or produce. Omar told us not to worry, as plenty of fishermen would offer us lobster and fish along the way.

Grasshopper, being the twenty-something on board, was constantly urging us to go clubbing. He'd gotten a tip on a

good club nearby, the Club Cienfuegos, and enlisted Captain Aldo as a chaperone. The place was wild. Sexy girls were all over Captain Aldo and Grasshopper, grinding, downing rum, dry humping, train dancing, crotch grabbing, propositioning, kissing, and other antics. Grasshopper introduced Aldo to Claudia, a fantastic dancer and great beauty, but Aldo later discovered she was a transsexual, so he eventually stumbled back to the cat to assure proper order, and to ready *Cohiba* for an early departure the next morning.

Grasshopper arrived at dawn, after making new friends in Cienfuegos. I awoke the Captain, and we were soon underway after topping off the water tanks and clearing immigration and customs, and paying our cruising tax of 8 CUC/person/day

Navigation aids in Cuban waters are similar to U.S. coastal conventions: red right returning. I found the marks generally well maintained, with various exceptions. A catamaran is the way to go because in some areas — like on the way

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# OF CHARTERING

to Cayo Largo — depths are very shallow. You get used to sailing in 6 to 12 feet of water.

The navigation into and out of Cienfuegos was straightforward, with most major buoys intact. It is about 45 minutes from Marina Cienfuegos to the mouth of the harbor.

From Cienfuegos you can go southwest to the cays that stretch from Cayo Largo to Isla de La Juventud, or you can go southeast to a group of islands near Trinidad, known as the Archipiélago de los Jardines de la Reina. This area looks fantastic on the charts, and we will hopefully be able to cruise those islands some day. This time, though, we chose to go southwest after hearing that those islands had better — sandy — beaches.

It was a tough 65-mile slog to Cayo Largo, and five of our eight crew members got seasick. But we managed not to turn on the engine until we were about four hours out from our destination.

Before the trip, we'd considered visiting the Bay of Pigs (Bahia de Cochinos), as well as other spots along the main-

land. But that area is all "prohibido." In fact, the rhumb line from Cienfuegos to Cayo Largo also crosses *prohibido* territory. But Omar told us he had sailed that course many times and it was not a problem (as long as we didn't turn north toward the mainland).

At about 1400, while en route to Cayo Largo, we were joined by a school of about thirty dolphins. Some were far off, but enthusiastically joined the others, and it was a dolphin party for about ten minutes until they became bored and swam off. We didn't see a single boat, however, during the whole trip.

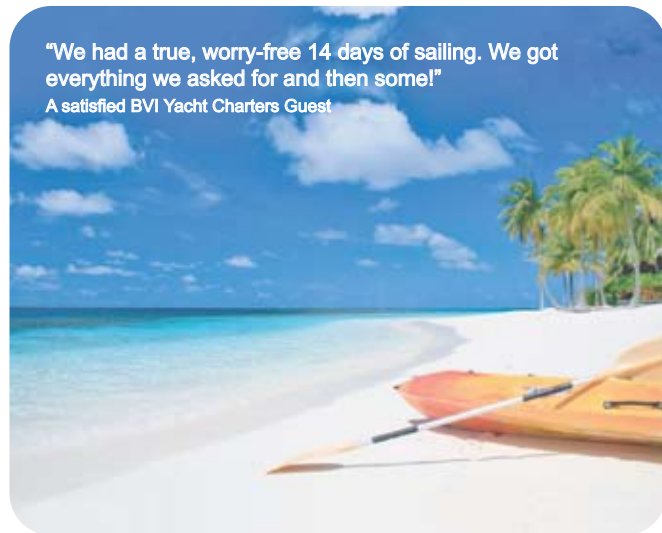
Just off Cayo Guano, the sea bottom shelves at El Banco de Los Jardines and Jardinitillos, with depths dropping from 3,000 feet to under 60 feet. The water



*If walls could talk, those inside La Floridita could describe the glory days when Papa Hemingway often 'bent his elbow' here.*

turns a beautiful blue, and the depths stay shallow along the whole string of cays from Cayo Largo to Isla de La Juventud.

Beware of coming in too hot, and too close to Punta del Este, the eastern tip of



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# WORLD

Cayo Largo. We ran aground, but backed off quickly, and made our way about 600 meters southwest to deeper water. We saw one fishing vessel far away but no others in our anchorage off a beautiful, long, white sandy beach.

The next day we did some exploring. *Cohiba* came with a fine dinghy with a 25hp outboard. It sucked a lot of gas, but was fast, and planed with four people in it. Lalo, Spencer, Grasshopper and I dinged up the deserted, white-sand beach to explore. After hiking up the berm, we could see lagoons on the other side of the island. There was nobody around. It was perfect.

We set a stake in the sand to mark our spot, so we could bring *Cohiba* up nearby to anchor. Because we are naturally silly people, we named the marker "Wilson" after the volleyball in the Tom Hanks film *Castaway*. We spent that wonderful day swimming, beaching, eating, sleeping, recuperating, rejuvenating, smoking Cuban cigars, reading — you know the drill.

Carmen is a fabulous chef. She thinks a lot about what she is going to cook,



ALL PHOTOS ROGER DAVIS

***If you ever wished you could share a drink with Hemingway, this Havana bar is probably about as close as you can get.***

sometimes several days ahead of time. We ate well, and some of us even gained a few pounds. For your next charter, you might want to think about recruiting someone like Carmen to your crew. She

had nonstop control of the galley, and we loved her for it.

**A Note about Beer and Rum:** There are two beers made in Cuba. Bucanero Fuerte is a perfectly decent and robust beer that is listed at 5.4% alcohol. But we preferred the Cristal, a delicious, light, Heineken-like beer listed at 4.9%. You need extra beer to trade, so don't be skimpy with the provisioning.

As for rum, it seems the only game in town is Havana Club. It is quite good and there are several types, *Blanco*, 3-year-old, 7-year-old, *Reserva*, etc. Again, a bottle of rum will get you lobster, so think ahead.

## CUBA CHARTERING NOTES

- Arrange bus transport to and from Havana to Marina Cienfuegos (about a 4-hour trip) via [www.cubaselecttravel.co.uk](http://www.cubaselecttravel.co.uk)

- Roger's group chartered from the German company Platten Sailing Cuba. Email: [PlattenSail-Cuba@aol.com](mailto:PlattenSail-Cuba@aol.com) Website: [www.platten-sailing.de/Englisch/index.htm](http://www.platten-sailing.de/Englisch/index.htm)

They also offer 'cabin charters' (where you book a cabin rather than the whole boat).

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# OF CHARTERING

The following day we leisurely weighed anchor and sailed about 14 miles up the coast in 10 knots of breeze to Playa Mirena — it's advertised as one of the most beautiful beaches in the world. We liked it, but there were people on it from nearby all-inclusive resort hotels, some of whom were taking parasailing rides around the anchorage.

After we dropped the anchor right off Playa Mirena, Grasshopper and I dinged in to the Cayo Largo Marina to have a look around. We figured we needed a few items, like some fresh bread and perhaps a mojito. No sooner had the dinghy touched the dock than we were met

by Customs and Immigration officers, who told us we had to bring *Cohiba* in to clear customs. We were told it simply was not possible to have a quick look around.

We brought *Cohiba* in, and four Immigration officials came aboard to go through the paperwork, check passports, look in every cabin, account for every crew member, and allow a dog to sniff for drugs. We were told that every time we touched the island of Cayo Largo, we had to bring the cat into the marina, and go through the same drill. Personally, I don't like marinas, and would have preferred not to stop at any, but we ended up entertaining these immigration



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officials three different times.

They accepted cold beers, and then began eyeing items on our salon table. We gave them a headlamp, which they accepted graciously. But when they began checking out our iPods we thought,

- Marina Cienfuegos is run by Omar Alvarez Morales. Phone: +53 (0)43 515230; Fax: +53(0)43 551275; email: sailcuba@enet.cu

- Before the trip, Roger bought Chart Kit 2 from [www.bluewaterweb.com](http://www.bluewaterweb.com), black and white charts covering Southwest of Cienfuegos.

After Aldo arrived, he went to the "official" chart store outside of central Havana and found beautiful full-color Cuban charts: Geocuba Estudios Marinos; phone: 794-0410 or 797-7575.

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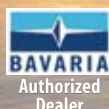
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BELLINGHAM, WA

# WORLD OF CHARTERING

"Enough is enough." They were friendly enough, and were just doing their jobs, but the whole thing seemed a bit over the top.

The Cayo Largo Marina does not have much in the way of supplies, but the bar has the best mojitos we have ever tasted. Their secret: a touch of Angostura bitters. There is fresh water available at the dock, so we topped off *Cohiba's* tanks. The marina store had very few supplies, though. No fresh fruit, vegetables or meat, and only moldy bread.

We took *Cohiba* back to Playa Mirena, and promptly ran over the dinghy painter while backing down on the anchor. Aldo took responsibility, dove in, and cut the line after trying to wrench it free.

A fishing vessel signaled us to come over and get fish, so Grasshopper, Spencer and I took money, a six-pack of beer and a half bottle of vodka over to see if we could trade. We ended up swapping our beverages for 17 lobster tails! We were in lobster heaven. The fishermen



*You'd be hard pressed to find a Toyota Prius in old Havana. But vintage American classics like this one are a common sight.*

didn't want money. In fact, none of the fishermen we encountered during the trip wanted money. Apparently there is not much they can buy with it.

After we'd gorged ourselves on lobster, Carmen made a stock so we could have lobster risotto for a future meal. God bless Carmen.

At the marina we had tried to get more

dinghy gas, but there had been none immediately available. Eventually, Aldo negotiated a ride on the back of a motorcycle with an empty gas can, and came back with it full. But there was no oil for the two-stroke outboard motor. No problem, said the Marina Captain, he would get us some for 10 CUC, and we could pick it up later.

The next morning we dinghied in to pick up the oil, supplied in a used screw-top water bottle, then departed Cayo Largo for Cayo Rosario as soon as we could, as it lay 18 miles to the West.

— roger davis

*Readers — Rather than editing out too many details of Roger's report to make it fit in our allotted space, we'll take a break here and pick up where we left off next month. With bareboating infrastructure already in place, it seems a real shame that Americans are discouraged from traveling to this forbidden island that lies only 90 miles from U.S. soil.*



*Thanks to Donna Norell  
for Dreams into Reality*

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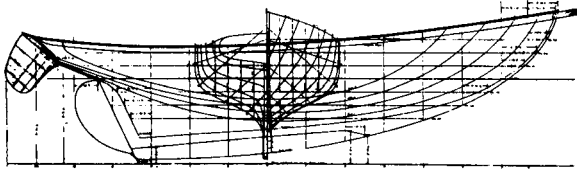
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# CHANGES

With reports this month from the traditional 38-ft Polynesian **Manu Rere**, caught in a Kelvin Wave in the Pacific; from **Fleetwood's Jack van Ommen** in the second part of his interview; from **Pacific Star** on the pros and cons of the Indonesia Rally; from **Traveler** on nearing the completion of a 56-country circumnavigation; from **Coyote** on great help from the Mexican Navy in the Caribbean; from **She Wolf** on the future of Club Nautico in Cartagena; and **Cruise Notes**.

## Manu Rere — 38-ft Poly Cat Glenn Tieman Caught In a Kelvin Wave (Ventura)

After waiting weeks in Funafuti, Tuvalu, for the contrary northwesterly winds to stop, I was rewarded with several days of smooth sailing bound

for Tarawa, Kiribati. Instead of the direct course northwest, I sailed north, hoping for continued easterly tradewinds that seemed less common farther west. Just when I was far enough north to make a turn to the northwest, the wind came back from that direction, so I had to beat north. In addition to the contrary winds, I also saw that I was being set by a current to the east. This was very unexpected south of the equator. Mind you, it wasn't a weak current, but one that carried me some 50 miles per day in the wrong direction!

There has been a major El Niño event this winter. The wind just south of the equator changes from the easterly trades to westerly trades, and the current also reverses its flow to the east in what's called a Kelvin Wave. It was bad timing for me, because I had zero chance of sailing the 50 miles per day against fickle equatorial northwesterlies, and I needed to do that just so I wasn't losing ground! In fact, for several days

*This file photo shows 'Manu Rere', the 38-ft traditional Polynesia cat that Tieman was able to build for just \$14,000, at Turtle Bay.*

MANU RERE



'Manu Rere', one of the most interesting American cruising boats ever.

I was helplessly swept directly away from Tarawa. However, I knew that the surefire way to reach Tarawa was to get far enough north to ride the rock-solid northeast trades. Fortunately, I had lots of food and water, and books to read, so I was perfectly at home. I might even have ended up visiting Baker Island, which is not far to the east.

I had some very beautiful days and nights at sea while I inched my way north. I tried to take advantage of the stormy squalls at night, but sometimes they were so fearsome that it was best to drop the main and heave-to for the night. But nothing broke. Otherwise, I tried to make the best of the one or two knots of breeze between the calms.

As it happened, the adverse current stopped at the equator, so I skipped Baker Island. A few days later, the trades filled in. As a result of making 150 miles per day instead of just 20-30, I made Tarawa in just three more days.

Twenty-one days to cover just 800 miles. I've been caught in a Kelvin Wave!

— glenn 05/07/10

## Fleetwood — Naja 30 Jack van Ommen You Still Don't Know Jack! (Gig Harbor, Wash. / The World)

[Part One of this interview appeared in the May issue of Latitude.]

**38:** Are there a lot of older single guys like you out cruising?

**Jack:** There aren't too many Americans, but I've seen a lot of French, Italian and English singlehanders. The numbers have been growing because things like GPS have made it so much easier. But there should be a lot more people like me out there cruising, enjoying life, even if they have to singlehand. Some guys tell me they don't like being by themselves, but I make more friends when I'm travelling alone. But I have an advantage in that I speak German, French, and Dutch, and am often a go-between.

And it's not like I don't meet women. I was at a marina in the Chesapeake talking to a guy about my adventures when a lovely woman from Boston overheard my conversation. Before long, she



came up to me and told me she wanted me to take her sailing! She was 24 years younger than me. I've never been interested in younger women, so I said, "Don't you know how old I am?" But she didn't care. I also told her I thought sex was overrated. She said she didn't care about that either. Eventually, we started sailing to the Caribbean together, much to the chagrin of her mother, who is a year younger than me. (Laughter.) But the young woman began to have nightmares that she was going to drown at sea, so she asked if I minded sailing to St. Martin alone, and she'd fly down to meet me. I didn't mind because I love singlehanded passages. It turns out she never did fly down, and I later got an email from her that was actually intended for another love interest. (Laughter.) But she'd sold everything she had — which admittedly wasn't much — and at some point had really intended to join me. During the time we were together, I totally fell in love with her.

As it was, I'd met another woman

LATITUDE/RICHARD



# IN LATITUDES



ALL PHOTOS COURTESY FLEETWOOD



**Jack, a modest man with a modest boat on a very modest budget, has nonetheless managed to cruise much of the world in five years. Spread: 'Fleetwood's' \$6/night berth in Amsterdam. Inset left: At sea with the chute up in the Pacific. Inset right: Inhaling from a pipe on the streets of Hanoi.**

before I left the Chesapeake, a very experienced sailor, who also wanted to sail to the Caribbean with me. I had put her off because I thought the younger woman was going to meet me down there. As it turned out, this older woman decided she wanted to travel with me in Vietnam this last winter. We did travel in Vietnam for a while, but I found her to be too bossy, so we parted ways. As she walked out of the place where were staying to catch the train from Hanoi to Hue, I fell into a conversation with a wonderful half-French, half-Vietnamese woman from La Rochelle. She was 61, which is more age appropriate for my 73. We ended up spending three wonderful days together. It wasn't a sexual relationship, we just enjoyed one another's company. But no, I don't find myself getting lonely at all.

**38:** A singlehander such as you can't be on watch 24 hours a day. What's been

your strategy for 35,000 miles to not get rundown?

**Jack:** When making a passage such as from South Africa to Brazil, my goal is to get away from the coast — and the fishing boats — as quickly as possible. So I'll leave at dawn, and for the first couple of days will get up every hour or two. Once I'm well offshore and not in a shipping lane, I'll get up once or twice a night to take a piss. But otherwise I'll just sleep through the night.

**38:** What lights do you keep on?

**Jack:** Before I got a LED tricolor, I would only leave my anchor light on because the regular running lights used so much electricity. But after getting super energy efficient LED navigation lights, I now leave the running lights on throughout the night. Even though I keep the navigation lights on, I think I should get

a radar detector — although I haven't had much luck with them in the past.

**38:** What about AIS, which is way more informative and reliable than radar detectors? AIS will warn you of ships more than 50 miles away, tell you how close they'll approach, what their names are, and much more. And AIS alarms seem to be very reliable. More than a few cruisers have told us they'd rather have AIS than radar.

**Jack:** Well, I won't need one until I head for the Med about a year from now.

**38:** It's one item we wouldn't hold off buying. Have you had any close calls with other ships in the middle of the ocean?

**Jack:** When people ask me that question, I tell them that I may have, but how would I have known? (Laughter.) Actually, a guy drove a ferry right behind my transom one night on my way to Bali. But he did it to harass me.

I did have one collision, but it was a result of my own stupidity. I was going from Da Nang to Nha Trang in Vietnam, and I'd sailed as far offshore as I could in one day to get clear of the very active fishing fleet. By 11 p.m., I turned to parallel the coast. There were still fishing boats around, so I decided that I'd only sleep for about an hour at a time. Unfortunately, I wasn't using an alarm clock, and I fell into a deep sleep. All of the sudden there was a big crash. When I stumbled on deck half asleep, I found that I'd sailed into the side of a big

**A very happy Jack, having crossed the Pacific singlehanded and made it to a port in North Vietnam. He loves all of Vietnam.**



COURTESY FLEETWOOD

FLEETWOOD

# CHANGES

fishing boat at anchor. I didn't do any damage to the fishing boat, but I broke my starboard running light, bent some stanchions, and ripped my genoa. As I backed away from the fishing boat, I looked behind it and saw that there was a fairly narrow — about 250 feet wide —



**A former millionaire, Jack now happily cruises on just \$25 a day.**

entrance to a bay. So if I hadn't hit the ship, I would have sailed onto the shore. That's what can happen when you're sailing on an wind-vane as opposed to an autopilot.

**38:** Let's talk money. You didn't start cruising with much, did you?

**Jack:** I'd been a millionaire until '95, which is a year after I got married for the third time. But then I had a bad loss in the wood export business. I cashed my 401(K) and sold the house to raise new capital, but things went from bad to worse. So in '00, I had to file for business and personal bankruptcy. I then worked on commission for four years. Some months were so bad that I was unable to pay my apartment rent on time. But through it all, I had managed to hang onto *Fleetwood*, which had been sitting on a trailer since I'd done the Singlehanded TransPac in the '90s.

I was single again in '02, when my Social Security kicked in at age 65. That gave me the money to go along with the time I had to get *Fleetwood* ready to go again. But when I finally set off across the Pacific from Santa Barbara, I'd spent all the money I had at the time.

**38:** So how have you done financially since then?

**Solo sailing has meant Jack has made more, not less, friends. Acquaintances in Vietnam insisted he joined them dancing at a wedding.**

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**38:** So how have you done financially since then?

**Solo sailing has meant Jack has made more, not less, friends. Acquaintances in Vietnam insisted he joined them dancing at a wedding.**

**Jack:** It's now more than five years later, I've sailed 35,000 miles, visited 30 countries, have made three round-trip flights to the West Coast from Virginia, two flights to Amsterdam, and just did a three-month tour of Indochina. Plus, I even have some savings in the bank. So things have been going well. I want readers to know that my Christian faith has been one of the reasons for my gratitude, and also one of the reasons that I seldom feel lonely.

**38:** If it's not too personal, what do you spend a year?

**Jack:** I'm happy to tell you, because a lot of folks should know that it doesn't have to cost that much money to cruise. My total income is the \$1,750 a month I get from Social Security. That's a decent amount of money to live on if you cruise wisely. I try to live on \$25/day or \$750 a month. As such, I get to put aside about \$1,000 a month for big expenses such as my recent vacation in Vietnam. But even with the vacation, I was still saving money. (Laughter.) In fact, I figure that a thrifty couple with a 32 to 36-foot boat can do what I've been doing on less than \$50 a day.

**38:** We've often written that it's possible for people, if they already have a boat, to cruise inexpensive places — such as Mexico, Central America, Southeast Asia and other parts of the world — at below the poverty level.

**Jack:** I couldn't cruise the United States on my Social Security benefits, but it's possible to cruise many other places. For the winter in Amsterdam, for example, I've only had to pay about \$6 U.S. a day for a slip. There are lots of state and municipal-owned marinas in Holland that are kept inexpensive. Of course, it won't be like that when I get to the Med.

**38:** When we went to the Med, we hardly ever had to pay for a slip. With a little planning, it was possible to anchor just about everywhere.

**Jack:** Well, I anchor whenever I can. But I have to admit that I've had some good luck, too. For example, I know a woman who is a retired flight attendant for United. She gave me a buddy pass to fly from Amsterdam to Seattle to Vietnam. So not only did it hardly cost me anything, but I got to fly most of the legs in First or Business Class. But I did have to fly standby. (Laughter.)



**38:** What kind of medical coverage do you have?

**Jack:** I have Medicare, which means I usually have to pay 20% of any costs. I've only had some minor procedures.

**38:** So what's next?

**Jack:** In a few months I'll start making my way down to the Med, and then I'll spend the winter in Turkey. I'll cruise west across the Med in the summer of '11, and that winter will sail to the Caribbean. I plan to keep my boat in Cartagena for a year, using her as a base for traveling around South America. I know some Spanish, but after a year I should be fluent. But I'm looking forward to land travel in Brazil, Argentina, Ecuador, Peru and Bolivia. After that, I'd like to spend time cruising Central America.

**38:** It sounds like a healthy and mentally stimulating lifestyle to us, and a testament to the simple life in which people and experiences count for more than 'things'. Happy voyaging!

— latitude 03/10/10



FLEETWOOD

# IN LATITUDES



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PACIFIC STAR

**When in Indonesia, Horst and Julia had fun wearing local attire.**



**The paperwork required to cruise Indonesia may be daunting, but the people, animals, sites and scenery make it worth the trouble.**

**Pacific Star — Island Packet 35  
Julia Shovein and Horst Wolff  
Indonesia Rally  
(Emeryville)**

Having heard tales of bureaucratic nightmares, corruption, theft, piracy and other difficulties while cruising in Indonesia, we saw the Aussie-based Sail Indonesia Rally as a solution to those problems. Although vets of the '07 Ha-Ha and the '08 Pacific Puddle Jump, we found Sail Indonesia, which cost about \$500 U.S., to be a mixed blessing.

Ultimately, the '09 Sail Indonesia Rally included 135 boats, and was combined with the Indonesian Sail Bunaken group, which was headed north to make a 'sail pass' in front of the newly-elected President of Indonesia — along with various tall ships, Indonesian naval vessels and the *USS George Washington*.

There was some obvious tension between the Australian and Indonesian organizers before the start, apparently having to do with the change to the usual Sail Indonesia route — one that would add 1,500 miles the course. As a result, 100 boats elected not to go north for the Bitung-Manado 'sail pass', but instead peeled off from the Sail Indonesia-Sail Bunaken fleet and headed west on the traditional rally route via Alor, Flores, Komodo, Lombok, Bali, Kumai and Bantan.

There were many advantages to joining the Sail Indonesia Rally, the most important being that rally officials either arranged for or facilitated all the official paperwork. This included the Import Exemption Certificate and the Clearance Approval for Indonesian Territory (CAIT), aka the cruising permit.

The need for the former certificate was made clear

in '07, when some port authorities began to enforce a Ministry of Finance regulation that stated luxury items — including foreign-flagged yachts — had to put up a refundable import duty bond equivalent to 50% of the value of the boat when she arrived in Indonesia. The alternative to posting this bond is to use an approved Indonesian body, such as Sail Indonesia, to provide a Letter of Guarantee to the government saying they will take responsibility for the yacht while she's in Indonesia. So when you enter Indonesia, you are issued an Import Exemption Certificate, which you surrender at your exit port, where you are given a Certificate of Export document.

Upon arrival in Indonesia, there was other paperwork to be taken care of: Certificate of Pratique for the Vessel (inspection showed vessel is free from disease); Health Alert Card in duplicate; Port Health Quarantine Clearance (our body temperatures were taken onboard by masked officials alert for signs and symptoms of H1N1 virus; Declaration of Cargo; Customs Clearance Form; Master Declaration of Inspection Form; Port Clearance by Harbor Master (save yourself a huge future headache by clearing out to your departure port); Port Clearance for Vessel; and Crew List (provide your own official stamp with vessel name). Since our Indonesian social visas were only good for two months, the rally would later assist us with a less expensive renewal process, supplying us with

**With over 17,000 islands and 230 million people — fourth most populous country in the world — Indonesia has a rich heritage and culture.**



PACIFIC STAR

# CHANGES

the necessary sponsor letter.

Sail Indonesia suggested we arrive in Darwin about two weeks before the July 18 departure date. Most of us dropped the hook in Fannie Bay just in front of the Darwin Sailing Club, at which point a



**Orangutans of Kumai.**

long, wet dinghy ride in was followed by a back-breaking haul of the dinghy up the beach. Good dinghy wheels advised!

We felt Sail Indonesia's greatest weakness was the lack of information they gave the participants. For example, the briefing meeting in Darwin lacked basic data about conditions, routes, anchorages and ports — although the rally folks did provide written material and a CD of other participants' experiences that was helpful. The rally organizers left out a lot of valuable practical information. For instance, we would not be able to change money at Saumlaki, our first port of call. Nor were we provided with accurate information about which Indonesian immigration offices could provide us with visa extensions. There were many examples of basic information not offered that would have saved us all a lot of bother, time, and money. As a result, the participants set up an informal VHF net to try to help each other out.

The arrival of our 135-boat fleet at Saumlaki overwhelmed the local administrative system, so it took days for all the boats to be cleared. The frustration of the participants was palpable in the **The town of Ubud, named after the Hindu word for medicine, is the cultural, yoga — and apparently bathing — center of Bali.**



sweltering heat, as once again, there was little or no information forthcoming from the organizers. It was the Theatre of the Absurd, with no director, yet the actors tried to anticipate where the play was going and what their roles were.

It was hard not to smile when a new vessel arrived, and announced their finish time to the minute, thinking this put them in some kind of line-up for the clearance process — especially after you, along with everyone else, you had been patiently waiting for two days already. Thank god for watermakers and cool down showers!

The upside in Saumlaki was that there was a roomy anchorage for all the boats, and the locals gave us a wonderful welcome when we finally got to go ashore. The rally provided shuttle buses, the local police provided an escort, and the local organizers welcomed us with a wonderful night of food, dances, stories, awards, and official speeches in a beautiful hotel ballroom. Everyone bonded, had a good time — and commiserated about the disastrous aspects of the rally.

We would later meet some cruisers who entered Indonesia independently through Kupang, and who had simply hired an agent to facilitate their entry paperwork. Although they ended up paying about \$250 U.S. more than we did, they reported they had no problems entering or sailing through Indonesia on their own.

Cruising guides offer advice for those wishing to enter on their own — and even do their own paperwork — as well as giving a wide variety of cruising information. We found the Southeast Asia Sailing Guide helpful, and supplemented it with the very practical and helpful *101 Anchorages within the Indonesian Archipelago*. A land travel guide is a must. Lonely Planet has several titles that include Indonesia. Websites by sailors who have recently completed the journey — such as *www.scorpiosail.com* — were also an accurate and detailed source of information about everything. But keep in mind that it's not easy to find internet access in Indonesia.

The people of Indonesia were warm and hospitable to everyone, but what a change for us Americans to receive an exceptionally warm welcome! On our first encounter with Indonesians, when the three



masked quarantine health officers — in pressed, clean uniforms with shiny gold buttons and polished shoes — boarded our boat, they asked if ours was an American vessel. When we nodded, we got smiles and enthusiastic thumbs up from all three, as they called out “Barack Obama!” Everyone seems well aware that our President spent time growing up in Indonesia, and that his stepfather was Indonesian. We could not even enter a bank carrying an American passport without excited discussions — from everyone from doormen to bank officers — about Barack Obama. We also saw the president's picture and the American flag painted on the side or back of trucks.

[More next month.]

— julia 03/15/10

**Traveler — Northwind 47**  
**Michael Lawler**  
**The Home Stretch**  
**(Newport Beach)**

As I write this in late April, I'm cruis-



# IN LATITUDES



ALL PHOTOS COURTESY TRAVELER



**For Michael, his son Brian, and Michael's sweetheart 'Motorcycle Barb', the good times and adventures came one after another.**

ing up the coast of Costa Rica between Quepos and Papagayo with my 21-year-old son Brian. Having transited the Panama Canal three weeks ago, we are now on the home stretch, with just 2,400 miles to go to complete my three-year westabout circumnavigation. Barbara Burdick, my girlfriend, was with me for the first two wonderful years, but had to leave the boat in Nice, France, in order to return to Manhattan Beach to resume her teaching career. Fortunately, Nice is where Brian rejoined the boat for his third time during the circumnavigation.

We left the Balboa YC and my home port of Newport Beach in July of '07 as part of the TransPac, and took second in Class B. After cruising the Hawaiian Islands, we dropped down to Tahiti, where we met Liz Clark of the Santa Barbara-based Cal 40 *Swell* and had her

over for dinner. We very much enjoyed all of the Society Islands, then worked our way across the South Pacific to Australia. From there we continued on to East Timor, Indonesia, Singapore, through the Malacca Strait to Malaysia and Thailand, then over to Sri Lanka and the Maldives.

After sailing northwest to Oman, through the Somali pirate-infested waters of the Gulf of Aden, we continued on to the Red Sea and Suez Canal. Once in the Med, we called on Turkey, Greece, Albania, Montenegro, Croatia, Slovenia, Italy, Monaco, France, Spain and Gibraltar. After cruising Morocco and the Canary Islands, we crossed the Atlantic in November of '09 as part of the Atlantic Rally for Cruisers. We followed that up with four months cruising the Caribbean, including a stop in Haiti

to deliver food and aid. After a visit to Cartagena, Colombia, we cruised the San Blas Islands of Panama, then did our Canal transit. To date, *Traveler* has called on 56 countries in six continents.

I just finished reading the March *Latitude* cover to cover, and was surprised at how many *Latitude* advertisers I've done business with. I'd like to say 'thanks' and 'hi' to all of them, who, in alphabetical order are: Boat/US, with whom I have worldwide towing insurance; Forespar — Hi Peter! — from whom I purchased Leisure Furl in-boom



**Barbara, at the bow transiting the Corinth Canal in Greece.**

furling and a carbon fiber spinnaker pole; Gentry's Kona Marina, who did some work on my boat when we were at Honokohau Harbor in Kona; Hotwire Enterprises — Hi John and Libby — from whom I got a Kiss Wind Generator; Mariner's General Insurance — Hi Craig! — who sold me my cruising policy; Minney's Marine Surplus — Hi Ernie! — from whom I bought charts, a spare spinnaker, and many other items; The Orange Coast College School of Sailing and Seamanship — Hi Brad! — where I earned my Coast Guard Captain's license; Raiatea Carenage Services — Hi Dominic — who did some work on my boat; Sail-Rite, whose sewing machine Barbara and I used many times; Ullman Sails — Hi Dave! — who built a whole set of sails before I left; Ventura Boatyard, where I had the boat hauled for survey

**The plentiful and naturally ripe produce at Sri Lanka probably made Barbara forget about Whole Foods and Wild Oats.**



TRAVELER

TRAVELER

# CHANGES

and to have work done; and West Marine, where I bought a ton of gear.

In the upcoming months, I plan on doing business with some other

*Latitude* advertisers: Puesta del Sol Marina in Nicaragua, Barillas Marina in El Salvador, the Nayarit Riviera Marina in La Cruz, the El Cid Marina in Mazatlan, and the Coral Hotel and Marina in Ensenada. During our circumnavigation, I found *Latitude* to be both relevant and entertaining — a must-read, both for the stories and the

ads. Thank you.

We're hoping to have about 200 people for our homecoming party on July 3 at the Balboa YC in Newport Beach.

— michael 04/24/10

## **Coyote — Freedom 44 Fred Evans and Robin Whitley Help From The Mexican Navy (Mendocino)**

Since the publisher of *Latitude* meet with us and did a story on us in St. Barth in the winter of '08-'09, we've had many cruising adventures. Of course, we cruisers always do.

We left *Coyote* in Salinas, Puerto Rico, for that hurricane season under the capable watch of Steve Kemsley. If a hurricane approached, he would move my boat deep into the mangroves. To my thinking, it felt much safer than if *Coyote* had been hauled and stored on the hard in a boatyard.

When we returned for this winter season, we spent a month in Salinas — a really wonderful place — getting *Coyote*

**Robin and Fred — in his '95 Ha-Ha t-shirt — during an interview with *Latitude* 16 months ago in St. Barth.**

ready for another six months of cruising. We figured that we'd end the season with *Coyote* on the Rio Dulce in Guatemala.

But on our first day out, I suddenly went blind in my right eye. I'd previously experienced the same thing in my left eye, the result of the savage beating I'd received during a robbery on what was supposed to be a taxi ride from the airport to a hotel in Caracas, Venezuela.

After extensive laser surgery and a short recuperation in Puerto Rico, Robin and I were off again on a series of fantastic downwind sails thru Puerto Rico, the Dominican Republic, and Haiti. We arrived in Haiti a week after the big earthquake, and that's a story in itself.

As we reported, we'd planned on sailing the south coast of Cuba, but a broken motor mount and a whole series of other minor breakages caused us to cancel that plan. The problem was that we'd been told it was impossible to get any kind of boat work done in Cuba. I still question and regret that decision, but there you go. So Jamaica's Port Antonio, an interesting and wonderful place, was our next stop.

It was in the Cayman Islands that we began to be hit by a succession of strong, cold northers. It was a new experience for us, and one we really could have done without. When one hit, we'd dash around to the other side of whatever Cayman we were at, seeking shelter. Although we draw six feet and most of the small lagoons used by dive and fish boats showed seven feet at MLW, we found that not to be the case, so they weren't really accessible to us.

We had a great two-day sail to Cozumel, Mexico, from where we planned to visit the Mayan pyramids in the Yucatan. But before we could finish our check-in, a customs official mentioned that a very strong norther was going to arrive that night — 36 hours earlier than forecast! It was not going to be possible for us

to reach shelter on the mainland behind the reef at Pt. Hut, and since we hadn't finished our check-in, we couldn't leave anyway.

Since San Miguel, Cozumel, is totally open to the North, we hurried up to Puerto Abrigo and Club Nautico, accessible through a tiny opening. But when we got there, we found it was



packed with fish and dive boats, as well as two Interceptor gunboats and two of their support craft. Club Nautico very graciously helped us into their Travellift slip for the night, but warned us that we had to move in the morning so they could haul boats.

The norther struck at midnight with heavy rain and 35-45 knot winds. *Coyote* was soon slamming into the concrete walls of the slip. Using every line and fender we could come up with, we soon had everything secure. At about 2 a.m., two more Navy Interceptors crowded in behind us. By dawn, the wind was a solid 45 knots, the sea outside was a white froth, and some swell was making its way into the marina, causing a lot of rolling and pitching.

The marina said we had to move, creating a big problem for us because *Coyote* is difficult to maneuver under power in close quarters. But soon there were four men aboard to help with lines,

TRAVELER



**The trip helped Brian get over his justifiable phobia of cobras.**



LATITUDE/RICHARD

# IN LATITUDES



**What's this monohull doing on the sand in the San Blas Estuary? How come she's not tipped over? And what's this diver, the boat's captain, doing with a 75-lb 'pargo' off Punta Mita? Find the answer to these and other pressing questions in this month's Cruise Notes.**

and the navy tied a line to our stern, and with no small amount of yelling and confusion, we were soon tied up to the navy boats. The problem then was that these boats were coming and going all the time.

But not once did the boat crews treat us with anything but the greatest respect and courtesy. Before long, we were surrounded on all sides by these sleek grey fighting machines, almost as though we were in a cocoon. Yet every time a sailor wanted to cross our deck, he asked permission. And every time they had to change position, they informed us, and protected us with fenders. We felt like their pampered friends. I would name the boats and their officers and crew, but I don't know the rules and regs, and don't want to bring trouble down on them if they were breaking any. There was never

any question of legal responsibility, and never hesitation about lending a hand.

As I write this, it's two days later — and the wind is still blowing and we're still in the hands of the navy. What they have done has been so way beyond the call of duty that Robin and I can only express our heartfelt thank you. The conditions are supposed to moderate tonight, so we'll be sailing on tomorrow. But Robin and I will be taking with us very fond memories of the help we received from these wonderful people. Fair winds and good vibes to all.

— fred

**She Wolf — Tayana 42  
Rick and Marsha Stone  
Club Nautico Lives On!  
(Alameda)**

I had an extended con-

versation with John, manager of Club Nautico in Cartagena, which is easily the most important cruiser facility between the Eastern Caribbean and Panama, and he wants everyone to know that what he describes as the "funky, friendly, family marina" is not only still in business, but will be for the foreseeable future. But there have been changes.

As in many places, there has been a struggle over waterfront property by competing interests. After Club Nautico's concession was renewed last year, the old clubhouse was demolished and the new one started — conditions of the concession being renewed. Since then, opposing forces started what the club believes to be a marginally valid action against the waterfront property, but which has nonetheless halted construction. Currently, the lawyers are slowly fighting it out, and it's expected to take a long, long time before there is any resolution.

While the process works itself out, the club is operating its business as close to normal as possible. The things that haven't been affected are the new docks, a dinghy dock, and the temporary showers and toilets. The three new cement docks, all with electricity, water and Wi-Fi, provide more berthing at the club than ever before. And the club still offers its many services. A sunshade has been erected over the new clubhouse floor, and the club is resuming the famous Sunday potlucks, as well as providing a refrigerator for beverages and a BBQ for grilling.

The free anchorage off the club is still available for use. At the height of last

**The photo of the new docks at Club Nautico also answers the question of where John Haste's Perry 52 cat 'Little Wing' has been.**



**The new docks at Club Nautico.**



BOTH PHOTOS COURTESY EYONI

SHE WOLF

SHE WOLF

# CHANGES

season, some 150 boats were anchored out. For a fee, Club Nautico continues to extend dinghy dock access, potable water service, and Wifi to those in the anchorage.

— rick and marsha 04/30/10

## Cruise Notes:

My Santa Barbara-based Cal 40 **Swell** was finally put back into the water — leak-free!” proclaimed singlehander Liz Clark. “It ends an era I won’t soon

forget — a total of 11 months out of the water since August of ‘08.”

Here’s a wild sailing story, complete with British eccentricities and a Titanic-style drama in the Antarctic. Carl Lomas and Tracey Worth, who use the titles Lord and Lady Hollinsclough, were rescued from drowning with their teenage

daughters Caitlan and Morgause, by a Royal Navy protection vessel on May 7. A little more than two years before, the family had departed Ipswich, England, aboard their Oyster 55-ft **Hollinsclough**. After stopping at France, Spain, Brazil and Argentina, they headed east across the Southern Ocean for Cape Town. After a wonderful stop at remote South Georgia Island, they continued on, in and around ice, for 175 miles before having to turn back because of autopilot problems. By the time they left South Georgia a second time, it was April 29 and winter was upon them, with snow on the ground, the boat, and her lines. Some 285 miles northeast of South Georgia, while sailing in rough conditions, they hit a low-lying iceberg — with no better results than the Titanic. **Hollinsclough** started to take on water

**When you sail in the Southern Ocean, you’re likely to see both icebergs and lots of rough weather. It’s pleasure sailing for masochists.**

and the engine failed, so a day later the family had no choice but to set off their EPIRB. The mayday signal was picked up by the coast guard in Cornwall, England, which alerted the Royal Navy in the Falklands. The *HMS Clyde*, on Falkland protection duties, raced 300 miles in two days to save the family from their yacht, which was low in the water when they arrived. Had the family needed to take to their liferaft, they almost certainly would have quickly died of exposure.

Adding a delicious Brit twist to the story is the fact that the names of Lord and Lady Hollinsclough don’t appear in the pages of Burke’s and Debrett’s peerage and baronetages. However, Carl and Tracey are known by those titles in the Derbyshire village of Chelmorton, where they lived in Primitive Hall, a converted Methodist chapel. A website describes Carl as a former motorcycle courier who was appointed a Member of the British Empire (MBE) for services rendered in improving the training of courier and forklift drivers. Seriously. We think it would be more fun and appropriate if their titles were Lord and Lady Forklift, don’t you? Anyway, we’re glad their entire adventurous family were rescued without any major problems.

May might not have been the best month to do a **Baja Bash** from Cabo up to San Diego. “I just returned to Punta Mita after helping a friend deliver a 50-ft sportfisher from Barra de Navidad to San Diego,” reports John Foy of the Alameda/La Cruz-based Catalina 42 **Destiny**. “The trip took 12 days, including a five-day layover in Turtle Bay waiting out the weather with 11 other boats. Some of them had already spent five days in Bahia Santa Maria doing the same thing. During the 12-day delivery, we probably had 48 hours of decent weather, with the balance being nasty, with winds in the 25-knot range. While in Turtle Bay, Annabelle served a delicious chicken dinner to 22 hungry refugees for 60 pesos — about \$5 U.S. — accompanied

by 15-peso beers. I can’t vouch for this, but it’s my understanding Annabelle will build a pier and floating dock in Turtle Bay, and will become an official Pemex facility. The one thing I know for sure is that we paid less for fuel at remote Turtle Bay than we did at either Cabo or Ensenada. Go figure!”

If anyone else wants to report on their Bash, be it good or bad, we’d love to



hear from you.

Of all the addictions in the world, an addiction to **Kindle**, the Amazon wireless reading device — now \$259 — has the potential to be one of the most educational and least destructive to humans. “I was skeptical of the Kindle when my husband Greg [Dorland] of the Tahoe-based Catana 52 **Escapade** gave me one for Christmas,” says Debbie Macrorie. “But once I started using the Kindle, I realized it was phenomenal for the boat. It’s not only convenient and easy to read, but you don’t clutter the boat up with hundreds of books and magazines. One of my biggest surprises was having the *New York Times* electronically delivered to me each day while we were out at the remote San Blas Islands of Panama! It got to the point where Greg and I were almost fighting over who got to use it.”

When Debbie’s Kindle went missing in Cartagena, she said she had “Kindle withdrawals”. Fortunately, a friend was able to bring down a replacement. And after a phone call to Amazon, all of the publications Debbie had previously

SWELL



**Local kids gave Liz a heart of hooks as a sweet but unusual departure gift.**

SFREDERICK PRINCE



# IN LATITUDES



ALL PHOTO BY LATITUDE / RICHARD

**'Kindle Cruisers' are everywhere. Spread; Debbie Macrorie of 'Escapade' was thrilled to get the New York Times at the San Blas Islands. Insets; Doña de Mallorca loves to Kindle on her boogie board, while the Wanderer prefers to peruse the Financial Times while snorkeling in the Caribbean.**

purchased were updated to her new device. Ever since, she's been able to download newspapers, magazines, and books wherever 3G service has been available — which has been just about everywhere except for Cuba. *Escapade* is about to leave St. Barth — only because their insurance requires it — for Bermuda and the East Coast, so we expect the Kindle will get a good workout during that 900 miles. For in addition to being a reading device, the Kindle will also read the books to you, at whatever speed you want, and in a male for female voice. Perfect for those long night watches.

We had a Kindle for about a year, and loved it as much as Debbie does. Ours, however, was an earlier version which wasn't set up to receive digits outside of the United States. It was possible to download publications from a computer and transfer them over, but it was a real pain. So if you're looking to buy a used Kindle, make sure you get the interna-

tional version. We downloaded about 20 books to read during our month-long research trip to the Caribbean, but foolishly fell asleep while reading it on our bunk. It bounced off the fake teak and holly cabin sole, and the screen froze in half gibberish, half crazy lines and squiggles. We tried recycling it by using it for bait for a big barracuda — they like shiny stuff — who took up residence behind **'ti Profligate**. When that was unsuccessful, we decided to give it the underwater test. We were surprised to see no change in the screen at all, so maybe it is waterproof.

How does the Kindle compare with the **iPad**? We don't know. But given that it's lighter, smaller and less expensive, we think there will still be demand for them, even though they don't have the graphics or versatility of the iPad. One thing is for certain — 10 years from now we're all going to be reading off electronic

devices that are the offspring of Kindles and iPads. And it will not only be good for the environment, it will be good for us users, too.

Speaking of the San Blas Islands, Greg Dorland reports their funniest incident they had was when one of the **Kuna Indians** rowed out from his tiny islet in a dugout canoe and asked if they would charge his cell phone.

"Have you heard about the doubling of lease rates for **shoreside facilities at Catalina**?" wonder Jerry and Jan Tankersley. "While we are inactive members of the Blue Water Cruising Club, which has long had their facility at Big Geiger Cove just to the west of Two Harbors, our concern is for the current active membership."

We know there have been changes taking place at Catalina. For example, both the **Cal YC** and the **Del Rey YC** no longer have leases on the Cat Harbor facilities they'd been leasing from the Santa Catalina Island Company. The later after spending a bundle just four years ago to get connected to the sewer system. We'll try to look into the situation more for the next issue, but it's complicated by the fact that some of the places are leased from the Catalina Conservancy and some are leased from the Santa Catalina Island Company. And wonder of wonder, there might be politics involved. For example, according to one source, clubs like the **Newport Harbor YC**, **Balboa YC** and **San Diego YC** seem to have the Santa Catalina Island Company by the shorthairs because so many members of those clubs are USC alums,

**The Blue Water Cruising Club has a wonderfully but astonishingly simple facility at Big Geiger. We hope they can continue to afford it.**



**No cell phone recharge here!**

BABE RUTH



LATITUDE / RICHARD

# CHANGES

and USC owns 51% of SCI Company. Their percentage of voting shares, however, is much smaller. But fight on!

"My wife Roberta and I are here in San Carlos, Mexico, having come south with the '06 Ha-Ha, and yesterday got a rude shock," reports Vic Kelley of the Sonora-based F/P 45 cat **Apollo II**. We went to the local bank to exchange U.S. dollars for *pesos*, and were told that due to a new federal law, they cannot make such exchanges. However, we were able to get *pesos* from the ATM. *Latitude* readers need to know that they need to leave their cash cruising kitty in the bank at home because they won't be able to get *pesos* in exchange for them in Mexico. Do you know the reason for the new law?"

The reason for the new law is simple. **Drug traffickers** bring billions of U.S. dollars in drug profits back to Mexico and want to exchange them for the local currency. The Mexican government wants to make this as difficult as possible. While in Mexico a couple of months ago, we went to four banks before we were told about one bank that was allowed to exchange up to \$400 U.S.



LATITUDE/RICHARD

***If you're a drug trafficker with millions of these, the Mexican government doesn't want you exchanging them for pesos in banks.***

dollars for *pesos*. But it required having a U.S. passport and filling out some paperwork. While cruisers shouldn't bring huge sums of U.S. currency down, it's a smart idea to bring lots of ones, fives

and tens.

"After the Banderas Bay regatta, we hit San Blas, La Cruz, Mazatlan and Atlata, and are now in Topolobampo," writes Ethan Smith — he's the guy holding the big pargo two pages before — of the Ya Ta Hey, New Mexico-based Ovni 36 **Eyoni**. The "we" includes his wife Nancy Jones and son Zada Smith. "San Blas was interesting, and we had a fantastic river trip. We also spent a day surfing the famous break at Mantanchen Bay, where Zada, 5, had his first real surfing success with a 180-yard long ride! I'd been carrying spare blades for my Kiwi prop, which needed to be replaced, so we dried *Eyoni* on the sandbar across from the library in the San Blas estuary. With plenty of managerial and oversight support from our friends the Temmes on the 45-ft Kauai-based cat ketch **Meshach**, and the Borens' on the Morro Bay-based Pearson 365 **Third Day**, the blade-swap came off without a hitch, and we managed to get rid of the plague of barnacles that we'd picked up in Nuevo Vallarta. And to think some of

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the townies and Singlar crew thought we were going to be on the sandbar for good.

"Atlata and Novolato were fun," Smith continues, "and the bay was home to the best seafood we've found since the northern *estero* of Mag Bay. Novolato was *muy autentico* Mexico, if a bit subdued, and it was the only place we've been in Mexico where we constantly got second looks because we were *gringos*. Everyone we passed who spoke English wanted to chat. It's worth noting that the entrance waypoints given in the oft-circulated instructions put together by **Spindrift** in '02 and circulated by *Latitude* in amended form in '07, are still marked by the Atlata sea buoy. But they are approximately 1/4-mile northwest of the current entrance channel. We had a local *panga* guide us through the entrance, as it appeared closed out from the sea buoy.

"Despite the beat to get here against a northwesterly that had not been forecast, we're glad to have come to Topo. The marina is new, Alberto the manager

speaks some English, he's over-the-top helpful, and at \$12/day the slip fees are very reasonable. For info, contact Alberto Arreola, Club de Yates Palmira, Topolobampo, 01 66 88 62 15 44. Topo is the perfect place to jump off for an inland trip to the Copper Canyon — the bus station for the train at Los Moches is two blocks from the marina — and it offers a terrific angle for sailing across the Sea to the Baja peninsula. Provisioning is all right at Topo, but you can get anything you want or need after a 30-minute bus ride to Los Moches. If you're adventurous or have a shallow draft boat, the Bahia de Ohuira is ripe for exploring and underwater hunting and gathering."

What a great grouping of names:



**Ovni designs, such as 'Eyoni', are among the few monohulls designed to intentionally be put on sandbars and calm shores for repairs.**

Smith and Jones, with son Zada, on the Ovni *Eyoni* from Ya Ta Hey! We don't see stuff like that very often, and we love it!

"We pulled into Spanishtown in the British Virgins, and signed off my wife Jane and the boys RJ and Leo, whom I'd been cruising with for six months,

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# CHANGES

and then signed on Victor and Jamie, my crew for the trip to 823-mile distant Bermuda," reports Rodney Pimentel of the Alameda-based Leopard 47 cat **Azure II**. "What a pleasure it was to sail with experienced crew, as they took the initiative. The cat — our family's other boat is a Cal 40 — handled well in the 15 to 20 knots from the northeast, sailing at 7 to 9 knots. After a fast night in 25 knots and six-foot seas — with some scary bombs going off under the bridge-deck — we managed to cover 180 miles in the first 24 hours. The second day was lighter, and we were doing eight knots in 15 knots of wind, with great boat motion over a really, really blue ocean. In the lighter winds we made 145 miles. There is normally a large high that sits between Bermuda and the Azores that provides northeast winds all the way to Bermuda. But a small high moved in over Bermuda, resulting in north winds. We made as much easting as possible to counter it. Had we not gotten GRIB files via the Ham radio, we'd have been sailing by Braille. But it got cooler — down to 79 degrees from 84. It looked as though I might have to put on a shirt after all



AZORE TOURISM

*'Azure II's next stop is the Azores, one of the most beautiful places in the world. You must paint your boat name on the quay at Horta.*

these months. We continued to make easting to set ourselves up for a great final approach to Bermuda in northerly wind. Alas, day three turned out to be as flat as an open grill. We had to motor all

night, which gave us 61 miles of easting, but only 135 miles made good. Nonetheless, we crossed the halfway point, so we opened a bottle of bubbly. But day four, what a bore! We motored most of the time, but were still able to make 140 miles despite sailing at just four to six knots for six hours. I was surprised at how well the cat, which has lots of wetted surface, sailed in the light air. That night a front passed through with driving rain and 25- to 35-knot winds. Too much wind is great if it's from astern, but this was on the nose. Cats are great for reaching and off the wind, but aren't very good for short tacking. Luckily we'd expected the wind on the nose, so we sailed about 80 miles past Bermuda to put some money in the bank. When the weather file said there would be only 15 knots of wind, we ended up giving back all of our 80 miles and then some. However, our strategy of making easting and then dipping below Bermuda in a pocket of no wind worked out well. Once in light wind, we motored right toward Bermuda and were soon tied up for the first of our five days in Bermuda. Our Leopard cat

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performed as well as I expected, and I was really happy about how well she reefed when the wind came up. It was a perfect shakedown for the longer trip to the Azores, at which point the family will be rejoining me for the rest of the way to Portugal."

Explaining their motivations for organizing the first annual **Cruisers Rally to El Salvador**, Bill Yeargan and Jean Strain of the Hawaii-based Irwin 37 **Mita Kuuluu** write: "Our goal was to help cruisers get together to discover the less-traveled, unspoiled and spectacular destination of El Salvador. In addition to this, our aim was also to create awareness among Salvadorians about the cruising lifestyle. We feel that we achieved these goals and are looking forward to next year."

By all accounts, the March 15 to May 15 Rally — headquartered at the Bahia del Sol resort — was a great success. Seventy-one boats participated, and upon arrival each was given a welcome bag full of goodies and were offered generous discounts at the hotel restaurant and marina. During the

two-month Rally the hotel provided discounted buffets, weekly happy hours and a number of special celebrations.

If you're cruising south next season, you'll want to put this free, low-stress event on your calendar.

"So what is with this guy who wrote from the Sea of Cortez and said it sucks?" wonders Tom O. of **Calypso**, type of boat and hailing port unknown. "Maybe his GPS failed him and he is on a lake in Arizona. We spent an entire summer in the Sea of Cortez during our two-year cruise, and while it was hot as hell, it was beautiful in every way. I would do it again tomorrow. I also can't mention the fellow who thinks he has a handle on what happens in Thailand with regard to young women. Maybe he should run



**Some people don't like Sea of Cortez beauty, while others love it — but don't want others to so they can have it all for themselves.**

for a government position so he can attempt to control what everyone does here in the States — as well as around the world. Go sailing, dude, and you'll see how meaningful you are."

The fellow who wrote about how bad cruising is in the **Sea of Cortez** was, if we're not mistaken, was trying to dis-

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# CHANGES

courage more cruisers from going there because he likes it so much.

"Looks like we'll be coming home from the South Pacific sooner than we thought," wrote Mike and Cindy Miller of the Tacoma-based McIntosh 47 **Airwego** to one of their many friends. "For on May 7, while entering a narrow pass through the reef at Savaii, Samoa, our boat hit bottom. She was picked up by huge swells and driven farther onto the reef. Needless to say, our boat is a total loss. But thank you, Jesus, there were no injuries. We were rescued by **Charisma** and several Samoan men. We have free room and board at a resort here until everything is resolved. Savaii is so remote that there is no internet and the phone is terribly expensive. Even if the phone was free, the phone numbers and email addresses of all our friends are stored in our damaged computers. Bugger! We are too emotional to talk about this freak accident anyway, but we have many blessings we can share later."

Also lost in the South Pacific last month was the British-flagged Westsail 32 **Stray Dog**, skippered by Brit Robert

LATITUDE / ANDY



**We didn't get to know Mike and Cindy that well during the '07 Ha-Ha, but their friendly, smiling faces stuck in our mind. We regret their loss.**

Marshall, with his Republic of Taiwan fiancée Yung-Ching Cheng as crew. Details are sketchy, but according to the Coast Guard, at 4:30 a.m. on May 12, they picked up an EPIRB signal from **Stray Dog** showing the distressed ves-

sel 2,240 miles south of the Hawaiian Islands. The U.S. Coast Guard Joint Rescue Coordination Center watchstanders then issued a 'Safety Net' broadcast asking for any Automated Mutual Assistance Vessel Rescue (AMVER) system vessels in the area to assist. The crew of the container ship **Mineral Noble** responded immediately. Upon making contact with **Stray Dog**, they learned the Westsail was taking on water faster than it could be pumped out. The source of the incoming water was not identified. Arriving on the scene about 11 hours after the *mayday* was issued, **Mineral Noble** took the **Stray Dog** crew aboard their ship.

Sources report that **Stray Dog** had left Mexico for the Marquesas last spring, but had turned back after 600 miles because of what was reported as lots of little problems. The boat departed from La Cruz this spring. We're also sorry for Marshall and Cheng's loss.

After 33 years of writing about sailing all over the world, we just learned that we've been ignorant about **the irregular and complicated relationship between**

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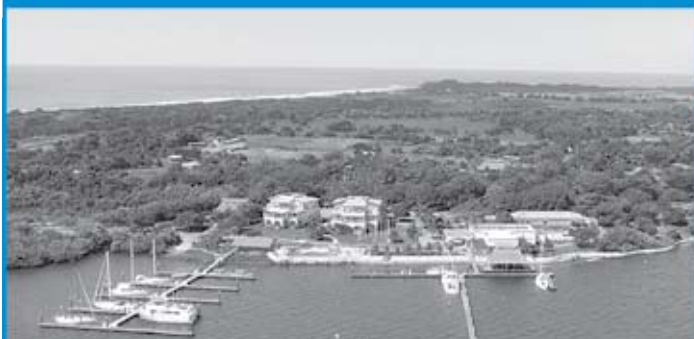


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**tropical cyclones and hurricanes.** It's all because of NOAA, which has long written, "The term hurricane is used for northern hemisphere tropical cyclones east of the International Dateline to the Greenwich Meridian, and the term typhoon is used for Pacific tropical cyclones north of the equator west of the International Dateline." It turns out that NOAA is way off base. For what the Aussies and folks of the southwest Pacific call a Category 1 Tropical Cyclone only requires 34 knots of wind, which is a full 30 knots less wind than is required to meet the minimum standard for a hurricane in our part of the world. It's a huge difference, because 64 knots of wind has almost four times the force of 34 knots of wind. On the other hand, in the Indian Ocean, all you need for a Severe Tropical Storm or a Severe Cyclonic Storm is 48 knots of wind. When you get over 64 knots of wind, there are no fewer than five official names, depending where in the world you are: Severe Cyclonic Storm, Severe Tropical Storm, Category 2 Tropical Cyclone, Typhoon, and Cat-

egory 1 hurricane. At over 120 knots, there are no less than seven official names. Thank God we can rely on the Beaufort Scale, you might be thinking. But that's deceiving, too. In the Beaufort Scale, categories 1 to 11 cover everything from 0 to 64 knots, a total range of 64 knots. But then there's category 12, which covers everything from 64 knots to as hard as it can blow — which is a range of about 160 knots. Strange, isn't it?

And to clarify another oft-confused point, no matter what these storms are called, they have to be "**warm-core non-frontal synoptic-scale cyclones that originated over tropical or subtropical waters, with organized deep convection and a closed surface wind circulation about a well-defined center.**" Once formed, a tropical cyclone/



**No matter if local authorities are calling them hurricanes, typhoons, severe tropical storms or severe cyclones, you want to avoid them.**

hurricane/typhoon/whatever is maintained by the extraction of heat energy from the ocean at high temperatures and heat export at the low temperatures of the upper troposphere. In this they differ from extratropical cyclones, which derive their energy from horizontal temperature contrasts in the atmosphere. Whatever you call them, tropical 'storms' rotate counterclockwise in the northern hemisphere and clockwise in the southern

## Yacht at Rest, Mind at Ease



Photos by Onne van der Wal

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# CHANGES IN LATITUDES

hemisphere. We hope that you paid close attention because there will be a test on all this material at the end of *Cruise Notes*.

You can't keep a good young sailor down! Stefan Ries, a young German, lived aboard his Coronado 25 *Ky-Mani* at various locations between Cabo and P.V. since '06. For the last couple of years, he's worked at the Palladium Resort, which is right at the famous Burro's surf spot on the north shore of Banderas Bay. He kept his small liveaboard boat anchored just outside the break. Alas, last year there was a pretty good blow from the south, putting *Ky-Mani* on a lee shore. Her rode broke, and Ries only got there in time to ride his boat to the rocks onshore. There's a pretty good YouTube video of it.

Undeterred, Ries announced that he had a budget of \$5,000 for a replacement boat. We're not sure what he paid, but he managed to buy a classic Triton 28



SOUTHERN CROSS

**Stefan Ries during sailing trials aboard his new-to-him Triton 28 'Mintaka'.**

that he christened **Mintaka**. As of late April, Ries got a seven-month sabbatical from the Palladium, and headed south in search of great surf in Central America. Ries is happy with his new, larger boat. "*Mintaka* has a much better motion than *Ky-Mani*, and she feels more seaworthy and strong. And even after I added a lot of weight, she's still floating on her lines." Typical of most budget cruisers,

Ries has more time than money. As such, he's had to be patient with 24-hour runs of just 35 miles. But other runs have been much better. And then there has been the surf. "I made it on the hook at Punta Galera/Bahia Chacahua before dark, and went surfing the next morning. The break was a long right, with waves three to five feet. I also had sessions in the afternoon and at sunset. And the swell is supposed to get much bigger in a few days."

Ries plans to make it as far south as Costa Rica and Nicaragua — watch out for that summer rain and lightning — before returning to the Palladium on November 1 for the start of a new season.

Out cruising? We at *Latitude* and our readers would love to hear from you. Short and sweet reports with a couple of high res photos are best. Send them to [richard@latitude38.com](mailto:richard@latitude38.com). Merci!

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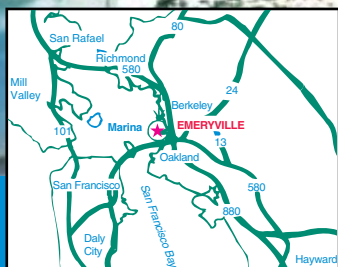
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**27-FT CATALINA 270, 1994.** Pt. Richmond. \$29,500. Brickyard Cove Marina. Well maintained, in very good condition. All standard equipment, including 2 roller furling headsails, plus asymmetrical spinnaker, navigation instruments at helm, autopilot, VHF radio, stereo. Roomy aft stateroom w/queen bed and hanging locker, V-berth forward. Galley w/alcohol stove, ice box, microwave, and plenty of storage. Perkins 18hp diesel w/320 hrs. Cockpit cushions, helm cover, dodger, teak cockpit table. Miscellaneous equipment included, trailer available. (916) 342-2546 or kbell34@hotmail.com.

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**25-FT CORONADO, 1967.** Stockton, CA. \$2,000/obo. Located at the Stockton Sailing Club. New bottom in '07. 9.9 Mariner O. VHF-CD/radio. Auto-tiller, -newer instruments. Hull in very good condition, several bags of sails. (209) 969-4982 or jerry.schwartz1513@sbcglobal.net.

**ERICSON 26+, 1983.** Richardson Bay Marina. \$9,900. Yanmar GM1 with new head, low hours. Harken roller jibs 85% and 125%, spinnaker, deep keel, tall rig. Lightly used only in SF Bay. (415) 450-8455 or (415) 389-5458 or dirk.strasser@yahoo.com.

**25-FT O'DAY, 1979.** Vallejo. \$5,500/obo. Wheel steering, new mainsail and cover, roller furling jib, 2003 Honda 9.9 outboard. Must see. Teak inside, well cared for. (707) 435-8111 or (707) 803-0162 or mikeo257@comcast.net.



**25-FT SANTANA 525, 1980.** Lake Don Pedro Fleming Meadow. \$3,000/obo. New North Sail mainsail, gennaker & rigging, 24-volt electric motor with solar panels for recharging. Excellent condition. (209) 575-2653 ext:303 or (209) 471-9968 or mb@modestocpas.com.



**27-FT NOR'SEA, 1980.** Monterey Bay. \$20,000. Tough, basic little cruiser with unique junk rig and custom mods for blue water work. Monitor vane. Fiji vet, offshore gear including liferaft, para anchor, etc. www.kabai.com/seablossom. (408) 218-9604 or kabai@yahoo.com.



**25-FT CHEOY LEE FRISCO FLYER.** 1958. \$17,995. Beautiful, great sailing, all teak, copper riveted, outstanding condition. No surprises: five years recent major work from mast to hull, plus all new: sails, rigging, electrical, boom, cast bronze hardware, engine overhaul. http://friscoflyer.net. (360) 325-5022 or inquiry@friscoflyer.net.

**25-FT C&C, 1976.** San Diego. \$4,600. New Sunbrella cushions, battery, Porta-Potti. 5hp Nissan OB. Good main. VHF, charger, lights work. Ready to sail. Mooring for \$150. (619) 402-8036. Email for pictures, info@pacific-comp.com.



**27-FT NORSEA, 1992.** Sonoma. \$75,000. This is a fine example of a NorSea 27. Excellent condition. She's ready to cruise anywhere. This is the one you've been looking for! http://s1004.photobucket.com/albums/af167/whoisvincent/Sea%20Juliett. (707) 732-3727 or vinny@sonic.net.

## 29 TO 31 FEET



**CATALINA 30 MK I, 1979.** West Delta. \$9,000/obo. Good stiff basic family boat. Atomic 4, tiller, recent roller furling/110 Genoa. Dodger needs new canvas, nice teak interior, needs bottom job - but fresh water vessel, no barnacles! (559) 284-2144 or rdunne@ddmattorneys.com.

**31-FT BENETEAU 310 FIRST, 1993.** Richmond. \$46,000. Racer cruiser loaded with extras - spinnaker, furler, fluxgate compass, wind, depth, wheel steering, autopilot, GPS. Beautiful wood interior, 2 separate cabins, enclosed head, refrigeration, oven/stove, hot water and more. Excellent storage & ventilation, all great condition. ch2o4me@yahoo.com.



**30-FT CATALINA, 1976.** Fortman Marina, Alameda, CA. \$13,100. Universal 25 diesel, pressurized water, stove w/oven, refrig, new batts, dripless cutlass bearing, 2 AC/DC panels, cust stern seats, adj backstay, roller furling/jib, cust capt seat, 2 solar vents, asymmetrical spinnaker, extra jib, offshore running lights, dodger w/stainless, 20 amp charger, 50ft shore cord, AM/FM/VHF. Teak holly flooring available for install. (408) 219-4920 or susoz@hoganlaw.com.

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**30-FT YANKEE, 1972.** San Francisco Marina. \$14,500. Classic design by Sparkman & Stephens. Hull #90. Slip title transferable. Westerbeke diesel with low engine hours. All rigging in great shape. Needs minor hull painting for cosmetics. Extra jibs, chute, ST2000, etc. (408) 365-0302 or sukjic@pacbell.net.

**28-FT + MACWESTER** English Cruiser, 1973. Alameda. \$3,300. Solid GRP pocket cruiser. English design CSJRoy. Documented HN8704, RT6, 8.5ft beam. Good custom Neil Pryde sails, oversized rigging, Harken furler, new bottom, YanmarYSM12 needs rebuild. I owned, rebuilt Catorce 1993-02, \$20k invested. Recovered from unappreciative fellow who let her deteriorate. Needs TLC to bring her back to cruising shape. I don't have the time I did 15 years ago. Contact me for pics and a list of needs. (510) 421-6712 or rds3000@hotmail.com.



**30-FT CATALINA, 1980.** Alameda. \$19,000. Low price, must sell. Diesel engine-runs great, propane stove/new stainless & brass wall heater, self tending jib traveler, 2 year old upholstery/carpet, pedestal steering, Adler Barbour refrigeration, lines led aft, external aluminum propane tank + more. Clean teak, interior and exterior-no cooties. Could use: some dodger stitching-canvas good, main halyard, galley pump. Bottom OK. (510) 522-6288 or pjohnd281@aol.com.

**30-FT CORONADO, 1969.** Rio Vista. \$17,500. Diesel, wheel, dodger, radar, chart plotter, all new, Harken roller furling, boom, sails, all standing and running rigging, too much to list. (916) 837-2386 or sinner696@gmail.com.

**30-FT PEARSON, 1970.** Richmond, CA. \$20,500. Mexico vet. Yanmar, Monitor vane, VHF, radar, EPIRB, DS, solar, chartplotter, 5 sails, 3 anchors, Lewmar winches, manual anchor windlass, 10' 6" Avon, Honda 2hp outboard. Contact Roland. (916) 988-0341 or (916) 802-8009 or debrajean50@hotmail.com.



**30-FT OLSON, 1978.** Pt. Richmond, CA. \$14,000/obo. Very fast Olson 30, excellent race history. It comes with 18+ sails. Trailer redone in 2009. All go fast mods done. Need to sell ASAP, I have 1 boat too many. (530) 416-6100 or wilsonsr@charter.net.

**30-FT CAPE DORY, 1982.** Morro Bay. \$30,000. Wonderful sea-kindly cutter. One of Carl Alberg's best designs. Volvo MD7A, VHF, radar, chartplotter, autopilot, depth meter, roller furling headsail, dodger, cockpit shade and more. Bought bigger boat - must sell. bobjenkizziar@sbcglobal.net.

**J/29, 1985.** Seattle. \$19,950. Great race record, masthead rig, hydraulic backstay, B&G, stereo, rod rigging. Restored in 2002. (253) 288-0117 or stevemil@grahamus.com.

**30-FT NONSUCH, 1979.** Newport Beach. \$35,000. Possible Newport slip. Electric halyard winch, GPS, autopilot, VHF, LPG cabin heater, LPG water heater. Solar panel, solar vent, Volvo diesel and Sail-drive. Extra sail and sailcover. New fixed propeller, dodger. Lots of gear and spares. Best priced Nonsuch in the country. (949) 675-1134 or jeansliechty@gmail.com.

**30-FT PEARSON, DELTA.** \$9,995. New bottom last May. 2002 model Volvo diesel, cabin heater, clean and ready. Call for info. (916) 777-5510 or chardonnaymoon@att.net.



**30-FT OLSON, 1982.** Richmond, CA. *Runs With Scissors.* 1982 Olson 30, Hull number 209. Fully restored/upgraded in 2004. Extensive sail control systems. Multiple sails, including Sobstad Pentax main and #1 (racing sails). For additional photos and full specs, please visit website. Please contact Brett McLarney with any questions or to arrange a time to see the boat. <http://s1024.photobucket.com/albums/y309/1982Olson30/?start=all>. Email [brettmclarney@yahoo.com](mailto:brettmclarney@yahoo.com).

**30-FT ISLANDER, 1971.** Moss Landing Harbor District. \$9,780. Mk II. 4-cyl gas inboard (Palmer P60). Fiberglass hull w/ teak trim. 3-burner alcohol stove/oven, BBQ. Depth/fishfinder, CB and VHF radio. Recent work: Sept '09 hauled out, tuned up, oil change, new head, replaced through hulls and zincs. Sails include spinnaker, 2 storm jibs, 100% & 130% genoa. Mahogany interior. 5 lifejackets, lots of extras. Sleeps 4 comfortably. Good solid boat. Ready to sail. Take over slip. (831) 915-6783 or (831) 659-1921 or drbradcase@sbcglobal.net.



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**30-FT SEIDELMANN 299, 1979.** Pelican Harbor, Sausalito. \$9,500/obo. Great cruising sloop. Speed, full keel, comfortable accommodations. Yanmar diesel, radio, depthfinder, knotmeter, extra jib, well maintained. Motivated seller. Sausalito slip available to qualified buyer. (707) 972-1524 or (707) 462-1851 or mike@pacific.net.



**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 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. (650) 450-3496. Email for more photos/info to david\_vieregg@intuit.com.

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

**30-FT LANCER, C&C DESIGN, 1980.** Marina Bay, Pt. Richmond. \$25,000. Fractional sloop, wheel steering, with inboard Yanmar QM15. Redecorated cabin, new electronics, VHF, GPS & chartplotter. New sails, safety lines, shrouds, dodger, wheel pilot, roller furling and more. (916) 487-5351 or barronsdesign@surewest.net.

**NEWPORT 30 MK II, 1981.** Sausalito Yacht Harbor. \$8,000 or best reasonable offer. 15hp Universal diesel, 3 jibs, spinnaker. Wheel steering, water heater, new head. Gary Mull design, good sailing condition; needs cabin cosmetics. (510) 414-2796 or (415) 302-4182 or email psmarbury@gmail.com.



**29-FT COLUMBIA SLOOP, 1967.** Sausalito. \$12,500. She loves the wind! Sparkman & Stephens design, Yanmar diesel with low hours. Propane stove, marine radio, safety equipment. Wired for shore power. Excellent condition! (707) 312-0860 or (707) 253-7935 or larrystofer@yahoo.com.

**30-FT NEWPORT, 1974.** Sausalito. Negotiable. By Capital Yacht. Good Atomic 4 and transmission. Very nice varnish and exterior. Roomy interior. Possible liveaboard (with permission). Needs some TLC. Sacrifice to first semi-reasonable offer. Some trades may be considered. rogercperry@gmail.com or (415) 999-5626.

**29-FT COLUMBIA, 1964.** Tiburon. \$5,000. Brand new main. Brand new sounder. Yanmar diesel. An absolute joy to sail. Call or email for photos or to visit. (415) 381-2653 or jaspervliet@gmail.com.



**30-FT ANDREWS, 1982.** Santa Cruz Harbor \$15,500/obo. Alan Andrews Custom 30 fast design sailboat in excellent condition. You won't find a better deal or boat!! Very responsive & fast displacement boat. New hull, topsides paint and non-skid. Brand new baltpate bottom paint! Decent sail inventory. Rod rigging. New hydraulic backstay. Excellent running Yanmar diesel. New head. Elliptical rudder. MB YRA PHRF 120. Should qualify for SFA 30 fleet. Only 7000 lbs. Full ownership price of only \$15,500! Or make offer now! Details: Andrews 30 2002 FAL SCORE Series 1st Fleet B 1982 MOC International Championships. 1st. john@palapasresort.com or (831) 334-4963.

## 32 TO 35 FEET

**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. 3GMD Yanmar, Achilles dinghy, large bimini. Original owner. (510) 420-8956 or nino@access-print.com.

**32-FT ATKINS THISTLE, 1985.** Sausalito. \$17,000. Experienced cruiser. Flush deck, roomy interior, heater, stove, many new additions. Tanbark sails, Lewmar hatches. Rebuilt Westerbeke diesel; professionally installed 2008. Well built, low maintenance ferrocement hull, 2009 haulout. Ready to sail. (415) 637-4851.



**35-FT BENETEAU OCEANIS 352, 1999.** Sausalito. \$89,500. Less than 300 hours on engine. Never raced. Roller furling main and jibs, 120% and 85% (new in 07), transferable berth in Sausalito. Bottom painted May 10. (916) 409-0302. Email for list of upgrades to salc\_sr@yahoo.com.

**33-FT PEARSON 10 METER, 1976.** D-26 Marina Bay, Richmond, CA. \$16,500 firm. Very clean, autopilot, Yanmar diesel - 270 hrs, new shaft and prop, new knot meter, new VHF, good main and jib, like new cruising spinnaker. (831) 334-1161.

**34-FT TARTAN YAWL, 1974.** \$45,000/obo. High quality S&S design. 10'2" beam. Farymann diesel with 350 hours. 6.1' headroom. Barient winches, chain winch, centerboard 3 to 8 ft. Wheel steering. Main, jib, mizzen and sail covers. Electronics. 5,000 lb solid lead keel. Lots of teak. Like new. Best US built sailboat. Tartan uses the highest content of resin in their fiberglass. Fast passagemaker. Inflatable dinghy. (209) 952-8814.



**33-FT RANGER, 1975.** Santa Cruz. \$22,750. Great boat! Rebuilt Yanmar 2008, new topside paint, self-tending jib, new Raymarine GPS, new cushions, davits. Race, cruise or live aboard. One year South Harbor slip possible. See website for photos and inventory www.elkhornyc.com/Tequila. Email iadoption@yahoo.com.

**34-FT DUFOUR, 1975.** F-204 Berkeley Marina. \$32,000. Rare to West Coast excellent racer/cruiser, in a 1975 way. This boat is in excellent shape for her age. Two large hatches seal this boat up for ocean sailing and yet she has over 6 feet of head room below. The perfect live/sail combination. Reluctantly for sale. Call Peter to view. (510) 910-2886.



**32-FT CATALINA 320, 2000.** South Beach Harbor. \$59,000. Winged keel, 5'6" draft, 11'9" beam, 32'6" LOA, 28' LWL, 12K lbs displacement, anti-slime bottom paint, full batten main, Dutchman, roller furling, Destroyer wheel, Autohelm, chartplotter, Yanmar 29hp fresh water cooled diesel, 3-blade prop, 6 knot motoring, windlass, plow & Danforth, walk thru stern with swim deck shower, aft cabin, fridge, microwave, stove, propane locker, H&C pressurized water, macerator pump, overboard pump, heat & air. Fun boat! Lost slip-must sell. (415) 305-6917 or sucha2L@yahoo.com.



**35-FT C&C MK III, 1983.** Richmond YC. \$49,950. Prettiest C&C 35 MkIII in the water. Awlgrip, new boom, MaxProp 3 bladed feathering, North 3DL headsails, many extras. Have fun racing or cruising! yuzuru2@earthlink.net or (415) 457-4434 or (415) 454-1275.

**32-FT PEARSON, 1964.** Ventura. \$12,000. Pearson Vanguard. GPS, radar, wind generator, solar panel, depth, autopilot, propane range, refrigeration, strong diesel. Good sails, dodger, and ground tackle. Rigging in good condition. Needs painting but completely sailable; used every weekend. (805) 570-9883 or svdaedalus2005@yahoo.com.



**J/105, 2002.** San Rafael. \$112,000. Excellent condition. Lightly used. Factory Comfort Group package. Nexus instruments, wind, speed, depth, and under deck hydraulic autopilot. Garmin GPS MAP 182C chartplotter. Mast mounted Tacktick Racemaster. Stereo/CD with Bose cockpit speakers. Standard Horizon VHF with ram mic on binnacle. Zantrex battery charger, extra battery. Two sets sails. Beautiful boat. (415) 850-3372.

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**32-FT ERICSON, 1971.** Brickyard Cove Marina. \$15,000. Westerbeke 21A diesel, roller furling 90% jib, main with reef points, nice interior, wheel and single throttle control, traveler, asymmetric spinnaker, air speed, knot and depth instruments. Fine Bay boat. (707) 310-0952 or granberg@aol.com.



**33-FT HANS CHRISTIAN, 1980.** San Diego. \$119,000. Change of plans! Fully refitted for S. Pacific voyage. New Yanmar, electronics, watermaker, sails, rigging, batteries, solar, canvas, dinghy and spares. Loads of cruising gear. Ready to go. (619) 319-0136.



**32-FT HUNTER 326, 2002.** Oyster Cove Marina. \$65,000. Second owner of a great coastal cruiser. Comes complete and ready for an adventure on the Bay or exploring the coast. See more at <http://mamasdiamonds.blogspot.com>. (480) 650-3162 or (480) 632-0189 or kevin737320@msn.com.

**32-FT SLOOP, 1970.** Designed by Gary Mull. Sausalito Yacht Harbor. \$35,000/obo. *Chico* was built by John Lidgard in NZ in 1970. She is cold molded out of Kauri using the West system. I have owned *Chico* for over 20 years. Age forces sale, mine not *Chico's*. She has new sails, three cylinder Yanmar diesel, fathometer, log/knotmeter, VHF, compasses, Awlgrip topsides, backstay, full cover, wiring, etc. A great boat and reputation. Call or email Jim Hobart. (415) 488-4110 or hobart\_james@hotmail.com.

**34-FT HUNTER, 1984.** Sausalito, CA. \$29,000. If you can find a cruise ready sailboat at this price, take it! This is a 34-ft sailboat that could leave for Mexico tomorrow. Just fill up the water and fuel and turn left after leaving the Golden Gate. Any takers? This is an excellent first time boat that is rigged for singlehanding and operates well under all conditions. I love this boat, but I am now the owner of another boat, so it is time to sell. The boat is priced to move. Photos and a detailed description of the boat can be found at: <http://witchdoctorsailboat.webs.com>. Call (415) 497-6116 or medicrene@yahoo.com.

### 36 TO 39 FEET

**37-FT HUNTER, 1982.** Hidden Harbor, Rio Vista. \$29,900. Cutter rigged, Cherubini designed, Yanmar diesel, dodger, autopilot, lines aft, cruise vet, Achilles dinghy with dinghy tow system, 18hp Johnson. Hauled 5/09, new rigging 6/09. [www.mysailboatforsale.com](http://www.mysailboatforsale.com). (775) 721-5221 or wh2ojake@yahoo.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, Wavestopper dodger, Icom SSB, VHF, AIS, Avon dinghy. Refurbished and well-maintained. (360) 301-6878 or crealock168@yahoo.com.

**36-FT CATALINA, 1983.** Point Richmond. \$44,000. Radar, chartplotter, autopilot, speed and depth by Raymarine. New head, new stereo, new bilge pumps, new Balmar alternator, new batteries. Lots of sails, dinghy, OB, dodger, bimini, VHF and more!!! (415) 309-4476 or (415) 883-5721 or bob@lesnettrealstate.com.



**38-FT BLUEWATER INGRID, 1977.** Fortman Marina. \$15,000. Bluewater Ingrid project boat, beautiful teak interior. Former liveaboard. Great hull, beautiful boat with work. Full stats and pictures available. [donalddhardy@yahoo.com](mailto:donalddhardy@yahoo.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. (510) 232-7999 or (510) 415-2747 or butch@tradewindsailing.com.



**CATALINA 36 MKII, 2002.** Long Beach CA. \$114,900. *Glory Road* is fully equipped and ready for a new owner. Extremely well cared for by the original owner. Complete with Raymarine 5000 autopilot, RL70C GPS chartplotter with radar, ST60 speed, wind, depth, data repeater with laptop interface. 1000 watt inverter charger, Espar heating system, 12-CD Clarion stereo indoor & exterior speakers, (remote at helm), LED-backlit HDTV with DVD, microwave, BBQ. Oyster white Ultraleather interior. (949) 751-9723 or michael\_weir@cox.net.

**36-FT ISLANDER FREEPORT, 1981.** Half Moon Bay. \$50,000. Plan B interior, new mattress, Froli sleep system. 45hp Pathfinder diesel, rebuilt 2003, many spares. Last haul-out/survey 2008. VHS, radar, depth, speed, main good, 135 jib OK, dodger, bimini, more. (650) 560-0260 or hmbdave51@yahoo.com.



**38-FT CATALINA 380, 1998.** Alameda. \$109,000. Exceptionally clean inside and out. Well equipped. Professionally maintained. New bottom 01/10. Priced for quick sale. Call (209) 612-8128.

**38-FT HUNTER 380, 2000.** Alameda Marina #350. \$89,500. Priced to SELL. Radar, autopilot, Yanmar, chart plotter, electric winch, inverter, good shape. Email for pic's and spec sheet. (916) 817-0081 or pbbpme@hotmail.com.



**37-FT TAYANA, 1979.** Richmond. \$68,000. *Tricia Jean* spent 2004-2006 cruising the South Pacific and is ready to go again. She's well equipped, comfortable, fast and easy to handle. Details available at website, <http://dbsail.org/TriciaJean>. (559) 970-9858 or (559) 960-5085 or Dan@dbSail.org.

**38-FT HUGHES, 1970.** \$21,000/obo. Canadian built S&S design. Sound hull, low hours on nearly new diesel engine. Sails nicely, needs newer/upgraded equipment. (831) 915-4984 or coffina@sbcglobal.net.



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**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](mailto:ddatpbio@gmail.com).

**36-FT HUNTER, 1980.** San Francisco. \$21,000 FIRM. Full enclosure, wheel steering, Yanmar 3HF30 diesel, new running & standing rig. New furler, recent survey. (916) 533-0007 or [vvebay@gmail.com](mailto:vvebay@gmail.com).



**39-FT CAL, 1971.** Oceanside, San Diego \$40,000. New professional racing bottom, just splashed Nov 5, '09. Great racing inventory, new 3/4 oz. Ullman spinnaker, double spreader tall rig. Gas engine. Good shape and fast. <http://knot-a-clew.com.granahan@cox.net> or (949) 280-6220

### 40 TO 50 FEET



**41-FT HUNTER A.C., 2002.** Bay Area. \$149,900. 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 [armylesliehomes@yahoo.com](mailto:armylesliehomes@yahoo.com).

**43-FT MORGAN CATALINA, 1985.** Moss Landing Harbor. \$99,000. Catalina tall rig. Refit completed. New bottom paint. New rigging including Hi-Mod turnbuckles, new interior, ports, wiring. Engine room re-insulated, low hours Perkins 108. New lifelines, plumbing, electronics. Autohelm, A/C, refrigeration, windlass. Completely enclosing dodger. Two large berths, two large heads with shower. Comprehensive renovation. Respected cruising boat. Great liveaboard. Ready to sail. Pictures at website, [www.capitolareef.com](http://www.capitolareef.com). Contact Jay. (831) 464-0234 or (831) 464-0318 or [capitolareef@yahoo.com](mailto:capitolareef@yahoo.com).

**42-FT TAYANA, 1988.** Sausalito. \$149,500. Price reduced \$10,000 for quick sale. A real beauty in excellent condition. Aft cockpit, cutter rigged with too many amenities to list. See ad in previous *Latitude*. Prime Sausalito slip. Pictures and specs available at website. (530) 848-0285 or [donandmandy@hotmail.com](mailto:donandmandy@hotmail.com).



**40-FT PETERSON, 1980.** Sunroad, San Diego. \$49,000. Doug Peterson design offshore blue water racer/cruiser. We bought the boat in 2003 in San Diego and sailed her to France. After 1 year of refit and several regattas in the Mediterranean, we came back across the Atlantic (2007), making the crossing in 13 days. She has an open plan design with space to sleep 8-10 crew. Ideal for someone looking to do some racing, but also with serious offshore capability. (619) 573-3525 or [mark.richards@gmail.com](mailto:mark.richards@gmail.com).



**40-FT CHOATE, 1980.** Delta. \$35,000/obo. Fun Boat. 2002 refit. 20hp Volvo. (ST60 speed, depth, multi, GPS chart-plotter). Harken roller. Cockpit compass p/s. 10 cockpit winches. SS rod rigging. Rigid vang. Hydraulic back stay. 8 sail bags. Maple interior, etc. (707) 374-5467 or [propspec@yahoo.com](mailto:propspec@yahoo.com).

**46-FT CAL LAPWORTH / Jensen Marine, 1972.** Stockton, CA. \$Best offer. Great liveaboard capacity. Perkins 4-236 84hp engine installed in 2000, low engine hours. Roller furling sails. Equipment includes: Winslow life raft 60 SLOP (manufactured 8-08), Seafari water maker (purchased 2008), 3.5 kw generator. Boat needs work and TLC to restore to life. [cal46sailboat@yahoo.com](mailto:cal46sailboat@yahoo.com).

**42-FT VALIANT, \$295,000.** Never used. Never in salt water. Quantum sails, ProFurl on jib, autopilot, microwave, Westerbeke diesel. Boat is as new, location Valiant factory in Texas. Contact Dick May. (480) 513-7136 or [boatseller@aol.com](mailto:boatseller@aol.com).

**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>. Call (520) 825-7551 or [stanstreb@gmail.com](mailto:stanstreb@gmail.com).



**40-FT PASSPORT, 1985.** Anacortes, WA. \$169,000. I am the original owner that had this boat custom built with many extra features, such as insulated hull, removable headliner, and much more. Beautifully maintained, over \$100,000 spent to restore her to near Bristol condition, including full Sterling paint, bright work, refinishing the teak decks, bottom paint, Raymarine instruments, engine work, plumbing, and much more. Included is a 10-ft RIB dinghy with a 4hp Tohatsu 4-stroke engine. (206) 295-2049 or [1985passport40@gmail.com](mailto:1985passport40@gmail.com).



**42-FT WESTSAIL, 1980.** San Pedro. \$105,000. Center cockpit cutter rig with teak decks. Extensive sail inventory and reliable Ford Lehman diesel engine (1050 hours). 350 gallons water, 100 gallons diesel, 60 gallons holding. Virgil radar, Benmar autopilot, Heart inverter. Maxwell electric windlass w/ two plow anchors and 325' high-test chain. Dickenson diesel stove/oven and coldplate Technotics refrigeration. Boat is in great condition and ready to go anywhere. (310) 991-1119 or [elpescador47@gmail.com](mailto:elpescador47@gmail.com).



**CATALINA 42 MKII, 2001.** \$167,000. Good racer, great cruiser, 2 staterooms, 2 heads, electric halyard winch, RL80C GPS/chartplotter/radar with 10" color monitor, Waltz radar leveling system, Navtec hydraulic backstay, 3-blade MaxProp. 2 mains, 2 jibs, 3 kites, spinnaker pole stowed on mast. For additional upgrades and photos go to website, [www.beniclayachtclub.com/boats/glory.html](http://www.beniclayachtclub.com/boats/glory.html) or call Rob (707) 746-1128.



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**J/40, 1986.** Flathead Lake, Montana. \$99,000. SSB, watermaker, radar. New VHF, roller furling, B&G inst. Pictures/specs available. (406) 253-5566 or [j22racr@hotmail.com](mailto:j22racr@hotmail.com).



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**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. [www.grace44.com](http://www.grace44.com) (702) 838-2902 or (702) 767-8322 or [jkjng38701@aol.com](mailto:jkjng38701@aol.com).

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## 51 FEET & OVER



**65-FT FREEDOM, 1981.** Berkeley, CA. \$75,000. 3-Carbon fiber mast, sail plan not finished. 200hp Volvo Penta diesel about 100hr - runs great. Fiberglass/balsa core hull, bottom in great shape. Needs work inside and out. (510) 701-5846 or [ronwmail@yahoo.com](mailto:ronwmail@yahoo.com).

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**55-FT FIBER STEEL, 1980.** River View Marina, Sacramento. \$Make offer/must sell. 72' LOA, 16' beam, F/C, 671 main engine with 300 hrs. 15KW gen, 1100 gals. diesel, 500 gals. fresh water, ketch rig. New sails, 6'6" head room, sleeps 8. Dinghy and new electronics, 385' 3/8 ht chain, 2000 lb windlass, 2 heads, shower, ice maker, 2 refrigerators/freezers. Great liveboard with liveboard slip. 7 minutes to downtown Sacto. Possible trades? Health forces sale. (916) 208-4141 or [seahawk2mexico@gmail.com](mailto:seahawk2mexico@gmail.com).

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**33-FT RANGER, 1977 CLIPPER.** Sausalito. \$7,000 1/3 equity partnership. Ideal Bay cruising sloop. Furling main/jib. Rigged for solo. Beautifully maintained. Congenial partners. Universal diesel. New transmission. Article/review: see web page. \$133/mo for 1/3 berthing. <http://latitude38.com/features/bomRanger33.htm>. (925) 595-0765.

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**ISLANDER 36, 1977 PARTNERSHIP.** Emery Cove Marina, Alameda. 1/4 or 1/2 share, easy to handle Bay sailer and cruiser, active class association, \$300 per month for 1/4 share plus buy-in. (510) 654-3903.

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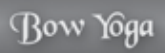


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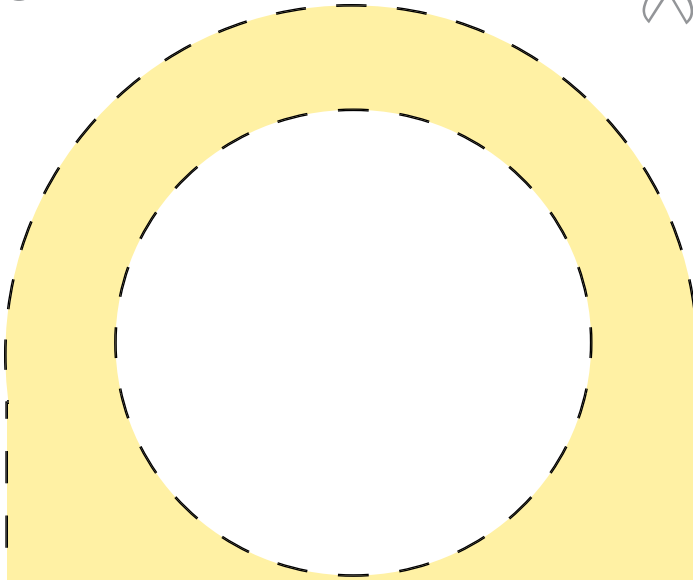
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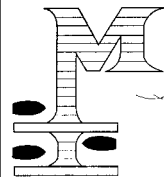
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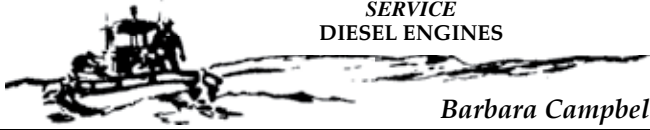
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